

**KWIA Ad-Hoc Committee on Noise
February 14th, 2012 Meeting Minutes**

Meeting called to order by Commissioner Kim Wigington at 2:02 PM.

ROLL CALL:

Committee Members in Attendance:

Commissioner Kim Wigington
Dan McMahon
Kay Miller
Sonny Knowles
Dr. Julie Ann Floyd
Marvin Hunt
Harvey Wolney

Staff and Guests in Attendance:

Peter Horton, KWIA
Deborah Lagos, URS Corp.
Dan Botto, URS Corp.
R. L. Blazevic, Resident
Bhargav Brad Desai, Cape Air
Robert S. Gold, Old Town Homeowner
William Knetge, U.S. Navy
Peter Smith, Cape Air
Brendon Cunningham, Key West Planning
Robert Sher

A quorum was present

Review and Approval of Meeting Minutes for the December 6th, 2011 Ad Hoc Committee Meeting

Commissioner Kim Wigington asked if everyone had received the meeting minutes and if there were any additions or corrections. There were no corrections or additions recommended. A motion for approval of the minutes was put forward by Marvin Hunt. Dan McMahon seconded the motion. There was no opposition and the motion carried.

KWIA Ad-Hoc Committee on Noise February 14th, 2012 Meeting Minutes

Discussion of Part 150 Study Update

Role of the FAA

Dan Botto discussed the role of the FAA in the Part 150 Study and process. A handout describing the FAA's role was provided to the Committee at the behest of the FAA. This handout will also be available at subsequent meetings. The FAA does not automatically approve all recommended measures of the Part 150. The FAA evaluates whether each recommended measure in the NCP meets the regulatory goal of reducing existing noise over noncompatible land uses, or preventing future land use noncompatibility.

Dan went on to explain that the FAA does not approve the Noise Exposure Maps (NEMs); rather, the FAA reviews the NEMs to determine compliance with 14 CFR Part 150 requirements. The FAA will also provide oversight of URS and the Airport to make sure they are following the rules and regulations that govern the Part 150 Study process and that the public was included in the process. Additionally, they will provide guidance and instruction as to any items that were not included in the NEMs or were not done in compliance with 14 CFR Part 150 requirements.

Deborah Lagos mentioned that the approval role of the FAA occurs during the Noise Compatibility Program (NCP) phase of the study where recommendations are made for operational and/or land use mitigation measures, such as the Noise Insulation Program (NIP). This is where the FAA will approve or disapprove each recommended measure based on Part 150 regulatory requirements.

Proposed Noise Monitoring Locations

Deborah Lagos discussed the strategy of placing the noise monitors at locations just outside the contours developed previously (to validate that those locations were outside the contours) or that the contours need to be further refined because the measured data indicates that the noise levels at these locations are higher than the predicted data. URS mapped the location of callers over the years who have indicated an interest in participating in the NIP, assuming these people would be more inclined to allow a noise monitoring station on their property. A map

KWIA Ad-Hoc Committee on Noise February 14th, 2012 Meeting Minutes

of these locations was provided to the Committee. Deborah mentioned that she and Dan spent Monday afternoon and Tuesday morning scouting these locations to determine the feasibility of using them for monitoring sites. Sites needed to be secure, safe from theft, absent of excessive tree cover that may block overhead noise, and free of excessive non-airport noise.

Kay Miller asked why Key West by the Sea [KWBTs] was not included as a potential site location. Deborah responded that since the Airport had previously funded its own noise monitoring at KWBTs, URS was not planning to place a monitor at KWBTs, since the data collected previously was still valid. Kay then asked if there was funding for the noise monitoring. Peter Horton explained that the KWBTs monitoring was paid for by FDOT and the Airport, but that funding for these four sites was provided as part of the Part 150 grant. Deborah then described the four locations that were potentially selected and noted that the homeowners were happy to participate.

Deborah asked the Committee if they had any suggestions or recommendations of other locations. Robert Gold mentioned that all the locations chosen are close in to the Airport. He went on to ask if there had been any consideration of noise monitoring sites farther out from the Airport in the approach path. Deborah explained that the reason for the locations being so close to the Airport is that the FAA requirement for an area to be included in a mitigation program is that the area be located within the DNL 65 dB noise contour, and if the noise levels at three blocks out does not meet this requirement, then there was no need for going out further along the same path. Robert Gold replied, "Come eat dinner in my back yard."

