KWIA Ad-Hoc Committee on Noise
June 1st, 2021 Meeting Minutes

Meeting called to order by Deborah Lagos at 2:05 P.M.

ROLL CALL:

Committee Members in Attendance:

Commissioner Craig Cates
Peter Horton
Marlene Durazo
Dr. Julia Ann Floyd (via telephone)
Andrea Haynes
Nick Pontocorvo

Staff and Guests in Attendance:

Deborah Lagos, DML & A, Noise Program Coordinator
Steve Vecchi, THC, NIP Program Manager (via Zoom)
Erick D'Leon, Deputy Director of Airports
Jethon Williams II, Monroe County TV/Multimedia Manager
Michael Sullivan, Las Salinas Condominiums Homeowner
Dr. William "Sandy" Quillen, Las Salinas Condominium Association Board Member (via Zoom)
Rashon Lyons, Las Salinas Condominium Association Property Manager (via Zoom)
Andrew Dulcey, owner of multiple properties in Key West
Roberta DiPiero, Homeowner (via Zoom)
Jaime Caballero, Key West Residential Property Management (via Zoom)
Bud Griner, Air Traffic Manager, Key West Tower

A quorum was present. Deborah Lagos chaired the meeting.

Review and Approval of Meeting Minutes for the March 2nd, 2021 Ad Hoc Committee Meetings

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Peter Horton made a motion to approve the minutes; Nick Pontocorvo seconded the motion. The minutes were approved as presented.

KWIA Ad-Hoc Committee on Noise
June 1st, 2021 Meeting Minutes

Noise Exposure Maps Update

1. Aircraft Operations Development

Deborah presented a series of slides illustrating a comparison of 80dB(A) L_{max} single event noise footprints for various aircraft landing and taking off on Runway 09. The aircraft included 737-700 (AEDT substitution for A220), ATR-42 (substituted with DHC830in AEDT), EMB-175, EMB-170, A319, CNA208, A220, SF-340, and ATR-72. Someone asked if the new noise contours would look like these. Deborah explained that this information is in the AEDT noise model and is used in the calculation of the DNL noise contours, but these contours are not DNL. The substitution of the 737-700 for the A220 in AEDT will be beneficial (i.e., will produce a larger DNL contour) in the future condition when there will be many A220 operations.

Deborah presented a slide showing aircraft operations reported by the FAA from the Air Traffic Activity System (ATADS) for October 1 through December 31, 2020. She then presented a series of slides summarizing data for the same period that were obtained from FlightRadar24. The analysis of the FlightRadar24 data included the number of operations by aircraft category, runway, day/night operations, departure/arrival/touch & go operations, and stage length for departure operations. A handout was provided to everyone including this information and additional similar information. She pointed out the Runway Utilization for this period was skewed very heavily to Runway 9, between 96 and 98 percent, depending on aircraft category. She explained that for previous NEMs, a Runway Utilization of 80% to 85% had been used for Runway 9. This information only represents three months and does not represent the average annual day.

She explained that 12 months of data from FlightRadar24 would be used to develop the average annual day input for AEDT, which would generate the noise contours for the existing condition. The airport has proposed using FY'21 operations (Oct 1, 2020 through September 30, 2021) to represent the existing condition. The FAA suggested using the most recent 12 months, but because of the impacts of the pandemic on aircraft operations the airport felt that did not represent normal operations.

The airport has proposed using the FAA's Terminal Area Forecast (TAF) for developing the future condition noise contours. Deborah presented a slide showing the APO Terminal Area Forecast Summary Report Issued in May 2021.

It included a forecast of operations for 2020 through 2030. We would probably use forecast operations for 2027 for the future condition.

The airport is awaiting the FAA's approval to use FY'21 operations for the existing condition and the TAF for the future condition.

Deborah presented a slide regarding the use of "Standing Take-offs." She indicated she had contacted each airline (Delta, American, and United) inquiring about their use of this procedure at EYW. She presented the response received from Delta, which is the only response she has received so far. Andrea Haynes said this is called a "Static Takeoff." Bud Griner responded that particularly A319s lock their brakes, spool up, and then release their brakes to take off. This was modeled in the previous NEMs.

Regarding the use of the full runway length for departures on Runway 09, Bud Griner stated that the some of EMB170s and EMB175s and all Silver are asking to back-taxi to use the extra 271 feet more and more frequently. Peter Horton asked if the extra runway can be used for landing, or just take off.

