



PTI Part 150 Study Update

Meeting Summary: Second Meeting of the PTI Citizens Advisory Committee

October 2, 2019

Attending the meeting were 14 of 18 committee members. One committee member attended remotely.

The group heard a presentation from HMMH team regarding draft forecast data, land use data, noise model inputs, and planned noise measurements. That presentation is available [here](#).

Citizens Advisory Committee members asked the following questions.

What is the purpose of tonight's session?

Gene Reindel answered that the purpose of the current meeting is to walk committee members through the draft forecast and noise model inputs, which will provide the basis for the development of the noise contours. It is important that the committee members understand that data because they will receive a Noise Model Input memorandum in November that they will be asked to review before the noise modeling is performed.

Are you confident in the forecast of cargo operations for the FedEx hub, given that previous studies assumed 62 aircraft arriving and departing on a sort night?

Bob Mentzer told committee members that the forecast of nighttime cargo sort flights were developed using assumptions based on site visits and interviews with FedEx and other carriers. This is the best information currently available.

If not for the growth in cargo, would there be any growth at all in the number of operations at the airport over the five-year study period, from 2020 to 2025?

Gene Reindel answered that there is projected to be an increase in total operations at the airport, but not as large an increase as predicted for cargo on its own. Passenger enplanements at the airport are projected to increase at a faster rate than scheduled passenger operations, reflecting the changing industry trends in average seats per flight, and percent of seats filled. Therefore, the increase in passengers is exceeding the increase in operations because more passengers are flying on fewer aircraft.

But the overall number of scheduled passenger carrier operations is still showing a modest upward trend.

After a discussion of the FAA Terminal Area Forecast (TAF) versus the draft Part 150 Update operations forecast, a committee member asked if the contour, if based on the FAA TAF would be larger than a contour generated from the Part 150 Update forecast?

Gene Reindel explained that any contour based on the FAA forecast would be smaller than a contour based on the draft Part 150 Update forecast. The FAA forecast shows negative growth in operations, while the draft Part 150 Update forecast shows modest but steady positive growth.

Kevin Baker explained to the group that the draft Part 150 Update forecast is based on more recent data and local considerations, and should be more accurate than the FAA forecast, which did not take into account a number of changes in operations at the airport that have occurred over the past year.

- Spirit Airlines has started service to Florida from PTI, which the FAA did not take into account.
- Passenger enplanements have increased 18 percent year to date over the past year, which the FAA did not take into account.
- FedEx hub operations have increased significantly, which the FAA did not take into account.

For these reasons, the airport believes that the draft Part 150 Update forecast is more accurate.

A committee member asks why the airport cannot direct cargo carriers to fly during the daytime rather than at night.

Gene Reindel answered that the airport cannot control the schedules of the cargo carriers. All air carriers control their own schedules and the Airport is prevented by federal law from limiting the hours of the day or night when aircraft are allowed to operate.

A committee member further observed that overnight delivery demands that cargo carriers fly at night.

A committee member asks: Hasn't the demand for overnight air freight been reduced by the current custom of sending documents electronically? Documents, which had previously been delivered as paper documents by overnight carriers, are now sent electronically, thus reducing demand for overnight cargo. Correct?

Kevin Baker answered that the effect of electronic transfer of documents has already been felt, which is one reason that FedEx was slow to ramp up its operations at the airport. However, overnight delivery of goods ordered online has now caused an increase in the air cargo business, which is what we are witnessing with FedEx currently.

If Amazon does not use FedEx, will that affect the number of operations here?

The HMMH team answered that the projected operations are based on demand that the cargo carriers believe will occur over the next five years, taking all variables into account. Amazon packages will still need to be transported, whether by FedEx or some other carrier.

A committee member asks: Does the land use map inform or change the noise contours?

The HMMH team answered that the noise contours will be overlaid over the land use map being developed. Local jurisdictions may choose to make changes in land use or zoning based on the results of the noise contours, but the contours themselves are not influenced by the land use.

A committee member asks a question about jets coming low into the airport, sparking a discussion about aircraft approaches to the airport.

Kevin Baker explained to the group that it is unusual for jets to come in low. If they do, the pilots could face consequences from air traffic control or their airline. It is unsafe for pilots to approach the airport at a low altitude.

HMMH staff explained that larger aircraft look lower because of their size.

A committee member asks who monitors how low the aircraft are?

Committee members who are pilots answered that the plane's equipment keeps the aircraft on the glide slope. The pilots in the group explain that pilots want to be higher, not lower, because flying low is unsafe. Air traffic controllers monitor the altitude of approaching aircraft. The pilots also explained that there are a lot of variables, which can affect the altitude of an aircraft.