

DATA COMMITTEE: INITIAL REPORT



**NOISE
COMPLAINTS**

DATA SUBCOMMITTEE INITIAL MEETING

- ✓ Data Subcommittee met on August 23rd 2024
- ✓ Participants:
 - Bobbi Besley
 - Justin Bollum
 - H Michael Brown
 - Dale Tuttle
- ✓ We reviewed Existing Noise and Flight Data (both MCRA and Tuttle Data)

OVERVIEW OF NOISE DATA

- ✓ The Airpark Webpage has a complaint form which sends complaints to Justin
 - (He receives an email when people submit a complaint from the website)
 - Website link:
<https://www.montgomerycountyairpark.com/noise-safety/noise-safety-info>
- ✓ Justin maintains a spreadsheets of complaints
- ✓ 311 complaints are directed to Justin or the website noise complaint links
- ✓ The 311 Chatbot provides a direct link to the Airpark noise complaint form
- ✓ Justin will manually enter complaints into the existing form that he receives from 311

311 WEBPAGE FOR NOISE COMPLAINTS



MontgomeryCountyMD.GOV
MC311 Customer Service Center

Services ▾ Residents ▾ Business Government ▾ County Executive ▾ County Council ▾ Calendar

Report Aircraft Noise or Unsafe Flying

All Services » Revenue Authority

To report unusual aircraft noise associated with the Montgomery County Airpark, please contact:

Justin Bollum C.M.
KGAI Airport Manager
7940 Airpark Road Gaithersburg , MD (301) 978-7009, Extension: 1011

One may also file a complaint by completing a form on the Airpark website, see second URL below.

To report low flying or unsafe aircraft please contact the Federal Aviation Administration.

Find more information from the following link(s):

- [Montgomery County Airpark \(GAI\) Home Page](#)
- [Noise and Safety - Report Complaints](#)
- [Federal Aviation Administration - Low Flying Aircraft](#)

NOISE DATA CONTINUED

- ✓ FAA also maintains noise complaint data (Justin does not have that data).
 - Action Required: Committee must request FAA Noise Data
- ✓ **Justin can provide an overview of his noise complaint data (number of complaints received and location etc.)**
- ✓ **Justin provided an export of the raw spreadsheet (review at meeting on 9/17/24)?**

OVERVIEW OF NOISE DISCUSSION

- ✓ Justin noted in his report some residences have complained a large number of times
- ✓ H noted that the FAA bases decisions on data and was wondering how to increase participation
- ✓ Bobbi was curious as to how we can prevent the skewing of data (complaints) to just a few households
- ✓ Dale noted that people know nothing will be done regarding their complaints which deters them from complaining

The image features a minimalist design on a light gray background. Two thin, black lines intersect: one is a steep diagonal line running from the top-left towards the bottom-right, and the other is a shallower diagonal line running from the top-left towards the right. The text 'FLIGHT DATA' is positioned to the right of the intersection point, rendered in a bold, black, sans-serif font.

FLIGHT DATA

FLIGHT DATA

- ✓ Justin presented the operational data from the website:
<https://www.montgomerycountyairpark.com/flight-data>
- ✓ Of particular interest was the data on Touch and Goes
- ✓ We concentrated on Page 12 of the report (Touch and Go information)
- ✓ Dale provided overview of his data
- ✓ Why Data is so Important:
 - **We need to have confidence in the data so we can quantify current operations and track changes over time**

