

KWIA Ad-Hoc Committee on Noise March 2nd, 2021 Meeting Minutes

Meeting called to order by Deborah Lagos at 2:03 P.M.

ROLL CALL:

Committee Members in Attendance:

Commissioner Craig Cates
Peter Horton
Sonny Knowles
Andrea Haynes
Nick Pontocorvo
Nathaniel Harris
Marlene Durazo
Norma Faraldo (via Zoom)
Dr. Julie Ann Floyd (via Telephone)

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
George Webster, Las Salinas Condominiums Homeowner
Dr. William "Sandy" Quillen, Las Salinas Condominium Association Board

Member

Elizabeth Brady, Las Salinas Condominium Association Board Member
Rashon Lyons, Las Salinas Condominium Association Property Manager
Dori Baldwin, Las Salinas Condominiums Homeowner
Bruce Baldwin, Las Salinas Condominiums Homeowner
Deborah Scardina, New Town Homeowner (via Zoom)
Robert Gold, Old Town Homeowner (via Zoom)
Amanda Leggett, Executive Assistant to Craig Cates (via Zoom)
Jackie Calvano, New Town Homeowner (via Zoom)
Susan Phillips, Riviera Shores Homeowner (via Zoom)
Roberta DePiero, New Town Homeowner (via Zoom)
Kathleen Shackle, KWBTs (via Zoom)
David Rooney, Old Town Homeowner (via Telephone)

A quorum was present. Deborah Lagos chaired the meeting.

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Review and Approval of Meeting Minutes for the December 1st, 2020 Ad Hoc Committee Meetings

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Marlene Durazo made a motion to approve the minutes; Nat Harris seconded the motion. The minutes were approved as presented.

Noise Exposure Maps Update

Deborah presented a series of slides titled, "Aircraft Noise: How we measure it and assess its impact." She explained, step-by-step, how we get from the noise level we hear to the Day Night Average Sound Level (DNL) that is required by the FAA for the development of noise contours. She explained how the noise level and duration of each individual aircraft event, along with the time of day and number of events, are all used in the calculation of DNL.

She mentioned that she is still working with the FAA to determine the operations to be used for modeling both the existing condition and the future condition. The FAA says we cannot ignore the impact of the pandemic, so we cannot use pre-pandemic numbers for the existing condition, and we cannot use the pre-pandemic forecast for the future condition.

Deborah then presented a series of slides with photographs of the passenger and cargo aircraft operating at KWIA, and a map showing air carrier arrival flight tracks for January 1, 2020. She explained that she was just beginning to process the data, and this was just an example of the results. She indicated she would present additional data at the next meeting.

She presented a slide illustrating what she called a "quick and dirty" analysis just to get an idea of what we would be looking at if we used operations from 2020. These contours were compared to those developed for the EA based on 2019 operations. The 2020 contours were slightly smaller than the 2019. Deborah reassured the committee that the NEM Update was being prepared in accordance with all FAA guidelines and requirements and would be as accurate as possible.

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.

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NIP Implementation

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

1. KWBTS Project Update
2. KWBTS Building A - Phase 1 Construction Update
3. KWBTS Building A - Phase 2 Bid Process
4. KWBTS Building A - Phase 2 Project Schedule

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

Other Reports

Noise Hotline and Contact Log

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

- One email regarding new 6 AM departure
- One email about NIP participation
- Three calls regarding noisy aircraft
- One call from Las Salinas about the NIP
- One call regarding FedEx C208 flying low over La Brisa.

Airport Noise Report

The following articles were briefly discussed:

- County approves homes in the 65 contour of updated Noise Map it is ignoring (Vol. 32, No. 38)
- Pilot Sound Insulation Program for properties impacted by military noise (Vol. 32, No. 44)
- 2/3 of people in 65 DNL are highly annoyed by aircraft noise (Vol. 33, No. 1)
- Survey shows FAA's method to measure noise is deeply flawed (Vol. 33, 4)
- Quiet Skies Caucus members reintroduce aircraft noise bills (Vol. 33, Nos. 4 & 6)

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Discussion/Nomination of New Member

Peter Horton nominated Robert Gold. Marlene Durazo nominated Karyn Shepherd, and read a brief bio stating she was a software engineer and lives at KWBTs. Andrea Haynes nominated Sandy Quillen. Robert Gold said he is a retired consultant (clients including Mitre Corp), has an MBA from Northwestern, and considers himself an "aviation groupie." Dr. William "Sandy" Quillen said he is a retired Commander from the US Navy, retired professor, a pilot, and serves as a Director on the Las Salinas Condominium Association Board.

Nick Pontecorvo seconded the motion nominating Sandy Quillen.

A Roll Call vote was taken by Deborah, and the following six committee members (all who were still in attendance) voted "Yes." Andrea Haynes, Nick Pontecorvo, Peter Horton, Marlene Durazo, Sonny Knowles, and Norma Faraldo. The nominee will be presented to the BOCC for confirmation.

Other Discussion

David Rooney spoke regarding the arrival path over Old Town and asked if there was any way the path could be varied from the "straight-in" approach, to provide some relief for folks living beneath that path. Peter Horton mentioned that in the past various approach paths have been tried (e.g., Garrison Bight, White Street Pier) but ended up causing more harm than good. Typically, air carrier arrivals are required to be on a stable, straight-in approach path prior to passing over the island's western boundary. Smaller aircraft can and do use a variety of approach paths, because they are frequently flying under Visual Flight Rules (VFR).

Nat Harris mentioned that since 1992 there were to be no commercial flights between 11:00 PM and 7:00 AM. There has been increasing noise at La Brisa.

Nick Pontecorvo quoted the following language from the FAA Airport/Facility Directory, "Extremely noise sensitive area. Urge no ops 0400-1200Z†. Use NBAA Noise Abatement procedures other times. Engine run-ups in designated area on Taxiway A between Taxiway A10 and Taxiway A11. 0400-1200Z† (11:00 PM -7:00 AM Local Time).

The military overflight last Saturday night was mentioned. Erick D'Leon explained it was a C-17 that landed at EYW. It was an international arrival and needed fuel and customs so it could not land at NAS KW.

Andrea Haynes made a motion to adjourn; Marlene Durazo seconded the motion. The meeting adjourned at approximately 4:10 PM.