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MEMO **JANUARY 27, 2010**

TO: **HONORABLE MAYOR & COUNCIL**

FROM: **LUKE HOWE**

RE: **PROPOSED CLASS B AIRSPACE FOR PDK**

DUNWOODY CRIER **JANUARY 12, 2010**

FAA wants to lower flight levels over north DeKalb

By Cathy Cobbs

Dunwoody's airspace may be subject to a lot more than birds and bees if a proposed flight pattern to Hartsfield Jackson's is approved.

The DeKalb Peachtree Airport Board was to meet Monday night, after The Crier's press deadline, to discuss a proposed change to Class B airspace around one of the world's busiest airports.

Class B airspace, according to Wikipedia, "is defined around key airport traffic areas, usually airspace surrounding the busiest airports in the USA according to the number of IFR operations and passengers passing through.

"The exact shape of the airspace varies from one Class B area to another, but in most cases it has the shape of an inverted wedding cake, with a series of circular "shelves" of airspace of several thousand feet in thickness centered on a specific airport," the online reference said. "Each shelf is larger than the one beneath it. Class B airspace normally begins at the surface in the immediate area of the airport, and successive shelves of greater and greater radius begin at higher and higher altitudes at greater distances from the airport. The upper limit of Class B airspace is normally 10,000 feet."

Mike Van Wie, the assistant director at PDK, in December's airport authority board minutes, said that the modification would "decrease the margin of safety around PDK, it will hurt the efficiency of PDK, and it will significantly increase noise around PDK."

PDK Airport Director Lee Remmel said the proposed changes would "be bad for the neighborhoods surrounding Peachtree-DeKalb as well as the airport itself."

"Not only would it involve lower flying airplanes around the neighborhoods, the changes would push PDK's airspace down even further, which would make it noisier and actually make the airport less efficient," Remmel said. "This is a bad idea on several different levels."

David Fowler, chairman of the PDK Advisory Board, said he also felt that the airspace changes "are not a good thing for Dunwoody or DeKalb, especially in the way it was done."

"The opinion was that it was a bad idea, but the proposal went through anyway," he said.

The Federal Aviation Agency will host a meeting March 1 at Chamblee Civic Center (3540 Broad Street) to solicit public input regarding the new flight patterns. Remmel said the organization is looking to make presentations at 3 p.m., 5 p.m. and 7 p.m. to accommodate the public.

But Remmel said anyone who is concerned is encouraged to become involved in the process in advance of the March 1 meeting, either through their neighborhood organizations, or through the PDK website (www.pdkairport.org) and its "Contact Us" link.

"This is truly an issue that unites the community and the airport," he said. "We have a common interest in the airspace changes that are being proposed."