

October 8, 2023

FAA Part 150 Noise Exposure Map Report

Summary for:

West Tisbury Selectperson Office

Submitted by:

Jim Graham: West Tisbury Representative for the FAA Study

The draft report was released on Friday October 6<sup>th</sup>.

There will be a Technical Advisory Committee meeting on Tuesday, October 10<sup>th</sup> from 1-3PM

There is a Public Meeting at MVY Airport Terminal of Tuesday Night, October 10<sup>th</sup> at 6PM

Summary Takeaways should you be asked:

1. There is a **Noise Exposure Map** for 2023 and a projected one for 2028.

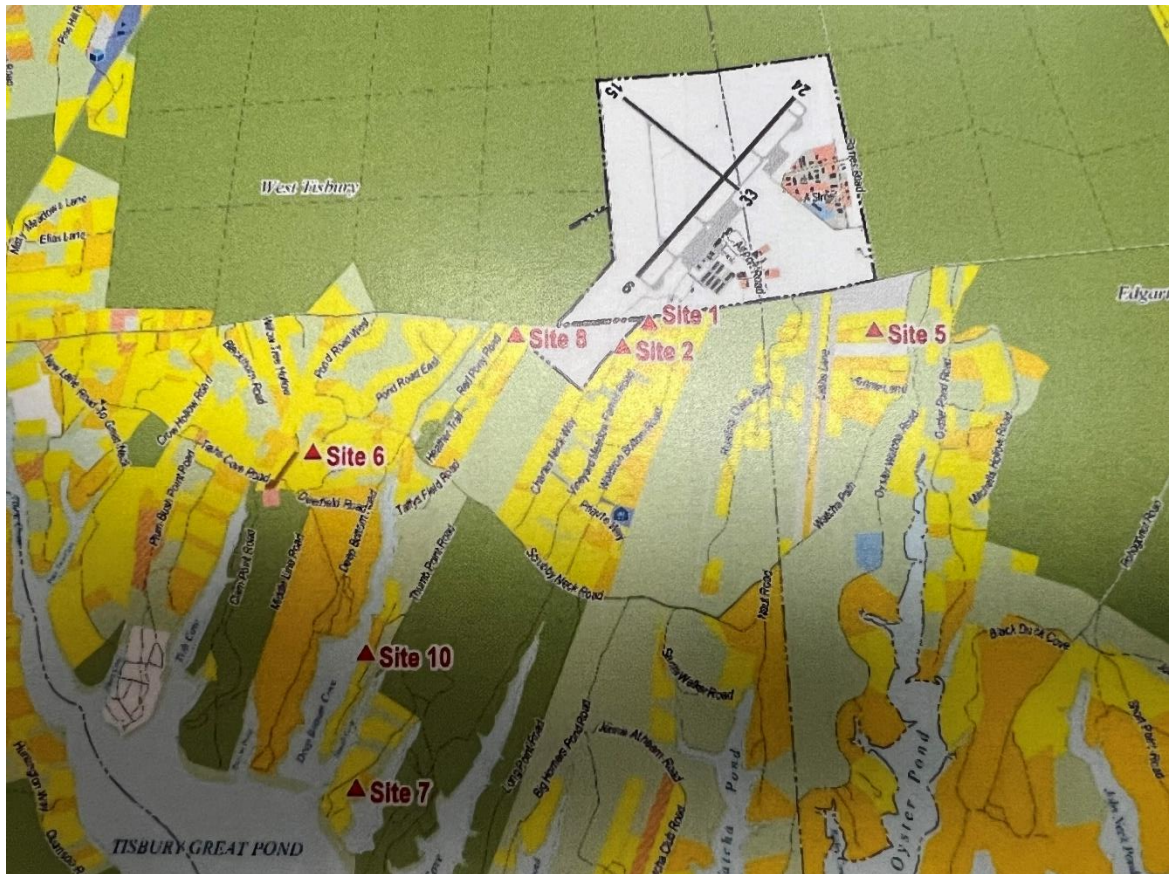
**Takeaway:** Virtually no change in Noise Exposure in the next five years. Minor changes but they are within airport perimeter.

