

**KWIA Ad-Hoc Committee on Noise  
August 7, 2012 Meeting Minutes**

**Meeting called to order by Sonny Knowles at 2:00 PM.**

**ROLL CALL:**

Committee Members in Attendance:

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

Staff and Guests in Attendance:

Peter Horton, KWIA.  
Deborah Lagos, URS Corp.  
Dan Botto, URS Corp.  
R. L. Blazevic, Resident  
Ashley Monnier, NASKW  
Danny Kolhage, Monroe County Clerk of the Court  
T.J. Turnbull, representing A&J Menendez

**Quorum was present**

Commissioner Wigington (Committee Chair) and Kay Miller (Committee Vice-Chair) were not in attendance. Sonny Knowles and Dr. Floyd operated as temporary chair.

A discussion was held regarding the open alternate position on the committee. Peter Horton mentioned that Dr. Floyd had previously indicated she had someone who would be interested in the position. Sonny Knowles asked if the position was a noise taker or noise maker. Deborah Lagos informed the committee that the position is a noise maker. Peter Horton believed the person was an incoming station chief for Southwest Airlines, but is also heavily involved on the general aviation side of things. Dr. Floyd mentioned that Adam Rossman would be interested, but he is currently working for Air Tran and is based out of Orlando, Florida. Sonny Knowles inquired about Nikali Pontecorvo. Dr. Floyd remarked that he had shown

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interest. Sonny asked that Dr. Floyd nominate Mr. Pontecorvo, which she obliged, and Sonny seconded the nomination. Peter Horton said if there are no objections he will pass this name on to the Commissioner to put on the agenda.

### **Review and Approval of Meeting Minutes for the June 5, 2012 Ad Hoc Committee Meeting**

Dr. Floyd asked if everyone had a chance to review the meeting minutes from June 5, 2012 and if there were any revisions or corrections. Marlene Durazo mentioned changing the comma to a period in the first sentence of the last paragraph on page 2. Dan Botto said this will be done before the final goes out. Sonny Knowles motioned that the minutes be accepted with the proposed revision. Dan McMahon seconded the motion and the motion passed.

### **Discussion of Part 150 Study Update**

Dr. Floyd began the discussion of the 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.

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Sonny Knowles asked what kind of timeframe we are looking at. Dan Botto said we expect to have the noise contours to the committee by the first meeting of 2013. Peter Horton reminded the committee that we would still like to have the US Navy radar data for flight tracks and fleet mix data. Ms. Ashley Monnier of NASKW said she would try to get the data to us as soon as possible.

Dan Botto also explained that the sections of the NEM are going to the FAA for initial review prior to being provided to the committee. Sonny Knowles asks if this is a good or bad thing. Deborah Lagos said this is mostly a good thing because the FAA is not seeing the entire document for the first time when they do their final review and there will not be any unexpected comments when we get to the final review. Furthermore, the project will be getting FAA input throughout the program. The only negative may be the extra level of review may slow the progress early on, but it should reduce the time needed for the final review.

### **Section 1 and 2 of the NEM Documentation**

Dan Botto explained that each member of the committee and the other attendees have a copy of Sections 1 and 2 of the NEM documentation. He explained that these sections have been through an initial FAA review and are now provided to the committee and attendees for review and comment. Dan explained that any comments by those reading would be incorporated into the next version of the document.

Mr. Blazevic explained the reason for the issue for the parcel indicated in Figure 1-4 is that it is zoned residential, but the property is listed as environmentally sensitive. He asked why doesn't the local government purchase the property. Dan Botto explained that purchase of this property was recommended and approved in the 1999 Part 150. Mr. Blazevic also mentioned that the location of a public access boat ramp immediately adjacent to the property has limited interest in developing the property, and has led to the property being used as a catch all for parking and dumping. Peter Horton explained that initially a local politician had shown interest in turning the property into a public park, but public parks require money for maintenance and furthermore may become gathering places for less than desirable activities within a residential area.

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Peter Horton also discussed the vacant property indicated in Figure 1-3. He explained that this property was 10 acres, but 9 of the acres are protected land. He indicated that the airport had been trying to get money from the FAA to purchase this property but the asking price had been too high prior to just recently. The FAA had approved this purchase and the offer had been made, but the seller's bank had to withdraw because it had not cleared the foreclosure. Peter further explained that only one acre of the property could be considered upland instead of wetland, but the airport's thought was to use the one upland acre as mitigation, and put the remaining 9 acres into a perpetual conservation easement as the rest of the mangroves surrounding the airport; to be used for mitigation for later projects. The initial project to be mitigated using the one acre would be a string of general aviation hangers on the already scarified property along the south side of the runway and to the west of the existing overflow parking.

Mr. Blazevic asked if the airport owned the property out to Roosevelt Blvd. on the east end of the airport. Dan Botto explained that the airport property extends to Roosevelt Blvd on that end.

Peter Horton explained that the 1999 Part 150 included 6 recommendations and the airport has currently performed 4 of the recommendations. The purchase of property was not actively pursued because it was felt that the Noise Insulation Program (NIP) would give the airport and the FAA a better return on the investment. The airport provided noise insulation on approximately 300 homes with approximately \$20 million in funding from the FAA.

Mr. Blazevic and Peter Horton explained that the owner of the property at the east end of the airport wanted to put a 40 place RV park and a single family residence on the property.