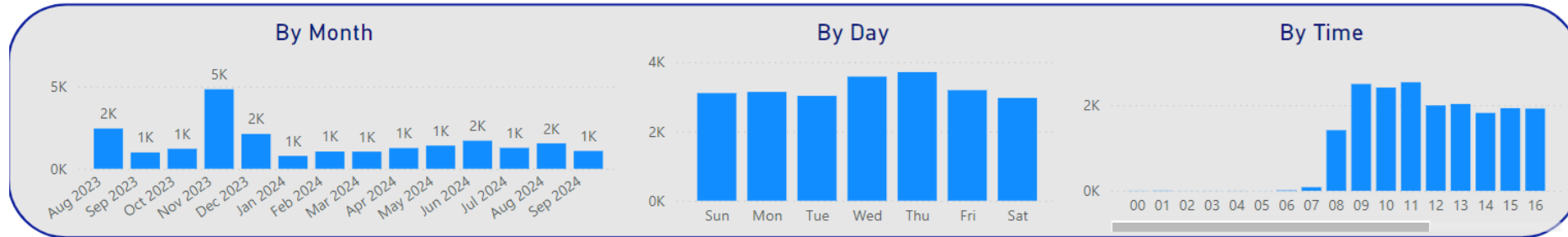
PAGE 12: AIRPARK TOUCH AND GO DATA

Date Range Selection

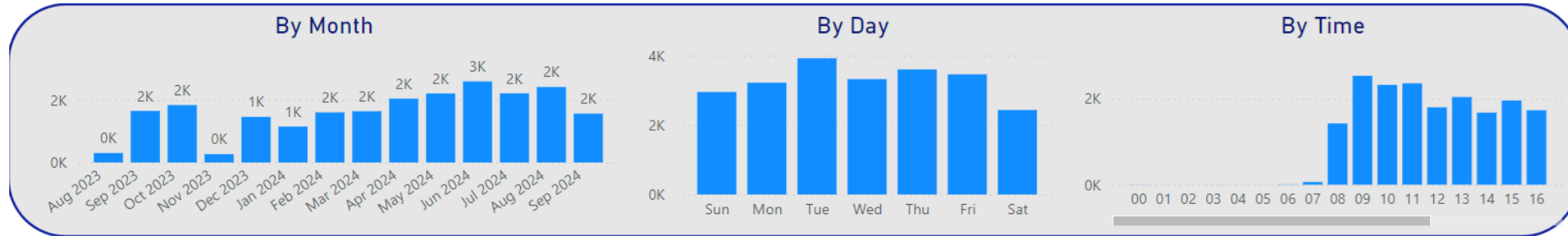
8/1/2023 9/16/2024

Montgomery County Airport (KGAI) Aircraft Operations Data

Number of Touch and Go's



Number of Pattern Operations



Runway Used

14	32	UND
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Press CTRL for Multiple Selection

UND = Undetermined. The system could not confidently determine the runway used for an operation. This frequently is associated with helicopter operations.



Historical Comparison

Provided By: **AIRPORT**
MONITORING SYSTEMS

For More Information:
info@airportmonitoring.com
855-5HelpGA (543-5742)

DISCUSSION AROUND EXISTING AIRPARK FLIGHT DATA

✓ The group decided we need more information from the vendor regarding what “Number of Touch and Goes” and “Number of Pattern Operations” means

✓ **From Vendor:**

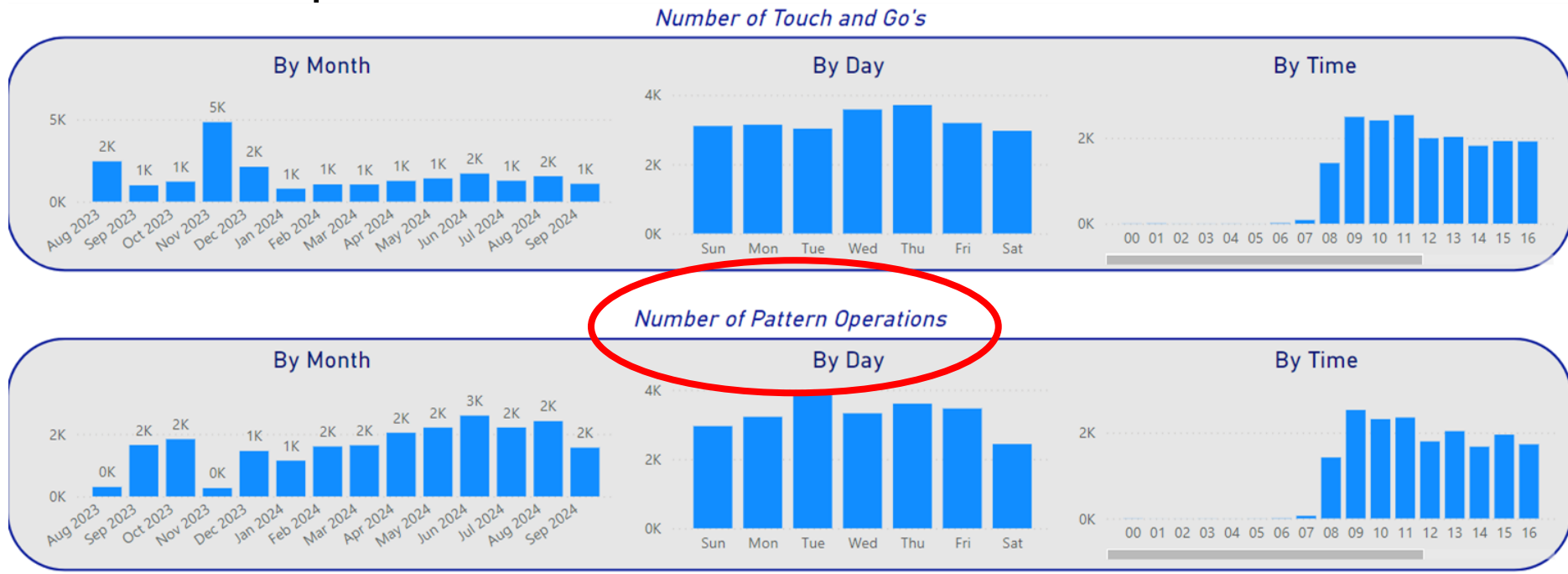
“The touch and goes displayed in the system are determined by a Take Off that follows a Landing within 45 seconds.”

