

**KWIA Ad-Hoc Committee on Noise
October 4th, 2022 Meeting Minutes**

Meeting called to order by Deborah Lagos at 2:01 P.M.

ROLL CALL:

Committee Members in Attendance:

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

Staff and Guests in Attendance:

Deborah Lagos, DML&A, Airport Noise Program Coordinator (via Zoom)
Steve Vecchi, THC, NIP Program Manager (via Zoom)
Erick D'Leon, Deputy Director of Airports
Peter M. Green, FAA (via Zoom)
Sarah Richardson, Allegiant Air (via Zoom)
Carol Elliott, Las Salinas Property Owner
Steve Robbins, Property Owner (via Zoom)
Carolyn Winters, Las Salinas Property Owner (via Zoom)
Linda Badwey, Las Salinas Property Owner (via Zoom)
Ray Leto, Las Salinas Property Owner (via Zoom)
Lynn Obringer, Las Salinas Property Owner (via Zoom)
Elizabeth Brady, Las Salinas Property Owner (via Zoom)
SS, (via Zoom)
Scott, (via Zoom)
Ian, (via Zoom)
Rick, (via Zoom)
Ruslan, (via Zoom)
Jethon Williams II, Monroe County TV/Multimedia Manager

A quorum was present. Deborah Lagos chaired the meeting.

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Review and Approval of Meeting Minutes for the June 7th, 2022 Ad Hoc Committee Meeting

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

Public Review of Draft Noise Exposure Maps and Supporting Documentation

Deborah Lagos explained that a Notice of Availability was published in Key West Citizen and keysnews.com. The document is available for download from the Airport's website at: <https://eyw.com/public-notice>. Printed copies of the document are available at the public library on Fleming Street, airport administrative office, and office of Mayor Pro Tem Craig Cates. Flash drives containing the document are also available at these locations and can be taken for viewing on a personal computer. The flash drives do not need to be returned. The public review period started September 19 and ends October 20, 2022. Comment forms are available online and at the locations mentioned above. Completed comment forms should be emailed to Deborah Lagos. Comment forms must be received by October 20, 2022.

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.

Review of Draft Noise Exposure Maps and Supporting Documentation

1. Flight Tracks

Deborah Lagos explained the East Flow (Runway 09) and West Flow (Runway 27) flight tracks (shown in Slides #10 - #13) that were developed from the FlightRadar24 flight trajectory data. Twelve months of data (October 1, 2020 - September 30, 2021) were collected and processed to determine these flight tracks and their utilization by various categories of aircraft. Modeled flight tracks do not represent the precise paths flown by all aircraft utilizing EYW. Instead, they represent the primary flight corridors (i.e., the highest concentration of FR24 aircraft flight trajectories) for the aircraft using the airport. Flight track utilization was also developed from the concentration of FR24 aircraft flight trajectories.

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2. Existing Condition Number of Operations and Fleet Mix

The percentage of operations for each aircraft in each category was calculated from the FR24 data. This percentage by aircraft type was then applied to the total number of operations by category from the FAA's OPSNET data. The table in Slide #14 shows the resulting number of annual flight operations by aircraft category. It also shows the number of average daily operations, which is the number of annual operations divided by 365.

3. Comparison to Most Recent 12 Months of Operations and Fleet Mix

A question was asked at the June meeting regarding the use of more recent data for the existing condition. Deborah explained that she analyzed data from August 1, 2021 through July 31, 2022 (which was the most recent available data from the FAA). The table in Slide #15 shows a comparison between the data used for the existing condition (Oct 2020 - Sept 2021) and the most recent 12 months (Aug 2021 through July 2022). Surprisingly, there were approximately 4% fewer operations during the most recent 12 months.

Deborah also compared the commercial passenger aircraft fleet mix for the two time periods. Slide #16 shows a comparison of the fleet mix by aircraft type. As discussed in previous meetings, Delta and JetBlue are replacing their A319s with A220s, and that is beginning to show up in this data. There was a large decrease in the number of EMB175s.

Deborah explained the use of the FAA's Area Equivalent Method (AEM) which allows a comparison of two scenarios to determine if a significant change in noise has occurred. The results of the screening process indicate a 13.8% reduction in cumulative noise contour area. If the screening process shows less than a 17% change, it may be concluded that there are no substantial changes within the DNL 65 dB contour.