2. There are **Activity Trends** (flights in and out, passengers in and out) for 2023 until 2028

**Takeaway:** Essentially flat for the five years

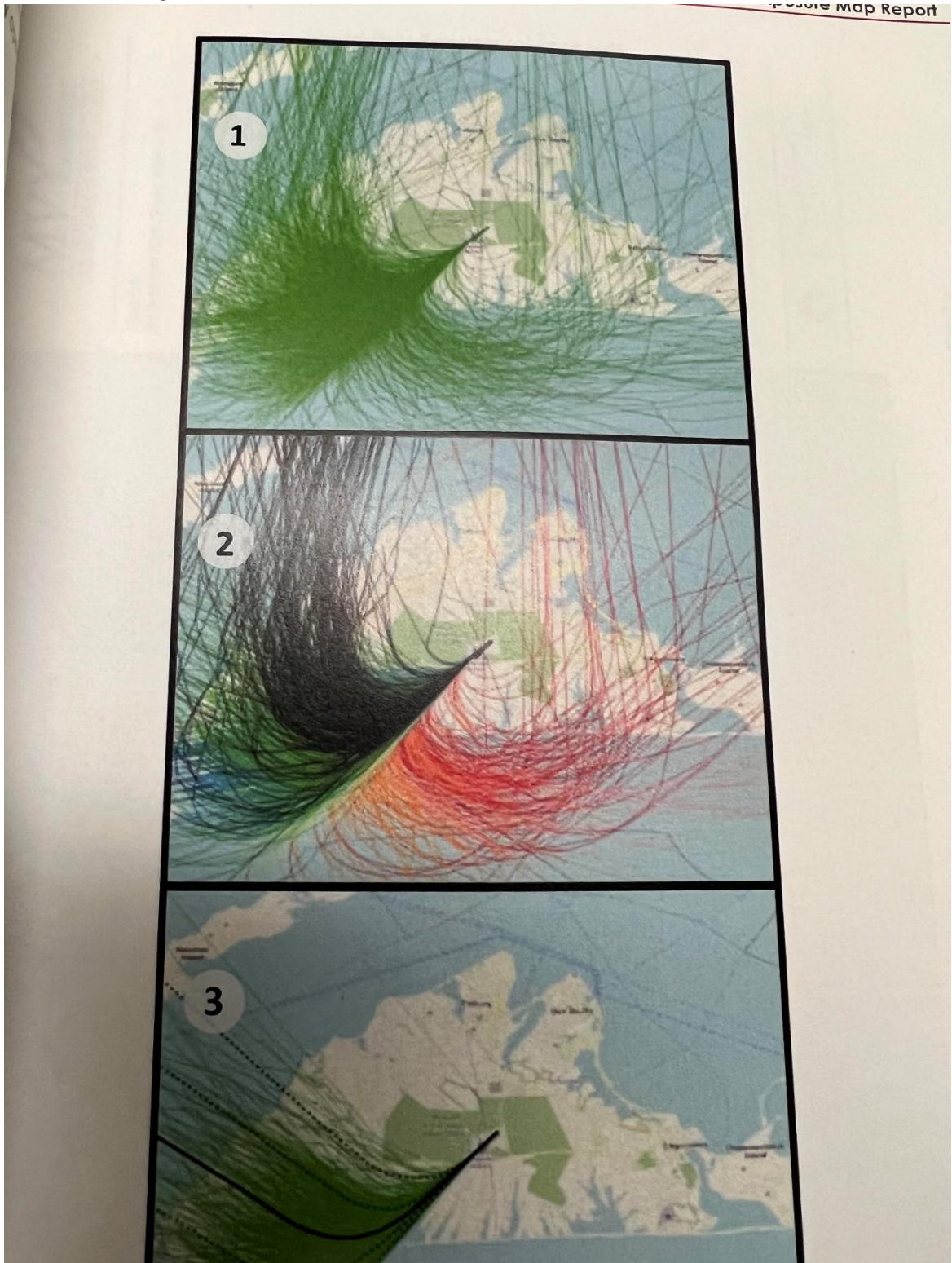
- The week of July 10<sup>th</sup>, 2023, there was actual noise monitoring at 10 different sites, most of which were in West Tisbury (Vineyard Meadow Farms, Clamp Point, Middle Point, Deep Bottom Pond and Catboat Lane/Skiffs Lane). See Figure 4.1

