



# NOISE EXPOSURE MAPS AND SUPPORTING DOCUMENTATION

FOR THE

## PART 150 STUDY

PREPARED FOR:



**MONROE COUNTY BOARD OF  
COUNTY COMMISSIONERS**

OPERATOR OF:



**KEY WEST  
INTERNATIONAL AIRPORT**

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**ACCEPTED BY FAA  
DECEMBER 19, 2013**



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## **EXECUTIVE SUMMARY**

### ***ES.1 Aircraft Noise and the Part 150 Process***

The Part 150 Noise Compatibility Planning process was established by the Federal Aviation Administration (FAA) on February 28, 1981, issued as Title 14 Code of Federal Regulations (CFR) part 150, *Airport Noise Compatibility Planning* (Part 150). The most recent revision of Part 150 was accomplished by Amendment 150-4 and became effective October 25, 2004. Part 150 specifies the methodology and procedures governing the development and implementation of Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs).

The NEM is a graphic depiction of noise exposure around an airport in current and future (5-year) operational conditions. NEMs also depict the noncompatible land uses within the noise contours. Details of the data and analysis used to develop the NEMs at Key West International Airport (KWIA) are included in this NEM document.

Under the Part 150 process, FAA will indicate, upon receipt and review, whether the NEMs are in compliance with the requirements of Title 14 CFR part 150. The FAA will publish a notice of NEM compliance in the Federal Register if they are found to be in compliance.

### ***ES.2 Key West International Airport NEM Update***

As the previous update to the KWIA NEMs was completed and accepted in 2008, this update to the Part 150 Study is necessary due to changes in operational activity levels and aircraft fleet mix operating at the airport. Furthermore, this update will document if these changes have any influence on the size and shape of the KWIA noise contours. As required by Part 150 Regulations, and described in Section 1.2, this update will also determine if there are any noncompatible land uses within the updated yearly Day-Night Average Sound Level (DNL) 65 decibel (dB) contours.

Included in this document is a review of the airport's layout, navigational aids, and current (2013) operational procedures. Additionally, assumptions regarding the future of the airport are presented in order to prepare noise contours for the future year 2018. Discussions of noise modeling are also included.

The KWIA NEM documentation is presented in six sections and eight appendices.

- Section 1.0 Introduction
- Section 2.0 Municipal Jurisdictions and Land Use
- Section 3.0 Airport and Airspace Considerations
- Section 4.0 Existing Condition: Year 2013 Noise Exposure
- Section 5.0 Future Condition: Year 2018 Noise Exposure
- Section 6.0 Consultation and Public Participation

- Appendix A Aviation Activity Forecast for Use in the Part 150 Study
- Appendix B Noise Complaint Hotline Log
- Appendix C Noise Metrics and Integrated Noise Model (INM) Input Requirements
- Appendix D Noise Monitoring Report
- Appendix E Consulted Parties, Ad Hoc Committee Minutes, Agendas, and Comments
- Appendix F Public Comments and Responses
- Appendix G Airport Sponsor's Transmittal Letter, FAA Acceptance Letter, Federal Register Notice and Airport Sponsor's Affidavit of Publication of FAA's Determination in local newspaper
- Appendix H Flight Track Maps, Existing Condition 2013 NEM, Future Condition 2018 NEM at a scale of not less than 1" = 2,000 feet.

Details of the data and analysis used to develop the NEMs at KWIA are included in Appendices A and C of this NEM documentation. In accordance with Title 14 CFR part 150 §150.21, the Future Condition NEM must be based on forecast operations at the airport for a forecast period that is at least 5 years in the future, beginning after the year of the Existing Condition NEM submission. The Future Condition NEM is based on the forecast of operations at the airport for calendar year 2018, and was derived from the FAA's 2012 Terminal Area Forecast (TAF), provided in **Appendix A**. As part of the Part 150 process, the 2013 and 2018 NEMs have been certified by the Airport Sponsor as being representative of the Existing Condition and Future Condition noise environment at the airport, respectively (see Section 6.0 for the Airport Sponsor's Certification).

This Part 150 update serves to assess the current and future aircraft noise environments and identify compatible and noncompatible land uses within the noise contours. This report contains the 2013 and 2018 NEMs and supporting documentation for KWIA. The NEMs contained in this report represent a revision to the KWIA NEMs that were determined by the FAA to be in compliance with Title 14 CFR part 150 on August 27, 2008.

An update to the NCP is being prepared and will be provided in separate documentation.

### **ES.3 Noise Prediction Methodology**

Methodologies developed by the FAA and published in Title 14 CFR part 150 were used to evaluate the existing and future noise environment at KWIA. The regulation requires that the exposure of individuals to noise resulting from aviation activities be established and measured in terms of DNL as the FAA's primary metric. All detailed noise analyses must be performed using the most current version of the FAA's INM. For this NEM, INM Version 7.0c was used to model aircraft noise exposure. Noise metrics and INM input requirements are described in greater detail in **Appendix C**.

The information presented in this document is a result of coordination with airport staff, the Airport Traffic Control Tower (ATCT) Manager, and local and regional FAA Airports Division Environmental Program Specialists. Previous studies conducted at KWIA were considered and incorporated into the NEM documentation, as appropriate.

#### ***ES.4 Existing Condition Aircraft Operational Characteristics***

The noise modeling was performed for the existing average daily condition for December 1, 2011 through November 30, 2012, and the resulting contours are identified as the 2013 Existing Condition (see **Figure 4.8**). **Section 4.0** describes the methods and consideration used in compiling input data for the INM calculation of the 2013 Existing Condition noise contours and the analysis of these contours. Within the 2013 Existing Condition noise contour ( $\bar{}$  DNL 65 dB), there are 76.3 acres of noncompatible land use and approximately 2,053 people (estimated using 2.55 people per household) in unmitigated residences.

**Table 4.1** depicts the 2013 Existing Conditions Aircraft Operations Summary for each aircraft category (air carrier, commuter/air taxi, general aviation, and military). There were a total of 183.1 average daily operations (66,847 annual operations) during the study period according to analyses conducted by URS Corporation (URS) of KWIA and FAA records.

**Figure 4.8** depicts the 2013 Existing Condition Noise Exposure Map. The figure also includes the current land uses surrounding KWIA and indicates which land uses are not compatible with the current operation of the airport.

#### ***ES.5 Future Conditions: Year 2018 Noise Exposure***

The noise modeling was performed for the future average daily condition for January 1, 2018 through December 31, 2018, and the resulting contours are identified as the 2018 Future Condition (see **Figure 5.1**). **Section 5.0** describes the methods and consideration used in compiling input data for the INM calculation of the 2018 Future Condition noise contours and the analysis of these contours. Within the 2018 Future Condition noise contour ( $\bar{}$  DNL 65 dB), there are 73 acres of noncompatible land use and approximately 1,851 people (estimated using 2.55 people per household) in unmitigated residences.

**Table 5.1** depicts the 2018 Future Conditions Aircraft Operations Summary for each aircraft category (air carrier, commuter/air taxi, general aviation, and military). There will be a total of 182.8 average daily operations (66,734 annual operations) during the study period according to analyses conducted by URS of KWIA and FAA records.

**Figure 5.1** depicts the 2018 Future Condition NEM. The figure also includes the current land use surrounding KWIA, and indicates which land uses will not be compatible with the future operation of the airport.

## **ES.6 Noise-Sensitive Sites**

Noise-sensitive sites (e.g., schools, churches, day care, nursing homes, and hospitals) and Section 106 Historic Resources were identified within the vicinity of KWIA. The locations of these sites are depicted on **Figures 4.8** and **5.1**. There are three noise-sensitive sites within either the 2013 Existing Condition or 2018 Future Condition noise contours. They consist of the Lime Grove House, built in 1912 and eligible for listing on the National Register of Historic Places (NRHP), the St. Bede and St. Francis Houses at the Catholic Charities, and the Grace Lutheran Church and School.

## **ES.7 NEM and NCP**

The *Noise Exposure Maps and Supporting Documentation* is being submitted to the FAA for determination of compliance with Part 150. If the FAA determines that the NEMs are in compliance with Part 150, the FAA will publish a notice in the Federal Register indicating compliance of the NEMs. Following FAA's NEM determination, the NCP will evaluate the measures the airport and the FAA can undertake to mitigate the aviation noise impacts on the noncompatible land uses within the DNL 65 dB noise contour. Potential preventative or remedial mitigation measures may include, but are not limited to, (1) aircraft operational alternatives, (2) land use alternatives, and (3) program management alternatives. Items that may be analyzed as a mitigation measure may include, but are not limited to, the following:

### **Operational Measures**

- Flight track modification
- Preferential or rotational runway use
- Aircraft noise abatement flight procedures
- Engine run-up restrictions
- Noise barrier construction
- Landing fees based on noise
- Airport and airspace use restrictions
- Complete or partial curfew

### **Land Use Measures**

- Acquisition and relocation
- Voluntary acquisition
- Sound insulation
- Avigation easements
- Sales assistance/purchase assistance

- Zoning regulations
- Building code requirements
- Real estate disclosure

#### **Program Management Measures**

- Airport Noise Coordinator
- Noise and Flight Track Monitoring System
- Noise Hotline
- Ad Hoc Committee

#### ***ES.8 FAA Review and Acceptance of NEMs***

On December 19, 2013, the FAA announced their determination that the NEMs submitted by KWIA under the provisions of 49 U.S.C. 47501 et. seq. (Aviation Safety and Noise Abatement Act) and title 14 CFR part 150 were in compliance with applicable requirements. The transmittal letter and Sponsor's Certification to the FAA and the acceptance letter from the FAA are included in **Figures 6-1, 6-2, and 6-3**, respectively, and in **Appendix G**. In addition, the FAA published the Noise Exposure Map Notice, Key West International Airport, Key West, FL, in the Federal Register, Vol. 78 No. 249. The Federal Register Notice is also included in **Appendix G**.

As described in §47506(b)(1) of the Aviation Safety and Noise Abatement Act of 1979, a legal notice was advertised in the local newspaper, the Key West Citizen. The legal notice was published on the following dates: March 9, 16, and 23, 2014. Copies of the notice and the affidavit of publication are included in **Appendix G**.

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## 1.0 INTRODUCTION

### 1.1 *The Part 150 Process*

The *Aviation Safety and Noise Abatement Act* (ASNA) was passed by Congress in 1979 as a means to address the impact of aircraft noise on communities and to assure continued safety in aviation. Under ASNA, the Secretary of Transportation was charged with the responsibility to establish a single system of measuring noise at airports, determine noise exposure, and identify compatible land uses. Thus, in 1981, the Federal Aviation Administration (FAA) issued Title 14 Code of Federal Regulations (CFR) part 150, *Airport Noise Compatibility Planning* (Part 150).

Through the airport noise and land use compatibility planning process, airport operators voluntarily prepare airport Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs) and submit these materials to the FAA for acceptance and/or approval. Federal funding is available to the airport operator to conduct this work. The NEM is a graphic depiction of noise exposure around an airport in current and future operational conditions. NEMs also depict the noncompatible land uses within the noise contours. Based on the NEM, an NCP is prepared that sets forth the measures an airport operator proposes to take in order to reduce existing noncompatible land uses and minimize additional noncompatible land uses around the airport.

Title 14 CFR part 150 implements the provisions in the ASNA for airport noise compatibility planning. This regulation sets forth the following:

- The yearly day-night average sound level, abbreviated as DNL, for measuring noise exposure;
- The Integrated Noise Model (INM) as the standard noise modeling methodology;
- Land uses that are normally compatible with various levels of airport noise;
- The voluntary development of NEMs and NCPs by airport operators;
- The process by which FAA reviews NEMs to ensure compliance with Part 150; and
- The criteria for FAA approval or disapproval of measures recommended in NCPs.

Details of the data and analysis used to develop the NEMs for Key West International Airport (KWIA) are included in **Sections 3.0, 4.0, and 5.0** of this document.

Under the Part 150 process, FAA will indicate, upon receipt and review, whether the NEMs are in compliance with the requirements of Title 14 CFR part 150. The FAA will publish a notice of NEM compliance in the Federal Register if they are found to be in compliance.

## **1.2 Key West International Airport NEM Update**

KWIA is owned and operated by the County of Monroe. It is located on the southeast corner of the island of Key West, within the city limits of Key West, Florida. In the FAA's National Plan of Integrated Airports Systems (NPIAS), which defines the role of an airport, KWIA is classified as a Non-Hub Primary Service airport enplaning more than 10,000 passengers per annum.

Monroe County has established a goal to provide aviation facilities to all residents and guests in a manner that maximizes safety, convenience, economic benefit, and environmental compatibility. As part of their plan to achieve this goal, they conducted a Part 150 Study to explore adverse impacts of aircraft noise on the surrounding community. This study culminated with FAA approval of the **Noise Exposure Maps and Noise Compatibility Program** on May 7, 1999. Additionally, the FAA accepted the updated **Noise Exposure Maps and Supporting Documentation** on August 27, 2008.

Title 14 CFR part 150, §150.21(d) requires airport operators to update their NEMs when a change of DNL of 1.5 decibels (dB) has occurred over any noise-sensitive land use. A change may consist of:

- (1) Increases in non-compatible land uses inside the noise contours and/or an increase of DNL 1.5 dB or greater over land which was formerly compatible (e.g., one that was outside the DNL 65 dB contour), but is now non-compatible (e.g., now inside the DNL 65 dB contour), or
- (2) Increases over previously determined non-compatible land uses, or
- (3) Decreases of non-compatible land uses and/or a decrease of DNL 1.5 dB or greater over a former noncompatible land use (e.g., one that was inside the DNL 65 dB contour) that becomes compatible (e.g., now outside the DNL 65 dB contour) as a result of the decrease in noise.

As the previous update to the KWIA NEMs was completed and accepted in 2008, this update to the Part 150 Study is necessary due to changes in operational activity levels and aircraft fleet mix operating at the airport. Furthermore, this update will document if these changes have any influence on the size and shape of the KWIA noise contours and will determine if there are any noncompatible land uses within the updated DNL 65 dB contours.

Title 14 CFR part 150, §150.21 requires the submission of two maps, an existing condition map and a future condition map. In accordance with §150.21, the existing condition map must be based on current data as of the year of submission to the FAA, or must be representative of existing conditions. The existing condition noise contours are based on data for the average annual day during the 12-month period December 1, 2011 through November 30, 2012. The airport operator has certified (see Section 6.4) that these existing condition noise contours accurately represent the 2013 Existing Condition. Therefore, the existing condition noise contours are identified as the 2013 Existing Condition NEM.

In accordance with §150.21, the future condition map must be based on forecast operations at the airport for a forecast period that is at least 5 years in the future, beginning after the year of submission. The Future Condition NEM is based on a forecast of operations, derived from the FAA's KWIA 2012 Terminal Area Forecast (TAF) and provided in **Appendix A**, at the airport for calendar year 2018 and the future condition noise contours are identified and certified (see Section 6.4) by the airport operator as the 2018 Future Condition NEM.

This Part 150 Update serves to assess the current and future aircraft noise environments and identify compatible and noncompatible land uses within the noise contours. This report contains the 2013 and 2018 NEMs and supporting documentation for KWIA. The NEMs contained in this report represent a revision to the KWIA NEMs that were determined by the FAA to be in compliance with Title 14 CFR part 150 on August 27, 2008.

An update to the NCP will be provided in separate documentation.

### **1.3 Summary of the Existing Noise Compatibility Program**

KWIA's existing noise program consists of several measures aimed at reducing noise impacts caused by aircraft operations. An airport NCP consists of a combination of Operational, Land Use, and Program Management measures. **Section 1.3.1** describes those measures approved in the 1999 NCP, while **Sections 1.3.2** through **1.3.6** describe noise measures developed and implemented by KWIA prior to the approval of the 1999 NCP. The measures described in **Sections 1.3.2** through **1.3.6** have been maintained by KWIA in conjunction with those measures approved in the 1999 NCP.

The KWIA Part 150 program is being updated under the requirements set forth in Title 14 CFR part 150, §150.21(d) and to determine if the 2008 NEM updates are still representative of operating conditions and the current noise environment. In addition, the FAA also determined that prior to providing continued funding for additional remedial noise mitigation measures, an update to the Part 150 Study was necessary to validate eligible properties and to evaluate the efficiency and effectiveness of the previously-approved noise mitigation measures.

#### **1.3.1 Noise Compatibility Program (NCP)**

On May 7, 1999, the FAA approved the following six land use measures as the NCP for KWIA:

1. Provide Noise Insulation in Exchange for Avigation Easements;
2. Purchase Homes, Provide Noise Insulation, then Resell with Easements;
3. Update Noise Contours Annually;
4. Rezone Vacant Parcels;
5. Acquire Vacant Parcel; and
6. Establish Compatible Land Use Zoning.

### 1.3.1.1 Provide Noise Insulation in Exchange for Avigation Easements

The FAA's Record of Approval (ROA) for the 1999 NCP approved the following recommendation:

*A program for noise insulation of existing noncompatible single-family dwellings (and multi-family dwellings of four units or less) within the DNL 65+ dB contour of the Year 2003 Future Condition Noise Exposure Map, in exchange for an avigation easement. Priority should be given first to homeowners located within the DNL 75 dB contour, then to homeowners located within the DNL 70 dB contour, and finally to homeowners located within the DNL 65 dB contour. The avigation easement will remain valid until noise levels exceed those projected for the Year 2003 Future Condition Noise Exposure Map. Eligible homeowners will be given the option of participating in either this program or the purchase program described below. If funding is not adequate to implement both programs simultaneously, this program will be offered first.*

*A program for noise insulation of noncompatible structures is also recommended for Key West High School. At the time when the high school is being renovated, measures to achieve a Noise Level Reduction (NLR) of 30 dB should be incorporated into the design and construction of all classrooms, libraries, offices, and other rooms for which noise insulation is specifically justified because of the substantial and disruptive effect of aircraft noise.*

On October 5, 2000, the FAA approved the Policies & Procedures for the Noise Insulation Program (NIP), including the Phasing Plan for Phases 1 through 7. The County of Monroe began implementing the NIP in 2000, as federal funding was provided through the Airport Improvement Program (AIP). As of June 2012, the County had insulated 295 homes in Phases 1 through 7 of the NIP. **Table 1-1** provides the breakdown of these homes by phase.

**TABLE 1-1  
HOMES IN THE NIP, PER PHASE**

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>Total</b>
# of Homes	25	25	50	57	62	72	45	<b>336</b>
Completed	21	22	38	54	57	68	35	<b>295</b>

Source: KWIA NIP, 2012.

On December 12, 2004, the President of the United States signed into law the *Vision 100 - Century of Flight Authorization Act of 2003*, Public Law 108-176 (Vision 100). Vision 100 extended AIP funding through September 30, 2007. Vision 100 generally amended Title 49, United States Code (U.S.C.), to prohibit AIP funding for noise mitigation outside the DNL 65 dB contour.

On July 21, 2005, FAA made the determination that Phases 6 and 7, and one block of Phase 5 were no longer eligible for participation in the NIP, because of the provision included in Vision 100, and the fact that these parcels were not within the current DNL 65 dB contour, as documented by the annual noise contour

updates. This accounted for a total of 110 homes in the initial analysis of these areas. The FAA indicated that these parcels could be reconsidered at a later date, if subsequent noise contours show that the DNL 65 dB contour impacts these homes.

The 2005 Noise Contour Update was completed in February 2007. The 2005 DNL 65 dB contour included the area formerly designated as Phase 6 of the NIP, as well as a few additional homes along Riviera Drive that were not previously included in Phase 6. The FAA agreed to include the recommended 61 homes in Phase 6 and the 11 additional homes on Riviera Drive not previously included, and provided funding to design the NIP modifications.

The 2008 NEMs were accepted by the FAA on August 27, 2008. The 2008 DNL 65 dB contour included the area formerly designated as Phase 7 of the NIP. The FAA agreed to include the recommended 45 homes in Phase 7 and provided funding to design the NIP modifications.

As of June 2012, all seven phases of the NIP have been completed and the County has insulated 295 homes. Forty-one (41) homes did not participate, for a variety of reasons. Some of the homes were in foreclosure and the banks or mortgage companies would not allow the house to be included. In other cases, homeowners were ill or were experiencing other personal situations at the time and chose not to participate. A few just did not want to be bothered. Approximately 22 of these homes currently have new owners or owners who have changed their mind and are ready to participate. These 22 homes were proposed as a Clean-up Phase of the NIP. **Figure 1-1** depicts the homes included in all seven phases of the NIP. **Figure 1-2** depicts the homes that did not want to participate in the NIP (Non-Participants) and those that would now like to participate (Participants) in the Clean-up Phase, if eligible based on the NEMs developed in this study.

### **1.3.1.2 Purchase Homes, Provide Noise Insulation, then Resell with Easements**

The ROA for the 1999 NCP approved the following recommendation:

*A program to purchase existing homes, provide noise insulation, then resell the homes with avigation easements is recommended for noncompatible single-family dwellings (and multi-family dwellings of four units or less) within the DNL 65+ dB contour of the Year 2003 Future Condition Noise Exposure Map. Priority should be given first to homeowners located within the DNL 75 dB contour, then to homeowners located within the DNL 70 dB contour, and finally to homeowners located within the DNL 65 dB contour. The avigation easement will remain valid until noise levels exceed those projected for the Year 2003 Future Condition Noise Exposure Map. Eligible homeowners will be given the option of participating in either this program or the noise insulation program described above. If funding is not adequate to implement both programs simultaneously, the noise insulation program will be offered first.*

This program has not been implemented because funding was not adequate to offer it simultaneously with the NIP.

### 1.3.1.3 Update Noise Contours Annually

The FAA's ROA for the 1999 NCP approved the following recommendation:

*In order to monitor compliance with the aviation easement noise level limit described in the measures above, it is recommended that the County of Monroe update the Key West International Airport noise contours annually for comparison with the Year 2003 Future Condition Noise Exposure Map, Without Program Implementation.*

Annual noise contours were produced starting with Year 2000. When compared apples-to-apples, none of the annual noise contours for Years 2000 through 2005 exceeded the Year 2003 Future Condition NEM, Without Program Implementation.

The Year 2007 annual noise contour became the Year 2008 Existing Condition NEM, which was accepted by the FAA on August 27, 2008, along with the Year 2013 Future Condition NEM. Following FAA acceptance of the Year 2013 Future Condition NEM, the wording in the aviation easements for NIP Phases 6 and 7 was changed to reference the Year 2013 Future Condition NEM, rather than the Year 2003 Future Condition NEM.

The most recent annual noise contour was produced for Year 2010. It did not exceed the Year 2013 Future Condition NEM.

### 1.3.1.4 Rezone Vacant Parcels

The FAA's ROA for the 1999 NCP approved the following recommendation:

*It is recommended that the County of Monroe direct a written request to the City of Key West to rezone two vacant parcels to prevent noncompatible development. One parcel on the southwest corner of Flagler Avenue and 11th Street (Parcel ID # 65100.000000) would be rezoned from single family residential development (SF) to an airport noise compatible land use zoning such as limited commercial (LC). Another parcel on South Roosevelt Boulevard (Parcel ID # 65090.000100) would be rezoned from coastal low density residential (LDR-C) to an airport noise and public safety compatible land use zoning such as limited commercial (LC).*

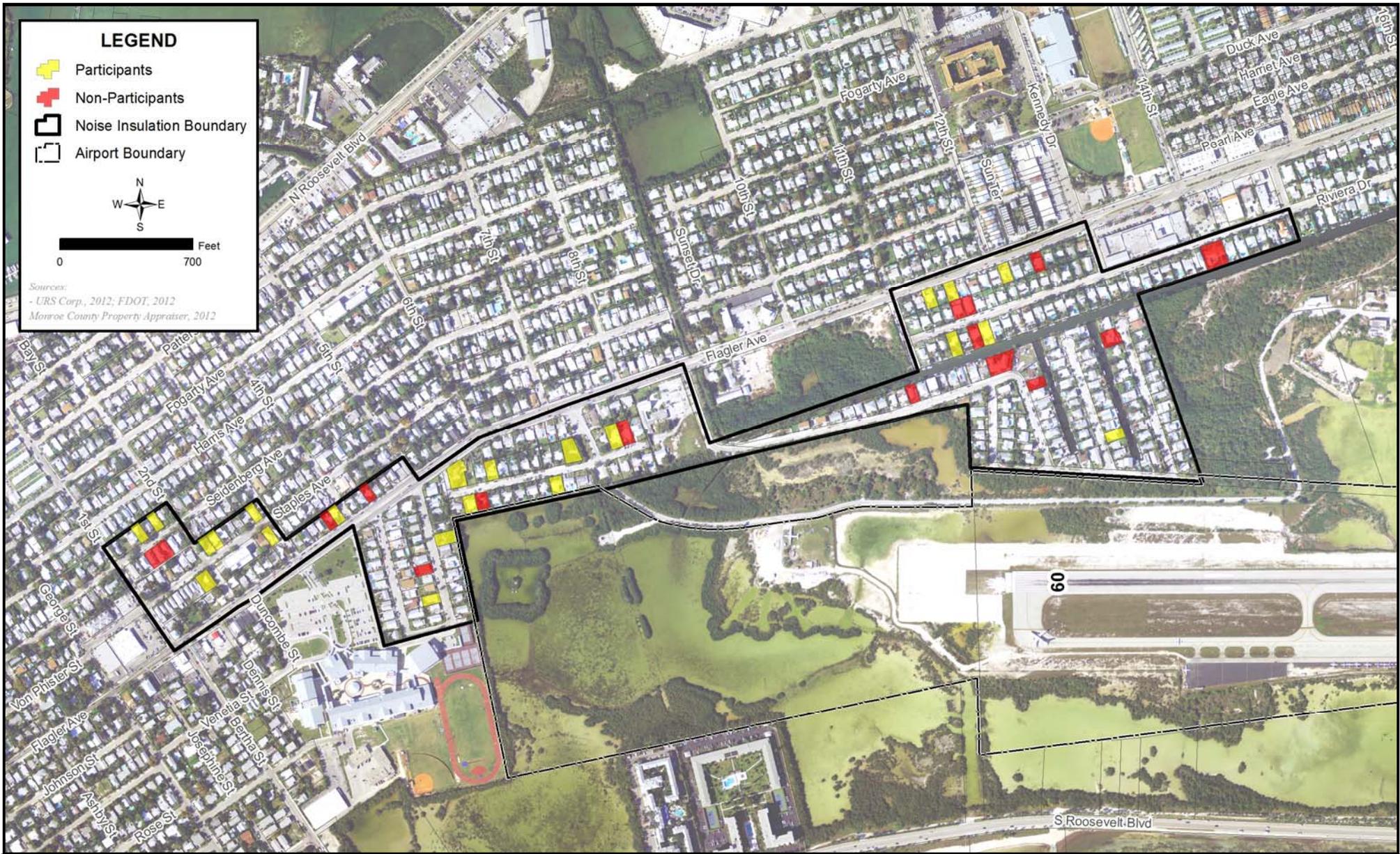
The County of Monroe requested the cooperation of the City of Key West to establish compatible land use zoning, as well as the rezoning of two vacant parcels to prevent noncompatible development. To date, the City of Key West has not implemented these measures. **Figure 1-3** depicts the parcel located at Flagler Avenue and 11<sup>th</sup> Street, and **Figure 1-4** depicts the parcel on South Roosevelt Boulevard.



**FIGURE**  
1-1

**1999 NCP NOISE INSULATION PROGRAM HOMES**  
Completed as of June 2012

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**FIGURE**  
1-2

**Homes within NIP Boundary Requesting Insulation and Homes not Participating**

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FIGURE  
1-3

**1999 NCP Recommended Parcel to Acquire or Rezone**



**NOISE EXPOSURE MAPS  
PART 150  
NOISE COMPATIBILITY STUDY**

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**FIGURE**  
**1-4**

**1999 NCP Recommended Parcel to Rezone**



**NOISE EXPOSURE MAPS**  
**PART 150**  
**NOISE COMPATIBILITY STUDY**

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### 1.3.1.5 Acquire Vacant Parcel

The FAA's ROA for the 1999 NCP approved the following recommendation:

*It is recommended that the vacant parcel on the southwest corner of Flagler Avenue and 11th Street (Parcel ID# 65100.000000) be acquired to prevent noncompatible development, if the City of Key West does not rezone the parcel to an airport noise compatible land use zoning.*

This recommendation was approved with certain conditions described below:

*Approved under 14 CFR Part 150 with respect to the described vacant land within the DNL 65 dB contour where it can be demonstrated that the property is in imminent danger of being developed noncompatibly and local controls are insufficient to prevent that development. Mitigation with respect to new noncompatible development that is allowed to occur on this property is outside the parameters of the Part 150 approval. However, the FAA would encourage local government to exercise its prerogative to change the zoning to a compatible use prior to development.*

The vacant parcel has not been acquired because it could not be demonstrated that the parcel was in imminent danger of being developed noncompatibly. The parcel remains in the same condition it was at the time the recommendation was made. The airport is currently in discussions to purchase this vacant parcel. See the previously provided **Figure 1-3** for the location of this parcel.

### 1.3.1.6 Establish Compatible Land Use

The FAA's ROA for the 1999 NCP approved the following recommendation:

*Establishment of airport noise compatible land use zoning and public safety compatible land use zoning is recommended, as required by Florida Statutes Chapters 163 and 333. The County of Monroe will seek the cooperation of the City of Key West to establish airport noise compatible land use zoning and public safety compatible land use zoning.*

The County of Monroe requested the cooperation of the City of Key West to establish compatible land use zoning, as well as the rezoning of two vacant parcels to prevent noncompatible development. To date, the City of Key West has not implemented these measures.

### 1.3.2 Voluntary Curfew

A voluntary curfew on airport operations is in effect between the hours of 11:00 p.m. and 7:00 a.m. local time. The United States Government Flight Information Publication Airport/Facility Directory indicates that KWIA is in an extremely noise-sensitive area, and urges no operations between 0400Zr and 1200Zr. Hours listed in the Airport/Facility Directory are expressed in Coordinated Universal Time (UTC) and shown as %Z+ time. The symbol r indicates that during periods of Daylight Savings Time, effective hours will be one hour earlier than shown. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time as UTC-5 (-4DT). Therefore, 0400r is 11:00 p.m. Eastern Standard Time, and 1200Zr is 7:00 a.m. Eastern Standard Time.

### **1.3.3 Voluntary Use of NBAA Close-in Departure Procedure**

Since approximately 1980, corporate/private jet operators have been requested to use National Business Aircraft Association (NBAA) close-in noise abatement departure procedures when departing from KWIA. The United States Government Flight Information Publication Airport/Facility Directory indicates that KWIA is in an extremely noise-sensitive area, and requests pilots use the NBAA close-in noise abatement departure procedures. Signs are posted at each runway end, reminding pilots to use the NBAA procedure.

### **1.3.4 Restriction on Engine Warm-Ups and Run-Ups**

The airport has a formal policy prohibiting pre-flight warm-ups at the end of the runway between the hours of 11:00 p.m. and 7:00 a.m. They are to be conducted in the warm-up circle, which is located on the ramp. The purpose is to attempt to reduce aircraft noise to residents at the west end of the airport during normal sleeping hours. The location of the warm-up circle is shown in **Figure 1-5**.

Monroe County Board of County Commissioners (BOCC) Resolution Number 191 - 1995 restricts the location of aircraft run-ups between the hours of 11:00 p.m. and 7:00 a.m. Run-up is defined in the Resolution as advancing the revolutions per minute (r.p.m.) of a prop aircraft's engine or engines to the appropriate medium setting for the aircraft type as a final engine and systems test before full power take off. Any violation of this Resolution may be prosecuted as a misdemeanor of the second degree as provided in §775.082 or §775.03, Florida Statutes (F.S.). The BOCC adopted this Resolution on May 16, 1995.

As noted in the definition of run-up in the Resolution, these restrictions on engine run-ups and warm-ups is primarily directed at preflight engine operation that normally occurs at the runway ends, and when occurring between 11:00 p.m. and 7:00 a.m. can be very disruptive during normal sleeping hours. The location of the designated run-up area is shown in **Figure 1-5**.

The United States Government Flight Information Publication Airport/Facility Directory indicates that KWIA is in an extremely noise-sensitive area, and indicates that a local ordinance requires engine run-ups in a designated area on the north side of the commercial ramp between 0400Zr and 1200Zr, or risk fines.

### **1.3.5 Voluntary Use of Flight Tracks to Reduce Noise Exposure**

All aircraft departing on Runway 09 are requested to fly runway heading until passing Roosevelt Boulevard, to avoid overflights of the multi-family residential and transient lodging located directly northeast and southeast of the airport. All aircraft departing on Runway 27 are requested to turn as soon as safe and practicable after passing the airport boundary, to avoid overflights of downtown Key West. All preferred departure flight tracks are currently informal procedures requested by airport management in the form of memorandums posted by the Fixed Base Operator (FBO). The airport has also erected signs at the end of each runway reminding pilots of the airport's preferred flight paths.



**FIGURE**  
1-5

**Designated Aircraft Warm-Up Circle Location**



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The operators of the banner towing service and sightseeing tours are requested to avoid overflights of Key West by the Sea condominium on approach to Runway 09 and when departing on Runway 27.

### **1.3.6 Noise Complaint Hotline**

In response to increasing aircraft noise concerns, KWIA established a noise complaint hotline in March 1996. The hotline is available 24 hours/day and is connected to a voice mail system. Complainants who call the hotline, (305) 294-9595, are prompted to leave a detailed message concerning the nature of their complaint. All complaints are retrieved regularly, recorded on a noise complaint form, and reviewed by the Director of Airports.

Once the complaint has been acknowledge and processed, the information is presented to the Ad Hoc Committee on Noise. The Ad Hoc Committee was established by Monroe County on May 16, 1995 to provide a forum to directly experience and discuss ideas and concerns about aviation-related noise at KWIA. Copies of the complaints, as well as calls made directly to the Airport Noise Program Coordinator, are kept on file as a source of historical information and are included in **Appendix B**.

### **1.4 Noise Complaint Analysis**

The noise complaints logged by the Airport Noise Program Coordinator from January 1, 2009 through June 6, 2012 were reviewed and analyzed. An analysis of the noise complaints from the implementation of the NCP through 2008 is contained in the 2008 NEM Update documentation. A general review of the noise complaints revealed that the majority of complaints occurred during October, November, January, and February. Further analysis of the complaints revealed that 21.7 percent of all complaints were from one individual and another 13.4 percent by another individual, with no other single caller responsible for more than 5.9 percent of the complaints.

Each noise complaint was segregated by the time of occurrence and tabulated as either daytime (7:00 a.m. to 9:59 p.m.) or nighttime (10:00 p.m. to 6:59 a.m.). The analysis revealed that 9 percent of the complaints were associated with noise events that occurred during the night.

The nature of the complaints received was quite broad, as the noise complaint hotline is utilized by the local residents as a multi-purpose complaint line. However, the analysis revealed that aviation-related noise was the basis of most of the complaints (85.91 percent), while engine run-ups/warm-ups (5.5 percent) were second; Key West by the Sea overflights, low altitude flights, military operations, nighttime operations, and general inquiries were the remainder of the complaints.

**Figures 1-6 through 1-10** illustrate the results of the noise complaint analysis.

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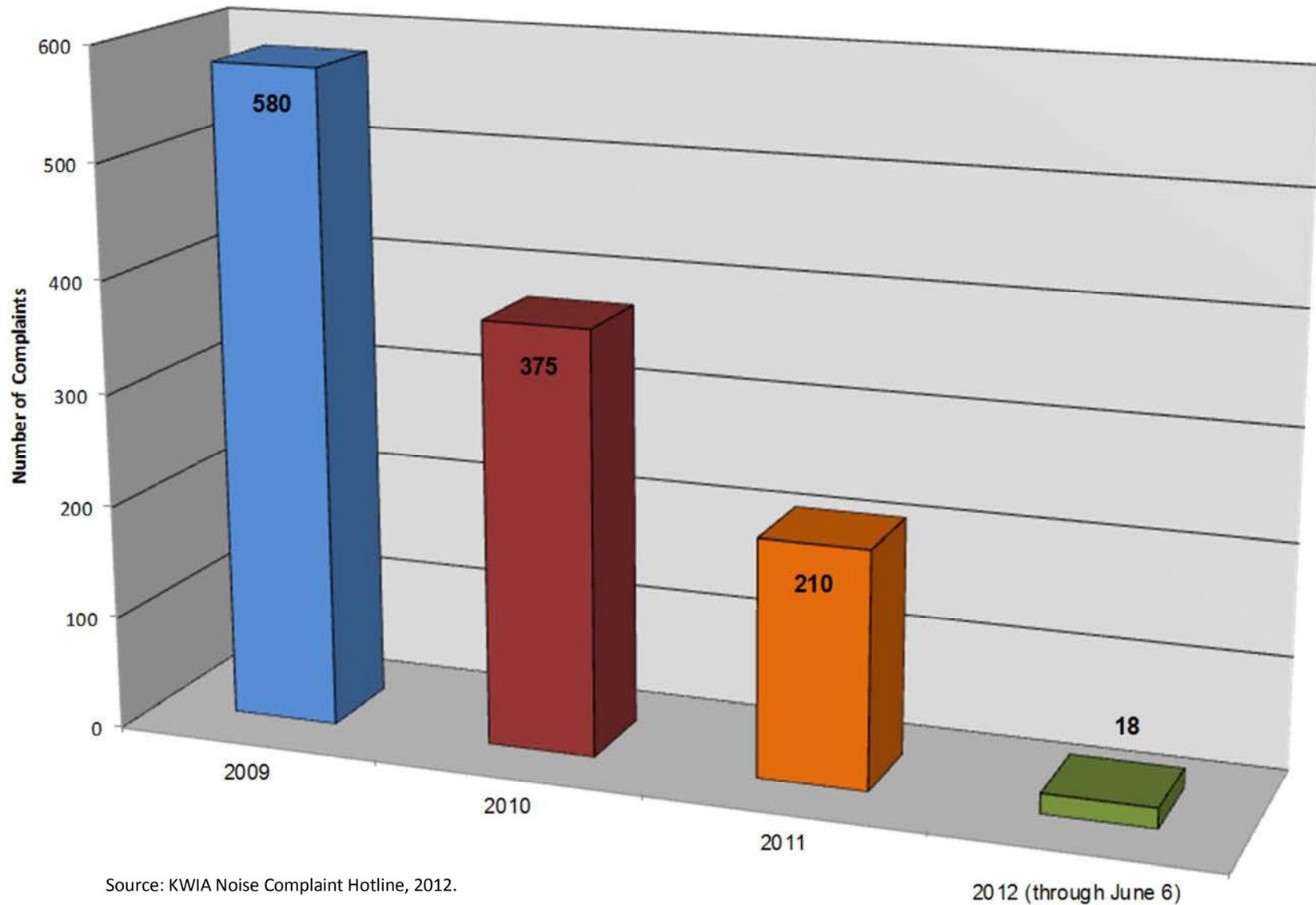


FIGURE  
1-6

**NOISE COMPLAINTS PER YEAR**  
**January 1, 2009 to June 6, 2012**



**NOISE EXPOSURE MAPS**  
**PART 150**  
**NOISE COMPATIBILITY STUDY**

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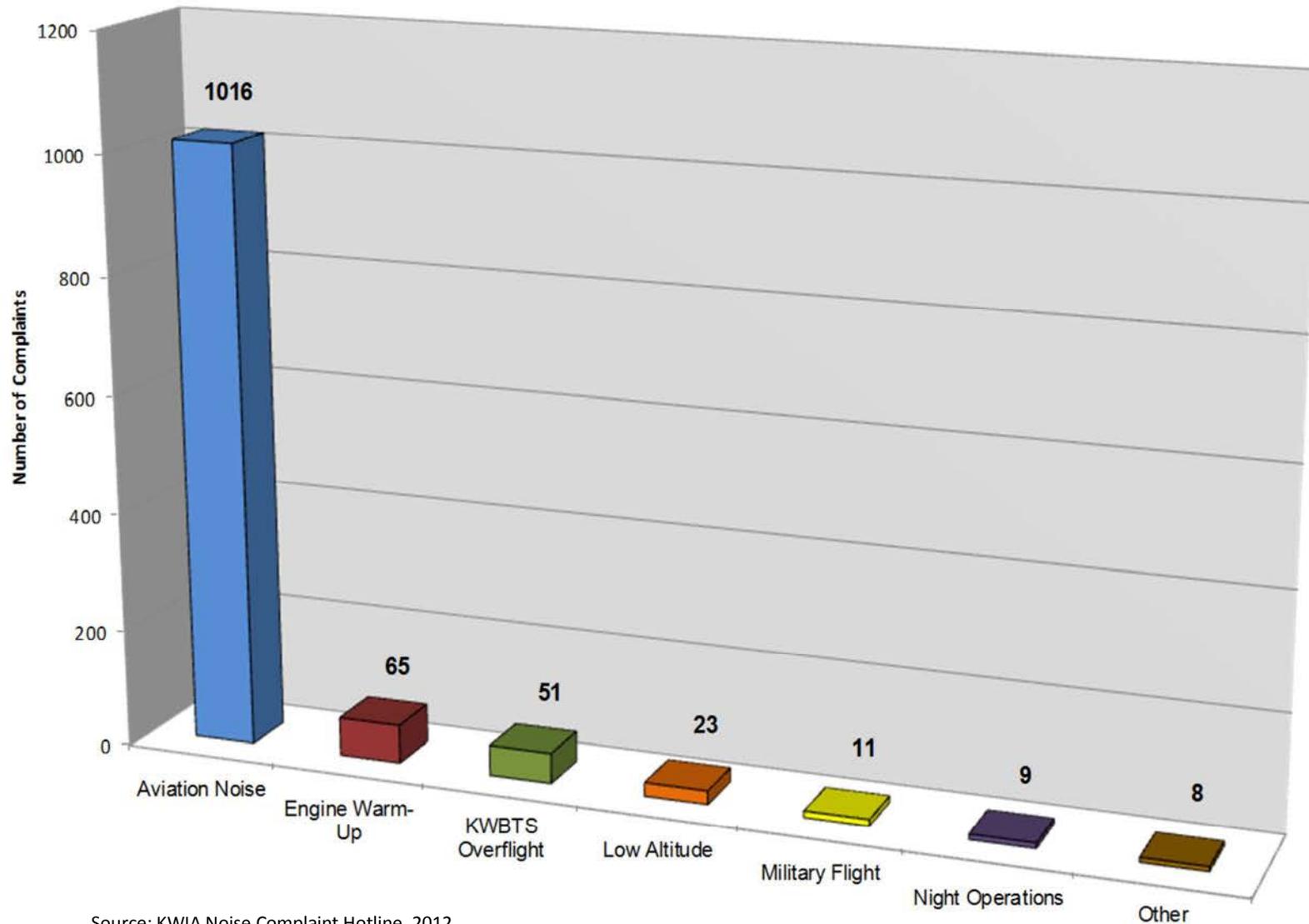


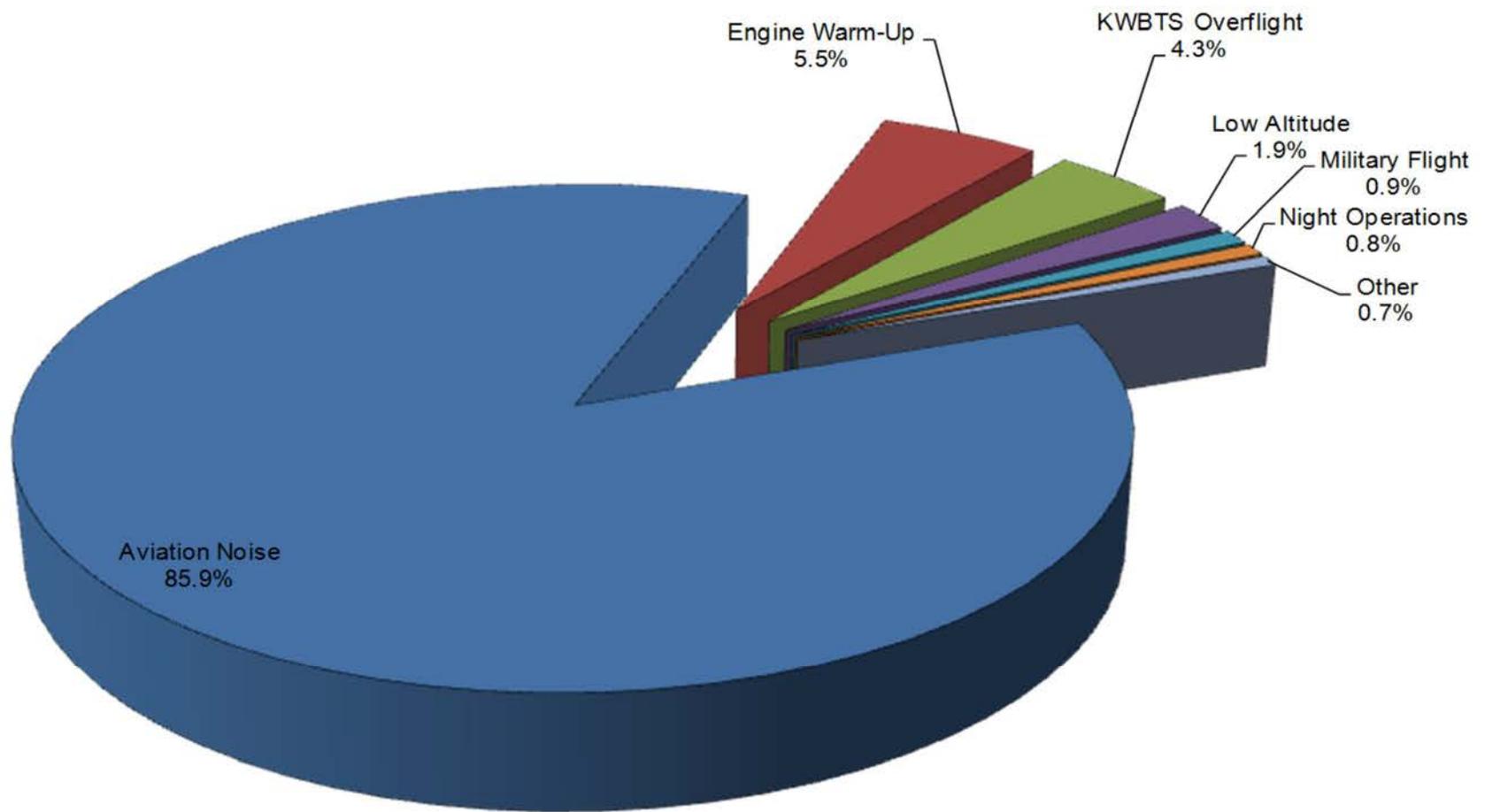
FIGURE  
1-7

**NATURE OF NOISE COMPLAINTS**  
January 1, 2009 to June 6, 2012



**NOISE EXPOSURE MAPS**  
**PART 150**  
**NOISE COMPATIBILITY STUDY**

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Source: KWIA Noise Complaint Hotline, 2012.

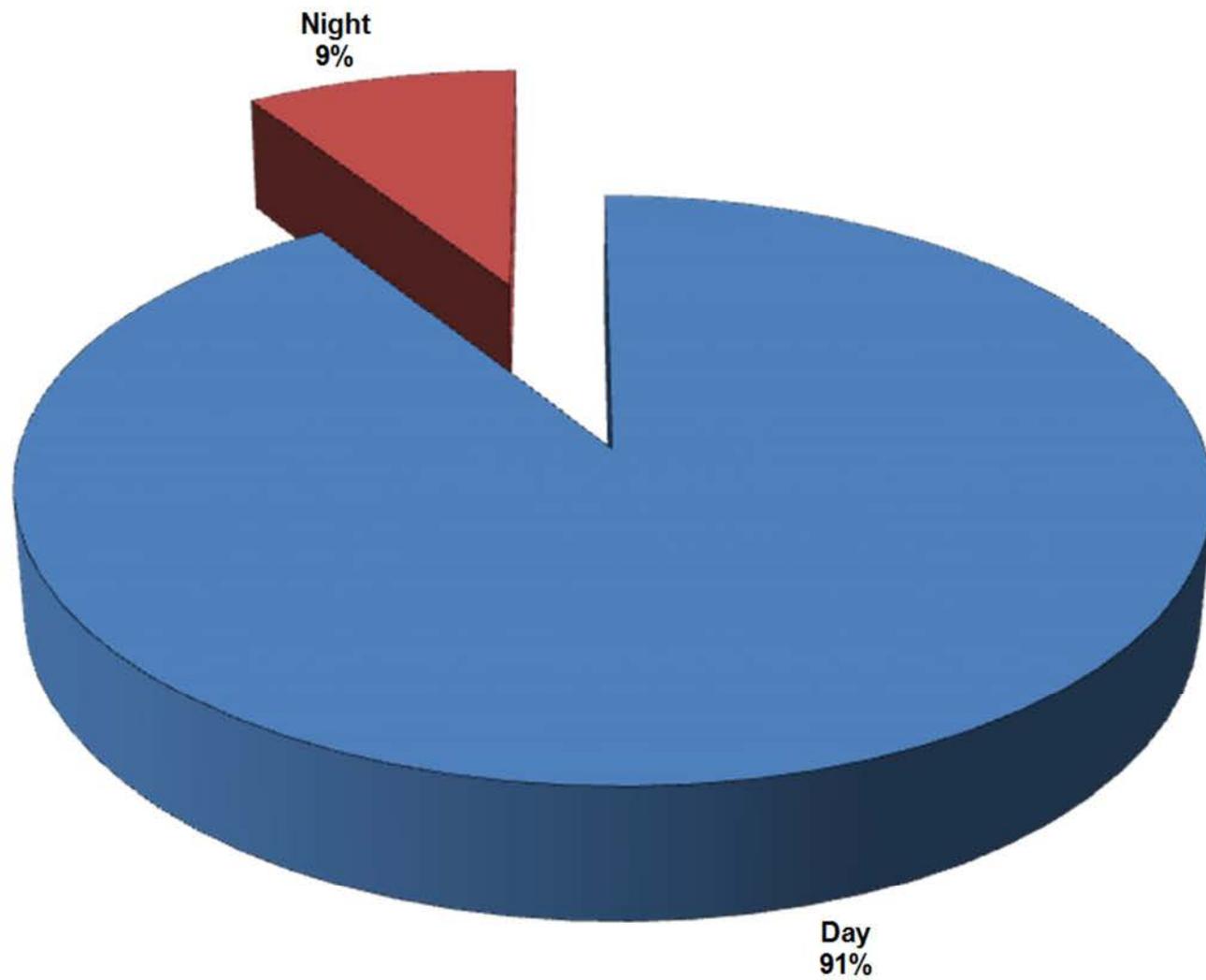
FIGURE  
1-8

**NATURE OF COMPLAINT, BY PERCENT**  
**January 1, 2009 to June 6, 2012**



**NOISE EXPOSURE MAPS**  
**PART 150**  
**NOISE COMPATIBILITY STUDY**

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Source: KWIA Noise Complaint Hotline, 2012.

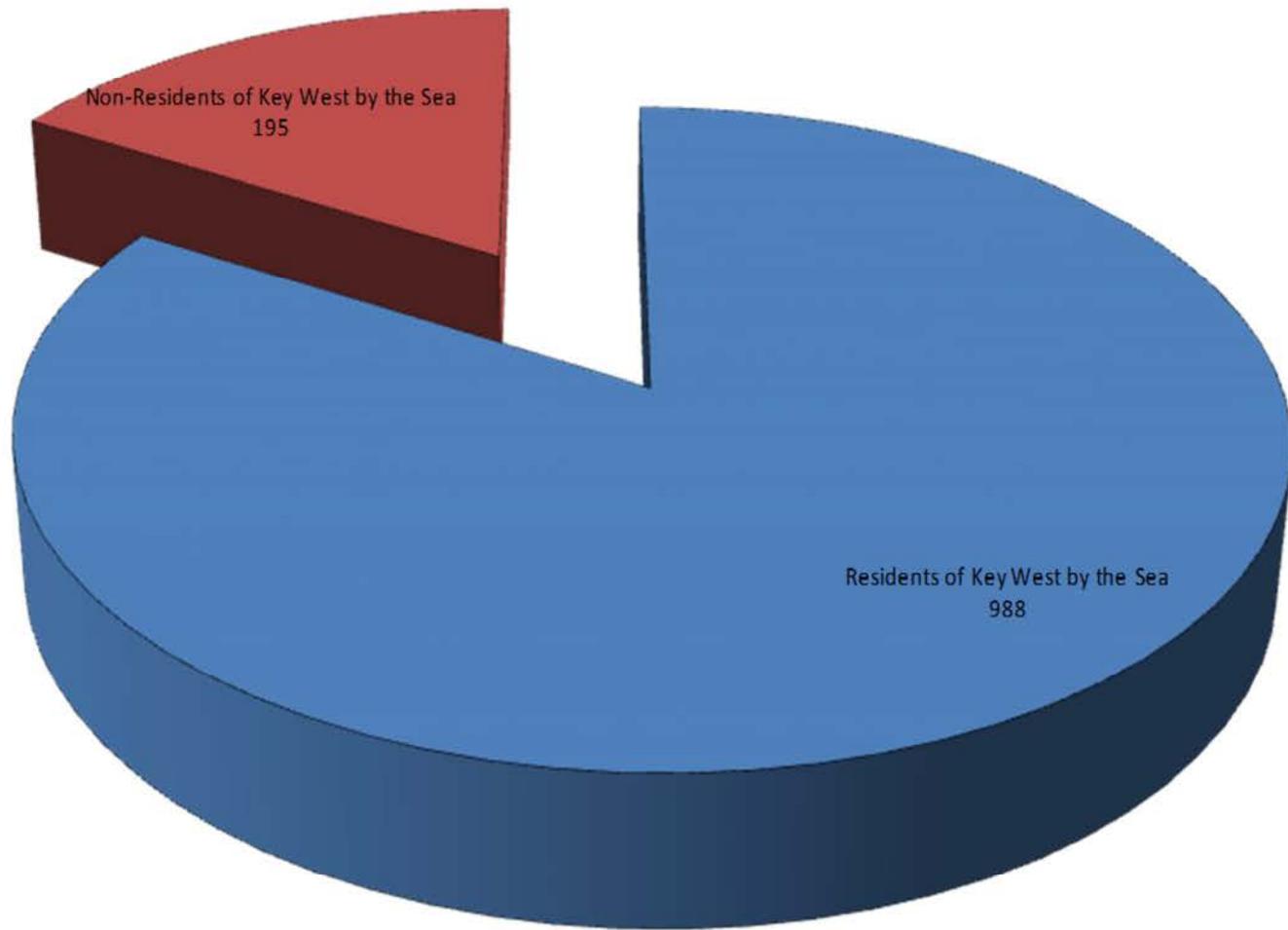
FIGURE  
1-9

**NOISE COMPLAINT, BY TIME OF DAY**  
**January 1, 2009 to June 6, 2012**



**NOISE EXPOSURE MAPS**  
**PART 150**  
**NOISE COMPATIBILITY STUDY**

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Source: KWIA Noise Complaint Hotline, 2012.

FIGURE  
1-10

**NOISE COMPLAINT BY KEY WEST BY THE SEA RESIDENTS**  
**January 1, 2009 to June 6, 2012**



**NOISE EXPOSURE MAPS**  
**PART 150**  
**NOISE COMPATIBILITY STUDY**

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## 1.5 Noise Exposure Map Checklist

To aid in the NEM review process, the FAA has prepared a checklist that details the items to be included in the NEM documentation. The checklist is provided below in **Table 1-2**. Note that the Checklist identifies which sections of 14 CFR part 150 need to be addressed and included in the NEM document and mapping.

**TABLE 1-2  
PART 150 NOISE EXPOSURE MAP CHECKLIST**

AIRPORT NAME: <u>Key West International Airport</u> REVIEWER: _____		
Item	Yes/No/NA	Page No./Other Reference
<b>I. Identification and Submission of Map Document:</b>		
A. Is this submittal appropriately identified as one of the following, submitted under FAR Part 150:		
1. An NEM only?	<b>Yes</b>	Sections ES.2 and 1.2
2. An NEM and NCP?	<b>No</b>	Sections ES.2 and 1.2
3. A revision to NEMs which have previously been determined by FAA to be in compliance with Part 150?	<b>Yes</b>	Sections ES.2 and 1.2
B. Is the airport name and the qualified airport operator identified?	<b>Yes</b>	Transmittal Letter
C. Is there a dated cover letter from the airport operator which indicates the documents are submitted under Part 150 for appropriate FAA determinations?	<b>Yes</b>	Transmittal Letter
<b>II. Consultation: [150.21(b), A150.105(a)]:</b>		
A. Is there a narrative description of the consultation accomplished, including opportunities for public review and comment during map development?	<b>Yes</b>	Section 6.0, Appendices E and F
B. Identification:		
1. Are the consulted parties identified?	<b>Yes</b>	Section 6.2
2. Do they include all those required by 150.21(b) and A150.105(a)?	<b>Yes</b>	Section 6.2
C. Does the documentation include the airport operator's certification, and evidence to support it, that interested persons have been afforded adequate opportunity to submit their views, data, and comments during map development and in accordance with 150.21(b)?	<b>Yes</b>	Sponsor's Certification, Section 6.0, Appendices E and F
D. Does the document indicate whether written comments were received during consultation and, if there were comments that they are on file with the FAA region, or were all comments included in the documentation?	<b>Yes</b>	Section 6.0 and Appendix F
<b>III. General Requirements: [150.21]</b>		
A. Are there two maps, each clearly labeled on the face with year (existing condition year and future forecast)?	<b>Yes</b>	Figures 4-8 and 5-1
B. Map currency:		
1. Does the existing condition map year match the year on the airport operator's submittal letter?	<b>Yes</b>	Sponsor's Certification, Sections ES.4, 1.2, and 4.2

**TABLE 1-2 (CONTINUED)  
PART 150 NOISE EXPOSURE MAP CHECKLIST**

AIRPORT NAME: <u>Key West International Airport</u> REVIEWER: _____		
Item	Yes/No/NA	Page No./Other Reference
2. Is the future map based on reasonable forecasts and other planning assumptions?	<b>Yes</b>	Sponsor's Certification, Sections ES.5, 1.2, and 5.2
a. Forecast aircraft operations?	<b>Yes</b>	Section 5.2 and Appendix A
b. Forecast fleet mix?	<b>Yes</b>	Section 5.2
c. Forecast number of night operations?	<b>Yes</b>	Section 5.2
d. Forecast flight tracks?	<b>Yes</b>	Section 5.2
3. If the answer to 1 and 2 above is no, has the airport operator verified in writing that data in the documentation are representative of existing condition and future forecast conditions as of the date of submission?	<b>N/A</b>	
C. If the NEM and NCP are submitted together:		
1. Has the airport operator indicated whether the future map is based on future contours without the program vs. contours if the program is implemented?	<b>N/A</b>	
2. If the future map is based on program implementation:		
a. Are the specific program measures which are reflected on the map identified?	<b>N/A</b>	
b. Does the documentation specifically describe how these measures affect land use compatibilities depicted on the map?	<b>N/A</b>	
c. If the future NEM does not incorporate program implementation, has the airport operator included an additional NEM for FAA determination after the program is approved which shows program implementation conditions and which is intended to replace the future NEM as the new official future map?	<b>N/A</b>	
<b>IV. Map Scale Graphics, and Data Requirements: [A150.101, A150.103, A150.105, 150.21(a)]</b>		
A. Are the maps of sufficient scale to be clear and readable (they must not be less than 1" to 2,000'), and is the scale indicated on the maps?	<b>Yes</b>	All maps are 1+ = 2,000 or greater
B. Is the quality of the graphics such that required information is clear and readable?	<b>Yes</b>	Figures 4-8, 5-1, 5-2, and Appendix H
C. Depiction of the airport and its environs:		
1. Is the following graphically depicted to scale on both the existing conditions and future maps?: [A150.101e2,4]		
a. Airport boundaries?	<b>Yes</b>	Figures 4-8, 5-1, and Appendix H
b. Runway configurations with runway end numbers?	<b>Yes</b>	Figures 4-8, 5-1, and Appendix H

**TABLE 1-2 (CONTINUED)  
PART 150 NOISE EXPOSURE MAP CHECKLIST**

<b>AIRPORT NAME: <u>Key West International Airport</u> REVIEWER: _____</b>		
<b>Item</b>	<b>Yes/No/NA</b>	<b>Page No./Other Reference</b>
2. Does the depiction of the off-airport data include:		
a. A land use base map depicting streets and other identifiable geographic features?	<b>Yes</b>	Figures 2-2, 4-8, 5-1, and Appendix H
b. The area within the 65 Ldn (or beyond, at local discretion)?	<b>Yes</b>	Figures 4-8 and 5-1
c. Clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the 65 Ldn (or beyond, at local discretion)? [A150.105(a),(b)]	<b>Yes</b>	Figures 2-2, 4-8, 5-1, and 5-2
<b>D. Noise Contours</b>		
1. Continuous contours for at least the Ldn 65, 70, 75?	<b>Yes</b>	Figures 4-8 and 5-1
2. Based on current airport and operational data for the existing condition year NEM, and forecast data for the future NEM? [A150.101(a),(e) (3)]	<b>Yes</b>	Sections 4.2, 5.2, and Appendix A
<b>E. Flight tracks for the existing condition and future forecast timeframes (these may be on supplemental graphics which must use the same land use base map as the existing condition and future NEM), which are numbered to correspond to accompanying narrative? [A150.101(e) (2)]</b>	<b>Yes</b>	Figures 4-3, 4-4, 4-5, and Appendix H
<b>F. Locations of any noise monitoring sites (these may be on supplemental graphics that must use the same land use base map as the official NEMs). [A150.101(e) (7)]</b>	<b>Yes</b>	Figure 4-9
<b>G. Noncompatible land use identification:</b>		
1. Are noncompatible land uses within at least the 65 Ldn depicted on the maps? [150.21(a), A150.101(a),(b),(c),(d),(e) (5)]	<b>Yes</b>	Figures 4-8, 5-1, and Appendix H
2. Are noise sensitive public buildings identified? [150.21(a)] National Register Properties? [150.101(e) (6), (9)]	<b>Yes</b>	Figures 2-3, 4-8, 5-1, and Appendix H
3. Are the noncompatible uses and noise sensitive public buildings readily identifiable and explained on the map legend?	<b>Yes</b>	Figures 2-3, 4-8, 5-1, and Appendix H
4. Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative?	<b>Yes</b>	Sections 1.3, 4.3, and 5.3
<b>V. Narrative Support of Map Data: [(150.21(a), A150.1, A150.101, A150.103)]</b>		
<b>A. Technical Data:</b>		
1. Are the technical data, including data sources, on which the NEMs are based adequately described in the narrative?	<b>Yes</b>	Sections 4.2, 5.2, Appendices A and C
2. Are the underlying technical data and planning assumptions reasonable? [150.21(a) (1), A150.103(b)]	<b>Yes</b>	Sections 4.2, 5.2, Appendices A and C

**TABLE 1-2 (CONTINUED)  
PART 150 NOISE EXPOSURE MAP CHECKLIST**

<b>AIRPORT NAME: <u>Key West International Airport</u> REVIEWER: _____</b>		
<b>Item</b>	<b>Yes/No/NA</b>	<b>Page No./Other Reference</b>
<b>B. Calculation of noise contours:</b>		
1. Is the methodology indicated?		
a. Is it FAA approved? [A150.103(a)]	<b>Yes</b>	Sections 1.1, 4.1, and 5.1
b. Was the same model used for both maps?	<b>Yes</b>	INM 7.0c, Sections 4.1 and 5.1
c. Has AEE approval been obtained for use of a model other than those that have previous blanket FAA approval?	<b>N/A</b>	INM 7.0c was used for existing and future conditions
2. Correct use of noise models:		
a. Does the documentation indicate the airport operator has adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another?	<b>N/A</b>	Section 5.2
b. If so, does this have written approval from AEE?	<b>N/A</b>	
3. If noise monitoring was used, does the narrative indicate that Part 150 guidelines were followed?	<b>Yes</b>	Appendix D
4. For noise contours below 65 Ldn, does the supporting documentation include explanation of local reasons? (Narrative explanation is highly desirable but not required by the Rule.)	<b>N/A</b>	Noise contours below DNL 65 dB are not shown
<b>C. Noncompatible Land Use Information: [150.21(a), A150.101(a),(b),(c),(d),(e) (5)]</b>		
1. Does the narrative give estimates of the number of people residing in each of the contours (LDN 65, 70, and 75, at a minimum) for both the existing condition and future maps?	<b>Yes</b>	Sections 4.3, 5.3 and Tables 4-10 and 5-8
2. Does the documentation indicate whether Table 1 of Part 150 was used by the airport operator?	<b>Yes</b>	Section 2.5
a. If a variation to Table 1 was used:		
(1) Does the narrative clearly indicate which adjustments were made and the local reasons for doing so?	<b>N/A</b>	Table 1 of Part 150 was used
(2) Does the narrative include the airport operator's complete substitution for Table 1?	<b>N/A</b>	Table 1 of Part 150 was used
3. Does the narrative include information on self-generated or ambient noise where noncompatible land use identifications consider non-airport/aircraft sound sources?	<b>N/A</b>	Non-airport/aircraft sources were not considered
4. Where normally noncompatible land uses are not depicted as such on the NEMs, does the narrative satisfactorily explain why, with reference to the specific geographic areas?	<b>Yes</b>	Section 1.3, Figures 1-1, 1-2, 4-8, and 5-1
5. Does the narrative describe how forecasts will affect land use compatibility?	<b>Yes</b>	Section 5.3

**TABLE 1-2 (CONTINUED)  
PART 150 NOISE EXPOSURE MAP CHECKLIST**

<b>AIRPORT NAME: <u>Key West International Airport</u> REVIEWER: _____</b>		
<b>Item</b>	<b>Yes/No/NA</b>	<b>Page No./Other Reference</b>
<b>VI. Map Certification: [150.21(b), 150.21.(e)]</b>		
A. Has the operator certified in writing that interested persons have been afforded adequate opportunity to submit views, data, and comments concerning the correctness and adequacy of the draft maps and forecasts?	<b>Yes</b>	Sponsor's Certification and Section 6.0
B. Has the operator certified in writing that each map and description of consultation and opportunity for public comment are true and complete?	<b>Yes</b>	Sponsor's Certification and Section 6.0
C. If NEM dates are older than DOS, has airport operator certified in writing that aircraft operations, fleet mix, number of operations, and airport operating procedures are representative of existing conditions, and that forecasts for future NEM remain valid as of the DOS??	<b>N/A</b>	Existing Condition NEM Year is the same as the DOS

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## **2.0 MUNICIPAL JURISDICTIONS AND LAND USE**

### **2.1 Introduction**

Within the general study area shown in **Figure 2-1**, there are two political jurisdictions; the City of Key West and the County of Monroe. In addition, the U.S. Navy has authority within the Naval Air Station (NAS) Key West and all areas within the U.S. Military Reservation. The airport is within the political jurisdiction of the County of Monroe, while areas surrounding the airport on the island of Key West are within the jurisdiction of the City of Key West. The portion of Stock Island located south of the Overseas Highway (US 1) is within the County's jurisdiction while the northern portion of the island is within the jurisdiction of the City of Key West.

