

**KWIA Ad-Hoc Committee on Noise  
February 5, 2013 Meeting Minutes**

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

**ROLL CALL:**

Committee Members in Attendance:

Commissioner Danny Kolhage  
Sonny Knowles  
Dr. Julie Ann Floyd  
Marlene Durazo  
Marvin Hunt  
Harvey Wolney (Alternate)

Staff and Guests in Attendance:

Peter Horton, KWIA.  
Deborah Lagos, URS Corp.  
Dan Botto, URS Corp.  
R. L. Blazevic,  
Bob Tepper. Resident  
AL Sullivan, Last Stand  
Tina Mazzorana, Resident  
T. J. Menendez

**A quorum was present.**

**Review and Approval of Meeting Minutes for the October 2<sup>nd</sup> and December 4<sup>th</sup>, 2012 Ad Hoc Committee Meetings**

Commissioner Kolhage asked if there were comments on the meeting minutes for either the October or December meetings. No comments were volunteered. Motion to approve minutes was made by Marvin Hunt and seconded by Marlene Durazo. There were no objections and the motion carried.

Dan Botto noted that Tina Mazzorana's name was missing from the attendance list in the approved, December meeting minutes. He stated that he would make the correction and post the revised minutes to the website. He asked that the approval of the December minutes be contingent on the revision. The committee agreed and approved the minutes with the contingency.

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### **Review and Approval of Meeting Schedule**

Commissioner Kolhage asked if the committee had issues with the meeting schedule. Peter Horton commented that it was the same schedule as the previous year, with meetings falling on the first Tuesday of every other month. Motion to approve meeting schedule was made by Marvin Hunt and seconded by Marlene Durazo. There were no objections and the motion carried.

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

#### **Role of the FAA**

Dan Botto reported to the committee that sections 4 and 5 have been submitted to the FAA. He continued that from this point forward the FAA's review will be more serious than assuring the noise exposure maps are in compliance, as they will either approve or disapprove the Noise Compatibility Program (NCP) recommendations. Dan said we are asking for ideas for [noise mitigation] measures to include in the program, realizing that those ideas could be disapproved by FAA.

The question was asked by R.L. Blazevic on how high up in the FAA organization does the review go. Deborah Lagos answered that it ultimately goes as high as FAA Headquarters in Washington D.C. after the initial reviews that are performed at the district and regional levels. Deborah added, in response to a follow up statement on how the levels of review flow, that it starts at the bottom (district) and goes to the top (Headquarters), and then comes back to the bottom. Marlene Durazo asked if the district and regional FAA will forward the reviews up to the next level even if their recommendation is to disapprove one or more of the proposed measures. Deborah Lagos said that they would, and that ultimately, Headquarters would have the final say. She continued that any disagreements on the proposed measures between different levels of the review would be discussed and resolved within the FAA.

Marlene Durazo asked if the committee would have the opportunity to speak in support of the proposed program measures if the district recommends disapproval of any of the measures, and would the district let the committee know of their position on the proposed program. Deborah Lagos answered that we will most likely know of the district's stance when they do their informal review and can try to work with them on resolving any issues. Deborah continued that we can go higher in the FAA organization if we disagree with the district's position. Dan Botto

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added that often the potential issues can be resolved by adjusting the wording of the recommendation(s) such that the district would approve the measure(s). Deborah added that once we start submitting formal recommendations, the FAA will get more involved in the process.

Commissioner Kolhage requested that URS staff give the committee an update on the maps. Dan Botto said the Noise Exposure Maps (NEMs) have been submitted to the FAA for their initial review, and that we are waiting for their comments. Deborah Lagos added that the committee would be discussing those maps as part of today's meeting and that they are in their preliminary draft form which is how they were submitted to the FAA. Commissioner Kolhage asked if anyone here has seen them. Deborah indicated that the committee has not seen them, and that they would see them today.

Peter Horton stated that, referring to the maps, the committee would love what they saw. Peter requested that the maps be passed out to the committee. While the maps were being passed out, Peter asked the committee to recall how four years ago, when the noise contours showed Key West by-the-Sea (KWBTs) inside the contour, the FAA responded that our data was too old. He continued that FAA requested that the airport perform a Part 150 study to update the maps which they would (and did) fund, and that if KWBTs was still inside the new noise contour, it could be addressed in the NCP.

