

## **KWIA Ad-Hoc Committee on Noise October 6<sup>th</sup>, 2020 Meeting Minutes**

**Meeting called to order by Deborah Lagos at 2:12 P.M.**

### **ROLL CALL:**

#### **Committee Members in Attendance:**

Peter Horton  
Marlene Durazo (via telephone)  
Dr. Julie Ann Floyd (via telephone)  
Nick Pontocorvo

#### **Staff and Guests in Attendance:**

Deborah Lagos, DML & A, Noise Program Coordinator (via Zoom)  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Jethon Williams II, Monroe County TV/Multimedia Manager  
Bud Griner, EYW ATCT Manager  
Robert Gold, Old Town Homeowner (via Zoom)  
Rashon Lyons, Las Salinas Condominiums Property Manager (via Zoom)  
Elizabeth Brady, Las Salinas Condominiums Homeowner (via telephone)  
Don & Gina Clifford, Las Salinas Condominiums Homeowners (via telephone)  
Carolyn Winters, Las Salinas Condominiums Homeowner (via Zoom)  
Andrew Dulcey, Las Salinas Condominiums Homeowner (via Zoom)  
Zsuzsanna Rivera, Las Salinas Condominiums Homeowner (via telephone)  
Dave & Pam Meck, Las Salinas Condominiums Homeowners (via telephone)  
Petra Morum, Las Salinas Condominiums Homeowner (via Zoom)  
Michael Sean Sullivan, Las Salinas Condominiums Homeowner  
Michael Martin, Sunrise at Seaside Condominiums Homeowner

A quorum was not present. Deborah Lagos chaired the meeting.

### **Review and Approval of Meeting Minutes for the March 5<sup>th</sup> and October 1<sup>st</sup>, 2019 and March 3<sup>rd</sup>, 2020 Ad Hoc Committee Meetings**

Since a quorum was not present, the minutes could not be approved. However, Deborah asked if there were any comments or corrections to the minutes. None were mentioned.

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### **Award of FAA Grant 37-61-2020 in the amount of \$4,958,363.00**

Deborah briefly described the following projects that are included in the new grant:

1. Construction of KWBTs Building A - Part 1
2. Construction management & administration of KWBTs Building A - Phase 1
3. Preparation of final bid documents and bid process for KWBTs Building A - Phase 2
4. Noise Exposure Maps Update
5. Airport Noise Program Coordinator Services

### **Noise Exposure Maps Update**

Deborah outlined the tasks required to complete the NEM Update:

- Notify § 150.21 (b) "Consulted Parties"
- Update Aircraft Operations Data
- Validate Flight Tracks and Utilization
- Update Land Use, Zoning, Population, and Housing Data
- Update GIS Databases and Mapping
- Review Forecast Developed for the Airport Master Plan
- Develop Existing Condition Noise Contours
- Develop Future Condition Noise Contours
- Evaluate Impacts within Noise Contours
- Update NCP Program Areas
- Provide Opportunities for Public Review and Comment
- Submit Documentation to the FAA

She went on to describe the "Consulted Parties" in more detail and explained that a letter would be sent out shortly notifying these parties that the NEM Update was beginning.

She also explained the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations. Robert Gold asked what the process would be and whether it will be a public process. Pam Meck asked if information would be posted on the Ad Hoc Committee website. Deborah explained that progress reports would be provided to the committee at each meeting, and information that has been approved by the FAA would be posted on the website. Interim and/or deliberative information would not be posted.

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Deborah explained that two sets of noise contours must be generated, one to represent the "existing" condition and the other to represent a "future" condition that must be at least five years out from the year the report is submitted to the FAA. So, the years would probably be 2020 and 2026. Peter Horton indicated that contours representing 2020 would be very narrow because of the reduced number of operations during the COVID-19 pandemic. Regina Clifford suggested using 2019 operations instead of 2020. Deborah mentioned that if we can use the aircraft operations forecast developed in the Master Plan, the future contours should be OK. She said she must discuss this with the FAA.

### **Discussion of NIP Implementation**

Steve Vecchi provided a Power Point Presentation including the following items:

1. KWBTs Building C Construction Update
2. KWBTs Building A - Phase 1 Bid Opening & Contract Award
3. KWBTs Building A - Phase 1 Construction Schedule
4. KWBTs Building A - Phase 2 Finalize Bid Documents and Bid
5. Proposed Use of Remaining Grant Funds in Grant 37-59-2019

A copy of the presentation was included in the Agenda Package.

Marlene Durazo asked if we had considered COVID delays in obtaining materials. Steve indicated we did not experience any delays during the Building C construction and were not anticipating any for Building A. Peter Horton was surprised that the FAA allowed us to include a contingency in the bid. Steve explained that is actually a line item dollar amount that is fixed in the bid sheet by the NIP Management Team, so the contractor does not bid that amount, and that is why the FAA is OK with it. Peter thought that was a great way to handle it.