This section of the Noise Exposure Map (NEM) document describes the existing land uses and noise-sensitive sites and future land use trends in the vicinity of Key West International Airport (KWIA). It also addresses the land use controls in the City of Key West and the County of Monroe. The land use data described and illustrated in this section are based on digital land use maps obtained from the Monroe County Planning and Zoning Department, digital parcel data obtained from the Monroe County Property Appraiser's Office, and information provided by the City of Key West. The existing land uses within the noise contours were verified on August 6, 2012 via windshield or walking surveys.

### **2.2 Existing Land Use**

An inventory and analysis of the existing land use patterns and characteristics is strategic in determining the compatibility of an airport with the surrounding environment. Identifying residential and other noise-sensitive land uses is instrumental in this process. **Figure 2-2** depicts the existing generalized land uses near KWIA. The following subsections describe the existing land uses surrounding the airport.

#### **2.2.1 Residential**

Single-family and low-density, multi-family residential land uses in the immediate vicinity of the airport are located north and west of Runway 09-27. The Riviera Shores subdivision is located between the airport and the Riviera Canal, and includes Venetian Drive, Trinidad Drive, Jamaica Drive, Bahama Drive, and Airport Boulevard. Additional single-family and low-density, multi-family residential land uses are located north of the Riviera Canal along Riviera Boulevard, Sunrise Drive, Sunset Lane, and Flagler Avenue. There are also single-family and low-density, multi-family residential land uses south of Flagler Avenue on Linda Avenue, Government Road, 4<sup>th</sup> Street, Juanita Lane, and 5<sup>th</sup> Street. Likewise, there are single-family and low-density, multi-family residential land uses between Key West High School and Bertha Street on Duncombe Street, Dennis Street, Venetia Street, and Blanche Street.

There are several medium- and high-density multi-family residential land uses near the airport. These include La Brisa and Key West by the Sea Condominiums, located along Bertha Street and South Roosevelt Boulevard, southwest of the airport. Las Salinas Condominiums, Seaside Key West Townhomes, Salt Ponds Condominiums, and Ocean Walk Apartments are located off of South Roosevelt Boulevard, northeast of the airport.

Five hotels/resorts are located on South Roosevelt Boulevard near the airport: Doubletree Grand Key Resort, Sunrise Suites Resort, Best Western Key Ambassador, Hyatt Windward Pointe Resort, and Sheraton Suites. Hotels and resorts are designated as transient lodging, which is considered a residential land use for Part 150 purposes.

**2.2.2 Community and Historic Facilities**

Key West High School is located at 2100 Flagler Avenue, which is immediately west of the airport, adjacent to the extended centerline of Runway 09-27. Grace Lutheran School is also located on Flagler Avenue, on the northwest corner of Flagler and 10<sup>th</sup> Street. Poinciana Elementary School is located on 14<sup>th</sup> Street. These are the only educational facilities in the immediate vicinity of KWIA.

Two churches are located in close proximity to KWIA. Peace Covenant Presbyterian Church is located on the southwest corner of Flagler Avenue and Venetian Drive. Grace Lutheran Church is located on the northwest corner of Flagler Avenue and 10<sup>th</sup> Street.

The East Martello Tower is located at 3501 South Roosevelt Boulevard near the entrance to the airport. The Tower is a publicly-owned historic resource and is located on KWIA property. The parcel containing the Tower is leased from the County by the Key West Art and Historical Society. The East Martello Tower was listed in the National Register of Historic Places (NRHP) in 1972. The Civil War-era brick structure is noted in the NRHP to be significant in the areas of architecture, military, and Key West history. Currently, the East Martello Tower houses a museum containing local artifacts, historical records, and military memorabilia.

The Lime Grove House is a privately-owned residence located at the corner of 12<sup>th</sup> Street and Staples Avenue. This home was originally constructed in 1912 and is eligible for listing on the NRHP. There are nine other properties within the vicinity of KWIA that are eligible for listing on the NRHP. These properties are indicated on **Figure 2-3** and are identified in **Table 2-1** from information obtained through the Florida state. These properties are not within the DNL 65 dB contour and data on these properties is limited to the physical address

**TABLE 2-1  
HISTORIC PROPERTIES IN THE VICINITY OF KWIA**

Map ID Number	Address	Style	Year Built
1	1501 17 <sup>th</sup> Terrace	Mid-Century Modern	1958
2	1420 6 <sup>th</sup> Street	Craftsman	1958
3	Lime Grove House 1528 12 <sup>th</sup> Street	Frame Vernacular	1917/1938
4	1414 5 <sup>th</sup> Street	Craftsman	1938
5	3802 Eagle Avenue	Ranch	1949
6	1516 19 <sup>th</sup> Street	Mid-Century Modern	1958
7	3829 Eagle Avenue	Mediterranean Revival	1948
8	2103 Seidenberg Avenue	Mid-Century Modern	1958
9	2106 Seidenberg Avenue	Mid-Century Modern	1950
10	2106 Staples Avenue	Mid-Century Modern	1958

Source: Key West Historic Resources Survey Final Report, 2011.

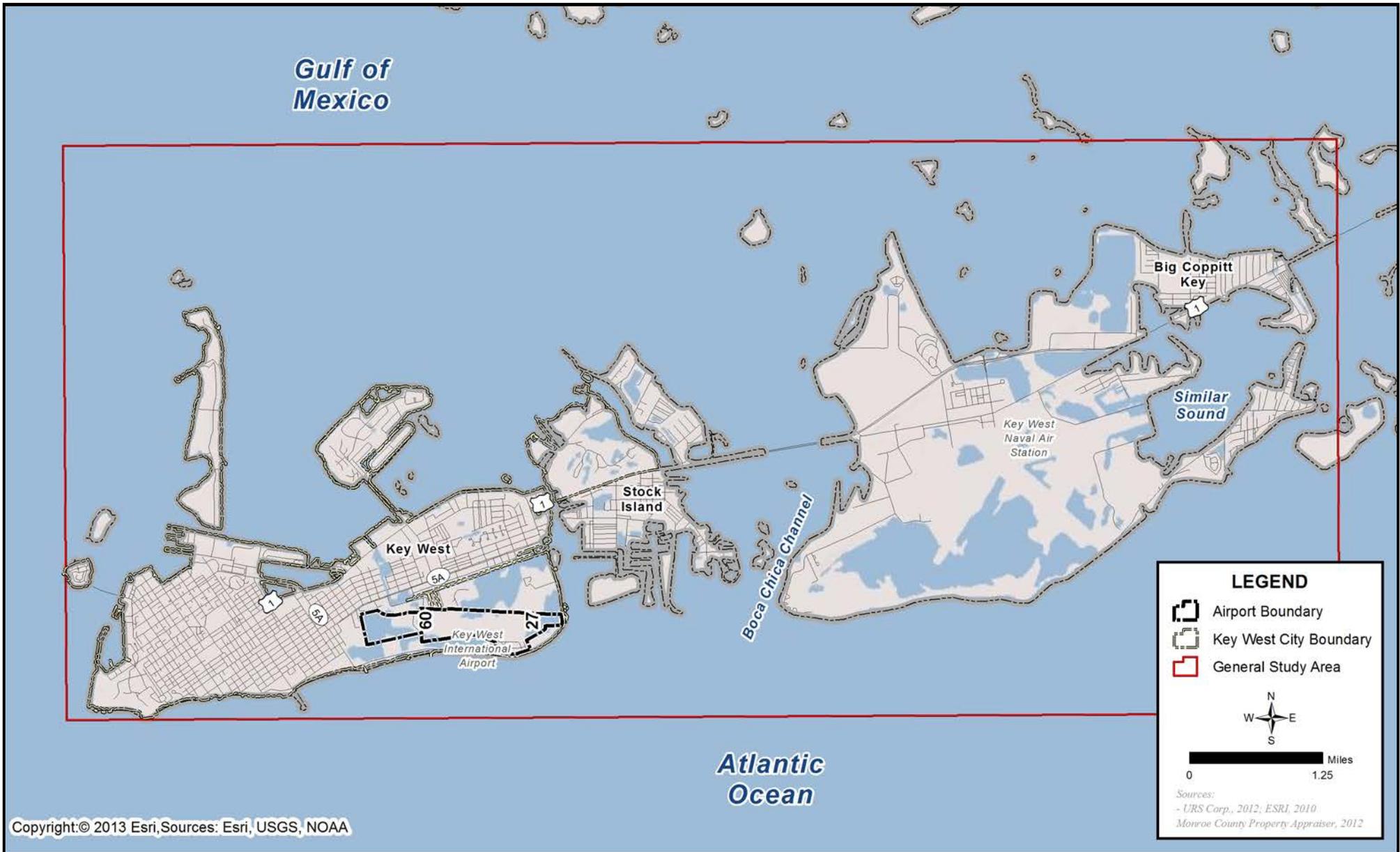


FIGURE  
2-1

**GENERAL STUDY AREA AND  
POLITICAL JURISDICTION**



**NOISE EXPOSURE MAPS  
PART 150  
NOISE COMPATIBILITY STUDY**

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FIGURE  
2-2

**EXISTING GENERALIZED LAND USE**



**NOISE EXPOSURE MAPS  
PART 150  
NOISE COMPATIBILITY STUDY**

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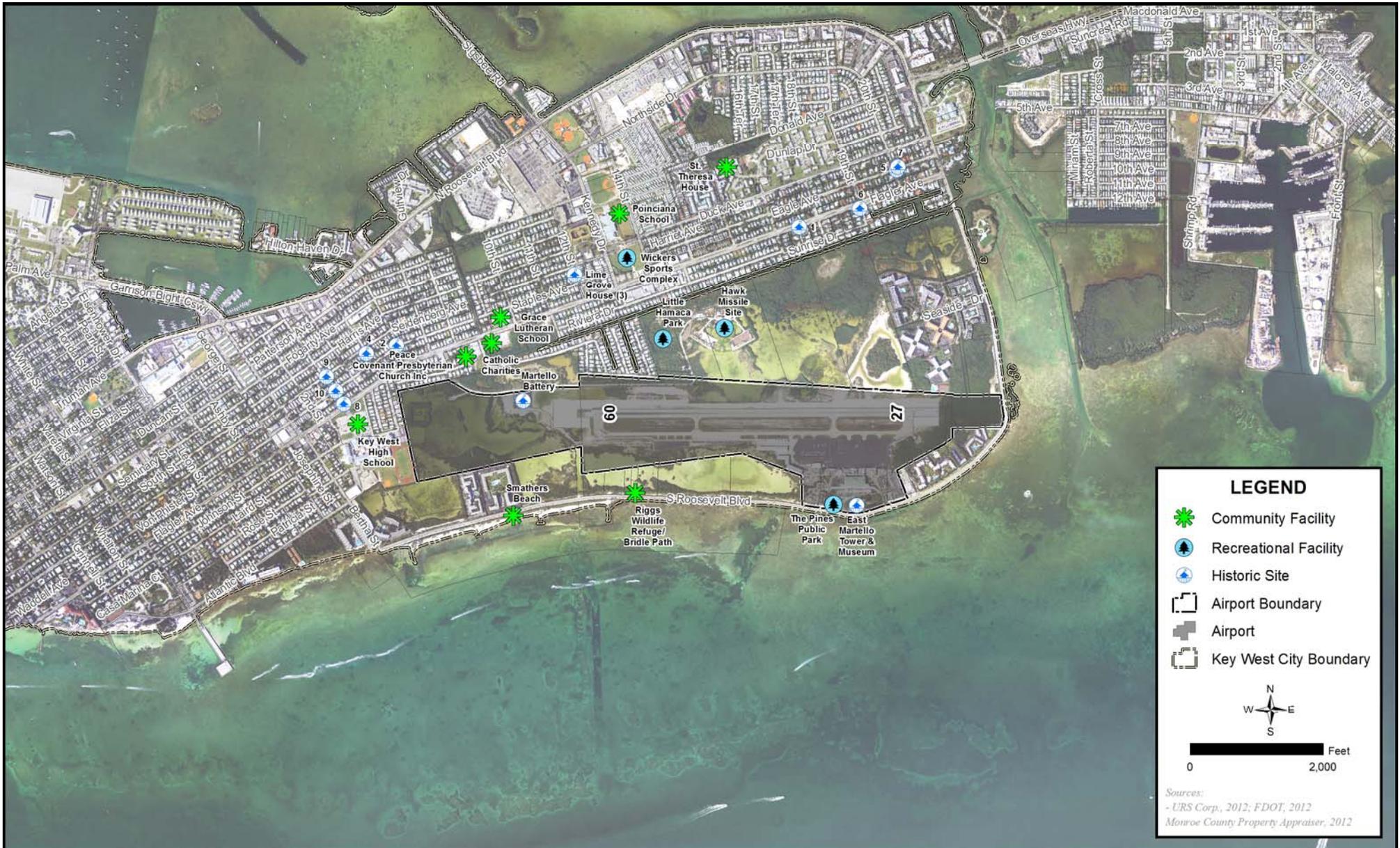


FIGURE  
2-3

**COMMUNITY AND RECREATIONAL FACILITIES**



**NOISE EXPOSURE MAPS  
PART 150  
NOISE COMPATIBILITY STUDY**

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St. Mary's Soup Kitchen, St. Clare's Clinic, and Catholic Charities are located at 2700-2706 Flagler Avenue, which is near the southeast corner of Flagler Avenue and Venetian Drive. St. Mary's Soup Kitchen operates 7 days a week, 364 days a year. The soup kitchen serves one hot meal a day plus a bag lunch "to go" 7 days a week, to approximately 100 patrons each day. The St. Clare's Clinic program will provide an on-site mental health and primary care clinic for the homeless population in Monroe County. As part of the program, the Guidance Clinic of the Middle Keys will provide weekly, on-site psychiatric services at St. Clare's Clinic and the Rural Health Network of Monroe County will provide outpatient primary care (three times per week) at St. Clare's Clinic.

Catholic Charities of the Archdiocese of Miami is a not-for-profit social service agency serving the poor, the marginalized and those most in need in south Florida. They operate several shelters in Key West. St. Francis House is a transitional shelter designed to assist adult men transition from homelessness into stable employment and permanent housing. St. Theresa House maintains transitional housing units that serve homeless families. St. Bede's is a permanent housing apartment complex for the elderly homeless who are permanently disabled, but who are able to live independently. Both the St. Francis House and St. Bede's shelters are located on the Catholic Church property at 2700 Flagler Avenue. In addition to safe housing, Catholic Charities provides case management, information, and referral services.

These community facilities are shown on **Figure 2-3**.

### **2.2.3 Recreational**

There are several recreational areas on the island of Key West that are in the vicinity of KWIA. These recreational facilities are also shown on **Figure 2-3**.

Smathers Beach is located on the Atlantic Ocean along South Roosevelt Boulevard. It offers a beach, swimming area, picnic area, boat ramp, water craft rentals, parasailing, volleyball courts, and restroom/shower facilities. Smathers Beach is one of four beaches within the city, and is one of largest. Smathers Beach is well known for its spring breaks.

Riggs Wildlife Refuge/Bridle Path is located on South Roosevelt Boulevard, across the street from Smathers Beach. The historic Bridle Path forms a sandy trail that runs for over 5,000 feet along the Salt Ponds. There is an observation deck overlooking the Salt Ponds, where wading birds chase bait fish under sheltering mangroves.

Little Hamaca Park is located on the north side of the airport on Government Road and reportedly contains the last stand of hardwood trees in the City. It offers boardwalks that lead past swampy lowlands where mangroves thrive and mulched trails that wind through mangrove, transitional, and hardwood hammock communities. The boardwalk ends in a little docking area provided by the City for boaters to tie up and perhaps take a walk in the park. There is also a picnic area. The abandoned Hawk missile site is now a paint ball field sponsored by the City of Key West.

A small public park, owned by Monroe County, unofficially named "The Pines," is located on airport property on South Roosevelt Boulevard.

Wickers Sports Complex is located at the corner of Flagler Avenue and Kennedy Drive, and is comprised of a softball field and a football field. The softball field houses men's softball with a yearly season consisting of 17 teams and 24 games that are played 5 days a week with approximately 200 men involved in the league. The football field houses a youth football league which runs from August through December with 255 football players and 220 cheerleaders with an age range from 7 to 14 years old.

The East Martello Battery is located northwest of the runway, just south of Government Road, shown on **Figure 2-3**. The site is eligible for listing in the NRHP, and includes an earth-covered, reinforced concrete bunker. The site was formerly owned by the U.S. Navy, but was deeded to Monroe County on August 8, 2000, and is part of airport property.

#### **2.2.4 Vacant**

There are several vacant parcels surrounding the airport. The most significant, in terms of compatibility with airport operations, is a 10-acre parcel located along South Roosevelt Boulevard, which is contiguous to the airport's northeast boundary. A portion of this parcel is within the Runway Protection Zone (RPZ) for Runway 27. The City of Key West's Future Land Use Map designates a portion of this parcel C-TW (Conservation: Tidal Wetlands of the state) and the remainder LDR-C (Low Density Residential - Coastal) and C-OW (Conservation - Outstanding Waters of the State). No development is permitted within Conservation designated areas, except where state and/or federal agencies having jurisdiction provide for development rights. LDR-C areas are restricted to residential development with a maximum density of one unit per acre, and shall not include transient lodging or guest homes. Supportive public community facilities and accessory land uses also may be located within areas designated for LDR-C use.

There is a vacant parcel north of the airport fronting on Flagler Avenue. It is bounded on the north by Flagler Avenue, on the south by Riviera Canal, and on the east by 11<sup>th</sup> Street. The City of Key West's Future Land Use Map designates a portion of the parcel C-TW and the remainder Residential Development: Single Family Unit (SF). No development is permitted within Conservation designated areas, except where state and/or federal agencies having jurisdiction provide for development rights. Single Family Residential Development areas are restricted to residential development with a maximum density of eight principal dwelling units per acre and shall not include transient lodging. Supportive public community facilities and accessory land uses may also be located within areas designated for SF uses (City of Key West Comprehensive Plan, Solin Associates, Inc., August 1993). It should be noted that the City of Key West Future Land Use Map is the Official Zoning Map of Key West, shown in **Figure 2-4**.

### **2.3 Demographics**

Demographics data was compiled for Monroe County, the State of Florida, and the United States. The sources utilized in the data collection process were the Statistical Abstract of the United States and the Florida Statistical Abstract. As indicated in **Table 2-2**, the population of Monroe County increased by approximately 15.0 percent from 2000 to 2011. The forecast for the next 10 years predicts a 2.3-percent decrease in Monroe County's population. From 1980 to 2011, the County's share of the state's population declined from approximately 0.65 percent to 0.38 percent. Through the next 10 years, the County's share of the state population is predicted to decrease to less than 0.34 percent. Note the U.S. Census Bureau's population forecasts are in 10-year increments.



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**TABLE 2-2  
HISTORIC AND ANTICIPATED FUTURE POPULATION LEVELS**

<b>Year</b>	<b>U.S. Population</b>	<b>Florida Population</b>	<b>Monroe County Population</b>
1980	226,546,000	9,746,000	63,188
1990	248,718,000	12,938,071	78,024
2000	281,421,906	15,982,824	79,589
2005	296,410,000	17,778,156	77,608
2010	308,936,000	18,801,310	73,090
2011	---	18,905,048	72,670
2012	---	19,073,170	72,421
2015	---	19,974,411	72,248
2020	341,387,000	21,326,797	71,210
2021	---	21,586,498	70,984
2025	---	22,641,336	70,209
2030	373,504,000	23,877,889	69,289

Note: The U.S. Census forecast population growth in 10-year increments; --- indicates no data available for these years.

Sources: U.S. Statistical Abstract, 2012; Florida Statistical Abstract, 2012; U.S. Census Bureau, 2012; Florida Legislature, Office of Economic and Demographic Research, 2012.

## **2.4 Land Use Controls**

Land use planning and the adoption, administration, and enforcement of zoning regulations are an exclusive authority of Florida's local governments within each of their jurisdictions. This includes authority for airport-compatible land use planning. The FAA does not have the authority to exercise land use control in a local government's jurisdiction.

Chapter 163 of the State of Florida Statutes entitled "Intergovernmental Programs, Part II, County and Municipal Planning and Land Development Regulation," establishes required and optional elements for local comprehensive plans. Among others, these include:

- A port, aviation, and related facilities element.
- A transportation element that addresses aviation and future land use compatibility.
- Coordination of a community's comprehensive plan with the comprehensive plans of adjacent county and municipal governments.
- Future land use to designate proposed distribution, location, and extent of uses with specific standards for the density or intensity of use.

Chapter 333 of the Florida Statute (F.S.) requires local governments to exercise their land use planning and regulation authority to protect airports from noncompatible development and loss of navigable airspace.

Airspace protection is necessary to protect public airports and the navigable airspace needed to operate them safely and efficiently. This is accomplished by regulating the height of objects. Chapter 333, F.S., subsection 333.02 establishes the requirement and grants the authority for the airspace protection compatible land use consideration. Airspace protection is provided by overlay height zoning. The zoning must limit objects to navigable airspace heights.

Airport noise compatible land use is needed to promote public health and welfare while preserving airport operating capability. Noncompatible development can be prevented and further development controlled by limiting noise-impacted or noise-sensitive uses. Chapter 333, F.S., Subsection 333.03(3), establishes the requirement and grants the authority for the airport noise compatible land use consideration. Noise compatibility is provided by establishing overlay zoning to limit noise-sensitive land uses in the vicinity of airports. Controls should address current and future land use within specific areas of exposure to airport-generated noise.

Compatible land use for public safety is required to minimize the risk of injury to the general public in the event of an aviation accident. Controls are necessary to prevent interference with effective aircraft accident emergency response and to limit the potential for additional aircraft damage or occupant injury. Land use control is also needed to ensure conditions associated with a use will not interfere with the safe operation of aircraft in flight. Chapter 333, F.S., Subsections 333.03(2)(a) & (b), establishes the intent, provides guidelines and grants the authority for public safety compatible land use regulation in airport vicinities. Chapter 333, F.S., Subsection 333.03(3) establishes the specific requirement for local government to enforce public safety compatible land use regulations in airport runway protection zones. Public safety compatibility is established by overlay zoning that limits land uses to minimize risk factors associated with aircraft operations.

#### **2.4.1 City of Key West**

The City of Key West's Code of City Ordinances (Supplement No. 12), which was enacted on January 4, 2005 describes the Airport District (A). Section 122-1046(a) states that the purpose and intent of the Airport District (A) is to provide a management framework for implementing comprehensive plan policies for the KWIA which is designated "A" on the future zoning map. All development proposed for Airport District (A) shall comply with the comprehensive plan and performance criteria in chapters 94, 102 and 106; articles I and III through IX of chapter 108; and chapters 110 and 114, as well as other applicable land development regulations.+

The Zoning Map for the City of Key West is shown in **Figure 2-4**. KWIA is zoned as Airport, while a majority of the land within the area is zoned as Conservation (Outstanding Waters of the State, Tidal Wetlands of the State, or Upland Hammock). Other areas are zoned Public Services, High Density Residential, Medium Density Residential, Coastal Medium Density Residential, and Coastal Low Density Residential.

## 2.4.2 County of Monroe

Key West holds a distinctive position as the southernmost island in the archipelago known as the Florida Keys. Because of the Florida Keys unique nature as an archipelago, Monroe County has committed to promote the preservation of existing airports, airstrips, and related activities. The *Monroe County Year 2010 Comprehensive Plan* (Monroe County BOCC, adopted April 15, 1993, revised February 2, 2012) established a goal to provide aviation facilities to all existing and future residents and guests in a manner that maximizes safety, convenience, economic benefit, and environmental compatibility.

Airspace protection is addressed in Policies 501.1.2, 501.1.3, 501.1.7, and 501.2.4 of the *Comprehensive Plan*. Monroe County shall continue to prohibit structures and activities that interfere with the operation of aircraft at airports and airstrips whether public or private. Such structures and activities include, but are not limited to, tall structures, smoke, tall trees, and electromagnetic radiation. The KWIA Tall Structures and Airspace Boundaries are shown in Figure 6.1 in the *Technical Document* of the *Comprehensive Plan*. Monroe County shall adopt Land Development Regulations to regulate structures over 100 feet and to require the structures to be lit during the day and night. Whenever possible, such structures shall be located in close proximity to each other and away from populated areas so as to not pose a threat to aircraft providing aerial spraying for mosquito control. Monroe County shall adopt an ordinance regulating the operation of ultralights, balloons, parachutes, kites, banner towing, model airplanes, and similar activities within the proximity of the public airports or private airstrips.

Airport noise compatible land use is addressed in Policies 501.3.2 and 501.3.3 of the *Comprehensive Plan*. Monroe County shall maintain and update the KWIA NEMs, implement measures to minimize the adverse impacts of noise on the surrounding community, and shall adopt Land Development Regulations to regulate new structures and the use of land within 250 feet of the DNL 65 dBA contour around public airports to reduce land uses susceptible to the adverse effects of airport noise. As of the date of this NEM submittal, no noise overlay zone has been implemented by Monroe County.

Public safety compatible land use is addressed in Policies 501.1.1 and 501.1.4 of the *Comprehensive Plan*. Monroe County shall establish aviation-related land uses adjacent to the public airports and additionally, prohibit intrusion into all airport zones. Monroe County shall continue to include existing airports and airstrips in airport land use districts that only permit airport-related land uses.

The *Monroe County Year 2010 Comprehensive Plan* addresses intergovernmental coordination with the City of Key West in Policy 1301.1.6. Monroe County and the City of Key West shall set up and implement, by inter-local agreement, an entity called the Monroe County Technical Coordination Committee. The committee will consist of six officials, three representing the City of Key West and three representing Monroe County, appointed at the discretion of the City Manager and the County Administrator. These officials will represent the concerns of the following offices with each government: (1) Community Services, (2) Public Works, and (3) Planning. The Committee will meet at least twice a year, with the following topics (amongst others) included on the agenda, with subsequent summary reports provided to the County Administrator and the City Manager:

- Land Use/Development Impact Review,

- Transportation Management,
- Public Facilities, and
- Public Safety.

## **2.5 Land Use Compatibility Guidelines**

The FAA has adopted guidelines regarding the compatibility of land uses with various noise levels of the DNL metric. The development of these guidelines was intended to establish a consistent process for estimating noise compatibility. These guidelines are contained in Title 14 CFR part 150, Appendix A, Table 1 (Part 150, 2004). This NEM Update provides Part 150 land use compatibility guidelines, as shown in **Table 2-3**. Currently, neither the City of Key West nor Monroe County have adopted stricter land use compatibility guidelines than those provided for in the Part 150 regulations; therefore, the determination of impacted areas in the NEMs will be based on the Table 1 guidelines.

As **Table 2-3** indicates, all land uses are considered compatible with noise levels of less than DNL 65 dB. Noise-sensitive land uses, such as residences and schools, are considered noncompatible with noise levels of DNL 65 dB or greater unless otherwise determined by local guidelines. Where the community determines that residential or school uses must be allowed at DNL levels greater than 65 dB, acoustical treatments designed to achieve indoor levels of 45 dB or less should be incorporated into the structures. Other noise-sensitive land uses, such as churches, hospitals, and nursing homes, are considered generally compatible with noise levels of DNL 65 to 70 dB, provided that their structure is designed with, or contains, adequate measures to achieve reduction in noise levels (i.e., soundproofing). Land uses that are less sensitive to noise, such as office buildings, are considered compatible with noise levels of DNL 65 without sound insulation and up to DNL 75 dB with sound insulation.

The Part 150 definition of noise-sensitive public buildings includes schools, hospitals, and health care facilities. Properties listed in, or eligible to be listed in, the NRHP are also considered noise-sensitive.

**TABLE 2-3  
TITLE 14 CFR PART 150 LAND USE COMPATIBILITY GUIDELINES**

<b>Yearly Day-Night Average Sound Level (DNL) in decibels</b>						
	<b>Below 65</b>	<b>65-70</b>	<b>70-75</b>	<b>75-80</b>	<b>85-90</b>	<b>Over 85</b>
<b><u>Residential</u></b>						
Residential (Other than mobile homes & transient lodges)	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Mobile Home Parks	Y	N	N	N	N	N
Transient Lodging	Y	N <sup>1</sup>	N <sup>1</sup>	N <sup>1</sup>	N	N
<b><u>Public Use</u></b>						
Schools	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Hospitals, Nursing Homes	Y	25	30	N	N	N
Churches, Auditoriums, Concert Halls	Y	25	30	N	N	N
Governmental Services	Y	Y	25	30	N	N
Transportation	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	Y <sup>4</sup>
Parking	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
<b><u>Commercial Use</u></b>						
Offices, Business & Professional	Y	Y	25	30	N	N
Wholesale & Retail Building Mtls, Hardware & Farm Equipment	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Retail Trade - General	Y	Y	25	30	N	N
Utilities	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Communications	Y	Y	25	30	N	N
<b><u>Manufacturing &amp; Production</u></b>						
Manufacturing, General	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Photographic and Optical	Y	Y	25	30	N	N
Agriculture (Except Livestock) & Forestry	Y	Y <sup>6</sup>	Y <sup>7</sup>	Y <sup>8</sup>	Y <sup>8</sup>	Y <sup>8</sup>
Livestock Farming & Breeding	Y	Y <sup>6</sup>	Y <sup>7</sup>	N	N	N
Mining & Fishing, Resource Production & Extraction	Y	Y	Y	Y	Y	Y
<b><u>Recreational</u></b>						
Outdoor Sports Arenas, Spectator Sports	Y	Y <sup>5</sup>	Y <sup>5</sup>	N	N	N
Outdoor Music Shells, Amphitheaters	Y	N	N	N	N	N
Nature Exhibits & Zoos	Y	Y	N	N	N	N
Amusement, Parks, Resorts, Camps	Y	Y	Y	N	N	N
Golf Courses, Riding Stables, Water Recreation	Y	Y	25	30	N	N

Source: Title 14 CFR part 150 (October 25, 2004).

NOTE: The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or Local law. The responsibility for determining the acceptable and permissible land use remains with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally-determined land use for those determined to be appropriate by local authorities in response to locally-determined needs and values in achieving noise-compatible land uses.

**TABLE 2-3 (CONTINUED)**  
**TITLE 14 CFR PART 150 LAND USE COMPATIBILITY GUIDELINES**

**KEY TO TABLE:**

SLUCM	Standard Land Use Coding Manual.
Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into design and construction of the structure.
25, 30 or 35	Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 must be incorporated in design and construction of structure.

<sup>1</sup> Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assumes mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

<sup>2</sup> Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

<sup>3</sup> Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

<sup>4</sup> Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

<sup>5</sup> Land use compatible provided special sound reinforcement systems are installed.

<sup>6</sup> Residential buildings require a NLR of 25.

<sup>7</sup> Residential buildings require a NLR of 30.

<sup>8</sup> Residential buildings not permitted.

Incompatible land uses

## **3.0 AIRPORT AND AIRSPACE CONSIDERATIONS**

### **3.1 Introduction**

In developing an airport Noise Exposure Map (NEM), as discussed in **Section 1.1**, it is necessary to understand the characteristics of the airport and the surrounding airspace. These characteristics include existing conditions, as well as any changes that are expected to occur in the future. The Airport Master Plan (AMP) is a key document for reference because it assesses the airport's long-range needs and identifies a time frame for addressing those needs.

Key West International Airport (KWIA) is located on the southeast corner of the island of Key West. The airport reference point is at 24°33'22.0"N Latitude and 81°45'34.4"W Longitude (NAD 83). The official airport elevation is 3.0 feet above mean sea level (MSL).

Runway 09-27 is 4,801 feet in length and 100 feet in width. The runway consists of an asphalt overlay on asphalt concrete pavement and is in good condition. The effective gradient is negligible at 0.0015 percent. Runway strength is reported to be 75,000 pounds single-wheel, 125,000 pounds dual-wheel, and 195,000 pounds dual-tandem wheel. The runway is marked for non-precision approaches. The runway is equipped with medium intensity runway lights (MIRL), visual approach slope indicators (VASI), and runway-end identifier lights (REIL).

There are no anticipated changes in airfield or airspace configuration between the existing condition (2013) and the future condition (2018).

The following sections document existing airspace and air traffic control procedures and meteorological conditions in the vicinity of KWIA.

### **3.2 Airspace/Air Traffic Control Procedures**

Airport facilities, flight services, obstructions, and restricted airspace associated with an aircraft in flight were considered in the airspace inventory. Factors inventoried included neighboring military, public and private airports, civil and military flight corridors, navigational and visual aids applicable to KWIA, military restricted and operational areas, landing approaches to the airport, and known obstructions that affect approaches to the airport. Airspace features that occur within 25 nautical miles (NM) of KWIA are listed and described as follows.

#### **3.2.1 Neighboring Airports**

Airports within 25 NM of KWIA on the Miami Sectional Aeronautical Chart, published by the National Oceanic and Atmospheric Administration (NOAA), are listed in **Table 3-1** and shown on **Figure 3-1**. These airports are Naval Air Station (NAS) Key West, 5.0 NM east (bearing 73.1 degrees); Sugar Loaf Shores, 13 NM northeast (bearing 60.6 degrees); and Summerland Key, 21 NM northeast (bearing 70.5 degrees).

**TABLE 3-1  
AIRPORTS WITHIN 25 NM OF KWIA**

Airport Name	Airport Ownership	Distance and Direction from KWIA	
		Distance (NM)	Direction (°)
NAS Key West	U.S. Navy	5.0	73.1
Sugar Loaf Shores	Private	13	60.6
Summerland Key	Private	21	70.5

Sources: Miami Sectional Aeronautical Chart, 2012; [www.gcmap.com](http://www.gcmap.com), 2012.

### 3.2.2 Operational Procedures

Operational procedures within KWIA airspace are subject to certain restrictions due to the proximity of NAS Key West. KWIA and NAS Key West airspace overlaps as shown on **Figure 3-1**. Operations within each airspace are coordinated by the NAS Key West Air Traffic Control Tower (ATCT) and radar approach/departure control (RAC) personnel. Aircraft landing at KWIA are handed off from NAS Key West ATCT to KWIA ATCT personnel once their destination is known and there is no conflict with other traffic. Operating characteristics within the airspaces are as follows:

- **Overlapping Airspace** - A line of demarcation has been established as shown on **Figure 3-1** to define areas of operation in the overlapping airspace.
  - **VFR Conditions** - Under Visual Flight Rule (VFR) conditions, civil aircraft operating west of the line are required to make a left turn following take-off from KWIA Runway 09. Military aircraft stay east of the line by making their approaches on radials from the NAS Key West Runway 7 threshold when landing on that runway.
  - **IFR Conditions** - Under Instrument Flight Rule (IFR) conditions, NAS Key West ATCT and RAC personnel provide position and altitude data to all aircraft. Departures from KWIA are held whenever an instrument approach under IFR conditions is made to either KWIA Runway 09-27 or NAS Key West runways.
- **ATCT and Radar** - The KWIA ATCT is operational from 0700 to 2100 (7:00 a.m. to 9:00 p.m.). NAS Key West ATCT and RAC facilities are operational from 0700 to 2400 (7:00 a.m. to midnight) and are served by an airport surveillance radar (ASR-8) unit. They interface with the Miami Air Route Traffic Control Center (ARTCC). The ARTCC provides airspace services to the combined airspace from 2400 to 0700 (midnight to 7:00 a.m.). All ATCT and radar facilities are operational seven days a week.
- **Instrument Procedures** - Approaches to KWIA (and/or NAS Key West) may be accomplished using the following navigational aids (NAVAIDS).
  - Very High Frequency Omnidirectional Range Tactical Air Navigation (VORTAC) - Key West VORTAC, 113.5 Channel 82 EYW.
  - Non-Directional Beacon (NDB) - Fish Hook NDB, 332 FIS.
  - Tactical Air Navigation (TACAN) - NAS Key West Runways 7 and 31.
  - Precision Approach Radar (PAR) - NAS Key West. PAR is not available to civil aircraft for which instrument landing systems (ILS) are required.
  - Airport Surveillance Radar (ASR) - NAS Key West.



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- **Warning Areas** - NAS Key West and KWIA airspace is adjacent to the Air Defense Identification Zone (ADIZ), the United States Defense Area, and numerous warning areas outside of FAA jurisdiction and over international waters. Traffic from the north and northeast is routinely routed clear of warning areas. The U.S. Navy states that some warning areas are used for high-speed aerial combat training including surface-to-air and air-to-air missile firings and anti-aircraft gunnery. U.S. Navy aircraft training launches are typically at 0730 (7:30 a.m.), 0930 (9:30 a.m.), 1230 (12:30 p.m.), 1330 (1:30 p.m.), and 1530 (3:30 p.m.).
- **Obstructions** - Obstructions within 25 NM of KWIA include the following:
  - **Balloon** - Strobe-lighted and marked U.S. Air Force balloon to 14,000 feet MSL, located 14 NM northeast of airport. The balloon, known as Fat Albert, was dismantled in March 2013 after 33 years.
  - **Towers** - Towers northeast of the airport at approximate distances and height above ground level (AGL) of: 10 NM (255 feet AGL), 14 NM (377 feet AGL), 15 NM (611 feet AGL), 16.5 NM (406 feet AGL). These towers are not considered obstructions to navigable airspace according to the FAA.

### 3.2.3 Flight Corridors

Low altitude Federal Airways in the vicinity of KWIA, as shown on the Miami Sectional Aeronautical Chart, are listed in **Table 3-2**. Low altitude Federal Airways are corridors defined by radials between very high frequency omnidirectional radio range (VOR) ground radio stations. They provide navigational guidance to aircraft that are equipped with onboard equipment capable of receiving signals from those stations.

**TABLE 3-2  
FLIGHT CORRIDORS WITHIN 25 NM OF KWIA**

Flight Corridor	From	To	Bearing (°)
<b>Low Altitude Federal Airways</b>			
V225	Key West VOR EYW	Lee County VORTAC	360
V539	Key West VOR EYW	Lee County VORTAC	015
V157	Key West VOR EYW	Miami VOR	037
V3	Key West VOR EYW	Miami VOR	082
V601	Key West VOR EYW	Pahokee VOR	019
B646	Key West VOR EYW	Marathon NDB	N/A
<b>International Airways</b>			
G765	Cozumel VOR CZM	Key West VOR EYW	N/A
B646	Merida VOR MID	Key West VOR EYW	N/A

Note: N/A . Not Available

Sources: Miami Sectional Aeronautical Chart, 2012; [www.gcmap.com](http://www.gcmap.com), 2012.

### 3.2.4 Existing Published Approaches

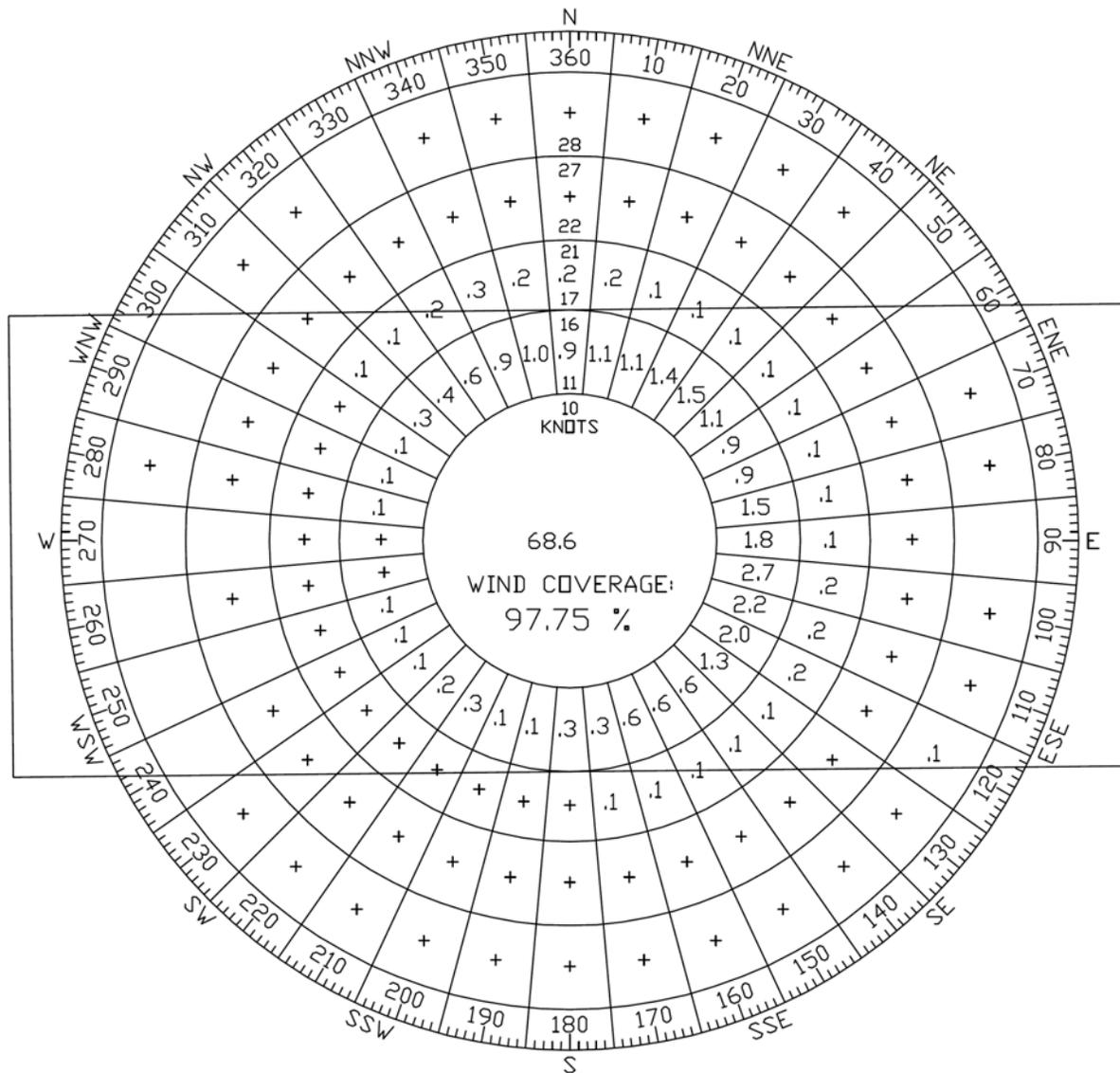
Existing published approaches (current as of August 2012) to KWIA, available to aircraft operators after obtaining clearance from the U.S. Navy approach control and the KWIA ATCT, include the following:

- **RNAV (GPS) to Runway 09** - These approaches allow straight-in and circling approaches to Runway 09. The straight-in approach to Runway 09 has a minimum decision altitude (MDA) of 580 feet and visibility of 1 mile for approach categories A and B, a MDA of 580 feet and visibility of 1.5 miles for approach category C, and a MDA of 580 feet and visibility of 1.75 miles for approach category D. Circling approaches with a MDA of 580 feet and a visibility of 1 mile are allowed for approach category A and B, a MDA of 580 feet and visibility of 1.5 miles for approach category C, and a MDA of 620 feet and 2 miles visibility for approach category D are allowed.
- **RNAV (GPS) to Runway 27** - These approaches allow straight-in and circling approaches to Runway 27. The straight-in approach to Runway 27 has a MDA of 420 feet and visibility of 1 mile for approach categories A and B and a MDA of 420 feet and visibility of 1.25 miles for approach categories C and D. Circling approaches with a MDA of 500 feet and a visibility of 1 mile are allowed for approach category A and B, a MDA of 500 feet and visibility of 1.5 miles for approach category C, and a MDA of 620 feet and 2 miles visibility for approach category D are allowed.
- **NDB or GPS-A** - This provides for a circling approach to KWIA with a MDA of 500 feet and visibility of 1 mile for approach categories A and B, a MDA of 500 feet and visibility of 1.5 miles for approach category C, and a MDA of 620 feet and 2 mile visibility for approach category D.

### **3.3 Meteorological Data**

The prevailing wind conditions at KWIA were assessed and quantified by utilizing observed and recorded monthly and annual summaries of meteorological data obtained for the 10-year period 2002 through 2012 as recorded by the Automatic Surface Observation System (ASOS) located at the airport. The data, consisting of 139,549 observations recorded from October 1, 2002 through September 30, 2012 at Station 72201, KWIA, were obtained from the NOAA National Climatic Data Center at Asheville, North Carolina. The meteorological data collected included mean temperature, average rainfall, wind direction (by 36 points of the compass), wind speed (by varying velocities), cloud ceiling height, and horizontal visibility.

The climate in the vicinity of KWIA is strongly influenced by the prevailing easterly trade winds, the proximity of the Gulf Stream, and the Gulf of Mexico. Prevailing easterly winds range from 8 to 13 miles per hour (mph). Maximum winds usually occur from October through April and originate from the east/northeast. Cyclonic storms and hurricanes are usually from the southeast. The all-weather runway crosswind component coverage for KWIA is 97.75 percent for 16 knots (18 mph) for aircraft with airport reference codes (ARC) A-I and B-I; A-II and B-II; and A-III, B-III, and C-I through D-III. Crosswind coverage percentages were calculated using the FAA Standard Wind Analysis tool provided at <https://airports-gis.faa.gov/airportsgis/publicToolbox/windroseForm.jsp>. The wind rose for KWIA is shown on **Figure 3-2**.



Source:  
 Station 722010  
 Key West, Florida  
 Oct 2002—Sept 2012

FIGURE  
 3-2

**KEY WEST ALL WEATHER WIND ROSE**



**NOISE EXPOSURE MAPS  
 PART 150  
 NOISE COMPATIBILITY STUDY**

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Using the annualized totals, the predominant (i.e., prevailing) direction of origin of local winds at KWIA was assessed. The data was statistically analyzed by identifying the total number of recorded wind observation events that would be classified as being either headwind or tailwind conditions, as measured from wingtip-to-wingtip when an aircraft conducts operations on Runway 09-27. Based on this analysis, it was determined that 77 percent of the wind originated from true compass headings ranging from 180 degrees (°) to 360°. This indicates that local prevailing winds favor the use of Runway 09 for take-off and landing operations approximately 80 percent of the time throughout the 12-month calendar year. Runway 27 would be favored approximately 20 percent of the time.

The mean temperature at KWIA is approximately 78 degrees Fahrenheit (° F) with highs in the mid to upper 90s in August and lows in the low 40s in January. The maximum mean temperature for airport planning and design is a reported 82.5° F.

Average rainfall at KWIA is approximately 40 inches per year. Approximately 50 percent of the annual rainfall occurs during the wet season of July through October.

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## 4.0 EXISTING CONDITION: YEAR 2013 NOISE EXPOSURE

### 4.1 Introduction

Methodologies developed by the Federal Aviation Administration (FAA) and published in Title 14 CFR part 150 (Part 150) were used to evaluate the noise environment at the Key West International Airport (KWIA). The regulation requires that the cumulative noise energy exposure of individuals to noise resulting from aviation activities be established in terms of yearly day/night average sound level (DNL) as the FAA's primary metric. All detailed noise analyses must be performed using the most current version of the FAA's Integrated Noise Model (INM). For this NEM, INM Version 7.0c was used to model aircraft noise exposure. Noise metrics and INM input requirements are described in greater detail in **Appendix C**.

### 4.2 Existing Condition Aircraft Operational Characteristics

In order to run the INM, the following were determined for input into the computer program:

- Average daily operations,
- Average daily aircraft run-ups,
- Aircraft fleet mix,
- Stage lengths for an average day,
- Day-Night operational split,
- Runway configuration and utilization, and
- Departure and arrival flight tracks and utilization.

Historical aircraft operations data were obtained from Aircraft Situational Display for Industry (ASDI) data provided by FLIGHTAWARE.COM®, Air Traffic Control Tower (ATCT) records and personnel, the FBO, FAA Air Traffic Activity Data System (ATADS), FAA Traffic Flow Management Systems Count (TFMSC), and FAA Form 5010s, *Airport Master Records*. Aircraft operational characteristics described in this section were used to develop the 2013 Existing Condition noise contours.

Aircraft operational levels for the 2013 Existing Condition were developed from the FAA ATADS data from December 2011 through November 2012. This data was adjusted according to the methodology used to adjust the FAA's TAF Forecast for use in this Part 150 Study. This methodology, detailed in **Appendix A**, increases the operational counts to account for aircraft activity occurring when the ATCT is closed. By comparing IFR data from the FAA ATADS (which is the tower counts) to the FAA TFMSC data, the ratio of operations missed in the tower counts was determined and applied to the ATADS operational levels. **Table 4-1** provides the operations data from the FAA ATADS for the period December 2011 through November 2012 and the resulting increased levels to account for the flights occurring when the ATCT is closed. The resulting increase amounts to a change of 6.27 percent.

**TABLE 4-1  
2013 FAA ATADS AND PART 150 AIRCRAFT OPERATIONS**

	Itinerant				Local		Total
	Air Carrier	Commuter/ Air Taxi	General Aviation	Military	General Aviation	Military	
ATADS	7,829	13,087	32,873	415	8,758	18	<b>62,980</b>
Part 150	7,829	14,558	35,027	657	8,758	18	<b>66,847</b>

Sources: FAA ATADS, 2012; FAA TFMSC, 2012; FAA TAF, 2012; URS, 2012.

#### **4.2.1 Flight Tracks**

The source of the radar flight tracks used in this analysis was the FAA ASDI, which is a sub-system of the FAA Traffic Flow Management System (ETMS). A limitation of ASDI data is that sensitive information regarding aircraft flights are filtered out for security purposes. For example, any information on military flights is not allowed into the ASDI data stream. In addition, only flights with an eligible flight plan are captured by ASDI; meaning that in general, only flights operated under Instrument Flight Rules (IFR) are captured in the ASDI data stream.

ASDI captures the position of an aircraft every one to five minutes depending on the radar facility generating the information. The ASDI aircraft location data points were used to generate radar flight tracks. The arrival and departure radar tracks are shown in **Figures 4-1** and **4-2**, respectively.

ASDI does not record the aircraft positional information for aircraft operating under Visual Flight Rules (VFR). Therefore, when an aircraft switches to VFR prior to landing or if an aircraft departs VFR but switches to Instrument Flight Rules (IFR) upon hand-off to a different air traffic control facility, the flight tracks will not arrival to or depart from the runway, leading to breaks in the flight tracks. This is particularly noticeable to the south of KWIA in **Figure 4-2**. INM flight tracks were developed based on this source of data, and can be seen in **Figures 4-3** through **4-5**. These tracks are meant to be representative of the highest concentration of actual flight tracks at KWIA. Modeled flight tracks do not represent the precise paths flown by all aircraft utilizing KWIA. Instead, they represent the primary flight corridors for the aircraft using the airport. Flight track utilization was also based on these inputs and is detailed further in the following sections.

Title 14 CFR part 150, Airport Noise Compatibility Planning, Amendment No. 150-4, Section A150.103(b)(1), requires a map of the airport and its environs at an adequately detailed scale (not less than 1 inch to 2,000 feet) indicating runway length, alignments, landing thresholds, takeoff start-of-roll points, airport boundary, and flight tracks out to at least 30,000 feet from the end of each runway. Therefore, flight track maps at a scale of 1 inch to 2,000 feet are provided in **Appendix H**.

Gulf of Mexico

Big Coppitt Key

Similar Sound

Key West Naval Air Station

Stock Island

Key West

Boca Chica Channel

Key West International Airport

Atlantic Ocean

**LEGEND**

- Arrival Radar Track
- Airport Boundary



Sources:  
 - URS Corp., 2013; ESRI, 2010  
 - Monroe County Property Appraiser, 2012  
 - ASDI, Dec. 2011 - Nov. 2012



RADAR FLIGHT TRACKS — Arrivals

FIGURE 4-1

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Gulf of Mexico

Big Coppitt Key

Similar Sound

Key West Naval Air Station

Stock Island

Boca Chica Channel

Key West

Key West International Airport

Atlantic Ocean



RADAR FLIGHT TRACKS — Departures

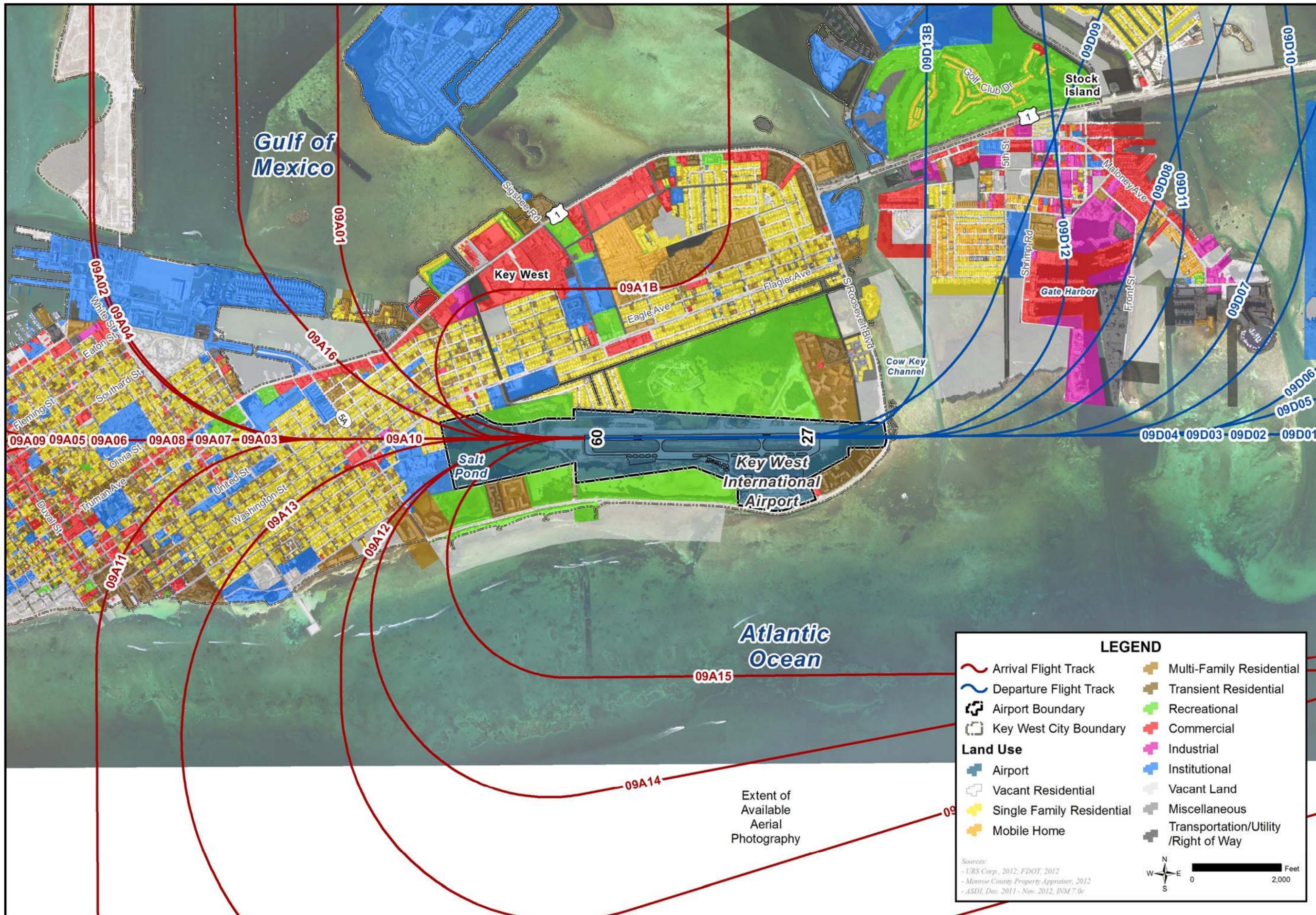
FIGURE 4-2

**LEGEND**

- Departure Radar Track
- Airport Boundary

Sources:  
 - URS Corp., 2013; ESRI, 2010  
 - Monroe County Property Appraiser, 2012  
 - ASDI, Dec. 2011 - Nov. 2012

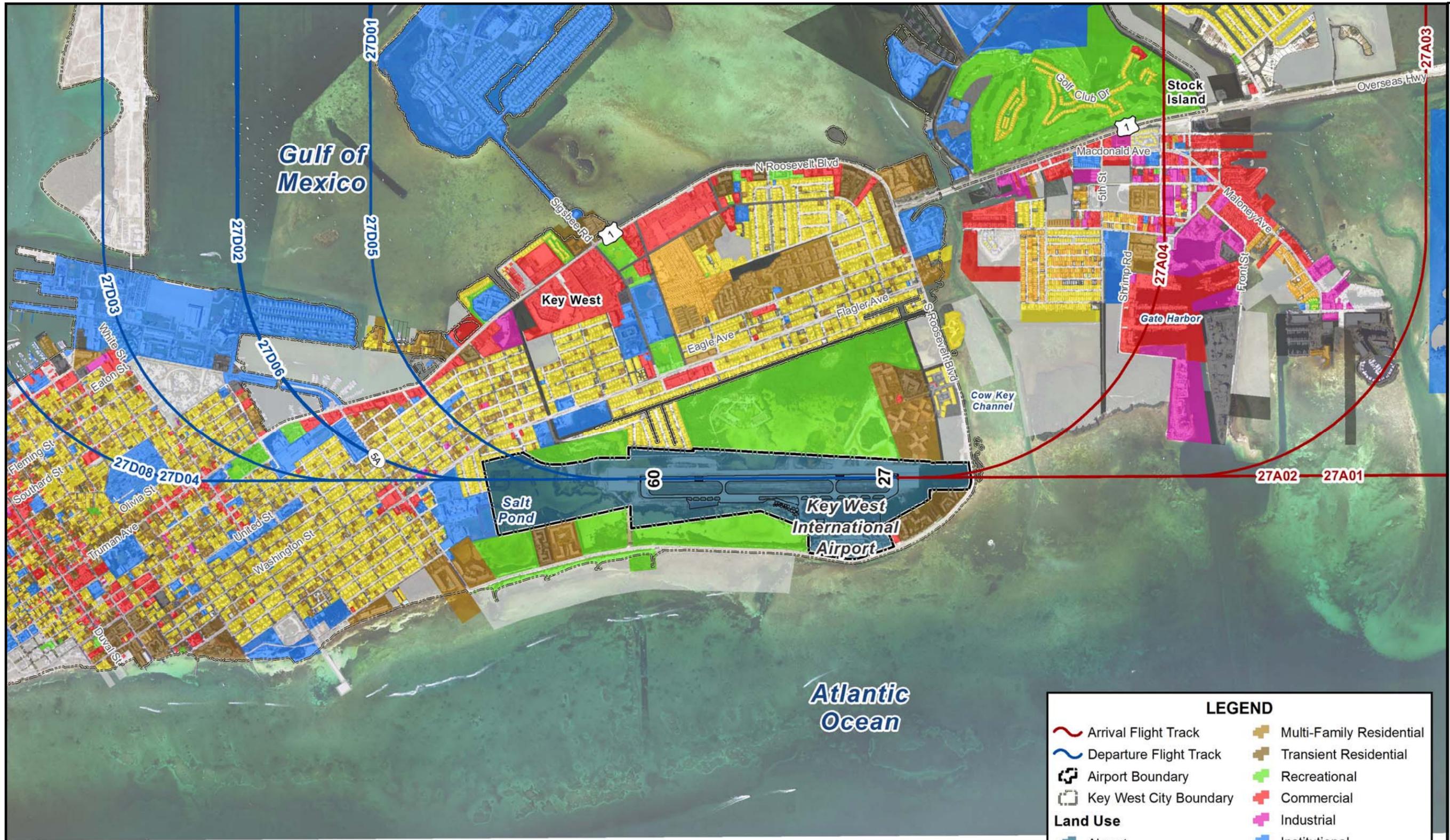
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East Flow Flight Tracks

FIGURE 4-3

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Extent of Available Aerial Photography

**LEGEND**

Arrival Flight Track	Multi-Family Residential
Departure Flight Track	Transient Residential
Airport Boundary	Recreational
Key West City Boundary	Commercial
<b>Land Use</b>	Industrial
Airport	Institutional
Vacant Residential	Vacant Land
Single Family Residential	Miscellaneous
Mobile Home	Transportation/Utility /Right of Way

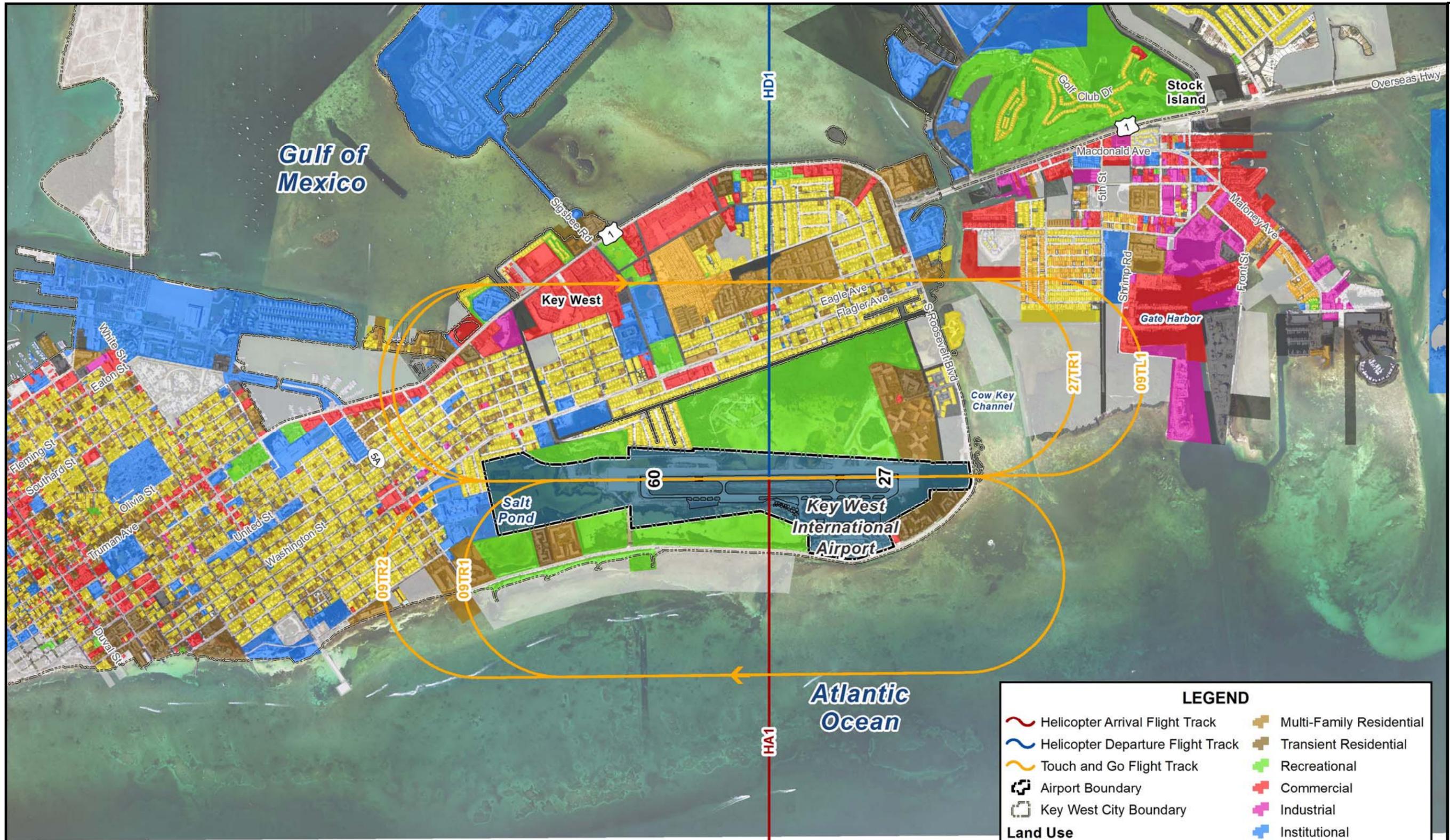
Sources:  
 - URS Corp., 2012; FDOT, 2012  
 - Monroe County Property Appraiser, 2012  
 - ASDI, Dec. 2011 - Nov. 2012, INM 7.0c

0 2,000 Feet

West Flow Flight Tracks

FIGURE 4-4

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**LEGEND**

Helicopter Arrival Flight Track	Multi-Family Residential
Helicopter Departure Flight Track	Transient Residential
Touch and Go Flight Track	Recreational
Airport Boundary	Commercial
Key West City Boundary	Industrial
<b>Land Use</b>	Institutional
Airport	Vacant Land
Vacant Residential	Miscellaneous
Single Family Residential	Transportation/Utility /Right of Way
Mobile Home	

*Sources:*  
 - URS Corp., 2012; FDOT, 2012  
 - Monroe County Property Appraiser, 2012  
 - ASDI, Dec. 2011 - Nov. 2012, INM 7.0c

0 2,000 Feet

N  
W E  
S

**Touch and Go and Helicopter Flight Tracks**

**FIGURE 4-5**

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#### **4.2.2 Runway and Flight Track Utilization**

Approximately 80 percent of the daytime and 77 percent of the nighttime approaches to KWIA are made to Runway 09 in east flow, resulting in overflights of the island of Key West. The remaining 20 and 23 percent, respectively, make their approach over Stock Island and Boca Chica Channel to Runway 27 in west flow. Departures follow the same general routes with 77 percent of the daytime and 86 percent of the nighttime departures turning north over Stock Island and Boca Chica Channel in east flow and the remaining 23 and 14 percent, respectively, turning north over Key West in west flow. This runway utilization, developed from FlightAware data, is applicable to all aircraft categories. Straight-in approaches from the east and straight-out departures to the east are not normally allowed because of airspace restrictions over Naval Air Station (NAS) Key West, but a majority of commercial aircraft, turbo jet aircraft, and military aircraft prefer a straight-in approach when available. **Figures 4-3** through **4-5** (previously provided) illustrate the consolidated departure, arrival, and touch-and-go flight tracks for KWIA.

