

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

Meeting called to order by Peter Horton at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:

Paul dePoo
Marlene Durazo
Dr. Julie Ann Floyd
Harvey Wolney
Tina Mazzorana (via telephone)

Staff and Guests in Attendance:

Peter Horton, Monroe County Director of Airports #1
Don DeGraw, Monroe County Director of Airports #2
Sarah Steves, KWIA Airport Operations
Deborah Lagos, DML & Associates
Chris Bowker, Jacobs Engineering
Amy Kehoe, Delta Global Services
Robert S. Gold, Old Town Homeowners
R. L. Blazevic, Resident
Dottie Harden, Resident
Page Haverty, Resident

A quorum was present.

Peter Horton explained that both the Chairperson, Danny Kolhage, and the Vice-Chair, Kay Miller, were unable to attend today's meeting. Therefore, if there were no objections, Peter would steward the meeting today.

Review and Approval of Meeting Minutes for the April 1st, 2014 Ad Hoc Committee Meetings

Peter Horton asked if there were any comments or corrections to the April 1st, 2014 minutes. There were no comments or corrections. Marlene Durazo made a motion to approve the minutes and Julie Ann Floyd seconded the motion. The minutes were approved as presented.

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

Introductions

Peter Horton informed the Committee that Deborah Murphy Lagos is no longer with URS, and is now out on her own. She will continue to serve as the Airport Noise Program Coordinator through Jacobs Engineering, the airport's general consultant. Peter then introduced Chris Bowker of Jacobs Engineering, and Sarah Steves, a new member of the airport staff, who is the Operations Manager, both of whom were sitting in the audience. He also introduced Don DeGraw, who has been with the County for over a year now, but has been at Marathon. Don is Peter's replacement, since Peter is retiring effective January 15, 2015. Peter also introduced Amy Kehoe who has been designated to replace Marvin Hunt on the Ad Hoc Committee representing aviation. She is the Station Manager for Delta Airlines and works for Delta Global Services.

Discussion of Part 150 Study Update

Deborah reviewed the chart that shows the Part 150 Process, and indicated that we are at the final step in the process, waiting for FAA to issue their Record of Approval. It has been a long process, over three years to get to this point, but we are almost finished. She also reviewed the Role of the FAA in the Part 150 Process. The FAA requested that we include these two documents in the agenda package of every meeting during the time that the Part 150 Study is underway. The FAA's role at this point in the process is to review and approve/disapprove the Noise Compatibility Program and issue their Record of Approval. The FAA's Record of Approval will indicate whether they approve or disapprove each individual measure recommended by the airport.

The good news is that the document is finally at a point where the ADO has no more questions or comments that would require another revision of the document. Several revisions were required to incorporate all of FAA's comments and to get to the point where FAA was willing to accept the document for formal review and approval. The document has been sent to the Regional Office in Atlanta, as well as to Headquarters in Washington, D.C. The FAA issued a Federal Register Notice on September 15, 2014 indicating their receipt of the Noise Compatibility Program and announcing their formal review of the proposed program. The official 180-day review began on September 15, 2014, and will be completed by March 15, 2015. The

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

FAA has indicated they expect to issue the Record of Approval in December 2014 or January 2015, and they expect to approve most, if not all, of the recommendations. That is the good news.

Peter then explained that the other news is that FAA is requiring an additional step in the process that wasn't required in the previous NIP. Deborah proceeded to explain the FAA's Program Guidance Letter and the two-step eligibility process.

- 1. Property must be located within the 65 DNL contour or FAA-approved Program Boundary, and*
- 2. Property must have an average interior DNL value of 45 DNL or greater.*

Properties must meet both of the above criteria or they will not be eligible to participate in the Noise Insulation Program.

The FAA has indicated that the next steps in the process are (1) to develop a NIP Implementation Plan and Proposed Testing Protocol, and (2) to conduct the Initial Testing Phase. The Program Guidance Letter describes a process for characterizing the diversity of the residences in the Program Areas and developing a property classification protocol, selecting a representative sample of each type of similarly-constructed residences for testing, and performing pre-testing of the representative sample of residences to determine eligibility of each property classification. We believe this methodology will probably work OK for Key West by the Sea since the construction of all the condos is pretty consistent. However, for the single family houses this may present a challenge since their construction is generally more unique.