Harvey Wolney asked about the sensitivity of the noise monitors, and what noise levels were being recorded. Deborah explained that the monitor was measuring the noise levels of all noise events, but that a threshold level was set to distinguish aircraft noise events from other man-made noise events. Deborah then explained that a single event noise level of 65 dB was not the same as the DNL 65 dB contour shown on the NEMs.

Peter Horton interjected that the Airport is now known as a "high performance airport," which is a euphemism for a "short runway." So the 737s, regional jets from Delta, and the Embraer take off from the west to the east 80% of the time.

KWIA Ad-Hoc Committee on Noise February 14th, 2012 Meeting Minutes

Pilots of these aircraft typically lock their brakes at the end of the runway, come up to full power, and then release the brakes. KWBTs hears this all the time, so URS and the Airport want to make sure this is included in the noise contour calculations. Sonny Knowles asked if it would help having a noise monitor at KWBTs now, even though there was one there before. Peter explained that the purpose of the Part 150 Study was to look at all the noise. Also, it is our purpose to do everything we can to get KWBTs in the contour if we can justify it. Sonny Knowles suggested getting some high ranking FAA official or political figure to stand at the back corner of KWBTs for a few hours and listen to the noise.

Robert Gold asked that if we want to get KWBTs in the contour, why not put a noise monitor there. Peter Horton said we did one last year and Deborah explained that the results of the monitoring indicated that the DNL at KWBTs was below 65dB. Dr. Julie Ann Floyd asked that if the noise monitoring is reproducible, why not put a monitor at KWBTs again and show that it was a reproducible result. She also mentioned that the majority of people attending these meetings tend to be residents of KWBTs, and so are the people that call in to the noise hotline. The committee agreed that one monitoring location should be moved from Dennis Street to KWBTs.

Mr. Blazevic mentioned that the elevation of the KWBTs buildings may account for the higher level of interest in airport noise than the single story residences that are at approximately the same distance from the Airport. There was a discussion about the location of the monitor at KWBTs, and it was determined to place in the same place as before.

Dan McMahon asked that the new noise monitoring results at KWBTs be compared to the previous noise monitoring results.

Robert Sher asked whether since his property is getting older, might it be eligible for mitigation. He was informed that mitigation is provided to those noise sensitive areas within the DNL 65 dB contours.

Operations Tables and Fleet Mix

Dan Botto provided partial analysis tables representing aircraft operations, runway utilization and day/night split that may be used for the noise modeling. This data

KWIA Ad-Hoc Committee on Noise February 14th, 2012 Meeting Minutes

is not complete, nor is it final, but he would like the Committee to note if they recognize anything out of the ordinary or have newer information that we may not have.

Dan went on to say that during the pre-meeting review with Peter Horton it was noticed that the GV was not shown as the official INM substitution for the Embraer 170. Peter Horton mentioned that EYW is expecting some fleet mix changes in the very near future, including the Gulfstream [soon to be called Silver Air] Beech 1900 being replaced with a different turboprop, the Saab340. Also, American Eagle ATRs will be replaced by the end of the year, but EYW does not know what aircraft will be used.

Kay Miller asked what the differences were in the noise levels between the B1900 and the Saab 340. Deborah Lagos said she thinks they are probably similar due to the age of both aircraft. Dan Botto said he will provide a graphic of SEL contours for the two aircraft at the next meeting.

Deborah Lagos noted that the aircraft operations numbers provided do not include the adjustment upward to account for operations occurring at the time the Airport Traffic Control Tower is closed. URS is looking into the availability of radar data, as well as other sources, to help provide this information.

Consulted Parties

Dan Botto provided a list of consulted parties for the Committee, and asked for additions. Kay Miller asked if the list included those that were previously eligible but had not participated in the NIP. Deborah explained that in addition to the concern over KWBTS, another goal of the study is to revalidate the boundaries of the NIP Program Area that was previously approved by the FAA, so those who did not previously participate in the NIP would have the opportunity to participate in the future. The FAA will not fund any clean-up phase until the area is validated as still being within (or immediately adjacent to) the noise contours.

Peter Horton suggested adding Last Stand to the list of consulted parties. Peter said Last Stand was originally created in response to airport noise. Commissioner Kim Wigington thought the contact name for Last Stand was Mark Sanger. Last Stand will be added to the list.

