

KWIA Ad-Hoc Committee on Noise March 1st, 2022 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. Sandy Quillen
Nathaniel Harris
Nick Pontecorvo
Dr. Julie Ann Floyd (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
Peter Green, FAA ADO (via Zoom)
Kim Ledford, EYW ATCT Manager (via Zoom)
Roberta DePiero, Homeowner
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 October 5th and December 7th, 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 as presented. Dr. Sandy Quillen seconded the motion. The motion passed unanimously.

Discussion and Approval of Meeting Schedule for 2022

Deborah Lagos asked if there were any comments regarding the proposed schedule. None were mentioned. Peter Horton made a motion to approve the minutes as presented. Marlene Durazo seconded the motion. The motion passed unanimously.

Noise Exposure Maps Update

1. Existing Condition Aircraft Operations Development

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Deborah explained the data that is needed to run the noise model. She then described the data available (and not available) from each of the four sources: OPSNET, TFMSC, FR24, and EYW Landing Reports. She reviewed the number of operations reported by the FAA in OPSNET for FY'21 that will be used for the existing condition NEM. She went on to explain how, following the discussion at the December meeting, she re-analyzed the FR24 data in an attempt to find the "missing" operations. She gave the following examples:

- a) Reviewed the criteria for identifying departures and arrivals and found many flights were being tagged as overflights because their flight tracks dropped off prior to reaching the runway or began after leaving the runway.
- b) Reviewed individual flight records and found many flights were missing data in the "equipment" field, and therefore weren't being counted. Looked up N-numbers and/or Call Signs to identify equipment type. Not all could be identified.
- c) Reviewed military operations to identify which were overflights to NQX and which were using KWIA. Many were "low approaches" to KWIA. Also, many were helicopter operations.

Deborah presented the revised results which accounted for 93% of the operations reported by the FAA. She asked the committee if they felt this was satisfactory, and the committee informally agreed that it was.

Kim Ledford, the new Manager of the EYW ATCT, confirmed that the air traffic controllers at NAS KW handle aircraft between 9:00 pm (when the EYW ATCT closes) and 10:00 pm, and Miami Center handles aircraft between 10:00 pm (when the NAS ATCT closes) and 7:00 am (when EYW ATCT opens). She confirmed that OPSNET includes nighttime IFR operations.

Deborah reviewed the Day/Night Split (which changed a little), Runway Utilization, and Stage Length Distribution (neither of which changed). She presented the final numbers for use of Back Taxi on Runway 09, and the Standing Takeoff procedure.

Deborah presented the number of operations by category and aircraft type based on the re-analysis of the FR24 data.

Kim Ledford provided clarification regarding types of helicopters operated by the military. She also commented that Delta operates CRJ aircraft for their final

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arrival and those operations are not reflected in the presentation. Erick D'Leon agreed that was true. Deborah indicated she would investigate the discrepancy.

2. Preliminary Contour "Reveal"

Deborah presented a graphic showing the preliminary noise contours for the existing condition, and a graphic showing a comparison of these contours to the 2013 Existing Condition NEM. The new contours are somewhat smaller than the 2013 NEM. She then presented a zoomed-in graphic showing the Program Area in the vicinity of Flagler Avenue that was approved for inclusion in the NIP based on the 2013 NEM. The new Program Area may be based on the Existing Condition NEM or the Future Condition NEM, so we need to wait and see what the new Future NEM looks like.

3. Future Tasks

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 the project was a little behind schedule, and that the future condition noise contours, and possibly document Sections 4 and 5, will be presented at the June meeting.

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. KW BTS Project Recap
2. KW BTS Building A - Phase 2: Construction Status
3. KW BTS Final Phase: "Buy American" Requirements
4. KW BTS Final Phase: Bid Process

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

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Deborah presented a rough schedule for the current and future NIP, based on current information and the schedule for completion of the NEM Update. She presented two graphics showing the location of the ten single-family homes that had responded to an invitation to participate in the next phase of the NIP following completion of KWBTs. Seventeen homes were invited. The plan is to include these homes in the next grant application.

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:

- One call from KWBTs about toxic environment - noise and air pollution
- Thirteen calls regarding aircraft noise at Las Salinas
- Three calls/texts (from same person) about Trauma Star helicopter over Ramrod Key
- Fifty-seven noisy aircraft reported by 2828 Staples Ave between Oct 9 and Feb 5
- One email about increased early-morning and late-night air traffic. Wants noise abatement windows.
- One email about aircraft noise and flights over the *Golf Course Community*.
- Two calls (from same person) on Seaside Dr. about being awakened by early-morning flights

2. Airport Noise Report

Articles from Volume 33, Nos. 42-44, and Volume 34, Nos. 1-6 were mentioned.

Other Discussion

The meeting adjourned at approximately 3:45 PM.

The next meeting is June 7, 2022.