2. Flight Track Development

Deborah presented a series of slides illustrating flight tracks of operations on Runway 09 from the same FlightRadar24 data. The tracks were shown by aircraft category and included AC-AT Jets, AC-AT Props, GA Props, and GA Jets. The slides illustrated, and Deborah explained, the process of developing AEDT flight tracks from the FlightRadar24 flight tracks. Sample AEDT flight tracks and an example noise contour from the Environmental Assessment were superimposed over the FlightRadar24 flight tracks to illustrate the area where the flight tracks would influence the noise contours. Deborah explained that it is important to accurately model the flight tracks in this area to make the contours as accurate as possible. The next step is to determine the flight track utilization, i.e., what percentage of operations use each track.

Bud Griner asked if the modeled tracks were developed visually or otherwise. Deborah explained that it was a combination of both, the tracks can be drawn by hand and digitized, or they can be developed in GIS. Peter Horton asked about the source of the flight tracks. Deborah explained these tracks came from FlightRadar24 collected using an ADSB receiver located on the airport. Peter asked about data from the Navy (like we requested in the past), and Deborah explained that it was very difficult to obtain any data from the Navy, and once we finally did, it was unusable. Deborah indicated that she would use all 12 months of data to make the final determination on the flight tracks and utilization. This

presentation was made to explain the process, and the tracks are subject to change. Marlene Durazo asked if this could be compared to the same period in 2019. Deborah indicated she did not have data for 2019.

3. Public Participation

Finally, Deborah reviewed 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 She emphasized that input from the committee and the public is very important to this process.

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

NIP Implementation

Steve Vecchi presented a Power Point Slide Show, including the following topics:

1. KWBTS Building A – Phase 1 Construction Update
2. KWBTS Building A – Phase 2 Update
3. KWBTS Final Phase – Update

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

Other Reports

1. Noise Hotline and Contact Log

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

- Two calls about NIP participation
- Five calls regarding noisy aircraft
- Six calls about aircraft flying over La Brisa.

2. Airport Noise Report

The following articles were mentioned:

- Sound Insulation, NextGen (Vol. 33, No. 7)
- FAA Annoyance Survey, House Quiet Skies Caucus (Vol. 33, No. 8)
- Annoyance Survey (Vol. 33, No. 9)
- National Sleep Study (Vol. 33, 10)

- Special Report (Vol. 33, No. 11)
- Annoyance Survey (Vol. 33, No. 12)
- FAA Noise Policy (Vol. 33, No. 13)
- Noise Policy (Vol. 33, No. 14)
- NES (Vol. 33, No. 15)
- Aircraft Noise Policy (Vol. 33, No. 16)
- House Quiet Skies Caucus, Noise Policy Review (Vol. 33, No. 17)

Discussion/Nomination of New Member

Peter Horton suggested James Seadler, American Airlines Properties Representative. However, Peter did not receive Mr. Seadler's bio prior to today's meeting, so the committee did not feel comfortable nominating him. This item is tabled until the next meeting.

Other Discussion

Peter Horton asked about the timing for the new noise contours. Deborah stated she hoped they would be completed by June 2022 and the FAA will not fund any additional NIP, beyond KWBTS, until the new Noise Exposure Maps are completed. He also asked if the FAA would move beyond the DNL 65 dB contour at some point. Deborah said maybe someday, but unlikely any time soon.

Andrew Dulcey asked about the altitude of air carrier jet arrivals over Old Town. He was concerned that a couple "outliers" a day flew 10 to 20 feet lower than most others. Deborah indicated she would plot the altitude profiles for AC Jet arrivals on Runway 9 from the FlightRadar24 data. Bud Griner explained that the GPS approach to Runway 9 indicates the altitude at BUSBY, which is 4.5 nautical miles from the runway threshold, is 1500 feet. However, aircraft flying a visual approach may not be precisely on that path. They all fly a gradual descent, not a step down. Ultimately all pilots want to hit the touch down zone, which is about 1000 feet down the runway.

Bud Griner went on to explain the interaction between EYW and NAS KW. He stated that a restriction is placed on aircraft departing on Runway 09 (and Runway 27 if applicable) regarding their climb profile. The 2000 ft restriction on the initial altitude for instrument departures was instituted by the previous Navy ATC Officer NAS Key West. That is the altitude that the Navy departure controller protects along the route of flight that the airplane will follow. He must separate all his (Navy) air traffic from the route and altitude of the Key West departure as it quickly gets into Navy airspace immediately after taking off from Key West Runway 9. It is the

same for Key West airplanes departing off runway 27. Once he sees that departure on his radar and radar identifies it and gets in radio contact with the departure, he will issue further climb instructions based on the traffic at that point. We will be trying to convince the Navy to change that maximum initial altitude to a higher value soon. They are authorized to give us a higher initial altitude upon request if they have no conflicting traffic.

Deborah mentioned that this might impact the noise contours, and she will investigate it further. Custom profiles may need to be created to account for the altitude restriction.

The meeting adjourned at approximately 4:00 PM.