KWIA Ad-Hoc Committee on Noise February 14th, 2012 Meeting Minutes

Hotline & Contact Log

Dan Botto reported that the hotline had 15 calls over the last two months and 2 calls on the contact log. Dan also mentioned there was a non-noise complaint on the hotline, regarding a particular aircraft flying over KWBTs. Peter Horton will ask the pilot to avoid flying over KWBTs in the future.

Airport Noise Report

Deborah Lagos mentioned there was some very important information that is in an issue of the Airport Noise Report that will be included in the agenda package for the next meeting, but was so favorable, she wanted to go ahead and share it with the Committee. The recently approved FAA Re-Authorization, which is called the FAA Modernization and Reform Act of 2012, includes a provision for the phase out of Stage 2 business jets by 2015. Deborah said they are not sure how this requirement will be met, whether they will install hush kits, re-engine, or retire the aircraft.

Kay Miller and Commissioner Kim Wigington mentioned the discussion of Real Estate Disclosure [page 31 of agenda package]. Peter Horton mentioned that this had been something brought up in Florida previously, stating that anyone buying a home within 5 miles of an airport must be notified. The legislature did not pass the bill at that time.

Other

Peter Horton mentioned that for the first time in 26 years, he had to suggest a correction to the Monroe County Board of County Commissioners' meeting minutes from December 2011. The minutes stated that "Noise Ad Hoc Committee for the Airport obtained a grant that will result in 200 units at KWBTs be noise insulated." Peter said it should read that the Airport got a grant for the Part 150 Study which may lead to additional homes, including KWBTs, being mitigated due to airport noise.

Commissioner Kim Wigington congratulated Peter Horton for being awarded the *Air Carrier Airport Manager of the Year* by the Southern Region of the FAA.

KWIA Ad-Hoc Committee on Noise February 14th, 2012 Meeting Minutes

Robert Gold asked to speak to the Committee. He wanted to reiterate and elaborate on his statements made at a previous meeting. He submitted a proposal which he believes may benefit a large number of residents. He believes that the Committee's attention is focused on ground noise and run-up noise. Robert Gold is concerned with approach noise to Runway 9, particularly IFR approaches. The IFR approach to Runway 9 flies over the most homes in Key West. [See the attached drawing provided by Robert Gold]. Robert Gold acknowledges that his home does not experience DNL levels that indicate impact, but they have to stop conversation outdoors and at times indoors because of overflying traffic. He stated that 88% of the arrivals use Runway 9, that there is now more commercial traffic, and that IFR arrivals must come straight in. He indicated that he is not asking to change IFR traffic or to compromise safety. He wants the Airport and URS to look at other approaches for non IFR traffic. He feels that he and his neighbors absorb a disproportionate amount of the noise. He would like this Committee to modify approach rules to encourage a distributed mixture of alternate approach tracks that should be used whenever possible. He also wants to know if he needs to submit a proposal formally, or does speaking here at this meeting constitute a proposal.

Peter Horton responded that this Part 150 process will be a blank sheet of paper and will not be prejudiced from what was done previously. Robert Gold asked that this alternative approach be considered prior to and separate from the Part 150 procedure, so as to be implemented sooner.

Deborah Lagos explained that the NCP portion of the Part 150 study will look at operational noise abatement measures, including potentially revising approach and departure paths.

Robert Gold asked if this Committee makes policy decisions which directly affect operational procedures, and does the Airport have authority over the ATCT to prescribe different approaches.

Commissioner Kim Wigington indicated that decisions are based on accurate data and analysis, and described the time it takes to gather accurate data and produce a detailed analysis. She went on to explain that people make investments and life decisions based on what is in place at the time, and when those facts change, it causes some issues. Therefore, there must be a lot of deliberation and

KWIA Ad-Hoc Committee on Noise February 14th, 2012 Meeting Minutes

consideration before changes are made. She told him she would not take his recommendations lightly, but at the end of the process everyone would be able to make a decision based on the data and analysis provided. The suggestion that noise should be shared is worthy of consideration.

Robert Gold reiterated that he does not want to change the IFR traffic. In exchange for his helplessness on the IFR traffic, he would like GA/VFR traffic not to overfly his house, and no acrobatics over the island. Peter Horton and Sonny Knowles explained that there is an actual aerobatic box over the water where this activity is supposed to occur.

