

KWIA Ad-Hoc Committee on Noise October 5th, 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
Andrea Haynes
Marlene Durazo
Dr. Sandy Quillen (via Zoom)
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
Roberta DiPiero, Homeowner

A quorum was present. Deborah Lagos chaired the meeting.

Review and Approval of Meeting Minutes for the June 1st, 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; Sandy Quillen seconded the motion. The minutes were approved as presented.

Noise Exposure Maps Update

1. Aircraft Operations Development

Deborah presented the number of aircraft operations reported by the FAA from October 1, 2020 - August 31, 2021. She mentioned that the September 2021 data would not be available until the 20th of October and would be added to this data to complete the 12 months of data needed for the Existing Condition.

Based on analysis of the Flight Radar24 data from October 1, 2020 through August 31, 2021, Deborah presented the day/night split and runway utilization by aircraft category. Once the September data is added, these results may change.

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Deborah presented the FAA's APO Terminal Area Forecast (TAF) for Fiscal Year 2027. She mentioned that she has asked the FAA for permission to use FY'2028 rather than FY'2027. The final documentation will be submitted to the FAA in early 2023, and the regulations call for the forecast year to be at least five years beyond that year.

Deborah described how "Stage Length" is used in the AEDT model to represent the flight distance from takeoff to landing and is a proxy for the aircraft weight. The weight associated with the stage length is based on a load factor of 65% and the amount of fuel needed for the flight distance. She presented common destinations from KWIA and their associated stage length. She then presented two graphics illustrating the EMB-175 profiles for departures and arrivals. The graphics included actual data from Flight Radar24 as well as the standard profiles included in the AEDT model. The departure profile graphic clearly illustrated the "hold down" procedure beginning at a distance of approximately 3 nmi from brake release. The arrival profile graphic illustrated that arrivals are following a standard 3-degree approach to the runway.

2. Flight Track Development

Deborah presented ten graphics illustrating flight tracks from the FlightRadar24 data. These included both West flow and East flow for AC/AT Jet, AC/AT Prop, GA Prop and GA Jet. One graphic illustrated helicopter flight tracks and another illustrated touch-and-go flight tracks. She indicated these would form the basis for the flight tracks that would be modeled in AEDT.

3. Public Participation

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 emphasized the importance of the public's input since the FAA would be monitoring the level of public participation in the process.

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.

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Deborah briefly described the contents of draft document sections 1, 2, and 3. She provided copies to the committee members and the public in attendance and encouraged everyone to read these documents and provide her with feedback, particularly if anything wasn't clear or easily understood.

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 1: Construction Summary
3. KW BTS Building A - Phase 2: Construction
4. KW BTS Final Phase: Bid Process

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

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:

- Five calls/emails about NIP participation
- Five calls/emails regarding noisy aircraft
- Four calls regarding aircraft flying directly over La Brisa.
- One call regarding a helicopter circling over the Golf Course

2. Airport Noise Report

The following articles were mentioned:

- #21: New Material Could Cut Engine Noise on Takeoff by 16 dB
Boeing 737-10 Reducing Noise by 50%
Searching for Sources of Noise on Aircraft Wings
- #23: United Airlines to Buy 100 Regional Electric Aircraft

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- #25: Bill Requires FAA to Provide Noise Policy Review Update \$75M for Sound Insulation Near Military Bases
- #27: Infrastructure Bill Provides \$25M for Airports Electric Motor Could Power the Future of Aviation Propulsion Bill Introduced to Reestablish EPA Noise Office
- #28: Measures to Mitigate Military Aircraft Noise Efforts to Reduce Airframe Noise
- #29: Noise Footprint of Electric Air Taxi Shape-Memory Alloys to Quiet Landings
- #30: FAA CLEAN III Program
- #31: Bill "Restore Everyone's Sleep Tonight" reintroduced in House Study on Human Response to UAM Noise
- #32: Airbus Unveils Plans for CityAirbus EVTOL

Discussion/Nomination of New Member

Peter Horton nominated James Seadler, American Airlines Properties Representative to represent aviation. Marlene Durazo seconded the motion. James Seadler was unanimously approved by the committee.

Other Discussion

The meeting adjourned at approximately 3:25 PM.