



PTI Part 150 Study Update

Summary: Third Meeting of the PTI Citizens Advisory Committee

May 20, 2020

The third meeting of the PTI Part 150 Update Citizens Advisory Committee (CAC) was held by Zoom teleconference at 6 p.m., Wednesday, May 20, 2020. The meeting was held by teleconference because the Governor's order restricting public gatherings was still in place in North Carolina due to the COVID-19 pandemic.

There were 12 committee members on the Zoom call, with some additional members of the community listening in. HMMH presented to the CAC on the current status of the PTI Part 150 Study Update. You can find a copy of the presentation [here](#).

The HMMH presentation reviewed noise model input and noise metrics, presented preliminary aircraft noise exposure contours for 2020 and 2025, and provided an extensive overview of noise measurements that were completed around the airport during November 2019. A brief summary of the current PTI Noise Compatibility Program was presented as an introduction to a fifth meeting, which consultants plan to add to the study schedule.

The Part 150 Team proposed an additional CAC meeting to cover the review of the Noise Compatibility Program. The preference is to hold this meeting in person if at all possible. Consultants will monitor North Carolina orders regarding public gatherings, and set the next meeting date accordingly. If groups of more than 10 are discouraged through the summer, consultants will propose another Zoom meeting for the Noise Compatibility Program Workshop.

Committee members had the following questions regarding the presentation:

Was noise from the future tenant(s) of the Airport's development site on the former Bel Aire Golf Course included in the current noise modeling?

No, this was not accounted for in the noise modeling because it is not possible at this time to forecast the aircraft operations that might result from the development of new aeronautical sites around Runway 5L/23R, including the site that has been cleared north of I-73. The FAA is clear that only known and well-defined and FAA-approved future plans be included in the five-year forecast. While the Authority does not expect, at this time, that the planned use of these sites would involve a major

increase in aircraft flights, if any new flights would cause a significant change in noise exposure on non-compatible land use in the five-year forecast noise exposure map (NEM), as defined by FAA criteria, the Authority would develop new NEMs to reflect the change.

Do the new noise contours reflect more flights, lower or higher flights, flights in different directions, more use of one runway over another?

The contours reflect actual historical data (i.e., runway use, flight tracks) of what has been occurring at the airport in the recent past and what is expected to occur if current trends and operations continue.

Why are the contours preliminary?

The 2020 and 2025 noise exposure contours presented to the committee are preliminary at this time. Once the contours have been included in a draft document for public review, they will be considered draft noise exposure contours. They will not be official Noise Exposure Maps for the Airport until the FAA accepts the maps as being completed per federal regulations at the end of the Part 150 Study Update. PTAA expects to submit the Noise Exposure Maps for FAA review and acceptance by the end of calendar year 2020.