

KWIA Ad-Hoc Committee on Noise April 1, 2014 Meeting Minutes

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

ROLL CALL:

Committee Members in Attendance:

Commissioner Danny Kolhage
Kay Miller
Sonny Knowles
Marlene Durazo
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
Robert Gold, Old Town Homeowners

A quorum was present.

Chairman Kolhage called the meeting to order at 2 p.m.

Review and Approval of Meeting Minutes for the June 4th and August 6th, 2013 Ad Hoc Committee Meetings

Commissioner Kolhage asked if there any comments or corrections of the June 4th, or August 6th 2013 minutes. There were no comments raised. Kay Miller motioned to approve the minutes and Marlene Durazo seconded. The minutes were approved as written.

Discussion of Part 150 Study Update

Role of the FAA and the Part 150 Process

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

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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 each recommendation based on the Part 150 requirements.

Noise Exposure Maps

Dan Botto explained that the FAA has officially accepted the NEMs and have published that fact in the Federal Register. He continued that KWIA is required to publish this in the local papers three (3) times and once URS gets the proof of publication from the newspaper, URS will publish the final NEM.

Noise Compatibility Program

Deborah Lagos informed the Ad Hoc Committee that the reason we have not had a meeting in six (6) months is because the NCP has been submitted to the FAA and we were awaiting comments. URS and KWIA felt it was unnecessary to continue the meetings as planned without having anything new to report or discuss.

Deborah continued that there were over 100 comments, and KWIA and URS went to Orlando to discuss these comments with the FAA to work out details on the FAA comments so the FAA would be ready to approve the NCP. Peter Horton added that there were 138 FAA comments that the FAA boiled down to four (4) primary comments, with the block rounding being the most significant issue.

Peter further explained what block rounding was and how the FAA did not want to include block rounding in the body of the document. There was a compromise

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worked out that the block rounding discussion will be maintained, but would be contained in the appendix. Peter continued discussing how the implementation of noise insulation programs has changed and that the FAA wants to be very careful when including any homes outside the DNL 65 dB contour.

Peter also praised the efforts of URS and the FAA to work out the compromises, and that the NCP is ready to move on and be resubmitted for FAA approval.

Peter then went on to discuss that the funding will be in the pre-application for the funding next January.

Deborah elaborated that the compromise worked out at the working meeting with the FAA at least maintained the proposed block rounding in the document.

Kay Miller asked if there is a final date for the submittal of the final NCP. Deborah explained that the FAA could provide comments on the next version of the NCP, and then there is still a 180-day review period for actual approval.

Other Reports

Noise Hotline and Contact Log

Dan Botto reported that there were only seven calls since August 2013, with one call regarding a helicopter operating locally. Peter Horton mentioned that this call came into the county website as well as the noise hotline, at which time Peter investigated the incident. Peter called the FAA to determine if the helicopter was flying improperly, and was informed that the helicopter was flying within proscribed regulations. The helo operator was contacted and determined that he was performing some aerial surveying and was a one-time occurrence. Peter then went on to mention that in the batch of Airport Noise Reports included with the agenda package, there were many mentions of the FAA looking into regulating helicopter operations.

Peter Discussed complaints of aircraft flying directly over homes on departure, and the public needs to remember that during the winter, winds shift and cause the use of Runway 27, but this only occurs about 20 percent of the time.

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Peter explained that while passenger traffic has increased at KWIA, but aircraft traffic has continued to decrease.

Robert Gold inquired as to what affect the pull out of Southwest airlines would have on the airport and what were the factors for their pull out. Mr. Gold felt that this event will cause a significant increase in operations as there are more passengers coming to Key West, but fewer 737s operating. Peter Horton explained that the operations numbers have been decreasing even before the pull-out was announced. Peter expects Delta to increase operations to fill the void. Peter also explained that he thought the SW decision was due to the poor performance of the EYW to New Orleans route, and he felt it was a poor route to start as it is a destination to destination route. Another reason for the pull-out is runway length according to Peter. Peter expects this to reduce pax numbers in the first year, but would rebound with Delta taking up the slack.

Robert Gold asked if the SW load factors were limited by the runway length issue, or poor sales, and also asked if American Airlines might change to the 737 to also pick up the SW passenger demand. Peter felt it was primarily the effect of the runway length and does expect the other airlines to change their operating model at EYW.

Airport Noise Report

Dan Botto mentions that the collection of Airport Noise Reports have many articles discussing the new research being funded for different noise metrics and different ways to measure and monitor noise. Dan also mentions there are a few articles about the FAA examining additional helicopter regulations.

Dan and peter both mention the article on NAS Key West.

Marlene Durazo pointed out the article about FAA funding.

Kay Miller asked about the new WebTrak MY Neighbourhood to provide accurate and current data for the local residents to obtain noise and operations information. Peter Horton explained that this system would only work if KWIA had its own radar system, but KWIA is dependent on NASKW's radar.

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Peter Horton asked everyone to look at page 61 of the agenda package. The article explains that the FAA is not going to back down on the ban of stage 1 and 2 jet aircraft under 75,000 pounds by December 31, 2015.

Peter then mentioned the funding for noise projects was on page 105 for last year [2013] and the FAA is still funding NIP projects.

Any Other Discussion

Next Steps

There were questions on NEXTGEN and Robert Gold mentioned he read where NETGEN is supposed to be fully operational by 2025.

Marlene Durazo asked when the next version of the NCP would be submitted to the FAA. Dan Botto explained the way the NCP will be revised with regards to the FAA comments and discussion and would take a few weeks. Marlene Durazo asked if all the information on Key West by the Sea would still be included. Dan explained that everything in the document would still be there, but if the property is outside the contour it will only be included in the appendix.

Deborah further explained that the next battle is the FAA is balking at replacing AC units in homes in a NIP.

Kay Miller moved to adjourn the meeting.

The Commissioner adjourned the meeting at 2:48 p.m.