Airspace utilization and flight tracks for general aviation aircraft are similar to the commercial operations with certain exceptions. General aviation operations are subject to airspace restrictions related to NAS Key West, as are commercial operations. General aviation airspace utilization and flight tracks north of KWIA are virtually the same as for regional carriers. Touch-and-go operations for general aviation aircraft are in a right hand pattern, with the downwind leg generally 1 to 1.5 miles abeam of the runway at approximately 800 feet elevation.

**Tables 4-2** and **4-3** detail the flight track utilization when the airport is operating in east flow and west flow, respectively. Helicopter operations utilize the same arrival (HA1) and departure (HD1) tracks regardless of flow.

#### **4.2.3 Air Carrier Flight Operations**

Regularly scheduled commercial passenger aircraft operations at KWIA include air carrier operators using Boeing 737-500 and 737-700, and Airbus A319 aircraft. Regional air carrier aircraft such as the Bombardier CRJ-700 and CRJ-900 aircraft are used by air carriers that provide regularly scheduled passenger service and whose fleets are composed predominantly of aircraft having 70 seats or more.

Landing fee reports for 2012, provided by KWIA, were used to develop the air carrier fleet mix. Schedules indicate that all arrival and departure operations occur during daytime (7:00 a.m. to 9:59 p.m.) hours. There were 7,829 air carrier operations modeled for the 2013 Existing Condition; details are provided in **Table 4-4**.

Destinations of air carrier flights include Tampa (240 NM), Miami (127 NM), Orlando (275 NM), Atlanta (561 NM), and Charlotte (736 NM).

**TABLE 4-2  
FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY  
FOR EAST FLOW OPERATIONS**

Runway	Operation	Track ID	Utilization by Aircraft Category				
			Air Carrier	Commuter and AT	General Aviation Jet	General Aviation Turboprop and Piston	Military
09	Arrival	09A01	0.8%	1.8%			
		09A02	0.3%	2.2%	2%		2%
		09A03	0.5%	2.2%	2%	5%	2%
		09A04	1.1%	12.6%	9%		9%
		09A05	3.0%	13.4%	7%	12%	7%
		09A06	4.4%	10.2%	11%	10%	11%
		09A07	20.9%	5.8%	18%	15%	18%
		09A08	67.3%	4.5%	31%	21%	31%
		09A09	1.1%	2.6%	3%	3%	3%
		09A10	0.3%	6.4%	4%	4%	4%
		09A11		25.9%	10%		10%
		09A12	0.3%	12.4%	2%	5%	2%
		09A13				5%	
		09A14				4%	
		09A15					
		09A16				1%	16%
09A1B							
<b>Total</b>			<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
09	Departure	09D01		13.7%		10%	
		09D02	9.1%	7.4%	20%	26%	20%
		09D03	13.6%	5.7%	20%	12%	20%
		09D04	9.1%	1.2%		9%	
		09D05		1.7%			
		09D06		1.2%	20%	3%	20%
		09D07	9.1%	3.4%	20%	3%	20%
		09D08		4.6%		2%	
		09D09		3.4%		5%	
		09D10		2.3%			
		09D11	31.8%	15.4%	20%	9%	20%
		09D12	18.2%	27.4%		7%	
		09D13B	9.1%	12.6%		14%	
<b>Total</b>			<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
09	Touch and Go	09TL1				2%	
		09TR1				79%	
		09TR2				19%	
<b>Total</b>						<b>100%</b>	

Sources: FlightAware, 2012; URS, 2012.

**TABLE 4-3  
FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY  
FOR WEST FLOW OPERATIONS**

Runway	Operation	Track ID	Utilization by Aircraft Category				
			Air Carrier	Commuter and AT	General Aviation Jet	General Aviation Turboprop and Piston	Military
27	Arrival	27A01	57.9%	66.9%	65.1%	31.0%	65.1%
		27A02	13.2%	8.3%	9.3%	16.0%	9.3%
		27A03	10.5%	11.2%	9.3%	19.0%	9.3%
		27A04	18.4%	13.6%	16.3%	34.0%	16.3%
<b>Total</b>			<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
27	Departure	27D01		12.0%			
		27D02		20.0%		5.6%	
		27D03		4.0%			
		27D04		8.0%		11.1%	
		27D05	25.0%			16.7%	
		27D06	8.3%	8.0%	17.0%	5.6%	16.7%
		27D08	66.7%	48.0%	83.0%	61.0%	83.3%
<b>Total</b>			<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
27	Touch and Go	27TR1				100%	

Sources: FlightAware, 2012; URS, 2012.

**TABLE 4-4  
2013 AIR CARRIER FLIGHT OPERATIONS**

Actual Aircraft Type	INM Aircraft	Annual Operations	Average Daily Operations
<b>Air Carrier</b>			
Boeing 737-500	737500	1,573	4.31
Boeing 737-700	737700	4,319	11.83
Airbus A319	A319-131	307	0.84
CRJ-700/900	CRJ9-ER	1,630	4.47
<b>Total</b>		<b>7,829</b>	<b>21.45</b>

Sources: URS, 2012; KWIA Landing Fee Report, 2012; INM V 7.0 User's Guide, 2007.

#### **4.2.4 Commuter/Air Taxi Flight Operations**

Additional commercial passenger aircraft operations at KWIA consist of commuter services and air taxis. Commuter aircraft are used by air carriers that provide regularly scheduled passenger service and whose fleets are composed predominantly of aircraft having less than 70 seats. The fleet mix for the commuter operations was obtained from KWIA landing fee reports and airline schedules.

Air taxi operations are only a small percentage of the total commercial operations, and are non-scheduled activity. Fleet mix for the air taxi operations was derived from ASDI data.

As the ATCT is only open from 7:00 a.m. to 9:00 p.m., operational counts for commuter/air taxi operations had to be modified to include operations occurring during the time the ATCT is closed. Therefore, ATADS data was modified to reflect the time the ATCT was closed. The detailed description of the revision to the operations data, approved for use in this Part 150 Study, is provided in **Appendix A**. In total, 14,558 commuter/air taxi operations were modeled, and are detailed in **Table 4-5**.

Origins and destinations of commuter flights are primarily: Ft. Lauderdale (145 NM), Ft. Myers (140 NM), Miami (127 NM), Naples (110 NM), Orlando (275 NM), Tampa/St. Petersburg (240 NM), and Atlanta (561 NM).

**TABLE 4-5  
2013 COMMUTER AND AIR TAXI FLIGHT OPERATIONS**

<b>Actual Aircraft Type</b>	<b>INM Aircraft</b>	<b>Annual Operations</b>	<b>Average Daily Operations</b>
<b>Commuter</b>			
ATR72	DO328	3,474	9.52
Beech1900	1900D	3,942	10.80
CNA208	CNA208	595	1.63
CNA402	BEC58P	3,221	8.82
Saab 340	SF340	1,344	3.68
<b>Total Commuter Operations</b>		<b>12,576</b>	<b>34.45</b>
<b>Air Taxi</b>			
AC50, C310	BEC58P	9	0.02
C650	CIT3	2	0.01
CL60, E55P, FA20	CL600	92	0.25
CL30	CL601	17	0.05
C182	CNA182	5	0.01
C208, PC12, TMB8	CNA208	514	1.41
BE20, BE9L	CNA441	25	0.07
C25A, C525, C550	CNA500	133	0.36
C560, C56X, LJ60	CNA55B	318	0.87
C680	CNA680	68	0.19
C750	CNA750	72	0.20
B350, SW3, SW4	DHC6	56	0.15
C510, E50P	ECLIPSE500	8	0.02
F900, FA50	F10062	18	0.05
BE33, PA46, SR22	GASEPV	13	0.04
GLF3	GIIB	2	0.01
GLF4	GIV	8	0.02
FA10, LJ40, LJ55	LEAR35	132	0.36
BE40	MU3001	88	0.24
PA31	PA31	146	0.40
P180	SD330	256	0.70
<b>Total Air Taxi Operations</b>		<b>1,982</b>	<b>5.43</b>
<b>Total</b>		<b>14,558</b>	<b>39.88</b>

Note Numbers may not add due to rounding.

Sources: URS, 2012; ATADS, 2012; FlightAware, 2012; KWIA Landing Fee Report, 2012; INM V 7.0 User's Guide, 2007.

#### **4.2.5 Commercial Aircraft Engine Run-Up Operations**

As part of a pilot's preflight activities, visual inspections and operational checks of an aircraft's engine(s) are conducted prior to each take-off. The methods and procedures applied by pilots vary by the aircraft's type and complexity of engine (i.e., piston driven engines versus turbine driven jet engines). For example, all aircraft engines must be started and operated for a specified period of time prior to flight to attain minimum operating temperatures. Preflight activities of propeller-driven aircraft (piston-driven and turbine-driven) include engine run-ups that are conducted while the aircraft is stationary.

Typically, aircraft run-up operations are conducted prior to take-off within designated areas that are established at the approach end of the runway (these areas may also serve as an aircraft bypass or holding bay). In an effort to reduce aircraft run-up noise during late night or early morning hours, the airport has established local operating rules that require pilots to conduct aircraft run-ups at a single designated location along the parallel taxiway northeast of the terminal apron between 2300 (11:00 p.m.) and 0700 (7:00 a.m.). **Figure 4-6** illustrates the locations where engine run-ups and spool-ups are performed.

Nearby residents of Key West by the Sea Condominiums have reported that early morning aircraft engine run-ups occur at least five times in the early morning and another 10 times throughout the remainder of the day. It was reported that each run-up lasted approximately 2 to 5 minutes.

The report from Key West by the Sea also mentioned that aircraft having jet engines and turbo-propeller engines were conducting engine run-ups. Piston-driven propeller aircraft engine run-up procedures typically require that pilots operate each engine at predetermined accelerated speeds for a minimum period of time to systematically check the engine's electrical ignition system, oil pressure, and hydraulics. Propeller-driven aircraft having turbine engines (turbo-propellers) conduct similar engine run-up procedures to check hydraulic systems and cycle the variable pitch propellers. By the nature and complexity of turbine jet engines, jet aircraft typically do not conduct engine run-ups prior to take-off.

To assess the morning run-up operations at the airport, the duration and location of run-up operations for four turbo-propeller aircraft (three Beech 1900 and one EADS ATR 72) and two Canadair Regional Jets (CRJs) were observed and recorded on the morning of February 7, 2006. After discussions with the airport, it was determined that the following description of pre-flight aircraft run-ups is still valid and appropriate for this Part 150 Study.

During the observations, the three Beech 1900s conducted engine run-ups at the designated location shown on **Figure 4-6**. Two of the Beech 1900s were positioned heading west, the third heading east when conducting engine run-ups that morning. Typically, pilots conducting engine run-ups orient the aircraft into the wind. For the purposes of this Part 150 Study, it was assumed that modeled headings at the designated run-up location were 50 percent to the east and 50 percent to the west.

As described above, the regional jets do not typically conduct engine run-ups at the airport. The ATR 72 did not conduct an engine run-up on February 7, 2006. According to airport management, the ATR 72 does not typically conduct engine run-ups. However, turbo-propellers are known to conduct engine run-ups. With the limited (one day) observation, along with information provided by airport management, it was assumed that the ATR 72 would occasionally conduct an engine run-up.

Based on the observations, it was assumed that 50 percent of the scheduled turboprop aircraft would conduct an engine run-up, with 80 percent occurring at the designated run-up location and the remaining 20 percent occurring at the Runway 09 holding position. These run-up locations are shown in **Figure 4-6**.

In addition, due to the length of the runway at KWIA, the air carrier and commuter jet aircraft perform an engine spool-up prior to brake release, see **Figure 4-6** for locations. The noise modeling assumes all Boeing 737, Airbus A319, and CRJ/700/900 aircraft will perform this operation prior to departure.

**Table 4-6** shows the details of the commercial aircraft engine run-up and spool-up activities at the airport modeled for the 2013 Existing Condition NEM. There were approximately 16.7 average daily run-up/spool-up operations modeled, or 6,104 annually for 2013.

**TABLE 4-6  
2013 ANNUAL AND AVERAGE DAILY COMMERCIAL ENGINE RUN-UP/SPOOL-UP OPERATIONS**

Actual Aircraft	INM Aircraft	Heading	Engine Power Setting	Duration (Seconds)	Average Annual Day Operations		Annual Operation	
					Daytime	Night-time	Day-time	Night-time
<b>Run-Up At the Holding Pad for Runway 09</b>								
ATR 72	DO328	360°	70%	300.0	0.3172	0.1586	115.8	57.9
B1900	B1900	360°	70%	300.0	0.3600	0.1800	131.4	65.7
SF340	SF340	360°	70%	300.0	0.1227	0.0614	44.8	22.4
<b>Location Subtotal</b>					<b>0.7999</b>	<b>0.4000</b>	<b>292.0</b>	<b>146.0</b>
<b>Run-Up At the Designated Location Heading East</b>								
ATR 72	DO328	90°	70%	300.0	0.6345	0.3172	231.6	115.8
B1900	B1900	90°	70%	300.0	0.7200	0.3600	262.8	131.4
SF340	SF340	90°	70%	300.0	0.2455	0.1227	89.6	44.8
<b>Location Subtotal</b>					<b>1.6000</b>	<b>0.7999</b>	<b>584.0</b>	<b>292.0</b>
<b>Run-Up At the Designated Location Heading West</b>								
ATR 72	DO328	270°	70%	300.0	0.6345	0.3172	231.6	115.8
B1900	B1900	270°	70%	300.0	0.7200	0.3600	262.8	131.4
SF340	SF340	270°	70%	300.0	0.2455	0.1227	89.6	44.8
<b>Location Subtotal</b>					<b>1.6000</b>	<b>0.7999</b>	<b>584.0</b>	<b>292.0</b>
<b>Spool-Up At Runway 09 End</b>								
Boeing 737-500	737500	90°	17,000 lbs.	10.0	1.7238	0.0	629.2	0
Boeing 737-700	737700	90°	20,400 lbs.	10.0	4.7326	0.0	1,727.4	0
Airbus 319	A319-131	90°	18,700 lbs.	10.0	0.3369	0.0	123.0	0
CRJ700/900	CRJ9-ER	90°	11,500 lbs.	10.0	1.7864	0.0	652.0	0
<b>Location Subtotal</b>					<b>8.5797</b>	<b>0.0</b>	<b>3,131.6</b>	<b>0</b>
<b>Spool-Up At Runway 27 End</b>								
Boeing 737-500	737500	270°	17,000 lbs.	10.0	0.4309	0.0	157.3	0
Boeing 737-700	737700	270°	20,400 lbs.	10.0	1.1831	0.0	431.8	0
Airbus 319	A319-131	270°	18,700 lbs.	10.0	0.0842	0.0	30.7	0
CRJ700/900	CRJ9-ER	270°	11,500 lbs.	10.0	0.4466	0.0	163.0	0
<b>Location Subtotal</b>					<b>2.1448</b>	<b>0.0</b>	<b>782.8</b>	<b>0</b>
<b>TOTAL</b>					<b>14.7244</b>	<b>1.9998</b>	<b>5,374.4</b>	<b>730.0</b>

Note: Numbers may not add due to rounding.  
Source: URS, 2012.



Aircraft Run-up and Spool-Up Locations

FIGURE  
4-6

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#### 4.2.6 General Aviation Flight Operations

General aviation aircraft operations consist of private- and corporate-owned based and itinerant aircraft, including lightweight single- and multi-engine (piston) aircraft, turboprop and turbojet aircraft, and helicopters. As discussed in **Section 4.2.4** and **Appendix A**, modeled operations were increased from the FAA ATADS data due to ATCT hours of operation; therefore, 35,027 itinerant operations, and 8,758 local operations were modeled.

The operational mix of general aviation aircraft shown in **Table 4-7**, with itinerant data based on FlightAware data. The operational mix of local general aviation operations is not included in FlightAware data; therefore, information regarding local operations obtained through discussions with the Airport Manager was used to determine a fleet mix.

Day/night split was also developed from FlightAware data, and was determined to be comprised of 96 percent daytime and 5 percent nighttime for arrivals and 91 percent and 9 percent, respectively, for piston and turboprop departure operations. General aviation jet operations maintained the same day/night split for arrival operations, but 100 percent of departure operations occurred during daytime hours.

**TABLE 4-7  
2013 GENERAL AVIATION FLIGHT OPERATIONS**

Original Aircraft (Representative Sample)	INM Aircraft	Annual Itinerant Operations	Annual Local Operations	Average Daily Itinerant Operations	Average Daily Local Operations
AC 500, BE50, BE55, CNA310, CNA 335, CNA 402, Piaggio 180, Pilatus BN-2T, PA 23, PA34, PA 44	BEC58P	7,198	4,198	19.72	11.50
CNA150, CNA152, CNA 195	CNA172	1,908	680	5.23	1.86
CNA 182	CNA182	1,577	859	4.32	2.35
CNA10T, CNA185, CNA210	CNA206	1,045	373	2.86	1.02
CNA208, PC12, TMB8	CNA 208	1,840		5.04	
CNA 207	CNA20T	28	10	0.08	0.03
AC68, AC95, BE10, BE95, CNA425	CNA441	2,647		7.25	
BE350, SW3, SW4	DHC6	717		1.97	
BE30	DO228	139		0.38	
AA5, AC11, BE23, C140, COL4, DA20, LNC2, PITTS, RV10, TB20	GASEPF	884	315	2.42	0.86
AT5T, B36, BE33, BE35, MO20, Maul, P32, P46, PA24, PA32, SR20	GASEPV	6,512	2,322	17.84	6.36
SB20	HS748A	25		0.07	
PA28	PA28	832		2.28	
PA30	PA30	155		0.42	
BE60, PA31, PAT4	PA31	1,599		4.38	
P180	SD330	34		0.09	

**TABLE 4.7 (CONTINUED)  
2013 GENERAL AVIATION FLIGHT OPERATIONS**

<b>Original Aircraft (Representative Sample)</b>	<b>INM Aircraft</b>	<b>Annual Itinerant Operations</b>	<b>Annual Local Operations</b>	<b>Average Daily Itinerant Operations</b>	<b>Average Daily Local Operations</b>
SF340	SF340	19		0.05	
C25C, C650	CIT3	195		0.53	
CL60, E55P, F2TH, FA20	CL600	387		1.06	
CL30	CL601	207		0.57	
C25A, C25B, C525, C550	CNA500	1,936		5.30	
C560, C56X, LJ60	CNA55B	940		2.58	
C680	CNA680	105		0.29	
C750	CNA750	62		0.17	
C510, EA50	ECLIPSE 500	686		1.88	
F900, FA50	F10062	272		0.75	
GLF2	GII	6		0.02	
GLF3	GIIB	15		0.04	
GLF4	GIV	250		0.69	
GLEX, GLF5	GV	87		0.24	
ASTR, G150, WW24	IA1125	238		0.65	
LJ24, LJ25	LEAR25	59		0.16	
FA10, H25B, LJ31, LJ35, LJ40, LJ45, LJ55	LEAR35	1,719		4.71	
BE40, MU30	MU3001	532		1.46	
Eurocopter BO 105	BO105	133		0.36	
S76	S76	15		0.04	
EC130	EC130	25		0.07	
<b>Total</b>		<b>35,027</b>	<b>8,758</b>	<b>95.96</b>	<b>23.99</b>

Note: Numbers may not add, due to rounding.

Sources: URS, 2012; ATADS, 2012; FlightAware, 2012; INM V 7.0 User's Guide, 2007; FAA's TAF, 2012.

#### **4.2.7 Military Flight Operations**

The fleet mix of military itinerant operations was derived from FlightAware data. As discussed in **Section 4.2.4**, modeled operations were increased due to ATCT hours of operation; therefore, 675 itinerant operations were modeled.

Due to the lack of information regarding day/night operations split, runway utilization, and flight track utilization, military operations were modeled using the general aviation jet data and military helicopters were modeled using the same parameters as the general aviation helicopters, with flight track utilization shown in **Tables 4-2 and 4-3**. **Table 4-8** presents military itinerant operations at KWIA.

**TABLE 4-8  
2013 MILITARY AIRCRAFT FLIGHT OPERATIONS**

<b>Actual Aircraft Type</b>	<b>INM Aircraft</b>	<b>Annual Itinerant Operations</b>	<b>Average Daily Operations</b>
BE55, BE58, PA44	BEC58P	22	0.06
C130	C130HP	91	0.25
C208, PC12	CNA208	48	0.13
BE20, BE90	CNA441	78	0.21
C560	CNA55B	45	0.12
B350, DHC6, SW4	DHC6	43	0.12
DH8	DHC8	24	0.07
F16	F16A	6	0.02
F18	F18EF	6	0.02
G159	HS748A	108	0.30
T6B, TEX2	JPATS	11	0.03
P3	P3C	13	0.04
SH33	SD330	19	0.05
C27J, CN35, SF34	SF340	91	0.25
T34	T34	6	0.02
EC35	BO105	22	0.06
H60	S61	28	0.08
AS65	SA365N	13	0.04
<b>Total</b>		<b>675</b>	<b>1.85</b>

Note: Numbers may not add, due to rounding.

Sources: URS, 2012; ATADS, 2012; FlightAware, 2012; INM V 7.0 User's Guide, 2007; FAA's TAF, 2012.

It should be noted that the ATADS also indicated 18 annual local military operations recorded by the KWIA ATCT. Previous tower counts indicated much higher levels of local military operations; however, those aircraft did not land at KWIA. Rather, they entered the airspace of the KWIA ATCT and landed at NAS Key West. These much lower counts of military local operations are more likely to indicate first responder type flights into and out of KWIA. Furthermore, at such a low level of operations, these local operations were included in the itinerant military aircraft counts.

#### **4.2.8 Summary of 2013 NEM Modeled Operations**

A total of 66,847 annual aircraft flight operations were modeled to develop the 2013 Existing Condition NEM. This equates to 183.13 average daily operations. **Table 4-9** provides a breakdown of these operations by aircraft category. **Figure 4.7** provides images of some of the aircraft that use KWIA the most.

In addition to the 66,847 annual flight operations, 6,104 annual aircraft run-up operations were modeled to develop the 2013 Existing Condition NEM. This equates to 16.7 average daily run-up operations.

**TABLE 4-9  
SUMMARY OF 2013 FLIGHT OPERATIONS**

Category	Annual Operations	Average Daily Operations
Air Carrier	7,829	21.45
Commuter/Air Taxi	14,558	39.88
General Aviation Itinerant	35,027	95.96
General Aviation Local	8,758	23.99
Military Itinerant	675	1.85
<b>Total</b>	<b>66,847</b>	<b>183.13</b>

Sources: URS, 2012; ATADS, 2012; FlightAware, 2012.

### **4.3 Noise Contours and Noncompatible Land Uses**

The information presented thus far represents the key data necessary to develop the input for the INM. From these data, the INM generates lines of equal sound levels centered upon the runway. These lines of equal noise exposure are referred to as noise contours and are based on the DNL sound metric. The contours calculated for this study include the DNL 65, 70, and 75 dB contours.

**Figure 4-8** presents the 2013 Existing Condition noise contours superimposed over the existing land use base map, referred to as the 2013 Existing Condition Noise Contour (NEM) for Part 150 purposes. The surrounding land uses and the location of noise-sensitive facilities, if any, were identified from aerial photography, online database research, field verification, and cross-referenced against the current City of Key West land use and zoning maps. This figure assists in understanding the geographic relationship of the airport to the community and to the noise contours generated by the airport's aircraft activity.

**Figure 4-8** illustrates current compatible and noncompatible land uses surrounding KWIA that are found within the various noise contours within the 2013 Existing Condition NEM. Noncompatible land uses include single-family, multi-family, and transient lodging residential uses, as well as community facilities and are indicated by a crosshatch pattern. Single- and multi-family land uses within the DNL 65 dB contour that are shown as compatible, which would normally be considered noncompatible, have been rendered compatible through participation in the NIP (see **Section 1.3.1**).

**Figure 4-8** also indicates any noise-sensitive sites around KWIA. While no sites are fully within the DNL 65 dB contour, portions of Key West High School property is within the contour. In addition, at the corner of 12<sup>th</sup> Street and Staples Avenue is the Lime Grove House. This home, built in 1912, is eligible for listing on the NRHP. Furthermore, Grace Lutheran Church and School, located at the corner of Flagler Avenue and 10<sup>th</sup> Street, and the St. Bede and St. Francis Houses on the Catholic Charities property at 2700 Flagler Avenue are also partially within the contour.

**Table 4-10** summarizes the acreage, by land use category, located within the DNL 65, 70, and 75 dB contours. Noncompatible land uses impacted by these contours include single-family, multi-family, and transient lodging residential land uses.



Boeing 737-700



Embraer 145



Beech 1900



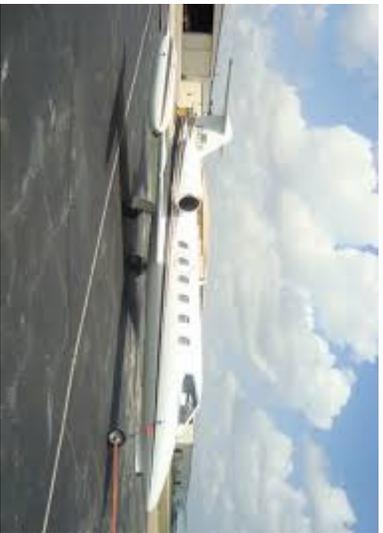
CRJ 700



Beech 58P



ATR 72



Lear 35



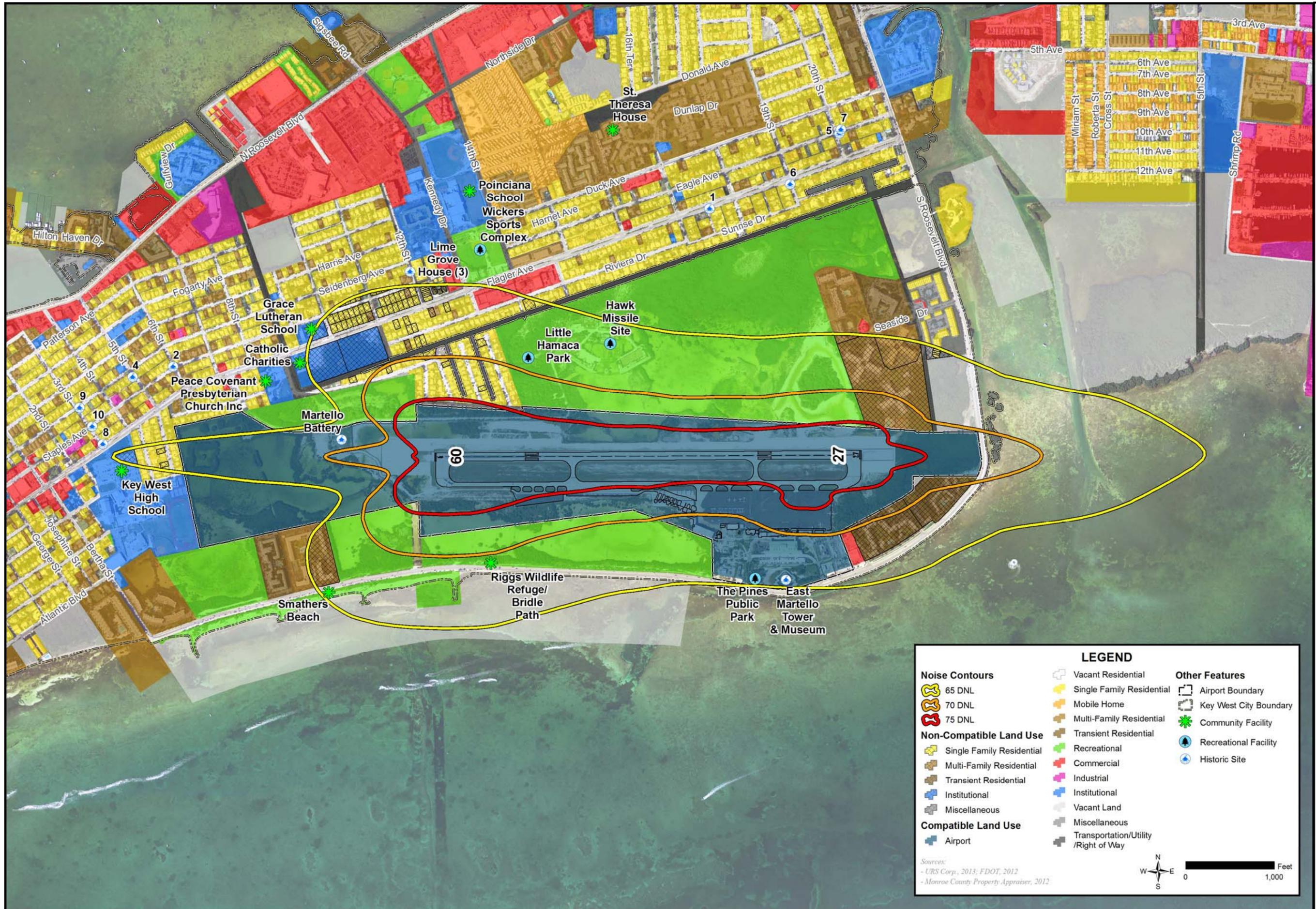
Cessna 500

**Aircraft Common to Key West International Airport**



**NOISE EXPOSURE MAPS  
PART 150  
NOISE COMPATIBILITY STUDY**

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**LEGEND**

<b>Noise Contours</b>	Vacant Residential	<b>Other Features</b>
65 DNL	Single Family Residential	Airport Boundary
70 DNL	Mobile Home	Key West City Boundary
75 DNL	Multi-Family Residential	Community Facility
<b>Non-Compatible Land Use</b>	Transient Residential	Recreational Facility
Single Family Residential	Recreational	Historic Site
Multi-Family Residential	Commercial	
Transient Residential	Industrial	
Institutional	Institutional	
Miscellaneous	Vacant Land	
<b>Compatible Land Use</b>	Miscellaneous	
Airport	Transportation/Utility /Right of Way	

Sources:  
 - URS Corp., 2013; FDOT, 2012  
 - Monroe County Property Appraiser, 2012

Scale: 0 to 1,000 Feet

Compass Rose: N, S, E, W

2013 Existing Condition Noise Exposure Map

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**TABLE 4-10  
2013 EXISTING CONDITION NOISE EXPOSURE ESTIMATES**

<b>Land Use Type (Acres)</b>	<b>DNL 65 to 70 dB</b>	<b>DNL 70 to 75 dB</b>	<b>DNL 75+ dB</b>	<b>Total</b>
Airport	53.9	67.9	105.8	227.6
Commercial	3.2	0.1	0.0	3.3
Institutional	9.1	0.0	0.0	9.1
Multi-Family Residential	19.3	5.7	0.2	25.2
Parks & Recreation	111.1	47.6	1.4	160.1
Single-Family Residential	19.4	8.9	0.2	28.5
Transient Residential	9.5	4.0	0.0	13.5
Transportation/Utility/Right-of-Way	26.0	4.6	1.2	31.8
Vacant	37.7	0.8	0.0	38.5
Vacant Residential	1.3	0.0	0.0	1.3
Water	81.6	7.4	0.3	89.3
<b>Total</b>	<b>372.1</b>	<b>147.0</b>	<b>109.1</b>	<b>628.2</b>
<b>Housing Units<sup>1,2</sup></b>	<b>DNL 65 to 70 dB</b>	<b>DNL 70 to 75 dB</b>	<b>DNL 75+ dB</b>	<b>Total</b>
<b>Unmitigated (i.e., Noncompatible)</b>				
Multi-Family Residential	454	101	3	558
Single-Family Residential	84	4	0	88
Transient Residential	110	49	0	159
<b>Total Unmitigated Housing Units</b>	<b>648</b>	<b>154</b>	<b>3</b>	<b>805</b>
<b>Mitigated<sup>1</sup> (i.e., Compatible)</b>				
Multi-Family Residential	4	0	0	4
Single-Family Residential	93	78	8	179
<b>Total Mitigated Housing Units</b>	<b>97</b>	<b>78</b>	<b>8</b>	<b>183</b>
<b>Total Housing Units</b>	<b>745</b>	<b>232</b>	<b>11</b>	<b>988</b>
<b>Population<sup>1,2</sup></b>	<b>DNL 65 to 70 dB</b>	<b>DNL 70 to 75 dB</b>	<b>DNL 75+ dB</b>	<b>Total</b>
<b>Unmitigated (i.e., Noncompatible)</b>				
Multi-Family Residential	1,157.7	257.6	7.7	1,422.9
Single-Family Residential	214.2	10.2	0.0	224.4
Transient Residential	280.5	125.0	0.0	405.5
<b>Total Unmitigated Population</b>	<b>1,652.4</b>	<b>392.7</b>	<b>7.7</b>	<b>2,052.8</b>
<b>Mitigated<sup>1</sup> (i.e., Compatible)</b>				
Multi-Family Residential	10.2	0.0	0.0	10.2
Single-Family Residential	237.2	198.9	20.4	456.5
<b>Total Mitigated Population</b>	<b>247.4</b>	<b>198.9</b>	<b>20.4</b>	<b>466.7</b>
<b>Total Population</b>	<b>1,899.8</b>	<b>591.6</b>	<b>28.1</b>	<b>2,519.4</b>

Notes: <sup>1</sup> Population and housing units are mitigated through participation in the NIP.

<sup>2</sup> Housing units include single-family, multi-family, and transient housing units.

Numbers may not add, due to rounding.

Sources: URS, 2012; Best Western, Hyatt, and Sunrise Suites, 2008; U.S. Census State and County Quick Facts, 2011; Monroe County, 2012.

In addition to summarizing the area by land use category, **Table 4-10** also provides the number of noise-impacted household units and population within the DNL 65, 70, and 75 dB contours. To quantify the population within the DNL 65 dB noise contours, U.S. Census 2011 State and County Quick Facts population data were utilized. The data for Monroe County indicated an average household size of 2.55, which was multiplied by the number of housing units in order to calculate an estimated impacted population. In order to calculate transient lodging population, the hotels were contacted for number of rooms and the average annual occupancy rate. The occupancy rate was then multiplied by the number of rooms in order to calculate an estimated impacted population. **Table 4-10** identifies the number of housing units that have participated in the NIP. These homes are now considered as compatible land uses. The distribution of population between mitigated and unmitigated is based upon the number of mitigated and unmitigated housing units.

Portions of Key West by the Sea Condominiums, Ocean Walk Apartments, Hyatt Windward Pointe Resort, and Best Western Key Ambassador are within the DNL 65 dB and greater contour. The number of housing units and population was distributed amongst the various contour intervals based on the proportion of the parcel's acreage that fell within that contour interval. Condominiums and apartments are considered fully occupied as these are usually long-term leases and rentals. For the transient lodging, average occupancy rates were applied to the number of housing units. Population estimates were calculated using average household size for Monroe County.

#### **4.4 Noise Monitoring**

Noise monitoring was undertaken at four separate locations during this Part 150 Study. These locations, shown in **Figure 4-9**, were chosen due to their proximity to the runway and the runway centerline at KWIA. These monitoring locations were active 24-hours a day for 28 days, and were attended for 8 hours a day for the first 3 days in operation. The monitoring was undertaken to determine if there were other factors affecting and/or contributing to the propagation of aircraft noise not accounted for within the noise modeling parameters.

A detailed methodology and the results of this monitoring process are provided in **Appendix D**.



Noise Monitoring Locations

FIGURE 4-9

**LEGEND**

	Noise Monitoring Location		Transient Residential
	Airport Boundary		Recreational
	Airport		Commercial
	Vacant Residential		Industrial
	Single Family Residential		Institutional
	Mobile Home		Vacant Land
	Multi-Family Residential		Miscellaneous
			Transportation/Utility /Right of Way

Sources:  
 - URS Corp., 2013  
 - FDOT, 2012  
 - Monroe County Property Appraiser, 2012

0 500 Feet



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## 5.0 FUTURE CONDITION: YEAR 2018 NOISE EXPOSURE

### 5.1 Introduction

Methodologies developed by the FAA and published in Title 14 CFR part 150 were used to evaluate the noise environment at KWIA. The regulation requires that the cumulative noise energy exposure of individuals to noise resulting from aviation activities be established in terms of DNL as the FAA's primary metric. All detailed noise analyses must be performed using the most current version of the FAA's INM. For this NEM Update, INM Version 7.0c was used to model aircraft noise exposure. Noise metrics and INM input requirements are described in greater detail in **Appendix C**.

### 5.2 Five-Year Future Aircraft Operational Characteristics

Forecast aircraft operations data were obtained from the FAA's Terminal Area Forecast (TAF). However, since the TAF is based on ATADS, which only records operations when the ATCT is open, as discussed in **Section 4.2**, the TAF operations forecast for 2018 was adjusted to account for operations occurring when the ATCT is closed. This adjustment to the FAA's TAF is explained in detail in **Appendix A. Table 5-1** presents the TAF operations for 2018 and the adjusted numbers used in this Part 150 Study. This adjustment to operational levels results in an increase of 4,507 annual operations, or 7.24 percent.

Other aircraft operational characteristics described in this section were based on data obtained from sources previously discussed in **Section 4.2** and from discussions with airport staff and were used to develop the 2018 Future Condition noise contours.

**TABLE 5-1  
2018 FAA'S TAF AND PART 150 AIRCRAFT OPERATIONS**

	Itinerant				Local		Total
	Air Carrier	Commuter/ Air Taxi	GA	Military	GA	Military	
TAF	9,200	9,978	36,122	405	6,457	65	<b>62,227</b>
Part 150	9,982	11,100	38,489	641	6,457	65	<b>66,734</b>

Source: FAA's TAF, 2012; FAA TFMSC, 2012; URS, 2012.

Operational characteristics including day/night split, runway utilization, flight tracks, and flight track utilization are not expected to vary significantly from current characteristics by 2018; therefore, operational characteristics and assumptions used to develop the 2013 NEM were also used to generate the 2018 NEM. Please refer to **Section 4.2** for details of these operational characteristics and assumptions used in the noise modeling.

### 5.2.1 Air Carrier Flight Operations

The increase from the FAA's TAF forecast for air carrier operations is based on information obtained that indicated three new flights will occur at KWIA. These flights include a daily flight to and from New Orleans (643 NM) resulting in 730 additional Boeing 737-700 annual operations, and two once a week during the winter season to and from Washington-Reagan (1,023 NM) and LaGuardia (1,207 NM), resulting in 34 additional annual CRJ-9 operations and 18 additional Boeing 737-700 operations.

Other regularly scheduled commercial passenger aircraft operations at KWIA include air carrier operators using Boeing 737-500 and 737-700, Airbus A319, and Bombardier CRJ-700 and CRJ-900 aircraft. Destinations of air carrier flights consist of Tampa (240 NM), Miami (127 NM), Orlando (275 NM), Atlanta (561 NM), and Charlotte (736 NM).

Landing fee reports for 2012, provided by KWIA, were used to develop the air carrier fleet mix. Schedules indicate that all arrival and departure operations occur during daytime (7:00 a.m. to 9:59 p.m.) hours. There were 9,982 air carrier operations modeled for the 2018 Future Condition; details are provided in **Table 5-2**.

**TABLE 5-2  
2018 AIR CARRIER FLIGHT OPERATIONS**

Actual Aircraft Type	INM Aircraft	Annual Operations	Average Daily Operations
<b>Air Carrier</b>			
Boeing 737-500	737500	1,848	5.06
Boeing 737-700	737700	5,823	15.95
Airbus A319	A319-131	361	0.99
CRJ-700/900	CRJ9-ER	1,950	5.34
<b>Total</b>		<b>9,982</b>	<b>27.34</b>

Sources: URS, 2012; ATADS, 2012; FlightAware, 2012; INM V 7.0 User's Guide, 2007; FAA's TAF, 2012; KWIA Landing Fee Report, 2012.

### 5.2.2 Commuter/Air Taxi Flight Operations

The air taxi fleet mix shown in **Table 5-3** includes the same aircraft as shown previously in **Table 4-5** for 2013. The same commuter operators are assumed to be operating in 2018 with a similar fleet mix, with one known exception. American Airlines has announced they are replacing the ATR-72 turboprop with an Embraer EMB-140 regional jet. In 2018, a total of 11,100 commuter/air taxi operations are expected to occur. It should be noted that the 2018 commuter/air taxi operational levels are 31 percent lower than the 2013 Existing Conditions levels. The 2013 operational levels are based on actual counts of aircraft operations for the time period of December 2011 through November 2012, with the adjustment for the nighttime period in which the ATCT is closed. The 2018 operational counts, with the same nighttime adjustment, were obtained from the FAA's 2012 TAF for KWIA.

**TABLE 5-3  
2018 COMMUTER AND AIR TAXI FLIGHT OPERATIONS**

<b>Actual Aircraft Type</b>	<b>INM Aircraft Type</b>	<b>Annual Operations</b>	<b>Average Daily Operations</b>
<b>Commuter</b>			
Beech1900	1900D	3,006	8.23
CNA402	BEC58P	2,456	6.73
CNA208	CNA208	453	1.24
EMB140	EMB145	2,648	7.26
Saab 340	SF340	1,025	2.81
<b>Total Commuter Operations</b>		<b>9,588</b>	<b>26.27</b>
<b>Air Taxi</b>			
AC50, C310	BEC58P	7	0.02
C650	CIT3	1	0.00
CL60, E55P, FA20	CL600	70	0.19
CL30	CL601	13	0.03
C182	CNA182	4	0.01
C208, PC12, TMB8	CNA208	393	1.08
BE20, BE9L	CNA441	19	0.05
C25A, C525, C550	CNA500	101	0.28
C560, C56X, LJ60	CNA55B	242	0.66
C680	CNA680	52	0.14
C750	CNA750	55	0.15
B350, SW3, SW4	DHC6	43	0.12
C510, E50P	ECLIPSE500	6	0.02
F900, FA50	F10062	14	0.04
BE33, PA46, SR22	GASEPV	10	0.03
GLF3	GIIB	1	0.00
GLF4	GIV	6	0.02
FA10, LJ40, LJ55	LEAR35	101	0.28
BE40	MU3001	67	0.18
PA31	PA31	111	0.30
P180	SD330	196	0.54
<b>Total Air Taxi</b>		<b>1,512</b>	<b>4.14</b>

Sources: URS, 2012; FAA<sup>4</sup> TAF, 2012; ATADS, 2012; FlightAware, 2012; KWIA Landing Fee Report, 2012.

### **5.2.3 Commercial Aircraft Engine Run-Up Operations**

Commercial aircraft run-up operations were discussed in **Section 4.2.5**. Turboprop aircraft run-ups were not increased from existing levels, as they do not run-up prior to every flight of the day. All commercial jet departures perform a 10-second engine spool-up at the runway end prior to brake release and; therefore, run-up operations were increased to reflect projected 2018 departures. In addition, the Embraer 140 was also assumed to require this same activity and is included in the run-up operations, shown in **Table 5-4**. There are approximately 22 average annual day run-up/spool-up aircraft operations at KWIA, or 8,027 annually.

**TABLE 5-4  
2018 AVERAGE DAILY ENGINE RUN-UP OPERATIONS**

Actual Aircraft	INM Aircraft	Aircraft Heading	Engine Power Setting	Duration (Seconds)	Average Daily Operations		Annual Operations	
					Day	Night	Day	Night
<b>Run-up At the Holding Pad for Runway 09</b>								
B1900	B1900	360°	70%	300.0	0.3600	0.1800	131.4	65.7
SF340	SF340	360°	70%	300.0	0.1227	0.0614	44.8	22.4
<b>Total</b>					<b>0.4827</b>	<b>0.2414</b>	<b>176.2</b>	<b>88.1</b>
<b>Run-Up At the Designated Location Heading East</b>								
B1900	B1900	90°	70%	300.0	0.7200	0.3600	262.8	131.4
SF340	SF340	90°	70%	300.0	0.2455	0.1227	89.6	44.8
<b>Total</b>					<b>0.9655</b>	<b>0.4827</b>	<b>352.4</b>	<b>176.2</b>
<b>Run-Up At the Designated Location Heading West</b>								
B1900	B1900	270°	70%	300.0	0.7200	0.3600	262.8	131.4
SF340	SF340	270°	70%	300.0	0.2455	0.1227	89.6	44.8
<b>Total</b>					<b>0.9655</b>	<b>0.4827</b>	<b>352.4</b>	<b>176.2</b>
<b>Spool-Up At Runway 09 End</b>								
Boeing 737-500	737500	90°	17000 lbs.	10.0	2.8454	0	1,038.6	0
Boeing 737-700	737700	90°	20400 lbs.	10.0	6.3810	0	2,329.1	0
Airbus 319	A319-131	90°	18700 lbs.	10.0	0.4332	0	158.1	0
CRJ700/900	CRJ9-ER	90°	11500 lbs.	10.0	2.1366	0	779.9	0
EMB140	EMB145	90	6000 lbs.	10.0	2.9025	0	1,059.4	0
<b>Total</b>					<b>14.6987</b>	<b>0</b>	<b>5,365.1</b>	<b>0</b>
<b>Spool-Up At Runway 27 End</b>								
Boeing 737-500	737500	270°	17000 lbs.	10.0	0.7113	0	259.6	0
Boeing 737-700	737700	270°	20400 lbs.	10.0	1.5953	0	582.3	0
Airbus 319	A319-131	270°	18700 lbs.	10.0	0.1083	0	39.5	0
CRJ700/900	CRJ9-ER	270°	11500 lbs.	10.0	0.5341	0	194.9	0
EMB140	EMB145	270	6000 lbs.	10.0	0.7256	0	264.8	0
<b>Total</b>					<b>3.6746</b>	<b>0</b>	<b>1,341.1</b>	<b>0</b>
<b>TOTAL</b>					<b>20.7870</b>	<b>1.2068</b>	<b>7,587.2</b>	<b>440.5</b>

Source: URS, 2012.

#### **5.2.4 General Aviation Flight Operations**

The GA aircraft fleet mix and number of annual and average daily operations for the year 2018 are shown in **Table 5-5**. The fleet mix is similar (on a percentage basis) to the fleet mix for 2013, which is detailed previously in **Table 4-7**. As in the commuter/air taxi segment, GA operations have decreased from the 2013 Existing Condition. This can be attributed to the 2013 operational counts being based on actual counts, whereas the 2018 Future Condition is based on the FAA's 2012 TAF for KWIA.

**TABLE 5-5  
2018 GENERAL AVIATION FLIGHT OPERATIONS**

<b>Original Aircraft (Representative Sample)</b>	<b>INM Aircraft</b>	<b>Annual Itinerant Operations</b>	<b>Annual Local Operations</b>	<b>Average Daily Itinerant Operations</b>	<b>Average Daily Local Operations</b>
AC 500, BE50, BE55, CNA310, CNA 335, CNA 402, Piaggio 180, Pilatus BN-2T, PA 23, PA34, PA 44	BEC58P	7,910	3,095	21.67	8.48
CNA150, CNA152, CNA 195	CNA172	2,096	502	5.74	1.37
CNA 182	CNA182	1,733	633	4.75	1.74
CNA10T, CNA185, CNA210	CNA206	1,148	275	3.15	0.75
CNA208, PC12, TMB8	CNA 208	2,022		5.54	
CNA 207	CNA20T	31	7	0.08	
AC68, AC95, BE10, BE95, CNA425	CNA441	2,908		7.97	
BE350, SW3, SW4	DHC6	788		2.16	
BE30	DO228	153		0.42	
AA5, AC11, BE23, C140, COL4, DA20, LNC2, PITTS, RV10, TB20	GASEPF	972	233	2.66	0.64
AT5T, B36, BE33, BE35, MO20, Maul, P32, P46, PA24, PA32, SR20	GASEPV	7,156	1,712	19.60	4.69
SB20	HS748A	27		0.07	
PA28	PA28	914		2.50	
PA30	PA30	170		0.47	
BE60, PA31, PAT4	PA31	1,757		4.81	
P180	SD330	37		0.10	
SF340	SF340	20		0.06	
C25C, C650	CIT3	214		0.59	
CL60, E55P, F2TH, FA20	CL600	425		1.16	
CL30	CL601	228		0.62	
C25A, C25B, C525, C550	CNA500	2,127		5.83	
C560, C56X, LJ60	CNA55B	1,033		2.83	
C680	CNA680	116		0.32	
C750	CNA750	68		0.19	
C510 EA50	ECLIPSE 500	754		2.07	
F900, FA50	F10062	299		0.82	
GLF2	GII	7		0.02	
GLF3	GIIB	17		0.05	
GLF4	GIV	275		0.75	
GLEX, GLF5	GV	95		0.26	
ASTR, G150, WW24	IA1125	262		0.72	
LJ24, LJ25	LEAR25	65		0.18	
FA10, H25B, LJ31, LJ35, LJ40, LJ45, LJ55	LEAR35	1,889		5.18	

**TABLE 5-5 (CONTINUED)  
2018 GENERAL AVIATION FLIGHT OPERATIONS**

<b>Original Aircraft (Representative Sample)</b>	<b>INM Aircraft</b>	<b>Annual Itinerant Operations</b>	<b>Annual Local Operations</b>	<b>Average Daily Itinerant Operations</b>	<b>Average Daily Local Operations</b>
BE40, MU30	MU3001	584		1.60	
Eurocopter BO 105	BO105	146		0.40	
S76	S76	17		0.05	
EC130	EC130	27		0.07	
<b>Total</b>		<b>38,489</b>	<b>6,457</b>	<b>105.45</b>	<b>17.69</b>

Note: Numbers may not add, due to rounding.

Sources: URS, 2012; ATADS, 2012; FlightAware, 2012; INM V 7.0 User's Guide, 2007.

### 5.2.5 Military Operations

The fleet mix of military itinerant operations, as derived from FlightAware data, remains constant as a percentage with the 2013 fleet mix. As discussed in **Section 4.2.4**, modeled operations were increased due to ATCT hours of operation; therefore, 706 itinerant military flight operations were modeled. **Table 5-6** presents military itinerant flight operations at KWIA.

**TABLE 5-6  
2018 MILITARY AIRCRAFT OPERATIONS**

<b>Actual Aircraft Type</b>	<b>INM Aircraft</b>	<b>Annual Itinerant Operations</b>	<b>Average Daily Operations</b>
BE55, BE58, PA44	BEC58P	23	0.06
C130	C130HP	95	0.26
C208, PC12	CNA208	50	0.14
BE20, BE90	CNA441	81	0.22
C560	CNA55B	48	0.13
B350, DHC6, SW4	DHC6	45	0.12
DH8	DHC8	25	0.07
F16	F16A	7	0.02
F18	F18EF	7	0.02
G159	HS748A	113	0.31
T6B, TEX2	JPATS	11	0.03
P3	P3C	14	0.04
SH33	SD330	20	0.06
C27J, CN35, SF34	SF340	95	0.26
T34	T34	7	0.02
EC35	BO105	23	0.06
H60	S61	29	0.08
AS65	SA365N	14	0.04
<b>Total</b>		<b>706</b>	<b>1.94</b>

Note: Numbers may not add, due to rounding.

Sources: URS, 2012; ATADS, 2012; FlightAware, 2012; INM V 7.0 User's Guide, 2007.

Also as with the 2013 military operations, the 65 local operations contained in the FAA's TAF were included in total military flight operations and assumed to be first responder activity.

### 5.2.6 Summary of 2018 Operations

A total of 66,734 annual aircraft flight operations were modeled to develop the 2018 Future Condition NEM. This equates to 182.83 average daily operations. **Table 5-7** provides a breakdown of these operations by aircraft category.

**TABLE 5-7  
SUMMARY OF 2018 FLIGHT OPERATIONS**

Category	Annual Operations	Average Daily Operations
Air Carrier	9,982	27.35
Commuter/Air Taxi	11,100	30.41
GA Itinerant	38,489	105.45
GA Local	6,457	17.69
Military	706	1.93
<b>Total</b>	<b>66,734</b>	<b>182.83</b>

Sources: URS, 2012; ATADS, 2012; FlightAware, 2012; FAA's TAF, 2012.

In addition to the flight operations, approximately 8,027 annual aircraft run-up operations were modeled to develop the 2018 Future Condition NEM. This equates to approximately 22 average daily run-up operations.

### 5.3 Noise Contours and Noncompatible Land Uses

The information presented thus far represents the key data necessary to develop the input for the INM. From these data, the INM generates lines of equal sound levels centered upon the runway. These lines of equal noise exposure are referred to as noise contours and are based on the DNL sound metric. The contours calculated for this study include the DNL 65, 70, and 75 dB contours.

**Figure 5-1** presents the 2018 Future Condition noise contours superimposed over the existing land use base map. The base map provides community and airport geographic reference data such as runway configuration, roads, streets, and bodies of water. The surrounding land uses and the location of noise-sensitive facilities were identified from aerial photography, online database research, and cross-referenced against the current City of Key West land use and zoning maps. This figure assists in understanding the geographic relationship of the airport to the community and to the noise contours generated by the airport's aircraft activity. **Figure 5-2** presents the 2018 Future Condition noise contours with the 2013 Existing Condition noise contours; this figure is provided for comparison purposes.

**Figure 5-1** illustrates current compatible and noncompatible land uses surrounding KWIA that are found within the various noise contours under the 2018 Future Condition NEM. Noncompatible land uses include single-family, multi-family, and transient lodging residential uses, as well as community facilities and are indicated by a crosshatch pattern. Single- and multi-family land uses within the DNL 65 dB contour that

are shown as compatible, which would normally be considered noncompatible, have been rendered compatible through participation in the NIP (see **Section 1.3.1**).

**Figure 5-1** also indicates any noise-sensitive sites are within the 2018 Future Condition NEM and like the 2013 Existing Condition NEM, no site resides completely in the noise contours. Portions of Key West High School property, the Lime Grove House, the St. Bede and St. Francis Houses on the Catholic Charities property, and Grace Lutheran Church and School are within the DNL 65 dB noise contour for the 2018 Future Condition NEM.

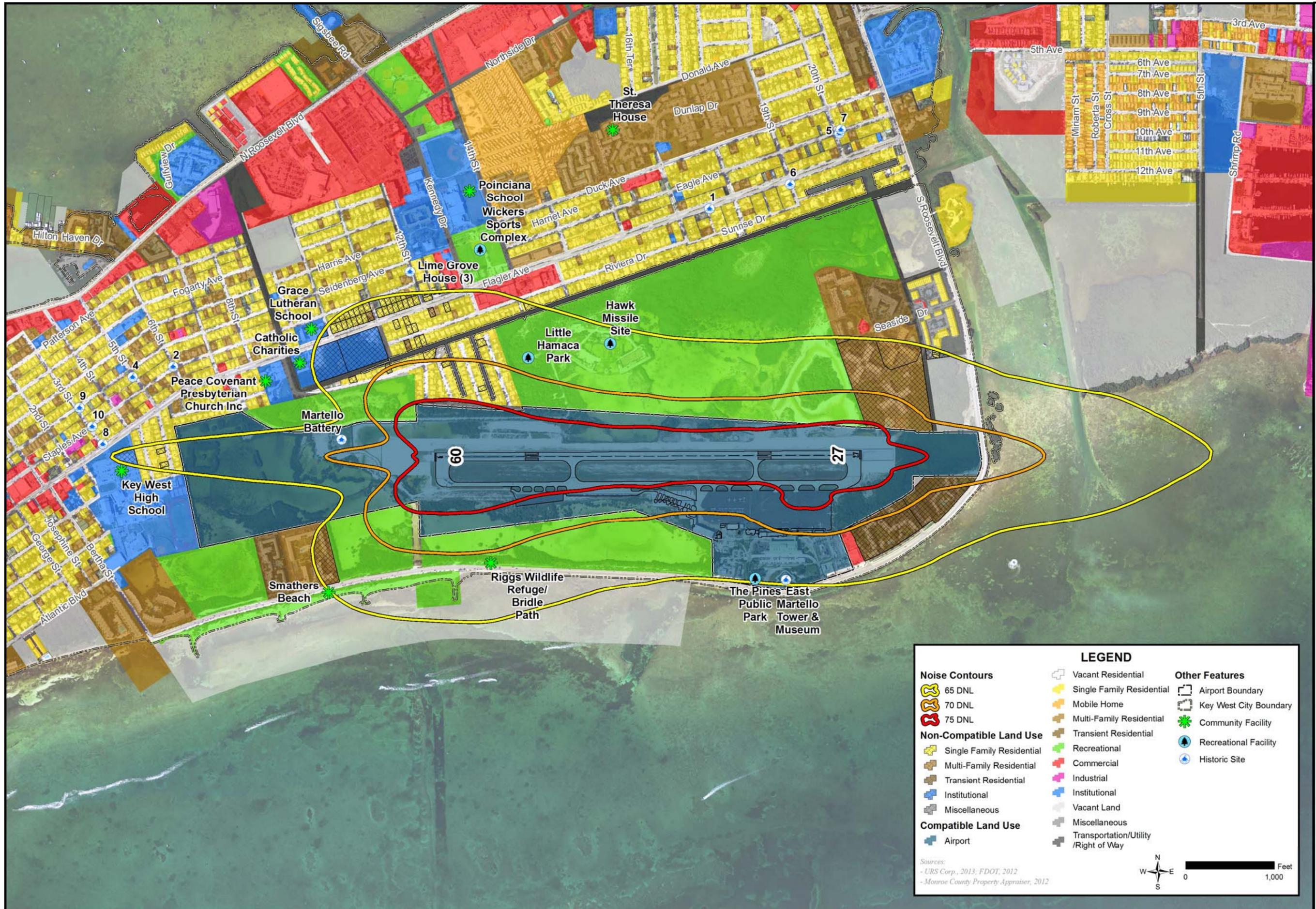
**Table 5-8** summarizes the acreage, by land use category, located within the DNL 65, 70, and 75 dB contours. Noncompatible land uses impacted by these contours include single-family, multi-family, and transient lodging residential land uses.

In addition to summarizing the area by land use category, **Table 5-8** also provides the number of noise-impacted household units and population within the DNL 65, 70, and 75 dB contours. To quantify the population within the 2018 DNL 65 dB noise contours, U.S. Census 2011 State and County Quick Facts population data were utilized. The data for Monroe County indicated an average household size of 2.55, which was multiplied by the number of housing units in order to calculate an estimated impacted population. In order to calculate transient lodging population, the hotels were contacted for number of rooms and the average annual occupancy rate. The occupancy rate was then multiplied by the number of rooms, in order to calculate an estimated impacted population. **Table 5-8** also identifies the number of housing units that have participated in the NIP at the time of the publication of this NEM. These homes are now considered as compatible land uses. The distribution of population between mitigated and unmitigated is based upon the number of mitigated and unmitigated housing units.

Portions of Key West by the Sea Condominiums, Ocean Walk Apartments, Hyatt Windward Pointe Resort, and Best Western Key Ambassador are within the DNL 65 dB and greater contour. The number of housing units and population was distributed amongst the various contour intervals based on the proportion of the parcel's acreage that fell within that contour interval. Condominiums and apartments are considered fully occupied as these are usually long-term leases and rentals.

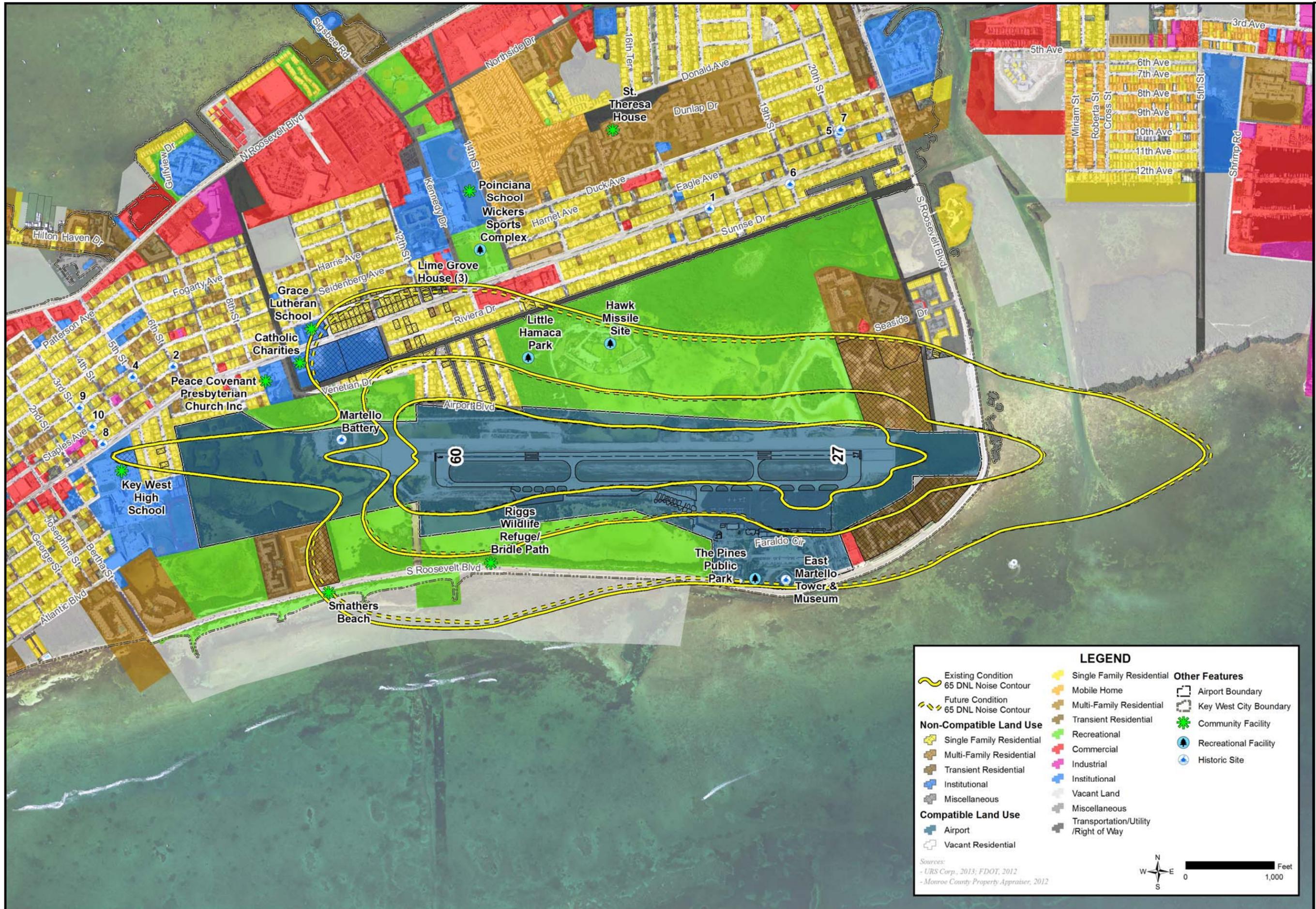
The total number of flight operations for the 2013 Existing Condition NEM was 66,847, for an average daily number of 183.13 operations. The forecast number of annual aircraft flight operations for the 2018 Future Condition NEM is 66,734, or 182.83 average daily operations. The area within the 2018 Future Condition NEM noise contours decrease in size by 18.3 acres, or approximately 3.0 percent when compared to the 2013 Existing Condition NEM noise contours. This reduction in size can be attributed to the reduction in aircraft operations from 2013 to 2018, particularly the 23 percent decrease in commuter/air taxi operations, which are primarily small jet and turboprop aircraft. The 2018 Future Condition NEM encompasses 3.3 fewer acres of noncompatible land when compared to the 2013 Existing Condition NEM. The total housing units and population within the DNL 65 dB noise contour decreases by 8.4 percent.

