

KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes

Meeting called to order by Commissioner Wigington at 2:00 PM.

A quorum was not present to begin the meeting; therefore roll call and review and approval of the meeting minutes for the April 3rd, 2012 Ad Hoc Committee meeting was tabled to allow for any late attendees.

Staff and Guests in Attendance:

Peter Horton, KWIA.
Deborah Lagos, URS Corp.
Dan Botto, URS Corp.
R. L. Blazevic, Resident
Eleanor Garcia, Linda Avenue Homeowner
Vladimir Prokhodouy
Ashley Monnier, NASKW
Robert S. Gold, Old Town Homeowner
Brendon Cunningham, Key West Planning
Danny Kolhage, Monroe County Clerk of the Court

Discussion of Part 150 Study Update

Commissioner Wigington began the meeting with the discussion of the Part 150 Study Update to allow for any late committee members.

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

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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.

Peter Horton asked if the FAA will be in attendance at any of the Ad-Hoc meetings. Dan Botto responded that the FAA may be in attendance when results are being provided and when the committee begins looking at mitigation measures.

Noise Monitoring

Dan Botto told the Committee that the analysis of the noise monitoring data was complete and L&B is waiting on the noise contours and specific point analysis of the noise monitor locations from URS. Once this information is provided, L&B will produce comparisons of the measured and modeled noise levels at the monitor locations to complete the analysis.

At 2:06, a 5th member of the committee entered the room. There is now a quorum present, allowing for Roll Call, and Review and Approval of the April 3rd, 2010 meeting minutes.

Discussion of Part 150 Study Update (cont.)

Data Collection - Radar Data

Dan Botto discussed that the Navy will provide their radar data for use in this Part 150 Study. The current source of radar data only reports IFR and filed flight plan data, approximately 60 percent of the operations at KWIA. R.L. Blazevec asked where the third party source for radar data obtains their data from. Dan Botto explained that it was from the same radar used by the Navy and KWIA, but as a third party they were limited to what they are allowed to capture and report. Dan Botto reiterated that the current data is limited to IFR and filed flight plan

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operations, or about 60% of overall ops at KWIA when compared to tower counts. Dan Botto then explained that URS has been in contact with the Navy to obtain raw radar data from them and they have decided to participate in the Part 150 process by providing the raw data which should contain all flight data. Ashley Monnier introduced herself to the Committee as the new NAS Key West Community Planning Liaison Officer and will assist in obtaining this information for the Study. Dan Botto explained that the data is obtained from the Navy's contractor only with the approval of the Navy.

Commissioner Wigington asked who the Navy's contractor is, and Dan Botto and Deborah Lagos both responded that they were not sure at this time. R.L. Blazevic asked why we didn't just get the data from the FAA or the Navy. Dan Botto and Deborah explained that both the FAA and the Navy have certain procedures that have to be followed to obtain the data, and these procedures include some security and safety issues that must be analyzed before the data is released. R.L. then asked why doesn't the data come directly from the KWIA FAA Air Traffic Control Tower? Peter Horton explained that the KWIA tower does not have the physical radar; they have a radar repeater that does not store data. Peter Horton continued by explaining that the ATCT does not direct aircraft on how to get to the runway, unless there is conflicting traffic. Deborah Lagos then interjected that even though the KWIA tower speaks to the aircraft; they do not have or maintain a record of the flight track via radar data. R.L. Blazevic asked about who controls which aircraft. Peter Horton explained that the Navy controls departures and arrivals into the airspace, at which point the aircraft is handed over to the KWIA tower for instructions to land.

Dan Botto provided some exhibits to the committee as an example of the results of an analysis of radar data. The exhibits provided density plots of the current radar data showing day and night arrivals and departures at KWIA. Dan Botto made sure the committee understood that these figures have been provided to give them an idea of what the analysis of the radar data will provide and to show that aircraft are flying over the entire island. Dan Botto and Deborah Lagos both mentioned how even this partial analysis shows a very distinct straight-in arrival flow to Runway 09 and departure flow from Runway 09. They also mentioned the

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amount of activity occurring to the south of the airport and the island was higher than expected.