“Pattern operations are determined by a Landing following a Take Off within 10 minutes”

- Note: Vendor may be able to tailor the data.

DISCUSSION CONTINUED

- ✓ The team reviewed specific days from the airpark flight data to compare with the data Dale has gathered
 - There is rough similarity in the data categorized as “Number of Pattern Operations” with Dale’s database

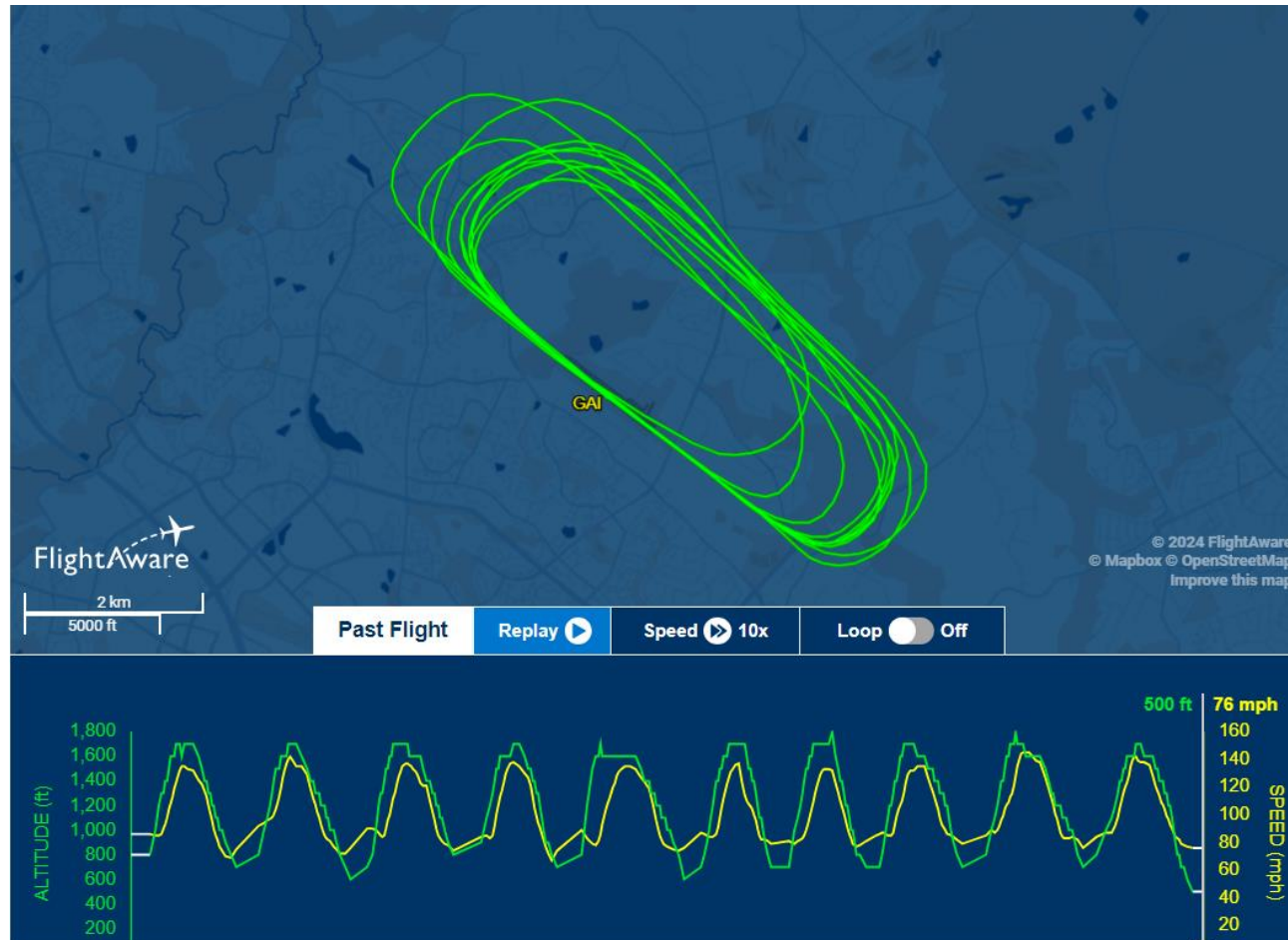


OTHER DATA: KGAI DATA DEPARTURE DATASET (TUTTLE)

- ✓ Using FlightAware, we count the number of patterns flown by individual aircraft
- ✓ We capture Registration, Owner, Type, Times, and the number of Patterns Flown (among other things)
- ✓ Manual but simple process
- ✓ We “Count the Rings” to determine the number of Touch and Goes
- ✓ Important:
 - ✓ We only analyze Departures (therefore we likely undercount the true number of patterns flown)
 - ✓ Some aircraft mask their identity in FlightAware (again we likely undercount the number of patterns flown)
 - ✓ Airpark data does not have those issues (they rely on ADS-B)

EXAMPLE PATTERN FLIGHT

✓ <https://www.flightaware.com/live/flight/N249WF/history/20240910/1228Z/KGAI/KGAI>




Date: 9/10/24
Owner: WIFA
Reg: N249WF
Departure Time: 8:29 AM
Arrival Time: 9:22 AM
Patterns: 10

COMPARING TOUCH AND GO DATA (Pattern Operations vs. Tuttle Direct Counts)