As shown on **Figure 5-2**, the 2018 Future Condition NEM change in noncompatible acreage when compared to the 2013 NEM primarily occurs to the northwest of the airport along Staples Avenue and Flagler Avenue between 10<sup>th</sup> Street and Kennedy Drive, and to the southwest in the vicinity of the Key West by the Sea Condominiums.



2018 Future Condition Noise Exposure Map

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**LEGEND**

Existing Condition 65 DNL Noise Contour	Single Family Residential	<b>Other Features</b>
Future Condition 65 DNL Noise Contour	Mobile Home	Airport Boundary
<b>Non-Compatible Land Use</b>	Multi-Family Residential	Key West City Boundary
Single Family Residential	Transient Residential	Community Facility
Multi-Family Residential	Recreational	Recreational Facility
Transient Residential	Commercial	Historic Site
Institutional	Industrial	
Miscellaneous	Institutional	
<b>Compatible Land Use</b>	Vacant Land	
Airport	Miscellaneous	
Vacant Residential	Transportation/Utility /Right of Way	

Sources:  
 - URS Corp., 2013; FDOT, 2012  
 - Monroe County Property Appraiser, 2012

0 1,000 Feet

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**TABLE 5-8  
2018 FUTURE CONDITION NOISE EXPOSURE ESTIMATES**

<b>Land Use Type (Acres)</b>	<b>DNL 65 to 70 dB</b>	<b>DNL 70 to 75 dB</b>	<b>DNL 75+ dB</b>	<b>TOTAL</b>
Airport	54.0	67.9	104.9	226.8
Commercial	2.6	0.1	0.0	2.7
Institutional	8.2	0.0	0.0	8.2
Multi-Family Residential	17.5	5.6	0.2	23.3
Parks & Recreation	110.8	43.5	1.4	155.7
Single-Family Residential	19.7	8.1	0.2	28.0
Transient Residential	9.5	4.0	0.0	13.5
Transportation/Utility/Right-of-Way	23.0	4.5	1.0	28.5
Vacant	30.9	0.9	0.0	31.8
Vacant Residential	1.0	0.0	0.0	1.0
Water	82.4	7.7	0.3	90.4
<b>Total</b>	<b>359.6</b>	<b>142.3</b>	<b>108.0</b>	<b>609.9</b>
<b>Housing Units<sup>1,2</sup></b>	<b>DNL 65 to 70 dB</b>	<b>DNL 70 to 75 dB</b>	<b>DNL 75+ dB</b>	<b>TOTAL</b>
<b>Unmitigated (i.e., Noncompatible)</b>				
Multi-Family Residential	402	100	3	505
Single-Family Residential	58	4	0	62
Transient Residential	110	49	0	159
<b>Total Unmitigated Housing Units</b>	<b>570</b>	<b>153</b>	<b>3</b>	<b>726</b>
<b>Mitigated<sup>1</sup> (i.e., Compatible)</b>				
Multi-Family Residential	4	0	0	4
Single-Family Residential	96	73	6	175
<b>Total Mitigated Housing Units</b>	<b>100</b>	<b>73</b>	<b>6</b>	<b>179</b>
<b>Total Housing Units</b>	<b>670</b>	<b>226</b>	<b>9</b>	<b>905</b>
<b>Population<sup>1,2</sup></b>	<b>DNL 65 to 70 dB</b>	<b>DNL 70 to 75 dB</b>	<b>DNL 75+ dB</b>	<b>TOTAL</b>
<b>Unmitigated (i.e., Noncompatible)</b>				
Multi-Family Residential	1,025.1	255.0	7.7	1,287.8
Single-Family Residential	147.9	10.2	0.0	158.1
Transient Residential	280.5	125.0	0.0	405.5
<b>Total Unmitigated Population</b>	<b>1,453.5</b>	<b>390.2</b>	<b>7.7</b>	<b>1,851.3</b>
<b>Mitigated<sup>1</sup> (i.e., Compatible)</b>				
Multi-Family Residential	10.2	0.0	0.0	10.2
Single-Family Residential	244.8	186.2	15.3	446.3
<b>Total Mitigated Population</b>	<b>255.0</b>	<b>186.2</b>	<b>15.3</b>	<b>456.5</b>
<b>Total Population</b>	<b>1,708.5</b>	<b>576.3</b>	<b>23.0</b>	<b>2,307.8</b>

Notes: <sup>1</sup> Population and housing units are mitigated through participation in the NIP.

<sup>2</sup> Housing units include single-family, multi-family, and transient housing units.

Numbers may not add, due to rounding.

Sources: URS, 2012; Best Western, Hyatt, and Sunrise Suites, 2008; U.S. Census State and County Quick Facts, 2011; Monroe County, 2012.

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## **6.0 CONSULTATION AND PUBLIC PARTICIPATION**

### **6.1 Introduction**

Title 14 CFR part 150 §150.21(b) requires that each NEM must be developed and prepared in consultation with FAA regional officials, the officials of the state and of any public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the DNL 65 dB contour depicted on the NEM, and other federal officials having local responsibility for land uses depicted on the map. This consultation must include regular aeronautical users of the airport, including air carriers and other aircraft operators.

The County of Monroe, owner and operator of KWIA, certifies that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the revised NEMs and descriptions of forecast aircraft operations. Documentation describing the consultation accomplished during the development of the NEMs, and the opportunities afforded the public to review and comment, are included in this section and associated appendices. Copies of all written comments received during consultation are also included.

### **6.2 Identification of Consulted Parties**

As described above, title 14 CFR part 150 §150.21(b) specifies the parties that must be consulted during development of the NEMs. Accordingly, the following parties were contacted and requested to provide input as appropriate:

- Federal Aviation Administration,
- U.S. Navy,
- National Oceanic and Atmospheric Administration,
- Florida Department of Transportation,
- State Clearinghouse,
- State Historic Preservation Office,
- City of Key West,
- County of Monroe,
- Air carriers, and
- Other aeronautical users.

Copies of correspondence with these parties are included in **Appendix E**.

### **6.3 Monroe County Ad Hoc Committee on Noise**

The County of Monroe established the Ad Hoc Committee on Noise. The committee is composed of airport neighbors, airport users, and the airport operator. Ad Hoc Committee meetings provide diverse interests

an opportunity to directly experience the viewpoints, ideas, and concerns of other committee members. The Ad Hoc Committee generally meets on a bi-monthly basis. During the course of the NEM Update, the Committee met on the following dates to discuss issues related to the NEM Update:

- December 6, 2011
- February 7, 2012
- April 3, 2012
- June 5, 2012
- August 7, 2012
- October 2, 2012
- December 4, 2012
- February 5, 2013

The Ad Hoc Committee played an important role in the course of the NEM update. Each of the members represented one or more constituent interests: neighborhood residents, public agencies, and aviation users. The committee members brought together the study team and the people they represented. The study team benefited from the unique viewpoints and had access to the people and resources each committee member represented. In addition, the study team needed a forum in which to present information, findings, ideas, and recommendations during the course of the study. The committee members informed their constituents about the study as it progressed and brought into the committee the views of others. The study team needed their work scrutinized closely for accuracy, completeness of detail, clarity of thought, and intellectual honesty. The committee pointed out any shortcomings and suggested improvements.

**Appendix E** contains a list of current Ad Hoc Committee members and copies of agendas and minutes for the meetings which occurred during the development of the NEMs and supporting documentation. The meetings listed above were advertised and open to the public which meets the federal Part 150 consultation requirements. Proof of publication from these meetings is also included in **Appendix E**.

A summary of the public comments received at the meetings are included in the meeting minutes, which are included in **Appendix E**. **Appendix F** contains a copy of all written material submitted by the public during the meetings, as required by Part 150 §150.21(b). Other related comments and documentation are also included in **Appendix F**.

#### **6.4 FAA Review and Acceptance of NEMs**

On December 19, 2013, the FAA announced their determination that the NEMs submitted by KWIA under the provisions of 49 U.S.C. 47501 *et. seq.* (*Aviation Safety and Noise Abatement Act*) and title 14 CFR part 150 were in compliance with applicable requirements. The transmittal letter and Sponsor's Certification to the FAA and the acceptance letter from the FAA are included in **Figures 6-1, 6-2, and 6-3**, respectively, and in **Appendix G**. In addition, the FAA published the Noise Exposure Map Notice, Key West International Airport, Key West, FL, in the Federal Register, Vol. 78 No. 249. The Federal Register Notice is also included in **Appendix G**.

As described in §47506(b)(1) of the *Aviation Safety and Noise Abatement Act of 1979*, a legal notice was advertised in the local newspaper, the *Key West Citizen*. The legal notice was published on the following dates: March 9, 16, and 23, 2014. Copies of the notice and the affidavit of publication are included in **Appendix G**.



**BOARD OF COUNTY COMMISSIONERS**  
 Mayor George Neugent, District 2  
 Mayor Pro Tem Heather Carruthers, District 3  
 Danny Kolhage, District 1  
 David Rice, District 4  
 Sylvia J. Murphy, District 5



**NOISE EXPOSURE MAPS  
 PART 150  
 NOISE COMPATIBILITY STUDY**



October 29, 2013

Mr. Allan M. Nagy  
 Airport Environmental Program Specialist  
 Federal Aviation Administration  
 Orlando Airports District Office  
 5950 Hazeltine National Drive, Suite 400  
 Orlando, Florida 32822-5024

**RE: 14 CFR PART 150 NOISE EXPOSURE MAPS  
 SUBMITTAL FOR FAA COMPLIANCE DETERMINATION**

Dear Mr. Nagy:

Enclosed are five (5) hard copies and five (5) CDs of Key West International Airport's 14 CFR Part 150 Noise Exposure Maps (NEMs) and supporting documentation, and five (5) copies of the Executive Summary. These NEMs and supporting documentation are submitted under the provisions of Title 49 United States Code, Chapter 475 and 14 CFR Part 150. Monroe County, as owner and operator of Key West International Airport, is submitting these NEMs and supporting documentation for appropriate Federal Aviation Administration (FAA) determination.

Should you have any questions regarding the enclosed document, please do not hesitate to contact me at 305-809-5200. We appreciate your assistance in this matter.

Sincerely,

  
 Peter J. Horton  
 Director of Airports

Enclosures

**Key West International Airport  
 NEM Transmittal Letter**

**FIGURE  
 6-1**

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## SPONSOR'S CERTIFICATION

The Noise Exposure Maps (NEMs) for Key West International Airport, hereby submitted in accordance with title 14 CFR Part 150, were prepared with the best available information and are certified as true and complete to the best of my knowledge and belief.

The Existing Condition NEM is based on data generated for a timeframe representing the year of submission. The assumptions and activity levels used to develop the Existing Condition NEM are based on data from December 1, 2011 through November 30, 2012. Thus, the data for the Existing Condition NEM are representative of existing condition, as of the date of this submission. The noise contours representing the existing condition are identified as the 2013 Noise Exposure Map.

The assumptions and activity levels used to develop the Future Condition NEM are based on reasonable forecasts and other planning assumptions. The Future Condition NEM is based on data generated for a timeframe five years in the future from the year of submission. Therefore, the Future Condition NEM developed for 2018 accurately represents the five-year forecast from the date of this submission. The noise contours representing the future condition are identified as the 2018 Noise Exposure Map.

The NEMs were prepared in consultation with state, and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the DNL 65 dB contour depicted on the NEMs. The consultation also included federal officials having local responsibility and regular aeronautical users of the airport. It is further certified that adequate opportunity has been afforded interested persons to submit their views, data, and comments concerning the correctness and adequacy of the Noise Exposure Maps and the supporting documentation and forecasts.

10-29-13  
Date of Signature

  
Peter J. Horton  
Director of Airports  
Monroe County

NOISE EXPOSURE MAPS  
PART 150  
NOISE COMPATIBILITY STUDY



Key West International Airport  
NEM Sponsor's Certification

FIGURE  
6-2

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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**ORLANDO AIRPORTS DISTRICT OFFICE**  
5950 Hazeltine National Drive  
Citadel International Building, Suite 400  
Orlando, FL 32822  
Phone: 407-812-6331 Fax: 407-812-6978

December 19, 2013

Mr. Peter Horton, Airports Manager  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040-5295

**RE: Noise Exposure Maps Compliance Determination**

Dear Mr. Horton:

This is to notify you that the Federal Aviation Administration (FAA) has evaluated your final submission of the Noise Exposure Maps (NEM) and supporting documentation transmitted by your letter of October 29, 2013 in accordance with Section 103(a)(1) of the Aviation Safety and Noise Abatement Act of 1979 (ASNA), (49 U.S.C., Section 47503). We have determined that they are in compliance with applicable requirements of 14 CFR Part 150. Further, we have determined that the maps entitled "2013 Existing Noise Exposure Map" and "2018 Future Noise Exposure Map" fulfill the requirements for the current year and the future year noise exposure maps.

FAA's determination that your Noise Exposure Maps are in compliance is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR Part 150. Such determination does not constitute approval of your data, information or plans.

Should questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on your Noise Exposure Maps, you should note that the FAA will not be involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of ASNA (49 U.S.C., Section 47506). These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's determination relative to your Noise Exposure Maps.

Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the maps depicting properties on the surface rests exclusively with you, the airport

**NOISE EXPOSURE MAPS  
PART 150  
NOISE COMPATIBILITY STUDY**



**Federal Aviation Administration  
NEM Determination Letter**

**FIGURE  
6-3**

sponsor, or with those public agencies and planning agencies with which consultation is required under Section 103 of ASNA (49 U.S.C., Section 47503). The FAA relies on the certification by you, under 150.21 of 14 CFR part 150, that the statutorily required consultation has been accomplished.

The FAA will publish notice in the Federal Register announcing its determination on the Noise Exposure Maps for the Key West International Airport.

***Your notice of this determination and the availability of the Noise Exposure Maps, when published at least three times in a newspaper of general circulation in the county or counties where affected parties are located, will satisfy the requirements of Section 107 of the ASNA Act (49 U.S.C., Section 47506).***

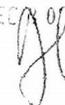
Your attention is called to the requirements of Section 150.21(d) of 14 CFR Part 150, involving the prompt preparation and submission of revisions to these maps of any actual or proposed change in the operation of the Key West International Airport which might create any substantial, new, noncompatible use in any areas depicted on the Noise Exposure Maps, or significant reduction in noise over noncompatible land uses that were previously included in the Noise Exposure Map contour. Remedial mitigation is limited to existing non-compatible land uses located within the existing 65 DNL noise exposure contour of the official Noise Exposure Map (2013 Existing Noise Exposure Map) and is consistent with FAA's 1998 remedial mitigation policy (64 FR 16409).

Sincerely,



Bart Vernace, P.E.  
Manager, FAA Orlando Airports District Office

cc:  
APP-400  
ASO-610  
ASO-7  
Allan Nagy, Orlando ADO Environmental Program Specialist

DEC 09 2013  


NOISE EXPOSURE MAPS  
PART 150  
NOISE COMPATIBILITY STUDY



Federal Aviation Administration  
NEM Determination Letter

FIGURE  
6-3

**Appendix A**

---

***Aviation Activity Forecast  
for Use in the Part 150 Study***

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## Botto, Dan

---

**From:** Allan.Nagy@faa.gov  
**Sent:** Friday, September 28, 2012 4:13 PM  
**To:** Botto, Dan; Murphy, Deborah; Peter Horton  
**Cc:** Bart.Vernace@faa.gov; Susan.Moore@faa.gov; Rebecca.Henry@faa.gov; Dana.Perkins@faa.gov; Behrens, Paul  
**Subject:** RE: EYW Forecasts for Use in Part 150

Peter, Deb, Dan,

We have completed our review of the EYW Part 150 Forecast Working Paper and concur that the forecasts are suitable for use in your Part 150 Study.

Please revise Table 10 of the document as commented on in the below email trail and resubmit me three (3) copies of the final document.

We appreciate the opportunity to review the forecasts this early in the process.

Please note that if you become aware of any significant changes in operations, fleet mix or other operational factors at EYW over the course of the preparation of this Part 150 Study that these changes will have to be taken into account in the development of the NEM's, the Certification of the NEM's by the Airport Sponsor, and/or the measures recommended in the NCP portion of the Study.

Please let me know if you have any questions.

Good Job!

-- Allan

Allan M. Nagy  
Environmental Program Specialist  
Federal Aviation Administration  
Orlando Airports District Office  
Office: 407-812-6331 ext. 130

---

From: "Botto, Dan" <[dan.botto@urs.com](mailto:dan.botto@urs.com)>  
To: Allan Nagy/ASO/FAA@FAA, "Murphy, Deborah" <[deborah.murphy@urs.com](mailto:deborah.murphy@urs.com)>  
Cc: Peter Horton <[Horton-Peter@monroecounty-fl.gov](mailto:Horton-Peter@monroecounty-fl.gov)>, Bart Vernace/ASO/FAA@FAA, Susan Moore/ASO/FAA@FAA  
Date: 09/27/2012 03:15 PM  
Subject: RE: EYW Forecasts for Use in Part 150

---

Thank you Allan

That's a good catch. I had the TAF numbers for 2012, 2017, 2022, and 2027 in the comparison table. Here are the numbers for the updated table, and of course the numbers in the text will be changed to match these.

Have a good day  
Dan

Daniel T. Botto  
Airport Environmental Planner  
URS Corporation  
7650 West Courtney Campbell Causeway  
Tampa, FL 33607-1462  
813/675-6507  
Fax: 813/636-2400  
**Please Note New Email Address**  
[dan.botto@urs.com](mailto:dan.botto@urs.com)

**From:** [Allan.Nagy@faa.gov](mailto:Allan.Nagy@faa.gov) [<mailto:Allan.Nagy@faa.gov>]  
**Sent:** Tuesday, September 25, 2012 11:02 AM  
**To:** Murphy, Deborah; Botto, Dan  
**Cc:** Peter Horton; [Bart.Vernace@faa.gov](mailto:Bart.Vernace@faa.gov); [Susan.Moore@faa.gov](mailto:Susan.Moore@faa.gov)  
**Subject:** EYW Forecasts for Use in Part 150

Peter, Deb, Dan

We have received your Forecast Working Paper and it is currently being reviewed by Rebecca Henry and myself.

We should have detailed comments back to you by the end of the week.

In the meantime, I have the following Preliminary Comment:

1. Please cross-check the TAF total operations for the years 2013 and 2018 as shown in Table #4 against the TAF numbers shown for the same years in Table #10. The numbers do not match. As a result, when calculating the percent difference between the TAF and the Part 150 Forecast, the percent change is slightly different. This is not enough to be significant, but the TAF numbers in both Tables 4 and 10 should be the same for 2013 and 2018.

-- Allan

Allan M. Nagy  
Environmental Program Specialist  
Federal Aviation Administration  
Orlando Airports District Office  
Office: 407-812-6331 ext. 130

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[attachment "Revised EYW Forecast table 10.pdf" deleted by Allan Nagy/ASO/FAA]

**PART 150 STUDY**  
**REVISION TO**  
**FEDERAL AVIATION ADMINISTRATION**  
**TERMINAL AREA FORECAST**  
**FOR USE IN THE PART 150 STUDY**

**PREPARED FOR:**



**MONROE COUNTY BOARD OF**  
**COUNTY COMMISSIONERS**

**OPERATOR OF:**



**KEY WEST**  
**INTERNATIONAL AIRPORT**

**PREPARED BY:**  
**URS CORPORATION**

*February 2013*



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1    **1.0    INTRODUCTION**

2    The purpose of this forecast of aviation activity is to review the Federal Aviation Administration’s (FAA’s)  
3    Terminal Area Forecast (TAF) and ensure the inclusion of aircraft operations that occur at Key West  
4    International Airport (KWIA) during the hours the Airport Traffic Control Tower (ATCT) is closed, 11:00  
5    p.m. to 7:00 a.m. daily.

6    The TAF is a forecast of aviation operations developed by the FAA for the entire United States (U.S.)  
7    aviation system and for the individual airports within that system. These forecasts are based on the best  
8    available data, including information from the airports and the air traffic system. The historical data used  
9    in these forecasts is primarily based on traffic counts provided to the FAA from the individual airport’s  
10   ATCT, when available, and these records are compiled in the FAA’s Air Traffic Activity Data System  
11   (ATADS). Since the tower is not attended from 9:00 p.m. to 7:00 a.m. daily, all operations occurring in  
12   this time period are not included in the traffic counts provided to the FAA and used in the annual TAF  
13   produced for KWIA.

14   This forecast will use the FAA’s ATADS and TAF as a basis for aircraft operations, but will factor the  
15   totals to include the operations occurring during the hours the tower is closed.

16   This working paper reviews the FAA’s *2012 EYW Terminal Area Forecast (TAF) 2011 Scenario*, the  
17   FAA’s ATADS, and the FAA’s Traffic Flow Management System Counts (TFMSC) to determine a ratio  
18   factor to apply to the TAF and ATADS for inclusion and use in the KWIA Part 150 Study. Where  
19   appropriate, a revised activity forecast was developed and is recommended for use in the KWIA Part 150  
20   Study. According to the guidelines put forth in the FAA Part 150 Airport Noise Compatibility  
21   Planning documentation, the Part 150 Study must provide “noise exposure based on forecast aircraft  
22   operations at the airport for a forecast period that is at least 5 years in the future beginning after the date  
23   of submission;” therefore, the forecast period for development and review includes the years 2013  
24   through 2018.

25   The recommended adjustment to the FAA’s TAF, presented in this document and for use in this Part 150  
26   Study, was formulated using assumptions based primarily on the review of the above cited documents, a  
27   review of historical aircraft activity, and the application of objective judgment.

28   **1.1    Forecast Background**

29   It should be noted that forecasting of aviation activity at the airport level is not an exact science. As  
30   fluctuations in the national or regional economy occur, market-driven factors may serve to significantly  
31   influence the actual expansion or contraction of aviation activity, particularly at an individual airport.

32   Since deregulation of the airline industry in the late 1970s, airlines are free to enter and exit service  
33   markets based solely on economic decisions. For this and other reasons typically beyond the immediate  
34   control of the airlines and the airport, this forecast of aviation activity is based on reasonable and prudent  
35   assumptions. These assumptions, however, include uncertainties that by the nature of the air travel  
36   industry increase toward the end of the forecast period. The direct influence of paradigm shifts in

1 commercial air travel, such as the increasing use of the regional jet, the emergence of new technologies,  
 2 the changing strategy of economic business air travel, and changes in work and recreational practices  
 3 may all serve to affect aviation activity at KWIA. For these reasons, the forecast should be periodically  
 4 compared with actual airport activity levels and airport plans and policies should be revised or amended  
 5 accordingly.

6 **2.0 AIRCRAFT ACTIVITY**

7 Presently, four categories of aircraft utilize KWIA; they are: air carrier/cargo, commuter/air taxi, general  
 8 aviation, and military. Historical aircraft operations data for KWIA are presented in **Table 1**. Recent  
 9 historical data was obtained from the FAA's ATADS records, and is presented through calendar year  
 10 2011.

11 **TABLE 1**  
 12 **HISTORICAL AIRCRAFT OPERATIONS FROM ATADS**  
 13

Year	Itinerant Operations					Local Operations			Total
	Air Carrier/Cargo	Commuter/Air Taxi	General Aviation	Military	Total	General Aviation	Military	Total	
2000	1,901	33,316	39,634	1,767	<b>76,618</b>	12,606	3,154	<b>15,760</b>	<b>92,378</b>
2001	1,693	34,548	35,712	887	<b>72,840</b>	10,948	11,270	<b>22,218</b>	<b>95,058</b>
2002	3,638	32,710	34,302	956	<b>71,606</b>	10,441	9,712	<b>20,153</b>	<b>91,759</b>
2003	5,396	30,004	36,999	1,205	<b>73,604</b>	12,125	7,998	<b>20,123</b>	<b>93,727</b>
2004	5,048	28,923	36,357	343	<b>70,671</b>	9,295	6,872	<b>16,167</b>	<b>86,838</b>
2005	5,694	28,329	33,772	800	<b>68,595</b>	14,684	5,846	<b>20,530</b>	<b>89,125</b>
2006	7,526	21,880	34,321	1,034	<b>64,761</b>	12,724	9,564	<b>22,288</b>	<b>87,049</b>
2007	6,331	24,714	30,964	3,270	<b>65,279</b>	13,024	12,183	<b>25,207</b>	<b>90,486</b>
2008	5,810	20,870	28,214	5,002	<b>59,896</b>	10,995	152	<b>11,147</b>	<b>71,043</b>
2009	6,555	11,866	28,084	263	<b>46,768</b>	7,939	197	<b>8,136</b>	<b>54,904</b>
2010	7,317	12,338	30,769	367	<b>50,791</b>	6,348	114	<b>6,462</b>	<b>57,253</b>
2011	7,624	10,858	33,946	459	<b>52,887</b>	7,420	64	<b>7,484</b>	<b>60,371</b>

14 Source: FAA's ATADS, August 2012.

15 **3.0 FORECASTING ASSUMPTIONS**

16 The historical data provided by the ATADS represents the official National Air Space air traffic operations  
 17 data at KWIA available for public release. Since these counts only occur when the ATCT is open, a  
 18 second source of operational information provided supplemental aircraft data for the time period when the  
 19 ATCT was closed. The FAA's Operations and Performance Data system contains multiple performance  
 20 and operations data sources, in addition to the TAF and ATADS, for use in airport planning. One of these  
 21 sources, TFMSC, provides flight information obtained from filed flight plans or when aircraft are flying  
 22 under Instrument Flight Rules (IFR). Therefore, the operational counts obtained from TFMSC include  
 23 aircraft flying at all hours of the day. It must be noted again that the TFMSC data only accounts for

1 aircraft that file a flight plan or are flying IFR. A detailed description of the data provided by TFMSC is  
 2 provided in **Appendix A**.

3 Historical TFMSC data will be compared to the historical IFR data available through the ATADS system.  
 4 The ratio developed through this comparison to account for the operations occurring when the ATCT is  
 5 closed will only be applied to the IFR operational counts provided in the 2011 ATADS data, thereby  
 6 assuming that late night/early morning operations will all be operating IFR for safety reasons. Further, it  
 7 will also be assumed that all local and Visual Flight Rules (VFR) operations occurring at KWIA would  
 8 occur during ATCT operating hours.

9 **Table 2** provides the proportion of IFR versus VFR aircraft operations for the 2009 through 2011 ATADS  
 10 commercial, general aviation, and military operations. The percentage of IFR aircraft operations for 2011  
 11 will be applied to the TAF forecast for KWIA operations for the future years. Scheduled air carrier service,  
 12 except in unusual circumstances, occurs at KWIA during ATCT operational hours and, therefore, it is  
 13 reasonable to expect them to be fully accounted for in the ATADS data. Therefore, this revision to  
 14 commercial operations will only be applied to commuter/air taxi operational levels.

15 **TABLE 2**  
 16 **PROPORTION OF IFR VS. VFR AIRCRAFT OPERATIONS**  
 17

Year	Commercial			General Aviation			Military		
	IFR	VFR	% IFR	IFR	VFR	% IFR	IFR	VFR	% IFR
2009	17,292	1,129	93.9 %	11,799	16,285	42.0 %	70	193	26.6 %
2010	18,698	957	95.1 %	11,534	19,235	37.5 %	105	262	28.6 %
2011	17,168	1,314	92.9 %	10,857	23,089	32.0 %	137	322	29.8 %

18 Source: FAA's ATADS, July 2012.

19 **Table 3** provides the IFR operational counts from ATADS and TFMSC.

20 **TABLE 3**  
 21 **IFR AIRCRAFT OPERATIONAL COUNTS**  
 22

Year	Commercial			General Aviation			Military		
	ATADS	TFMSC	% Change	ATADS	TFMSC	% Change	ATADS	TFMSC	% Change
2009	17,292	19,608	13.4	11,799	18,670	58.2	70	264	277.1
2010	18,698	21,269	13.8	11,534	16,746	45.2	105	350	233.3
2011	17,168	19,246	12.1	10,857	13,081	20.5	137	407	195.6

23 Sources: FAA's ATADS, March 2012. FAA's TFMSC, March 2012.

24 The percent change shown in Table 3 represents the difference in operations accounted for during the  
 25 ATCT hours of operation and those recorded by the TFMSC system. The percent change for 2011 will be  
 26 applied to the IFR portion of commuter/air taxi, general aviation, and military aircraft operations in the  
 27 FAA's 2012 EYW Terminal Area Forecast (TAF) 2011 Scenario.

1 **4.0 FORECAST OF AIRCRAFT OPERATIONS**

2 The FAA's TAF is shown in **Table 4**. The information in this table will form the basis for the recommended  
 3 forecast for KWIA.

4 **TABLE 4**  
 5 **FAA TAF FOR KEY WEST INTERNATIONAL AIRPORT**  
 6

Year	Itinerant Operations					Local Operations			Total
	Air Carrier/Cargo	Commuter/Air Taxi	General Aviation	Military	Total	General Aviation	Military	Total	
2013	8,333	9,829	35,567	405	<b>54,134</b>	6,215	65	<b>6,280</b>	<b>60,414</b>
2014	8,500	9,858	35,677	405	<b>54,440</b>	6,263	65	<b>6,328</b>	<b>60,768</b>
2015	8,670	9,888	35,788	405	<b>54,751</b>	6,311	65	<b>6,376</b>	<b>61,127</b>
2016	8,843	9,918	35,899	405	<b>55,065</b>	6,359	65	<b>6,424</b>	<b>61,489</b>
2017	9,020	9,948	36,010	405	<b>55,383</b>	6,408	65	<b>6,473</b>	<b>61,856</b>
2018	9,200	9,978	36,122	405	<b>55,705</b>	6,457	65	<b>6,522</b>	<b>62,227</b>
2019	9,384	10,008	36,234	405	<b>56,031</b>	6,506	65	<b>6,571</b>	<b>62,602</b>
2020	9,572	10,038	36,346	405	<b>56,361</b>	6,556	65	<b>6,621</b>	<b>62,982</b>
2021	9,763	10,068	36,459	405	<b>56,695</b>	6,606	65	<b>6,671</b>	<b>63,366</b>
2022	9,958	10,098	36,572	405	<b>57,033</b>	6,656	65	<b>6,721</b>	<b>63,754</b>
2023	10,157	10,128	36,685	405	<b>57,375</b>	6,707	65	<b>6,772</b>	<b>64,147</b>
2024	10,360	10,158	36,799	405	<b>57,722</b>	6,758	65	<b>6,823</b>	<b>64,545</b>
2025	10,567	10,188	36,913	405	<b>58,073</b>	6,809	65	<b>6,874</b>	<b>64,947</b>
2026	10,778	10,219	37,027	405	<b>58,429</b>	6,861	65	<b>6,926</b>	<b>65,355</b>
2027	10,994	10,250	37,142	405	<b>58,791</b>	6,913	65	<b>6,978</b>	<b>65,769</b>
2028	11,214	10,281	37,257	405	<b>59,157</b>	6,965	65	<b>7,030</b>	<b>66,187</b>

7 Source: FAA's TAF for EYW, January 2012.

8 **4.1 Air Carrier Operations**

9 Scheduled air carrier service, except in unusual circumstances, occurs at KWIA during ATCT operational  
 10 hours and, therefore, it is reasonable to expect them to be fully accounted for in the ATADS data. Since  
 11 they are fully accounted for in ATADS, it is reasonable to expect them to be fully accounted for in the TAF  
 12 as well, since it is based on ATADS. Therefore, no changes to the air carrier forecast using the  
 13 methodology described in Section 3 are recommended.

14 However, recent information provided by the Airport and Southwest Airlines, through an August 27, 2012  
 15 press release, shown in **Appendix B**, indicates that Southwest will be adding one daily nonstop flight  
 16 between Key West and New Orleans in 2013. This flight will add two additional daily operations, or 730  
 17 annual operations, using Boeing 737 aircraft. Since the flight is scheduled to begin March 9, 2013,  
 18 according to the Southwest Airlines press release, the initial year of operation would result in an increase  
 19 of 596 daily operations for the year 2013, with 730 annual operations for the remainder of the forecast  
 20 period. **Exhibit 1** illustrates the recommended revision to the Part 150 Forecast for air carrier operations,

1 as shown in **Table 5**, compared to the FAA's TAF for KWIA. Further information, provided in **Appendix B**,  
 2 indicated USAir and Delta were each planning on instituting a once a week flight, to Washington – Reagan National  
 3 and New York – LaGuardia, respectively, during the winter season. Delta's flight, operating a Boeing 737-700 will  
 4 occur on Saturdays from March through April, resulting in 18 additional operations. The USAir flight, operating a  
 5 Canadair CRJ-9 regional jet, will operate on Saturday's from January through April, resulting in 34 additional  
 6 operations. These flights will result in a change in the forecast of air carrier operations, provided in Table  
 7 5. This change represents an increase in air carrier aircraft operations of 7.8 percent in 2013 and of  
 8 8.5 percent in 2018.

9 At this time, there is no other information regarding additional flights to and from Key West.

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**TABLE 5  
 REVISED AIR CARRIER OPERATIONS FORECASTS  
 FOR USE IN THIS PART 150 STUDY**

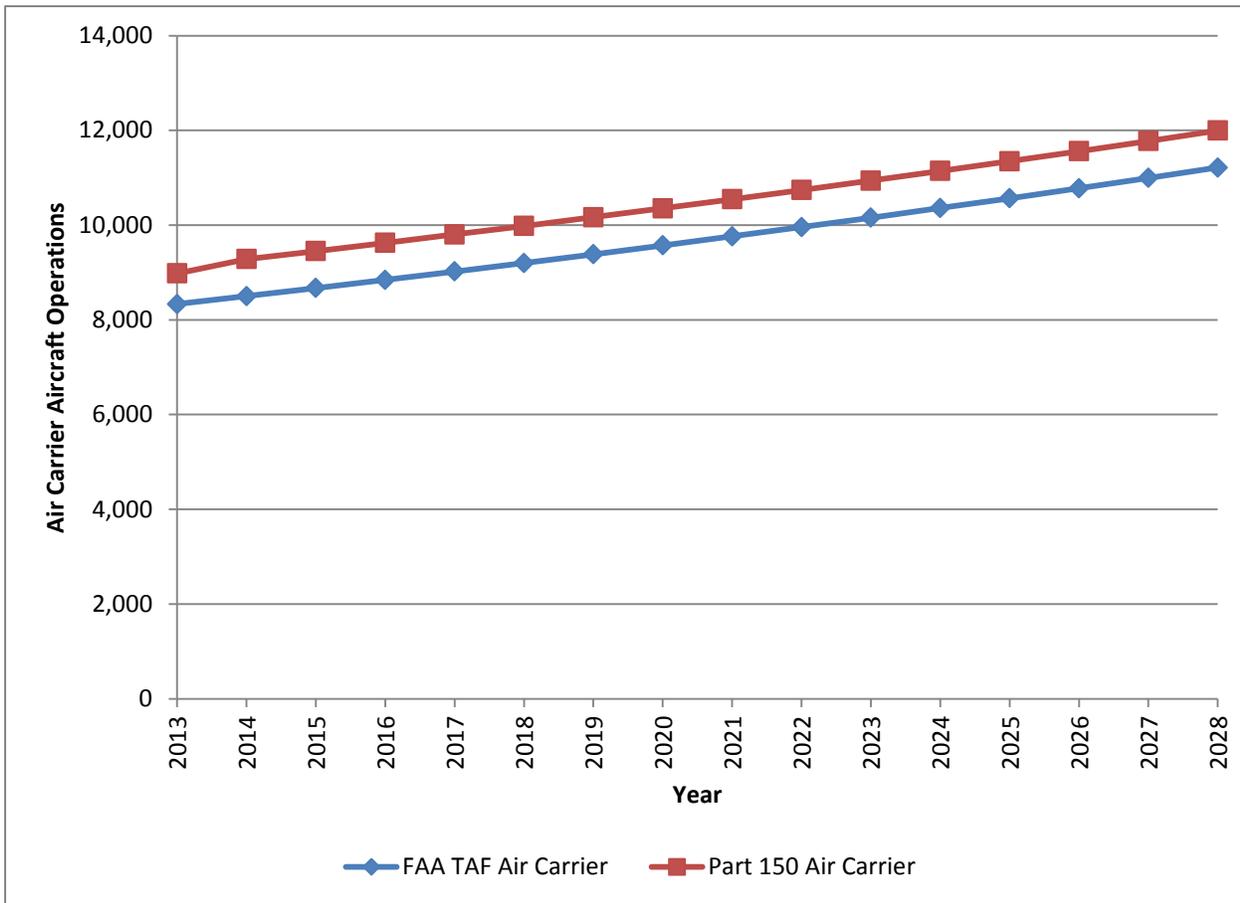
Year	Air Carrier				Total
	TAF	Southwest	USAir	Delta	
2013	8,333	596	34	18	<b>8,981</b>
2014	8,500	730	34	18	<b>9,282</b>
2015	8,670	730	34	18	<b>9,452</b>
2016	8,843	730	34	18	<b>9,625</b>
2017	9,020	730	34	18	<b>9,802</b>
2018	9,200	730	34	18	<b>9,982</b>
2019	9,384	730	34	18	<b>10,166</b>
2020	9,572	730	34	18	<b>10,354</b>
2021	9,763	730	34	18	<b>10,545</b>
2022	9,958	730	34	18	<b>10,740</b>
2023	10,157	730	34	18	<b>10,939</b>
2024	10,360	730	34	18	<b>11,142</b>
2025	10,567	730	34	18	<b>11,349</b>
2026	10,778	730	34	18	<b>11,560</b>
2027	10,994	730	34	18	<b>11,776</b>
2028	11,214	730	34	18	<b>11,996</b>

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Sources: FAA's TAF for EYW, January 2012.  
 Southwest Airlines, August 27, 2012.  
 USA Today, December 27, 2012.  
 URS, 2012.

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**EXHIBIT 1**  
**COMPARISON OF FAA'S TAF AND THE RECOMMENDED PART 150 FORECASTS**  
**FOR AIR CARRIER OPERATIONS**



4 **4.2 Commuter/Air Taxi Operations**

5 The TAF does not distribute operations between IFR and VFR. **Table 6** provides the calculated  
6 distribution of IFR and VFR commuter/air taxi operations for KWIA from 2012 through 2025 based on the  
7 2011 percentage of IFR traffic calculated in Table 2. For example, the total number of commuter/air taxi  
8 operations shown in the TAF for 2013 is 9,829. According to Table 2, 92.9 percent of those operations will  
9 be IFR, and the remaining 7.1 percent will be VFR. Therefore, the calculated distribution for IFR is  
10 92.9 percent of 9,829, which equals 9,130. The calculated distribution for VFR is 7.1 percent of 9,829,  
11 which equals 699. The total number of commuter/air taxi operations for 2013 is 9,130 plus 699, which  
12 equals 9,829.

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**TABLE 6**  
**CALCULATED PROPORTION OF COMMUTER/**  
**AIR TAXI IFR AND VFR OPERATIONS**

Year	Commuter/Air Taxi		
	TAF	IFR	VFR
2013	9,829	9,130	699
2014	9,858	9,157	701
2015	9,888	9,185	703
2016	9,918	9,213	705
2017	9,948	9,241	707
2018	9,978	9,269	709
2019	10,008	9,296	712
2020	10,038	9,324	714
2021	10,068	9,353	715
2022	10,098	9,381	717
2023	10,128	9,409	719
2024	10,158	9,437	721
2025	10,188	9,464	724
2026	10,219	9,493	726
2027	10,250	9,522	728
2028	10,281	9,551	730

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Sources: FAA's TAF for EYW, January 2012.  
URS, 2012.

7 **Table 7** provides the increase in IFR operations for the years 2013 through 2025, based on the percent  
8 difference between the FAA's ATADS tower counts and the FAA's TFMSC operations counts for KWIA.  
9 The number of VFR operations shown in Table 7 is the same as shown in Table 6. For example, from  
10 Table 6, the number of IFR operations for 2013 is 9,130. From Table 3, the percentage change in IFR  
11 operations for commercial operations in 2011 was 12.1 percent. The increased number of IFR operations  
12 was obtained by calculating 12.1 percent of 9,130, which equals 1,105, and adding it to 9,130 to obtain  
13 10,235. In other words, TAF IFR commuter/air taxi operations will be increased by 12.1 percent over the  
14 TAF forecast of IFR operations to account for aircraft operations occurring during the daily time period  
15 when the ATCT is not operating.

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**TABLE 7**  
**CALCULATED INCREASE IN IFR COMMUTER/  
AIR TAXI OPERATIONS**

Year	Commuter/Air Taxi		
	IFR	VFR	Total
2013	10,235	699	10,934
2014	10,266	701	10,966
2015	10,297	703	11,000
2016	10,328	705	11,033
2017	10,359	707	11,066
2018	10,390	709	11,100
2019	10,422	712	11,133
2020	10,453	714	11,167
2021	10,485	715	11,200
2022	10,516	717	11,233
2023	10,547	719	11,266
2024	10,579	721	11,300
2025	10,609	724	11,333
2026	10,641	727	11,368
2027	10,674	728	11,402
2028	10,706	731	11,437

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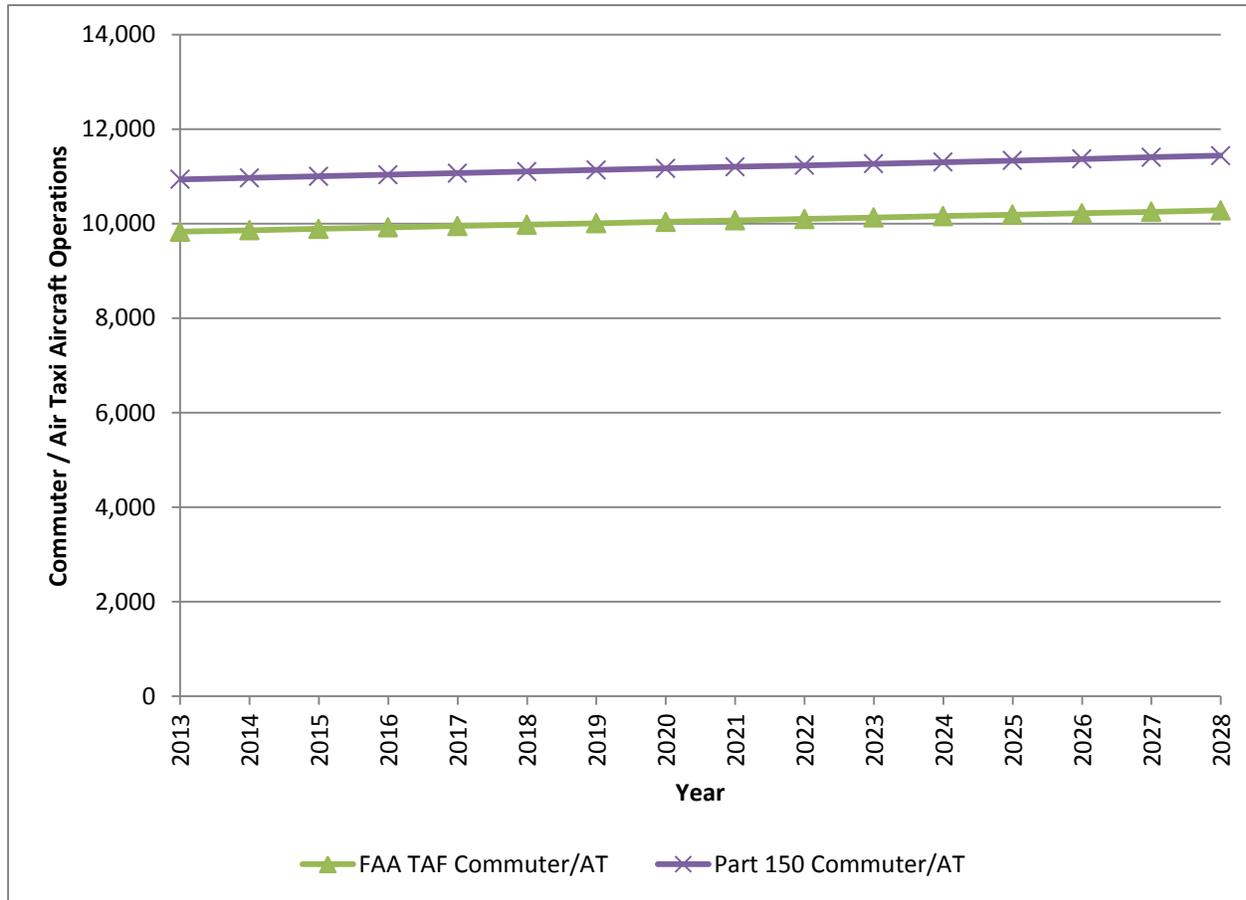
Sources: FAA's TAF for EYW, January 2012.  
URS, 2012.

7 **Exhibit 2** depicts the recommended commuter/air taxi operations forecast for use in this Part 150 Study  
8 (as shown in Table 7) compared to the FAA's TAF for KWIA.

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**EXHIBIT 2**  
**COMPARISON OF FAA'S TAF AND THE RECOMMENDED PART 150 FORECASTS**  
**FOR COMMUTER/AIR TAXI OPERATIONS**



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6 **4.3 General Aviation and Military Operations**

7 The adjustments applied to general aviation and military aircraft operations use the same methodology as  
8 used for commuter/air taxi operations. This adjustment is only applied to the itinerant general aviation  
9 and military operations (i.e., not the local operations) provided in the FAA's TAF for KWIA.

10 **Table 8** presents the calculated distribution of IFR and VFR general aviation and military aircraft  
11 operations, based on the percentages shown previously in Table 2.

12 For example, the total number of general aviation operations shown in the TAF for 2013 is 35,567.  
13 According to Table 2, 32 percent of those operations will be IFR, and the remaining 68 percent will be  
14 VFR. Therefore, the calculated distribution for IFR is 32 percent of 35,567, which equals 11,375. The  
15 calculated distribution for VFR is 68 percent of 35,567, which equals 24,192. The total number of general  
16 aviation operations for 2013 is 11,375 plus 24,192, which equals 35,567.

1 The total number of military operations shown in the TAF for 2013 is 405. According to Table 2, 29.8  
 2 percent of those operations will be IFR, and the remaining 70.2 percent will be VFR. Therefore, the  
 3 calculated distribution for IFR is 29.8 percent of 405, which equals 121. The calculated distribution for  
 4 VFR is 70.2 percent of 45, which equals 284. The total number of military operations for 2013 is 121 plus  
 5 284, which equals 405.

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**TABLE 8  
 CALCULATED PROPORTION OF GENERAL AVIATION  
 AND MILITARY IFR AND VFR OPERATIONS**

Year	General Aviation			Military		
	TAF	IFR	VFR	TAF	IFR	VFR
2013	35,567	11,375	24,192	405	121	284
2014	35,677	11,411	24,266	405	121	284
2015	35,788	11,446	24,342	405	121	284
2016	35,899	11,482	24,417	405	121	284
2017	36,010	11,517	24,493	405	121	284
2018	36,122	11,553	24,569	405	121	284
2019	36,234	11,589	24,645	405	121	284
2020	36,346	11,625	24,721	405	121	284
2021	36,459	11,667	24,792	405	121	284
2022	36,572	11,703	24,869	405	121	284
2022	36,685	11,739	24,946	405	121	284
2024	36,799	11,776	25,023	405	121	284
2025	36,913	11,806	25,107	405	121	284
2026	37,027	11,842	25,185	405	121	284
2027	37,142	11,879	25,263	405	121	284
2028	37,257	11,916	25,341	405	121	284

10 Sources: FAA's TAF for EYW, January 2012.  
 11 URS, 2012.

12 **Table 9** provides the calculated increase in IFR operations for the years 2013 through 2028, based on the  
 13 percent change between the FAA's ATADS tower counts and the FAA's TFMSC operations counts for  
 14 KWIA, previously shown in Table 3. The number of VFR operations shown in Table 9 is the same as  
 15 shown in Table 8.

16 For example, from Table 8, the number of IFR general aviation operations for 2013 is 11,375. From  
 17 Table 3, the percentage change in IFR operations for general aviation operations in 2011 was 20.5  
 18 percent. The increased number of IFR operations was obtained by calculating 20.5 percent of 11,375,  
 19 which equals 2,331, and adding it to 11,375 to obtain 13,706. In other words, TAF IFR general aviation  
 20 operations will be increased by 20.5 percent over the TAF forecast of IFR operations to account for  
 21 aircraft operations occurring during the daily time period when the ATCT is not operating.

1 From Table 8, the number of IFR military operations for 2013 is 121. From Table 3, the percentage  
 2 change in IFR operations for military operations in 2011 was 195.6 percent. The increased number of IFR  
 3 operations was obtained by calculating 195.6 percent of 121, which equals 236, and adding it to 121 to  
 4 obtain 357. In other words, TAF IFR general aviation operations will be increased by 195.6 percent over  
 5 the TAF forecast of IFR operations to account for aircraft operations occurring during the daily time period  
 6 when the ATCT is not operating.

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**TABLE 9  
 CALCULATED INCREASE IN IFR GENERAL AVIATION AND MILITARY OPERATIONS**

Year	General Aviation			Military		
	IFR	VFR	Total	IFR	VFR	Total
2013	13,706	24,192	<b>37,898</b>	357	284	<b>641</b>
2014	13,748	24,266	<b>38,014</b>	357	284	<b>641</b>
2015	13,791	24,342	<b>38,133</b>	357	284	<b>641</b>
2016	13,834	24,417	<b>38,251</b>	357	284	<b>641</b>
2017	13,876	24,493	<b>38,369</b>	357	284	<b>641</b>
2018	13,920	24,569	<b>38,489</b>	357	284	<b>641</b>
2019	13,963	24,645	<b>38,608</b>	357	284	<b>641</b>
2020	14,006	24,721	<b>38,727</b>	357	284	<b>641</b>
2021	14,059	24,792	<b>38,851</b>	357	284	<b>641</b>
2022	14,102	24,869	<b>38,971</b>	357	284	<b>641</b>
2023	14,145	24,946	<b>39,091</b>	357	284	<b>641</b>
2024	14,190	25,023	<b>39,213</b>	357	284	<b>641</b>
2025	14,224	25,107	<b>39,331</b>	357	284	<b>641</b>
2026	14,268	25,185	<b>39,453</b>	357	284	<b>641</b>
2027	14,313	25,263	<b>39,576</b>	357	284	<b>641</b>
2028	14,357	25,341	<b>39,698</b>	357	284	<b>641</b>

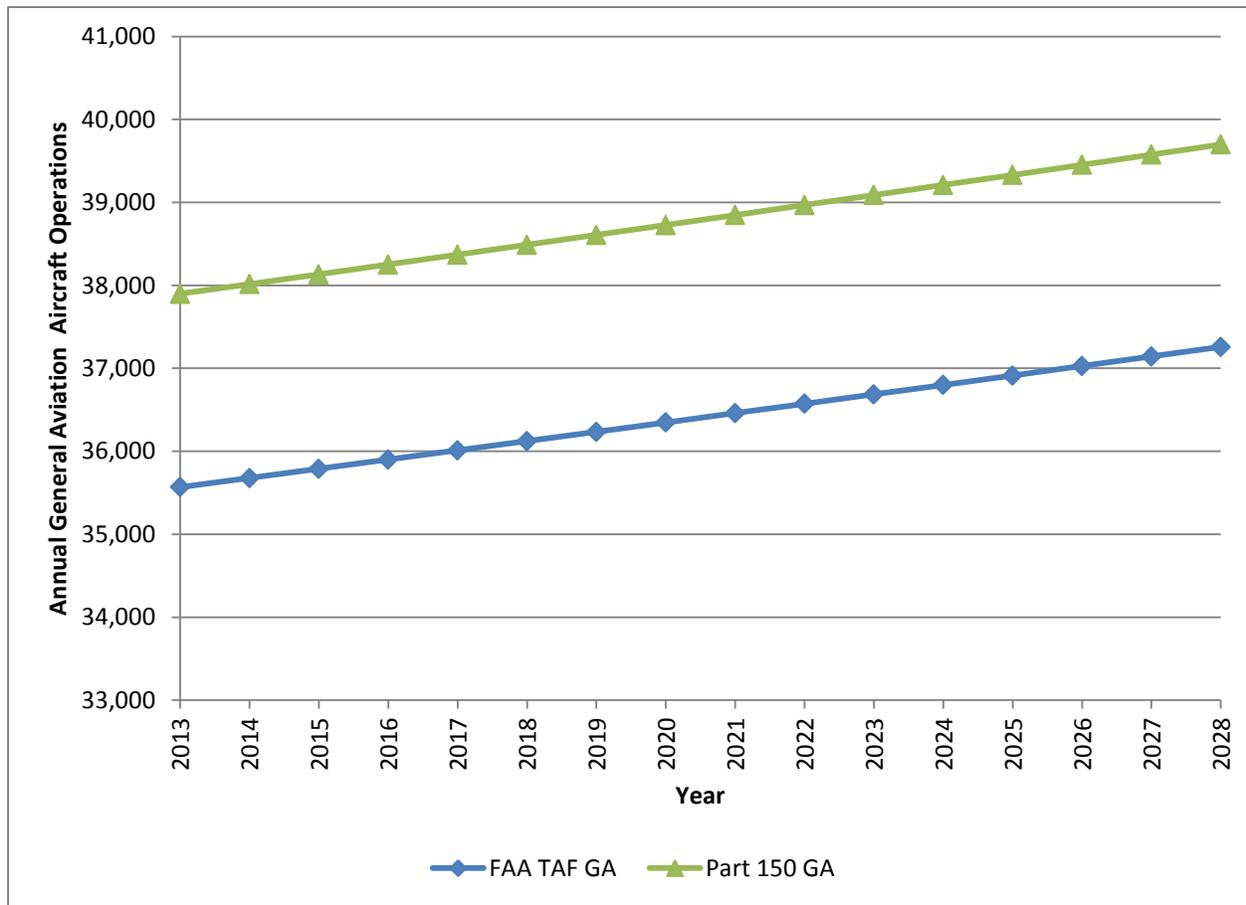
10 Sources: FAA's TAF for EYW, January 2012.  
 11 URS, 2012.

12 **Exhibits 3 and 4** depict the recommended revisions to the general aviation and military operations  
 13 forecast for use in this Part 150 Study (as shown in Table 9), compared to the FAA's TAF for KWIA.

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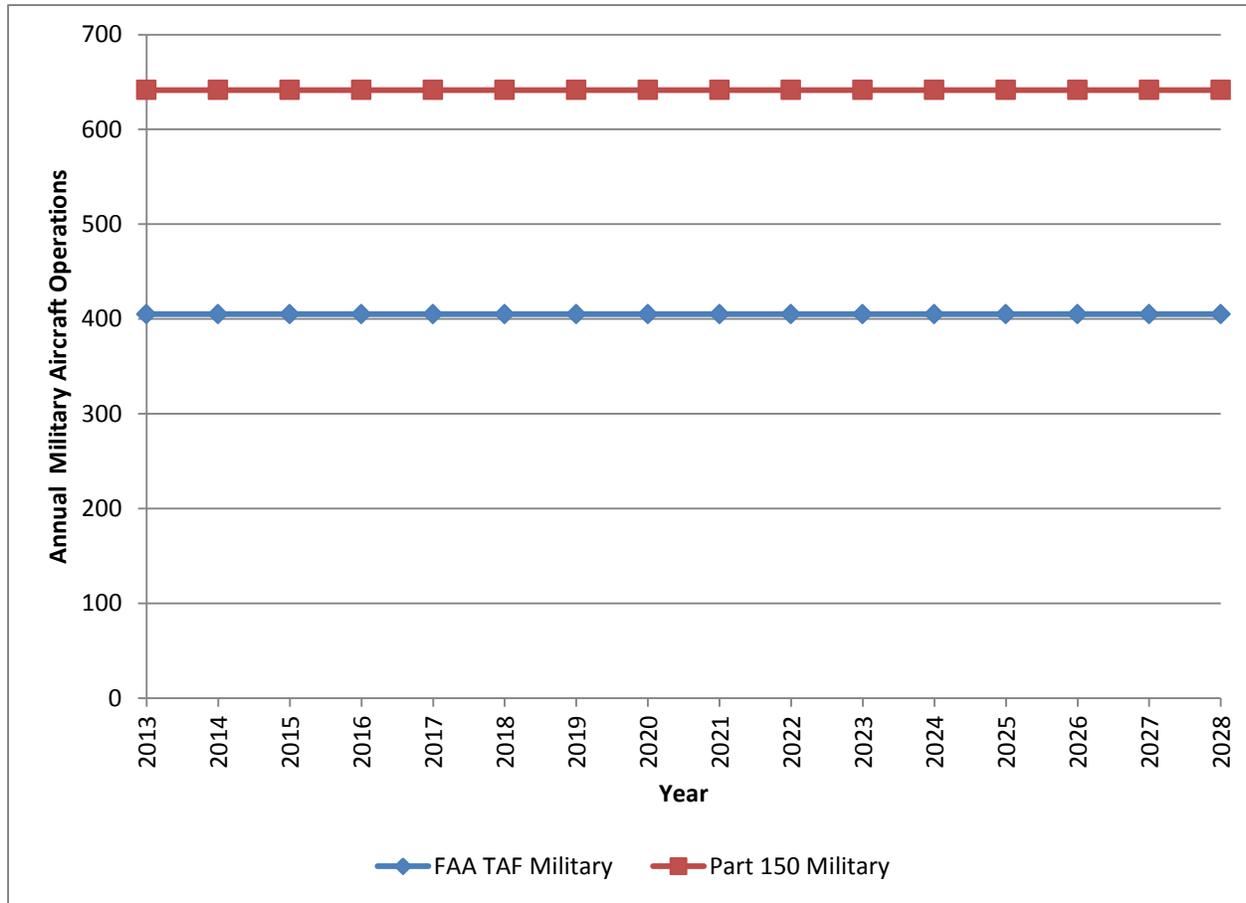
**EXHIBIT 3**  
**COMPARISON OF FAA'S TAF AND THE RECOMMENDED PART 150 FORECASTS**  
**FOR GENERAL AVIATION OPERATIONS**



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**EXHIBIT 4**  
**COMPARISON OF FAA'S TAF AND THE RECOMMENDED PART 150 FORECASTS**  
**FOR MILITARY OPERATIONS**



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6 **5.0 RECOMMENDED FORECAST**

7 **Table 10** presents the recommended forecast for the KWIA Part 150 Study. This forecast is  
8 recommended for inclusion and use in the KWIA Part 150 Noise Study for calculating the 2013 existing  
9 condition and the 2018 future condition noise contours.

10 The 1999 Part 150 Study and the subsequent noise contours and Noise Exposure Map (NEM) Updates  
11 completed in response to the Part 150 included revisions of the aviation forecasts to include aircraft  
12 operations that occurred after hours and were not accounted for in the FAA ATCT counts which the TAF  
13 for KWIA is predicated on. This recommended forecast mirrors the growth rates used in the FAA's 2012  
14 TAF for KWIA with the increase in itinerant IFR operations based on the difference between the FAA's  
15 ATADS and TFMSC operational counts for 2011, and the added Southwest Airlines, Delta, and USAir air  
16 carrier operations.

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**TABLE 10  
RECOMMENDED FORECAST OF OPERATIONS**

Year	Itinerant Operations					Local Operations			Total
	Air Carrier	Commuter/ Air Taxi	General Aviation	Military	Total	General Aviation	Military	Total	
2013	8,981	10,934	37,897	641	58,453	6,215	65	6,280	64,733
2014	9,282	10,966	38,014	641	58,903	6,263	65	6,328	65,231
2015	9,452	11,000	38,133	641	59,226	6,311	65	6,376	65,602
2016	9,625	11,033	38,251	641	59,550	6,359	65	6,424	65,974
2017	9,802	11,066	38,369	641	59,878	6,408	65	6,473	66,351
2018	9,982	11,100	38,489	641	60,212	6,457	65	6,522	66,734
2019	10,166	11,133	38,608	641	60,548	6,506	65	6,571	67,119
2020	10,354	11,167	38,727	641	60,889	6,556	65	6,621	67,510
2021	10,545	11,200	38,848	641	61,234	6,606	65	6,671	67,905
2022	10,740	11,233	38,968	641	61,582	6,656	65	6,721	68,303
2023	10,939	11,267	39,088	641	61,935	6,707	65	6,772	68,707
2024	11,142	11,300	39,210	641	62,293	6,758	65	6,823	69,116
2025	11,349	11,333	39,331	641	62,654	6,809	65	6,874	69,528
2026	11,560	11,368	39,453	641	63,022	6,861	65	6,926	69,948
2027	11,776	11,402	39,575	641	63,394	6,913	65	6,978	70,372
2028	11,996	11,437	39,698	641	63,772	6,965	65	7,030	70,802
<b>Average Annual Compound Growth Rate</b>									
2013-2028	1.9%	0.3%	0.3%	0.0%	0.6%	0.8%	0.0%	0.8%	0.6%

4 Note: Numbers may not add due to rounding.  
5 Source: URS, 2012.

6 **6.0 COMPARISON TO FAA’S TAF**

7 The review and approval of this and similar forecasts require a comparison between the recommended  
8 forecasts as developed for the Part 150 Study and the FAA’s forecast of commercial operations and total  
9 operations, as referenced in the 2012 TAF developed specifically for KWIA. The comparison of these  
10 forecasts indicate higher activity levels in this Part 150 forecast when compared to the TAF. The required  
11 forecast documentation and preferred forecast to FAA’s TAF comparisons are shown in **Tables 11** and  
12 **12**.

13 **6.1 Passenger Enplanements**

14 The primary focus of this forecast effort was to accurately account for aircraft operations occurring during  
15 the hours in which the KWIA ATCT is closed. Therefore, it was determined that a revision to the forecast  
16 of passenger enplanements was unnecessary for the purpose of this forecast.

1 **6.2 Commercial Operations**

2 Commercial operations forecasts differ between the Part 150 forecast and the TAF. The Part 150  
 3 forecast predicts commercial operations to be higher by 1,904 operations in 2018 and 1,938 operations in  
 4 2028. This difference can be attributed to the increase of 12.1 percent for IFR commuter/air taxi  
 5 operations to account for operations that occur when the ATCT is closed, and the addition of the one daily  
 6 Southwest Airlines flight starting in 2013 and the two weekly seasonal Delta and USAir flights. This  
 7 increases account for the difference between the preferred Part 150 forecast of commercial operations  
 8 and the KWIA TAF for all planning years.

9 **TABLE 11**  
 10 **COMPARISON OF PART 150 FORECAST AND TAF FORECAST**  
 11

	Year	Airport Forecast	TAF	AF/TAF (% Difference)
<b>Commercial Operations</b>				
Base Year	2013	19,915	18,162	7.7
Base Year + 5 Years	2018	21,082	19,178	9.9
Base Year + 10 Years	2023	22,206	20,285	9.5
Base Year + 15 Years	2028	23,433	21,495	9.0
<b>Total Operations</b>				
Base Year	2013	64,733	60,414	7.1
Base Year + 5 Years	2018	66,733	62,227	7.2
Base Year + 10 Years	2023	68,707	64,147	7.1
Base Year + 15 Years	2028	70,802	66,187	7.0

12 Sources: FAA APO Report *Forecasting Aviation Activity by Airport*.  
 13 FAA EYW TAF 2012.  
 14 URS, 2012.

15 **6.3 Total Operations**

16 There is a larger difference between the Part 150 forecast and the TAF for the forecast of total  
 17 operations. The Part 150 forecast is 4,506 operations higher in 2018 and 4,615 operations higher in  
 18 year 2028. Again, these differences can be directly attributed to the addition of IFR operations in the  
 19 commuter/air taxi and itinerant general aviation and military operational categories, and the additional air  
 20 carrier aircraft operations.