Robert Gold asked if this was just the IFR data discussed earlier and was told by Dan Botto that this is a preliminary analysis of partial data being used to provide an example of what the analysis of the full dataset will provide. Robert Gold then asked if this was the maximum granularity of the data, or can we zoom in closer to the airport for more detail. Dan Botto explained that with the level of analysis currently completed on this data, zooming in would produce a graphic with no discernible pattern or flow, and that we were at this scale to show the very well defined straight in arrival used by the commercial traffic. As a follow on, Robert Gold suggested that there would be greater value in seeing a more granular version of these graphics. Dan Botto explained that the analysis was going to provide a breakout of the different aircraft categories [air carrier, commuter/air taxi, general aviation] to reduce the amount of data being shown and allow for better clarity at a smaller scale. Dan went on to explain that when the Navy agreed to provide data, the analysis of the existing data was curtailed so as not to waste time or budget if this data was not going to be used in the Part 150 analysis.

Fleet Mix

Commissioner Wigington asked about the fleet mix data. Dan Botto explained that since we are waiting on US Navy radar data, we were not going to provide another draft version of the fleet mix that would most likely change when the analysis of the Navy data was complete.

Roll Call, and Review and Approval of the April 3rd, 2010 meeting minutes.

ROLL CALL:

Committee Members in Attendance:

Commissioner Kim Wigington
Dan McMahon
Kay Miller
Robert Padron

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Marlene Durazo
Harvey Wolney

Review and Approval of Meeting Minutes for the April 3rd, 2012 Ad Hoc Committee Meeting

Commissioner Wigington asked if everyone had received the meeting minutes and if there were any additions or corrections? Dan Botto mentioned that Dan McMahon's name is misspelled throughout the minutes and will be corrected. Dan McMahon noted that in the Noise Hotline Log the name of Carol Warrick should be "Lorek." Dan Botto agreed that this will be changed also. Marlene Durazo noted that the end of the first paragraph on page 6 of the agenda package is incomplete. Dan Botto responded that he will have to review the recording of the minutes to determine what is being said here but this will be corrected also.

Marlene Durazo made the motion to accept the minutes with the requested corrections, and Dan McMahon seconded the motion. The motion passed without objection.

Other Reports

Hotline & Contact Log

Dan Botto reported that the hotline had nine calls over the last two months; most of the calls were from Ms. Lorek. Dan Botto also mentioned that there were a couple of calls about the helicopter activity that had been discussed at the April meeting.

Dan Botto also reported there were two calls on the contact log, both by the same person who is buying a home on Riviera Dr. and was wondering who to contact regarding new windows

Airport Noise Report

Kay Miller asked if KWIA might be eligible for the Randy Jones Award for Excellence in Airport Noise Mitigation? Peter Horton suggested that the Airport should wait until after this study is completed before submitting KWIA for this award.

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Commissioner Wigington mentioned how the Avigation Easement programs are being challenged in courts all around the U.S. and how that might affect KWIA's mitigation efforts in the future.

Marlene Durazo asked about the article on page 40 [page 22 of the agenda package] concerning how "Part 16 procedures have been used in the past to challenge airport noise and access restrictions."

Deborah discussed that non-voluntary access restrictions require a Part 161 analysis, but with phase out of older, louder GA aircraft in the FAA reauthorization bill, you have to ask why would you undertake the expensive and complicated access restrictions when it is going to happen on its own due to the language in the bill?

Dan Botto mentioned that on page 26 of the agenda package indicates a correction to that article had to be made. The article was supposed to say "the FAA was simplifying its Part 16 rules, which govern the procedure for filing and adjudicating complaints against federally-assisted programs" and the article does not apply to the airport noise except in the sense that it will streamline the process for filing a complaint against a noise program.

