

**KWIA Ad-Hoc Committee on Noise
April 3, 2012 Meeting Minutes**

Meeting called to order by Dan McMahon at 2:04 PM.

ROLL CALL:

Committee Members in Attendance:

Dan McMahon
Sonny Knowles
Dr. Julie Ann Floyd
Marlene Durazo
Marvin Hunt
Harvey Wolney

Staff and Guests in Attendance:

Deborah Lagos, URS Corp.
Dan Botto, URS Corp.
R. L. Blazevic, Resident
Al Sullivan, Last Stand
Robert S. Gold, Old Town Homeowner
Brendon Cunningham, Key West Planning
T.J. Turnbull, A&J Menendez

Quorum was present

Commissioner Wigington (Committee Chair) and Kay Miller (Committee Vice-Chair) were not in attendance. Dan McMahon was nominated as Chair by Sonny Knowles and seconded by Marlene Durazo. Dan McMahon was approved as temporary chair.

Review and Approval of Meeting Minutes for the February 14, 2012 Ad Hoc Committee Meeting

Dan McMahon asked if everyone had received the meeting minutes and if there were any additions or corrections? Robert Gold submitted a written revision to his remarks at the February 14 minutes, and asked if they should be read aloud. Deborah suggested that it would be best so the Committee would know what changes were requested. Deborah indicated that the revision is on page 7 of the minutes, or page 10 of the entire agenda package, second to last sentence of the

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first paragraph, instead of "provide another approach" it should say "encourage a distributed mixture of alternate approach tracks." Robert Gold said the intent is not to use a different approach path, but to use a mixture of approach paths so as to distribute the noise across a larger population rather than concentrating it on the people directly in the straight-in approach path.

Dan McMahon. asked that this change be made. Dan Botto and Deborah agreed that the change will be made. No other changes were requested. Dan McMahon made a motion for approval of the minutes with the changes. Marlene Durazo seconded the motion. There was no opposition and the motion carried.

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 this role and the process was provided to the Committee at the behest of the FAA, and will be provided at each meeting. The Committee was reminded that the FAA does not automatically approve all recommended measures of the Part 150 Study.

Dan explained that the FAA also does not approve the NEMs, they strictly determine if the NEMs are in compliance with the Part 150 requirements, and will issue a Notice of Compliance in the Federal Register. They will make sure that URS and the Airport are following the rules and regulations that govern the Part 150 Process and that the public was included; additionally, they will provide guidance and instruction as to items that were not covered or covered improperly.

Dan further mentioned that the approval role of the FAA occurs during the Noise Compatibility Program [NCP] where recommendations are made for operational and/or land use mitigation measures, like the NIP. That is where the FAA will approve or disprove based on the Part 150 requirements.

Dan McMahon asked if there were any questions regarding the FAA's role in the Part 150 Program, or the Part 150 process. There were none at this time.

Noise Monitoring

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Dan Botto told the Committee that the noise monitors were in place for one month and were removed two weeks prior to the meeting. The subcontractor, L&B, has the data and they have begun the analysis of the data. A draft report will be provided to the Committee as soon as it is available. He also mentioned that the Committee's request that the current noise monitoring data at Key West by the Sea (KWBTs) be compared to the previous noise monitoring results at KWBTs would be included in the report. Dan McMahon asked for an estimated time for completion of the report. Deborah mentioned that should be about a month for data processing and a couple of weeks for documentation. Hopefully the documentation will be ready by the June meeting. Dan Botto also told Robert Gold that he will Email him the report in case he is back in Chicago.

Data Collection and Fleet Mix Change Comparison

Dan Botto discussed the fleet mix change previously discussed at the February meeting, i.e., the United Airlines switch from the Beech 1900 to the Saab 340, and provided the Committee with an Lmax contour comparison of the two aircraft.

Marvin Hunt provided information that United will not be making a complete switch to the Saab 340 due to low inventory of the Saab 340 at this time.

Deborah noted that the contours indicate the Beech 1900 is louder on approach, but the Saab is louder on take-off. Dan Botto mentioned that the Saab also appears to be a wider contour, which may increase the width of the contours at the departure shoulders.

Dan McMahon thought that this fleet mix change would not help KWBTs since the noise monitoring had already been performed. Dan Botto mentioned that the noise contours are still created by modeling, not by the measured data; therefore, the future condition noise model will indicate that all the United Beech 1900 flights will be replaced by the Saab 340.