**Takeaway:** West Tisbury was well represented, as it should be because of 4 below.



4. **Where do the planes take off and land?**

Takeaway: According to Figure 5-2 (I call this a scattergram) it shows the vast majority use Runway 24 towards Deep Bottom Cove. Table 4-2 confirms that 89% did leave Runway 24 and most did bear right (NW) or enter from the northwest the week of the measurements.



4:18



Done nmh0-my.sharepoint.com AA

Info | |

**Table 4-2. Measurement Period Runway Utilization**

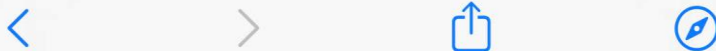
Source: HMMH, 2023

Date	Utilization for each Runway End					Operation Count
	6	15	24	33	Total	
7/10/2023	56.0%	0.0%	44.0%	0.0%	100%	125
7/11/2023	0.4%	0.0%	97.5%	2.1%	100%	238
7/12/2023	0.0%	1.0%	97.1%	1.9%	100%	206
7/13/2023	0.5%	1.0%	98.0%	0.5%	100%	210
7/14/2023	8.5%	4.3%	86.6%	0.6%	100%	164
7/15/2023	0.0%	15.7%	84.3%	0.0%	100%	127
7/16/2023	0.0%	2.0%	98.0%	0.0%	100%	148
7/17/2023	0.0%	0.0%	97.6%	2.4%	100%	207
7/18/2023	0.0%	0.8%	98.4%	0.8%	100%	118
<b>Measurement Period Overall</b>	<b>7.3%</b>	<b>2.8%</b>	<b>89.0%</b>	<b>0.9%</b>	<b>100%</b>	<b>1543</b>

Notes:

1. The Runway 6 operations on July 10 occurred prior to the deployment of the noise monitors.
2. Operations on July 14 were likely fewer than a typical peak season Friday due to a line of storms extending along the East Coast.
3. The airport was closed for a few hours on July 15 following an accident at the airport.

Figure 4-2 graphically depicts the weather conditions and airport operating direction during the noise measurement program. Wind direction, wind speed, cloud cover, and temperature are color-coded to show their variation during the measurement program.



5. The last takeaway in reviewing the noise measurements from Clam Point, Middle Point, Alan Brigh's home and the 3 sites right in Vineyard Meadow Farms, near the flight path and close to the West Tisbury-Edgartown is that the noise from the aircraft is often overshadowed when doing a DNL measurement (an average) by the background noise. For example, the natural background noise at Clam Point is, according to Kate Larson, competing with the aircraft noise as to what causes the most noise. That makes sense as Clam Point would have Atlantic surf noise coming across the [sound reflective] Tisbury Great Pond and, out there, the aircraft are gaining or have gained altitude much more than in the Vineyard Meadow Farms data points.

And of course the three Vineyard Meadow Farms data points captures road noise from the WT-Edg Road which can rival that of the aircraft.

In short, the aircraft noise may peak and be noisier in many instances. But compared to the constant background noise, and with the way DNL is averaged, it seems to be that the overall noise experienced by West Tisbury residents is often a combination of both.

Respectfully submitted,

Jim Graham

Rep for West Tisbury on the FAA Part 150 Noise Study