Date	Airpark Data	Tuttle Data
June 1st	118	123
August 19th	92	93
September 10th	160	171

- ✓ Airpark Data tends to undercount Touch and Goes (the number of patterns flown) compared to Tuttle Data (both measures)
- ✓ It is likely some of the Touch and Goes captured by the Airpark data are distributed across the different categories they track (Number of Touch and Goes and Number of Pattern Operations)
- ✓ Vendor has provided explanation, we may be able to tailor the data feed to get what we deem appropriate.



APPENDIX: KGAI
DEPARTURE
DATA SET
(TUTTLE)

OVERVIEW OF EXISTING DATA

- ✓ Started in 2021 given the lack of data from the Airpark/MCRA
- ✓ Dates covered: 3/7/21 to 9/28/21
- ✓ 29 Weeks of Data
- ✓ Snippets:
 - ✓ WIFA made up about half of all daily departures (22-23 aircraft)
 - ✓ WIFA aircraft typically flew 75-80% of the patterns flown on any given day. Sometimes more, rarely less
 - ✓ At least 14,500 individual touch and goes conducted in that period (likely an undercount)
 - ✓ Average number of daily patterns: 71
 - ✓ Most observed in one Day: 206 on May 25th,
 - ✓ At least 26,500 overflights of the immediate area by departing aircraft (likely an undercount)
 - ✓ Snapshots conducted in 2024 show the number of touch and goes has not decreased