James Seadler commented that this analysis was helpful in addressing the question he asked at the June meeting.

4. Airport Operator's Certification

The results of the screening process allow the airport operator (Monroe County) to certify that the 2022 Existing Condition NEM is representative of the existing condition at the time the NEM document is submitted to the FAA for review.

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5. 2022 Existing Condition NEM

Deborah reviewed the 2022 Existing Condition Noise Exposure Map, pointing out areas that were within the DNL 65 dB contour.

6. Number of Housing Units within 2022 Noise Contours

Deborah noted that most of the Ocean Walk Apartments and a very small portion of Las Salinas Condominiums were within the contours (approximately 249 units). She also pointed out the Grace Lutheran Church and School and approximately 48 single-family (and small multi-family) homes that had not previously participated in the NIP. There are 12 condominiums at KWBTS within the contour that did not participate in the NIP.

7. Future Condition Number of Operations and Fleet Mix

Deborah reviewed the number of operations that were used for development of the future condition contours. The total number of annual operations is 69,196, which is an increase from the 64,128 used for the existing condition.

Peter Horton commented that historically, the FAA's forecast has been low.

8. 2028 Future Condition NEM

Deborah reviewed the 2028 Future Condition Noise Exposure Map, pointing out that it was slightly larger than the existing condition.

9. Number of Housing Units within 2028 Noise Contours

Deborah noted that most of the Ocean Walk Apartments and a slightly larger portion of Las Salinas Condominiums were within the contours (approximately 281 units). She also pointed out the Grace Lutheran Church and School and approximately 55 single-family (and small multi-family) homes that had not previously participated in the NIP. There are 21 condominiums at KWBTS within the contour that did not participate in the NIP.

10. Changes between 2022 and 2028

Deborah presented tabular and graphic comparisons of the 2022 and 2028 NEMs. The area within the 2028 Future Condition noise contours increased in size by 29.9 acres or approximately 6.6%. This increase can be attributed to the increase in aircraft operations. Contours shifted to the west, which can be attributed to the relocation of Taxiway B to the end of the pavement. As a result, all aircraft departing on Runway 09 begin their takeoff roll at the end

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of the pavement. The total housing units and population within the DNL 65 dB noise contour increases by approximately 23 percent.

11. Remaining Steps

Section 6.5 of the NEM Document will be updated to reflect comments received during the public comment period. Copies of all comments will be included in Appendix E, Section E.4 of the NEM Document.

A revised draft document will be provided to the BOCC for review and approval at their meeting on December 7, 2022.

The final draft document will be submitted to the FAA following the BOCC meeting. The FAA will acknowledge receipt of the document and indicate whether in compliance with applicable requirements. If so, the FAA will publish a Notice of Compliance in the Federal Register.

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

Nathaniel Harris made a motion to approve the NEM document and sending the NEM document to the BOCC. Peter Horton seconded the motion. The motion passed unanimously.

NIP Implementation

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

1. KWBTs Project Recap, including a summary of the FY'22-23 grant
2. KWBTs Building A - Phase 2: Construction Summary, including Property Owner Satisfaction Surveys
3. KWBTs - Final Phase: Construction Preview, including results of the bid opening and the construction schedule
4. Rough Schedules for the Current and Future NIP, including changes in funding levels

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

Deborah described the FAA's latest decision regarding inclusion of Las Salinas and Ocean Walk Apartments in the NIP. The FAA has determined that an NCP Update is required but will not fund the NCP Update right now. 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. The FAA is requiring NEM updates every five years. The

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next NEM Update will start in approximately 2027, and be completed in 2028, which is the year on this Future Condition NEM. It is likely that the NCP update will be funded in conjunction with an NEM update in approximately ten years (2032).

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:

- Three calls from Las Salinas - early morning and late-night noise
- Two calls from Old Town - increased flight activity
- One call from local realtor interested in getting the facts regarding houses that have participated in the NIP.

2. Airport Noise Report

Articles from Volume 34, Nos. 20-31 were mentioned.

Other Discussion

The meeting adjourned at approximately 3:50 PM.

The next meeting is December 6, 2022.