

**KWIA Ad-Hoc Committee on Noise
April 2, 2013 Meeting Minutes**

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

ROLL CALL:

Committee Members in Attendance:

Commissioner Danny Kolhage
Marlene Durazo
Marvin Hunt
Harvey Wolney
Tina Mazzorana (Alternate)

Staff and Guests in Attendance:

Peter Horton, KWIA.
Deborah Lagos, URS Corp.
Dan Botto, URS Corp.
R. L. Blazevic, Resident
Robert Gold, Resident
Ashley Monnier, NAS Key West
Inocente Santiago, Jr., Resident

A quorum was not present.

Review and Approval of Meeting Minutes for the February 5th, 2013 Ad Hoc Committee Meetings

Review and approval of the February 5th Ad Hoc Committee meeting minutes has been postponed due to lack of a quorum. Dan Botto mentions that this actually works to the committee's favor as there was an issue getting the agenda package delivered to the members living at Key West by the Sea (KWBTS). After a discussion of when other members received their packages, it was determined that KWBTS members would have their packages hand delivered as there is an issue with mail delivery to KWBTS.

Welcome to the New Members

Commissioner Kolhage welcomed the two new members, Tina Mazzorana and Nick Pontecovo.

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Discussion of Part 150 Study Update

Role of the FAA and the Part 150 Process

Dan Botto reported to the committee that Peter Horton had signed the transmittal letter and Sponsor's Certification for the NEM. The NEM with the transmittal letter and Sponsor's Certification will be sent to the FAA for review and official acceptance of the noise contours.

Dan Botto explained that the alternatives analysis for the NCP has begun and some local inspection was performed while Dan and Deborah Lagos were in Key West for the Ad Hoc meeting.

Dan went on to explain that this is the area where the FAA takes a greater role as they will approve or disapprove any recommended mitigation measures that the NCP and the Ad Hoc committee recommend.

Commissioner Kolhage asked about a public review of the Noise Exposure Maps and when does that happen. Deborah Lagos explained that these Ad Hoc meeting are the public review. Commissioner Kolhage then asked if there was no general dissemination of this information. Peter Horton and Dan Botto mentioned that the meetings were advertised as open to the public for the Part 150 Study in the local papers. Commissioner Kolhage then asked if there was a public hearing process. Deborah Lagos explained that there is a public hearing requirement at the end for the NCP, but there is not a public hearing requirement for the NEMs. Deborah continued that just because there is no requirement for a public hearing, the committee can elect to hold one anyway. Commissioner Kolhage then clarified that the public review in the Part 150 process refers to the Ad Hoc committee meetings. Deborah explained that was the case, but before the NCP can go to the FAA for review, there is a public hearing requirement. Commissioner Kolhage asked if by the time we get to the public hearing isn't the NCP pretty much a done deal. Peter Horton explained that any comments received at the public hearing have to be included and responded to before the NCP goes to the FAA.

Commissioner Kolhage explained that he felt there was something wrong with this process but he was unsure if we could change it. Peter Horton mentioned that we could discuss this more as we go through the NCP.

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Commissioner Kolhage then asked how is the Ad Hoc meeting advertised. Peter Horton explained that it was a public notice placed in the Key West Citizen. Commissioner Kolhage then asked if the ad mentioned that we were going to consider the Noise Exposure Maps. Peter Horton believes that the ad, while mentioning the ongoing Part 150 Study, did not specifically mention the NEMs. Robert Gold mentioned that he found out about the meetings through the Monroe County Website. Deborah Lagos and Peter Horton indicated that there is a separate website available specifically for the Ad Hoc committee that contains all the historical and current noise and Part 150 information. Dan Botto mentioned that at another airport letters were sent directly to the homes within the contours, but it was dealing with a much smaller number of homes. Commissioner Kolhage asked if there is a process that must be followed. Deborah Lagos explained that the regulations are vague and provide very little regarding specifics. Commissioner Kolhage asked if we publish an ad that does not specifically mention the NEM maps, how does that meet the standards. Deborah thought we had specifically changed the ad mentioning the Part 150 and the NEMs as topics for the Ad Hoc meeting. Dan Botto said he will check the advertisements, and any future ads will contain more specific information about the purpose of the meeting.