### **Other Reports**

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

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

- Ten (10) calls to the Hotline
  - Two (2) repeat callers
- Three (3) calls directly to DML&A
  - Inquiring about participation in the NIP
- Two (2) emails directly to DML&A

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## Airport Noise Report

The following articles were discussed:

- Vol 32, No. 16
  - Electric Commercial Aircraft
  - eVTOL
  - High Mach Commercial Aircraft
- Vol 32, No. 17
  - Delta retires the last MD-88 and MD-90
- Vol 32, No. 19
  - SST Noise Standards
  - Quiet SuperSonic Technology
- Vol 32, No. 20
  - DIA must pay \$33M for violation of noise levels
- Vol 32, No. 22
  - H.R. 2 — 116th Congress: Moving Forward Act
  - Establish a program to provide incentives to reduce airplane emissions and noise by transitioning commercial fleets to newer, quieter, less-polluting aircraft
  - Increases current AIP noise funding for airports from \$3.35 to \$4.0 Billion per year for FY'21 -FY'25
  - Authorizes supplemental funding for airports
  - Authorizes additional funding for the FAA's Center of Excellence for Alternative Jet Fuels & Environment
  - This bill passed in the House on July 1, 2020 and was received in the Senate on July 20, 2020
- Vol 32, No. 23
  - South FL Metroplex Project
- Vol 32, No. 24
  - Use of Spaciotemporal Population Data
- Vol 32, No. 26
  - Aviation must think 'strategically' on improving public engagement on noise
  - Stage 3 Phaseout would provide limited noise reduction
- Vol 32, No. 27
  - H.R. 7616 - 116<sup>th</sup> Congress  
*Dept. of Transportation Appropriations Act, 2021*
  - \$500M for Discretionary AIP (which includes noise)  
(President's budget request for Discretionary AIP was \$0.00)

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- Priority consideration to applications to complete previously awarded projects
- Homes insulated prior to 1993 should be considered "unmitigated"
- This bill was introduced in the House on July 16, 2020; it has not been passed
- Vol 32, No. 28
  - AIP Noise Grants - City of Key West? No, Monroe County
  - ACRP Report #221 - *Measuring Quality of Life in Communities Surrounding Airports*
- Vol 32, No. 29
  - H.R. 7617 - 116<sup>th</sup> Congress  
*Department of Defense Appropriations Act, 2021*
    - \$50M to fund mitigation for military aircraft noise
    - Primarily driven by introduction of F-35 jets
    - This bill passed in the House on July 31, 2020, was received in the Senate on August 12, 2020, and referred to the Committee on Appropriations for consideration
- Vol 32, No. 30
  - Members of Congressional Quiet Skies Caucus Displeased with FAA's Report to Congress
    - Re-evaluate alternative metrics to DNL
    - Re-evaluate DNL 65 dB standard

### Discussion of Meeting Schedule for 2021

Since a quorum was not present, the schedule could not be officially approved. However, everyone agreed with the proposed dates:

- March 2, 2021
- June 1, 2021
- October 5, 2021
- December 7, 2021

### Any Other Discussion

Robert Gold explained he lives directly under the straight-in approach path to Runway 09, near the cemetery. He would like to see more of the VFR and discretionary IFR air traffic use alternate approach paths. He offered the following:

- Scheduling has prevented me from attending several meetings. Glad that we are meeting virtually, and hope that will continue.

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- While I appreciate the importance of the NIP, that is not the only issue that this group has considered in the past.
- My neighbors are still concerned about arrival noise. In particular, the straight in approach via CHETS / ATNAW / BUSBY to runway 9 is the path that takes commercial IFR traffic over the most residential properties possible for any approach to the threshold to runway 9.
- In my earlier participation in Ad Hoc meetings, I made a case for 'spreading the pain' by encouraging VFR traffic to consider Garrison Bight and Fort Zach approaches instead of the straight in approach. Much traffic arriving from the eastern seaboard via the Garrison Bight would save considerable fuel compared with the straight-in approach.
- Earlier assurances were given that NOTAMs and other guidance would encourage (but not require) avoiding the straight-in approach. From my layman's perspective, it does not appear that any voluntary measures are being promoted. What notices would a pilot planning to arrive at EYW receive regarding voluntary approach pattern distribution?
- We previously received arrival track maps that showed the concentration of arrivals on the straight-in path. Are more current arrival track maps available? Can they be broken down by VFR and IFR? Commercial vs. GA? Aircraft type?
- I reiterate my earlier offers to serve on this board to represent the community, especially those in Old Town, and am disappointed that I was not invited to fill openings that have occurred.

Bud Griner explained that ATC gives clearance for short approaches when they are requested by the pilot. Nick Pontecorvo explained that the cemetery is only one mile from the threshold, and larger aircraft are unlikely to turn onto their final approach closer in than that. He also mentioned there are copies of the "handout/brochure" describing the Noise Abatement Procedures available at Signature. Bud Griner mentioned that the website FlightRadar24 was an excellent source of information.

Michael Martin, a Sunrise at Seaside Condominiums homeowner, asked if they were eligible for the NIP. When asked, he revealed the buildings were constructed in 2000. Steve and Deborah shared the FAA's policy that noncompatible structures must have been built prior to October 1, 1998 to be eligible.

Michael Sullivan, a Las Salinas Condominiums homeowner, asked why they were not eligible for the NIP since their building was constructed in 1990. Peter Horton explained that when he was Assistant County Administrator in 1990, Art Skelley was the Airport Manager. Art wrote a letter to Bob Butler, the developer of Las Salinas, informing him that if he proceeded to build, the residents would not be eligible for

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noise mitigation, and encouraged him to disclose the proximity to the airport and the likelihood of aircraft noise and overflights.

Several Las Salinas Condominium homeowners, as well as the property manager Rayshon Lyons, voiced their opinion that Las Salinas should be eligible, since Bob Butler did not disclose the situation, and many of the current owners were not the original owners.

The meeting adjourned at approximately 4:05 PM.