



PTI Part 150 Study Update

Meeting Summary: First Meeting of the PTI Citizens Advisory Committee

June 26, 2019

The first meeting of the PTI Part 150 Update Committee was held in the Airport Authority Board Room 6 p.m. Wednesday, June 26th.

There were 14 of 18 members attending.

The Committee heard a presentation by HMMH on the PTI Part 150 Study Update. You can find a copy of the presentation **here**. The following description of the discussion occurred during the course of the presentation, which lasted over two hours.

Committee members introduced themselves. They described where they live in relation to the airport.

Committee members discussed the meeting schedule. They wanted to set a date for the next meeting. After discussion, committee members agreed to send any conflicts in September and early October to Suzanne Akkoush, project manager. Suzanne will select a date and send it back out to committee members for confirmation.

Committee member Janet Mazzurco asked if members are representing their neighborhoods or districts. Gene Reindel made it clear that committee members do represent the areas where they live, beyond neighborhood boundaries. A district system was used to create a geographically balanced committee.

Some Committee members asked for a full map of the 2014 Noise Exposure Map (NEM) so that they could better see the contours. Committee members were directed to the Part 150 website where they can zoom in on the 2014 NEM.

There was a discussion of the approved noise compatibility program (NCP). Gene Reindel explained the program to the committee as part of the presentation referenced above.

Sharon Kasica said she had read that there has been a concentration of flight tracks. Gene Reindel confirmed that concentrating flight paths is part of the FAA's NextGen program. He agreed that aircraft flying the same route can result in an increase in frequency of overflights and, in some cases, increased noise.

Sharon Kasica asked if NextGen is something the committee could address. Gene Reindel said that NextGen procedures could be considered in the NCP.

There was a discussion of whether modeling aircraft noise will take weather into account. Joe Saldarini asked about cloud cover impacts on noise. Gene Reindel said typically temperature inversions (not cloud cover) can cause noticeable changes in noise. Long term weather averages will be taken into account in the modeling.

The committee heard from Paul Puckli of CHA Consulting Inc. (CHA) regarding the development of aviation activity forecasts to be used in the Part 150 Study Update. CHA is developing forecasts of aircraft operations for 2020 and 2025 to be used in the development of updated NEMs. These forecasts will account for all types of operations at the airport (passenger, cargo, military, etc.) and distinguish between daytime and nighttime operations.

There was a discussion of the use of noise monitors versus modeling to create the noise contours. The FAA requires modeling because it is the only way to calculate noise at hundreds of thousands of points around the airport which are the basis for the contour lines. Also, only modeling can develop the future noise contours. A noise measurement program will be conducted as part of this study, and those results will be compared to the results of the noise modeling.

The committee selected Joe Saldarini and Janet Mazzurco as co-chairs. The committee selected Stan Tennant and Sebastian King as alternates.

During a general discussion of committee members concerns, the following concerns were raised:

Alyson Best lives in the Guilford College area. She is concerned about ground noise.

Thad Juszczak is concerned that using a 30 year average for weather data in the model ignores the effects of global warming.

Sharon Kasica is concerned about the concentration of approaches over her house. She lives near Bur Mil, outside the noise cone. She described her experience as "one flight after another, a constant hammering of noise, five minutes apart."

Ed Levick asked how the airport can be sure that NCP measures are enforced and complied with following completion of the study. He says planes fly very low over his house in North High Point, almost like they are in slow motion.

Janet Mazzurco believes the airport needs to do more ongoing outreach to the community. She recommends a standing citizens committee.

Gene Reindel said that an ongoing committee could be a recommended programmatic measure under the Part 150 program.

Stan Tennant says that the runway closure has moved air traffic away from his house and made his summer more enjoyable, however is sensitive to others receiving all of the flights during the closure. He calls for a balanced approach in terms of runway use. He also commented on the age of the contours on which the Greensboro Airport Overlay District is based on.

Joe Saldarini made it clear that he represents an area that doesn't want flights over their houses. A balanced approach to runway use would not work for his neighbors.

Joe Saldarini says he started the Nextdoor online community in the Cardinal neighborhood. He has 1,700 Cardinal emails and 8,000 area email addresses.

All members agreed that they want to see PTI be a successful airport and continue to support the region.

The committee adjourned after 8 p.m.