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**TABLE 12  
SUMMARY OF PART 150 FORECAST**

	A. Forecast Levels and Growth Rates					Average Annual Compound Growth Rates			
	Specify Base Year:			2013		Base Year to + 1	Base Year to + 5	Base Year to + 10	Base Year to + 15
	Base Year Level	Base Year + 1 Year	Base Year + 5 Years	Base Year + 10 Years	Base Year + 15 Years				
<b>Passenger Enplanements</b>	2013	2014	2018	2023	2028	2014	2018	2023	2028
Air Carrier	This forecast is being used for a Part 150 Noise Study, therefore an update of the Passenger Enplanements was deemed unnecessary. The other planning forecasts were also unnecessary for the purpose of this forecast.					N/A	N/A	N/A	N/A
Commuter						N/A	N/A	N/A	N/A
<b>TOTAL</b>						N/A	N/A	N/A	N/A
<b>Operations</b>									
<i>Itinerant</i>									
Air Carrier	8,981	9,282	9,982	10,939	11,996	3.4%	1.8%	1.8%	1.8%
Commuter/Air Taxi	10,934	10,966	11,100	11,267	11,437	0.3%	0.3%	0.3%	0.3%
<b>Total Commercial Operations</b>	<b>19,915</b>	<b>20,248</b>	<b>21,082</b>	<b>22,206</b>	<b>23,433</b>	1.7%	1.0%	1.0%	1.0%
General Aviation	37,897	38,014	38,489	39,088	39,698	0.3%	0.3%	0.3%	0.3%
Military	641	641	641	641	641	0.0%	0.0%	0.0%	0.0%
<i>Local</i>									
General Aviation	6,215	6,263	6,457	6,707	6,965	0.8%	0.6%	0.7%	0.7%
Military	65	65	65	65	65	0.0%	0.0%	0.0%	0.0%
<b>TOTAL OPERATIONS</b>	<b>64,733</b>	<b>65,232</b>	<b>66,733</b>	<b>68,707</b>	<b>70,802</b>	0.8%	0.5%	0.5%	0.6%
<b>Instrument Operations</b>						N/A	N/A	N/A	N/A
<b>Peak Hour Operations</b>						N/A	N/A	N/A	N/A
<b>Cargo/Mail (Enplaned + Deplaned Tons)</b>						N/A	N/A	N/A	N/A
<b>Based Aircraft</b>									
Single-Engine (Non-Jet)						N/A	N/A	N/A	N/A
Multi-Engine (Non-Jet)						N/A	N/A	N/A	N/A
Jet Engine						N/A	N/A	N/A	N/A
Helicopter						N/A	N/A	N/A	N/A
Other						N/A	N/A	N/A	N/A
<b>TOTAL</b>						N/A	N/A	N/A	N/A
	B. Operational Factors					Note: Show base plus one year if forecast was done. If planning effort did not include all forecast years shown interpolate years as needed, using average annual compound growth rates.			
	Base Year Level	Base Year + 1 Year	Base Year + 5 Years	Base Year + 10 Years	Base Year + 15 Years				
<b>Average Aircraft Size (Seats)</b>									
Air Carrier									
Commuter									
<b>Average Enplaning Load Factor</b>									
Air Carrier									
Commuter									
<b>GA Operations per Based Aircraft</b>									

4 Sources: FAA APO Report *Forecasting Aviation Activity by Airport*. URS, 2012



# TFMSC

## From ASPMHelp

### Contents

- 1 Overview
- 2 Data Sources and Update Cycle
- 3 Data Availability
- 4 Data Limitations
- 5 Change History
- 6 System Documentation
  - 6.1 Value-Added and Computed Values
    - 6.1.1 Value-Added Fields
    - 6.1.2 Computed Fields
- 7 TFMSC OPSNET Proration
  - 7.1 OPSNET Operation Counts
  - 7.2 Computation Details
  - 7.3 Distribution
- 8 User Manual
- 9 Definitions of Variables

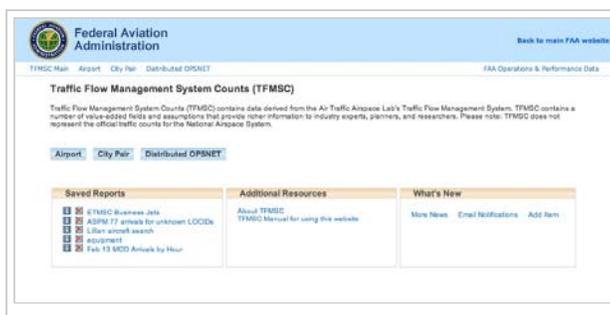
## Overview

**Traffic Flow Management System Counts (TFMSC)** is designed to provide information on traffic counts by airport or by city pair for various data groupings such as aircraft type or by hour of the day. Information on oceanic flights, fractional ownership flights or business jet activity is also maintained.

TFMSC source data are created when pilots file flight plans and/or when flights are detected by the National Airspace System (NAS), usually via RADAR. Traffic Flow Management System Counts (TFMSC) records are assembled by the FAA Air Traffic Airspace (ATA) Lab by combining electronic messages transmitted to the Host (En Route) computer for each flight into a complete record of that flight. TFMSC has three views: Airport, City Pair, and Distributed OPSNET. The three views provide different perspectives on the TFMSC data.

TFMSC contains every flight record constructed. It includes information about Commercial Traffic (air carriers and air taxis), General Aviation, and Military to and from every landing facility as well as fixes, both in the US and in nearby countries that participate in the TFMS system.

Data for each month are made available to the TFMSC data access system approximately 10 days after the end of the month. Preliminary next-day TFMS data and enhanced five-day data are used to



construct ASPM records, but these preliminary data are not reported in the TFMSC data access system.

## Data Sources and Update Cycle

The flight counts reported in TFMSC are derived from flight records assembled by the FAA Air Traffic Airspace (ATA) Lab by threading the many TFMS messages together. These flight records may be incomplete records when one end is missing, or when only planned components are available. For example, flights may be missing DZ or AZ time (or both), or may have incorrect or missing airport codes and equipment codes. Missing AZ or DZ may cause the flight to be assigned to the 25 hour.

TFMSC data is available by day from January 2000 and is updated monthly.

## Data Availability

Data for each month are made available to the TFMSC data access system approximately 10 days after the end of the month. Preliminary next-day TFMS data and enhanced five-day data are used to construct ASPM records, but these preliminary data are not reported in the TFMSC data access system.

## Data Limitations

While TFMS reliably captures the vast majority of traffic, it has several limitations and challenges. First, due to limited radar coverage and incomplete messaging, TFMS may exclude certain flights that do not enter the en route airspace and other low-altitude flights. In addition, of the 35,000 location identifiers reported over time, only the top few thousand, accounting for over 95% of traffic, are reliable. The others are waypoints or other references to locations not associated with an airport.

## Change History

TFMSC data are typically not modified or updated after the monthly files are received, except in the rare case of the discovery of a significant problem with the data files.

## System Documentation

In TFMSC, data are arranged by the following:

- flight type (domestic, foreign, US to foreign, foreign to US)
- source-provided user class (commercial, air taxi, freight, general aviation, military, other)
- value-added equipment type (piston, turbine, jet, helicopter, other)
- value-added equipment Weight Class (heavy, 757, large jets, medium, small, other)
- business jets
- regional jets

TFMSC records are available from January 2000 to present less one month. Records are updated at the end of the month for the prior month's data.

## Value-Added and Computed Values

Some fields in TFMSC are derived fields created for policy research and other purposes.

### Value-Added Fields

Equipment observed in the TFMS records is identified as Business Jet or Regional Jet using the APO system look-up tables. Number of seats, Weight Class, and Type of flight are determined from the foreign, domestic, or oceanic flags. Seats are in look-up tables. TFMS reported equipment type by carrier identifies the number of seats. If there is no equipment type by carrier, this is assigned a default number of seats and equipment set to "O" for Other.

### Computed Fields

The Distance Flown is the Great Circle Route calculated using the latitude and longitude of each end as found in the TFMS\_Locids table. Time Flown is calculated as the difference between Wheels Off (DZ) and Wheels On (AZ), if both are present. Some flight records having invalid airport codes are left with incorrect latitude and longitude, which results in incorrect distance flown.

## TFMSC OPSNET Proration

TFMSCCounts (TFMSC) process the individual flight records provided by the ATA Lab and assemble them from TFMS. The TFMSC process, among other things, creates a summary of traffic by day and hour based on the DZ (departure) and AZ (arrival) message times. TFMSC summarizes traffic by user classes reported by TFMS (C-Commercial, F-Freight, T-Air Taxi, M-Military, G-General Aviation, O-Other for unknown).

### OPSNET Operation Counts

OPSNET Operations are reported as a single number in several categories per day. It does not report separate departure and arrivals, nor does it report these counts by hour of the day. TFMSC distributes the OPSNET reported categories of operations into departures and arrivals and by hour of the day using the distribution of flights determined by TFMS.

### Computation Details

TFMSC groups flights into three user groups: Commercial, General Aviation, and Military. These three groups were chosen because of the slightly different user classes used by TFMS and OPSNET. The following table shows how TFMSC groups the user classes reported by TFMS and OPSNET into these three groups:

TFMSC User Group	TFMS User Class	OPSNET User Class
Commercial	C – commercial, F – Freight, T – Air Taxi,	Air Carrier, Air Taxi

General Aviation	G – General Aviation	General Aviation, Local General Aviation
Military	M – Military	Military, Local Military

## Distribution

Once the user classes are grouped by the TFMSC user groups for the day, the TFMS daily distribution by departure and arrival by hour is used to distribute the OPSNET counts. This is done with percentages to the nearest whole number. Then the day is checked to be equal to the OPSNET total for the day and is balanced by adding or removing single counts as needed. This method does not require TFMS and OPSNET counts to be equal. Also, TFMS counts will not match TFMSC or ASPM counts because some of the TFMS records used for this distribution are not used or do not have an AZ, DZ, or Equipment code. This does ensure OPSNET data is distributed over just 24 hours, whereas TFMSC City Pair Report may have an unknown time allocated to a 25 hour.

## User Manual

View the TFMSC Manual for detailed information on how to create reports.

## Definitions of Variables

For more information about these topics, please see the Definitions of Variables for the TFMSC system.

Retrieved from "<http://aspmhelp.faa.gov/index.php/TFMSC>"

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- This page was last modified 16:49, 21 March 2012.





**MEDIA:** Please Call Communications (214) 792-4847

**CUSTOMERS:** Please Call Reservations 800-1 FLY SWA (435-9792)

**EN ESPAÑOL:** 800-VAMONOS (826-6667)

**Published On:** Mon, Aug 27, 2012

**Printed On:** Tue, Oct 09, 2012

# Southwest Airlines Announces Fares And Flights To Branson, Missouri

## Southwest Airlines Opens Flight Schedule through April 12, 2013

Southwest Airlines (NYSE: LUV) announced today the carrier will add a 79th destination to its route map with service to Branson, Missouri, beginning in March 2013. Southwest starts service in Branson on March 9, 2013, with daily flights offering nonstop service to Dallas, Houston Hobby, and Chicago Midway, and with Saturday-only service to Orlando. Southwest will assume all flying from AirTran Airways, its wholly owned subsidiary, with AirTran's operations at Branson fully converting to Southwest Airlines. To view a route map of the new service, click here [www.swamedia.com](http://www.swamedia.com).

To celebrate the new Branson service, Southwest announced a fare sale of \$79\* one-way between Branson and Dallas (Love Field), Chicago (Midway), or Houston (Hobby) as well as \$99 to Orlando. These fares must be booked by Sept. 6, 2012, for travel between March 9, 2013, and April 11, 2013 (blackout date of April 2, 2013, applies). See fare rules below. To take advantage of these special fares, visit [www.southwest.com](http://www.southwest.com).

"Southwest Airlines is proud to bring low fares, great Customer Service, and our red-bellied 737s to Branson," said Bob Montgomery, Southwest Airlines' Vice President of Airport Affairs. "We are looking forward to serving the community and offering more new destinations to Branson Customers."

### Southwest's Branson Service:

- One daily nonstop flight between Branson and Dallas Love Field
- One daily nonstop flight between Branson and Houston Hobby
- One daily nonstop flight between Branson and Chicago Midway
- One Saturday-only nonstop flight between Branson and Orlando

Southwest also announced today that the airline has extended its flight schedule for travel between March 9, 2013, and April 12, 2013. In the new schedule, Southwest will begin service between several markets as listed below. The carrier also will add seasonal service to this flight schedule to accommodate Spring Break travel.

### Southwest's new markets:

- Two daily nonstop flights between Newark and Nashville
- One daily nonstop flight between Newark and Austin
- One daily nonstop flight between Newark and New Orleans
- One daily nonstop flight between Dayton and Orlando
- [REDACTED]

### ABOUT SOUTHWEST AIRLINES CO.

In its 42<sup>nd</sup> year of service, Dallas-based Southwest Airlines (NYSE: LUV) continues to differentiate itself from other low-fare carriers by providing a *reliable product* with exemplary Customer Service. Including wholly owned subsidiary AirTran Airways, the Company now serves 97 destinations in 41 states, the District of Columbia, the Commonwealth of Puerto Rico, six near-international countries, and employs more than 46,000 People.

Visit [southwest.com/citizenship](http://southwest.com/citizenship) to read the Southwest Airlines One Report™ and see how Southwest is doing its part to be a good citizen while underscoring a commitment to the triple bottom line of Performance, People, and Planet.

[Southwest Airlines](http://www.southwest.com)

Southwest Airlines, one of the most honored airlines in the world, is the nation's largest carrier in terms of originating domestic passengers boarded. Southwest currently operates more than 3,200 flights a day and serves the communities around 76 airports in Southwest's network of domestic destinations. To book a flight, visit [southwest.com](http://southwest.com).

#### **ADDITIONAL FARE RULES**

Fares are available only on [www.southwest.com](http://www.southwest.com) and [www.swabiz.com](http://www.swabiz.com) and can be purchased today, through Sept. 6, 2012, 11:59 pm PT. Travel must take place between March 9, 2013, and April 11, 2013. Blackout date of April 2, 2013, applies. Fares are valid for travel every day except Fridays and Sundays. Seats are limited. Fares may vary by destinations, flight, and day of week and won't be available on some flights that operate during very busy travel times and holiday periods. Fares are available for one-way travel. Fares may be combined with other combinable fares, except Senior Fares. When combining fares, all rules and restrictions apply. Fares are nonrefundable but may be applied toward the purchase of future travel on Southwest Airlines. Fares are not available through the Group Desk. Any change in the itinerary may result in an increase in fare. Standby travel requires an upgrade to the Anytime fare. Fares are subject to change until ticketed. Fares are valid on published, scheduled service only.

\* Government-imposed taxes and fees are now included in the advertised fare. To comply with new government regulations, all airlines must include government-imposed taxes and fees in advertised air fares.

[southwest.com](http://southwest.com)

SOURCE Southwest Airlines

# Delta Air Lines gives Key West its longest flight ever

Ben Mutzabaugh, USA TODAY | 12:11p.m. EST December 27, 2012



(Photo: Carol Tedesco, AP)

Delta Air Lines and US Airways began two new routes at Key West International Airport on Saturday.

The routes link Key West with the Northeast, and — airport officials say — give the small Florida airport the longest regularly scheduled commercial flight in its history.

That distinction goes to Delta's 1,211-mile nonstop route between Key West and New York LaGuardia, which made its debut Saturday. US Airways also began nonstop service to Washington Reagan National Airport on Saturday.

## **ALSO IN FLORIDA:** [Silver Airways beefs up route map in Tampa](#)

(<http://www2.tho.com/news/business/2012/nov/29/mehizo1-w-palm-beach-flights-added-ar-578246/>) (*The Tampa Tribune*)

*The Associated Press* reports (<http://www.canada.com/travel/Correction+WestFlights+story/7742337/story.html>) that passengers arriving to Key West on each of the inaugural flights were greeted with a traditional water-cannon salute and a red-carpet walk to the terminal.

Also greeting the arrivals: A man blowing a conch shell, a nod to Key West's "Conch Republic" nickname.

In addition to the Saturday inaugural, Delta's Key West-New York flights will next operate only on Saturday, Dec. 29, and Saturday, Jan. 5. Then there will be a brief hiatus before the route resumes March 2. Delta's Saturday-only service on the route will run through April 6.

US Airways' Key West-Washington service will be daily through Jan. 5. After that, it will transition to seasonal Saturday-only service through April.

Also on the horizon for Key West's airport: Nonstop Southwest service to New Orleans, with daily service slated to begin March 9.

**PHOTO GALLERY:** [Southwest's new 737-800 takes off at BWI](http://mediagallery.usatoday.com/Southwest+shows+off+its+new+Boeing+737-800+at+BWI/G3684) (<http://mediagallery.usatoday.com/Southwest+shows+off+its+new+Boeing+737-800+at+BWI/G3684>)

**PHOTO GALLERY:** [Southwest to add seats in first cabin overhaul since 2001](#)

(<http://mediagallery.usatoday.com/Southwest+planes+%27Evolve%27+with+new+upgrades/G3226>)

The new routes cap what has turned out to be a banner year for Key West International. Airport officials say the Key West's passenger count for 2012 had eclipsed the city's 2011 total (677,581) by November. Airport officials say they expect more than 730,000 passengers to fly through the Key West airport for the full year 2012.

**TWITTER:** You can follow me at [twitter.com/TodayInTheSky](https://twitter.com/TodayInTheSky) (<https://twitter.com/TodayInTheSky>)

**Appendix B**

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***Noise Complaint Hotline Log***

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**Key West International Airport  
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
7/11/2008	5:47pm	Anna Gonzalez	2519 Linda Ave.	7/11/2008	You havent heard from me in awhile. Its 5:45 in the afternoon. I am just calling to report a real loud noise. My windows are shaking from a plane taking off from the airport. I go to work during the day but early in the morning from 6:00 am to 7:30 am there are airplanes taking off. I would like to come home and not hear any noises.
7/12/2008	12:17pm	Anna Gonzalez	2519 Linda Ave.	7/12/2008	Big airplane noise shaking my windows, my windows are still shaking after a couple minutes. The noise is very bad. There was one at 7:30 am and also at 10 til 8 am. Planes going over and noise control.
7/15/2008	7:31am	Sharyn Ramirez	2425 Linda Ave. 305-294-1251	7/15/2008	A plane just went over my home. I could not hear the TV or anything, thank you.
7/20/2008	5:19pm	Anna Gonzalez	2519 Linda Ave.	7/21/2008	I am home and I am tried of this noise on the airport. A plane just now is taking off and shook my windows. It was louder than it ever happened before. I don't know what kinda plane it was. There was a plane early this morning around 5:30 and 7:30 yesterday morning so I can't even rest on my days off. There is one landing right now and it is kinda loud. Thank you
1/6/2009	8:37 AM	Cathy Cawley	KWBTS 610A 292-9961	1/8/2010	On the last three mornings, planes have taken off very early. One at 7:45 am woke me up. At 8 am and 8:30 am there were loud planes. Please talk to the pilots.
5/6/2009	10:49am	Carol Favors	294-0993		I would like to report the AA plane that just landed at your airport; coming over my house so close to my roof it was unreal. I would appreciate a phone call from someone at the airport.
5/6/2009	5:59pm				Airplanes make noise, leave them alone, thanks. We want their business.
7/15/2009	8:42 AM	Lita Andrews	2110 Staples Ave	7/15/2009	What sounded like a turboprop just went overhead.
7/16/2009	8:38 AM	Lita Andrews	2110 Staples Ave 296-4195	7/16/2009	What sounded like a turboprop just went overhead.
7/24/2009	8:12 AM	Naomi Andrews	2110 Staples Ave	7/24/2009	A very loud turboprop just went over. I thought it was the mosquito truck coming.
7/28/2009	9:50pm	Stuart Andrews	2110 Staples Ave.	7/28/2009	I was on the computer so I wasn't outside and I couldn't look. A jet came over, approximately five minutes ago, a little less.
8/6/2009	12:38pm	Stuart Andrews	2110 Staples Ave.	8/6/2009	A jet just went overhead. I'm inside doing homework, so I didn't get a chance to see what it was.
8/6/2009	Unknown	Unknown	Unknown	8/6/2009	I just called to tell you I just heard an airplane about 15 minutes ago, thank you.
8/7/2009	9:30am	Roger Price	KWBTS	8/7/2009	There is a loud helicopter close to the buildings.
8/7/2009	6:31pm	Fran Masat	2202 Staples Ave	8/10/2009	I'm not under the flight path, and what went over I couldn't get out in time to get the tail number, it's a little small plane that sounds like a dive bomber. It goes over every day about this time. Tonight he was just too low and too loud. It almost sounds like an experimental aircraft. It's just too loud, it's not like the big planes.
8/9/2009	8:35pm	Julie Reed	KWBTS 306B	8/10/2009	Noise of airplanes taking off.
8/9/2009	10:40pm	Julie Reed	KWBTS 306B	8/10/2009	I am calling to complain about airport noise. There is an airplane taking off.

**Key West International Airport  
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
8/10/2009	5:32pm	Fran Masat	2202 Staples Ave	8/11/2009	That dive bomber went over again. I'm sitting inside of a concrete block house and it is so loud it rattles things. By the time I get out he's gone, because he's going like hell, he's landing evidently. It's a terrible racket, you can't miss it. If you look at the time, someone must have just landed. I don't know how to get the tail number because he goes so fast. I'll just keep calling and complaining and maybe you'll talk to the guy and get him to stay on the flight path.
8/10/2009	6:17pm	Larry Hirsch	KWBTS 222C 305-296-8264	8/11/2009	There was some idea that the number had changes, but it appears to be working. I will let the people I know that the number is still working.
8/10/2009	6:40pm	Julie Reed	KWBTS 306B	8/11/2009	It's 6:40pm, very loud airplane noise from a plane talking off. This happens quite often. I just wanted to complain about it. Thank you.
8/11/2009	7:45am	Ann Marie Young	KWBTS	8/11/2009	Something just took off, propeller sounding plane. It was loud.
8/11/2009	12:41pm	Ann Summers	KWBTS	8/11/2009	I couldn't see what it was, but there was a very loud noise going on.
8/11/2009	5:09pm	Unknown	KWBTS 308B	8/12/2009	You have a plane revving its engine ready for takeoff. I believe it's American Airlines.
8/11/2009	5:53pm	Diane Onderdonk	KWBTS 605A 296-4559	8/12/2009	Extreme airport noise, a big plane flew out.
8/12/2009	6:32am	Diane Onderdonk	KWBTS 605A 296-4559	8/12/2009	One of your planes just woke me up, it's making a groaning on the runway when its revving its engine. Please take off later, it's too early for this. I didn't see what plane it is.
8/12/2009	10:07am	Harvey Walney	KWBTS	8/12/2009	4 F-15 fighter jets.
8/12/2009	10:09am	Harvey Walney	KWBTS	8/12/2009	2 more F-15's.
8/12/2009	10:11am	Harvey Walney	KWBTS	8/12/2009	3 more F-15's.
8/12/2009	10:20am	Diane Black	KWBTS 604B	8/12/2009	Just got in from Connecticut, and I got woken up by a flight around 6am. Even with 2 air conditioners on, I could hear that enough to wake me off. And a flight just went off. I understand we've been having a problem, I just recently moved here so you may be hearing more from me.
8/12/2009	2:12pm	Harvey Walney	KWBTS	8/12/2009	Local biplane, orange, tourist flight just went over the corner of the building.
8/12/2009	5:26pm	Diane Onderdonk	KWBTS 605A 296-4559	8/13/2009	A really loud plane just took off. They just rev those engines up and it's really really loud. It's silver, I don't know what airline it is, but they'll do it again.
8/12/2009	9:14pm	Paul Hart	KWBTS 310B	8/13/2009	You've got to be kidding me. It was one of the American Airlines, I have no idea the tail number, it's after dark. How ridiculous. It clearly made plenty of noise, as do everything that goes and comes from this airport at our location. If you wish me to call everytime, I will. Otherwise, understand that every take off and landing is the exact same thing, extreme noise.
8/12/2009	9:54pm	Paul Hart	KWBTS 310B	8/13/2009	I don't have a tail number, it's too dark. I can't tell the type of aircraft or the color. It did have 4 headlights. But other than that, I can't tell you anymore about it.
8/13/2009	7:32am	Julie Reed	KWBTS 306B	8/13/2009	I just heard a plane, very loud noise. I believe it was a take off.
8/13/2009	7:35am	Diane Onderdonk	KWBTS 605A	8/13/2009	A plane just took off about 5 minutes ago, or on the runway. I didn't see the tail color. It's way too loud. Please stop taking off so early.

**Key West International Airport  
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
8/13/2009	10:42am	Diane Onderdonk	KWBTS 605A 296-4559	8/13/2009	A big plane just flew over KWBTS. It's absolutely ridiculously loud. That's a small one right now, if you can hear it. This is crazy.
8/13/2009	1:15pm	Diane Onderdonk	KWBTS 605A 296-4559	8/13/2009	A helicopter just swooped right over A & B building at KWBTS. This is absolutely getting ridiculous. That was really low and way too loud. I don't know why they're doing that flight path, that's crazy. Please do something about this, this is ridiculous.
8/13/2009	6:06pm	Julie Reed	KWBTS 306B	8/14/2009	I heard a loud noise from an airplane landing or taking off.
8/13/2009	7:04pm	Young	KWBTS 294-8128	8/14/2009	Something was just taking off, it looked like something kind of big.
8/13/2009	7:05pm	Kristin	KWBTS	8/14/2009	What sounded to be a large jet just took off. I didn't get a tail number.
8/13/2009	8:11pm	Lisa	KWBTS	8/14/2009	Another huge jet made a ton of noise taking off.
8/14/2009	9:20am	Young	KWBTS 294-8128	8/14/2009	Something just woke me up over there.
8/14/2009	11:06am	Diane Onderdonk	KWBTS 605A 296-4559	8/14/2009	Some huge jet or something over at the airport is making a lot of noise. I don't know if it's coming or going.
8/14/2009	12:09pm	Young	KWBTS 294-8128	8/14/2009	Something real big just took off.
8/14/2009	12:10pm	Diane Onderdonk	KWBTS 605A 296-4559	8/14/2009	A loud plane was just making a ton of noise out there on the runway again.
8/17/2009	12:54pm	Diane Onderdonk	KWBTS 605A 296-4559	8/17/2009	At 12:49 a helicopter swooped right over A & B building, really low and really loud. I've been trying to call you for days, I have 13 other complaints, your mailbox has been full. On 8/14 5:34pm, 4:42pm, 6:09pm. On 8/15 7:32am, 1:11pm, 2:41, 5:16 On 8/16 8:10am and 2:47pm. On the 17th 11:06, 11:14, 12:01pm, 12:41, and now this 12:49 helicopter. This is absolutely ridiculous.
8/17/2009	1:52pm	Diane Onderdonk	KWBTS 605A 296-4559	8/17/2009	A plane just took off, it was really loud. I honestly can't see them, they're behind me, but you hear those engines rev up. We really do hear this, people stop complaining for a little while because half the owners are up north. But it's definitely bad.
8/18/2009	3:58pm	Diane Onderdonk	KWBTS 605A 296-4559	8/18/2009	At 3:43 real loud aircraft at Key West Airport.
8/19/2009	7:35am	Diane Onderdonk	KWBTS 605A 296-4559	8/19/2009	I've got the whole place closed up, the air conditioner and the fan on, and that thing's out there revving its engines.
8/19/2009	5:21pm	Julie Reed	KWBTS 306B	8/20/2009	Just heard a loud noise from an airplane taking off.
8/19/2009	5:21pm	Diane Onderdonk	KWBTS 605A 296-4559	8/20/2009	Can't see the dang aircraft but both engines are something else. It is really loud.
8/20/2009	8:50am	Diane Onderdonk	KWBTS 605A 296-4559	8/20/2009	This morning again, I heard a flight around 7:33, every day in the morning and it wakes us up. We can hear it in A, and I'm even on the street side. I can't see the planes, can't see the runways from here, whether it's coming or going. But it's extremely loud and it's early.
8/20/2009	12:09pm	Diane Onderdonk	KWBTS 605A 296-4559	8/20/2009	Again there's a jet or something out there making a ton racket. I can hear it over the A/C, over the fans. I'm on the top floor of KWBTS on the corner.
8/20/2009	5:05pm	Julie Reed	KWBTS 306B	8/21/2009	I'm calling to complain about the noise from a plane that is landing.
8/20/2009	5:33pm	Diane Onderdonk	KWBTS 605A 296-4559	8/21/2009	A jet just took off, it was really ridiculously loud.

**Key West International Airport  
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
8/21/2009	6:50am	Ms. Williams	KWBTS 321C 304-5143	8/21/2009	This is the 2nd flight this morning. It's now 6:50 and a flight just took off 5-10 minutes ago, extremely loud. And one this morning at 6:15 was really loud. You can hear the noise very well at our condo on the back of KWBTS.
8/21/2009	7:35am	Diane Onderdonk	KWBTS 605A 296-4559	8/21/2009	That dang plane every morning wakes us up. The 7:35 flight, whatever the dang thing is, is way too loud.
8/21/2009	10:44am	Diane Onderdonk	KWBTS 605A 296-4559	8/21/2009	I called earlier, you have a horrendous flight that goes on and wakes me up every morning, it drives me crazy, the loud engines. No idea what airline it is, I don't see the plane, I just hear it. At 10:32 again I was on a call, and I couldn't even hear with all of the racket. We do hear the noise, it's really bad here.
8/21/2009	1:47pm	Diane Onderdonk	KWBTS 605A 296-4559	8/21/2009	I can see the plane, it's really really loud. It's silver, that's all I can tell you. The airport noise definitely, definitely affects KWBTS.
8/22/2009	8:02am	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	Key West Airport, a loud plane on the runway making a lot of racket.
8/22/2009	12:08pm	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	There's a loud jet or something on the runway, can't tell if it's coming or going. You can probably hear it in the background. I was trying to make a call. We can hear this, believe me. It's bad.
8/22/2009	5:14pm	Julie Reed	KWBTS 306B 712-0053	8/24/2009	It got very loud with a plane landing. The noise was terrible.
8/23/2009	7:30am	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	Again, that dang early flight went out. I've got the a/c on and the fan - and those engines. They wake me up every day. Please do something about our windows.
8/23/2009	9:05am	Young	KWBTS 294-8128	8/24/2009	Something is over there just revving its engine, revving it.
8/23/2009	12:37pm	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	About 12:35 a plane taking off from the airport, I see it in the distance, it's a big one. Silver-ish, I guess. It was really loud, you can hear it with the a/c going, the windows closed, and the fan on.
8/23/2009	12:37pm	Julie Reed	KWBTS 306B 712-0053	8/24/2009	There was a loud noise from the plane, I believe it was landing. It was so loud, I could hear it over the vacuuming I was doing.
8/23/2009	5:03pm	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	It was a take-off, I can see him veering around. Really loud engine noises.
8/23/2009	5:51pm	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	Another loud take-off. You can hear it over everything here at KWBTS. Please, we need the new windows and doors. It does affect us something terrible.
8/23/2009	5:56pm	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	Same person, I called a few minutes ago. He's just taking off, one right after another. I can see it, it's big. Silver-grey. Maybe it's the way you're shooting them off the runway. You're sending them out then they turn left. We're definitely affected by this crazy runway. It must be the way they're taking off today, it's really loud.
8/24/2009	7:37am	Julie Reed	KWBTS 306B 712-0053	8/24/2009	I just heard a very loud noise of an aircraft taking off.
8/24/2009	7:38am	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	That dang plane woke me up again. It's really loud, I don't see the stupid thing.
8/24/2009	1:18pm	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	The loud jet engines or whatever over there, I do not see the plane. I don't know if it's taking off or coming in. But you can hear it in the background, over a/c, over closed windows, over fans. It's just really loud.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
8/24/2009	4:41pm	Diane Onderdonk	KWBTS 605A 296-4559	8/24/2009	Actually, you can probably even hear it from here. There's a loud plane out there. Really really loud. I had to get off my last call. Also, another plane just came in. Don't know who it was, big blue stripe down the side.
8/24/2009	6:23pm	Julie Reed	KWBTS 306B 712-0053	8/25/2009	There was a loud noise from an airplane that just took off. Very loud noise.
8/25/2009	10:18am	Diane Onderdonk	KWBTS 605A 296-4559	8/25/2009	A loud plane out there, I can't see what color it is.
8/25/2009	12:07pm	Diane Onderdonk	KWBTS 605A 296-4559	8/25/2009	You can probably just about hear it in the background, it's on the runway. Very, very loud engines. A/c, fan on, windows shut. It's very crazy.
8/25/2009	3:21pm	Cindy Child	KWBTS	8/25/2009	I have a noise complaint.
8/25/2009	7:09	Diane Onderdonk	KWBTS 605A 296-4559	8/26/2009	I can't read any numbers but I do see it, it's up in the air. It's extremely loud at the airport in Key West. Please, we do need new windows and doors with this airport. I would love to see some other airliners come in here. I read in the newspaper that AirTran or one of them is thinking about it. But, it's way too loud right now.
8/26/2009	12:08pm	Cindy Child	KWBTS	8/26/2009	The airplanes keep going over.
8/26/2009	12:10pm	Phil	KWBTS 509-7447	8/26/2009	A jet just took off, and I was just calling to complain about the noise. It's really loud. I have a wife that works nights and a little kid, too, that wakes up all the time.
8/26/2009	1:08pm	Diane Onderdonk	KWBTS 605A 296-4559	8/26/2009	Huge engine noise. Another plane, I don't see what color. I'm not sure if it's taken off. The airport is right over our shoulder, you can hear it.
8/26/2009	5:40pm	Diane Onderdonk	KWBTS 605A 296-4559	8/27/2009	You can probably hear this plane over my a/c. It's big and silver, I can't read anything on the tail. It's very loud. You can probably still hear it right now.
8/27/2009	7:34am	Julie Reed	KWBTS 306B 712-0053	8/27/2009	A plane was just taking off and making a very loud noise.
8/27/2009	7:34am	Phil	KWBTS 509-7447	8/27/2009	I'm just complaining about the noise from the airport again.
8/27/2009	7:35am	Diane Onderdonk	KWBTS 605A 296-4559	8/27/2009	It's that loud really loud plane on your runway, that you hear every morning.
8/27/2009	11:19am	Diane Onderdonk	KWBTS 605A 296-4559	8/27/2009	You can probably hear the engines over the loud a/c in here. This definitely, definitely affects us. We're right next to your airport.
8/27/2009	12:08pm	Diane Onderdonk	KWBTS 605A 296-4559	8/27/2009	I don't know if it's landing or taking off, I don't see it, but you can hear it over this really loud window a/c. It's crazy, it definitely affects us.
8/27/2009	6:22pm	Phil	KWBTS 509-7447	8/28/2009	I have a sick kid and your planes keep waking him up, and I'm getting tired of making phone calls. So, please do something about it.
8/27/2009	8:29pm	Diane Onderdonk	KWBTS 605A 296-4559	8/28/2009	At 6:21 you had a really loud plane taking off. It was really bad. I was on a business call and had trouble hearing.
8/28/2009	12:46pm	Diane Onderdonk	KWBTS 605A 296-4559	8/28/2009	A big jet just took off. It had red and blue on the tail. It's really loud.
8/28/2009	5:33pm	Diane Onderdonk	KWBTS 605A 296-4559	8/31/2009	A big loud plane just took off. I didn't catch the make and model.
8/28/2009	9:00pm	Kristin	KWBTS 506A 631-445-6887	8/31/2009	There was a flight that just took off that was quite loud, at 8:58.
8/29/2009	12:14pm	Diane Onderdonk	KWBTS 605A 296-4559	8/31/2009	A big plane just took off and another one is getting louder. It's pretty loud, this one is too, actually. It's silver and the tail is red and blue.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
8/29/2009	12:14pm	Stuart Andrews	2110 Staples Ave.	8/31/2009	A jet just went over on take-off. I didn't go outside to look. I was talking on the phone and I had to stop. Also happened this morning. I guess because of the winds they're taking off to the west, southwest. We have to stop what we're doing when we hear it.
8/30/2009	8:03am	Diane Onderdonk	KWBTS 605A 296-4559	8/31/2009	There's been a few planes. I don't know what's going on this morning, it's really loud. I can't even get back to sleep. It definitely affects us. I think the last one was a small plane. The engines earlier woke us up.
8/30/2009	2:46pm	Diane Onderdonk	KWBTS 605A 296-4559	8/31/2009	A loud plane on the runway.
8/30/2009	7:11pm	Diane Onderdonk	KWBTS 605A 296-4559	8/31/2009	A real loud plane just took off or landed, I think it just took off. Over the a/c, over the traffic you can hear it. We really do need the new windows and doors.
8/31/2009	9:25am	Diane Onderdonk	KWBTS 605A 296-4559	8/31/2009	A really loud plane just took off. The runway was really really loud. We definitely, definitely are affected by the airport noise. We really do need the windows and doors, and air you promised to help us with that. Especially if you get more planes here. It's loud and it's really annoying right now. It wakes us up every morning. It's right behind us.
8/31/2009	12:01pm	Diane Onderdonk	KWBTS 605A 296-4559	8/31/2009	A really really loud plane just revving up its engines out there. I couldn't hear my phonecall, I had to get off a business call.
8/31/2009	5:25pm	Julie Reed	KWBTS 306B 712-0053	9/1/2009	Having loud noise from a take-off from the airport.
8/31/2009	5:55pm	Diane Onderdonk	KWBTS 605A 296-4559	9/1/2009	Really loud plane taking off around 5:30. Really loud.
9/1/2009	12:14pm	Diane Onderdonk	KWBTS 605A 296-4559	9/1/2009	A plane on take off, extremely loud. I could barely see it, going the other way. These planes are really loud. I was on the phone, I had to get off. I even had the a/c going.
9/1/2009	5:21pm	Diane Onderdonk	KWBTS 605A 296-4559	9/2/2009	A big plane just took off, I can see it. It's white or silver. It's a big one, extremely loud. We really do need the windows, sliding doors, and a/c's that you promised us. We're definitely affected by the airport, it's right there.
9/2/2009	12:19pm	Diane Onderdonk	KWBTS 605A 296-4559	9/2/2009	Really loud plane out there at the airport. I don't know if it's coming or going, I don't see it. We really need the soundproofing windows or whatever you were going to do to help this matter.
9/3/2009	6:00pm	Diane Onderdonk	KWBTS 605A 296-4559	9/4/2009	Above the rumble of the thunder and over the a/c, I can hear the engine of one of your jets, I think it's taking off. I can't see it.
9/3/2009	8:19pm	Diane Onderdonk	KWBTS 605A 296-4559	9/4/2009	The engines are rumbling out there really loud. I think it's a take off.
9/4/2009	5:36pm	Diane Onderdonk	KWBTS 605A 296-4559	9/7/2009	I was calling about the 5:12 plane, whatever you had taking off with the engines that were really loud. But it's 5:33 and we're getting it again right here. That was a monster. But both times I want to complain about the noise. We really do need the windows and doors you promised us to stop some of the loudness.
9/5/2009	12:30pm	Diane Onderdonk	KWBTS 605A 296-4559	9/7/2009	There's big loud engines out there. I've got the a/c on, the windows closed, it's thundering, and I can still hear it. It's extremely loud.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
9/5/2009	5:21pm	Diane Onderdonk	KWBTS 605A 296-4559	9/7/2009	The engines are out there roaring over the a/c, the traffic, and the fan.
9/6/2009	11:15am	Diane Onderdonk	KWBTS 605A 296-4559	9/7/2009	You can probably hear it in the background over my loud a/c. You have a really loud plane on the Key West runway. I don't see it up in the air yet, but it's sure making a racket. Again, we really need the windows you had promised us. I think it would help tremendously.
9/6/2009	11:53am	Julie Reed	KWBTS 306B 712-0053	9/7/2009	The noise is very loud from an airplane taking off.
9/6/2009	3:06pm	Julie Reed	KWBTS 306B 712-0053	9/7/2009	I heard a very loud noise out there taking off once again.
9/6/2009	3:08pm	Gary Onderdonk	KWBTS 605A 727-4305	9/7/2009	We just witnessed a loud aircraft. I did not get the tail number, a commercial airline.
9/6/2009	5:16pm	Cindy Child	KWBTS	9/7/2009	I have a noise complaint of an airplane.
9/7/2009	2:52pm	Diane Onderdonk	KWBTS 605A 296-4559	9/7/2009	Again, you have a big loud jet, probably on the runway getting ready to go. I don't see it at the moment. We really need those windows. The planes are really loud. You can hear them over the traffic, over the a/c, over the fan on top of the a/c. I don't know, we really do.
9/7/2009	4:40pm	Stuart Andrews	2110 Staples Ave.	9/7/2009	A lot of planes today. This just went over at 4:40. A pusher prop, corporate type aircraft. It's very noisy.
9/8/2009	12:06pm	Diane Onderdonk	KWBTS 605A 296-4559	9/8/2009	There was another really loud engine. It was take-off. I can see it in the distance, it's big. It's definitely loud over the a/c, closed windows, and a fan on.
9/9/2009	12:03	Diane Onderdonk	KWBTS 605A 296-4559	9/9/2009	There's a really loud plane that just took off, now it's turning. I can't see any numbers on it. This is one of the loud ones that happens every single day.
9/9/2009	5:31pm	Joan Walsh	294-9442	9/10/2009	The noise is from a jet that was landing.
9/9/2009	5:32pm	Diane Onderdonk	KWBTS 605A 296-4559	9/10/2009	The same plane went off yesterday at the same time. It's really loud.
9/9/2009	6:03pm	Diane Onderdonk	KWBTS 605A 296-4559	9/10/2009	You've got some really loud planes out here. I think that one was at Boca Chica, but you just had another one take off at the airport.
9/11/2009	5:32pm	Diane Onderdonk	KWBTS 605A 296-4559	9/14/2009	Again that plane, I guess it's revving up its engines out there.
9/13/2009	10:21am	Diane Onderdonk	KWBTS 605A 296-4559	9/14/2009	One of your little planes just did a pattern right by our building.
9/13/2009	12:06pm	Diane Onderdonk	KWBTS 605A 296-4559	9/14/2009	A very loud plane just took off. Please, please give us the windows you had promised us. I think it would really help. You can hear all this with the windows closed, it's really loud.
9/13/2009	6:38pm	Diane Onderdonk	KWBTS 605A 296-4559	9/14/2009	I don't know what's going on, but you had an awful lot of loud planes taking off over the last 15 minutes. Some of them are pretty little, but it's unbelievably loud tonight.
9/14/2009	12:04pm	Diane Onderdonk	KWBTS 605A 296-4559	9/14/2009	There are some loud planes taking off. I can't see any colors or tail numbers.
9/15/2009	4:25pm	Diane Onderdonk	KWBTS 605A 296-4559	9/15/2009	A loud plane just took off, I can't read the tail number. They're really loud on the runway before they take off. We're right next to you.
9/15/2009	5:14pm	Julie Reed	KWBTS 306B 712-0053	9/16/2009	Very loud noise from an airplane taking off. Very disturbing loud noise.
9/15/2009	8:26pm	Julie Garber	KWBTS 411A 295-8790	9/16/2009	There's been a helicopter flying around all night. It's an orange helicopter. I'm assuming it's a Coast Guard helo. I can't see the tail number since it's dark outside. Very annoying. What is going on? Why does this thing keep flying around? Please think of the noise.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
9/16/2009	12:48pm	Diane Onderdonk	KWBTS 605A 296-4559	9/16/2009	You can probably hear those engines over my loud a/c. It's really loud here. Just listen. I can't see the plane right off. It probably hasn't even taking off yet.
9/16/2009	2:23pm	Diane Onderdonk	KWBTS 605A 296-4559	9/16/2009	Another big jet or big plane just took off. You could hear it well over this noisy a/c.
9/17/2009	10:10am	Diane Onderdonk	KWBTS 605A 296-4559	9/17/2009	You can probably hear it over our loud a/c. I think it took off, I don't see it. I can't see it right now. We definitely hear your loud planes, it's definitely affecting us. We really do need the windows and doors you talked about replacing for us. They'll be at least 100 or more residents back here, and I'm sure you'll be hearing from them. The owners are coming back soon, and we really need your help.
9/17/2009	12:06pm	Diane Onderdonk	KWBTS 605A 296-4559	9/17/2009	Huge engines out there on the runway. I don't see the plane yet, I don't know if it's taking off. There's also a helicopter went right over. It's definitely, definitely affected by the airport. I'm sorry, I'm going to keep calling. Maybe someone would want to rent one of these places and stay here, if you really don't think it's that bad.
9/18/2009	12:48pm	Diane Onderdonk	KWBTS 605A 296-4559	9/18/2009	You just had another one of those big, loud planes take off. It sounds like thunder. I can't see what it is.
9/18/2009	5:30pm	Diane Onderdonk	KWBTS 605A 296-4559	9/21/2009	You can probably hear it in the background. You had some huge jet just take off. It's really loud. Listen (pause for inaudible background noise). It's just turning, I can't read any numbers on it. Now it's turning around, you'll probably hear it louder in a second. Please, we need the windows.
9/18/2009	6:03pm	Diane Onderdonk	KWBTS 605A 296-4559	9/21/2009	You had a monster go out. I mean, it's really loud, this is ridiculous. You can hear it over motorcycle week out front. You can hear it over Boca Chica jets going by.
9/19/2009	12:21pm	Diane Onderdonk	KWBTS 605A 296-4559	9/21/2009	You've got really loud engines out there going. I can hear it honestly over the Harley's, which is terrible this weekend because it's bike weekend; and the a/c. Something's getting ready to take off. I can't read tail numbers. We really need something done about this. Especially since you're pulling in some louder jets, and is going to be horrible, but KW needs them. You've gotta do something about this.
9/19/2009	5:14	Diane Onderdonk	KWBTS 605A 296-4559	9/21/2009	One of your planes just took off, it was really loud. Please document this.
9/20/2009	9:17am	Julie Garber	KWBTS 411A 295-8790	9/21/2009	There is a white helicopter flying around, it looked like it was coming through my window. It took off and looked like it was coming right at me. What the heck's going on? It keeps buzzing around. If I stand here long enough you can probably hear it in the background on the telephone.
9/20/2009	12:28pm	Julie Reed	KWBTS 306B 712-0053	9/21/2009	I have a noise complaint about an airplane taking off.
9/20/2009	2:32pm	Julie Reed	KWBTS 306B 712-0053	9/21/2009	The noise was so loud, one plane was landing and one plane was getting ready to take off and it was such a terrible loud noise disturbance.
9/20/2009	3:46pm	BB Mendoza	KWBTS	9/21/2009	This one was loud, really loud. Couldn't see it or the color.

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Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
9/20/2009	3:48pm	Diane Onderdonk	KWBTS 605A 296-4559	9/21/2009	At 3:45 a plane took off, really really loud.
9/20/2009	6:16pm	Diane Onderdonk	KWBTS 605A 296-4559	9/21/2009	Again you had a real loud one going off. It's mostly when they take off, they make all the racket. I can't read anything from here, I can just see it, and we certainly can hear it.
9/20/2009	6:17pm	Julie Garber	KWBTS 411A 295-8790	9/21/2009	Trying to enjoy the Steeler game here and some loud jet just took off and couldn't see what it was. It was gone before I could see it. It was pretty loud, pretty annoying. What are you going to do about it? Go Steelers.
9/21/2009	7:15am	BB Mendoza	KWBTS	9/23/2009	I'm still in bed, but the plane was so loud I had to report it.
9/21/2009	7:18am	Harriet Woveas	KWBTS 111A 410-322-1151	9/23/2009	The jets are just taking off. I'm in my kitchen and it's like someone is next to me roaring in my ears.
9/21/2009	11:29am	Diane Onderdonk	KWBTS 605A 296-4559	9/23/2009	At 11:14 you had a really loud jet. I could hear it with the windows all shut, loud a/c on. I was on the phone, it's very disruptive. Please please can we have the windows and the sliders that you had promised us. You can't take that back from us and then expect also on top of these loud noises to put Delta and AirTran back on. Listen, there's another one. You can hear it (pause for inaudible noise). This is over everything and this is one ear! I can't see the plane yet, it's on the runway. (another pause for inaudible noise) Ok, it is happening again (another pause for inaudible noise).
9/22/2009	6:04pm	Julie Reed	KWBTS 306B 712-0053	9/23/2009	An airplane just took off that was extremely loud and annoying.
9/22/2009	6:09pm	Diane Onderdonk	KWBTS 605A 296-4559	9/23/2009	You had a really really loud plane take off. Actually, here's another really loud one going on right now. You can hear it over the a/c and everything, you probably can if you just listen. I don't see the plane yet, but there's one that's really loud right now, too. (Did not hang up, inaudible noise).
9/23/2009	12:07pm	Diane Onderdonk	KWBTS 605A 296-4559	9/23/2009	One of those planes just took off with all the racket you can hear over everything. Again, you're definitely affecting us over here. Please give us the windows and doors you had promised us. Most of our owners are still up north, I'm sure you'll be hearing from them when they get down here.
9/23/2009	12:55pm	Diane Onderdonk	KWBTS 605A 296-4559	9/23/2009	A few minutes ago another one of your huge planes took off, really really loud. Can't see the tail number. This is definitely affecting us here.
9/23/2009	5:20pm	Diane Onderdonk	KWBTS 605A 296-4559	9/24/2009	Here's another one right now getting ready. I was going to report one at 5:17 that was really loud. I was on a business call. Also I have my a/c going and I can still hear the dang planes over there. It's really loud here, we're right next to the airport. It's just getting in the sky, there's no way I can read these numbers.
9/24/2009	12:02pm	Diane Onderdonk	KWBTS 605A 296-4559	9/24/2009	Again you had a big loud plane take off. You can hear it over the a/c. On the phone, it interrupts the call. I have all the windows shut and everything. It definitely affects us, we're right next to you here.
9/24/2009	7:26pm	Diane Onderdonk	KWBTS 605A 296-4559	9/25/2009	A really loud plane. We are affected by it.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
9/25/2009	6:18am	Joan Walsh	294-9442	9/25/2009	There's a jet out there that sounds like it's right in my bedroom. It's getting ready to take off, it just woke me up.
9/25/2009	12:03pm	Diane Onderdonk	KWBTS 605A 296-4559	9/25/2009	I don't see it yet, but a really really loud plane just took off. I can hear it over my loud a/c and the traffic out front. It's definitely affecting us.
9/25/2009	1:00pm	Diane Onderdonk	KWBTS 605A 296-4559	9/25/2009	I don't know if it just landed or took off, but again you had a really loud plane out there.
9/25/2009	5:57pm	Diane Onderdonk	KWBTS 605A 296-4559	9/28/2009	A big, I don't know I can't read any numbers, but a big plane just took off and made a lot of racket over the a/c and everything. It happens every day, I don't call you every time. It is very bad here.
9/26/2009	12:09pm	Mary Elizabeth Vaughan	KWBTS	9/28/2009	There was an aircraft that took off just now, and it made a loud noise. It was white in color, I live at KWBTS so I couldn't see the tail number or anything else, but I wanted to let you know.
9/26/2009	6:38pm	Diane Onderdonk	KWBTS 605A 296-4559	9/28/2009	About 6:35 a really loud plane took off. I cannot see the tail numbers from here.
9/28/2009	8:44am	Diane Onderdonk	KWBTS 605A 296-4559	9/28/2009	A helicopter just went right directly over A and B building at KWBTS, really loud. He's around the airport now, I can see him, he's turning. I think he belongs to you guys. I think he's landing. There's no need for him to go directly low over our building.
9/28/2009	2:23pm	Diane Onderdonk	KWBTS 605A 296-4559	9/28/2009	A loud plane just took off. Loud over the a/c, windows closed and everything.
9/30/2009	10:36am	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A really loud plane took off.
9/30/2009	5:12pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	I have the fan and a/c on and a window closed and I can still hear some jet or some big plane out there. It is really loud.
9/30/2009	5:13pm			10/13/2009	A very loud airplane noise.
9/30/2009	5:36pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	Your can probably hear this one over the a/c and fan huge rumble rumble, it's a plane I can see it, I can't read it anything on it.
10/2/2009	12:07pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	I can see the airplane is taking off. It is extremely loud on the runway. The planes are loud. I can hear it over the a/c and fan and window shot, and never got a phone call back. We are calling because the noise is effecting us.
10/2/2009	6:03pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A really loud plane was taking off.
10/2/2009	7:00pm	Al Romano	401-447-7110	10/13/2009	Just a plane coming from the airport. I am in unit 12C at Key West by the Sea. The noise is no different than the any other day. It rumbles, makes a couple shakes here and there and it is rather annoying. I don't call every time. We are not down here a lot but this is constant and is the larger aircraft that take off and land. We are right parallel to the runway.
10/2/2009	7:02pm	Al Romano	401-447-7110	10/13/2009	I am in unit 501A at Key West by the Sea. I could not see the type of aircraft. I can't tell between the big American Express or Continental. Once they all seem the same to me but I am calling to let you know the noise is a typical aircraft noise. We are on the balcony drinking and talking and pause for few minutes to let the plane pass and recommence again.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
10/3/2009	12:06pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A plane just took off. A big one. A really, really loud one. The fan is on and the window with the air conditioning is closed.
10/4/2009	9:25am	Julie Kolberg	295-8790	10/13/2009	Here it comes again. A helicopter buzzing around. You can probably hear it in the background on the phone. This is totally ridiculous. A white helicopter but I could not see the tail number. Very noisy.
10/4/2009	9:26am	Dickson	KWBTS B1202	10/13/2009	A small plane just flew over.
10/4/2009	12:08am	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A really loud plane just took off. You can hear it over the a/c and over the fan; over everything. Also, yesterday evening (Oct 3 at 5:40 pm) a horrendous loud plane took off; it is ridiculous.
10/4/2009	5:28pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A really loud plane just took off. You can hear over the a/c, over the fan, over everything.
10/5/2009	12:02pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A huge rumbling. One of your planes, a jet or whatever it is. I have the a/c and the fan on and the windows closed. You can hear a really loud noise.
10/5/2009	6:21pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	You can hear another one of those loud take offs. I have the a/c and the fan on and the windows closed.
10/5/2009	6:22pm	Diane Black	KWBTS 604B 224-0833	10/13/2009	Jet just took off. I could not catch which one that was but it was very loud. I just wanted to report it.
10/6/2009	12:47pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	Another loud take-off. We did not have electricity a bit, so everything was turning on and resetting. You could still hear a big plane and it is in the air now.
10/6/2009	5:44pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A plane just took off and was extremely loud; that is the problem. Everything is on and we can still hear the plane.
10/7/2009	12:43pm	Mary Elizabeth Vaughan	KWBTS 336- 244-2658	10/13/2009	An airplane just took off and made a lot of noise. I don't know what kind it is or a color of it because the trees are on the way.
10/7/2009	5:44pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A plane just took off. A really loud jet. Every evening it is the same thing.
10/8/2009	10:28am	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	A very loud plane again. It was over the phone and it was hard to hear again. Everything is on (a/c and fan) and the windows are closed.
10/8/2009	10:44am	Cathy Cawley	KWBTS 6th floor 292- 9961	10/13/2009	A plane just came in and made a horrendous sound. I hope you will take care of this. I never heard such horrendous sound.
10/8/2009	12:12pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	Same flight everyday. That is so fricken loud.
10/8/2009	5:46pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	Same flight everyday. It just took off and I can hear it over the a/c and fan.
10/9/2009	10:31am	Cathy Cawley	KWBTS 610A 292- 9961	10/13/2009	A plane just took off. The sound was horrendous.
10/9/2009	12:09pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	Same flight everyday. It just took off and I can hear it over the a/c and fan.
10/9/2009	2:02pm	Diane Onderdonk	KWBTS 605A 296-4559	10/13/2009	Another loud plane just took off out of the airport.
10/9/2009	3:14pm		KWBTS 320C	10/13/2009	We are face the staging area for the airplanes taking off and they make a tremendous noise. AA is among the large planes that makes the tremendous noise we are upset about.
10/10/2009	12:16pm	Julie Reed	KWBTS 306B	10/13/2009	There is a plane. A very loud plane ready for take off but it is sitting there and makes a lot of noise.
10/13/2009	5:45pm	Julie Reed	KWBTS 306B	10/20/2009	There is so much noise from a plane taking off that I could not hear anything for few minutes. I just wanted to complain about that.

**Key West International Airport  
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
10/15/2009	1:22pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	A loud plane is on the runway to take off I believe. I can't read any tail numbers. I am on the top corner and it is extremely loud.
10/16/2009	1:44pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	A really loud plane just went over and there was one about 7 min before that, 7 min before a possibly Continental, I am not sure it was a bit smaller but extremely loud. Also last weekend your machine was full I tied to call 3 times, but you missed at least 6 calls you missed from me alone, please keep your machine empty to serve us all.
10/16/2009	5:43pm	Steve Hatch	Cell 425-418-9695	10/20/2009	I want to report a noisy airplane taking off at KWIA. Looks like it was taking off to the west and making a very large noise. It is very annoying.
10/17/2009	8:32am	Drew Hendrews		10/20/2009	Jet just took off; extremely noisy; not sure if it was an old corporate jet or what. Thank you.
10/17/2009	12:47pm	Richard W. Polard	KWBTS 320C	10/20/2009	About 20 min ago a Delta Airliner passed over our apartment/house heading west and it sounded like the airplane landed on our roof. We are probably one of the closest buildings, on both sides to the airport, to the airport runway; particularly to the staging area where they take off heading east. When they take off the runway, a back wash creates all that noise and heads our way.
10/18/2009	8:04am	Michelle Morcanthy	295-2598	10/20/2009	It sounded like a plane was being worked on but, it woke me up. Normally it does not happen, but it happened today.
10/18/2009	11:52am	Steve Hatch	Cell 425-418-9695	10/20/2009	I'd like to report a very noisy airplane taking off from KWIA. It is very annoying.
10/18/2009	11:52am	Julie Reed	KWBTS 306B	10/20/2009	I have my windows open and the noise was so loud that I could not hear anything for few minutes when an airplane was taking off.
10/18/2009	11:52am	Diana	KWBTS 706-781-4597	10/20/2009	A plane came in; it was loud and disturbed the entire Sunday morning. To damn loud and I don't have a tail number of the plane but, it was a jet.
10/18/2009	11:53am	Cathy Cawley	KWBTS 610C 292-9961	10/20/2009	A plane just took off and it made a horrible sound. It was very disturbing because I was trying to take a nap. It was leaving the airport. I don't know the company that makes the plane but it was making a horrible sound.
10/18/2009	12:00pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	About 5-7 min ago an extremely loud plane was taking off from the KWIA.
10/18/2009	12:06pm	Julie Reed	KWBTS 306B	10/20/2009	Another take off and the noise is just ridiculous.
10/18/2009	12:06pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	Just another loud airplane taking off.
10/18/2009	12:06pm	Mr. Cawley	KWBTS 610C 292-9961	10/20/2009	Calling to complain about very loud big aircraft. It was very loud and I don't know the tail number but, it was very disturbing.
10/18/2009	12:06pm	Diana	KWBTS 407A 706-781-4597	10/20/2009	This is the second plane within the few minutes of another jet. It is ridiculously disturbing our lunch and our tranquility.
10/18/2009	1:22pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	I am not sure what is going on but the airport is really loud today, a lot more flights.

**Key West International Airport  
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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
10/18/2009	1:25pm	Cathy Cawley	KWBTS 610A 292-9961	10/20/2009	A flight just left at 1:20 pm and it made so much noise coming over our complex. It was just impossible to even hear our TV. The noise is so outrageous today, even more than any other day.
10/18/2009	1:40pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	I can't see the thing with all the clouds but, it is getting really loud.
10/18/2009	1:41pm	Donald Cook	KWBTS B408 305-294-5094	10/20/2009	A plane just left the KWIA and was very loud. I could not see the plane's number and color by the time I got to the door.
10/18/2009	1:58pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	It is really loud. I am not sure what is going on. A loud plane just took off. Can't see anything because of clouds. I can see your airport. You can't say it is not loud here.
10/18/2009	3:03pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	Yet another big one take-off. This is crazy. I can see your airport. I can see them taking off and it is really loud. I can't see how you can't see how it affects us. This is ridiculous.
10/18/2009	3:05pm	Cathy Cawley	KWBTS 610A 292-9961	10/20/2009	A plane just took off at 3:00pm and made an incredible noise and came over our complex. Please, would you send the airplanes the other way? It is really noisy.
10/18/2009	5:34pm	Julie Reed	KWBTS 306B	10/20/2009	Calling about the noise from the airplane taking off.
10/18/2009	5:34pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	It is about 5:30pm. That flight every evening it takes off is a killer. I don't know what flight; I can't see them.
10/18/2009	5:40pm	Julie Reed	KWBTS 306B	10/20/2009	I was vacuuming and I could hear another airplane taking off again and it was incredibly loud.
10/18/2009	6:07pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	Yet another loud one just took-off. This is ridiculous. Totally ridiculous.
10/18/2009	6:11pm	Diane Onderdonk	KWBTS 605A 296-4559	10/20/2009	You just had another one of these things go up and it is totally totally disruptive. This is ridiculous. I think someone should come and try living here.
10/20/2009	9:29am	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	Your mail box is full and you going to have to keep it empty for us to complain. I have 14 flights I needed to record but could not so please take this down. They were very very loud. On Sunday 18th at 6:52 pm, 11:39pm, Monday 19th at 7:00am, 10:15am, 10:31am, 10:50am. 11:19am, 11:34am, 12:11pm, 1:15pm, 1:18pm, 4:19pm, 4:54pm and 5:38pm. The biggest complaint is that we can't get though to you to complain.
10/20/2009	11:22am	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	We are 850 ft from your runway and another really loud plane just took off. We can see you clearly but, can't read the tail numbers of anything.
10/20/2009	11:56am	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	Another loud plane just took off with a high pitch sound and it blasted out, can't read the tail number or anything.
10/20/2009	12:13am	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	You can probably hear it in the background. It is a daily flight that is really really loud.
10/20/2009	5:40pm	Steve Hatch	Cell 425-418-9695	10/23/2009	I want to report a very noisy airplane taking off at this time. The noise I am experiencing is at KWBTS.
10/20/2009	5:41pm	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	Your 5:37pm flight is really, really disturbing and extremely loud.
10/21/2009	6:38am	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	You have a plane out there that is growling, moiling, whatever; I can't see the damn thing, it woke me up.

