

DeKalb-Peachtree

IATA/ICAO CODE: PDK/KPDK
CITY: Atlanta
STATE: GA
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name: Mario Evans
Title: Noise Abatement Officer/ Manager
Airport: DeKalb-Peachtree Airport
Address: 2000 Airport Road
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Atlanta GA 30341
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Airport Web Site: www.pdkairport.org

ELEVATION: 1003 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
02L/20R	3746	-	-	150
02R/20L	6001	1000	3.0	100
09/27	3383	-	-	150
16/34	3967	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

[Link - DeKalb Peachtree Airport Noise Program Components](#)

Noise sensitive area all quadrants; pilots use noise abatement procedures prescribed by NBAA for departures and arrivals.

Prior Permission Required:

Aircraft over 75,000 lbs. (certificated max take-off weight) and military aircraft must contact the Airport Director or Airport Noise Officer prior to landing at PDK (770)936-5440. PPR’s may be filed via e-mail using the “contact us” link from the airport’s website.

Touch & go operations: All pilots and flight schools are encouraged to practice touch-and-go operations at outlying fields whenever possible.

Intersection takeoffs: For noise abatement purposes, intersection takeoffs are not recommended.

Use of reverse thrust: Pilots of turbojet aircraft are requested to limit the use of reverse thrust at other than idle power and limit the use of reverse thrust to perform early runway turnoffs onto a taxiway.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Voluntary night curfew 2300-0600 local time.

Pilots are strongly encouraged not to fly during these hours. Airport Security monitors all arrivals and departures and provides a listing of aircraft registration numbers to the Noise Abatement Information Office. The airport will mail letter of non-compliance to every operator that operates during this period to educate operators on the problems involved with using the airport at night and request their compliance and consideration in the future.

PREFERENTIAL RUNWAYS

When tower is closed and safety permits, Runway 2R is preferred for departures.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine run-ups for maintenance are prohibited from 2200-0700 local time. The airport has an engine maintenance run-up area marked on Taxiway ‘J’ with the direction the jet exhaust should be pointing in order to minimize noise disturbances in the communities.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

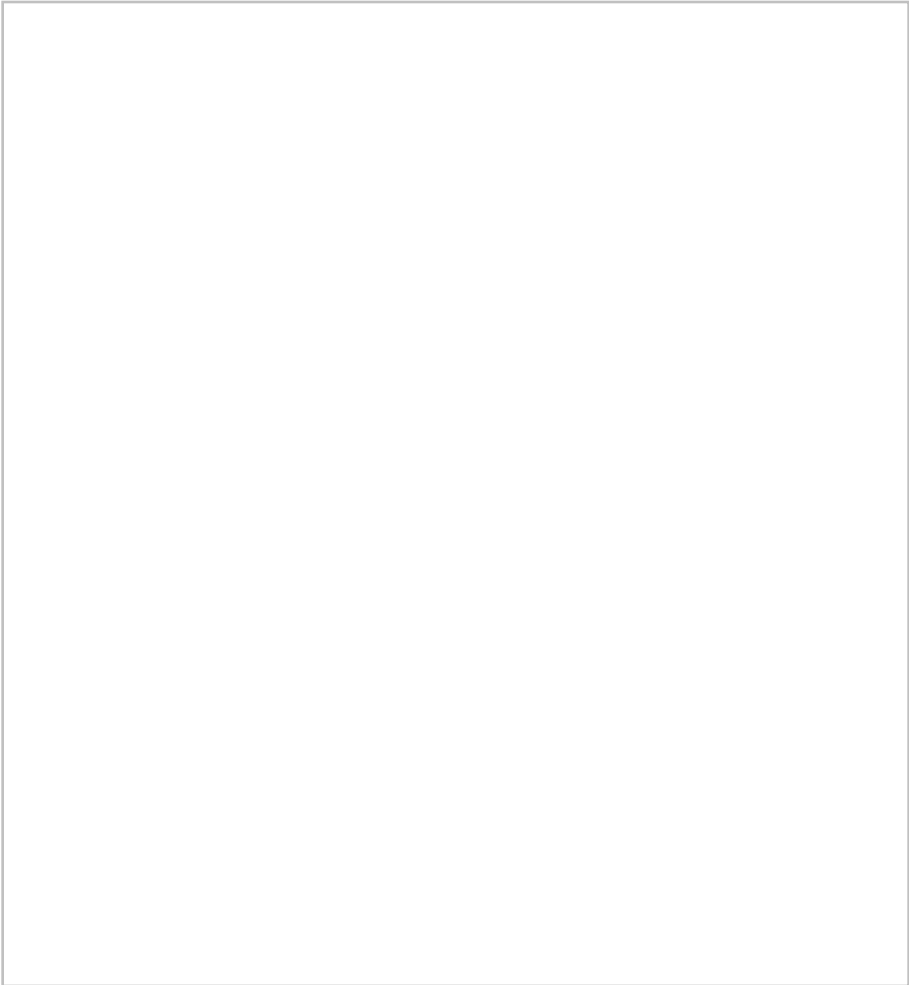
NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	The SIP was approved under the FAR Part 150 study; no implementation to date.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	City of Chamblee / north area only.
Real Estate/Property Disclosure Laws	-	-
		A voluntary land acquisition and relocation

Acquire Land for Noise Compatibility to date	2001	assistance program was offered to residents in areas highly impacted by noise. 198 parcels were acquired. Property acquired under the program was converted to nonresidential, compatible land uses.
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	Updated in 2004.
Total Cost of Noise Mitigation Programs to Date	-	Over \$32 million to date
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Federal Grant Funding.

NOISE MONITORING SYSTEM



The noise monitor system consists of 4 BAE Systems TAMIS TA40000A monitors. The airport also has an ARTS-3E flight tracking system. This information allows the airport to identify aircraft types causing the most disturbances to the nearby surrounding communities. In addition, the airport maintains a 24 hour noise hot line (770)936-5442 and the ability to file noise & operational complaints via e-mail.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS

High Noise Threshold for the airport is 90 dBA Lmax at monitors 2, 3, and 4. 93 dBA Lmax at NMS #1.

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)