### **Section 1, 2, 3, and Forecast Comments**

Dan Botto asked if there were any comments to 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.

### **Sections 4 and 5 & Noise Exposure Maps**

Peter Horton briefed the committee on the work that URS performed that was necessary to generate the noise contours. He continued that the "meat" of the information was on Figure 4.7, which shows the existing condition, and Figure 5.1, which shows the future (base study year plus five years) noise contour. Peter

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stated that the important thing is that he could see three building of KWBTs that fall within the existing contours and continue to be within the contours in the future. Deborah Lagos added that [a portion of] Flagler Avenue was also within the contour. Peter continued that the results are preliminary, and the FAA will be reviewing the methodology as well as the results, but he was confident that the methodology and results are sound. Commissioner Kolhage made the comment that he lived nearby, and the contours looked reasonable to him. Peter continued that several blocks in the area between Staples and Flagler and from 10<sup>th</sup> thru 12<sup>th</sup> [Streets] would be in the contour for the first time, which represents a good number of houses.

Commissioner Kolhage asked if the funding [for noise mitigation] was restricted to areas within the noise contours. Deborah Lagos answered that that is yet to be determined. Peter Horton added that they [FAA] generally approve mitigation in blocks. Harvey Wolney asked if that means the Part 150 will repeat in the next five years. Peter answered that it would not, and that Part 150 studies are generally good for ten years. He gave the example using the last cycle of the 1999 study and this Current study starting in 2011. We have pulled all new data to perform this update.

Sonny Knowles asked Peter Horton what he thought the odds were for getting the noise program going again after the study. Peter deferred to the URS staff, saying he thought the odds were good unless FAA has a cut back on funding. Deborah Lagos states that they have not cut back on funding, but the committee has to bear in mind that the FAA has clarified the rules on how to determine if houses are eligible, and this includes condominiums. In the former program, all seven phases, a sample, or about ten percent, of the homes were tested for noise levels before they were insulated, mainly so they could be retested after the noise insulation was installed. This was strictly done to see how much of an improvement had been achieved.

Deborah Lagos said that the FAA has clarified the rules so that eligibility is now a two-step process. Where before, a house was deemed eligible if it was within the DNL 65 dBA noise contour (one step process), now a house also has to exhibit an interior sound level of DNL 45 dBA or greater (second step) to qualify as eligible. So, the testing requirements for determining eligibility have increased.

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Deborah Lagos continued that the FAA does not require 100 percent testing, and they have suggestions for grouping homes of similar characteristics [age, building material, etc.] so that a certain percentage of each group can be tested. If those homes qualify, then all homes in that group qualify. If not then, potentially, all homes in that group would not qualify. Deborah added that it is still early in the implementation of these new requirements and there are no field testing results that would tell us how to implement these guidelines.

Sonny Knowles asked if the testing is done with the windows open or closed. Deborah Lagos said that testing is performed with the windows closed. A brief discussion took place on how that would be implemented in the case of condominiums. Deborah commented that it will be an interesting discussion with the FAA about how the determination of eligibility will work in the case of a condominium complex. She continued that methodologies, such as what kind of sound/noise source is used to test each housing unit, have yet to be determined. Further discussion regarding possible methodology of testing and grouping of residences continued.

Peter Horton concluded that this [preliminary noise results] is just the important first step, and there is a lot of work left to do before the committee can decide on what gets included in the program (NCP). He continued that there is also the question of if and what kind of a cleanup phase can be done for homes in the previous NCP. He commented that we would be "nowhere" if KWBTs was not solidly within the noise contours.

Mr. Menendez asked if his home would be included in the clean-up phase. Deborah Lagos stated his house is within the contour so he has nothing to worry about. Houses that were within the previous NCP that were not insulated and are within the current Part 150 NEM would have the chance to receive noise insulation under the new NCP. However, it is unclear if houses that were within the previous NCP that were not insulated and are not within the current study's NEM would have the chance to receive noise insulation under the new NCP. That is the question of the cleanup phase for the previous NCP. Deborah stated and Dan Botto affirmed that the only houses that fall within this category are those on Linda Avenue. Deborah responded to Sonny Knowles on whether or not the houses on Linda Avenue had

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already been offered sound insulation measures saying that they had, but for various reasons some had not been insulated.