Dan Botto discussed that at the last meeting, the committee asked for a list of items that are required to be analyzed during the Part 150 Study. This information along with the items the FAA uses for determination of acceptability was emailed to all that provided email addresses.

NEM Documentation

Dan Botto mentioned that we have already covered the NEM documentation update and he reviewed the information provided before. Dan also provided a copy of the Executive Summary that was provided to the FAA.

Commissioner Kolhage asked how long of a review time does the FAA have. Deborah Lagos explained that there is no time limit for the review of the NEM, but as the FAA has already seen the document by sections, there should not be a large number of new comments. Peter Horton and Deborah explained that while we are waiting on the comments from the FAA, the NCP is not on hold and work

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continues forward. Furthermore, unless there are significant comments on the NEM, the FAA will provide a letter to the airport, and will place a notice in the Federal Register that the noise contours have been accepted. Then the airport will publish a notice in the local papers indicating the contours have been accepted and they are made available for viewing in the local libraries.

Dan Botto asked if there were any comments on Sections 1, 2, 3, and the Forecast which were previously submitted to the committee. Deborah Lagos commented that Marlene Durazo had previously shared one comment. No other comments were made by the committee.

NCP

Each member of the committee and all guests were provided a handout containing noise abatement information from 12 different airports around the nation that are similar in size and operational characteristics to EYW. Deborah explained that this information was obtained from a Boeing airports website. She said we have provided this information so the committee can see what other airports have done to deal with noise and to give the committee some idea of what can be looked at for EYW. Deborah also explained that there will be some restrictions that due to the passage of the Airport Noise and Capacity Act, passed by Congress in 1990, are no longer available.

Deborah went on to discuss each different airport covered in the handout. The following restrictions were mentioned and specifically discussed:

Auxiliary Power Units (APUs) and Ground Power Units (GPUs):

Deborah Lagos mentioned that there are not specific complaints regarding APU usage, but along Riviera Drive there have been complaints about airport but not aircraft noise. Deborah mentioned that it would be quieter if the aircraft use GPUs instead of APUs. Marvin Hunt thinks the APUs at the airport are not that noisy since most aircraft are smaller aircraft. Deborah felt that while there are no specific complaints about APU noise, use of GPUs may results in a general reduction of airport noise. Deborah asked Peter Horton what is the current situation regarding GPUs at the airport. Peter believed that all airlines but Silver Air has access to a GPU. Marvin informed the committee that US Airways must use the GPU to save the fuel that the APU uses, unless there is a quick turn like

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Southwest performs. Peter Horton felt that during the busy times, it would be hard to distinguish APU noise from the noise as a whole, but that during the average day there are some very loud APUs in the GA business jet fleet. While there are GPUs available for the GA side, many of the older business jets will be phased out anyway. Peter suggested that a voluntary request to use GPUs whenever possible be included in the NCP. Peter continued, with Marvin Hunt's agreement, that GPU usage also saves a considerable amount of jet fuel. Marvin asked if this would be mandatory for the airlines, but Peter Horton explained that this would be a voluntary. Marvin felt that making it mandatory might lead to additional chances for mistakes if they have to hook-up a GPU.

Marlene Durazo asked if the GPU produces a different level of air pollution compared to the APUs. Peter Horton explained that while he did not know for sure, it sure seemed like the GPU produces less exhaust than an APU. Dan Botto guessed that strictly on the basis of the GPU using less fuel in the same time period as the APU would result in less air pollution.

Use of NBAA Close in Departure and Arrival Procedures:

For use when noise sensitive areas are close to the airport, asking the aircraft to obtain maximum altitude as quickly as possible on departure. EYW could apply this departure procedure to departures from Runway 27, and arrival procedure to arrivals to Runway 09. Peter Horton suggests we recommend putting these procedures into the Airport Facilities Directory. Robert Gold asked if the arrival procedures would also be put in for arrivals to Runway 09. Robert Gold and Tina Mazzorana mentioned that they are looking for arrival track variability to Runway 09. Peter Horton explained that while the airport had previously looked into additional arrival routes, the resultant outcry from neighborhoods newly experiencing noise caused them to be removed as a recommended route.