The timeline we anticipate is to submit a grant application to the FAA in March 2015 in order to obtain funding in August 2015. We are meeting with the FAA to discuss the possibility of including the Implementation Plan, Testing Program, and Design of Phase 1 in that grant. The FAA has suggested that funding for Design of Phase 1 will not occur until August 2016. We are hoping to convince them that we can complete the Implementation Plan, Testing Program, and Design of Phase 1 all in one year, rather than two years. We are trying to make up some of the time we lost because the Part 150 Study has taken so long to complete.

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

Robert Gold asked about the funding source for the Implementation Plan and Testing Program. Deborah confirmed that the FAA would pay for those tasks and they would be funded in the grant in August 2015.

Ray Blazevic commented that the noise levels at KW BTS will vary considerably at the different buildings, on different sides of the buildings, and between the ground floor and top floor. Deborah responded that when the representative sample of units is selected it will need to take this into consideration and include units from each building and each floor. The number of units to be included is subject to approval by the FAA. The Program Guidance Letter caps the number of units to be tested at 30%. The selection of the units to be tested will be critical because the results of this testing will determine the eligibility for all the units.

Marlene Durazo expressed concern regarding the time of year the testing would be conducted because of the variation in the aircraft traffic between summer and winter. Deborah explained that the testing utilizes an artificial noise source, not real-time aircraft noise, so that the noise will be consistent for the testing. The noise source is placed outside the unit, and microphones are placed outside and inside the unit, in several rooms. The test measures the difference in noise level between the outside and inside of the unit.

Page Haverty questioned what would prevent developers from building new houses with sub-standard noise attenuation, with the expectation that the FAA would then pay for replacement of windows and doors. Deborah explained that the FAA has established a date of constructive notice of the existence of aircraft noise, and houses built inside the airport noise contours after that date are not eligible for insulation. The date is October 1, 1998. If houses are built outside of the noise contours after that date, and then the contours change and they are then inside the contour, then they would be eligible.

Ray Blazevic mentioned that houses are about to be built on the large vacant parcel at the corner of Flagler and 11th Street. He indicated that those houses would have to be constructed with appropriate noise attenuation. Peter indicated that the City of Key West has done a good job in the past of checking to see what our noise contours look like before they issue permits in those areas, and our assumption is that they will continue to do that in the future.

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

Julie Ann Floyd expressed concern regarding the sampling and testing process and its potential to result in challenges from homeowners who were not included in the sampled group. She felt it will be important to establish a distinct appeals process for homes that are ruled ineligible as a result of the sampling process. Deborah responded that we hope to convince the FAA that 100% testing will be needed for the single family homes, because those homes have been remodeled and/or added on to over time to the point that no two houses are alike.

Peter indicated he thought we all agreed early on that the emphasis will be on Key West by the Sea, because that is 206 units of the 325 or so units in the entire project. He believes the phasing will be to do KWBTs first, before we go on to the others. For a little historical perspective, our previous 150 Study was approved in 1999. Between 1999 and 2009 we did approximately 300 homes at a cost of about \$20 million. We don't yet know how much money the FAA will put toward this project, and in what increments. They've indicated \$4 million to start. If we look at KWBTs, we're talking about \$10 to \$15 million to do all of those 206 units, depending on what savings can be made in economies of scale and so forth, and how much testing and so forth must be completed before the actual construction starts. The grant cycle begins in January of next year with submission of a pre-application, followed by an application in March, and the money usually arrives in August or September. We were hoping to get \$4 million to complete the Plans & Specifications for Phase 1, however, we don't have a feel for how this new testing phase is going to impact the process.

Ray Blazevic asked who makes the decision about the phasing plan, is it the FAA or the airport? Peter responded that we submitted a phasing plan to the FAA as part of the NCP document, and the emphasis was on KWBTs. After we get the ROA back from the FAA, then this Committee will vote on a formal phasing plan and then we'll put that into operation.

Marlene Durazo asked how many sets of testing units will be operating simultaneously, because if it is done one at a time, it could take a lot of time. Deborah responded that because of the potential for interference if multiple tests are conducted simultaneously, there would only be one condo unit tested at a time. However, the testing for each unit doesn't take much time, and quite a few units can be done per day. Marlene asked if there would be back-up equipment

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

available, in case of equipment failure. Deborah responded that there would be back-up equipment available. Marlene also asked who would pay for this equipment, and Deborah responded that the FAA will pay for the equipment and the testing.

