

# **KWIA Ad-Hoc Committee on Noise December 7<sup>th</sup>, 2021 Meeting Minutes**

**Meeting called to order by Deborah Lagos at 2:05 P.M.**

## **ROLL CALL:**

### **Committee Members in Attendance:**

Peter Horton  
Andrea Haynes  
Marlene Durazo  
Dr. Sandy Quillen

### **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)  
Jethon Williams II, Monroe County TV/Multimedia Manager  
Roberta DiPiero, Homeowner  
John Genthert, Homeowner  
Joanne Tarantino, Homeowner  
David Langley, Homeowner (via Zoom)  
Susan Phillips, Homeowner (via Zoom)

A quorum was not present. Deborah Lagos chaired the meeting.

## **Review and Approval of Meeting Minutes for the October 5<sup>th</sup>, 2021 Ad Hoc Committee Meetings**

Deborah Lagos asked if there were any comments or corrections to the minutes. Peter Horton mentioned that he did not attend the meeting via Zoom. The revised minutes will be presented at the next meeting for approval.

## **Noise Exposure Maps Update**

### **1. Existing Condition Aircraft Operations Development**

#### **i. Number of Operations**

Deborah explained that OPSNET (formerly known as ATADS) is the official source of FAA air traffic operations and presented a definition of terms used in the FAA's OPSNET. She then presented the OPSNET data for FY'21 which will be used for

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the Existing Condition. A total of 64,128 operations were reported by OPSNET for this period. She presented a table comparing the number of operations by category reported by OPSNET and collected by FlightRadar24 (FR24). She explained the use of a "proportionality constant" to scale the FR24 operations to match the OPSNET operations.

Peter Horton questioned why nearly 20,000 operations were missing from the FR24 data. A lengthy discussion ensued regarding the possible reasons for this, what other available data sources might be used to supplement the analysis, and how the proportionality constant was being used to account for the missing operations. Peter expressed concern that the public will not trust the data being used to develop the contours. Deborah indicated she would go back and take another look at the FR24 data and other available sources of data prior to the next meeting.

### ii. Day/Night Split

Based on analysis of the FR24 data from October 1, 2020 through September 30, 2021, Deborah presented a table of the day/night split by departures vs. arrivals and aircraft category. The overall daytime vs. nighttime split for departures was 99% daytime and 1% nighttime. The overall daytime vs. nighttime split for arrivals was 98% daytime and 2% nighttime.

### iii. Runway Utilization

Based on analysis of the FR24 data from October 1, 2020 through September 30, 2021, Deborah presented tables of the daytime vs. nighttime departure and arrival runway utilization by aircraft category. The overall departure utilization was 88% on Runway 09 and 11% on Runway 27. The overall arrival utilization was 86% on Runway 09 and 14% on Runway 27.

### iv. Stage Length Distribution

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. Based on analysis of the FR24 data from October 1, 2020 through September 30, 2021, she presented a table showing the distribution operations by stage length by aircraft category.

### v. Use of Back Taxi on Runway 09

Deborah explained the use of the back taxi procedure that provides an additional 274 feet of pavement for takeoff on Runway 09. Based on analysis of the FR24 data from October 1, 2020 through September 30, 2021, Deborah presented a

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table of the use of the back taxi procedure by aircraft category for AC/AT JET, AC/AT PROP, and GA JET.

### vi. Use of Standing Takeoff Procedure

Deborah explained the use of the standing takeoff procedure. She explained that the use of this procedure cannot be determined from the FR24 data, so she is conducting field observations this week to observe and document the use of the procedure. She presented a table of preliminary results which indicated the procedure was used by 62% of the AC/AT aircraft. The final results will be presented at the next meeting.

## 2. Existing Condition Fleet Mix and Flight Track Development

Deborah presented tables of fleet mix (including the number of operations for each aircraft type in the fleet mix) and graphics of flight tracks by category.

## 3. 2,000-ft Hold Down Procedure

Deborah explained the screening analysis that was conducted to determine how often EYW departures on Runway 09 were held down to avoid traffic from NAS KW. FR24 flight trajectory data from October 1, 2020 through September 30, 2021 was plotted for the most frequently used commercial aircraft types and compared to the standard departure profiles from AEDT. The analysis revealed that the hold down occurred between 9% and 15% of the time. The FAA concurred that custom departure profiles did not need to be developed to model this procedure.

## 4. Progress and 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. Preliminary noise contours are scheduled for presentation at the next meeting.

## 5. 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.

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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 1: Construction Summary
3. KWBTS Building A - Phase 2: Construction
4. US Supply Shortages & "Buy American" Challenges
5. KWBTS 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:

- One email about NIP participation
- One call regarding noisy aircraft
- Two calls regarding aircraft flying very low over La Brisa.

#### **2. Airport Noise Report**

Articles from Volume 33, Nos. 33-41 were mentioned.

### **Approval of Meeting Schedule for 2022**

Since a quorum was not present, the schedule could not be approved. The proposed schedule will be presented at the next meeting for approval.

The next meeting is March 1, 2022.

### **Other Discussion**

The meeting adjourned at approximately 3:50 PM.