Marlene Durazo then mentioned that this may be helpful to the people of Key West since the airport is expanding the customs facility to meet the expected demand of aircraft from out of country. Peter Horton answered that the customs facility will make KWIA more attractive to travelers to and from Cuba. Marlene Durazo asked if we can expect a greater variety of aircraft when Cuba opens? Peter explained that yes there will be more types of general aviation aircraft using KWIA due to Cuba, and that GA aircraft, with the exception of business jets are not regulated. These aircraft will be landing at KWIA before taking the 90 mile flight to Cuba.

Marlene Durazo asked when the customs facility will be completed. Peter Horton responded that it should be completed in about two years, but Cuba could open tomorrow and we [KWIA] would be caught short. Peter Horton also mentioned that we have been hearing Cuba will open since 1991 and the airport has rebuilt the customs facility twice in that time frame. Peter does not see a great influx of

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commercial traffic due to the runway length except for the smaller commuter type aircraft; he believes there will be a large influx of GA activity.

Marlene Durazo then asked about an increase in traffic from other countries. Peter Horton explained that the airport has been a port of entry for every country except Cuba until last year when KWIA was also made a port of entry for Cuba also. Currently they customs facility gets about 2.2 aircraft a day, or 800 annually. There are currently no restrictions to fly into KWIA from any other country.

Marlene Durazo asked what about commercial passenger flights from other countries stopping in Cuba before heading to Key West? Peter Horton responded that they could do that, but remember that KWIA only has a 4,800 foot runway and he doesn't see them making that run; he sees it is more likely they would fly to a larger location with larger aircraft. It is all speculative at this point.

R.L. Blazevic asked how does this affect Marathon Airport, will Marathon have any impacts from Cuba opening? Peter explained that Marathon is looking at a customs facility, for two reasons; to clear aircraft, but primarily to clear boats in Boot Key Harbor. They are starting small, but it requires a sizable capital investment. KWIA is currently a GAF, a general aviation facility and is trying to upgrade to a FIS, a Federal Inspection Station. Marathon is putting together a program to be a GAF for aircraft up to 10 passengers. Later on Marathon could upgrade to a FIS, but there would have to be a market for it.

Dan Botto mentioned that at the last meeting there was a discussion about having interior noise levels of 45 dB and there is a series of articles in consecutive issues of the Noise Report chronicling the ongoing discussion about how this will affect noise mitigation programs. Kay Miller asked if it is in the guidelines incorrectly. Deborah Lagos said in the draft program guidance, the FAA is saying this has always been the rule. In order for a home to receive sound insulation, it must have an interior noise level of above 45 dB and be able to achieve a minimum of 5 decibels of noise reduction in order to qualify. This is not how it has been implemented for the last 20 years. Kay Miller asked how did Key West measure up to this standard? Deborah Lagos explained that quite a few of the homes in the program area would not have qualified under this guidance, and we should consider ourselves fortunate that we were able to get them done.

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Kay Miller then asked if Key West by the Sea would qualify. Dan McMahon mentioned that KWBTs presents an interesting and challenging configuration. Deborah explained that it all depends on what the interior noise measurements show, but since it is pretty uniform construction, we would not have to test every single unit just a representative sample of one, two, and three bedroom configurations to determine the eligibility.

Kay Miller asked if we had to test each home individually during the previous Part 150 mitigation. Deborah Lagos responded that we did not but the revised guidance seems to suggest that every home will have to be tested to determine their eligibility. Kay followed up asking how does that fit with neighborhood equity? Deborah Lagos explained that this is a big question mark in the guidance; where on one hand the FAA is suggesting that every house has to be tested to meet eligibility standards but on the other hand they are pushing this concept of neighborhood equity; and so far the FAA has not resolved the two issues. AAEE and ACI are currently in discussions with the FAA regarding this guidance and to prevent this guidance from going into effect until a better idea of how this will affect existing and proposed programs. The homes at risk in Key West would include all the homes in the clean-up phase.