Peter Horton cautioned that we need to remember the lessons learned in the last study, where just because a home was in the noise contour, doesn't mean it will be determined eligible for sound insulation. He continued that 306 or 307 houses were submitted for consideration in the previous NCP, and the FAA approved all of them and suggested notifying each homeowner that they were a part of the program. He continued that by the time the airport got around to insulating some of those homes, the FAA said that they were no longer eligible.

Sonny Knowles asked for the reason the FAA took the homes out of the program. Deborah Lagos explained that it was due to the smaller size of the annual noise contours that were generated subsequent to the Part 150 NEM. The homes in question were not within those updated contours. Peter Horton recalled that Linda Avenue was an example of this situation.

R.L. Blazevic asked if an empty lot that was built upon after the noise contours were published would be eligible. Deborah Lagos stated that according to current Federal law, if there was a published set of noise contours, that home would not be eligible. FAA set the cut-off date for construction as October 1, 1998. Peter Horton commented that a good example of post cut-off construction is the La Salinas/Ocean Walk complex which is not eligible for that reason, and they constructed the complex with that in mind. There was a brief discussion of the effectiveness of the soundproofing that was built into the complex.

Peter Horton commented that later in the study, work would shift to focus on what the community wants to see included in the NCP. He continued that we really need to get into that work and that today is an overview, but at the next meeting in April, the committee will need to identify what kind of measures we want to propose. He added that the NCP is what the FAA would need to approve, and if they don't, they are not going to fund it.

Peter Horton led a discussion on noise mitigation measures that can be included in the NCP. He brought up measures from the past NCP process that included both measures that were approved and those that were not. Among the measures that

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did not get approved were restrictions on non-stage three jet operations and restrictions on the airport's hours of operations (shut down the airport from midnight to 6 AM), both of which would require a Part 161 Study. Peter mentioned that the non stage 3 jet aircraft would be banned from operation across the country by 2016. What the FAA did approve were measures to: provide noise insulation in exchange for avigation easements, this is the NIP at an average cost of \$75,000 per home. This was completed with the FAA covering 95 percent of the cost. They also approved the purchase of homes which were then to be sound insulated, and then resold with an avigation easement, this was not done as the costs were too high and no one really wanted to participate. FAA also approved updating the noise contours annually, which has been done; rezone vacant parcels around the airport, establish compatible land use zoning, both of which are the responsibility of the City of Key West; and acquire 2 large vacant parcels, one of which will be completed very soon. Peter mentioned that over the years the airport has tried a variety of other measures including adjusting flight tracks and creating noise buffers. He reiterated that the committee needs to consider all these types of measures when coming up with what goes in the new NCP.

Deborah Lagos added there are a lot of different measures that need to be considered including the land use and operational measures that Peter Horton mentioned. Deborah added that some of the measures, like the operational curfew that Peter mentioned, are very difficult to get FAA to approve. We still need to consider all of them and document why we deem it as appropriate or not appropriate for the airport. We can come to the end of the analysis and determine that there are no measures that are appropriate.

Deborah Lagos continued that there is a third category of measures that needs to be considered called Program Management Measures. This includes measures such as the installation of a permanent noise and flight track monitoring system, the hiring of a noise abatement officer, the development of a "Fly Quiet" program, and the development of a community participation and/or public involvement program. These are measures that are designed to help the community deal with the noise, rather than reduce the noise. Some of these may be appropriate for Key West, and some are not, but they need to be looked at. Deborah reiterated that all measures need to be looked at and then documented as to the appropriateness of each measure for Key West. Deborah continued, saying that each of the

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recommended measures will be looked at and either approved or disapproved by the FAA. Dan Botto added that on page two of the agenda package there is a list of what the FAA looks at in determining whether or not a proposed measure gets approved or not.

There was a brief discussion between R.L. Blazevic and Peter Horton about the possibility of the city purchasing a vacant parcel on 11<sup>th</sup> Street, close to the boat ramp. R.L. would like the property purchased for a place to park boat trailers on the weekend. Peter Horton explained that the City was looking at making that property a park, but the city did not want to spend the money to maintain an additional park. It was also discussed that it would become a magnet for the homeless people in the area.

Tina Mazzorana asked if changes to flight tracks can be discussed at the April meeting. Deborah Lagos said that it can be discussed and that it is difficult to get those types of measures approved, but that kind of thinking is along the right line for discussion point at the next meeting. Deborah added that because FAA considers houses outside the DNL 65 dBA noise contour to be compatible, even if you have aircraft flying over your house on a daily basis, the FAA does not consider your house to be impacted. So the FAA would only consider approving such measures if they benefit homes that are impacted.

