

KWIA Ad-Hoc Committee on Noise June 7th, 2022 Meeting Minutes

Meeting called to order by Deborah Lagos at 2:13 P.M.

ROLL CALL:

Committee Members in Attendance:

Commissioner Craig Cates
Peter Horton
Andrea Haynes
Nathaniel Harris
Marlene Durazo (via Zoom)
Dr. Julie Ann Floyd (via Zoom)
Dr. Sandy Quillen (via Zoom)
James Seadler (via Zoom)

Staff and Guests in Attendance:

Deborah Lagos, DML&A, Airport Noise Program Coordinator
Steve Vecchi, THC, NIP Program Manager (via Zoom)
Erick D'Leon, Deputy Director of Airports
Roberta DePiero, Homeowner
Antonina Smirnov Homeowner
David Langley, Homeowner (via Zoom)
Jethon Williams II, Monroe County TV/Multimedia Manager

A quorum was present. Deborah Lagos chaired the meeting.

Review and Approval of Meeting Minutes for the March 1st, 2022 Ad Hoc Committee Meeting

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 as presented. Nathaniel Harris seconded the motion. The motion passed unanimously.

Noise Exposure Maps Update

1. Development of Future Condition Fleet Mix and Number of Operations

Deborah reviewed the number of operations reported by the FAA in their Terminal Area Forecast (TAF) for FY'28 that will be used for the future condition NEM. She went on to explain how the future fleet mix was determined, indicating that two airlines are planning to replace their A319 aircraft with A220-

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100 aircraft prior to 2028. All other aircraft types from the existing condition are expected to change prior to 2028. She explained the method she used to assign operations to the various categories (e.g., AC/AT Jet). The total number of annual operations to be modeled for 2028 is 69,196.

Nathaniel Harris mentioned that a rumor was circulating at La Brisa that they would be included in the NP. Deborah indicated that was not the case, and asked Nat to assist in setting the record straight among residents of La Brisa.

James Seadler questioned the use of operations from FY'21 for the existing condition and asked if a comparison had been made to more recent operations. Deborah explained that she had to "take a snapshot in time" to prepare the noise contours, and further explained the debate regarding use pre-pandemic operations vs operations during the pandemic. She explained that it was ultimately determined that operations from FY'21 would be the best for the existing condition. She went on to explain that Mr. Strickland provided data to the FAA to justify an increase in the FAA's TAF for EYW because air traffic at EYW was recovering from the pandemic very quickly.

2. Preliminary Future Condition Noise Contour "Reveal"

Deborah presented a graphic showing the preliminary noise contours for the future condition, and graphics showing a comparison of these contours to the (1) 2022 Existing Condition NEM, (2) the 2018 Future Condition (from the previous NEM Update), and (3) the 2013 Existing Condition (from the previous NEM Update). The new contours are somewhat smaller than the contours from the previous NEM Update in certain areas. She explained that this was primarily because of the changes in the types of aircraft being use, rather than the number of operations. She then presented zoomed-in graphics showing the Proposed Program Area in the vicinity of Flagler Avenue and 4th and 5th Street. Finally, she presented a graphic showing the preliminary phasing plan, and explained her logic for the arrangement.

David Langley asked Deborah to provide the slides containing the noise contours, and other agreed. Deborah indicated she would provide a copy of the final presentation to everyone following the meeting.

Roberta DePiero asked about houses that had newer windows. Deborah explained that noise eligibility testing would be conducted to determine eligibility for the NIP, and it was possible houses with impact-rated windows might not qualify. That remains to be seen. Antonina Smirnov asked how people would know they were eligible for the NIP. Deborah explained that letters would be mailed to

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potentially eligible property owners once the Program Areas was approved by the FAA. Peter Horton asked if any homes had ever been disqualified by the noise eligibility testing. Deborah explained that in the original NIP, eligibility testing was not required by the FAA. At KWBTs, all condos were qualified through the eligibility testing. The upcoming NIP will be the first time single-family homes would be subject to eligibility testing.

3. Future Tasks / Schedule

Deborah presented the current timeline for completion of the NEM Update, and highlighted opportunities for public input and opportunities for the public to review and provide comments on draft document sections. She indicated that Draft NEM document would be made available for public review prior to the October meeting. She encouraged everyone to review the document and provide comments. Peter Horton stated that all comments must be submitted to the FAA.

4. 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 the importance of the public's input since the FAA would be monitoring the level of public participation in the 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 Project Recap
2. KWBTs Building A - Phase 2: Construction Status
3. KWBTs - Final Phase: Bid Process
4. FY'22 Grant - PSO 8 Consultant Contract

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

Deborah presented information regarding the City of Key West's "Substantial Improvement" regulations and explained why this could potentially be an issue for the upcoming single-family homes in the NIP. She explained that it will probably be

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necessary to obtain private market value appraisals on all or most of the homes to document that the NIP improvements do not exceed the "50% Rule."

Deborah presented the FAA's latest decision regarding inclusion of the "leftover" single-family homes, explaining that the FAA has decided those home will not be funded until the NEM Update is complete. The FAA has also determined that the Scope of Work for NCP Update, which would give consideration to including Las Salinas and/or Ocean Walk in the NIP, cannot be reviewed and approved until the NEM Update is complete. This will not really impact the schedule for Las Salinas and/or Ocean Walk, since it will be several years before they could be included.

Deborah presented a rough schedule for the current and future NIP, based on current information and the schedule for completion of the NEM Update.

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:

- Six calls regarding aircraft noise at Las Salinas
- Three calls/emails from La Brisa
- Two calls from Cudjoe Key regarding helicopter overflights
- Numerous noisy aircraft reported by 2828 Staples Ave
- One email regarding eligibility for the NIP - Patricia Ave
- One email about helicopter flying back-and-forth over Riviera Canal

2. Airport Noise Report

Articles from Volume 34, Nos. 7-19 were mentioned.

Other Discussion

Deborah shared information regarding the Quest for Quiet conference, "Aviation Noise, Pollution and Health: Connecting the Dots," to be held over Zoom on June 16.

The meeting adjourned at approximately 3:50 PM.

The next meeting is October 4, 2022.