Dan McMahon notes that in addition to having 45 dB interior noise, the homes must also be within the DNL 65 dB contour.

Dan McMahon asked about getting a copy of the AIP Handbook. Deborah Lagos responded that we will get him either the website or at minimum send him a copy of the section pertaining to noise.

Kay Miller asked about the RNP flight procedures and how they are looking for the most efficient routes; do we think this may lead to changes in how the aircraft may approach Key West. Deborah Lagos responded that currently the FAA is focusing on developing new procedures at the larger airports, but eventually it will trickle down to all airports since the aircraft will be equipped with the systems to apply the new guidance procedures. Robert Gold asked if the VOR will no longer be required if new procedures were to be implemented. Deborah Lagos responded that the new system is satellite based, not ground based.

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Peter Horton explained how the airspace around Key West is currently operating with the Navy and the existing navigational aids in the area. Peter expects some of the oldest aids would be phased out but does not expect the VOR to be phased out. Peter also expects the GPS approaches would closely mirror the existing flight tracks due to the interaction with the Navy. Robert Gold interjected that usually when new technology is introduced, seldom is the old technology phased out, it is left in place as another layer. Peter Horton believed the Non-Directional Beacon (NDB) would be removed, but R.L. Blazevic mentioned that ships use the NDB also, so it may be kept in place. Dan McMahon asked if the NDB is the tower at Higgs Beach. Peter Horton said yes it is, and they are trying to get it relocated to the top of the KWIA terminal.

Peter Horton explained that Cape Air is the only regular user of the NDB, but Cape Air is transitioning their aircraft to full GPS capability. Kay Miller asked if the GPS will work in inclement weather. Peter Horton said the GPS works in all conditions. Dan McMahon asked a follow-up about whether the NDB tower would be removed. Peter Horton responded that they are not sure, but the discussion is about removing the equipment and relocating it to the airport. There would be nothing done at the tower until this was completed. Peter also explained that the current equipment is housed in a large shed and can now be handled on a desktop. Dan McMahon asked if removal of the tower and equipment shed is part of the Higgs Beach Master Plan and Peter responded that it was and the area would be maintained as green space.

Commissioner Wigington mentioned that she has voted not to remove the equipment as it may be useful in case the computer system was attacked, assuming pilots were still trained to use it.

Other

Eleanor Garcia asked if the Airport could investigate the cracks that are occurring in her home around a window that was replaced and then later repaired as part of the Part 150 Noise Insulation Program [NIP]. Peter Horton mentioned that the work may be out of warranty. Kay Miller said that it depends on when the work was completed and many items had one year warranties. Commissioner Wigington asked if the warranty period was based on the initial work or on the date the repair was

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completed. Deborah Lagos told Eleanor Garcia that URS will investigate and assist with this issue.

Valdimir Prokhodouy told the committee that he has just purchased a home in an area that was part of the NIP and did not participate, and is wondering if he can be included. He lives at 2301 Linda Avenue. There was a discussion between Deborah Lagos and Kay Miller that this home was not included in the initial NIP because it was either bank-owned or in a short sale situation, and the owners did not want to participate at the time. Kay Miller explained that this home would have been part of the clean-up phase. Deborah Lagos explained what the clean-up phase was and that the FAA decided not to fund the clean-up phase until the Part 150 Study Update was completed and the homes still met the NIP criteria.

Dan McMahon asked about whether there were some construction traits that may have kept this home from participating in the NIP. Deborah Lagos explained that the NIP had never obtained access to the home, so the NIP was never able to determine the eligibility to participate. Valdimir Prokhodouy explained that the home was on two properties, and one of the properties was sold, with half the house on this property. He has finally obtained both properties.

Commissioner Wigington asked Valdimir Prokhodouy to leave his information with URS.

Commissioner Wigington stated that the next meeting would be on August 7th.

Meeting adjourned at 2:50 PM