**Key West International Airport  
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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
10/21/2009	12:12pm	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	Plane is horrendously loud. I was on the phone and could not hear the person on the other side. I have the A/C going. It was a take-off. This is the one that is always loud.
10/21/2009	12:37pm	Mr. Cawley	KWBTS 610C 292- 9961	10/23/2009	A white plane just took off. A very noisy and small airplane but, it still a very noisy taking off. The noise has been very difficult to live with here.
10/21/2009	1:06pm	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	It was a take-off and it was horribly loud. I can see the airport but, can't read the tail numbers.
10/21/2009	5:28pm	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	At about 5:05 and 5:07 there were two planes that were very loud. I forgot to call previously. One was the prop plane and the other a jet engine.
10/21/2009	5:42pm	Cathy Cawley	KWBTS 610A 292- 9961	10/23/2009	We had a plane leaving at 1:00pm 1:08pm and 5:35pm. 3 planes. The noise was unbelievable. They were taking off. Please would you kindly take care of this.
10/21/2009	5:56pm	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	At 5:38 you have that airplane taking off that is really loud. It is definitely too much going on and very loud.
10/21/2009	6:21pm	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	You just had another of your jets taking off. I can see them but I can't read the numbers. Maybe one of you should come here and see it for your self. It is really loud.
10/22/2009	11:31am	Steve Hatch	Cell 425-418-9695	10/23/2009	I am calling in regards to a noise complaint for an aircraft landing. I find this noise to be objectionable.
10/22/2009	12:06pm	Mr. Cawley	KWBTS 610C 292- 9961	10/23/2009	A very, very loud large white plane with blue and red tail just took off and made horrendous noise. And another loud one at 10:03am. I was not near the phone earlier.
10/22/2009	12:06pm	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	I am calling with a noise complaint. A plane just took off; I can't read the numbers.
10/22/2009	3:00pm	Robert Tollen	295-9895	10/23/2009	We had a terrible noise about 7:00pm two days ago at KWBTS. The wind was pretty strong, prevailing towards our unit but, it was so loud I thought to call you and I just found your number.
10/23/2009	7:31am	Diane Onderdonk	KWBTS 605A 296-4559	10/23/2009	A really loud plane just took off and woke me up. It is ridiculous and really loud.
10/23/2009	7:31am	Julie Reed	KWBTS 306B	10/23/2009	I just got woken up by the airplane noise taking off.
10/23/2009	11:37am			10/26/2009	I just wanted to report a plane noise. Sounded like a propeller but, very noisy.
10/23/2009	11:44am	Tom Cawley	KWBTS 610A 292- 9961	10/26/2009	A tremendous roar of a large US Air plane taking off from the airport. Very annoying sound.
10/23/2009	11:51am	Cathy Cawley	KWBTS 610A 292- 9961	10/26/2009	I was at the pool this morning at 10:33 am. The plane made so much noise taking off that it was so difficult to talk to a person next to me, and at 10:04 another plane took off; it was so noisy.
10/23/2009	12:09pm	Cathy Cawley	KWBTS 610A 292- 9961	10/26/2009	A plane just took off and made a huge noise. Please, please take care of this. I am in my condo and I can't speak with the planes taking off.
10/23/2009	12:10pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	As usual the airplane is extremely loud. You can hear the roar of the engine over the A/C.
10/23/2009	12:47pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	Again, another loud airplane just took off. I can hear it over the street noise. I have closed the windows and the A/C is on and it is still very disruptive.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
10/23/2009	2:37pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	A loud plane just took off.
10/23/2009	5:01pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	I am calling about the plane that just took off while I was on the phone and could not hear. I can see it but can't read the numbers.
10/23/2009	5:38pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	The same flight that is extremely loud everyday.
10/24/2009	8:30am	Julie Garber	KWBTS 411A 295-8790	10/26/2009	I called earlier about the helicopters. It is a white helicopter. I can't see the tail number. Very noisy.
10/24/2009	3:21pm		KWBTS	10/26/2009	I did not see it, because I was in my kitchen but a plane just passed overhead and was extremely loud. I am just calling to register a complaint.
10/24/2009	5:41pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	A plane just took off really, really loud.
10/25/2009	7:31am	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	A loud plane just woke me up. I don't appreciate it. Again, thanks for the noise.
10/25/2009	8:29am	Steve Hatch	KWBTS Cell 425-418-9695	10/26/2009	I would like to report a noisy airplane take off at the airport. The noise is very loud, and I just wanted to report it.
10/25/2009	12:20pm	Phillip	KWBTS 509-7447	10/26/2009	I am calling about the jet taking off. I left about 10 messages now complaining about it and nothing is being done. So please do and there is another one going overhead right now, so thanks.
10/25/2009	12:22pm	Cathy Cawley	KWBTS 610A 292- 9961	10/26/2009	A plane just took off about 12:16. Unbelievable noise. I did not see the color but it made enough noise I was not able to hear over the phone. Please take care of this.
10/25/2009	4:23pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	A real loud engine of one of your planes taking off.
10/25/2009	5:20pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	There was actually one really loud jet sounded taking off, and then there was another one shortly thereafter that was quite loud.
10/25/2009	5:53pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	Again, you have a really, really loud take off. I can't read any numbers but, you sure can hear it.
10/25/2009	5:54pm	Cathy Cawley	KWBTS 610A 292- 9961	10/26/2009	A terrible noise; a plane just took off. It made a terrible noise that I had to tell the person I was talking to that I will call her back. Please take care of it.
10/25/2009	7:26pm	Diane Onderdonk	KWBTS 605A 296-4559	10/26/2009	Again, you just had a really loud plane take off.
10/25/2009	7:26pm	Julie Garber	KWBTS 411A 295-8790	10/26/2009	A really loud plane just took off. I was watching TV and the plane noise was very loud. I have no idea of the tail number or the type of plane that it was.
10/26/2009	6:51am	Cathy Cawley	KWBTS 610A 292- 9961	10/26/2009	Three planes took off this morning 6:15am, 6:30am and 6:37am. They all made a great deal of noise. Not only on take offs but also starting up and taxiing. Please watch these planes not to take off in the morning.
10/26/2009	12:14pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	I really loud plane just took off, the AC is on and the fan is going and window shut and is still very disruptive.
10/26/2009	3:19pm	Cathy Cawley	KWBTS 610A 292- 9961	10/30/2009	A plane just left and I could not hear a thing, because of so much noise. Please take care of these planes.
10/27/2009	10:22am	Diane Black	KWBTS B604	10/30/2009	Listening to the planes go by, constant noise.
10/27/2009	10:31am	Dominic	KWBTS	10/30/2009	Another plane just took off and it was very loud. Can you do something about that?
10/27/2009	12:56pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	A really loud plane just took off. The AC is on and the fan going and window shut and is still very disruptive.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
10/27/2009	3:04pm	Cathy Cawley	KWBTS 610A 292-9961	10/30/2009	A plane just took off and made a very loud noise. Very difficult to talk on the phone.
10/27/2009	6:35pm	Cathy Cawley	KWBTS 610A 292-9961	10/30/2009	A plane just took off. A white plane with blue and red tail and made a terrible noise. Hope you take all these records.
10/27/2009	7:06pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	Two really loud take offs, one at 5:30pm, and another 5:45pm. The second I believe is Delta.
10/27/2009	7:53pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	A really loud jet just took off and it is really bothering us.
10/27/2009	7:54pm	Heather Bounce	KWBTS	10/30/2009	An airplane just took off and it was ear splitting. I can't hear myself think. It is very irritating, very loud.
10/28/2009	12:30pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	Two really loud take offs, very loud. It is absolutely horrendous.
10/28/2009	12:50pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	Again, a really loud plane and its up there. Extremely loud today. It is ridiculous.
10/28/2009	12:51pm	Mr. Cawley	KWBTS 610A 292-9961	10/30/2009	A very loud plane, silver, jet took off. It was very loud and it is very disturbing.
10/28/2009	2:19pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	Again, a really loud plane just took off and I am trying to do some business calls and I can't. There planes are really dominating here. Really Loud.
10/28/2009	5:47pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	Again, a really loud plane just took off.
10/28/2009	7:06pm	Steve Hatch	KWBTS 425-418-9695	10/30/2009	I like to report a noisy airplane taking off and noise not satisfactory to us.
10/29/2009	7:55am	Julie Reed	KWBTS 306B	10/30/2009	An airplane was taking off and it was very loud. Just calling to complain.
10/29/2009	8:41am	Karry Pollen	KWBTS 305-942-5777	10/30/2009	I heard two planes while inside my apartment and it was most annoying.
10/29/2009	8:54am	Paul Klaskau	KWBTS Unit 118C 517-404-4260	10/30/2009	I like to register a complaint.
10/29/2009	8:56am	Julie Reed	KWBTS 306B	10/30/2009	Loud noise from a smaller plane that was landing, a really loud noise.
10/29/2009	9:28pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	A helicopter flew directly over the apartment. It was very, very low, directly over.
10/29/2009	9:30am	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	A second helicopter flew directly over the apartment. It was very, very low, directly overhead. Right on top of it; way too low, it is ridiculous.
10/29/2009	9:34am	Julie Reed	KWBTS 306B	10/30/2009	I am calling to complain about the airplane noise from a plane taking off.
10/29/2009	12:25pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	A really, really loud plane just took off, I can't read the numbers. The fan and A/C are on and I still can hear the noise. I am not kidding, it is so loud.
10/29/2009	1:01pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	I don't know what is going on at the airport today but it is absolutely ridiculous. Two planes took off, one at 12:48pm, and 12:51pm and I was on a business call extremely important and could not hear anything.
10/29/2009	2:35pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	Another loud plane is taking off.
10/29/2009	5:32pm	Diane Onderdonk	KWBTS 605A 296-4559	10/30/2009	Same plane that is extremely loud taking off. I can't see anything.
10/29/2009	5:33pm	Cathy Cawley	KWBTS 610A 292-9961	10/30/2009	A plane just took off and made a lot of noise. Don't know what airline.
10/29/2009	7:04pm	Mr. Cawley	KWBTS 610A 292-9961	10/30/2009	A roar of a American Airline jet taking off.
10/30/2009	7:04am	Julie Reed	KWBTS 306B	10/30/2009	There were two very loud take offs. Loud and disturbing noises.
10/30/2009	3:27pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	Four complaints to call in while your box is full. Loud planes taking off at 12:57pm, 1:01pm, 1:42pm, and 3:25pm that is absolutely ridiculous and so loud.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
10/30/2009	6:09pm	Heather Bounce	KWBTS	11/2/2009	There is a plane sitting on the runway ready for take off and the fumes get in the house. The noise is awful, and it won't just take off. I can't see the plane, I can only hear it.
10/30/2009	7:39pm	Heather Bounce	KWBTS	11/2/2009	A very loud plane just took off. We could not talk; we could not hear each other speaking in our condo. Very loud.
10/31/2009	7:40am	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	Extremely loud aircraft just woke me up. I have the fan going and the AC on and windows are closed. Very Very loud.
10/31/2009	8:17am	Karry Pollen	KWBTS 295- 9895	11/2/2009	I am in my condo with air on and doors closed and windows too. I am hearing planes all day and I hope you fix this problem.
10/31/2009	10:37am	Julie Reed	KWBTS 306B	11/2/2009	There is too much noise from a plane landing this time.
10/31/2009	12:42pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	You got that really loud plane that just took off. I have my AC on, the fan on, the windows are closed, and it is still very noisy.
10/31/2009	12:43pm	Heather Bounce	KWBTS	11/2/2009	A very large airplane with a very large noise just took off that shook the windows. Thank you for taking an interest in the neighbors of the Key West Airport.
10/31/2009	12:47pm		KWBTS	11/2/2009	We just had a loud flight take off, I don't have a tail number but it was a loud one.
10/31/2009	12:54pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	Another really loud take off just left the airport, big plane.
11/1/2009	8:33am	Julie Reed	KWBTS 306B	11/2/2009	I just got woken up by the airplane noise taking off.
11/1/2009	9:16am	Julie Reed	KWBTS 306B	11/2/2009	Another loud take off and noise was terrible.
11/1/2009	9:37am	Julie Reed	KWBTS 306B	11/2/2009	More loud noise from a plane taking off. That is like four I heard this morning. Just want to complain about that.
11/1/2009	9:45am	Julie Reed	KWBTS 306B	11/2/2009	Another take off and the noise is ridiculous, it is 4th or 5th noisy take off this morning.
11/1/2009	9:46am	Cathy Cawley	KWBTS 610A 292- 9961	11/2/2009	A plane just took off and made an incredible amount of noise.
11/1/2009	11:07am	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	A really really loud take off, I have AC on, a fan on, windows closed and the noise overwhelms all of this.
11/1/2009	12:42pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	Again a really loud take off, I have the A/C on, a fan on, the windows are closed and the noise overwhelms all of this.
11/1/2009	12:52pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	Again you had another take off. I can definitely hear it.
11/1/2009	1:16pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	You must be very busy today, but it is extremely loud. It is ridiculous, I can't call each time.
11/1/2009	2:30pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	An extremely loud jet took off. There was also another plane that took off at 2:08 pm while I was on the phone and it was extremely loud.
11/1/2009	3:13pm	Karry Pollen	KWBTS 295- 4444	11/2/2009	A plane took off and it was very loud. And not I am hearing another one, it is very annoying and intrusive.
11/1/2009	3:17pm		KWBTS 210A	11/2/2009	Boy, was it loud today. Just wanted to let you know.
11/1/2009	3:17pm	Robert Tollen	KWBTS Bld.B 295- 9895	11/2/2009	A plane just took off and it was very noisy.
11/1/2009	3:23pm		KWBTS Bld.A	11/2/2009	We just had 3 planes one after the other. Really loud, really loud.
11/1/2009	3:43pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	There were 3 planes that totally interrupted me being on the phone. These loud plane noises were at 2:47pm, 3:15pm and 3:21pm.
11/1/2009	4:00pm	Heather Bounce	KWBTS	11/2/2009	A very loud airplane just took off.

**Key West International Airport  
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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/1/2009	4:01pm	Diane Onderdonk	KWBTS 605A 296-4559	11/2/2009	Extremely loud take off.
11/1/2009	4:35pm		KWBTS Bld.A	11/2/2009	Another loud plane just went by, must be a busy day, but very noisy.
11/1/2009	5:48pm	Cathy Cawley	KWBTS 610A 292- 9961	11/2/2009	A plane just took off and made an incredible amount of noise. All day a terrible noise.
11/2/2009	5:04pm	Cathy Cawley	KWBTS 610A 292- 9961	11/5/2009	The plane that departed at 5:00pm made incredible amount of noise. Those that are landing are not too bad, but those that are ready for takeoffs are very noisy.
11/3/2009	8:48am	Cathy Cawley	KWBTS 610A 292- 9961	11/5/2009	A plane just came in and it made an incredibly amount of noise. At 6:00am there was another very noisy airplane that woke me up and I am very unhappy to be woken up by an airplane taking off. It has been happening for sometime.
11/3/2009	8:57am	Cathy Cawley	KWBTS 610A 292- 9961	11/5/2009	Another plane just took off and made a lot of noise.
11/3/2009	9:34am	Julie Reed	KWBTS 306B	11/5/2009	I just heard a plane taking off; could not tell what kind but it was very very loud.
11/3/2009	12:52pm	Heather Bounce	KWBTS	11/5/2009	Two planes just took off in succession; very, very loud.
11/3/2009	5:49pm	Joan Cushman	KWBTS 292- 1551	11/5/2009	I am calling to complain about the noise. Not sure if it was take off or arrival but it was noisy and very loud.
11/4/2009	6:25am	Giny Williams	KWBTS	11/5/2009	The airplane noise as it is starting in the morning is very loud inside our condo. Too much noise from the airport.
11/4/2009	12:55pm		KWBTS	11/5/2009	Large jet left at 12:45pm was more noisy than most, just wanted to bring this to your attention.
11/4/2009	12:52pm	Heather Bounce	KWBTS	11/5/2009	A large jet just took off from the airport; very, very noisy. Just to let you know.
11/4/2009	5:46pm	Marshia Howard	KWBTS B401	11/5/2009	I am calling to complain about the incoming flight at 5:42pm. It comes in and the noise is so great we can't hear our guest during dinner.
11/5/2009	10:33pm	Marshia Howard	KWBTS B401	11/5/2009	I have my windows open to get the fresh air but had to close them because of airplane noise from a plane taking off from the airport.
11/5/2009	12:41pm	Jeremy Hall	KWBTS 305-433- 2077	11/5/2009	The plane just departed 12:28pm, I can't give the tail numbers but it was enough noise to shake the place up.
11/5/2009	12:51pm	Jeremy Hall	KWBTS 305-433- 2077	11/5/2009	Significant noise from the departing aircraft at 12:49pm. Enough to make the crockery bottled.
11/5/2009	3:09pm	Britney Hall	305-433-2077	11/5/2009	Jet noise problem on airplane departing at 3:00pm.
11/5/2009	5:43pm	Heather Bounce	KWBTS	11/10/2009	A very, very loud jet just took off.
11/5/2009	5:45pm	Joan Cushman	KWBTS 292- 1551	11/10/2009	A big rambling jet taking off at the airport that disturbed my TV.
11/6/2009	6:24am	Marshia Howard	KWBTS B401 305-517-6547	11/10/2009	I was awoken by a roar of an airplane. I don't have the description of the airplane but it was waiting for take off
11/6/2009	8:31am	Britney Hall	305-433-2077	11/10/2009	I am calling about the noise of the airplane sitting on the runway with a propeller.
11/6/2009	12:54pm	Heather Bounce	KWBTS	11/10/2009	A very, very, very loud airplane just took off. Very loud.
11/6/2009	1:41pm	Cathy Cawley	KWBTS 610A 292- 9961	11/10/2009	There were 4 planes this morning. One at 10:01am, 10:25am they were loud but the loudest were at 11:45am and 12:45pm. Those were incredibly loud. All taking off.
11/6/2009	5:34pm	Joan Cushman	KWBTS 292- 1551	11/10/2009	Airplane noise just interrupted me.
11/7/2009	7:04am	Cathy Cawley	KWBTS 610A 292- 9961	11/10/2009	A plane took off at 6:18 and woke me up this morning. It was very loud.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/7/2009	8:27am	Heather Bounce	KWBTS	11/10/2009	There is an airplane that just seems not to take off, and the engines are roaring up and down and it is very loud and just does not stop, I believe it is just taking off. Very disturbing, very loud.
11/7/2009	1:23pm	Cathy Cawley	KWBTS 610A 292-9961	11/10/2009	A flight left at 12:45pm and made a terrible noise.
11/7/2009	3:34am	Heather Bounce	KWBTS	11/10/2009	A horrendous plane with horrendous noise just took off, we could not even hear each other inside or speak even.
11/7/2009	3:54pm	Cathy Cawley	KWBTS 610A 292-9961	11/10/2009	I am calling about the plane at 3:45pm taking off. We had to stop talking inside the home. Terrible noise.
11/8/2009	6:40am	Julie Reed	KWBTS 306B	11/10/2009	I just got woken up by the airplane noise taking off.
11/8/2009	12:03pm	Jeremy Hall	KWBTS 305-433-2077	11/10/2009	At 6:36am this morning a jet power up woke everyone up.
11/8/2009	12:42pm	Julie Reed	KWBTS 306B	11/10/2009	Another plane is taking off a very loud noise.
11/8/2009	12:51pm	Julie Reed	KWBTS 306B	11/10/2009	Sundays are definitely the worse it is my one day off and all the flights are very loud starting in the morning.
11/8/2009	12:52pm	Cathy Cawley	KWBTS 610A 292-9961	11/10/2009	A plane just left made a lot of noise. Please look into this, I have been calling for several weeks now.
11/8/2009	5:20pm	Britney Hall	305-433-2077	11/10/2009	I am complaining about an excessive noise of plane taking off on Runway 09.
11/8/2009	6:14pm	Marshia Howard	KWBTS B401 305-517-6547	11/10/2009	Plane just came in, it made so much noise I could not hear a person talking next to me. Even with all the windows closed in my condo.
11/9/2009	12:41pm	Jeremy Hall	KWBTS 305-433-2077	11/10/2009	An airplane just took off with a very noisy. Start to take off on Runway 09
11/9/2009	5:36pm	Cathy Cawley	KWBTS 610A 292-9961	11/10/2009	A plane just left and made a big noise. It is very difficult for us to deal with all that noise.
11/10/2009	1:00pm	Mr. Cawley	KWBTS 610A 292-9961	11/13/2009	A rocket plane just took off here with very heavy noise vibrating the building, it might have been American.
11/10/2009	5:44pm	Heather Bounce	KWBTS	11/13/2009	A very loud plane just took off that was quite disturbing for a very long time.
11/10/2009	5:45pm	Marshia Howard	KWBTS B401 305-517-6547	11/13/2009	We have planes taking off and the noise is so loud that you can't hear people at the dinner table.
11/10/2009	5:54pm	Heather Bounce	KWBTS	11/13/2009	Very loud plane just took off jet.
11/10/2009	6:27pm	Jeremy Hall	KWBTS 305-433-2077	11/13/2009	Plane that departed, shook off, the initial application of power is what makes the shakes and what is so noisy, from Runway 09.
11/11/2009	12:55pm	Harriet Woveas	KWBTS 111A 410-322-1151	11/13/2009	A silver plane with blue tail and it's like it's going through our living room with the noise.
11/11/2009	12:56pm	Bruce Julien	KWBTS B607 292-4163	11/13/2009	A jet plane just left and it was extremely noisy.
11/11/2009	12:56pm	Patricia McGrass	KWBTS 781-249-6623	11/13/2009	Jet just took off was so loud I was on the phone and at home and talking to my client and could not hear anything. This is so annoying.
11/11/2009	1:02pm	Harriet Woveas	KWBTS 111A 410-322-1151	11/13/2009	Another plane just took off that was a smaller plane silver color and seems like when they use the runway end closest to our building they make so much noise.
11/11/2009	1:13pm	Harriet Woveas	KWBTS 111A 410-322-1151	11/13/2009	Another jet just took off. I am not going to call anymore because I think I made you understand that when the big planes come in it is noisy regardless where they come from but when the planes take off from the runway end closest to the building it feels like they are going through our living room. So that's it.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/11/2009	6:05pm	Marry Collin-Porter	305-295-8765	11/13/2009	A flight just came in and was so loud. I did not see the aircraft but I was inside and it was so loud.
11/11/2009	6:59pm	William Porter	305-295-8765	11/13/2009	At 6:30 pm aircraft taking off was making loud noise, it was dark and so I did not see the number or colors.
11/11/2009	7:01pm	William Porter	305-295-8765	11/13/2009	This time an aircraft is taking off and is very loud.
11/11/2009	9:38pm	William Porter	305-295-8765	11/13/2009	Reporting another loud aircraft.
11/12/2009	12:47pm	Steve Hatch	425-418-9685	11/13/2009	Noise complaint.
11/12/2009	12:48pm	Bruce Julien	KWBTS B607 292-4163	11/13/2009	A jet plane just took off; very disturbing and very loud.
11/12/2009	12:48pm	Jeremy Hall	KWBTS 305-433- 2077	11/13/2009	Runway 27 US Airways jet departing, wind direction from North so noise was considerable.
11/12/2009	12:51pm	Steve Hatch	425-418-9685	11/13/2009	Filing noise complaint.
11/12/2009	3:45pm	Cathy Cawley	KWBTS 610A 292- 9961	11/13/2009	Four planes that took off since 3:00pm and made incredible noise.
11/12/2009	6:31pm	William Porter	305-295-8765	11/13/2009	Noisy aircraft just took off again, its after dark so I can't tell you the tail number or color.
11/12/2009	8:39pm	William Porter	305-295-8765	11/13/2009	Noisy aircraft departing from the airport, its after dark so I can't tell you the tail number or color.
11/13/2009	5:36am	William Porter	305-295-8765	11/13/2009	Another aircraft taking off and it was very noisy and unable to get the tail number or color.
11/13/2009	6:19am	William Porter	305-295-8765	11/13/2009	Another aircraft taking off and it was very noisy and unable to get the tail number or color.
11/13/2009	6:31am	Marry Collin-Porter	305-295-8765	11/13/2009	We just experienced a very loud plane taking off at this time.
11/13/2009	8:15am	Cathy Cawley	KWBTS 610A 292- 9961	11/13/2009	You have a plane that just took off and made a terrible noise. Must be the winds that they came directly over KWBTS.
11/13/2009	12:11pm	William Porter	305-295-8765	11/13/2009	Calling about a noisy airplane that just took off and in fact another airplane is taking off at 12:12pm.
11/13/2009	12:25pm	William Porter	305-295-8765	11/13/2009	Loud helicopter flying around by the airport; the color is orange but is not US Coast Guard, seems private.
11/13/2009	12:53pm	Patricia McGrass	KWBTS 781-249-6623	11/13/2009	A plane just took off I am working from home and had to stop the conversation over the phone because the plane was so loud. This is very, very annoying and is disturbing my work.
11/13/2009	1:10pm	William Porter	305-295-8765	11/13/2009	Two loud aircraft here at the airport in the last 30 minutes.
11/13/2009	3:46pm	William Porter	305-295-8765	11/13/2009	I had 3 airplanes and a helicopter making noise around the airport.
11/13/2009	4:46pm	Cathy Cawley	KWBTS 610A 292- 9961	11/17/2009	You had since 3:00pm four planes took off and flying directly over KWBTS. The noise is unbelievable.
11/13/2009	5:29pm	William Porter	305-295-8765	11/17/2009	Must have been at least 3 to 4 aircraft that have been taking off and making a lot of noise around the airport.
11/13/2009	5:34pm	William Porter	305-295-8765	11/17/2009	A loud aircraft just took off. Very loud.
11/13/2009	5:40pm	William Porter	305-295-8765	11/17/2009	Another noisy aircraft from Key West International Airport
11/13/2009	6:43pm	Cathy Cawley	KWBTS 610A 292- 9961	11/17/2009	I have never heard such pains that is coming from the airport. In the last 20 min two planes made such incredible noise over KWBTS. Must be winds or something. Now they are all coming this way over the apartments.
11/13/2009	6:53pm	William Porter	305-295-8765	11/17/2009	In the last hour they must have been at least 5-6 planes taking off and making a lot of noise.
11/13/2009	8:54pm	William Porter	305-295-8765	11/17/2009	Reporting loud aircraft noise from the airport.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/13/2009	9:07pm	William Porter	305-295-8765	11/17/2009	A lot of noise coming from the airport. A lot of noise coming from warming up the engines before taking off. Hope you have some good data to do the report.
11/13/2009	9:47pm	William Porter	305-295-8765	11/17/2009	Another noisy aircraft just took off from Key West International Airport
11/14/2009	7:56am	Bruce Julien	KWBTS B607 292-4163	11/17/2009	A jet plane was roaring taking off it was basically shaking the condo. I did not see it because I am still in bed but I sure could hear it and feel it.
11/14/2009	7:56am	Kayla Pollen	KWBTS	11/17/2009	I just heard one jet extremely loud and here comes another one and I just want you to know that the noise is horrible and disruptive.
11/14/2009	7:56am	Steve Hatch	425-418-9685	11/17/2009	I am calling about a noise complaint; an airplane departing the airport, it is very noisy
11/14/2009	7:56am	Patricia McGrass	KWBTS 781-249-6623	11/17/2009	A jet took off extremely loud, woke me up.
11/14/2009	7:56am	Kayla Pollen	KWBTS	11/17/2009	All morning the planes are taking off and really noisy and real bother.
11/14/2009	10:10am	William Porter	305-295-8765	11/17/2009	Reporting loud noise from the airport. Looks like a lot of warm up noise west end of the airport. If you could eliminate that noise I would appreciate it.
11/14/2009	10:40am	William Porter	305-295-8765	11/17/2009	Large aircraft noise coming from the west of the airport.
11/14/2009	11:21am	William Porter	305-295-8765	11/17/2009	Calling about the noise from a landing aircraft at the airport, noisy aircraft on the west end of the airport.
11/14/2009	11:49am	William Porter	305-295-8765	11/17/2009	Reporting another loud aircraft landing at the airport.
11/14/2009	11:56am	William Porter	305-295-8765	11/17/2009	Another loud aircraft landing at airport from the west.
11/14/2009	11:57am	William Porter	305-295-8765	11/17/2009	Another loud aircraft at the airport. Looks like they are coming at 30 seconds intervals.
11/14/2009	12:06pm	William Porter	305-295-8765	11/17/2009	Large helicopter noise from one that is landing on the west side of the airport.
11/14/2009	12:46pm	William Porter	305-295-8765	11/17/2009	Another aircraft is coming in from the west, white and noisy.
11/14/2009	12:49pm	William Porter	305-295-8765	11/17/2009	Another aircraft warming up on the west end of the airport
11/14/2009	1:01pm	Marry Porter	305-295-8765	11/17/2009	A very very very loud take off. White plane but not large aircraft. Very loud.
11/14/2009	1:43pm	William Porter	305-295-8765	11/17/2009	Must be an airshow going on today. 3 loud aircraft landing from west. You must be busy analyzing all that data.
11/14/2009	1:56pm	William Porter	305-295-8765	11/17/2009	Two more loud aircraft. One while large aircraft and one orange bi-plane.
11/14/2009	1:58pm	William Porter	305-295-8765	11/17/2009	Another noisy helicopter coming to the airport from the west end.
11/14/2009	6:53pm	Patricia McGrass	KWBTS 781-249-6623	11/17/2009	There is a plane at the end of the runway preparing for take off, I was on the phone talking to family and could not hear they talking. This is annoying and can not live here like this. Very annoying.
11/17/2009	9:54am	Louise Sablaki	KWBTS 302C 296- 7343	11/19/2009	I don't know what plane that is, I am not a pilot, it was very noisy I could not hear the TV, it is quite frequently here.
11/17/2009	12:51pm	Diane Onderdonk	KWBTS 605A 296-4559	11/19/2009	My daughter just called and a really loud and disruptive plane just went by. I have not heard from you lately but I know all the planes are taking off as they were before, nothing has changed and is absolutely ridiculous.
11/17/2009	1:17pm	Diane Onderdonk	KWBTS 605A 296-4559	11/19/2009	My daughter just called again and a really loud plane just flown by.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/17/2009	3:13pm	Al Romano	401-447-7110	11/19/2009	I have been trying to call you for 3 days but it was busy, so here is the list. On 15th at 11:15am a plane came in US Airways jet, at 1:30pm and another one after that with blue tail. At 2:00 was a prop plane then two takeoff at 4:40pm and 5:22pm bigger planes then 10:50pm a small prop plane. Then on..... connection broke
11/17/2009	3:21pm	Al Romano	401-447-7110	11/19/2009	On the 17th at 2:00pm yellow jet 3:10pm and 3:20pm when they take off everything rattles inside my place.
11/17/2009	5:54pm	Louise Sablaki	KWBTS 302C 296-7343	11/19/2009	We had one plane then we had another one, we had to close our windows and raise the volumes of our TV and it was still noisy over the TV.
11/18/2009	7:05am	Cathy Cawley	KWBTS 610A 292-9961	11/19/2009	Planes took at 6:00am and 6:40am and made incredible noise and woke me up. <b>Please take care of these planes</b>
11/18/2009	1:08pm	Mary Elizabeth Vaughan	KWBTS 244-2658 336-	11/19/2009	A plane just took off. It was taking off and it was very loud.
11/18/2009	1:08pm	Al Romano	401-447-7110	11/19/2009	I could not see the plane but the noise rattled all the windows in the back and there was another one this morning at 10:50am.
11/18/2009	2:22pm	Cathy Cawley	KWBTS 610A 292-9961	11/19/2009	A plane just took off and it was making noise. Please look into this.
11/18/2009	5:26pm	Marry Porter	305-295-8765	11/19/2009	A tremendous amount of noise from a red and blue stripe plane I believe the plane that goes to Miami.
11/18/2009	5:29pm	William Porter	305-295-8765	11/19/2009	A loud aircraft taking off from the airport
11/18/2009	5:36pm	William Porter	305-295-8765	11/19/2009	Another noisy airplane taking off from the west side of the airport, warming up and taking off.
11/18/2009	5:43pm	William Porter	305-295-8765	11/19/2009	Another noisy airplane from the west side of the airport.
11/18/2009	5:52pm	William Porter	305-295-8765	11/19/2009	Another noisy airplane taking off from the west side of the airport, warming up and taking off.
11/19/2009	6:31am	Louise Sablaki	KWBTS 302C 296-7343	11/19/2009	The airplane was warming up and it took off and woke me up. I am a senior citizen and it was very noisy to be waken up like this.
11/19/2009	6:45am	Cathy Cawley	KWBTS 610A 292-9961	11/19/2009	Three planes took off at 6:20am, 6:25am and 6:27am and it is in the morning. Planes coming over the building this early in the morning is just outrageous. It is waking me up and I really don't appreciate that.
11/19/2009	12:26pm	Mr. Cawley	KWBTS 610A 292-9961	11/19/2009	Just had a horrendous plane noise just took off with red, blue and white tail maybe AA Eagle. Very disturbing.
11/19/2009	12:54pm	Mr. Cawley	KWBTS 610A 292-9961	11/19/2009	A very loud roar of a plane taking off with blue and white tail, this is a second loud airplane within 15 min.
11/19/2009	12:54pm	Joan Cushman	KWBTS 1551 292-	11/19/2009	I am calling to report two incidents, one was at 12:50pm and other at 12:55pm, not sure if they were taking off or landing. they were very loud and disturbing.
11/19/2009	2:01pm	Al Romano	401-447-7110	11/19/2009	A large white jet just took off, and we get the vibration and rattling here in the back corner.
11/19/2009	2:05pm	Al Romano	401-447-7110	11/19/2009	Big AA double prop landing and makes a lot of noise.
11/19/2009	5:34pm	Al Romano	401-447-7110	11/23/2009	Airplane taking off rattled inside my house.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/19/2009	5:35pm	Louise Sablaki	KWBTS 302C 296-7343	11/23/2009	Airplane just took off, sounded pretty large. I had to close my doors immediately because I could not hear the TV, even with the doors shot I still could not hear the TV. The plane flew over the building.
11/19/2009	7:07pm	Marry Porter	305-295-8765	11/23/2009	A tremendous noise coming from the airport there are several planes ready for take off, and the noise is terrible.
11/19/2009	10:01pm	Al Romano	401-447-7110	11/23/2009	I wan to complain about the jet that just went by and riddle the windows.
11/19/2009	10:03pm	Al Romano	401-447-7110	11/23/2009	My phone number is 401-447-7110 to correct my number as I just called and left incorrect one.
11/20/2009	11:57am	Al Romano	401-447-7110	11/23/2009	A plane just came in, and noise now (jet noise in the background) and a second one coming in and I think it is Delta.
11/20/2009	12:43pm	Joan Cushman	KWBTS 1551 292-	11/23/2009	Sounded like a big jet take off.
11/20/2009	12:43pm	Bruce Julien	KWBTS B607 292-4163	11/23/2009	A US Airways flight white plane just took off a very noisy was shaking a condo a bit it was noisier than others in the last couple of days
11/20/2009	12:48pm	Cathy Cawley	KWBTS 610A 292-9961	11/23/2009	Two planes just took off and made so incredible noise. Would you kindly talk to the pilots it is happening time and a time again.
11/20/2009	5:07pm	Al Romano	401-447-7110	11/23/2009	About the minute ago you had a plane that made a lot of noise.
11/20/2009	5:32pm	Joan Cushman	KWBTS 1551 292-	11/23/2009	Reporting a very large loud rumble from the airport I don't know if that was a take off but I believe it was.
11/20/2009	5:37pm	William Porter	305-295-8765	11/23/2009	Another loud aircraft on the west side of the airport
11/20/2009	6:33pm	William Porter	305-295-8765	11/23/2009	Loud noises of aircraft warming up and taking off from the west side of the airport.
11/21/2009	8:34am	Julie Reed	KWBTS 306B	11/23/2009	It was a take off but it was very long and lasted a long time the noise level was ridiculous.
11/21/2009	8:34am	Bruce Julien	KWBTS B607 292-4163	11/23/2009	A private jet just left. It was making a lot of noise and people are still sleeping around here. Thank you for your concern
11/21/2009	9:23am	Cathy Cawley	KWBTS 610A 292-9961	11/23/2009	A plane was taking off at 8:33am and totally woke me up and made way too much noise. Please talk kindly to the pilots. It is getting really hard on me.
11/21/2009	11:26am	Al Romano	401-447-7110	11/23/2009	A large AA double prop aircraft that just flew by my place.
11/21/2009	1:19pm	Joan Cushman	KWBTS 1551 292-	11/23/2009	One of your airplanes is interrupting my football with its loud noise on take off.
11/21/2009	5:17pm	Louise Sablaki	KWBTS 302C 296-7343	11/23/2009	A large plane just went over our condo we had to close the window to hear our TV show and be able to eat our dinner. I was unable to see the plane.
11/22/2009	8:15am	Bruce Julien	KWBTS B607 292-4163	11/23/2009	A jet plane just took off and shook the building and it was extremely loud
11/22/2009	9:21am	Cathy Cawley	KWBTS 610A 292-9961	11/23/2009	You had 4 planes since 8:15am and the sound is terrible taking off and landing here. Please talk to the pilots and airlines . I got woken up and can't fall asleep again.
11/22/2009	10:33am	William Porter	305-295-8765	11/23/2009	Large aircraft making noise taking off from the west end of the airport.
11/22/2009	12:49pm	Julie Reed	KWBTS 306B	11/23/2009	A plane was taking off and the noise lasted quite a while.
11/22/2009	12:50pm	Joan Cushman	KWBTS 1551 292-	11/23/2009	Large plane taking off right out side my window - felt like it.
11/22/2009	1:44pm	Julie Reed	KWBTS 306B	11/23/2009	Noise on the plane that is landing. Very loud landing.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/22/2009	4:49pm	Cathy Cawley	KWBTS 610A 292-9961	11/23/2009	Plane took off and made a lot of noise and made difficult to talk at the dinner table.
11/23/2009	9:00am	Julie Reed	KWBTS 306B	11/23/2009	Reporting Loud noise from a plane taking off.
11/23/2009	2:48pm	Louise Sablaki	KWBTS 302C 296-7343	11/23/2009	A very large airplane just went over our condo. We had to immediately shut our doors so we couldn't run out to see what it was.
11/23/2009	9:25pm	Joan Cushman	KWBTS 1551 292-	11/25/2009	At 9:20 a very noisy takeoff. I don't know what you can do about it, but it's very annoying.
11/24/2009	3:20pm	Cathy Cawley	KWBTS 610A 292-9961	11/25/2009	A plane just took off. It was very loud in taking off and very loud when getting ready to take off. Please contact the pilot and airline.
11/24/2009	6:34pm	Cathy Cawley	KWBTS 610A 292-9961	11/25/2009	Without a doubt the worst sound is something we just heard. And that is plane taking off. I was sitting and I couldn't even talk to my husband and we were sitting at the dining room table. That was absolutely uncalled for and now I'm just annoyed. It's bad enough to put up with the nonsense in the morning, but to hear it at dinner and not even be able to talk to my husband is an outrage. I hope you're talking to the pilots.
11/24/2009	6:36pm	Kristin	KWBTS 605A	11/25/2009	The 2nd large jet I heard within 10 minutes. It's truly obnoxious. If you could do something about it, that would be great.
11/24/2009	7:23pm	Joan Cushman	KWBTS 1551 292-	11/25/2009	We had a big noise about 7:15-7:20. I thought I'd call and let you know. It's a big bother.
11/25/2009	8:25am	Julie Reed	KWBTS 306B	11/25/2009	I was woken up by the take-off noise coming up from the runway. It was very close and very loud.
11/25/2009	9:03am	Diane Onderdonk	KWBTS 605A 296-4559	11/25/2009	I was up most of the night, I couldn't sleep, and when I finally fell asleep and at 8 am and 8:26 I was woken up by aircraft taking off. I can't see any tail numbers from here. Extremely loud, enough to keep you up or wake you up.
11/25/2009	12:58pm	Diane Onderdonk	KWBTS 605A 296-4559	11/25/2009	I was on an extremely important business call at 12:24, it was extremely disruptive and I could hardly hear.
11/25/2009	1:03pm	Diane Onderdonk	KWBTS 605A 296-4559	11/25/2009	Again right now, there's a really loud plane taking off. You can hear it over the a/c, the fan, and the street noise. Another large plane.
11/25/2009	1:10pm	Joan Rols	294-4942	11/25/2009	Some big huge jet over there that's revving its engine and making a horrible amount of noise. I can't even hear myself. I can't even hear the TV. It's a commercial jet.
11/25/2009	1:12pm	Mary Elizabeth Vaughan	336-244-2658	11/25/2009	I'm calling about a complain about an airplane. The plane was warming up, it was grey with red across the tail. It looks like it was a prop. It was quite noisy.
11/25/2009	2:09pm	Joan Cushman	KWBTS 1551 292-	11/25/2009	I'm calling to report noise. It seems to be a takeoff, and interestingly enough it was the third one today, but I didn't call on the other two. I'll probably keep calling when I hear this.
11/25/2009	2:10pm	Cathy Cawley	KWBTS 610A 292-9961	11/25/2009	A plane took off from the airport and made a great deal of noise. Can you please check with the pilots and have the noise brought down a little bit. This is loud and makes it difficult to get any work done.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/25/2009	7:51pm	Joan Cushman	KWBTS 292-1551	11/30/2009	A loud jet takeoff just now.
11/25/2009	7:51pm	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You have a real loud aircraft, I believe taking off. Can't see any tail numbers. It's really loud and disturbing even with all the windows closed, a/c and fan on.
11/26/2009	8:49am	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You have a really really loud flight that leaves around 7:57, a few minutes before 8. It's ungodly loud, it wakes everyone up if you aren't already. It's way too loud, over a/c, closed windows, fans. You can't sleep through it.
11/26/2009	3:52pm	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	One heck of a loud plane just tookoff out of here. Unbelievable. Happy Thanksgiving.
11/27/2009	7:50am	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You have an ungodly loud plane that takes off right about now. There's no way anyone can sleep through this.
11/27/2009	11:09am	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	I don't see it right now, but you had a really loud over there. I've got the windows closed, I'm trying to do some work with the windows closed. It's very disruptive. We can see you and we can definitely hear you.
11/27/2009	12:42pm	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	A really really really loud jet just took off. You can probably hear it in the background.
11/27/2009	12:44pm	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You just had a 2nd one take off in a row. Horrendously loud.
11/27/2009	5:26pm	Joan Cushman	KWBTS 292-1551	11/30/2009	Just calling to report a loud takeoff at 5:20. Wanted to let you know that it's bothering my football game.
11/27/2009	7:38pm	Patricia McGrass	KWBTS 781-249-6623	11/30/2009	A plane just took off, we could not even hear ourselves talk to each other, nor could we hear the TV. It's extremely loud.
11/28/2009	7:59am	Julie Reed		11/30/2009	I got woken up by the loud noise of a plane taking off that lasted 5 minutes.
11/28/2009	8:00am	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You have the loudest plane that takes off. Which you please give us aircraft that aren't so loud. It's your 8 o'clock flight every dang morning. It's absurd.
11/28/2009	12:49pm	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You just had a really really loud plane, I think takeoff. Can't see the plane but it's ridiculous.
11/28/2009	1:01pm	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You had another really loud takeoff. I can't read the numbers on the plane but we certainly can hear it.
11/28/2009	3:04pm	Jeremy Hall	KWBTS 305-433-2077	11/30/2009	My complaint today is the excessive engine noise from the engine run-up of a twin prop. It was held at the run-up speed for an excessively long time.
11/30/2009	10:01am	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You have a helicopter that literally flew right in front of the A building and cut right across down into the airport. Way too low. Your voicemail box has been full since Saturday evening. I tried to call to report a 5:40pm plane on the 28th that was ridiculously loud. On Sunday the 29th you had a 6:32am a really loud plane that woke me up. At 7:58 you had an ungodly loud one. At 8 you had the airline planes groaning on the runway. Planes all day, way worse than usual. 11:33, 11:42, 12:42pm, 1:17, 1:18, 1:22, three flights right in a row that were really really loud and again at 1:31pm. 2:17, 3:15, 3:55, 8:25, and 10:38 pm. It's really crazy, it's way too loud and way too close.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/30/2009	12:47pm	Joan Cushman	KWBTS 1551 292-	11/30/2009	I see that the mailbox is free again. 12:45 noise complaint. It's the 3rd one this morning, but I didn't have a chance to make a call on the other two, but I will when I'm home.
11/30/2009	12:48pm	Jeremy Hall	KWBTS 305-433-2077	11/30/2009	I'm calling to complain about the take-off jet engine noise that just left at this time.
11/30/2009	12:52pm	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	You just had a really loud, extremely loud aircraft that just took off.
11/30/2009	12:52pm	Patricia McGrass	KWBTS 781-249-6623	11/30/2009	2 planes have taken off consecutively. I was on a business call and had to hang up on that call because the planes were so loud that I could not hear the person on the other end. There's a third one taking off, a USAir, which is equally as loud. It's very disconcerting to not be able to work from home, as I do, because of noise from the airport.
11/30/2009	12:54pm	Diane Onderdonk	KWBTS 605A 296-4559	11/30/2009	Another ungodly loud one just went off. I don't know what's going on. I wish you guys could be here to hear this stuff if you don't believe it, it would drive you nuts.
11/30/2009	12:54pm	Patricia Julien	292-4163	11/30/2009	The planes were extremely loud. I was not able to hear my phone calls with my clients.
11/30/2009	12:54pm	Tom Cawley	KWBTS 610A 292-9961	11/30/2009	This is a noise complain. In the last 15 minutes there have been two very loud take-offs. The noise is very loud.
11/30/2009	6:12pm	Diane Onderdonk	KWBTS 605A 296-4559	12/2/2009	You had a real loud jet or something take off from the airport.
11/30/2009	6:13pm	Larry Hirsch	KWBTS 222C 305-296-8264	12/2/2009	At 6:10pm a very loud jet. I guess that's all I can say.
11/30/2009	6:27pm	Kay Hirsch	296-8264	12/2/2009	A rather large plane I'm sure took off at 6:25. It sounds like it went over KWBTS.
11/30/2009	6:27pm	Diane Onderdonk	KWBTS 605A 296-4559	12/2/2009	You had another really loud jet or plane go off. It's really annoying, I'm trying to have a business conversation.
11/30/2009	6:28pm	Cathy Cawley	KWBTS 610A 292-9961	12/2/2009	At 6:25 a plane took off and made an incredible amount of noise as it was taking off. The noise became so bad that Mr. Cawley and I couldn't even talk at the table. Could you kindly talk to the pilots. There is no need for the planes to make this much noise. I just walked in the door and I could hardly think, the noise was so bad.
12/1/2009	8:12am	Louise Sablaki	KWBTS 302C 296-7343	12/2/2009	I'm trying to eat breakfast and it's loud, constant noise that's been going on for 5 minutes. It's very large planes, first it went over and now it's another plane getting ready to go off.
12/1/2009	12:51pm	Joan Cushman	KWBTS 1551 292-	12/2/2009	I'm calling to report a noise complaint from the airport. A big jet just took off. Not much more than an hour from our meeting on noise abatement. Hope we can find a solution.
12/1/2009	12:51pm	Larry Hirsch	KWBTS 222C 305-296-8264	12/2/2009	A very, very loud aircraft at 12:50.
12/1/2009	5:41pm	Larry Hirsch	KWBTS 222C 305-296-8264	12/2/2009	5:30, 5:40 - two of the loudest jets I've heard since I've been back at KW. Back to back. Run-up was horrible, both of them. The noise was horrendous. It's ironic because everyone at KW was having a little party following attending the meeting. That's what we got for a little birthday cake.
12/3/2009	5:25pm	Scott Foreman	KWBTS 605B	12/4/2009	I'm calling to make a noise complaint. A plane just took off and it was very loud over here.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
12/3/2009	5:36pm	Steve Hatch	KWBTS	12/4/2009	An aircraft just took off, it was very noisy.
12/3/2009	5:37pm	Cathy Cawley	KWBTS 610A 292-9961	12/4/2009	The planes since 3 o'clock (it could have been earlier, but I've only been here since 3) have been coming directly over our condo and the other buildings. It's supposed to be going the other way. I don't know why all of the sudden they're coming over our condo. The noise is hard when they are warming up, and it's very hard when they are making all the noise and additional noise at the end, and coming directly over our condos. At least 4 planes in the last hour have been taking off and coming directly over our complex. Please, they should be going the other way.
12/4/2009	7:53am	Diane Onderdonk	KWBTS 605A 296-4559	12/4/2009	You just had a really loud plane take off. I have the a/c on, window, and fan and it's definitely over that. Something also woke me up a little after 6:30. One 6:30ish and 7:54 am. These are really pretty early and extremely loud.
12/4/2009	4:54 PM	Larry Hirsch	KWBTS 222C 305-296-8264	12/7/2009	A small, white aircraft taking off from the airport was extremely noisy.
12/4/2009	5:06 PM	Cathy Cawley	KWBTS 610A 292-9961	12/7/2009	Since 3 pm, planes have been constantly been going over the complex. Two were directly over the complex and six others were near the complex. The noise is terrible. The warming-up of aircraft is terrible. They are supposed to warm up halfway down the terminal. This is very unfair to the elder residents at KWBTS.
12/4/2009	6:05 PM	Diane Onderdonk	KWBTS 605A 296-4559	12/7/2009	Six loud takeoffs at: 10:18 am; 11:13 am; 2:45 pm; 4:50 pm; 4:53pm; 5:30 pm. There were also two loud takeoffs early this morning, too.
12/5/2009	8:06 AM	Steve Hatch	KWBTS	12/7/2009	I want to register a noise complaint about a loud takeoff at Key West International Airport.
12/5/2009	1:36 PM	Steve Hatch	KWBTS	12/7/2009	I want to register a noise complaint about a loud takeoff at Key West International Airport.
12/6/2009	6:41 PM	Steve Hatch	KWBTS	12/7/2009	I want to register a noise complaint about a loud takeoff at Key West International Airport.
12/6/2009	7:59 AM	Jamie Williams	601 S. Roosevelt 221C	12/7/2009	A takeoff from the airport was very loud in my condo.
12/6/2009	11:41 AM	Julie Reed	KWBTS 306B	12/7/2009	There was a loud noise that lasted a while from an airplane taking off.
12/6/2009	1:06 PM	Dale Williams	296-0375	12/7/2009	I am calling to complain about a airplane that just left. The noise levels shook my windows.
12/6/2009	2:19 PM	Diane Onderdonk	KWBTS 605A 296-4559	12/7/2009	A plane woke me yesterday (Dec 5th) at 8:08 am. Today, I was woke up by a plane at 6:41 am. There have been ridiculously loud planes today at: 8:02 am; 11:41 am; 12:38 pm; 1:04pm; and 2:14 pm.
12/6/2009	4:17 PM	Gary Williams	2601 S. Roosevelt 295-9750	12/7/2009	The noise from an arriving aircraft rattled my windows.
12/6/2009	5:06 PM	Larry Hirsch	KWBTS 222C 305-296-8264	12/7/2009	An aircraft taking off to the west was the loudest aircraft I have heard since I have been here in Key West. It is extremely disturbing.
12/6/2009	5:07 PM	Frances Masat	2102 Staples Ave	12/7/2009	A little private jet was so loud it was ear splitting. It had two engines in the back. I am off the flight path and it was still loud.
12/6/2009	5:08 PM	Julian Selig	KWBTS 293-0367	12/7/2009	Commercial airliner took off and made a very loud noise.

**Key West International Airport  
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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
12/7/2009	8:03 AM	Lida Andrews	2110 Staples Ave. 296-4195	12/7/2009	Two huge jets went overhead. Both were very loud.
12/7/2009	8:06 AM	Gary Williams	296-0375	12/7/2009	A large plane just took off and rattled my windows. We cannot sleep.
12/7/2009	8:09 AM	Lida Andrews	2110 Staples Ave. 296-4195	12/7/2009	A huge jet went overhead.
12/7/2009	8:10 AM	Julian Selig	KWBTS 2601 S Roosevelt	12/7/2009	A very loud, tooth rattling aircraft went overhead.
12/7/2009	7:40 PM	Diane Onderdonk	KWBTS 605A 296-4559	12/9/2009	A plane just took off and I never heard of anything so loud. Things were almost shaking.
12/7/2009	7:41 PM	Mr. Crawley	KWBTS	12/9/2009	A roaring jet almost blew us out of our seats. We could not hear the TV news. Also, an earlier private plane at 3:10 pm was also loud over the building.
12/8/2009	12:53 PM	Mr. Crawley	KWBTS 305-292- 9961	12/9/2009	In the last 10 minutes, two horrendous roaring take offs occurred at the airport.
12/8/2009	1:06 PM	Gary Williams	2601 S. Roosevelt 295-9750	12/9/2009	A plane just left and it shook the building and windows.
12/8/2009	1:08 PM	Dale Williams	2601 S Roosevelt 296-3075	12/9/2009	A plane just left and it was very loud. Please give it some attention.
12/8/2009	3:22 PM	Gary Williams	2601 S. Roosevelt 295-9750	12/9/2009	An airplane just took off and it was a loud noise.
12/10/2009	12:46 PM	Diane Onderdonk	KWBTS 605A 296-4559	12/11/2009	A really loud plane just took off. Also, I forgot to call on 12/8 about the noise. There were really loud planes at 6:30 am; 8:00 am; 9:46 am; 10:45 am; 11:42 am; 12:40 pm; 1:00 pm; and 5:53 pm.
12/11/2009	12:45 PM	Scott Foreman	KWBTS 508B 305- 933-9884	12/11/2009	We had 3 or 4 takeoffs in the last 30-40 minutes that were really loud and hard to talk over.
12/11/2009	5:46 PM	Cathy Cawley	KWBTS 610A 292- 9961	12/14/2009	There were loud planes at 6:23 am; 6:30 am; and 6:34 am; The first one woke me up. They make incredible noise. They were taking off away from the complex. Another plane just took off and the noise was unbearable.
12/12/2009	10:32 AM	Diane Onderdonk	KWBTS 605A 296-4559	12/14/2009	I have several complaints. On 12/10 there was a super loud plane at 12:50 pm. Yesterday there were unbelievably and horribly loud planes at 8:58 am; 12:30 pm; 12:43 pm; 3:26 pm; 4:19 pm; 5:43 pm. Today there were loud planes at 7:53 am (it woke me up); and 10:25 am. They are very disruptive to us.
12/13/2009	8:29 AM	Cathy Cawley	KWBTS 610A 292- 9961	12/14/2009	Noise started today at 6:45 am and woke me up. At 8:25 am there was a plane that made an incredible amount of noise. I don't appreciate be awakened by airplane noise.
12/13/2009	3:56 PM	Diane Onderdonk	KWBTS 605A 296-4559	12/14/2009	I have several complaints. On 12/12 there were three planes: 12:45 pm; 1:06 pm; and 8:20 pm. On 12:13 there were horrendously loud planes at 6:53 am; 8:28 am, 9:39 am; 10:52 am; 12:18 pm; 1:24 pm; 3:15 pm; 3:28 pm; and 3:34 pm. I don't want to move. We need your help and cooperation.
12/15/2009	6:21 AM	Diana Rice	KWBTS 407A 706- 781-4597	12/16/2009	An airplane took off at 6:20 am and I was on my porch and could not hear the person speaking next to me.
12/15/2009	6:39 AM	Diana Rice	KWBTS 407A 706- 781-4597	12/16/2009	Two more noise complaints. It disturbs the day.
12/15/2009	12:15 PM	Diana Rice	KWBTS 407A 706- 781-4597	12/16/2009	A big loud airplane just went over KWBTS.
12/15/2009	5:35 PM	Julian Selig	2601 S. Roosevelt 101C	12/16/2009	A very loud takoff was at 5:30 pm. I went on for 5 minutes. I do not know the aircraft type.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
12/17/2009	11:46 AM	Diane Onderdonk	KWBTS 605A 296-4559	12/21/2009	I have several complaints. On the 14th there was a ridiculously loud plane a 8:19 am. On the 15th there were loud planes at 7:16 am, 7:25 am (can't sleep), 7:49 am (irritating), 8:11 am, 2:50 pm, 5:23 pm. On the 16th, 12:07 pm (really loud plane) and 5:45 pm. On the 17th, I want to complain about the loud noises at 7:48 am (really loud plane), 7:54 am (caller wants to end the early takeoffs), 8:04 am and 8:09 am.
12/17/2009	11:48 AM	Diane Onderdonk	KWBTS 605A 296-4559	12/21/2009	I did not realize you did not have a limit on time to leave a message [caller repeated contact info from call at 11:46 am]
12/17/2009	1:34 PM	Scott Foreman	KWBTS 508B 305- 933-9884	12/21/2009	I want to register a complaint about a jet that just took off. I did not get the make or tail #. It had a blue logo with an "A" on the tail. It was too loud to speak over.
12/17/2009	4:37 PM	Larry Hirsch	KWBTS 222C 305-296-8264	12/21/2009	At 12:17 pm there was a very loud jet that took off. I expect more plane with the new Delta and Air Tran 737 flights. I hope we can remedy this problem as soon as possible. KWBTS NIP program would be a good solution.
12/19/2009	8:27 AM	Cathy Cawley	KWBTS 610A 292- 9961	12/21/2009	Two planes made loud noises at 7:58 am and 8:25 am. Even inside our condo it was too loud to hear each other at the dining room table.
12/19/2009	1:08 PM	Heather Bounce	KWBTS	12/21/2009	A Delta 337 took off a 1:07 pm. It was extremely loud and rattled our windows. It is very noisy here.
12/19/2009	1:09 PM	Steve Hatch	KWBTS 425-418- 9695	12/21/2009	I want to register a complaint about a plane that took off at 1:10 pm
12/19/2009	1:10 PM	Steve Hatch	KWBTS	12/21/2009	I want to register a complaint about a plane that took off at 1:12 pm. It was an extremely loud noise.
12/20/2009	6:58 AM	Cathy Cawley	KWBTS 610A 292- 9961	12/21/2009	At 6:55 am a plane took off and woke us up. Please talk to the pilots about not going out so early in the morning and keeping the noise lower.
12/20/2009	12:52 PM	Diane Onderdonk	KWBTS 605A 296-4559	12/21/2009	I have several noise complaints to register. On the 17th at 11:53 am, 12:46 pm, 12:49 pm (this one was horribly loud), 1:33 pm (long rumbling sound), 4:27 m, 4:34 pm, and 5:18 pm. On the 18th at 7:22 am, 7:57 am, 1:07 pm (building shook), and 4:39 pm. Today, there were loud planes at 7:57 am, 10 am, 12:41 pm (horrendous), and 12:49 pm (this was even louder than the 12:41 pm takeoff).
12/21/2009	5:36pm	Cathy Cawley	KWBTS 610A 292- 9961	12/28/2009	A plane just took off about 3 minutes ago. It made a terrible amount of noise and my husband and I had to stop talking. Please ask the pilots to slowly take off, so they don't make as much noise when they take off. It's really unbearable. It made a great deal of racket and didn't need that much noise.
12/22/2009	9:18am	Cathy Cawley	KWBTS 610A 292- 9961	12/28/2009	You just had a flight take off making a terrible sound. A lot of noise, making it difficult to deal with what I was dealing with. It happened about 9:10. The flight took off from the airport. The noise is getting louder as the day goes on. This one in particular made a lot of noise.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
12/22/2009	4:35pm	Diane Onderdonk	KWBTS 605A 296-4559	12/28/2009	On the 20th, 1:49, 2:20, 2:21 (amazingly horribly loud, I don't know what it was), 3:12, 4:03, 5:32. On the 21st, 3:14, 4:41, 5:32, 6:35. And today at 7:30 am, really loud. I hate it when they're so early in the morning. 7:41 there was a horrible one, 4:31 and 3:55 or so there was a really loud one.
12/23/2009	6:07pm	Cathy Cawley	KWBTS 610A 292- 9961	12/28/2009	At about 6pm a plane took off, and I was unable to finish the conversation with my husband. Also a plane landed at 6:03 making a lot of noise. You must stop these pilots. I've never heard any racket like this before.
12/24/2009	12:49pm	Harriet Woveas	KWBTS	12/28/2009	They're using the runway closest to us, when you guys take off it's like it's going through our living room. One just took off now, and they've been going off all morning.
12/24/2009	12:50pm	Diane Onderdonk	KWBTS 605A 296-4559	12/28/2009	The 22nd at 5:30 was really loud. The 23rd, there was a 9:03. The 12:48 is always bad, 12:52, 1:51, 4:26, 8:42. Today, at 7:50 am you had those whatever it was on the runway that's extremely loud. That thing that takes off at 12:47, every day we get hit with that, I don't know what it is, but it's really really loud. I really wish we could get better windows and doors to muffle some of the sounds. I don't even know if it's going to do a lot.
12/24/2009	5:39pm	Patricia McGrass	KWBTS 781-249-6623	12/28/2009	The noise today has been excruciating. The new AirTran 737 is so loud taking off, it's just awful. You have to stop everything you're doing just to get through it. The planes this morning around 6:20 or 6:40 are extremely noisy, wakes you up out of a sound sleep. The flights around 11:30-noon are very disturbing. Around 5:30 they were also very loud. It's getting worse. The noise hurts your ears when they take off, it's so loud.
12/25/2009	11:51am	Lida Andrews	2110 Staples Ave.	12/28/2009	A big jet just flew overhead, a 737. The pilots eyes were blue, that's how close it was.
12/25/2009	11:53am	Lida Andrews	2110 Staples Ave.	12/28/2009	A few minutes ago I called you. Another aircraft went overhead, a smaller jet this time, kind of a grey. I know it's Christmas, but the skies are busy.
12/25/2009	6:21pm	Lida Andrews	2110 Staples Ave. 296-4195	12/28/2009	I know I've called a few times today. Another jet went overhead. It was just a smaller jet, I really don't know anything else about it.
12/26/2009	10:16am	Lida Andrews	2110 Staples Ave. 296-4195	12/28/2009	A jet just went overhead. I didn't see it because I'm inside the house, but I heard it.
12/26/2009	4:54pm	Larry Hirsch	KWBTS 296-8264	12/28/2009	We just got back into town and we were greeted by a couple of wonderfully loud, noisy jets. One at about 4:30 and one at about 4:45.
12/26/2009	5:39pm	Diane Onderdonk	KWBTS 605A 296-4559	12/28/2009	On the 24th you've got that one at 12:57 that is horribly loud, 1:52, 2:00, 4:21, 5:28. Today it started at 7:39 which is absolutely ridiculous it drives me crazy, it's early. At 1:00 a bad one, 1:19, and again at 1:30 and 1:43. I don't know why it's really bad today. 3:57 was really loud, 5:34 was bad, 4:29 was really bad, and 4:45. A lot of these are really obnoxiously loud. I hope you'll do something about it. I would appreciate it.