Deborah explained how the modeling is accomplished. The Part 150 requires two noise contours, and existing condition and a future forecast. This future condition will be a minimum of 5 years into the future. The future condition will show the Saab replacing the Beech 1900 and any other known fleet mix changes. The noise

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monitoring is a supplement to the noise modeling. The noise modeling has to represent an entire year's worth of operations whereas the monitoring was only a period of one month. We have to collect data for the entire 12 month period, and then divide by 365 to obtain an average day used for modeling. This is not any actual day, but a calculated average day. Once a contour is produced, the monitored data will be compared to the modeled output, and if the noise levels are not similar, there may be some adjustments made to the noise modeling. That is the extent of the use of the monitoring data; we cannot produce a noise contour from the monitoring data. Dan added that this will only be looked at against the existing condition contour, and any adjustments made to the model will be carried over to the future contour. Dan McMahon asked when the last Part 150 Study had been done. Deborah replied that the last complete study was approved and accepted in 1999, but since this time there have been updates to the Noise Exposure Maps (NEMs) but not to the entire Part 150 Study. Dan McMahon asked that if the data will be continually updated throughout the two years expected to be needed to complete the Part 150. Deborah said "no, the NEMs will be provided to the FAA when they are completed, then the NCP will be submitted at a later date." She mentioned that the existing condition must be representative of the year the NEMs are submitted. The FAA will accept the NEMs while the work is ongoing on the Noise Compatibility Program (NCP) portion of the Part 150 Study.

Marlene Durazo asked if there has been any movement regarding the computer model from the FAA, or are they still hard and fast with the existing model. Deborah said the FAA is solid behind the noise model, and it has held up over time to any questioning and legal review. The model is developed by the FAA and is required to be used in this type of study and other environmental studies. The FAA does not allow much leeway in the use of the model, nor allow much adjustment to the model itself. For example, adjustments made based the monitoring outcome will most likely be limited to changes in fleet mix, runway use and/or flight track location. The methodology the model uses to calculate noise will not be altered. The data to be modified will be limited to the data we input to indicate average day conditions.

Robert Gold asks if the primary input data is a type of flight operations log, does the model also accept actual radar tracks of the actual approach paths used, or is

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it simply based on arriving at the threshold. Dan Botto responded that we will use radar data to develop our flight tracks. We will not model every single track that is flown over that time period; we will develop representative tracks with dispersion that will cover the batch of tracks that we are trying to represent. Robert asked if we can graphically see actual radar tracks. Dan Botto said we will provide the actual radar tracks with the representative track superimposed over them to indicate which developed flight tracks represent which batch of radar tracks. Dan mentioned that the use of all of the radar flight tracks would make any suggested changes to flight tracks recommended for mitigation in the NCP very hard to adjust or revise when the radar tracks are used as is, instead of representative flight tracks.

R.L. Blazevic mentioned that every year more and more and more helicopters are operating here and asked if they are part of the study. Dan Botto responded that the helicopters are included in the model. The noise model does contain a subroutine called HNM (Helicopter Noise Model), and separate tracks, landing locations, and operations will be included in the noise contours.

Marlene Durazo asked if the model will also factor in the operations that go east to west due to weather. Deborah answered in the affirmative. Robert Gold had a follow-up question asking if the radar data includes VFR traffic. Dan responded that it should contain everything that appears on radar.

Robert Gold's Proposal

Robert thanked the Committee for including his proposal in the minutes. He has three questions that he would like the committee to address.

The first question is regarding the 2003 study he received from URS on alternative approaches. He observed that the fleet mix in that study does not contain any 737 type aircraft. Robert asked if there was funding available to rerun that study with the current fleet mix. The study examined the effects on the noise contours if alternative approaches into the airport were used. Deborah said that his proposal will be that, and when we analyze his proposal, it will be included in the Part 150 in a similar manner. Sonny Knowles mentioned that the

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737's are quieter than many of the aircraft previously using the airport, and because of the runway length, must fly straight-in from farther out. Robert clarified that since the 737's must fly straight-in, could other traffic that is safely able to make shorter turns to final be encouraged by tower or by FAA regulation, to distribute the noise to compensate for the extra noise received directly under the Runway 09 approach. Sonny said the FAA will not put in place a required alternate approach, but Robert should petition the local controllers and the local pilots to use the alternate approach. Sonny said the committee would need to invite the Tower to meet with the committee to discuss this. Robert said he had mentioned that at the previous meeting, and Director Horton did not seem to think the Tower would be agreeable to implementing a non-sanctioned mix of approaches. Sonny indicated that it would have to be the Tower to suggest this, because there is a large amount of out of town traffic, and only the local pilots would be able to implement any recommended alternate approach.

Deborah informed the committee that URS will be speaking to the Tower Chief to get his take on this item. Robert asked if it was possible to invite a representative from the tower to the June Committee meeting. Dr. Floyd reminded the Committee that Director Horton indicated he was going to talk with the tower regarding this item, but since he was unable to attend, we need to follow up with Peter as to whether the discussion has taken place. Sonny suggested that Robert make an appointment to tour the Tower and talk directly to the Tower Chief and ask if these suggested changes are even possible. Marvin Hunt believed that with current regulations, it may be hard to access the tower as a civilian. Sonny provided Robert with the phone number to directly contact the tower.