Marlene Durazo asked if we had a pamphlet that outlines the noise abatement policies at EYW that we can compare to the ones of other airports provided at this meeting. Deborah Lagos explained that there currently is not one, but that was going to be another suggestion for the NCP. Deborah also explained that in the most recent Airport Noise Report, that will be in the June 2013 Ad Hoc agenda package, there was an article about a new app that pilots can use that would provide all of the noise abatement requests electronically, instead of having to cart

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around large amounts of paper, that they have to obtain and print out. In other words, the information will be much more readily available to the airport users.

Quiet Flying Page:

Hayward Executive has a Fly Quiet page with specific procedures for jet aircraft and for helicopters. Deborah Lagos mentioned that EYW could examine the idea of having all helo operations arrive and depart from the south side of the airport, US Navy operations permitting. Peter Horton felt that helo operations could be requested to fly to the south as their operating altitude would be below what the Navy is operating.

Deborah continued discussing that Hayward also has a "Propeller and Power Adjustment" recommendation that could be implemented at EYW. Peter Horton believed that would work on arrivals, but not so much on departures.

Intersection Takeoffs:

Deborah Lagos mentioned that at Boca Raton, they prohibit intersection takeoffs, and she inquired of Peter Horton if they perform intersection takeoffs at EYW. Deborah asked if the departures from Runway 09 could move to the next taxiway for take offs. Peter Horton felt that this could be done and would be beneficial in two ways. It could possibly reduce departure noise at KWBTs and would reduce fuel usage because aircraft would not have to taxi to the end of the runway. Dan Botto mentioned that we should not allow intersection takeoffs on Runway 27 to force aircraft higher as they pass by KWBTs.

Robert Gold and Marlene Durazo expressed their surprise that EYW does not have a documented set of noise abatement procedures for EYW. Deborah Lagos explained that the Airport Facilities Directory (AFD) does contain the information, the airport has just not put together a slick presentation of it, but this will be suggested in the NCP, to place in the pilot's lounge. Robert Gold asked if they could get a copy of the AFD for EYW. Peter Horton mentioned using Google for the online AFD. Robert also asked that the previous test of the Garrison Bight Approach had any documentation available. Deborah Lagos explained that we have the Approach Procedure Study, but the only documentation we have is from the previous Ad Hoc meetings where the residents affected by the new tracks attended to express their displeasure. Peter Horton and Harvey Wolney

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mentioned that there had been handouts provided to the pilots requesting they use the Garrison Bight Approach. Robert Gold said that even if this reduced the arrivals over his home from 30 ops a day to 15, that it would make a huge improvement.

Robert Gold felt the biggest problem is the small tour/sightseeing aircraft that fly all over the island at low altitudes. Peter Horton explained that that is much easier to remedy than the large air carrier aircraft. Peter felt that these operations can be adjusted with a simple request for voluntary compliance.

Avoidance of Noise Sensitive Area and AOPA Noise Awareness Steps:

Deborah discussed 2 other airports that have published flight procedures to avoid noise sensitive areas and to apply Aircraft Owners and Pilots Association (AOPA) Noise Awareness Steps. Marlene Durazo asked if the next meeting will have the recommendations of what would and would not work at EYW. Deborah said that the plan is to have these recommendations customized by the next meeting. Peter Horton mentioned that EYW used to have a Noise Abatement Officer at the airport, funded by the FAA, to work with the pilots and homeowners to increase interaction and application of noise abatement procedures. Peter suggested that the NCP recommend that the airport renew this position to manage this noise program.

Flight Track Restrictions:

Deborah Lagos discussed the radical flight tracks that are being used in Sun Valley to avoid noise sensitive areas.

Approach Procedures:

Peter Horton began the discussion of approach procedures by discussing how limited the airport is due to the proximity of NAS Key West. Peter explained the various approaches currently in place at EYW and how they interact with NAS Key West. He also discussed the right hand pattern at EYW and the interaction with NAS Key West traffic. Peter then mentioned the approaches that have been previously examined, including coming in at White Street Pier and the Garrison Bight Approach. He discussed that the GB approach was suggested to aircraft that could make the turn, and many aircraft began to use this approach, which led to noise complaints from areas that had not been previously experiencing noise. Additionally, the

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approach became so popular due to fuel/time savings that Cape Air, the Beech 1900s, and Gulfstream began using it. Even the ATR aircraft began using it, which is the noisiest aircraft arriving to EYW.

