

Comments from Mary Hetherington, one member of the Working Group on Runway Utilization

As noted, I requested this study in June of 2019 as many neighbors and friends had spoken to me about what they felt was a significant increase in the number of overflights. The concern was that the installation of the tower had caused this increase.

As can be seen in the data, the fact that there is more usage of Runway 11-29 is indisputable. Although the total number of operations has increased by 29%, the traffic on Runway 11-29 has increased by 50% between 2015/2016 and 2018/2019.

Within the Working Group, there have been many discussions as to the WHY this is happening. These hypotheses include, but are not limited to the following:

1. Wind direction and speed affect the approach and departure capabilities of aircraft.
2. Corporate aircraft have Standard Operating Procedures (SOPs) that usually require them to file an Instrument Flight Rules (IFR) flight plan. More aircraft, including commuter-type single engine Cirrus aircraft, are also filing IFR flight plans. These IFR flight plans require the aircraft to approach or depart from the Truck 4 intersection.
3. The tower develops a "flow of aircraft" that continues the same approach and departure patterns even if there are calm wind conditions.

Operations have increased by 3 times in the last 15 years, and have surpassed the forecasted values defined in the 2015 Master Plan. We need to keep this information in the forefront of our minds when making future decisions and we need to start thinking of opportunities now in order to address the concerns raised by the community.