Page Haverty asked about approaches and departures at low altitudes over Garrison Bight, where he lives. He believes it is generally private pilots flying twin engine aircraft. He has also seen helicopters such as the Coast Guard at very low altitudes. Peter explained the history of the Garrison Bight Approach, and the attempt to provide some relief for people living under the straight-in approach. Paul dePoo explained the aircraft are at a higher altitude than 500 feet, probably closer to 800 feet.

Robert Gold asked about the status of the Part 150 study operational recommendations. Deborah responded by reviewing all of the recommendations that were included in the NCP that was submitted to the FAA.

1. Measures Recommended by the Airport Sponsor Requiring FAA Approval

- Provide noise insulation for noncompatible structures in exchange for avigation easements
- Purchase avigation easements
- Rescind approval of the 1999 ROA measure to purchase homes, provide noise insulation, and then resell the homes with avigation easements
- Rescind approval of the 1999 ROA measure to rezone two vacant parcels
- Rescind approval of the 1999 ROA measure to acquire the vacant parcel at the corner of Flagler Avenue and 11th Street
- Purchase an avigation easement from the owner of the vacant parcel at the corner of Flagler Avenue and 11th Street
- Rescind approval of the measure to establish airport noise and public safety compatible land use zoning
- Hire staff or utilize a consultant to fulfill the role of Airport Noise Program Coordinator
- Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures
- Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

- Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures
 - Establish a noise and flight track monitoring program by acquiring two portable noise monitors and an FAA-approved flight track monitoring system
 - Update noise contours annually
2. Measures Recommended by the Airport Sponsor that do not Require FAA Approval
- Voluntary use of Ground Power Units when time and safety permit
 - Continue voluntary and mandatory use of designated aircraft run-up location
 - Voluntary use of intersection departures on Runway 09
 - Continue use of a wide variety of flight paths on approach to Runway 09
 - Voluntary southerly helicopter arrival and departure tracks
 - Adherence to voluntary practices for air tour and aerial advertising flights
 - Continue voluntary avoidance of direct flight over Key West by the Sea Condominiums by pilots of air tours and aerial advertising flights
 - Continue voluntary use of noise abatement arrival and departure procedures
 - Continue voluntary curfew of aircraft activity between 11:00 p.m. and 7:00 a.m.
 - Amend land development regulations to prohibit noncompatible land uses within the DNL 65+ dB noise contour
 - Continue holding meetings of Monroe County's Ad Hoc Committee on Noise
 - Subscribe to Whispertrack™ to facilitate distribution of voluntary noise abatement procedures

Robert Gold asked if the document was public. Deborah responded that she would check to make sure the latest version of the document is posted on the Ad Hoc Committee website.

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

Other Reports

Noise Hotline and Contact Log

Deborah Lagos reported that there was only one call to the Noise Hotline, and two calls to the contact log regarding the NCP.

Airport Noise Report

Peter indicated that KWIA is featured in the latest issue of the Airport Noise Report. It is not included in this meeting's agenda package, but will be in the next package.

Deborah Lagos shared the following articles from the Airport Noise Report that she thought were of interest:

- Vol 26, No. 9 - Need for science-based methodology to determine eligibility
- Vol 26, No. 11 - Use of complaints as a basis for alteration of flight tracks
- Vol 26, No. 15 - Living near airport increases waistline size
- Vol 26, No. 18 - Increased lung disease, less cardiovascular disease
- Vol 26, No 19 and No. 26 - Update annoyance survey
- Vol 26, No 19 - Air quality impacts at LAX
- Vol 26, No 21 and No 26 - First Part 161 restriction on Stage 3 aircraft
- Vol 26, No 23 - VNOMS can identify GA aircraft

Any Other Discussion

Ray Blazevic asked about increased military operations. Peter indicated that next year it is a possibility that we will get T-6 Texan trainers from the military. Don shared that they were looking at a January through March time period with about 150 student pilots and 25 aircraft. It is not definite that this will happen because of potential conflicts with the current mission of NAS Key West.

Ray Blazevic asked about military aircraft operations at KWIA. Peter and Paul indicated that military aircraft often use KWIA when NAS Key West is closed, such as on the weekends, especially holiday weekends.

KWIA Ad-Hoc Committee on Noise October 7, 2014 Meeting Minutes

Page Haverty asked about the use of Boca Chica for commercial aircraft operations. Peter and Don explained the history and future potential. Ray Blazevic also shared some interesting history.

Next meeting December 2, 2014.

Paul dePoo moved to adjourn the meeting; Dr. Julie Ann Floyd seconded the motion. The meeting adjourned at 3:10 p.m.