**Key West International Airport  
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
12/27/2009	9:15am	Diana Rice	KWBTS	12/28/2009	A loud jet plane. It's very disturbing and very noisy.
12/27/2009	1:08pm	Harriet Woveas	KWBTS 410-322-1151	12/28/2009	I don't know the aircraft, but it's going through my living room again.
12/27/2009	3:22pm	Harriet Woveas	KWBTS 410-322-1151	12/28/2009	I don't know the airplane, but they just get louder and louder.
12/27/2009	3:24pm	Diane Onderdonk	KWBTS 605A 296-4559	12/28/2009	I don't know what's going on over there, but it's really loud over there. At 6:26 and 7:07 last night were really loud. Today has been a nightmare. I was up half the night and I was hoping to sleep in, first thing this morning at 6:50 a plane woke me up. Horrendous noise, laid back down and 7:45 and 7:55. If you don't sleep well or aren't feeling well, there's no sleeping in here because of the planes. 8:02 one of those planes making groaning sounds on the runway over and over. 9:13, 12:07, 12:32, 12:50, 1:06, 1:34, 2:38, 2:40, and one right after, I don't know what was going on over there but you had three in a row. And one at 3:21 that sounded like the end of the world. I really wish you could help us with new windows and doors.
12/27/2009	4:15pm	Larry Hirsch	KWBTS 222C 305-296-8264	12/28/2009	About 3:23 a very noisy jet taking off. Seems like quite a bit of noisy activity today.
12/30/2009	1:43 PM	William Porter	305-295-8765	1/4/2010	A loud aircraft just took off from Key West International Airport from the west end.
12/30/2009	2:05 PM	William Porter	305-295-8765	1/4/2010	Two loud aircraft landing from the west at Key West International Airport
12/30/2009	2:55 PM	William Porter	305-295-8765	1/4/2010	Reporting a loud aircraft at Key West International Airport
12/30/2009	3:02 PM	William Porter	305-295-8765	1/4/2010	Loud aircraft are taking off and landing at Key West International Airport
12/30/2009	3:06 PM	William Porter	305-295-8765	1/4/2010	Loud aircraft are still landing at Key West International Airport
12/30/2009	3:12 PM	William Porter	305-295-8765	1/4/2010	Several loud aircraft are taking off from Key West International Airport. This has been going on for a half-hour.
12/31/2009	1:30 PM	William Porter	305-295-8765	1/4/2010	A couple of noisy aircraft. One was an AirTran, one a corporate jet and the Coast Guard helicopter just landed.
12/31/2009	1:56 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/4/2010	I have 14 noise complaints to report: 12/27 at 3:41 pm and 4:28 pm; 12/28 7:41 am, 7:46 am and 12:50 pm; 12/29 at 11:39 am, 12:49 pm, 12:53 pm, 4:51 pm, 5:06 pm, 5:40 pm, 5:44 pm, 7:41 pm, and 7:56 pm. Please do something to help us.
12/31/2009	2:02 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/4/2010	I have several more noise complaints. On 12/30 7:05 am, 7:55 am (overwhelmingly loud), a really bad one at 12:54 pm, extremely loud aircraft at 1:02 pm, then other loud aircraft at 1:42 pm, 3:33 pm, 4:31 pm, 5:30 pm, 5:45 pm, 7:09 pm, and 8:01 pm. Then on 12/31 there was a really really loud plane at 1:52 pm. I hope you can do something to help us.
1/1/2010	12:54 PM	Julian Selig	KWBTS 305-293-0367	1/4/2010	In the last 10 minutes, three extremely loud aircraft have taken off. These are small airplanes, but I do not know if they are private or regional airlines.
1/1/2010	1:07 PM	William Porter		1/4/2010	Yesterday was like an air show. Today was just as bad. I am not going to report every event. You have the records. I am looking forward to the results of the noise study. Let's get this noise abated.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/2/2010	7:46 AM	Gary Williams	2601 S Roosevelt 295-9750	1/4/2010	An airplane just woke me up. Please investigate it. We don't need this loud a noise so early in the morning.
1/2/2010	7:47 AM	Julie Reed	KWBTS 306B 305- 712-0053	1/4/2010	Just got woken up by an aircraft taking off.
1/2/2010	9:51 AM	Diane Onderdonk	KWBTS 605A 296-4559	1/4/2010	A really loud plane just took off.
1/2/2010	2:24 PM	Larry Hirsch	KWBTS 296-8264	1/4/2010	A red helicopter just went over KWBTS. This is not just a noise problem, but a safety issue too. On Sat night at 5:30 pm a plane came over KWBTS very low; it was very scary.
1/2/2010	2:55 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/4/2010	I have several noise complaints: 12/21 at 4:31 pm (it sounded like thunder), then another one at 5:40 pm. On 1/1, at 1:05 pm, 4:37 pm, and 7:09 pm. It is hard to live with. On 1/2, at 7:45 am, 9:49 am, 10 am, 11:13 am, 12:46 pm, 12:48 pm, 12:55 pm, 12:57 pm, 2:14 pm, 2:42 pm, 2:47 pm, and 2:52 pm. It is like we live on the runway.
1/3/2010	7:47 AM	Gary Williams	2601 S. Roosevelt 295-9750	1/4/2010	A plane woke me up. Someone needs to do something.
1/3/2010	10:08 AM	Julie Reed	KWBTS 306B	1/4/2010	A loud noise from an aircraft taking off that lasted 5 minutes.
1/3/2010	10:26 AM	Julie Reed	KWBTS 306B	1/4/2010	A vigorously loud aircraft just took off.
1/3/2010	10:44 AM	Gary Williams	296-3075	1/4/2010	The noise is awfully loud.
1/3/2010	1:55 PM	Lida Andrews		1/4/2010	Heard a huge loud jet taking off, maybe a 737, it shook the house.
1/3/2010	3:20 PM	Cathy Cawley	KWBTS 610A 292- 9961	1/4/2010	There were three loud aircraft that took off this morning at 7:45 am, 8:00 am and 8:20 am. They hearted up by KWBTS and then took off. From 2:00 pm to 3:15 pm there were eight flights coming over KWBTS. I wish you would talk to the pilots and ATC about the number of flights. It woke me up from my nap.
1/3/2010	3:22 PM	Cathy Cawley	KWBTS 610A 292- 9961	1/4/2010	I just wanted to give my phone number for the previous call (292-9961). Again, please talk to the pilots.
1/3/2010	4:23 PM	Lida Andrews	2110 Staples Ave	1/4/2010	A jet just flew over head. It was very noisy.
1/3/2010	5:02 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/4/2010	I have several noise complaints. On 1/2 at 3:07 pm, 3:27 pm, 3:40 pm, 4:27 pm was awful, and 5:24 pm. On 1/2 at 6:36 am woke me up, 7:46 was really loud, 8:31 am, 10:06 am, 10:19 am, 10:24 am, 10:43 am, 11:57 am and 4:24 pm. The weekends are awful here.
1/4/2010	4:33 PM	Bruce Julien	KWBTS 607B 292- 4163	1/8/2009	In the last 15 minutes 2 extremely loud jets have taken off to the west. They rattled the windows. Hopefully something will be done.
1/4/2010	5:14 PM	Marcia Howard	KWBTS 401C	1/8/2010	There was a noisy take off of a white plane. I did not get the tail number. Even with the windows closed, I could not hear the person next to me talking.
1/5/2010	5:40 PM	Bruce Julien	KWBTS 607B 292- 4163	1/8/2010	A large jet plane just left and was very loud. We had to stop our conversation with our neighbors because of the noise.
1/6/2010	4:28 PM	Cathy Cawley	KWBTS 610A 292- 9961	1/8/2010	I have a TV going and the heater is running and a plane just took off and it was so loud I could not hear the TV. Please talk to the pilots to cut their noise or explain to us why this isn't possible. It is the constant heating up of the plane that make the most noise.
1/6/2010	5:32 PM			1/8/2010	I have a complaint about the people who are complaining about the noise. The airport was there first. When a Navy jet flies over it is the sound of freedom. It is not noise.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/7/2010	1:37 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/8/2010	I have 26 noise complaints: 1/4 - 7:50 am (woke me up), 10:15 am, 12:59 pm, 1:11 pm, 4:12 pm and 7:24 pm; 1/5 - 7:42 am, 9:52 am, 1 pm, 1:05 pm, 4:36 pm, and 5:38 pm; 1/6 - 7:45 am, 8:34 am, 10:42 am, 12:30 pm, 1 pm, 1:06 pm (always horrendous), 4:24 pm, 5:59 pm and 8:34 pm; 1/7 - 11:22 am, 12:26 pm (really bad), 1:06 pm and 1:34 pm. This isn't what it used to be. Please get us some help.
1/7/2010	2:48 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/8/2010	I wanted to complain about the noise from the 2:46 pm flight.
1/7/2010	4:27 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/8/2010	There was a plane that just took off that was un-Godly loud.
1/9/2010	2:47 PM	Patricia McGrath	2601 S Roosevelt 781-249-6623	1/11/2010	A plane just took off and it was so loud that my kitchen windows rattled. The noise is very disturbing and terrible
1/9/2010	3:28 PM	Diana Rice	KWBTS 296-5999 Building A	1/11/2010	A jet came over and it was so loud I could not believe it. I can't believe how close it cam to Building A.
1/9/2010	4:46 PM	Cathy Cawley	KWBTS 610A 292- 9961	1/11/2010	Four planes took off in the last 15 minutes and they made a terrible noise. The 3 pm, 3:15 pm and the 3:30 pm were very loud. The 3:45 pm was also loud. I can't hear the TV. Please talk to the pilots. Have them start humming their engines half way down the runway.
1/9/2010	4:47 PM	Cathy Cawley	KWBTS 610A 292- 9961	1/11/2010	A plane just landed that was loud.
1/9/2010	5:07 PM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305- 296-8264	1/11/2010	At 2:27 a extremely loud jet took off. I did not get name of tail number.
1/10/2010	6:31 AM	Steve Hatch	KWBTS	1/11/2010	There is excessive aircraft noise from engine run-ups at Key West International Airport.
1/10/2010	12:12 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/11/2010	I have 16 complaints to register. On 1/8 at 9:42 am, 11:18 am, 1:04 pm, 1:06 pm (really loud), 4:32 pm (awful noise), 5:02pm, 5:54 pm, and 6:55 pm. On 1/9 at 7:54 am (woke me up), 11:43am, 3:22 pm, 3:44pm, and 5:30 pm (loud). On 1/10, 7:46 am, 9:15 am adn 11:33 am ( very loud). Please do something about this. We need your help. It wasn't like this when we bought the place.
1/10/2010	5:25 PM	Cathy Cawley	KWBTS 610A 292- 9961	1/11/2010	The noise started today at 6:40 am. It woke me up. Another loud one was at 8 am. At 5:00pm a plane took off and at 5:25 pm another plane took off. It is difficult to talk to someone in our condo. They are making incredible sound. Have them warm up halfway down the runway. It is difficult to be woken up every morning to aircraft noise.
1/11/2010	6:37 AM	Marcia Howard	KWBTS 401C	1/18/2010	We were awoken by the start up noise of a jet even though our windows and doors are closed. Disturbance that occurs every morning at this time.
1/11/2010	7:46 AM	Julie Reed	KWBTS 306B	1/18/2010	Some plane is taking off, calling to complain about it.
1/14/2010	8:30 AM	Cathy Cawley	KWBTS 610A 292- 9961	1/18/2010	A plane took off at 6:15 am, 7:45 am and 8:15. These planes woke me up in each occasions even though my windows were closed. Please be kind to talk to these pilots.
1/14/2010	10:21 AM	Jeremy Hall	KWBTS 305-433- 2077	1/18/2010	I am calling about an airplane doing run ups for 10 min.
1/14/2010	12:56 PM	Julian Selig	KWBTS 293-0367	1/18/2010	Two large take off noises at approx. 12:50 pm. Did not see the aircraft.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/15/2010	6:24 AM	Marcia Howard	KWBTS 401C	1/18/2010	Once again, we are awoken by a run-up noise of the jets getting started for the day. All windows closes. It is so very stressing.
1/15/2010	7:41 AM	Julie Reed	KWBTS 306B	1/18/2010	Very loud noise from an airplane taking off.
1/15/2010	12:17 PM	Bruce Julien	KWBTS 607B 292-4163	1/18/2010	Three planes have been at the end of the runway running up their engines for quite a long time. Not sure what the reason is but it is very loud.
1/15/2010	1:47 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/18/2010	I have few complaints to register. On 1/11 at 7:41 am, 12:45 pm, 12:56 pm, 4:26 pm 5:25 pm, 5:40pm (aweful noise) and 5:44 pm. On 1/12 at 7:40 am, 12:45 pm, 1:06 pm, 1:27pm, 3:01 pm, 3:09 pm, 3:17pm, 4:26 pm and 7:32pm. On 1/13, 7:41 am, 11:57 am 12:09 pm and 7:15 pm. On 1/14 at 7:59 am, 11:56 am, 12:28 pm, 12:52 pm, and 5:37 pm.
1/16/2010	12:20 PM	Julian Selig	KWBTS 293-0367	1/18/2010	If you can't hear me is because an airplane is warming up outside my window.
1/16/2010	12:54 PM	Peter O'Reiley	KWBTS 222C	1/18/2010	Extremely loud jet
1/16/2010	12:55 PM	Marcia Howard	KWBTS 401C	1/18/2010	Noise with one plane after another. Delta plane made a tremendous amount of noise.
1/16/2010	6:08 PM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305-296-8264	1/18/2010	Calling to complain about loud noisy jet
1/17/2010	6:42 AM	Steve Hatch	KWBTS	1/18/2010	This morning had a very annoying noise from the airplane departing the airport.
1/17/2010	9:24 AM	Cathy Cawley	KWBTS 610A 292-9961	1/18/2010	There is one flying by right now (can hear the background aircraft noise while taking off). All windows and doors closed and I can hear them all taking off.
1/17/2010	9:26 AM	Cathy Cawley	KWBTS 610A 292-9961	1/18/2010	You have constant plane taking off. Another just took off and it was less than couple of min ago.
1/17/2010	10:36 AM	Julie Reed	KWBTS 306B	1/18/2010	Complain about the noise of a jet that took approx 5 min. and could not have conversation over that time.
1/17/2010	1:09 PM	Diana Rice	KWBTS 296-5999 Building A	1/18/2010	Few min ago a loud plane woke us up from a daily nap.
1/17/2010	1:10 PM	Patricia McGrass	KWBTS 292-4163	1/18/2010	Planes have been taking off in the past few hrs over the Building C and they are so loud. Just awful. Terrible terrible noise.
1/17/2010	1:32 PM	Steve Hatch	KWBTS	1/18/2010	Extremely noisy plane taking off from the airport.
1/18/2010	5:30 PM	Cathy Cawley	KWBTS 610A 292-9961	1/22/2010	At 6:15am, 6:30am, 7:45am and 8:00am flights in the morning were very loud and woke me up and did not like this. Also at 5:30pm a plane took off and made a terrible noise.
1/18/2010	7:14 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/22/2010	I have 22 complaints to register. On 1/14 at 7:44 am, 12:54 pm, 1:06 pm, 1:27pm, 3:17pm, 4:26 pm and 7:32 pm. On 1/15 at 6:24pm and 7:26pm. On 1/16, 9:30 am, 12:15 pm, 12:45 (prop plane horrible), 2:47pm, 4:27pm, and 7:41 pm. On 1/17 at 6:41am (woke me up), 1:00 pm, and 1:08 pm. On 1/18 at 1:00pm, a 1:11pm, 2:31pm and 6:01pm. This is horrible, it was not it like this when we moved in here.
1/19/2010	11:12 AM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305-296-8264	1/22/2010	Very loud white jet just took off heading east looked like private jet.
1/19/2010	4:32 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/22/2010	I have 8 complaints to register. On 1/19 at 5:45am, 7:49am a horrible noise, 8:06am, 11:10am, 1:33pm, 2:49pm and 4:30pm a horrendous noise.

**Key West International Airport  
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/19/2010	5:42 PM	Marry Collin-Porter	305-295-8765	1/22/2010	A very loud take off. All very loud. How many times we need to call and record this complain over and over and over again. It is very annoying.
1/19/2010	6:59 PM	Cathy Cawley	KWBTS 610A 292-9961	1/22/2010	It started in the morning at 6:45am and woke me up again but the rest of the day it was on and off, please let the pilots know that people are sleeping in the morning. Please keep that in mind.
1/20/2010	8:38 PM	Cathy Cawley	KWBTS 610A 292-9961	1/22/2010	Four planes took off this morning starting at 6:30am, 6:45am, 7:15am, and 8:00am. They all woke me up. This is so annoying it has been three weeks of beeing waken up by the planes.
1/20/2010	10:59 PM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305-296-8264	1/22/2010	I was trying to make a phone call and could not hear anything, I had to close the doors, windows because of the terrible noise. This is really getting ludicrous.
1/21/2010	5:37 PM	Diane Onderdonk	KWBTS 605A 296-4559	1/26/2010	There have been loud planes taking off all afternoon. There was a loud one at 1:47 pm, 4:29 pm, 5:05 pm, and a horrendously loud plane at 5:31 pm.
1/21/2010	5:50 PM	Bruce Julien	KWBTS 607B 292-4163	1/26/2010	A number of times (6 or 7) planes that are leaving are extremely loud, running-up and vibrating the building.
1/22/2010	12:26 PM	Cathy Cawley	KWBTS 610A 292-9961	1/26/2010	Planes are coming directly over KWBTS. There were three loud ones this morning at 7:45 am, 8 am and 8:15 am. There were three more loud planes taking off at 12:20 pm, 12:25 pm, and 12:28 pm. Planes are making a great deal of noise.
1/22/2010	7:22 PM	Bruce Julien	KWBTS 607B 292-4163	1/26/2010	An extremely loud noise of an airplane taking off. It was at 7:20 pm. I did not see the plane but it was extremely loud.
1/23/2010	9:56 PM	Cathy Cawley	KWBTS 610A 292-9961	1/26/2010	Loud planes left at 7 am, 7:15 am, 7:30 am, 8 am, 8:30 am and 9:50 am. These are all making incredible noise I have to turn up the TV. Please talk to the pilots. The early ones woke me up.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/23/2010	2:04 PM	Mary Porter	305-295-8765	1/26/2010	A very loud AirTran plane just took off.
1/24/2010	7:57 AM	Bill Porter		1/26/2010	A loud aircraft took off at 7:40 am
1/24/2010	8:10 AM	Bill Porter		1/26/2010	Another loud aircraft is taking off from Key West International.
1/24/2010	8:30 AM		KWBTS 321C 304-5143	1/26/2010	At 7:45 am a plane was very loud. At 8 am there was an extremely loud plane. The noise is really bad on Sunday morning.
1/24/2010	10:21am	Bruce Julien	KWBTS 607B 292-4163	1/26/2010	A jet just went off that was extremely loud. Earlier this morning around 6:15-7 there were 2 or 3 that had long run-ups, loud take-offs, and was very annoying and got me up way too early. See what you can do about that.
1/24/2010	12:43pm		KWBTS 306B	1/26/2010	I'm calling to complain about the very loud noise from a take off that lasted 5 minutes.
1/24/2010	4:34pm		KWBTS	1/26/2010	Excruciating noise of a plane take off. I don't know what, an airline I'm sure. This is the 2nd or 3rd one in the last 20 minutes. Very loud, very noise, very disturbing.
1/24/2010	5:04pm	Diane Onderdonk	KWBTS 605A 296-4559	1/26/2010	Unfortunately I lost a list of times, but Saturday there were bunch of flights that were really loud: 1:01, 2:02, 3:40. The one at 5:31 was absolutely horrendous, horrible. 7:07, 8:30. Weekends are terrible here, you must have a lot more traffic and the louder planes. You can't talk, you have to stop and wait. The buildings/windows literally shake if you have the windows open a little bit. 10:59, 12:42 is always bad. Between 2-4, I don't have the exact times, there were 4 or 5 flights that were absolutely horrible in the afternoon. It seems way more frequent on weekends. When things should be a little more peace and quiet and relax. But you go crazy over there. I wish you would help us, we really need help with the sound issues. It was a nice quiet little airport when we first came here, I never expected it to turn into this.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/24/2010	5:30pm	Bruce Julien	KWBTS 607B 292-4163	1/26/2010	I'm watching an AA prop jet take off that was doing a run-up for a good 10 minutes, right at the end by KWBTS. While waiting to take off with no planes in sight. It just took off, unfortunately it was halfway down the runway when your machine came on or you wouldn't have been able to hear me too well.
1/25/2010	9:43am	Diane Onderdonk	KWBTS 605A 296-4559	1/26/2010	Last night we went to dinner in B building at a friends. We were there from 6:30-10, I didn't write down the times but you had 4 planes that were absolutely obnoxious. We had to stop talking. I can tell you one was at 9:43 because I had it. You have to do something, when we bought these places it was a small little airport. You totally changed what you had here. We've been coming here for 27 years. We didn't buy when it was like this, please help with the sound issue.
1/26/2010	7:47am	Julie Reed	KWBTS 306B	1/26/2010	I'm calling to complain about the loud noise from a take-off.
1/26/2010	8:33am	Cathy Cawley	KWBTS 610A 292-9961	1/26/2010	Yesterday it started at 6:25am, 7:30, 7:45. Those woke me up. I was in and out during the day, at 1:05 and 6:40pm it was so loud that I had to turn the tv up in order to hear it. This morning at 6:45 and 8:00 the planes were going. Would you kindly talk to the pilots and have them do their warm ups right by the terminal so they don't have to be so loud at the end of the runway.
1/27/2010	6:31 AM	Mr. Peyton	KWBTS Apt. 105 305-296-8123	2/2/2009	Noise at the airport was unbelievable this morning. I did not see the tail number.
1/27/2010	7:42 AM		KWBTS 306B 712-0053	2/2/2009	Horrific noise from an airplane taking off this morning.
1/27/2010	8:06 AM		KWBTS 306B 712-0053	2/2/2009	Another loud take-off at the airport.
1/27/2010	12:45 PM	Diane Onderdonk	KWBTS A605	2/2/2009	At 12:43 pm a loud, horrendous plane took off. A plane taking off at 7:41 am this morning woke me up. Then other loud take offs at 8:05 am, 8:08 am, and 9:10 am. I wish the big jets would not take off so early.
1/27/2010	12:56 PM	Diane Onderdonk	KWBTS A605	2/2/2009	At 12:55 pm there was one of the worst sounding planes I ever heard. It was a huge silver plane. Please add to your list.
1/27/2010	4:57 PM	Steve Hatch	KWBTS Building B	2/2/2009	I want to report 2 military helicopter flew too low over our complex. It also occurred last night creating a lot of noise. I want to report this complaint to the military authorities.
1/27/2010	5:46 PM	Cathy Cawley	KWBTS 610A	2/2/2009	This morning were the worst take-offs at 6:45 am, 7 am, 7:05 am, 7:50 am, 8 am, 8:05 am and 8:20 am. They woke me up. A plane landing at 4:50 pm made an incredible noise as it came over KWBTS.
1/28/2010	8:39 AM	Cathy Cawley	KWBTS 610A	2/2/2009	Six planes that took off before 8 am were loud (6:25 am, 6:30 am, 6:43 am, 6:52 am 7:20 am, and 8 am. Talk to the pilots about warming up at the gate and not at the end of the runway.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/28/2010	11:53 AM	Marlene Durazo	KWBTS 210C 296-2094	2/2/2009	I want to report several very loud airplanes. On Sat 1/9 at 7:56 am the run-up was extremely loud. On 1/14 at 7:16 am the run-up was long and loud. At 7:45 am a plane taking off shook my front door. On 1/17 a Delta take off at 1:07 pm rattled the front door. On 1/22 at 6:40 am the plane came too close to KWBTS. I am very concerned about the planes not following the flight path. They are too close to KWBTS.
1/28/2010	3:03 PM	Steve Livester	KWBTS 207C 305-587-4169	2/2/2009	The jet noise this month has been out of control.
1/29/2010	7:44 AM	Julie Reed	KWBTS 306B 712-0053	2/2/2009	Horrible noise from a plane taking off.
1/29/2010	1:05 PM	Diane Onderdonk	KWBTS A605	2/2/2009	I have 11 complaints about noise at the airport. At 12:59 the aircraft noise was so loud it disrupted my phone conversation. There was also one before it at 12:52 pm. On 1/27 there were loud airplanes at 4:30 pm and 5:44 pm. On 1/28, noise occurred at 7:01 am, 12:40 pm, 1:06 pm, 1:29 pm, 1:36 pm, 4:21 pm and 5:26 pm. This is hard to live with. We need your help.
1/31/2010	6:45 AM	Diana Rice	KWBTS Building A 296-5999	2/2/2009	A big plane went roaring overhead. It woke me up.
1/31/2010	8:22 AM	Julian Selig	KWBTS 2601 S Roosevelt	2/2/2009	At 6:41 am there was a tooth-rattling plane that took-off and woke me up. At 7:41 another plane was too loud. I was ducking under my bed. A plane or helicopter is now warming up. It's too loud.
1/31/2010	8:26 AM	Bruce Julien	KWBTS B607	2/2/2009	Earlier a couple of big planes with run-ups were too loud. Just heard a Chinook helicopter with a 10-minute run-up. I know they are doing good, but its loud.
1/31/2010	12:32 PM	Cathy Cawley	KWBTS 610A 292-0960	2/2/2009	I heard planes at 6:45 am that woke me up. Other loud planes were taking off at 8 am, 9:05 am, 9:30 am, 9:33 am, 10:05 am, 10:15 am, 12:04 pm and 12:26 pm. Loud landings occurred at 10:16 am, 10:32 am, 10:36 am, 12:02 pm and 12:23 pm. Talk to the pilots and have them warm-up their planes at the gate and not at the end of the runway.
1/31/2010	5:05 PM	Margerie Allen	KWBTS 294-1717	2/2/2009	Two take-offs at 5:00 were loud. I have lived here 10 years and it is the loudest I have ever heard. I think they were 737s.
1/31/2010	5:06 PM	Julian Selig	KWBTS 2601 S Roosevelt	2/2/2009	Two extremely loud military jets took off.
1/31/2010	6:04 PM	Susan Peyton	KWBTS 101A	2/2/2009	The noise is unbearable. I don't know what is going on. It is too cloudy to see the airplane.
1/31/2010	6:06 PM	Julian Selig		2/2/2009	Another ear splitting noise. Maybe another military jet.
1/31/2010	6:08 PM	Mr. Porter	295-8765	2/2/2009	Just had a series of Navy jets that were very loud and very low.
1/31/2010	6:19 PM	Barbara Nagly	KWBTS	2/2/2009	About 10 minutes ago, a loud low aircraft came overhead. I thought it was going to land on my roof.
2/1/2010	7:38 AM	Marcia Howard	KWBTS B401	2/2/2009	Awoke at 6:45 am to a big, loud and buzzing plane. Another loud plane was at 7:30 am. It is a continuing nuisance.
2/1/2010	9:21 AM	Karen Kentley	KWBTS	2/2/2009	A loud plane just took off and there were a couple of loud planes earlier this morning too.
2/1/2010	10:32 AM	Karen Kentley	KWBTS B305	2/2/2009	Reporting a loud plane. I can't see the plane, but I heard it.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/1/2010	5:33 PM	Cathy Cawley	KWBTS 610A	2/2/2009	On 2/1 at 6:45 am, 7:43 am, 7:50 am, and 8:06 am were loud planes that woke us up. Have the pilots heat up the motors at the gate and not at the end of the runway. Talk to the pilots.
2/1/2010	5:39 PM	Marlene Deazo	KWBTS 210C 296-2094	2/2/2009	I would appreciate you telling the pilots to fly on the proper approach and not so low over KWBTS. It occurred at 5:30 pm.
2/2/2010	5:47 PM	Unknown	KWBTS	2/5/2010	A big white commercial jet flew over KWBTS. Deborah can verify it.
2/3/2010	8:26 AM	Cathy Cawley	KWBTS 610A	2/5/2010	Two planes took off before 7 am this morning. They were at 6:15 am and 6:45 am. You told us at last night's meeting to call 292-4625 and she knew nothing about it. Other planes at 7:30 am, 7:45 am and 8 am were loud too. Talk to security at the number we were all given and find out what this is about. No planes after 11 pm or before 7 am. I am tired of being woken up. Talk to the pilots and the committee about this.
2/3/2010	10:18 AM	Paul Hart	512-296-4933	2/5/2010	Two black military helicopters are flying too close to KWBTS. I can barely speak on the phone. There is a lot of airspace; they need to go around.
2/3/2010	3:24 PM	Diane Onderdonk	KWBTS 605A	2/5/2010	I have several noise complaints I want to register. At 6:15 am and 6:45 am this morning were so loud. At 10:59 am was a very loud Chinook. At 12:02 pm, a helicopter directly over us was low and loud. The 12:43 pm was horrendous. At 2:57 pm I could not hear on my phone. At 3:18, I could not hear the conversation on my phone. We need some help. We have been here for 27 years.
2/3/2010	4:44 PM	Larry Hirsch	KWBTS 222C 305-296-8264	2/5/2010	About 4:40 pm there was a very noisy jet coming in for the airport. At noon, the military helicopters were low and loud.
2/4/2010	8:36 AM	Louise Abrachy	KWBTS 302C 296-7343	2/5/2010	A plane took off and sounded very, very large and very huge.
2/4/2010	9:50 AM	Louise Abrachy	KWBTS 302C 296-7343	2/5/2010	A helicopter hovered over us for 2-3 minutes, maybe 5 minutes. A loud plane was very annoying. We have to shut our doors and windows.
2/4/2010	9:51 AM	Bill Porter	295-8765	2/5/2010	Two very large Army helicopters came overhead, making a lot of noise and landed at the airport.
2/4/2010	9:56 AM	Robert Stubblefield	KWBTS, Bldg "B" 305-293-3012	2/5/2010	Two large Chinook helicopters flew over KWBTS at a very low altitude and landed at the airport. It was loud and disrupting.
2/4/2010	12:08 PM	Heather Bounce	2601 S Roosevelt C102	2/5/2010	We just had a 10 minutes run-up at the end of the runway. The smell and noise is unbelievable. They need to run-up by the terminal.
2/4/2010	5:53 PM	Diane Onderdonk	KWBTS 605A	2/5/2010	On 2/3 there were loud planes at 2:57 pm, 4:34 pm, 4:40 pm, 6:29 pm, 6:50 pm and the 7:03 was horrible. On 2/4, I was woken up by the 6:34 am take off. There were loud planes later at 9:22 am, 12:37 pm, 12:45 pm was really bad, 1:07 pm, 1:25 pm was so bad I could not hear on the phone, 1:32 pm, 2:58 pm, 4:16 pm, 4:30 pm, 4:33 pm and 5:24 pm. Please help us.
2/4/2010	6:07pm	Bruce Julien	KWBTS B607	2/5/2010	We just had a [K-bear] come over the "C" building and the pool of KWBTS and not over the normal path. It was so noisy.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/5/2010	7:48 AM	Jan Scott	727-515-9589	2/5/2010	This call is from out of town so that I can hear you. Your phone is always busy so when I do call at the times you reuest, so I don't know how good that is for you.
2/5/2010	6:29 AM	Cathy Cawley	KWBTS 610A	2/8/2010	Three planes came right over KWBTS at 6:20 am, 6:25 am and 6:28 am. They are supposed to go the other way. The doors and windows are closed and the sound is unbelievable. They should go straight out from the runway and not over KWBTS. They make a terrible noise.
2/6/2010	12:46 PM	Bill Porter	295-8765	2/8/2010	More loud aircraft at the airport. Please correct this.
2/6/2010	1:08 PM	Cathy Cawley	KWBTS 610A 292-9961	2/8/2010	Three flights at 12:50 pm, 12:55 pm, and 1:05 pm came over KWBTS. They need to go further out before they turn. The windows and doors were closed and I had to turn up the TV.
2/6/2010	2:27 PM	Julian Selig	KWBTS	2/8/2010	At 1:35 pm an extremely loud commercial plane flew by and it was extremely loud. I don't know the name of the airplane.
2/6/2010	4:24 PM	Cathy Cawley	KWBTS 610A	2/8/2010	All afternoon long the planes have been coming over KWBTS. They make more noise then the run-ups at the end of the runway. The windows and doors are closed and the TV is all the way up.
2/6/2010	4:27 PM	Larry Hirsch	KWBTS 296-8264	2/8/2010	A very, very loud jet went overhead of KWBTS.
2/6/2010	7:07 PM	Louise Abrachy	KWBTS	2/8/2010	A very, very loud and big plane went over our place. It was very difficult to hear us talking.
2/7/2010	7:57 AM	Bill Porter	295-8765	2/8/2010	I want to report a large aircraft taking off from the airport at 8 am on Sunday morning.
2/7/2010	8:00 AM	Bill Porter	295-8765	2/8/2010	At 8:02 am three more loud aircraft took off from the airport.
2/7/2010	8:06 AM	Bill Porter	295-8765	2/8/2010	At 8:08 am another large noisy aircraft took off from the airport.
2/7/2010	8:21 AM	Bill Porter	295-8765	2/8/2010	At 8:18 am I want to report a loud aircraft departing the airport.
2/7/2010	8:59 AM	Bill Porter	295-8765	2/8/2010	At 9 am, a large and noisy aircraft took off from the airport.
2/7/2010	9:43 AM	Cathy Cawley	KWBTS 610A	2/8/2010	Your flights are coming directly over KWBTS. There were loud planes at 6:27 am, 6:32 am, 7:25 am, 7:29 am 7:36 am, 8 am, 8:02 am, 8:06 am, 8:21 am, 9 am, 9:12 am and 9:20 am. They are making a great deal of noise. It is waking up me and my husband. Please talk with the pilots.
2/7/2010	11:48 AM	Larry Hirsch	KWBTS 296-8264	2/8/2010	Very noisy sky right about now. A big jet went overhead. Also, I enjoyed reading the article on the front page of the Key West Citizen about the Navy jets. I think that's part of the mixture of what makes life so unbearable here.
2/7/2010	12:45 PM	Bill Porter	295-8765	2/8/2010	Several loud airplanes have been taking off from Key West Airport over the last 15 minutes with more ready to go. Please do something about this.
2/7/2010	12:59 PM	Bill Porter	295-8765	2/8/2010	More several loud aircraft departing Kew West International Airport.
2/7/2010	7:09 PM	Larry Hirsch	KWBTS 296-8264	2/8/2010	We're having a Super Bowl party and a noisy guy went overhead and its not making us happy watching the game. If they're going to fly over us, please have them do it during commercials.
2/8/2010	7:46 AM	Bill Porter	295-8765	2/8/2010	Reporting loud aircraft taking off from Key West International.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/8/2010	10:16 AM	Bill Porter	295-8765	2/8/2010	Reporting loud aircraft at Key West Airport. I get a little bored having to repeat myself all of the time.
2/8/2010	10:27 AM	Bill Porter	295-8765	2/8/2010	Calling on loud aircraft at Key West International Airport.
2/8/2010	10:34 AM	Bill Porter	295-8765	2/8/2010	Loud aircraft at Key West International Airport landing.
2/8/2010	5:35 PM	Larry Hirsch	KWBTS 296-8264	2/12/2010	A very loud large jet, it look to me like a US Airlines but im not sure. About 5:30pm extremely loud just took off.
2/8/2010	6:06 PM	Marlene Deazo	KWBTS 210C 296-2094	2/12/2010	I want to report a loud run up from a US Air jet today February 8th approximately 5:45 pm this evening.
2/9/2010	11:21 AM	Bill Porter	295-8765	2/12/2010	Loud aircraft coming in at Key West International again. Thank you for recording this.
2/9/2010	12:21 PM	Al Romano	KWBTS 212 401-447-7110	2/12/2010	I just got back up from outside. About 15 minuets ago you had a big American Airlines jet about a 50 seater come by and shake the doors and walls and stuff and make a hell of a racket. I'm back down for a while so I will be calling you frequently.
2/9/2010	1:49 PM	Al Romano	KWBTS 212 401-447-7110	2/12/2010	You just had two planes come by. The last one made a real racket. It was a big red, white, and blue plane that made a lot of noise. The other one I couldn't see, I was in the bathroom but I could hear it shaking the stuff. I just went out and saw it go by but couldn't catch much of it but it just landed 5 or 6 minutes ago.
2/9/2010	5:03 PM	Al Romano	KWBTS 212 401-447-7110	2/12/2010	I just had another large plane come by. A several propeller looks like an American Airlines, red, white, and blue plane. I believe it just landed at this point in time. It made a lot of noise.
2/10/2010	6:24 AM	Al Romano	KWBTS 212 401-447-7110	2/12/2010	I'm calling to complain about a little prop plane that flew by my bedroom window. I didn't bother to get up and look to see what type of plane it was. It certainly sounded like a prop.
2/10/2010	5:31 PM	Al Romano	KWBTS 212 401-447-7110	2/12/2010	Just complaining again about plane noise. Just had a 737 Continental take off and now you have another one that just took off, a prop plane. They make a racket. I have called a 100 times. I should just stop calling because it doesn't seem to be doing any good.
2/10/2010	11:19 PM	Bill Porter	295-8765	2/12/2010	Reporting loud aircraft taking off out of Key West Airport. Please correct this problem.
2/10/2010	6:33 AM	Al Romano	KWBTS 212 401-447-7110	2/12/2010	Another small plane, prop plane just went right by my window.
2/10/2010	7:43 AM	Bill Porter	295-8765	2/12/2010	Reporting loud aircraft landing at Key West International. Thank you for recording this.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/10/2010	1:21 PM	Diane Onderdonk	KWBTS 605A 296-4559	2/12/2010	On 2/4 you had 5:59 am flight that was on Thursday and 2:38 pm flight that was horribly loud and 6:19 pm flight. I have been in and out a lot lately. Sunday the 7th 6:31 am, 10:15 am, 12:43 pm was horrible. 1:02 pm followed by 1:09 pm they're awful, 1:33 pm and again at 2 pm. Saturday the 6th I was at my daughters and it was a wonderful day. I didn't even realize besides one helicopter and one navy jet it was quiet and enjoyable and I (phone cut out) how loud and disruptive it is living at KWBTS and she lives close by on Atlantic Blvd. I really wish you would help us. Its worse than I thought especially seeing that on this island (phone cut out) peaceful enjoyment. Monday 7:26 am woke me up I was gone most of the day. Tuesday the 9th 10:24 am, 9:10 pm again I was gone most of the day. Wednesday this morning you had a prop plane 5:55 am.
2/11/2010	7:43 AM	Bill Porter	295-8765	2/12/2010	Reporting loud aircraft taking off at 7:42 am on Thursday February 11th. I would appreciate it if you make arrangements to have these noises buffered by our residents.
2/11/2010	8:01 AM	Cathy Cawley	KWBTS 610A 292-9961	2/12/2010	The planes are taking off earlier than I expected at 6:25 am, 6:28 am, 6:30 am, 7 am, 7:30 am and 7:45 am on the 9th and on the 10th 6:25 am, 6:28 am, 8 am, and 8:30 am. Then this morning the 11th 6:30 am, 6:50 am, and 7:45 am. These are waking me up and its very difficult to go back to sleep. I wasn't able to get back to sleep these last three mornings. Would you kindly speak to the pilots.
2/11/2010	7:04 AM	Bill Porter	295-8765	2/12/2010	A loud aircraft at Key West International.
2/12/2010	6:23 AM	Unknown	KWBTS 324	2/12/2010	Its very noisy, the planes taking off this morning on Friday. It is definitely 6:22 am in the morning. The plane is very noisy 6:22 am in the morning being woken up by planes. Thank you.
2/13/2010	6:17 AM	Bill Porter	295-8765	2/15/2010	We've had at least two loud aircraft take off from Key West International in the last 15 minutes.
2/13/2010	7:12 AM	Bill Porter	295-8765	2/15/2010	Reporting loud aircraft at the airport.
2/13/2010	9:27 AM	Bill Porter	295-8765	2/15/2010	Just reporting another loud aircraft at the airport.
2/13/2010	9:41 AM	Bill Porter	295-8765	2/15/2010	Reporting loud aircraft at Key West International Airport again. Please do something.
2/13/2010	10:16 AM	Bill Porter	295-8765	2/15/2010	Another loud aircraft at Key West International Airport.
2/13/2010	11:26 AM	Bill Porter	295-8765	2/15/2010	Reporting loud aircraft at Key West International Airport.
2/13/2010	11:55 AM	Bill Porter	295-8765	2/15/2010	Loud aircraft at Key West International Airport.
2/13/2010	12:14 PM	Bill Porter	295-8765	2/15/2010	Reporting loud aircraft at Key West International Airport.
2/13/2010	12:32 PM	Bill Porter	295-8765	2/15/2010	Loud aircraft at Key West International Airport. Please take some preventative measures.
2/13/2010	12:37 PM	Bill Porter	295-8765	2/15/2010	Loud aircraft at Key West International Airport again.
2/13/2010	12:52 PM	Bill Porter	295-8765	2/15/2010	Reporting loud aircraft at Key West International Airport again yet today.
2/13/2010	1:18 PM	Bill Porter	295-8765	2/15/2010	Reporting loud aircraft at Key West Airport.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/13/2010	4:39 PM	Al Romano	KWBTS 212 401-447-7110	2/15/2010	There were three planes in the last couple of hours. One was just about five minutes ago. It was a big, I believe American Airlines, red, white, and blue tail jet. The other was a large jet which I think was a Continental. The other was a Delta or again a red white and blue.
2/13/2010	7:34 PM	Bill Porter	295-8765	2/15/2010	Reporting another loud aircraft took off. Please correct this.
2/13/2010	7:51 PM	Bill Porter	295-8765	2/15/2010	Reporting that two loud aircraft just took off from Key West International Airport. I'd appreciate you doing something about it.
2/13/2010	8:13 PM	Bill Porter	295-8765	2/15/2010	Reporting loud aircraft taking off at Key West Airport. I'd appreciate it if you would do something.
2/14/2010	11:00 AM	Bill Porter	295-8765	2/15/2010	Calling to say that we have had about 15 minutes of loud aircraft at Key West Airport. Hope you are going to look into doing something about this.
2/14/2010	12:03 PM	Bill Porter	295-8765	2/15/2010	I would like to report several large aircraft landed within the last 15 minutes at Key West Airport and they were white. Thanks for what you are doing.
2/14/2010	12:29 PM	Russell Cantlay		2/15/2010	Jet noise being reported at 12:27 pm aircraft type.
2/14/2010	1:55 PM	Bill Porter	295-8765	2/15/2010	Reporting another large and loud aircraft from Key West Airport.
2/14/2010	2:10 PM	Cathy Cawley	KWBTS 610A 292-9961	2/15/2010	I wanted to say that the planes were leaving this morning, not as early as usual, being its Sunday but 7:45 am, 8:00 am and 8:45 am. These were early flights and they were taking off making a lot of noise as they were getting ready to take off. It makes it very difficult to try to sleep through all that noise. So please speak to the pilots and hope that they will cut down on the amount of that noise that they use in order to take off.
2/14/2010	4:35 PM	Bill Porter	295-8765	2/15/2010	Reporting a loud aircraft taking off from Key West International Airport.
2/14/2010	6:06 PM	Bill Porter	295-8765	2/15/2010	Reporting loud aircraft at Key West International airport was landing and taking off. Its been going on for about 5 to 10 minutes. Looking forward to getting this problem resolved.
2/14/2010	10:57 PM	Bill Porter	295-8765	2/15/2010	Reporting another loud aircraft at Key West International.
2/15/2010	6:33 AM	Robert Stubblefield	KWBTS 501B 305-293-3012	2/15/2010	A prop plane had a run-up that was ridiculous. He seemed to be playing with it. This is uncalled for.
2/15/2010	11:03 AM	Bill Porter	295-8765	2/17/2010	Reporting loud aircraft taking off from Key West International Airport.
2/15/2010	3:04 PM	Bill Porter	295-8765	2/17/2010	Reporting over the last 10 minutes, there was aircraft landing at Key West International Airport.
2/16/2010	8:24 AM	Bill Porter	295-8765	2/17/2010	Reporting loud aircraft between 8:00 am and 8:30 am.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/16/2010	5:00 PM	Cathy Cawley	KWBTS 610A 292-9961	2/17/2010	The noise has been quite difficult in the morning. This morning it was 7:45 am, 8:00 am, 8:15 am, 9:00 am, 9:45 am and 10:00 am. Now these were all very loud, unnecessarily loud, plans and they were coming directly, most of them are coming directly over KWBTS. Very loud and I just got home and found at 4:45 pm and 4:50 pm there were two more planes that came directly over KWBTS and were very loud. Would you kindly speak to these pilots. There either loud in taking off or there loud in coming directly over KWBTS. Both kinds are unacceptable to those living at KWBTS. Please speak to the pilots about all this noise. It is really becoming very difficult to deal with.
2/17/2010	7:38 AM	Julie Reed	KWBTS 306B 712-0053	2/17/2010	Calling to complain about the noise from take off. Its very loud.
2/17/2010	8:11 AM	Bill Porter	295-8765	2/18/2010	Reporting that over the last 45 minutes several large aircraft have been taking off from Key West International Airport.
2/17/2010	10:07 AM	Bill Porter	295-8765	2/18/2010	Over the last half hour there have been several large aircraft at Key West International Airport.
2/17/2010	10:56 AM	Bill Porter	295-8765	2/18/2010	Loud aircraft still landing at Key West International. I'm not trying to prevent the aircraft, I would just like you to do some noise control.
2/17/2010	3:17 PM	Diane Onderdonk	KWBTS 605A 296-4559	2/18/2010	I got a few of these I haven't called in yet. On 2/11 7:41 am woke me up, 1:27 pm, 1:31 pm, 1:35 pm was horrendous. I was on a business call and had to call back. 2:07 pm, 4:01 pm, 4:24 pm, 4:29 pm was horrible I couldn't hear again, I was on the phone. 4:34 pm and 8:25 pm. On 2/15, 11:03 am, 1:06 pm, 1:21 pm, 2:49 pm, 3:05 pm, 3:08 pm, 3:18 pm, 4:33 pm, and 5:25 pm. 2/17 12:31 pm, 1:09 pm, and 1:13 pm and the last two were also horrible. I'm trying to get some phones calls done and you cannot hear, you get totally disrupted. Please help us out at KWBTS. It was not like this when we purchased the place.
2/17/2010	4:23 PM	Bill Porter	295-8765	2/18/2010	Reporting loud aircraft at Key West Airport during the past half hour.
2/17/2010	5:18 PM	Claudette Taylor	KWBTS 301C	2/18/2010	I was awoken this morning at 6:53 am by an airplane taking off.
2/17/2010	7:06 PM	Cathy Cawley	KWBTS 610A 292-9961	2/18/2010	Three flights this morning not only awoke me at the first one at 7:00 am, but 7:20 am and 7:40 am kept me awake unfortunately and I couldn't get back to sleep. Would you kindly talk to the pilots and have them take care of the noise. They don't need that much noise at the end of the airport. They can take care of it as people are getting on.
2/18/2010	5:00 PM	Bill Porter	295-8765	2/22/2010	Reporting several loud aircraft at Key West International Airport.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/18/2010	5:23 PM	Cathy Cawley	KWBTS 610A 292-9961	2/22/2010	Because I wasn't even around I don't know about the morning but I was around this afternoon for an hour and a half. And in that hour from 2:30 pm a plane came in, 2:35 pm a plane came in both very noisy right over KWBTS. Then went out 2:45 pm and 2:50pm planes went out both making a great deal of noise at the end of the runway here to take off and then a plane came in at 3:00 pm again a good deal of noise and 3:25 pm a plane went out between the planes coming in and the planes going out. The noise is unbelievable. I have all the doors and windows closed and I can still hear it to the extent that I have to either turn up the TV or turn the TV off. Please keep that in mind and mention that to the pilots that there making a great deal of noise and if that is necessary.
2/19/2010	8:52 AM	Lida Andrews	2110 Staples Ave. 296-4195	2/22/2010	There is a helicopter going back and forth, back and forth. Very Noisy.
2/19/2010	9:14 AM	Cathy Cawley	KWBTS 610A 292-9961	2/22/2010	There's been very noisy this morning starting and I will only start at 8 but it started at 8:00 am. It was a lot of noise, then 8:30, 8:40 am, 8:50 am, 9:05 am and 9:12 am. These were either coming in over KWBTS or they were leaving at the end of the runway which is right by our C building and B building. I am in the A building. I'm on the 6th floor and I could hear all this incredible sound. It not only wakes me up but its constant as you can see in these particular things starting at 8:00 am, 8:30 am, 8:40 am, 8:50 am, 9:02 am and 9:12 am. Would you kindly talk to the pilots and tell them to turn off their machines as they land and if they're taking off to not put all the air into their machines at the end of the runway because its right by KWBTS.
2/20/2010	10:48 AM	Cathy Cawley	KWBTS 610A 292-9961	2/22/2010	Supposedly we were going to sleep this morning but it didn't quite work out because of the noise from the airplanes. You had a plane that left at 7:40 am, 8:12 am, 8:14 am, 8:21 am and 8:30 am and the 9:05 plane came in but the others took off which means they take off from the end of the runway which is right near KWBTS and it makes such noise that even with all the windows and doors closed we can still hear the planes and it wakes us up. Please, would you kindly talk to your captains and your pilots about the noise they are making at the end of the runway in order to take off. Again, 6:40 am, 8:12 am, 8:14 am, 8:21 am, 8:30 am and the 9:05 am was the plane coming in. Kindly talk to them, it is just too noisy.
2/20/2010	10:51 AM	Bill Porter	295-8765	2/22/2010	Reporting loud aircraft.
2/20/2010	1:35 PM	Betty Chambers	292-4037 Flagler Ave	2/22/2010	An American Airlines came directly over house as well as other aircraft. Its not supposed to come over our house. This isn't the first time or the last time I'm sure.
2/20/2010	3:10 PM	Betty Chambers	292-4037 Flagler Ave	2/22/2010	A large commercial jet, a Delta or American Airlines was flying to the right of the flight path which is not where they need to be.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/20/2010	4:35 PM	Bill Porter	295-8765	2/22/2010	You can hear in the background loud aircraft noises at Key West International. This has been going on for the last half an hour. It doesn't look like its going to stop anytime soon. Can you hear this? Its just sitting over there as it has been for a long time, warming up. Other planes are landing. Very noisy here today. Its the first sunny day and warm day we have had in a long time. Maybe the temperature is making the noises louder. Please correct it.
2/20/2010	6:58 PM	Bill Porter	295-8765	2/22/2010	Reporting loud aircraft taking off from Key West International and there have been several over the last 30 minutes.
2/21/2010	1:14 PM	Bill Porter	295-8765	2/22/2010	Reporting loud aircraft have been, over at the airport, landing and taking off for about the last two hours. On a Sunday that should not have to be the case.
2/21/2010	1:29 PM	Bill Porter	295-8765	2/22/2010	Reporting there has been an aircraft warming up here. They have been warming up at the end of the runway for about the last 10-15 minutes. Let's do something.
2/21/2010	2:37 PM	Diane Onderdonk	KWBTS 605A	2/23/2010	I have 21 more complaints. Its really awful living here actually, its sort of bothering me. Thursday woken up, 7:31 am. I was gone most of the day but at 9:30 pm again you got it. Friday 11:43 am, 12:43 pm, 1:40 pm, 1:56 pm, 2:32 pm, 3:54 pm, 4:32 pm, 4:47 pm, 5:43 pm, 7:01 pm. Its an awful lot to put up with to be honest. Saturday 7:07 am, 7:30 am, 8:18 am, 9:04 am, I was gone for quite a while. Sunday 7:39 am first thing 12:02 pm, 1:00 pm, 2:00 pm, these are absolutely horrible you cant hear, you have to stop any conversation and 2:21 pm again. I really wish somebody would move in here for a while and actually hear what's going on. This is ridiculous. I hope you can help.
2/21/2010	3:13 PM	Bill Porter	295-8765	2/22/2010	A lot more noise going on at Key West International Airport. A big loud takeoff just now and some others not quite as loud over the last half hour.
2/22/2010	10:39 AM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305- 296-8264	2/23/2010	Extremely loud. I think it was a Navy jet, went overhead. Probably the loudest jet I've heard since I have been at KWBTS. Just to report it.
2/22/2010	1:21 PM	Diana Rice	KWBTS Building A 296-5999	2/23/2010	A loud plane taking off and there was another loud one this morning but I was busy and I wasn't able to call.
2/23/2010	8:14 AM	Cathy Cawley	KWBTS 610A 292- 9961	2/26/2010	Yesterday the planes started in the morning, early morning at 6:30 am, 7:40 am, 7:45 am, and 8:15 am. Today they started at 7:15 am and these were going away from KWBTS but they were starting at the end of the runway and very loud. Loud so that our windows are closed our doors are closed and we still hear it, it wakes us up. Today they were coming over KWBTS at 7:15 am, 7:30 am, 7:35 am, 7:45 am, 8:00 am, 8:05 am, and 8:10 am. Again these are making incredible noises either ending at the runway or coming over KWBTS or starting at the end of the runway. On the 22nd or 23rd they were coming right over KWBTS. Would you kindly talk to the captains.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/23/2010	9:34 AM	Kay Hirsch	KWBTS 222C 296-8264	2/26/2010	Very loud aircraft, I couldn't see it I was inside and of course I couldn't hear tv, phone, anything. Went out to try and see it but I couldn't, but extremely loud and noisy. Extreme!
2/23/2010	12:18 PM	Bruce Julien	KWBTS 607B 292-4163	2/26/2010	A private jet, white, just took off and was extremely loud or was. I couldn't even speak in here. I just wanted to inform you of that.
2/23/2010	5:50 PM	Karen Kentley	KWBTS 305 294 6915	2/26/2010	Reporting a very loud takeoff of a quite a large plane I imagine.
2/23/2010	6:20 PM	Bill Porter	295-8765	2/26/2010	I know there is fog coming in so they're probably on an IFR flight pattern, but a bunch of NAVY jets just flew in real low and very very fast. I just wanted to get that on the record.
2/23/2010	6:20 PM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305-296-8264	2/26/2010	Some very very loud jets it appeared to be went it sounded like it went right over KWBTS.
2/23/2010	6:21 PM	Marcia Howard	KWBTS B401	2/26/2010	An airplane just past over our condo. It sounded as if it was coming through the condo building itself. It sounded like the condo area was being scraped by this plane. And while I a making my complaint, I continue to complain about the noise of aircraft in the morning and throughout the day. It is really very intrusive.
2/25/2010	11:07 AM	Cathy Cawley	KWBTS 610A 292-9961	2/26/2010	This morning my son and daughter in law and two grandchildren were staying with us and were amazed and appalled at the sound of the flights that woke up their children and of course being the grandchildren that are 3 and 6 months they were awake and awakened at 6:45 am, 7:00 am, 7:15 am, 7:30 am, 7:45 am, 8:00 am. Now its totally unnecessary for those planes to be making that much noise. Would you kindly look into this matter and have it squared away because my son is absolutely amazed and appalled that his children were awakened at such an hour.
2/26/2010	8:31 PM	Diane Onderdonk	KWBTS 605A	3/1/2010	Sunday the 21st it started out at 8:29 am with the plane just making that horrible groaning sound on the runway, it just kept going and going. Then at 9:58 am, 10:07 am, 3:07 pm, 3:11 pm, and 5:34 pm. Monday the 22nd at 4:49 pm and 6:00 pm. Tuesday the 23rd it started by waking me up at 7:41 am, 12:17 pm midday is always horrible, 1:05 pm, 1:49 pm, and 2:15 pm. I was gone the rest of the day. Wednesday the 24th I was gone in the morning but 2:32 pm was horrendous and 4:56 pm. Thursday I was gone all day. Friday the 26th it was horrible, that was this morning, 6:34 am and 6:43 am. It was just a plane going over. It was just a plane but it was really loud. 7:36 am was absolutely horrible, way to early. 12:57 pm, 1:56 pm, 2:58 pm and oddly enough we had our yearly meeting and at 5:35 pm one of your loudest planes took off and it literally stopped the meeting for a little bit. Everybody looked at each other because this is exactly what we are talking about. We do need your help so please help us.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/26/2010	8:38 PM	Diane Onderdonk	KWBTS 605A	3/1/2010	I found four more. I did come back Thursday afternoon, yesterday the 25th. 12:56 pm the midday flight is always hell. 1:31 pm is always really loud. Then the typical 4:55 pm and 6:55. Please know that we do need your help.
2/27/2010	9:20 AM	Cathy Cawley	KWBTS 610A 292-9961	3/1/2010	I want to say that the planes that started this morning at 6:30 am, 6:45 am, 7:00 am, 7:15 am, 7:30 am and 7:50 am they made so much noise and its so unfair. There's two mornings a week we can sleep, Thursday and Sunday. Its so unfortunate that these planes take off from the end of the runway here which comes right into our condo. With the windows and the doors closed you still can hear the planes taking off. At 6:30 am, 6:45 am, 7:00 am, 7:15 am, 7:30 am. Basically you tried to make it every 15 minutes. I wish you would kindly talk to the pilots so they can put the air into the machines while the passengers are getting on, not at the end of the runway which they take off on heading up to Miami.
2/27/2010	12:36 PM	Dorothy O'Brien	KWBTS 295-8461	3/1/2010	I am reporting an outrageously loud noise coming from a U.S. Air flight that just departed. It was just unusually loud and we had to stop all conversations in our living room because it was so loud going by.
2/27/2010	7:10 PM	Marlene Derazo	KWBTS 210C 296-2094	3/2/2010	A plane came screaming in. I couldn't even hear my friend talk because the noise was so loud. They obviously didn't follow the flight path.
2/28/2010	12:36 PM	Bill Porter	295-8765	3/1/2010	Reporting loud aircraft taking off from Key West Airport.
2/28/2010	12:37 PM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305-296-8264	3/1/2010	Very, very loud jet just went overhead. I couldn't catch who it was or what it was.
2/28/2010	1:03 PM	Marcia Howard	KWBTS B401	3/1/2010	I'm calling to complain about excessive airplane noise. On Sunday, the middle of Sunday dinner a day of rest and relaxation with all the windows closed. The noise of the airplanes taking off at that time was simply overpowering. You could not hear the person next to you speaking. This airport noise is outrageous. It continues without abatement, without correction as far as I can see.
2/28/2010	1:37 PM	Karen Kentley	KWBTS 305 294 6915	3/1/2010	A loud plane taking off. Very loud.
2/28/2010	2:36 PM	Bill Porter	295-8765	3/1/2010	Advising you of another loud aircraft taking off at the airport.
2/28/2010	3:17 PM	Bill Porter	295-8765	3/1/2010	Just notifying you of another loud aircraft at Key West International Airport. Thank you for taking these calls and recording them and doing something about them.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/1/2010	11:12 AM	Diane Onderdonk	KWBTS 605A	3/4/2010	I have 16 more complaints. On Friday 2/26 9:17 pm was really loud and 11:52 pm. Sunday 2/28 actually early early early in the morning Sunday after midnight, 1:05 am there was a loud plane. That's rare but that ridiculous hour wise. 7:43 pm woke me up, 10:12 am, 11:02 am, 12:40 pm, 1:35 pm, 4:24 pm, 5:44 pm and 9:48 pm. Sundays are awful here. Monday again first thing this morning, 7:36 am woke me up, 9:09 am, 9:52 am, 10:43 am and 11:02 am. Again we really need help. We're right in your back yard, we're next door.
3/2/2010	8:44 AM	Cathy Cawley	KWBTS 610A 292-9961	3/4/2010	I'm calling in reference to the planes that took off this morning. Unfortunately it wakes my husband and I up every single morning and he is retired. I am retired too and there is no reason for us to be awakened at such an hour. 6:25 am, 6:35 am, 7:00 am, and 7:03 am. Now these are five planes that left before 7:03 am starting at 6:25 am. Would you kindly talk to the pilots so that there is no need for all that racket. The planes are coming directly over KWBTS. Thank you and please talk to your pilots or somehow work out some arrangement so that the planes are not coming either they are leaving from the airport using the end of the runway or there coming directly over KWBTS. But its 6:25 am in the morning and it's just unnecessary.
3/4/2010	12:25 PM	Susan Peyton	KWBTS 101A	3/4/2010	I have no idea what kind of plane it is, I just know its an airplane. Its awfully noisy.
3/4/2010	2:34 PM	Cathy Cawley	KWBTS 610A 292-9961	3/4/2010	The planes again left early this morning starting at 6:25 am, 6:35 am, 6:40 am, 7:30 am, 7:40 am and 7:55 am. So that means that there were anywhere from 5 and 6 planes that left between 6:30 and 8:00 am. Now this has got to stop. Its not fair. Its not fair to those that are trying to sleep. The planes are making too much noise when they leave the runway. So its between 6:00 am and 8:00 am that those flights were taking off. Please cut the noise down on these.
3/5/2010	8:46 AM	Cathy Cawley	KWBTS 610A 292-9961	3/9/2010	I wanted to mention that three flights were taking off this morning before 8:00 am. It started at 6:25 am, 7:32 am and 7:40 am. So that is three flights that literally before 7:45 am took off. I hope that you're going to take care of this noise situation because it is waking us up, my husband and myself. And we keep all our windows and doors closed and its just outrageous the amount of noise that is coming over KWBTS. And its not from them just at the end of the runway, its coming over the building as it did yesterday. Its coming over the A and B buildings and the C building. Three flights before 7:45 am.
3/6/2010	7:40 AM	Unknown	KWBTS 306B 712-0053	3/9/2010	I just got woken up by the loud noise of a jet taking off.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/6/2010	11:00 AM	Cathy Cawley	KWBTS 610A 292-9961	3/9/2010	The planes started at 6:20 am then we had 6:40 am, 7:05 am, 10:49 am, 10:54 and 11:00 am. Now I don't mind the 10 am planes but the 7:05 am, 6:40 am and 6:20 are truly unfair for those who wish to sleep. I have the windows closed and doors closed and I can still hear them. They wake me up and I don't appreciate it. Will you kindly look into it.
3/7/2010	7:39 AM	Rick Smith	KWBTS 107B	3/9/2010	We had an air jet take off this morning at this time that rattled our windows and this has been a consistent problem for a while. Sometimes a couple, 3 times a day. The jets that go over rattle both our kitchen window and bedroom window. We are generally not ones to complain but we have noticed since probably about the middle of December that these jets have got increasingly more loud and at this point we believe that this is just unacceptable especially this early in the morning that they rattle our windows. Hopefully you can correct this problem.
3/7/2010	8:40 AM	Jeremy Hall	KWBTS 305-433-2077	3/9/2010	There was a long run-up at the takeoff end of 09 lasting probably five minutes this morning and certainly removed any chance of sleeping in.
3/8/2010	10:09 AM	Diane Onderdonk	KWBTS 605A	3/9/2010	I have 30 more complaints starting with Friday the 5th. They started on the 5th at 7:44 am, 8:59 am, 12:58 pm, 1:18 pm, 2:27 pm, 5:42 pm and then we went out for the evening. Saturday's are always horrible her. 7:02 am wakes you up then 7:39 am, then again at 8:04 am, then you got the midday at 12:44 pm, 12:51 pm, 12:58 pm, 2:30 pm, 2:32 pm, 5:29 pm, 5:42 pm and 6:59 pm. Its really ridiculous to have to live like this. Sunday 7:37 am, 10:04 am, 11:04 am, 1:34 pm, 3:29 pm, 4:41 pm is horrible, 4:59 pm and then 7:04 pm and 7:06 pm. I don't know if it is the same plane but its really bad. And then the first thing this morning at 7:24 am another one took off, 7:34 am, 7:42 am, 9:05 am. I really wish you would help us out. Its way too loud. It wasn't happening when we purchased this place.
3/9/2010	7:46 AM	Jeremy Hall	KWBTS 305-433-2077	3/9/2010	The noise just now from a departing jet was enough to shake the windows really loud.
3/10/2010	7:41 AM	Jeremy Hall	KWBTS 305-433-2077	3/10/2010	This was a really noisy jet takeoff that rattled the front door.
3/10/2010	8:21 PM	Unknown	KWBTS 296-6915	3/11/2010	Big Noise. Airplane taking off from Key West Airport.
3/11/2010	9:06 AM	Jeremy Hall	KWBTS 305-433-2077	3/11/2010	The noise took place about 9:00 am. It was a run-up that went on it seemed forever. It was like someone dragging there nails down a chalk board. It was really not pleasant. It really didn't seem that it would ever end.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/11/2010	9:27 AM	Cathy Cawley	KWBTS 610A 292-9961	3/11/2010	Two flights in particular that made an awful noise. One at 6:42 am which was the one that woke me and then again at 8:00 am, another big one. There may have been ones in between but these were the ones that were noticeable and woke me up on two occasions and I wasn't able to go to sleep. So please make an effort to tell the pilots that when these planes are taking off not to go to the end of the runway and zoom up the air if possible. I just assume that its possible because you keep saying its possible when I go to the meetings. I'm being awakened every single morning by these planes. I just wanted to let you know that they're making a lot of noise on the takeoffs.
3/14/2010	1:34 PM	Bill Porter	KWBTS 295-8765	3/15/2010	I just wanted to report that for the last three hours there's just been a constant roar of aircraft in and out of Key West International. I shouldn't have to call you on every single one because sometimes they are at 5 or 10 minute intervals but its just been going on and on and on for several hours now and being that its Sunday I expect its going to be happening for the rest of the day. So lets keep this all on the list and try to bring this to some sort of good closure to give us better sound protection.
3/14/2010	7:02 PM	Cathy Cawley	KWBTS 610A 292-9961	3/15/2010	It started with the airplanes at 7:30 am making a good deal of noise. It was taking off and came directly over KWBTS at 7:30 am, 7:42 am, 7:46 am and 7:55 am. There may have been some in between but I heard the 8:23 am which was very loud 8:28 am then I went to church and came back 10:17 am, 10:25 am, 10:28 am, 10:32 am, 10:40 am and 10:45 am. All afternoon. The afternoon every three minutes they were taking off. Granted this is Sunday but there is no need for small planes to be taking off with the bigger planes. Its unbelievable, I have never seen anything quite like today in the number of planes that take off. It started at 7:30 am. Please talk to the pilots about using less air or whatever it is that makes all that noise when it takes off and comes over KWBTS on its way to Miami or wherever its going.
3/15/2010	9:39 AM	Unknown	KWBTS A601 908-403-2058	3/17/2010	I just was woken up by a jet leaving. As I glanced out the window I saw it was a white twin engine jet but I could not see any of the markings on it. The jets today are taking off in a west bound direction so I am getting the brunt of the noise today. I was staying home this morning because I was ill and they're really rattling the windows. I don't know if they can throttle back a little bit once they hit there take off speed. I'm not a pilot but I know that some commercial jets tend to throttle back. Its very loud. It shakes the china in the cabinet and if there is anything we can do to reroute these it would be much appreciated.
3/15/2010	1:04 PM	Al Romano	KWBTS 212 401-447-7110	3/17/2010	I just arrived and had a huge jet fly right by.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/15/2010	1:10 PM	Al Romano	KWBTS 602B 212 401-447-7110	3/17/2010	Just had a big red, white, and blue plane fly by rattling everything making a lot of noise.
3/16/2010	4:40 PM	Al Romano	KWBTS 602B 212 401-447-7110	3/17/2010	Large plane at 4:38 pm on 3/16.
3/17/2010	4:34 PM	Diane Onderdonk	KWBTS 605A	3/17/2010	I have 22 more complaints. I was busy most of last week, my daughter got married which was nice because I didn't have to be at KWBTS and it was a lot quieter down the street where the guests were. On 3/8 12:55 pm midday and 2:22pm. Tuesday in the afternoon 1:23 pm, 1:33 pm, and 2:15 pm. Wednesday was 7:39 am and I left for the day. Thursday was 7:38 am, 8:01 am, 12:55 pm, 5:38 pm, and 5:42 pm. Friday 10:59 am and 2:38 pm. Saturday 1:17 pm and 7:32 pm. Sunday the 14th 1:45 pm, 2:33 pm, 4:34 pm, and 5:31 pm. Sundays are always the pits. Monday 6:29 am woke me up. Tuesday the 16th there was a 1:01 pm and 1:05 pm that were really bad. I do see that AirTran is gonna be flying in every single day now. Its great to have that happening for Key West but I really hope you help us out with our windows and doors its too loud. It wasn't like this when we started coming here. It was a small airport.
3/17/2010	4:37 PM	Diane Onderdonk	KWBTS 605A	3/17/2010	I just found six more times that I hadn't added in the last call. Tuesday the 9th 2:42 pm, 3:36 pm, 4:37 pm and 5:25 pm. Wednesday the 10th I was woken up the day of the wedding at 6:34 am and again at 6:46 am. Its kind of ridiculous having that early to put up with this.
3/18/2010	9:32 AM	Cathy Cawley	KWBTS 610A 292- 9961	3/18/2010	On the 16th and the 17th, the planes were leaving very early at 6:46 am, 6:55 am, 7:40 am, and 7:43 am. This was on the 16th. On the 17th 6:25 am, 6:37 am, 7:30 am, 7:40 am and 8:00 am. This morning at 6:30 am, 7:30 am, and 8:00 am. They should not be coming before 8:15 am as far as I'm concerned because once I wake up its hard for me to get back to sleep. This morning at least I had a little sleep between 6:30 am and 7:30 am but there is really no reason to get up at such an hour when it doesn't mean to get up at such an hour. There coming directly over KWBTS I think its really better off sitting on the pickups at the end of the runway then is coming over the building because coming over the building we hear a long time of the airplane. The last three days, really the last several weeks. its been coming over the building. Please will you kindly start the planes going the other way as they used to.
3/18/2010	1:04 PM	Bill Porter	295-8765	3/18/2010	Reporting continuous launch of aircraft from KWBTS heading west has been going on for the last hour.
3/18/2010	3:20 PM	Marlene Derazo	KWBTS 210C 296- 2094	3/18/2010	A white jet took off heading west and it was way too close to KWBTS, so I don't think it followed the flight path and it was very noisy.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/18/2010	7:11 PM	Bill Porter	295-8765	3/22/2010	Reporting loud aircraft taking off from Key West International Airport to the west. Been going on for sometime today. I hope you all are getting on top of this.
3/18/2010	7:29 PM	Bill Porter	295-8765	3/22/2010	I just wanted to report loud aircraft taking off to the west from Key West International Airport.
3/18/2010	7:35 PM	Bill Porter	295-8765	3/22/2010	Reporting large aircraft noises departing Key West International headed west.
3/19/2010	6:49 AM	Bill Porter	295-8765	3/22/2010	Just reporting additional aircraft launching from Key West International at this early hour making loud noises. Please record this in your journal or your log.
3/20/2010	7:37 AM	Bill Porter	295-8765	3/22/2010	Reporting that large aircraft have been warming up on the taxiway for about the last 15 minutes and now taking off from the west. I know that you're doing everything that you can to reduce the noise around our airport.
3/20/2010	10:06 AM	Bridget Hall	KWBTS 305-433-2077	3/22/2010	I want to complain about a jet with an excessive run-up time and a takeoff that rattled my windows.
3/20/2010	5:56 PM	Mary Colin	509-0305	3/22/2010	Very very loud takeoff, very very loud. I'm sorry I can't give you the tail number and things like that but very very loud noise in the takeoff. Please take care of this.
3/20/2010	7:11 PM	Al Romano	KWBTS 602B 212 401-447-7110	3/22/2010	You just had a large jet takeoff rumbling everything. They have, in fact, been doing that all afternoon. Honestly, I call you so much its sort of senseless to call every single time because its more of a aggravation to me and I'm sure you just log the messages. So if its possible, every time a large jet takes off you can just consider me as having given a noise complaint.
3/21/2010	11:27 AM	Marlene Durazo	KWBTS 210C 296-2094	3/22/2010	Calling to report a loud reverberating noise. I think it was a takeoff. I didn't see the plane because I was inside the apartment with all the doors closed and the place reverberated.
3/21/2010	8:43 PM	Al Romano	KWBTS 602B 212 401-447-7110	3/22/2010	Another noise complaint. A large jet just went by. Also, there has been a number of those during today but I'm not going to call you every single time.
3/22/2010	1:23 PM	Al Romano	KWBTS 602B 212 401-447-7110	3/25/2010	Just had a large jet go by.
3/22/2010	4:40 PM	Al Romano	KWBTS 602B 212 401-447-7110	3/25/2010	Large red, white, and blue jet just took off.
3/23/2010	4:36 PM	Al Romano	KWBTS 602B 212 401-447-7110	3/25/2010	Loud jet just taking off. I believe an American Airlines jet just took off.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/24/2010	8:35 AM	Cathy Cawley	KWBTS 610A 292-9961	3/25/2010	At 7:00 am, 7:20 am, 7:40 am, 7:50 am and 8:00 am you had the planes going and they woke me up. However, it was nice to be able to sleep from 6:30 am to 7:00 am. The day before on the 23rd and the 22nd the planes were starting at 6:20 am and 6:40 am. Now these ones that I just listed, the five of them were over. They were at the end of the runway and I heard the planes heating up. Now at 8:30 am the plane now is coming over KWBTS again. Which they were doing all day yesterday the 23rd and all day on the 22nd. Why are they coming over KWBTS? I don't think it has to do with wind. There is no wind today. So please will you send them the other way please as you used to at 7:00 am. They don't make so much noise as when they come over KWBTS. I hope that you can get it squared away.
3/25/2010	2:31 PM	Diane Onderdonk	KWBTS 605A	3/26/2010	I have about 15 more complaints. Sunday the 21st there was 11:20 am, 9:48 am, 3:09 pm and 7:23 pm. The 23rd 11:08 am, 12:52 pm midday, 12:59 pm, 1:22 pm early afternoon. 1:35 pm, 4:33 pm, 4:41 pm and 4:36 pm. Wednesday the 24th I got one at 7:35 am woke us up again and 12:54 pm. Thank heavens I was gone for the afternoon. Thursday the 25th again today I was awoken again by your 7:38 am flight. I wish you could make that a little bit later. Please see what you can do to help us. Its miserable living here. It doesn't seem right at all.
3/27/2010	7:52 AM	Bill Porter	295-8765	3/29/2010	I have a noise complaint. Loud aircraft taking off from Key West International Airport at 7:50 am. Id appreciate you taking care of this.
3/27/2010	7:05 AM	Al Romano	KWBTS 602B 212 401-447-7110	3/29/2010	Within the hour you've just had a couple of large planes. I couldn't see them but they just rattled through my back door and it looks like right now you have one that's been warming up for about 10 minutes. An American Airlines two prop taking off, its simply idling directly perpendicular to my unit and when it takes off you have a lot of noise. You've had a number of them also. I keep calling but I have never got a response from you folks.
3/27/2010	8:57 PM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305-296-8264	3/29/2010	Very, very loud aircraft just took off from KWBTS International Airport. I just thought I would report it for whatever its worth.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/29/2010	2:48 PM	Cathy Cawley	KWBTS 610A 292-9961	4/1/2010	I wanted to mention in the mornings we are still making a great deal of noise. On Sunday morning the 28th of March it started at 6:28 am then it went from 7:00 am, 7:40 am, 7:48 am, 8:05 am, 8:16 am, 8:23 am, and 8:27 am. All afternoon long it seemed like every 5 or 10 minutes. Terrible sounds on all of these as they were taking off at the end of the runway which we look out on. There's got to be some way we can cut down on that air that's going into the machines. Then on the 29th, Monday Morning, it started at 6:50 am then 7:55 am and continued on through the morning. Now again these are getting me up at the crack of dawn at 6:28 am yesterday and 6:50 am this morning. Would you please ask these people to stop using all their air or whatever it is that running into all these machines. Now yesterday was the runway thing and today they were coming right over the complex. Please would you kindly speak to these pilots.
3/30/2010	8:05 AM	Cathy Cawley	KWBTS 610A 292-9961	4/1/2010	You have had this many planes taking off this morning coming over KWBTS. Starting at 6:23 am then 6:40 am, 6:55 am, 7:25 am, 7:40 am and one just leaving now at 8:05 am. Now this is a large number of planes that are coming over KWBTS at this hour. Would you kindly talk to the pilots. It is unbelievable and it is unfair to these that are trying to sleep. I hope you will talk to these pilots. There are too many planes taking off and coming over our building.
4/2/2010	6:33 AM	Marlene Durazo	KWBTS 210C 296-2094	4/6/2010	I am reporting that the run-up today, the 6:30 am run-up, was particularly loud and long this morning.
4/3/2010	10:11 AM	Cathy Cawley	KWBTS 610A 292-9961	4/6/2010	Id like to say that two planes took off this morning, one at 6:30 am and one at 7:10 am making a good deal of noise waking me up. I tried to get to sleep after the 6:20 am left, no such luck because I just started to fall asleep when the 7:10 am took off. I think its very unfair that these planes are taking off at this hour and making it difficult, especially on a Saturday, when people are trying to sleep. Also all morning long we still have these planes coming and they're leaving, they're filling up and getting their engines going at the end of the runway which is right here by KWBTS. Would you kindly talk to the pilots.
4/4/2010	7:46 AM	Cantley	KWBTS 305B 294-6915	4/6/2010	Very loud plane just took off from the airport which actually woke me up and me out of bed which I was not happy about.
4/4/2010	1:03 PM	Cantley	KWBTS 305B 294-6915	4/6/2010	Another large plane that makes a lot of noise taking off which is bothersome.
4/5/2010	6:41 AM	Larry Hirsch	2601 S. Roosevelt KWBTS 222C 305-296-8264	4/5/2010	At about 5:06 am a aircraft took off from KWIA breaching that I guess that arbitrary curfew we have. Very upsetting. Been lots of noise around here lately. I will bring it up I guess at our meeting on Tuesday.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
4/7/2010	7:40 AM	Rick Smith	KWBTS 107B 305-890-6862	4/10/2010	I would just like to report that every morning at 7:35 am a jet takes off that literally rattles both our bedroom windows and our kitchen window as well. Its just really unbelievable.
4/7/2010	11:22 PM	Jeremy Hall	KWBTS 305-433-2077	4/10/2010	A noisy propeller engine plane departing after 11 pm. I think the run-up was done at the threshold of 09 and that was followed by another plane taking off at 11:21pm.
4/8/2010	12:14 PM	Diane Onderdonk	KWBTS 605A	4/10/2010	I can hardly hear you over the noise right now but this isn't you, its Navy, possibly Blue Angels. I am way behind on calling. I probably lost days on this. Thursday the 25th, got complaints, 5:33 am, 7:43 am, 10:16 am, 1:00 pm, 1:08 pm, 1:52 pm. Saturday the 27th, weekends are horrible here, 7:49 am, 9:38 am, 12:03 am, 12:42 pm, 1:15 pm, 2:08 pm, 2:16 pm, 4:05 pm, 4:07 pm, and 5:32 pm. Sunday the 28th, I wasn't here most of the day but 5:32 pm. Monday the 29th, 7:33 am, 1:13 pm, 12:54 pm, 1:51 pm, and 5:31 pm. Tuesday the 30th, 7:36 am, 12:58 pm and Air Tran at 1:30 pm, I saw that one. Wednesday the 31st, 7:35 am, 9:02 am, 9:21 am, 1:03 pm, 4:07 pm, 5:42 pm, 7:01 pm, 7:39 pm, 7:46 pm, and 9:32 pm. Friday the 2nd, 6:27 am. You don't have enough space on this thing. I will call back.
4/8/2010	12:16 PM	Diane Onderdonk	KWBTS 605A	4/10/2010	I want to continue with Saturday the 3rd, 7:00 am, 8:09 am, 10:41 am, and 11:40 am. Easter Sunday, first thing wakes you up, 7:36 am 7:54am. There is all sorts of groaning on the runway. 9:18 am, 10:33 am and 101: pm. Thank heavens I left here for the afternoon where it was peaceful. Wednesday the 7th, yesterday, 6:55 am, 7:00 am, 7:58 am, 8:09 am. You're not going to be able to hear but, 10:40 am, 10:41 am, 12:39 pm, 12:52 pm. (Her phone cut out. There was a loud plane taking off.)
4/8/2010	7:37 PM	Jeremy Hall	KWBTS 305-433-2077	4/10/2010	I wanted to complain about a really loud jet departure. In fact, it was even worse than the Blue Angels practicing today. Really noisy, everything shakes, the windows, the cubbard, etc.
4/12/2010	10:49 AM	Diane Onderdonk	KWBTS 605A	4/13/2010	I don't know what's going on this runway but if you can hear all that racket. Its been going on for quite a while. That plane has just been sitting there making a horrible noise. Finally its going to try and take off. This is way longer than usual right now. Please quite down.
4/12/2010	10:52 AM	Marlene Durazo	KWBTS 210C 296-2094	4/13/2010	I'm calling in regard to the very long and loud run-up that just took place.
4/14/2010	7:40 AM	Trisha Consigleo	KWBTS 107B 551-221-0951	4/16/2010	Every single morning at 7:37 am, a very noisy aircraft goes by. I don't know what it is, I'm in my house.
4/15/2010	7:52 AM	Jeremy Hall	KWBTS 305-433-2077	4/16/2010	There was a particularly loud jet departure from the airport.
4/15/2010	8:37 AM	Jeremy Hall	KWBTS 305-433-2077	4/16/2010	I'm complaining about the FedEx plane that always does its right bank for 09R right over the top of KWBTS.
4/16/2010	7:41 AM	Jeremy Hall	KWBTS 305-433-2077	4/16/2010	I'm calling to complain about the very noisy departure of a airplane, it's a jet.
4/17/2010	4:43 PM	Trisha Consigleo	KWBTS 107B 551-221-0951	4/19/2010	A very large plane just went by or took off and rattled the windows and doors and made a lot of noise.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
4/18/2010	10:38 PM	Cathy Cawley	KWBTS 610A 292-9961	4/19/2010	The planes left this morning at 8:00 am, 8:30 am and 9:30 am. Those are the three that I heard but I'm sure there were others but these were the three that I heard that had very loud sounds as they were coming up getting ready to take off. Then at 10:00 am a plane took off and at 10:30 am a plane came in right over KWBTS and I noticed at 10:30 pm a plane came in and its not supposed to come in after 10:00 pm. So please announce to the pilots that there's a lot of noise that goes on in the early morning hours and in the evening hours there are planes coming in that shouldn't be coming in at all.
4/19/2010	7:41 AM	Jeremy Hall	KWBTS 305-433-2077	4/19/2010	My complaint is that the run-up's started this morning at 6:25 am and then to cap it off there is the 737 departure that really does rattle the windows and doors and the cupboard and its contents.
4/19/2010	9:34 AM	Robert	305-224-2532	4/21/2010	If you could give me a call I want to talk to you about noise issues over my home.
4/20/2010	7:40 AM	Jeremy Hall	KWBTS 305-433-2077	4/21/2010	I'm calling to complain about the 737 departure of a really noisy jet. Again, a lovely beautiful morning shattered by its noise.
4/21/2010	10:21 AM	Cathy Cawley	KWBTS 610A 292-9961	4/21/2010	The flights left early this morning at 9:33 am, 9:40 am, 9:53 am, 7:57 am and 8:00 am. Now these were early morning flights there making a lot of noise and keeping...we had the windows closed and the doors closed and they still made to much noise and woke us up. Then we also have flights at 8:55 am, 9:30 am, 9:46 am, 9:55 am, and 10:20 am. Now these planes are all making a great deal of noise and are coming over KWBTS. I haven't quite figured out why because there doesn't seem to be very much wind, or why they're coming over our building but they are coming over the building and making a lot of noise. Would you please speak to the captains.
4/23/2010	5:03 PM	Robert Stubblefield	KWBTS 501B 305-293-3012	4/30/2010	My guess is, a privately owned jet just took off to the East. The noise was incredible, most unusual and its very harmful.
4/23/2010	11:10 PM	Jeremy Hall	KWBTS 305-433-2077	4/30/2010	There's been a very noisy jet departure which really if you're going to get to sleep its just woken you up.
4/25/2010	5:08 PM	Pat Mcgrath	KWBTS 2092-4163	5/5/2010	We're calling not about noise but about concern of the biplane that you have that's tri-colored red, blue, and white. It looks like a big lego. It keeps flying by KWBTS and its just about on the 4th floor and we have 6 floors. I think you better tell him that he is getting a little to close to the building.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
4/25/2010	5:34 PM	Diane Onderdonk	KWBTS 605A	5/5/2010	I just wanted to mention that twice you've had a little white, blue, and red plane, it seems like a new one. I don't know if it's a tour thing or what. Its small but that thing comes in really close to the B building and its down to the 3rd or 4th story height and we're 6 stories. This thing swoops in and it doesn't make you feel very safe. I've seen it happen twice and I know I just saw it take off again. It looks like a new little plane. I haven't seen it around here very often.
4/26/2010	4:08 PM	Cathy Cawley	KWBTS 610A 292-9961	4/30/2010	Flights started at 7:30 am, 7:40 am, and 8:00 am that made a good deal of noise and woke me up. Needless to say the doors and windows were all closed and it still made incredible noise. Then 3:15 pm, 3:20 pm and 3:30 pm the planes were coming directly over KWBTS and making a great deal of noise also. Would you kindly speak to the pilots. I don't think there's a need for them to be making so much noise. Now when the planes are coming down there supposed to come down without there engines on from what I understand and boy I tell you, except for a few private planes, all the planes are coming with their engines at full force. Again when they come over the condos at KWBTS they make terrible noise. So please take care of these.
4/27/2010	5:39 PM	Cathy Cawley	KWBTS 610A 292-9961	4/30/2010	This afternoon there has been nothing but planes coming over KWBTS and there is absolutely no reason for these planes to be so low. These are regular planes, they are huge and make a lot of noise and it comes over the C building between the B and A buildings. It is simply unbelievable. I have never heard such noise. Then we have helicopters that are docing around that are very low right at our building. I don't understand this. I've never had the afternoon so noisy to the point that I literally was on the phone with my sister and had to say "I have to call you back" I couldn't hear a word. Please would you kindly tell these people to take these big commercial planes and go up higher and not come over KWBTS. They are coming so low to our building and the noise is unbelievable. I'm complaining about the afternoon noise, it was unbelievable.
4/27/2010	9:24 PM	Robert Stubblefield	KWBTS 501B 305-293-3012	4/30/2010	A helicopter just came over close enough, I thought it was going to crash on the roof. This is ridiculous.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
4/28/2010	10:19 AM	Cathy Cawley	KWBTS 610A 292-9961	4/30/2010	The planes started at 6:44 am today and went from 6:44 am to 7:40 am, 8:00 am, 8:20 am, 9:00 am, 9:27 am 9:46 am, 9:55 am, and 10:00 am. They all made a great deal of noise. I had all my windows and doors closed and I still couldn't hear what was going on. Would you kindly talk to the pilots about putting on the extra wind when they are coming over KWBTS. Basically you're supposed to take off going the other way. I don't know if its the wind or what but for some reason you're coming this way and for two days you have been coming this way and its unbelievable the way its going over the buildings. Please talk to the pilots.
4/28/2010	11:41 AM	Diane Onderdonk	KWBTS 605A	5/5/2010	I have a bunch of complaints. Monday the 12th, 6:57 am, 6:19 am, 12:29 pm, 1:01 pm, 12:10 pm, 12:17 pm, 12:53 pm, 1:04 pm, and 1:49 pm. Wednesday the 14th, 12:58 pm, 4:18 pm, 4:41 pm, 4:43 pm, 4:54 pm, 5:31 pm, 5:06 pm and 7:00 pm. Thursday the 15th, 6:26 am it started way early, 7:48 am, 9:00 am, 1:36 pm, 12:29 pm, 1:01 pm, 3:15 pm, 4:46 pm, 12:58 pm and 7:00 pm. Friday the 16th 6:42 am, 7:37 am, 1:55 pm, 12:52 pm and 12:54 pm was horrible. The 17th, 9:27 am, 10:54 am, 12:31 pm, 1:06 pm, 4:29 pm and 6:53 pm.
4/28/2010	12:23 PM	Earl McKay	2118 Staples Ave 849-3760	4/30/2010	For months your aricraft is flying over my house. It is so low that you can see oil coming off the aircraft. I will photograph or video tape it if I have to. My wife is sick and enough is enough.
4/28/2010	7:13 PM	Unknown		4/30/2010	No message left.
4/29/2010	8:02 AM	Unknown		4/30/2010	Some plane at the end of the runway is revving up his engines so loud. All I can do is meditate. I moved here in 1985 and the noise has gotten so bad. You can't hear the TV, phone or conversations with neighbors. I want this noise to end.
4/29/2010	4:39 PM	Cathy Cawley	KWBTS 610-A	4/30/2010	Flights this morning at 7:25am, 7:55 am, and 8:07am were very loud taking off. There were 4 extremely loud take offs this afternoon. All were commercial planes. The private ones are keeping their sound down. Talk to the commercial pilots.
4/29/2010	5:32 PM	Marlene Dirazio	KWBTS 210-C	4/30/2010	A very loud run-up and takeoff happened at 5:33 this evening.
4/29/2010	9:48 PM	Robert Stubblefield	KWBTS	4/30/2010	An awful racket of a takeoff happened a few minutes ago. I can't give any description of the aircraft.
4/30/2010	8:39 PM	Marlene Durazo	KWBTS 210C 296-2094	5/5/2010	A plane came soaring in with loud noise. I suspect that it may not have come in the center of the approach path but over toward our side, to close. The noise was loud.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
5/4/2010	11:23 AM	Diane Onderdonk	KWBTS 605A	5/5/2010	Sunday the 18th, 9:32 am, 9:49 am, 12:22 pm. I left after that. Monday the 19th, 9:39 am, 9:22 am, 1:32 pm, 4:43 pm, and 5:26 pm. Tuesday the 20th, 7:36 am 7:38 pm, it might have been the same plane, I'm not sure. 4:37 pm, 4:45 pm, and early in the day was 12:50 pm, 12:19pm, and 11:58 am. Wednesday the 21st, 7:35 am. Thursday the 22nd 6:30 am was woken up with a bunch of groaning on the runway. It was smaller planes I think. 7:48 am again, 9:29 am, 1:30 pm, 2:32 pm, 5:18 pm, 6:12 pm, 6:54 pm, 4:40 pm and 5:57 pm. Friday the 23rd again woken up with the 7:35 am, 1:17 pm, 4:00 pm, 4:59 pm. Saturday the 24th, 1:47 pm I was gone most of that day. Sunday the 25th 12:39 pm. Please help us.
5/6/2010	2:01 PM	Cathy Cawley	KWBTS 610-A	5/10/2010	The flights that left today at 7:55 am, 8:45 am, 8:57 am, 9:55 am, 10:12 am, 10:18, and 11:00 am were all very loud. Please have the people speak with the pilots. There's no need for all this incredible loudness. That's the only thing I can hear. The windows and the doors were closed and that's all I could hear.
5/8/2010	10:56 AM	Cathy Cawley	KWBTS 610-A	5/10/2010	There are three planes that made so much noise that I had to close the windows and the doors. One was at 8:45 am, one was at 9:30 am, and one was at 10:55 am. Would you kindly talk to these pilots.
5/12/2010	5:28 PM	Unknown		5/19/2010	No message left.
5/13/2010	8:54 AM	Cathy Cawley	KWBTS 610A	5/19/2010	There were three planes departing this morning at 6:35 am, 7:30 am, and 7:37 am. Then two planes arrived at 8:30 am and 8:35 am. All are making a lot of noise. Please check on this. The noise should be turned down when they are arriving. They need to glide more into the airport. When taking off, there shouldn't be any more noise.
5/13/2010	1:43 PM	Diane Onderdonk	KWBTS A605	5/19/2010	On 4/29 the 6:29 am woke us up. There were also loud planes at 7:53 am and 8 am. At 9 pm, I was at "C" Building and some jets scarred the heck out of us. I know they are not yours, but it sounded like they were going to bomb us. On 4/30 there was a loud plane at 7:46 am. On 5/1 loud planes were at 7:50 am, 10:07 am, 12:21 pm, 4:40 pm, 4:54 pm, and 5:00 pm. On 5/2 loud planes were heard at 7:43 am, 7:50 am, 9:29 am, 10:07 am, 4:40 pm, and 5:00 pm. On 5/3, I heard planes at 9 am and 5:30 pm. On 5/5, there were loud planes at 7:53 am and 5:57 pm. On 5/6 a loud plane was at 5:27 pm. On 5/7, two planes at 12:08 pm and 12:17 pm were loud. On 5/10 there were loud airplane noises at 12:17 pm and 4:48 pm. On 5/11, there were two planes at 12:22 pm and 5:53 pm. Finally on 5/13, there were two loud aircraft at 11:22 am and 1:26 pm.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
5/16/2010	8:20 AM	Cathy Cawley	KWBTS 610A	5/19/2010	There were 4 planes taking off this morning at 6:30 am, 7:30 am, 7:47 am and 7:58 am. Then a loud plane arrived at 8:05 am. All were making a good deal of noise. The 6:30 am flight woke me up. Why do these pilots put so much air into the engines. They shouldn't be taking off at such an early hour.
5/17/2010	7:56 AM	Julie Reed	KWBTS 306B	5/19/2010	I am calling to complain about the jet noise at 7:55 am. It was very loud and disturbing.
5/17/2010	6:50 PM	Cathy Cawley	KWBTS 610A	5/19/2010	This morning there were 3 flights that took off at 6:35 am, 6:55 am and 7:30 am. We are being woken up by these aircraft. Please talk to the pilots.
5/25/2010	9:45 AM	Cathy Cawley	KWBTS 610A	6/3/2010	I'm calling about yesterday and the day before. On the 23rd at 7:53 am a plane took off and made a lot of noise. 8:00 am another one took off, 8:05 am and 8:08 am. That is four planes in a very short period of time that took off and made a lot of noise. On the 24th 6:23 am, 6:30 am, 6:50 am and 7:47 am. These are the planes that took off on the 24th. Now these made a lot of noise. It's the noise of the airplanes I called about.
5/30/2010	11:01 AM	Diane Onderdonk	KWBTS A605	6/3/2010	Friday the 14th, 7:48 am, 5:30 pm, 12:44 pm and 6:32 pm. Sunday the 16th, 8:04 am, 12:24 pm, 1:20 pm, 3:25 pm and 4:42 pm. Wednesday the 19th 7:45 am, the morning one is way too loud, 12:25 pm and 10:16 pm there was a loud one. Thursday the 20th 7:51 am and 12:18 pm. Weekends are always worse here. Friday the 21st, 1:00 pm, 4:01 pm, 5:36 pm and 5:40 pm. The 22nd Saturday, 12:43 pm, 1:22 pm, 3:00 pm and 5:25 pm. I should also mention the morning one is there every single day. I don't even write it down now. The 24th, 10:47 am, 12:36 pm and 12:54 pm. Tuesday the 25th, 7:53 am, 7:57 am and 8:06 am, there was a small plane but it was really loud. The 26th, 12:13 pm and 1:03 pm. The 27th, 12:32 pm. The 29th, 9:58 am and 1:22 pm. I know there was a few in the afternoon and the evening. KWBTS, please help us out.
5/31/2010	4:09 PM	Diane Onderdonk	KWBTS A605	6/3/2010	Its been too excessively loud. Sunday the 30th, there is your morning flight that's always loud and wakes everybody up. Then 1:13 pm and the 4:55 pm there was a really loud small plane with red markings on the wings. I don't know why but it was extremely loud. Today the 31st the morning one again that wakes everybody up, 7:48 am, 12:16 pm, 1:16 pm and 1:34 pm. Please help us, it is loud and very disruptive.
6/2/2010	8:21 AM	Julie Reed	KWBTS 306B	6/3/2010	I'm calling to complain about the noise from airplanes taking off. I just wanted to complain about the excessive noise.
6/6/2010	12:19 PM	Julie Reed	KWBTS 306B 305-712-0053	6/10/2010	I'm calling to complain once again about the noise of a jet taking off.
6/7/2010	7:49 AM	Julie Reed	KWBTS 306B 305-712-0053	6/10/2010	I was woken up by the very loud noise of a takeoff.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
6/8/2010	11:01 AM	Diane Onderdonk	KWBTS A605 296-4559	6/10/2010	Basically its so loud, I'm not here a lot of the times I've been at our office but every morning, every midday. You know know the flights. 5:31 am, 7:48 am every morning. That one is a pain in the butt. 6:20 pm, 7:00 pm on 6/2. 12:34 pm, 12:39 pm, 1:12 pm they're always bad. 6/3 12:47 pm, 6/4 7:48 am, 12:29 pm, 3:07 pm, 5:36 pm. 6/5 midday 12:18 pm, 1:11 pm, 3:20 pm, 6:33 pm. Sunday 6/6 I was gone most of the day but I stopped in around lunch time and sure enough the 12:17 pm. Monday 6/7 of course 7:48 am but that's about every day. Anyway I just wanted you to know. A lot of people are out of town but its still loud over here. I really wish you could help us.
6/17/2010	3:02 PM	Diane Onderdonk	KWBTS A605 296-4559	6/24/2010	I've had my windows closed most of the time, its been so hot, with a really loud window air conditioner on and the fan on but still I've been disrupted numerous times. On the 10th there's the 12:18 pm. On the 11th 7:53 am and 1:14 pm. On the 12th 10:00 am, 12:16 pm, 5:19 pm, and 5:27 pm. Sunday the 13th there's that 7:50 am that always wakes us up, 12:29 pm and 4:40 pm. Monday the 14th the 7:52 am and 5:26 pm. Tuesday the 15th 1:09 pm. Wednesday the 16th 7:47 am, 12:52 pm, 1:27 pm and 5:34 pm. Thursday the 17th, today, 7:53 am and 1:07 pm. Obviously these aren't stopped. Same flights going out. A lot of people are out of town but its still way to loud. Its very disruptive. Please help us.
6/22/2010	1:15 PM	Diane Onderdonk	KWBTS A605 296-4559	6/24/2010	Thursday the 17th, 5:27 pm and 3:00 pm. The 18th, 5:42 pm. Saturday the 19th, 8:00 am, 1:01 pm, 1:14 pm, 5:36 pm. Sunday the 20th 7:50 am, 9:46 am, 2:39 pm. Today the 22nd, 7:54 am. Midday you always have a bunch of loud ones, 12:21 pm and 1:10 pm. Please help us.
6/26/2010	10:55 AM	Marlene Durazo	KWBTS C210	7/6/2010	Loud Runup/warmup that lasted about 3 minutes from 10:55-10:58 AM
7/19/2010	7:46 AM	Trisha Consigleo	KWBTS	7/19/2010	Morning Take-off that rattled the entire building unit.
8/15/2010	7:46 AM	Marlene Durazo	KWBTS	8/23/2010	Small but loud aircraft came in very low over KWBTS
8/16/2010	6:21 PM	Marlene Durazo	KWBTS	8/23/2010	There was a booming loud aircraft startup at 6:20 PM
8/19/2010	7:55 AM	Patricia	KWBTS	8/23/2010	A plane flew over KWBTS and it shook the windows and shook the building. It was very loud
8/21/2010	12:13 AM	Marlene Durazo	KWBTS	8/23/2010	A Delta jet came in very close to KWBTS. It was very loud
8/21/2010	6:25 PM	Marlene Durazo	KWBTS	8/23/2010	There was a very loud start up at 6:18 PM.
8/30/2010	7:55 AM	Marlene Durazo	KWBTS 210C	8/30/2010	Reporting a "Thunderous startup this morning, August 30th, at 8 AM."
9/4/2010	7:35 AM		KWBTS C Building	9/7/2010	Plane is revving its engines at the airport, it is very loud
9/5/2010	8:00 AM	Ms. Williams	KWBTS 321C	9/7/2010	Large white airplane just took off, it was very loud. We really need to do something about the noise here at KWBTS
9/14/2010	8:08 AM	Julie Reed	KWBTS 306B	9/17/2010	Excessively loud noise of a jet taking off this morning at 8:07 AM