Robert's second question was whether any noise monitors were placed in the vicinity of the approach and not just in the vicinity of the airport. Dan Botto informed Robert that no, all the monitors are in the vicinity of the airport. Robert had a follow up question asking if there is any interest in installing a monitor. Deborah mentioned that we had discussed the location of the monitors at the last meeting. Robert commented that all were in closed proximity to the airport, and would like to verify or refute the levels of noise he is experiencing at his home. Sonny indicated that there was no one on the committee that doubted he was experiencing a lot of noise. Dan Botto responded that two of the monitors were

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almost directly on the approach flight path, and if the noise levels at these sites were lower than DNL 65, it can be pretty much assured that farther out where Robert lives the noise levels would be lower still. Sonny mentioned that just the increased altitude at Robert's location would result in less noise, and would be below the FAA threshold.

Robert's third question was regarding the conclusion of the 2003 which indicated that alternate approaches would not have much of an impact on overall noise levels. Robert feels that if there is more distribution of flight tracks over the area it would reduce noise levels at the individual areas, as you would be spreading the noise over a large geographical area. Would URS anticipate that with the 737s in the mix and more operations, would the conclusion be the same? Deborah answered that because the alternate paths would be used by primarily smaller planes, alternative approaches would probably not have much impact on the contours, but there may be impacts on the perceived noise levels experienced.

Robert feels that a formal approach to his proposal may not result in any changes, but an informal approach may lead to better results. He mentioned that the previous Garrison Bight approach lead to a large increase in complaints from the residents living under that approach. Deborah mentioned that the Garrison Bight approach was also an informal change and the number of calls from residents who had not previously experienced airport noise increased. Robert felt his proposal was a socialized noise approach to spread the pain.

Dan McMahon felt that without Peter Horton being at the meeting we don't know whether or not he may already be addressing this issue, and that we should wait to hear from him. Robert asked that we extend an invitation to the Tower to attend a meeting and discuss possible alternatives. Deborah said we will either try to get them to the next meeting or a future meeting after that.

Other Reports

Hotline & Contact Log

Dan Botto reported that the hotline had only two calls over the last two months. Sonny mentioned that indicates Peter Horton must have talked to Fred about his

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aerobatic flying. Dan Botto indicated that one of the calls was concerning the helicopters the committee was discussing earlier. Sonny indicated that this might have been helicopter tours, which usually do not remain in business very long. Dr. Floyd and Harvey Wolney both mentioned that most of the helicopter activity is emergency or Life Flights. Dan Botto verified that the flight was after 10:00 p.m. at night.

Airport Noise Report

Dan Botto discussed the information Deborah provided in the last meeting about the FAA funding bill including a phase out of the Stage 2 business jets, which was validated by an article on page 22 of the agenda. Sonny and Deborah discussed the cost of this regulation either being new engines or hush kits for these aircraft, or outright replacement of the aircraft. Dan McMahon asked how much these hush kits reduce noise, and Sonny informed the committee that the hush kits reduce the noise to the levels required by the FAA. Deborah said this regulation will greatly reduce the noise experienced at the airport with the number of business jets operating here.

Dan Botto mentioned that the reauthorization bill contained a provision [page 25 of the agenda package] that would have allowed all GA flights to block informational data regarding their aircraft from radar data, making accurate fleet mix development for noise and environmental studies much harder. Luckily, this provision was dropped.

Dan Botto brought to the Committee's attention the 2103 budget request to drop almost \$1 billion from the AIP program, which funds the Part 150 programs [page 28].

On page 36 of the agenda package, California is looking at eliminating airport land use commissions. If passed, this could be a budget reducing move used across the country.

Other

Mr. T.J. Turnbill has family that has recently purchased a home in a NIP area, on the understanding that their home would be included in a later phase of the NIP,

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and does he have any recourse. Deborah explained the proposed clean-up phase and the FAA's response requiring the Part 150 Update to validate the NIP program boundary. If this Part 150 indicates the area is still within the noise program area, then they will be asked to participate.

Dr. Floyd informed the committee that the state is looking at a real estate disclosure change that would require home buyers to be informed of the proximity to an airport.

Further discussion revolved around the condominium complex off the east end of the airport that was supposed to be built to appropriate noise standards, and there have been almost no noise complaints since occupancy.

Dan McMahon asked if they could make sure the Turnbill address be included in the analysis of this Part 150 Study.

When taking roll, information was obtained that Larry Carcomo has moved and will need to be replaced. Dr. Floyd mentioned Rob Valley of Air Key West would be a good member, and that she would contact him regarding his interest to be on the Committee.

Dan McMahon stated that the next meeting would be on June 5.

Meeting adjourned at 2:55 PM