



## **PTI Part 150 Study Update**

### **Meeting Summary: Special Meeting of the PTI Citizens Advisory Committee: Noise Compatibility Program Review**

**August 13, 2020**

A special (fourth) meeting of the PTI Part 150 Update Citizens Advisory Committee (CAC) was held by Zoom teleconference at 6 p.m. Thursday, August 13, 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 nine committee members on the Zoom call, with some additional members of the community listening in. The Committee heard a presentation by HMMH on the PTI Part 150 Study Update. You can find a copy of the presentation [here](#).

The presentation summarized HMMH's review of the Airport's existing Noise Compatibility Program (NCP) measures. The implementation status and compliance of each measure was conveyed, as well as HMMH's recommendation for whether to keep, eliminate, or make minor modifications to the measures as part of an NCP amendment.

HMMH reviewed the 65 DNL preliminary draft noise contour compared with the prior Part 150 and Environmental Impact Statement contours. Stan Tennant asked which contour to use for land use decisions. Gene Reindel answered that it is a decision to be made by local jurisdictions with input from the Airport Authority.

HMMH reminded the group that because there are no incompatible land uses within the updated contours, there is no DNL justification for a full NCP update or for additional NCP measures. Instead, this Part 150 Update will include an NCP amendment, focusing on eliminating measures that are no longer applicable and making small modifications to clarify certain measures.

HMMH recommended the following NCP amendments:

#### ***NA-1: Evaluate Noise Barriers at Sites of Future Airport Facilities***

HMMH recommended retaining this measure. The Airport Authority has restrictions on engine run-ups between 11pm and 5am. Janet Mazzurco asked if this policy included weekends. The Airport Authority answered affirmatively, applies 7 days a week.

***NA-2: Preferred Night Runway Use***

HMMH recommended to clarify the equal runway use clause in the statement of the measure and to drop the last two sentences.

Keith Brown noted that all aircraft are directed over High Point. Gene responded that is correct, head-to-head operations are in effect for the FedEx flights, meaning arrivals from the southwest and departures to the southwest, weather permitting. Bob Mentzer noted that the head-to-head operation pertains only to FedEx hub flights, not to other nightly operations.

***NA-3: Night Runway Use Assignments***

HMMH recommended deleting this measure since retrofitted Stage 3 aircraft have largely been retired.

***NA-4: Night Southbound Departure Corridor from Runway 23L***

HMMH recommended keeping this measure with modifications to include northeast departures and to pursue an RNAV procedure to standardize and concentrate the flight path of these departures.

Stan Tennant asked if it would it be better to spread noise out rather than sending all planes down the 68 corridor. Gene and Suzanne Akkoush responded that it is better to concentrate noise over the highway and industrial/commercial areas than to spread it out over residential areas.

***NA-5: Night Departure Procedures from Runway 23R***

HMMH recommended keeping this measure and adding a clause from the original statement of NA-3 for departures transitioning to a southerly direction.

***NA-6: Night Northbound Departure Corridor from Runway 23L***

HMMH recommended consolidating this measure with NA-4 to reflect the preferred routing for northbound departures being used by the tower today.

In the discussion of this measure, it was noted that it is better to do what the tower is currently doing than to adhere to the original measure, which instructs the tower to have aircraft make tight turns to the north east from runway 23L. Currently, the tower has air traffic following the 68 corridor until aircraft reach 4,000 feet, then allowing turns to the northeast.

***NA-8: Departures from Runway 5L and NA-9: Departures from Runway 5R***

HMMH recommended no change.

***NA-10: Restriction on Use of APUs***

HMMH recommended no change.

***NA-11: Noise Abatement Departure Profiles***

HMMH recommend eliminating this measure, as it is likely not as effective with newer generation aircraft.

***NA-12: Noise Abatement Approach Procedure***

HMMH recommended keeping this measure.

Michael Lopez asked if we can tell if the aircraft in the data set are on a visual or instrument approach. Gene said this is not apparent in the data and cannot be determined, but could be a factor.

Stan Tennant noted that one out of six aircraft are below the glideslope on approach at 5.5NM and even more on the approach to Runway 23R. Stan said this seems correctable. Michael Lopez, who is a pilot, agreed with Stan. Bob Mentzer replied that it could be an issue of fidelity of the radar data on the approach to Runway 23R and will investigate using an error margin.

Stan asked how compliance with glideslope altitude could be improved. Gene answered that the Airport Authority could work with the tower to investigate possible reasons that aircraft are not at or above the standard glideslope and potentially improve compliance through training.

Stan asked if the Airport could implement stricter enforcement of procedures like John Wayne Orange County Airport's departure procedures. Gene replied that the John Wayne procedures are unique, and Airports cannot implement such procedures today, given legislation from 1990. However, the Airport Authority can work with FAA to improve compliance.

Janet asked if low flying aircraft result in areas of noise complaints. Suzanne replied that complaints do frequently come from the final approach paths of the runways, and are typically evenly distributed around the Airport depending on the day-to-day runway use and operations. Janet said she believes low flying aircraft are the biggest issue she hears from neighbors.

### ***Land Use Measures***

HMMH recommended eliminating LU-1 (Acquire Noise-Sensitive Properties Where DNL Exceeds 70 dB) and LU-2 (Sound Insulation of Noise-Sensitive Structures Where DNL Exceeds 65 dB) as they have been fully implemented and are complete or nearly complete.

HMMH recommended eliminating LU-3 ([Optional Acquisition of Avigation Easements for Noise-Sensitive Structures where DNL Exceeds 65 dB](#)) and LU-4 ([Other Assistance for Owners of Residential Property where DNL Exceeds 65 dB](#)) as they are no longer needed.

HMMH recommended keeping LU-5 ([Pursue Compatible Use Zoning where DNL Exceeds 65 dB](#)) as is.

### ***Program Management Measures***

HMMH recommended keeping all Program Management measures as is.

Keith asked about keeping an active citizens committee after the Part 150 is over. Alex Rosser and Gene replied that Suzanne is doing a good job keeping the public informed and will plan to go forward keeping Suzanne as the point of contact with Airport neighbors.