Sonny Knowles explained that as a pilot, he is happy to help out as much as possible, but making an official change involving the FAA is much more difficult. He said all his left base approaches are over Discount Auto Parts. Julie Ann Floyd said she tries to use Runway 27 when weather and traffic permit, and most local pilots also make the same judicious decision based on saving time and fuel.

Robert Gold suggested that the Airport make a direct request to the tower to implement procedures that shift some of the noise impacts off the IFR approach line. Robert Gold then asked if the Airport and/or the tower have a fair amount of discretion regarding the operational procedures.

Marvin Hunt responded that the airspace over Key West also requires coordination with the Navy flight operations from NAS Key West. Robert Gold mentioned the Fort Zack approach and other possible approaches, and that VFR approaches are not that difficult.

Peter Horton mentioned that flight tracks will be considered and analyzed within the Part 150 process, and if this group does make recommendations within the Part 150, the recommendations must be reviewed and approved by the FAA.

Robert Gold asked if there was anything that could be done outside of the Part 150 Study and does it have to wait for the Part 150 to be complete.

Commissioner Kim Wigington remarked that in consideration of the other residents of Key West, it should be thoroughly evaluated.

Peter Horton said they have previously looked at and implemented alternate flight tracks, including the Garrison Bight approach, which caused a large number of new

KWIA Ad-Hoc Committee on Noise February 14th, 2012 Meeting Minutes

complaints. Robert Gold replied that he was told that people complaining should not be a disqualifier.

Julie Ann Floyd indicated that in aviation, sometimes the simplest is safest, and the straight in approach is simplest. The FAA will look at the simplest, safest method; plus the maneuverability of aircraft affects the approach. Robert Gold mentioned the Potomac Approach at Washington-Reagan. Harvey Wolney indicated that the runway at Washington was much longer. Julie Ann Floyd mentioned that looking at this item may lead to other options to abate noise at EYW.

Mr. Blazevic asked if the pilot does have discretion on how to operate at EYW. Peter Horton replied that if he is flying VFR, and once he reports at the VOR, how he gets to the runway is up to him, unless the tower directs him otherwise. Julie Ann Floyd confirmed this, and mentioned that she uses local landmarks after that.

Robert Gold asked if the tower could be told to direct the aircraft to use a specific VFR approach. Peter Horton responded that he does not know the answer to that. Robert Gold would like Mr. Horton to take his recommendation to the tower and see if they can do something about it.

Dan Botto reiterated that Robert Gold's tracks and any others that are brought to the attention of the Committee will be included in the study. Kay Miller asked if there was something that could be done prior to the completion of the Part 150 Study.

Dan Botto mentioned that a mandatory flight path would require additional study to satisfy FAA requirements. Alternative flight tracks must include an analysis of new and/or additional impacts. Commissioner Kim Wigington said that any changes must be made with a sound basis in facts and data to back up the decision. Robert Gold asked if he should do the analysis of how many people live under the Garrison Bight approach versus the straight in approach. Deborah Lagos said no, that the analysis will be conducted in the Part 150 study.

Deborah stated that it sounded like Robert Gold's issue was with the pilots flying under VFR who make the decision to fly the straight in approach once the tower clears them from the VOR. She further stated that it sounded like Robert Gold would like those pilots to be directed to fly a certain path instead of making their own decision. She said that the problem arises when you want to direct pilots to

**KWIA Ad-Hoc Committee on Noise
February 14th, 2012 Meeting Minutes**

fly a certain path. Doing this requires the FAA to get involved, and they will not approve of this if it does not meet their very strict criteria. If the decision is made by the individual pilot of their own volition then they can do it, but to have someone tell them to do it is a whole different story.

Deborah Lagos said it comes down to it being a voluntary procedure instead of a mandatory procedure, and what we're really talking about is doing a better job of educating pilots. Robert Gold mentioned that he read online that the Airport is surrounded by "extremely noise sensitive areas," but apparently that is not enough to change pilot behavior.

Robert Gold said he appreciated whatever could be done, and volunteered to serve on the Committee.

Commissioner Kim Wigington stated that the next meeting would be on April 3rd.

Meeting adjourned at 3:19 PM