Dr. Floyd mentioned that the report also contains an analysis and synopsis of the calls to the Noise Hotline. Dr. Floyd felt that it was important that the people that do call in know that their voices are heard and considered. Dan Botto mentioned that the number of complaints have been dropping on an annual basis. Dr. Floyd mentioned that the phone number for the hotline is not well known and Peter Horton mentioned that we have not advertised the number in a few years.

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Marlene Durazo said that she would call when the aircraft were to the west of the centerline and would fly too close to Key West by the Sea. Peter Horton mentioned that with the airlines using the 737 and the regional jet, aircraft are more likely to be on a long stable straight in approach and have less noise than other approaches, including the Garrison Bight approach.

[Unknown] asks why the number of noise complaints has been dropping. Peter Horton explained that it could be trying to get Linda Avenue involved and the reduction of flights due to the use of larger aircraft. Deborah Lagos said that the Linda Avenue calls would have ended when Linda Ave was included in the NIP in 2008. Further, the large number of complaints in 2009 were from KWBTs trying to be included in the NIP. The number may have dropped due to the request by the FAA to update the Part 150 prior to any additional NIP activity.

Dr. Floyd would like the noise hotline number to be advertised so the local population would be reminded that the hotline is available.

Sonny Knowles asked the residents of KWBTs if they felt the aircraft overflew the property and if they felt they got noise and soot from the aircraft. Marlene Durazo and Harvey Wolney felt that yes they do experience this.

Peter Horton felt that the best way to provide the NIP to KWBTs would be to have the radar data from the Navy to prove aircraft are flying over and closer to KWBTs than previously thought or modeled. Peter Horton then showed the figures provided by URS with the existing radar data currently being used for modeling purposes. Dan Botto then went on to explain that the previous modeling had aircraft turning from a perpendicular path from the runway but the radar data shows that there are many flights that come from the east that approach along the south side of the island then turn perpendicular to the runway before turning to the runway heading.

Dan Botto explained that the maps provided for this meeting were a further refinement of the density plot maps provided in the June meeting. These maps show the radar data as actual flight tracks. These tracks indicate that currently aircraft pretty much fly over the entire island. Dan Botto also explained that

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there is an article in the current batch of Noise Reports that discusses how the new RNAV flight procedures are causing an increase in noise complaints because these procedures are focusing the noise on a very defined path instead of the usual spread of flight tracks. It is possible that the current spread at Key West may actually reduce noise by spreading flights over a large area.

Dan Botto also mentions that the radar data indicates a much greater number of flights approaching the airport along the south side of the island than previously thought. Dan discussed the fact that the previous Part 150 had no departures maintaining runway heading when departing runway 09. It appears that flights to Miami maintain runway heading past NASKW instead of turning north prior to NASKW. How this will affect the noise contours is unclear, but it will certainly change the contours and will make the INM model more accurate. Peter Horton said that the ATR currently flying to Miami will be replaced by the EMB135. Deborah Lagos said we may have to interview American Eagle to determine if their flight procedures will change with the new aircraft.

Dr. Floyd asked that when we look at these tracks, we should understand that the figures are not 3-d, and that even though the west end of the island is as covered with tracks as near the airport, the aircraft are much higher and are therefore less noisy to those on the ground.

Dan Botto explained to Ashley Monnier, the NASKW representative, that we would still prefer the Navy radar data because it provided almost full coverage of the flights, whereas the radar data we are currently using only contains about 60 percent of the known activity. This data, known as ASDI, only contains the flights on filed flight plans or flying IFR into or out of the airport. Sonny Knowles asks if the data contains any VFR flights and Dan Botto explains that it records only IFR and filed flight plans. We would like to use the Navy data because it provides an even more accurate picture of the airport activity.

Dan explained some of the features the committee is seeing in the radar data, including runway ends and flight tracks that do not complete.

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### **Other Reports**

#### **Hotline & Contact Log**

Dan Botto reported that the hotline had three calls over the last two months; all from Ms. Lorek.

Dan Botto also reported there were five calls on the contact log, three regarding inclusion in the NIP, one to replace a broken window on an insulated door and one asking for a call back.

#### **Airport Noise Report**

Dan Botto discussed the article on page 20 of the agenda package about a new study being undertaken to study the effects of aircraft noise on sleep. Deborah Lagos said that currently sleep disturbance studies are provided strictly for informational purposes at airports; this study may lead to additional noise analysis for environmental studies at airports.

Dan Botto mentioned the article on page 26 and 30 of the agenda package indicate that due to the ongoing discussion regarding the Program Guidance Letter concerning noise insulation programs has resulted in only 5 AIP Noise grants being issued so far this year.

Dan Botto said that on pg 32 of the agenda package is the article discussing the increased noise due to the RNAV flight procedures. Sonny Knowles explained that they went to the RNAV procedures to save time and fuel.

Dan Botto noted that on page 35, the California state budget includes money for the Airport Land Use Commissions. This committee had previously discussed that California was going to cut these.

### **Other**

Mr. Blazevic asked about the differences between the military and the FAA noise models. Dan Botto explained that the models may have differences in the computations but the noise data is shared between the models.

Marlene Durazo asked if the F-35 would be based at NASKW. Ashley Monnier said that any information regarding the future alternatives of NASKW is available in

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the Draft Executive Summary for the NASKW Environmental Impact Statement, and there are regularly scheduled meetings for questions.

Temporary Chair Dr. Floyd stated that the next meeting would be on October 2<sup>nd</sup>.

Meeting adjourned at 3:00 PM.