Dan Botto asked that the committee review the documentation included in the agenda package, and come up with ideas on potential noise mitigation measures for discussion at the next meeting. Commissioner Kolhage asked if there was a menu [list] of possible measures to consider that would help the committee come up with ideas. Dan Botto and Deborah Lagos said that there is a list of measures that have to be considered, but it is not very descriptive. Peter Horton offered to get that list out to the committee as well as anyone else who would like a copy. Commissioner Kolhage explained that the reason for his question is a concern that people might spend a lot of time coming up with ideas that have little chance of success. Dan explained that having worked with FAA over the years that there are a number of measures on which we can forego analysis and come up with reasoning on why it is not appropriate for the airport. Dan added that someone could come up with a viable measure that has not been thought of before.

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R.L. Blasevic asked that with all the other cities that have similar airport noise issues and on which we have data, could we generate a list of measures that have the best chance of success. Dan Botto responded that we do use the lessons learned at other airports to help with ongoing studies. The problem is that Key West has residential land use on three sides and the ocean on the remaining side with the navy's flight paths that constrain the list of potential measures. Dan continued that the airport is also constraint by the weather, with the wind blowing 80% of the time such that the planes have to come in across the island. Also, the FAA will not approve moving the noise from one area to another area that does not currently experience noise.

### **Other Reports**

#### **Noise Hotline and Contact Log**

Dan Botto reported that there were three calls the noise hotline. One was from KWBTs, and Dan said that all calls came in on the same day, and it looked like they were on a day with a west flow. Dan reported that there were four entries on the contact log. Three were about being included in the NIP, and the other was from Helen Heitzeman asking about the noise monitor report from the noise monitoring completed in October of last year.

#### **Airport Noise Report**

Dan Botto stated and Deborah Lagos agreed that they did not see anything of interest in the Airport Noise Reports. Peter Horton said that an article on page 40 on improving helicopter noise modeling caught his eye because the airport is seeing more helicopter traffic. There was a brief discussion about modeling helicopter noise and the characteristics of helicopter operations that lead to noise complaints.

### **Any Other Discussion**

#### **Committee Member Nominations**

Peter Horton introduced the topic of the need to select a new committee member and alternate. Deborah Lagos explained that with the resignation of Dan McMahon we have an open spot for a full committee member from the community. Deborah

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made the suggestion that Harvey Wolney could be promoted from an alternate to a full committee member. That would result in the need for recruiting a new community alternate. At the previous meeting it was mentioned there was an vacant committee position for an aviation representative alternate. However, if Paul Depoo resigns, we could have a full aviation position available as well.

Commissioner Kolhage asked for a motion to promote Harvey. Marlene Durazo made the motion and Sonny Knowles seconded the motion. There were no objections and the motion carried. Commissioner Kolhage asked for a motion to officially nominate Nick Pontecorvo for the aviation representative alternate. Marlene made the motion and Sonny Knowles seconded the motion. There were no objections and the motion carried. Deborah Lagos said that there are several options for the open community representative alternate. The first is the new manager of KWBTs, Jessica Wallace. Marlene stated that she didn't think Jessica would accept as she was too busy. The second possible nominee is Robert Gold, who has expressed a possible interest. Sonny Knowles asked if there were requirements as to where in the community the new committee member needed to reside. Deborah answered was that there is no such requirement. Sonny Knowles nominated Tina Mazzorana. Harvey Wolney seconded the nomination. There were no objections and the motion carried. There was a brief discussion on what was required to make the committee membership official (appointment by the BoCC).

### **New 4 and Stage 5 Noise Requirements**

Deborah Lagos brought up what is currently being discussed internationally with respect to the new stage 4 and stage 5 noise rated aircraft requirements. She said that a number of the newer aircraft already meet the stage 4 criteria. She continued that stage 5 criteria are currently under discussion internationally. The likely outcome would be that stage 5 criteria will be 9 dB quieter than the stage 4 criteria. Deborah added that the stage 5 criteria would likely be required for aircraft certificated after the year 2020. So these would apply to future designed aircraft.

Commissioner Kolhage asked if there was any other business. No additional business was brought up to the committee. Commissioner Kolhage adjourned the meeting at 3:03 PM.