Peter Horton explained that the southern approach does not work because of the interaction with NASKW, and the shifting of noise to new areas. Peter also explained that the jets and regional jets very much prefer to have the 3 mile stabilized approach for safety.

Robert Gold asked if a document like this would have an affect on pilots' usage of approach procedures. Peter Horton explained that it would work on local pilots as the Noise Abatement Officer would be knocking on their hanger door to re-explain the requested procedures.

Robert Gold continued saying just a small variability in flight tracks would have a noticeable effect on those homeowners on the runway centerline.

Commissioner Kolhage asked that in reality, the aircraft don't really follow the "tracks" indicated in the NEM, but already have some variability. Peter Horton explained that if you examine the radar track figures, it is recognizable that there is some variability already in the flight of aircraft due to weather, aircraft type, and pilot skill. Commissioner Kolhage mentioned that therefore there already is operator variability in the flight tracks.

Tina Mazzorana mentioned that while KW BTS is getting the brunt of the departure noise, Old Town is receiving the brunt of the arrival noise. Peter Horton explained that there is not a lot that can be done because they are on the runway centerline, but as Commissioner Kolhage said, there is already much variability in arrival tracks as seen in the radar data.

Robert Gold felt the best news he heard at today's meeting is the development of a concise set of noise abatement procedures to be provided to the pilots.

Noise Barriers and Taxiway Signs:

Tina Mazzorana mentioned that at Columbus International Airport website has their full noise abatement program details, which includes noise abatement wall

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that reduces noise in nearby neighborhoods by up to 10 dB. She indicated that while this may not help her area, it may buffer some of the areas directly surrounding the airport. Peter Horton mentioned that EYW has done a study on this and determined that putting the vegetative buffer had a better benefit compared to the wall as the wall would have been much more restrictive on the area residents and a wall has a habit of bouncing the noise back in other directions and onto other areas. Peter mentioned that in addition to the vegetative buffer, they also have insulated many of the homes for which a barrier would have a benefit. Marlene Durazo mentioned that at KWBTs they already experience sound bouncing among the buildings. R.L Blazevic mentioned that since the last hurricane, the mangroves surrounding the airport have become much denser. Dan Botto explained that the mangroves are a much better barrier than a wall because they tend to absorb the sound whereas a wall reflects the sound.

Deborah Lagos asked Peter Horton if there are already taxiway signs in place asking pilots to follow noise abatement procedures. Peter explained that the airport does have a few, but could do a much better job, especially if the airport recommends the use of NBAA procedures.

Tina Mazzorana mentioned that the airport should look at a soft curfew limiting some types of operations as specific times. Deborah Lagos indicated that EYW currently does have a voluntary curfew limiting operations between 11 pm and 7 am, but these voluntary restrictions could be better publicized. Peter Horton explained that this is voluntary and occasionally flights do come in after hours when they really have no other option.

Other Reports

Noise Hotline and Contact Log

Dan Botto reported that there were nine calls to the noise hotline, six from Patrick Murphy. Dan responded directly to Mr. Murphy and he is now receiving the agenda package and has been invited directly to the Ad Hoc meetings. Commissioner Kolhage asked what were the dates of his calls to see if the calls coincided with the airshow. These were not the dates of the airshow. Commissioner Kolhage was surprised there were no calls during the airshow, but Peter Horton said they did a great job notifying the public that the airshow was going on.

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Airport Noise Report

Dan Botto stated that he did not find any articles in this batch of ANR's that were applicable to EYW.

Any Other Discussion

Dan Botto was going to discuss by-laws but without a quorum, there is no point this time.

Commissioner Kolhage informed the committee that he will not be at the June 2013 meeting.

Marvin Hunt informed the committee that he may not be at the June meeting as US Air does not operate during the summer.

Commissioner Kolhage asked if there was any other business. No additional business was brought up to the committee. Commissioner Kolhage adjourned the meeting at 3:30 PM.