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
9/15/2010	8:10 AM	Marlene Durazo	KWBTS 210C	9/17/2010	There was a particularly loud start-up that rattled the doors. The noise was really really loud.
9/21/2010	5:38 PM	KWBTS 208C 732 581 0682	KWBTS 208 C	9/27/2010	Calling to report a plane that took off, was very loud, and rattled my windows.
9/22/2010	5:57 PM	Marlene Durazo	KWBTS 210C	9/27/2010	Reporting a loud, very loud, thunderous noise w/ start up a little bit before 6 PM
9/22/2010	9:23 PM	Patricia McMacken	KWBTS 208 C	9/27/2010	A plane landed at 9:23 and was extremely loud. It really annoyed friends that came over for dinner and I would appreciate if something could be done to fix this problem
9/23/2010	8:15 AM	Patricia McMacken	KWBTS 208 C	9/27/2010	An aircraft took off and all my windows were rattling and shaking and everyone was woken up this morning.
9/23/2010	1:34 PM	Patricia McMacken	KWBTS 208 C	9/27/2010	A plane took off and rattled all of my windows. I can't open my windows because its too loud and I have to run my air conditioning.
9/23/2010	6:10 PM	Patricia McMacken	KWBTS 208 C	9/27/2010	There was a takeoff at 6:08 PM and rattled my windows and blinds. I hope something can be worked out with the airport, the federal government, and our complex so we don't have this problem anymore.
9/24/2010	8:05 AM	Patricia McMacken	KWBTS 208 C	9/27/2010	I had my 8:02 AM wake up call from the airport this morning and it seemed as if the aircraft was taking off from the roof of my building. I hope something can be worked out to fix this problem
9/24/2010	12:15 PM	Marlene Durazo	KWBTS 210C	9/27/2010	Calling to complain about a very loud start-up around quarter after 12 this afternoon.
9/30/2010	12:15 PM	Marlen Durazo	KWBTS 210C	9/30/2010	Calling to report a loud, very loud, roaring start up noise today at 12:15 PM. It was so loud it rattled the glasses in my cabinet.
10/20/2010	8:04 AM	Julie Reed	KWBTS 306B	10/21/2010	There was an excessively loud noise resulting from a plane's takeoff
10/20/2010	6:40 PM	Julie Reed	KWBTS 306B	10/21/2010	Calling to complain about excessive noise of an aircraft. It was really really really loud.
10/23/2010	8:39 AM	Julie Reed	KWBTS 306B	10/24/2010	There was a loud noise from an aircraft taking off this morning.
10/26/2010	8:42 AM	Patricia McMacken	KWBTS 208 C	10/27/2010	All the windows in my apartment were rattling this morning because of an aircraft taking off. I'd like to know what can be done to put an end to this
10/27/2010	8:06 AM	Patricia McMacken	KWBTS 208 C	10/27/2010	A jet just went off and my windows were shaking and woke me up. Something should be done to rectify the situation.
10/27/2010	8:06 AM	Marlene Durazo	KWBTS 210C	10/27/2010	The start-up at 8:08 this morning was extremely loud and the cina in my cabinet was vibrating. It was very loud.
10/27/2010	8:12 AM	Marlene Durazo	KWBTS 210C	10/27/2010	A plane came in fast and low right over KWBTS this morning

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/1/2010	8:30 AM	Cathy Cawley	KWBTS 610A	11/1/2010	We have been here about 2 1/2 weeks. During that time we have listened to daily departures at 6:20-6:30 AM. We were under the impression that nothing was to happen before 7AM. And recently, as early as 3:30 AM, a plane tookoff from this airport, I saw it. It was a private plane. Also, I'm in the A building and there are planes flying over the A building. They are supposed to be flying over the C building. Also, can you tell the pilots to turn their engines off when they are coming in as many of the other pilots do. Please talk to the pilots and tell them that this constant noise in the morning is unfair to those of us who wish to sleep.
11/5/2010	10:29 AM	Cathy Cawley	KWBTS 610A	11/8/2010	On Nov 2nd a plane took off at 6:20 and 6:40. On Nov 3rd a plane took off at 6:30 and 6:40. On Nov 5th, today, a plane took off at 6:40. It was my understanding that no planes were supposed to take off before 7AM. I think it is unfair that we have this constant getting up at such an early hour and we can't get back to sleep. Will you kindly talk to the pilots and say that on Nov 2nd and 3rd the planes were heating up on our side of the runway and on the 5th they were taking off at the other end and coming in long and over the A building. No planes are supposed to take off before 7AM.
11/9/2010	12:40 PM	Trisha Consigleo	KWBTS 107B 551-221-0951	11/10/2010	An aircraft just took off and it shook all the windows and made a lot of noise.
11/12/2010	7:53 AM	Cathy Cawley	KWBTS 610A	11/12/2010	On Monday the 8th a plane took off at 6:30. On Wednesday the 10th a plane took off at 6:15 and 6:40 AM. On Thursday the 11th, a plane took off at 6:15 and 6:38 am and again at 10:55 PM. On Friday the 12th, a plane took off at 6:12 and 6:38 AM. I don't know what these flights are but they are taking off before they are supposed to. The sound is coming from the planes going down the runway and then at takeoff it gets worse. I can't get back to sleep after they wake me up. I don't know who to talk to about this but please take this in mind and do something about it. Thank You.
11/13/2010	8:12 AM	Julie Reed	KWBTS 306B	11/15/2010	Calling to complain about excessively loud noise of a jet taking off this morning
11/14/2010	8:18 AM	Trisha Consigleo	KWBTS 107B 551-221-0951	11/15/2010	A plane just took off and shook the windows and doors. It woke me up.
11/14/2010	8:18 AM	Julie Reed	KWBTS 306B	11/15/2010	I just got woken up by the loud noise of a jet taking off.
11/22/2010	8:04 AM	Julie Reed	KWBTS 306B	11/22/2010	Calling to complain about jet noise. After walking outside, a jet took off and I couldn't hear the person I was talking to.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
11/28/2010	12:33 PM	Diane Onderdonk	KWBTS 605A	11/30/2010	I am calling to complain about the recent noise at EYW. There are a number of flights each day that are bad. Included in these loud flights are Monday the 15th at 9:25, 1:00, 1:16, 3:22. Tuesday the 16th, 12:44 was really bad, I was on the phone and couldnt hear the person i was talking to. Wednesday the 17th, 8:10, 12:30, 1:26, 12:45, and 1:17 was really bad. Thursday the 18th at 7:22, 8:10, 8:23, 12:48, 2:50, 1:21, 1:33. Friday the 19th at 12:22, 12:38, 5:42, 5:30, 5:49. Saturday the 20th at 8:10 and 11:36. I lost my notes for the 21st, but on the 22nd at 10:50, 11:03, 11:06, 12:28, 5:32. The 23rd at 8:06, 8:46, 5:44, 5:46. The 24th at 8:57, 9:14, 12:55, 1:16, 5:57. The 25th (Thanksgiving) at 8:23, 1:14, 11:31, 6:20. The 26th at 8:10, 2:38, 3:10, 3:04. And today, the 28th, at 8:14, 8:38, and 8:48. Please consider helping us, it didnt used to be like this.
11/30/2010	1:26 PM	Kristy Estes	1618 Trinidad Dr. (305 797 7493)	11/30/2010	I have lived here for about 5 years now but over the past few months the noise has increased tremendously. I am looking to attend an Ad-hoc committee meeting to find out why the noise has gotten so bad. If you could give me a call back, I'd appreciate it.
12/4/2010	8:21 AM	Marlene Durazo	KWBTS 210C	12/6/2010	The start up this morning at 8:20 AM was so loud that it was shaking the door. Just wanted to tell you.
12/4/2010	9:17 AM	Cathy Cawley	KWBTS 610A	12/6/2010	The plane situation before 7 oclock is unheard of. On 11/22 there was plane noise at 6:26 and 6:35. On the 23rd, 6:24 and 6:35. On the 24th, 6:33, that was the day before thanksgiving. On the 29th, 6:23 and 6:37. On 11/30, 6:21, 6:34, 6:42. There was nothing on Wednesday but on Thursday 12/2, there was noise at 6:05, 6:41, and 6:27. There was a plane departing at 6:15 and a plane landing at 6:30. As far as I know there is to be no planes before 7 AM and I want to know why these planes are waking me up before 7. I'm retired and this is unfair that I have to deal with this. It's because of the warming up of the air.
12/8/2010	8:13 AM	Marlene Durazo	KWBTS 210C	12/8/2010	Reporting noise from a start up at 8:10 this morning, December 8th, the noise was so loud the doors were shaking and the windows.
12/9/2010	8:09 AM	Trisha Consigleo	KWBTS 107B 551- 221-0951	12/10/2010	Calling to report a plane taking off at 10 after 8 this morning, Dec 9th, and it rattled the windows and the walls. Thank You.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
12/9/2010	8:20 AM	Cathy Cawley	KWBTS 610A	12/10/2010	I am calling once more to complain about the continued planes taking off before 7 oclock in the morning. It is my knowledge that 7 oclock is the earliest. I can be reached 305 292 9961. On the 7th it was 6:30, on the 8th it was 6:24, on the 9th it was 6:21 and 6:25. These are really unfair because they wake me up and I can't go back to sleep. Would you kindly tell the pilots to use the extra air that is necessary. They should be warming up the planes were the passengers get on, away from the end of the runway. We are right at the end of the runway where the planes are taking off. Would you kindly look and see why these planes are taking off before 7 and have them switched to 7 so at least I can sleep until 7.
12/20/2010	12:12 PM	Barbara Nagly	KWBTS 105C	12/20/2010	We just had 3 planes go over, the 1st one was larger than an American Airlines and I caught that one, the other was a smaller, lighter plane that went over. I have never seen them fly that low. It looked like I could touch them if I was standing on the roof and thats a real concern right here O.K. Thanks for listening, goodbye.
12/29/2010	9:58 AM	Ross Nagly	KWBTS	12/29/2010	At 5 minutes of 10 on the 29th, there was a loud takeoff of a plane that shook the house, the condo. I can be reached at 296 2987. I didn't see the plane, im in the back of the complex, so I didn't see it.
12/31/2010	6:44 AM	Lynn Williams	KWBTS	1/3/2011	There was a loud plane warm up this morning. Really disturbing. I live at KWBTS, we really need to do something about this airplane noise
1/1/2011	8:11 AM	Julie Reed	KWBTS 306B	1/3/2011	Calling to complain about the loud noise of an airplane that just woke me up.
1/1/2011	4:20 PM	Ross Nagly	KWBTS	1/3/2011	Its approximately 3:15, its extremely noisy at the airport. I know it's a busu time but it seems the planes are just racing their engines and you can't even hear yourself talk. The planes are racing there engines and I would like to complain.
1/5/2011	10:32 PM	Marlene Durazo	KWBTS 210C	1/6/2010	reporting loud aircraft noise at 10:30 om on Tuesday. I couldn't tell if it was a take off or landing. The noise was shaking the door and shaking the windows.
1/6/2011	8:10 AM	Ross Nagly	KWBTS	1/6/2010	A plane jut flew over so low that it actually woke me up. I know this is a busy time of year but its been very very noisy. Today is Thursday the 6th of January.
1/6/2011	1:07 PM	Marlene Durazo	KWBTS 210C	1/6/2010	Reporting two planes taking off at approximately one right after the other 5 after 1 and fast furious and loud and close.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/7/2011	2:27 PM	Richard W. Polard	KWBTS	1/10/2011	I believe this is Jan 7th. I am calling because I am sick of the idiot that flies that yellow bi-plane recklessly overhead and scares the hell out of me everytime he does it. I am at KWBTS and I have had it with that jerk the way he flies in a reckless manner. I dont want that jerk landing on my roof anytime he has a problem. I am just sick of it. You better tell that jerk he better start flying that plane in a responsible manner and not be doing all his god-damn tricks overhead.
1/7/2011	5:57 PM	Marlene Durazo	KWBTS 210C	1/10/2011	reporting a plane that just came screaming in for landing at about 5 of 6 that rattled the doors this afternoon. We also have had a yellow biplane flying over KWBTS that has been rather noisy all afternoon.
1/11/2011	6:11 PM	Marlene Durazo	KWBTS 210C	1/12/2011	reporting a loud, screaming jet that came in close at approximately 10 after 6 and it was very loud, shrieking.
1/12/2011	8:00 AM	Diane Onderdonk	KWBTS A605 296-4559	1/12/2011	We had a very loud airplane take off this morning, it woke me up and I just wanted to report it
1/12/2011	8:28 AM	Diane Onderdonk	KWBTS A605 296-4559	1/12/2011	I can't get any tail numbers but you sure are loud today. I actually have weeks and weeks of times and complaints that I havent called it that I will call in when I get them organized. I just called in the 8:10 flight but there was an 8:16 and a 8:26. I don't nknow why you are so loud. I live in KWBTS A605 we are within an earshot of view.
1/12/2011	8:30 AM	Diane Onderdonk	KWBTS A605 296-4559	1/12/2011	I don't know what you are doing over there but its Wednesday the 12th at 8:30. Another one just took off or something. Im calling from KWBTS A605 2601 South Roosevelt Blvd. Its one right after another after another this morning. You always have the 8:10 but this is insane. Please help
1/12/2011	12:10 PM	Diane Onderdonk	KWBTS A605 296-4559	1/17/2011	I guess you are taking off this way all day. This is absolutely horrible, you can't make phone calls you can't do anything. I'm trying to get some book work done, 10:31, 10:00, 11:25, 11:47, 11:56, 12:02, 12:05, 12:07. Its absolutely horendous. Please help.
1/14/2011	8:06 PM	Diane Onderdonk	KWBTS A605 296-4559	1/17/2011	You just had a loud one go over and I was on the phone and couldn't finish my conversation at 8:06. Please help us over here.
1/14/2011	3:56 PM	Carl McMacken	KWBTS 208 C	1/17/2011	A jet just took off and it actually caused the windows to rattle.
1/14/2011	6:01 PM	Carl McMacken	KWBTS 208 C	1/17/2011	It's Friday the 14th and at 5:59 a 737 took off, it was rather noisy and the windows shook again.
1/16/2011	12:35 PM	Marlene Durazo	KWBTS 210C	1/17/2011	At approximately 10 till 12, very very loud aircraft noise again, the doors were rattling again, just wanted to let you know.
1/17/2011	7:16 PM	Claudette Taylor	KWBTS (296-0650)	1/21/2011	It is January 17th at 7:15. I could not see what kind of plane it was but it was entirely too loud, it was a jet
1/17/2011	7:55 PM	Claudette Taylor	KWBTS (296-0650)	1/21/2011	At 7:52, there was very large jet noise. It was very annoying.
1/17/2011	8:00 PM	Claudette Taylor	KWBTS (296-0650)	1/21/2011	At 7:58, there was loud jet noise.
1/18/2011	5:52 PM	Claudette Taylor	KWBTS (296-0650)	1/21/2011	It is January 18th, at 5:51 PM a major jet was going by and my whole condo was shaking.

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<b>Date of call</b>	<b>Time of call</b>	<b>Caller</b>	<b>Contact information</b>	<b>Date rec'd</b>	<b>Message</b>
2/2/2011	6:41 AM	Diane Black	KWBTS 604 B	2/2/2011	I am an owner here and I just got back in town, this is my 1st morning here and I'm already waking up to the sounds of airplanes. Whatever just went by that was landing or taking off just woke me up, I was sound asleep. We'd love to be considered for the program, the noise proofing, we really need it we are so close by. I just wanted to express my concern of the noise. Thank you.
2/3/2011	8:09 PM	Richard W. Polard (3055097410)	KWBTS	2/4/2011	There is the loudest amount of noise coming from the airport! I don't know what kind of airplane it is but ive never heard it so loud before, we can't hear ourselves think over here. It just goes on and on and on and on! It doesn't seem like its going off or going anywhere or anything, its just sitting there revving its engines, it's unbelievable.
2/3/2011	11:09 PM	Brian Corbet (294-7605)	KWBTS 610 B	2/4/2011	There is a plane taking off after the 10 oclock shut down right now. I can't tell what the number are because it's late. Its 11:08 and it is waiting at the end of the runway now and about to takeoff.
2/3/2011	11:23 PM	Jeremy Hall	KWBTS	2/4/2011	It is 20 pas 11 and there has been a plane sitting at the end of the runway now for a long time and it is making a lot of noise.
2/4/2011	8:17 AM	Jeremy Hall	KWBTS	2/4/2011	The plane that leaves at 8:10 every morning is a real window rattler, it was a few minutes late this morning but you never need to set an alarm clock in the morning, you always wake up at that time.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/4/2011	1:43 PM	Laura Bohdin	KWBTS (607-339-1947)	2/7/2011	Hi, I'm new in town and I live at KWBTS, they are lovely apartments but are disturbed by noise from the airport at times and that happened this Sunday at 5:31 AM while I was sleeping or trying to sleep. I couldn't get the serial number from the plane because it was a little dark. Thank you for your cooperation.
2/5/2011	8:30 AM	Brian Corbet (294-7605)	KWBTS 610 B	2/7/2011	It is 8:30 in the morning on Feb 5th and there is a continental twin prop doing run-ups at the end of the runway before takeoff. They aren't allowed to be doing run-ups at this time of the morning or that location.
2/10/2011	1:32 PM	Marlene Durazo	KWBTS 210C	2/10/2011	Its Thursday, February 10th and at approximately 1 pm two screaming jets came in rattling the doors and windows. They came in one after the other and were very very close to KWBTS.
2/10/2011	7:00 PM	Jeremy Hall	KWBTS	2/14/2011	The Departures are taking off towards the west and its been particularly noise today. There is a large aircraft that seems to be making an awful lot of noise, so much so that conversation is being held up. Thank You
2/11/2011	1:15 PM	Carl McMackin	KWBTS 208 C	2/14/2011	114 US Airways 737 taking off westbound creating an awful lot of noise and as we speak, listen to it, Air Tran 737, 1:15 That's two in a row, I think the windows shook
2/13/2011	9:17 PM	Jeremy Hall	KWBTS	2/14/2011	The wind is out of northeast I think and the noise from the takeoffs to the west has been particularly bad. The jet taking off at 7:05 was bad and there were a series of takeoffs just before and after 8AM, one after the other that created noise for about 30 minutes. Thank You
2/14/2011	9:58 AM	Jeremy Hall	KWBTS	2/16/2011	Calling to report an excessive runup for both length of time and noise over the last 5 minutes
2/15/2011	8:10 AM	Jeremy Hall	KWBTS	2/16/2011	A jet has just departed from the west end of the runway, it was really loud and disturbing, the windows were rattling.
2/16/2011	8:09 AM	Jeremy Hall	KWBTS 305-433-2077	2/21/2011	Calling about a very noisy departure from the west end of the runway, there was window rattling
2/16/2011	12:38 PM	Al Romano	KWBTS 602B 212 401-447-7110	2/21/2011	Whichever plane just took off or left just shook every window in my place here. This is about the 150th time ive called you never to get a response or reaction.
2/17/2011	8:18 AM	Julie Reed	KWBTS 306B	2/21/2011	Calling to complain about the extremely loud noise of a jet take off, it was deafining.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/17/2011	8:19 AM	Bruce Julien	KWBTS 607B 292-4163	2/21/2011	A jetplane just took off, I believe it to be an American, it is the 17th of February and it was extremely loud and annoying
2/17/2011	8:19 AM	Heather Bounce	KWBTS	2/21/2011	A plane just took of from the airport and it was tremendously noisy and definitely hinderous to the people who live here when the windows and doors start shaking. I hope we can do something to stop this.
2/17/2011	8:19 AM	Marlene Durazo	KWBTS 210C, 296-2094	2/21/2011	There was a take off that was so loud and so close that it shook the doors and shook the windows, it was really loud.
2/17/2011	8:19 AM	Jeremy Hall	KWBTS	2/21/2011	There was just a really noisy departure from the west end of the airport, it almost sounded as if it set off one of the car alarms
2/17/2011	8:20 AM	Bruce Julien	KWBTS 607B 292-4163	2/21/2011	We just had 2 planes take off in the last 10 mins, 1 within the last 2 minuts and the second one was so loud it rattled everything and the windows. It set off 2 car alarms in the parking lot. I don't know who it was as I didn't get out of my house in time as I was preoccupied. The other plane was a blue tailed plane that was taking off and it was extremely loud, although not as loud as the other plane. The percussion on it was, well I could feel it. 292-4163 perhaps someday someone will call me back.
2/17/2011	12:01 PM	George Tross	KWBTS 410B	2/21/2011	The American flight that just took off. I don't know the tail number or anything but its noon time on the 17th.
2/18/2011	8:26 AM	Heather Bounce	KWBTS	2/21/2011	A plane just took off with huge amounts of noise, very unacceptable for normal living conditions.
2/18/2011	11:41 AM	George Tross	KWBTS 410B	2/21/2011	Calling to complain about the US Air plane that just came in.
2/18/2011	11:42 AM	George Tross	KWBTS 410B	2/21/2011	I just called about the US Air plane, it was closely followed by an American Flight
2/18/2011	12:32 PM	Bruce Julien	KWBTS 607B 292-4163	2/21/2011	A plane just took off, I couldn't see it but I could hear it, it was revving it's motors for sometime, then when it took off, it was extremely loud.
2/18/2011	9:28 PM	Heather Bounce	KWBTS	2/21/2011	A plane just took off and the noise of the airplane was extremely loud and unacceptable.
2/18/2011	9:28 PM	George Tross	KWBTS 410B	2/21/2011	Something just took off, it's dark so I couldn't see what it was but the sound was unbelievable.
2/18/2011	9:28 PM	Claudette Taylor	KWBTS (296-0650)	2/21/2011	A humongous jet just went over, that's my complaint.
2/18/2011	9:28 PM	Blank	Blank	2/21/2011	Message was not audible
2/19/2011	11:46 AM	George Tross	KWBTS 410B	2/21/2011	The US Air plane that just came in.
2/20/2011	6:20 PM	Heather Bounce	KWBTS	2/21/2011	There is a single engine plane that just took off from the airport and the runup was way too long and awy unacceptable. It was absolutely too loud for too long.
2/23/2011	11:28 PM	George Tross	KWBTS 410B	2/24/2011	I don't know what the plane is but it landed at 11:28 PM on Wednesday night, that seems to me to be a ridiculous time for planes to be landing here.
2/26/2011	8:18 AM	Marlene Durazo	KWBTS 210C, 296-2094	2/28/2011	The 8:15 start up was loud and long.
2/26/2011	9:08 AM	Carl McMackin	KWBTS 208 C	2/28/2011	Just had a single engine tan airplane fly right over KWBTS, I'm in unit 208 and happened to be outside, it came in very low on approach. Thank You, goodbye.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/1/2011	12:31 PM	Cathy Cawley	KWBTS 610A	3/4/2011	I am calling in reference to the planes that are coming over my building, that would be the buildings at KWBTS. There was one at 12:05 and another one at 12:25 and these planes were private, at least they looked private in comparison to the one that came in at 28 after that was commercial and the one that came in at 26 after that was commercial. The two private planes came directly over the A and B buildings and the commercial planes came over and made a great deal of noise as they came over A and B also. Will you kindly tell the pilots that there is no reason for all this running right over the building, they should be on the other side of the buildings and stay there. When flying over the A and B buildings, they should be over the water and the A B and C buildings they should be over the C, on the other side of the C building. Please Please look into this and please tell the pilots.
3/2/2011	11:26 PM	George Tross	KWBTS 410B	3/4/2011	Serious take off, I don't know, I can't see them but I can hear them, seems to be extremely loud today.
3/2/2011	1:23 PM	Heather Bounce	KWBTS	3/4/2011	An airplane just took off and he sat at the end of the runway so long that my house is now totally filled with fumes and I find that unacceptable. The noise was so loud that it was rattling the sliding glass doors.
3/4/2011	8:02 AM	Jeremy Hall	KWBTS	3/4/2011	The really loud jet that takes off this time each morning just rattled the windows again. I feel like im sounding quite a bit like a broken record but that is a really noisy aircraft that takes off each morning. Thank You
3/4/2011		Jose Vega	KWBTS	3/7/2011	I don't know if it was noise at the airport, it sounded like a freaking airliner taking off and it just woke me up. I just moved here about a week ago and didn't know this type of aircraft were flying into this airport. I just want to know what time you guys fly so I know when to shut my window.
3/5/2011		Jeremy Hall	KWBTS	3/7/2011	There is an airplane stuck at the end of the runway just sitting there, its been there for probably 5 minutes or more, just sitting there making noise.
3/5/2011		Carol Lorick	KWBTS 318C	3/7/2011	An AirTran just landed and it is particularly noisy. I am losing my hearing, I go to one of the best audiologists in Florida, In fact my Dr. is one of the best in the country at the University of Miami, you have got to quit this noise, I'm losing my hearing.
3/5/2011		Carol Lorick	KWBTS 318C	3/7/2011	Delta just took off and it was bad but you've really got to talk to Air Tran because they are really bad and American, but Air Tran is the worst. I was in the airline business for 10 years and I can't believe the jets that are coming into this airport. Please reduce this noise, you are killing my ears.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/5/2011		Carol Lorick	KWBTS 318C	3/7/2011	I mean what is going on here, I feel like I live on an active runway. I don't know the logo on this plane, it was like a torquois tail that I'm not familiar with. The landing are horrible, the take offs. I mean these pilots are supposed to have special training from their companies on how to fly into short airports but obviously they aren't getting enough training. It's pretty bad.
3/6/2011		Claudette Taylor	KWBTS (296-0650)	3/7/2011	Reporting a very loud aircraft. Thank You
3/6/2011		Marlene Durazo	KWBTS 210C, 296-2094	3/7/2011	Reporting a loud screaming airplane noise coming in; the noise was really loud.
3/7/2011		Jeremy Hall	KWBTS	3/7/2011	We had 2 noisy departures before 7 o'clock this morning. One was at 6:30, a prop aircraft and the other was at 5 minutes of 7 and it was a jet taking off from the west end of the runway.
3/7/2011	4:26 PM	Brian Corbet (294-7605)	KWBTS 610 B	3/14/2011	I am calling about this morning, a jet took off at 5 AM, it was slightly larger than a lear jet, looking in the dark like a jet that is chartered for hotel people and it took off at 5 AM this morning, obviously that's not right.
3/7/2011	4:27 PM	Carl McMackin	KWBTS 208 C	3/14/2011	Just had a single engine, looked like a yellow bi-plane, fly very close to our buildings. This happened at 4:35 and also at 2:45, they were very low and very fast and I'd appreciate that they not do that. Thank You.
3/8/2011	8:07 AM	Jeremy Hall	KWBTS	3/14/2011	The noisy jet departing just after 8 this morning from the west end of the runway was a real window rattler this morning. Thank You
3/8/2011	11:09 AM	Blank	Blank	3/14/2011	Message was not Audible
3/8/2011	1:58 PM	Cathy Cawley	KWBTS 610A	3/14/2011	Calling about the 2 private planes, they looked private, that came over, they were yellow planes, the A+B+C buildings yesterday, they were very low and very noisy. The same thing happened again today, yesterday they were yellow and it happened twice, at 2:45 and at 2:40. Today it happened at 2 o'clock and it was a red one, well the wings were red, a silver one. They made a terrible noise and not only was this very annoying, I had to get out of my shower it was making so much noise. It was at about 1:55 when the plane came. Please kindly talk to the pilots, they are making a lot of noise and coming right over our building.
3/8/2011	4:07 PM	Diane Onderdonk	KWBTS A605 296-4559	3/14/2011	I am calling about yesterday, March 7th, Monday morning a plane woke me up at 5 AM, I didn't realize that you had planes taking off at that hour but it was really loud and also again at 6:55 the same morning. Also 9:03, 9:36, 9:42, 12:23. I was gone all afternoon, but obviously the 5 AM wasn't normal. Please check into that for me. Thank You
3/9/2011	8:05 AM	Brian Corbet (294-7605)	KWBTS 610 B	3/14/2011	At 5:22 AM, a small non-commercial prop plane took off at 5:22 AM this morning.
3/10/2011	2:33 PM	Marlene Durazo	KWBTS 210C, 296-2094	3/14/2011	Two flights came screaming in, one on top of the other, at 2:30 and 2:33 this afternoon. They came very close to the apartments, they were loud and screaming and fast.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/10/2011	8:09 AM	Marlene Durazo	KWBTS 210C, 296-2094	3/14/2011	At approximately 8 after 8 oclock this morning a jet came screaming in shaking the doors
3/12/2011	8:44 AM	Jeremy Hall	KWBTS	3/14/2011	I have two complaints this morning, the usual flight that takes off just after 8 oclock in the morning from the west end of the runway and then at 8:40 the normal FedEx plane didn't do their normal pattern into the airport but came directly over KWBTS. It seems unnecessary to do so when they can just as easily fly around the buildings and not create so much noise.
3/12/2011	12:24 PM	Diane Underdock	KWBTS A605 296-4559	3/14/2011	A loud plane just went off, I couldn't hear myse4lf on the phone at 9:01 this morning. It was extremely loud, I was also woken up at 6:55 AM. On March 1st, 8:09 AM, on the 2nd 5:56 PM, on March 5th, 2:07 PM. On the 11th, 12:23, 12:43, there was a little yellow biplane, 1:04, 3:01, 3:33. I have been jotting down notes since February. on the February 22, 9:20 AM and 5:27 PM. on the 23rd, 8:33 ASM, 6:05, 6:38, 7:04 PM. On the 24th, 5:52 and 6:11. on the 25th, 4:33. On the 28th, 9:30. I don't want to get cut off so I will call back with more.
3/12/2011	12:27 PM	Diane Underdock	KWBTS A605 296-4559	3/14/2011	On Feb 1st, 12:31, 5:24, 6:18, 7:27 AM and 9:56 PM. On the 2nd, 8:02, 12:25, 1:02, 5:40. On the 3rd, 12:25, 12:57, 1:00, 3:07, 6:07. On the 4th, 8:31 and 1:02. On the 5th 4:36, 5:36, 11:03, 5:55. On the 6th, 10:12. On the 8th, 12:31, 1:05, 2:20, 6:11, 6:29. On the 9th, 8:05, 9:16, 11:34, 1:15, 2:25. On the 10th, 8:30, 1:05, 1:28, 12:25, 4:08, 1:07. On the 11th, 9:09 and 12:34. On the 12th, 9:58, 11:22, 8:12 AM, 10:02 AM, 4:41, and 5:53. On the 13th, 8:02, 8:17, 12:05, 3:37
3/13/2011	8:12 AM	Brian Corbet (294-7605)	KWBTS 610 B	3/14/2011	At 5 of 7, a small twin engine Continental Turbo Prop took off from the west end of the runway. It was doing runups before take off. At 5 after 7, another Continental plane did the same thing. They were doing their runups until 7:09 before they took off. Something should be done about Continental doing their runups at the end of the runway.
3/13/2011	8:32 AM	Jeremy Hall	KWBTS	3/14/2011	We just had a really noise departure from the west end of the runway. I guess that jet was a little late taking off this morning.
3/14/2011	12:15 PM	Diane Underdock	KWBTS A605 296-4559	3/17/2011	At 6:35 AM you guys had a take off and it woke me up. At 8:03 AM and again at 12:12 a plane just went off. I called yesterday with a list of my notes, I wanted to update with you. On Feb 14th, 8:23, 11:14, 1:08, 3:56. On the 15th, 12:31, 12:56, 1:06, 5:35. On the 16th, 7:20 AM, 7:45, 8:01, 8:47, and 8:54. On the 17th, 8:06, 8:17, 5:56 were the worst ones. On the 18th, 8:24, 8:27, 1:05, 6:02. On the 20th, 9:37 and 1:30 and on the 21st, 1:34. Thank You I really wish you could help us over here, i don't know if it is because i am in the top corner or what but we could really use your help.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/15/2011	11:09 AM	Claudette Taylor	KWBTS (296-0650)	3/17/2011	At 7:23 AM this morning, a plane was loud.
3/17/2011	8:11 AM	Ross Nagly	KWBTS (294 3782)	3/17/2011	A plane just flew very low over the condo and made quite a bit of noise.
3/17/2011	12:25 PM	Cathy Cawley	KWBTS 610A	3/21/2011	We were awoken at 6:30 and 6:33 by 2 planes that revved up their engines and it was unbelievable. I wish you could talk to the pilots and tell them not to rev up their engines. It's unfair that people who are retired are waking up at such an early time. It is very loud here at KWBTS. Mainly, first thing in the morning because we get woken up and can't go back to sleep. Please talk to the pilots and remember 610A very loud noise.
3/18/2011	12:29 PM	Cathy Cawley	KWBTS 610A	3/21/2011	We had a plane that came in yesterday, I had my windows open because I was vacuuming, yesterday at 3:40, the plane had yellow wings and made a terrible sound, not only a terrible sound but it came right over C building which its not supposed to be, its not supposed to be over any buildings. This morning at 6:57 AM we were awoken and couldn't get back to sleep, also a Delta flight made an incredible amount of noise. Then again just now at 12:15 a plane made noise and then again right now at 12:20 a plane came by making noise. Will you kindly talk to the pilots, this is getting really annoying. I find it especially annoying because I nap and not only do I wake up early, I can't nap during the day.
3/18/2011	2:06 PM	Marlene Durazo	KWBTS 210C, 296-2094	3/21/2011	Today, an extremely loud aircraft came by at 12:10 PM.
3/18/2011	2:06 PM	Nancy Corbet	KWBTS 610B	3/21/2011	A plane just took off, I don't know what airline or a description of it but it was very noisy. I have my apartment all closed up by it felt like the plane was inside my apartment.
3/18/2011	8:04 PM	Ross Nagly	KWBTS (294 3782)	3/21/2011	A plane just took off right over our property and downed out our voices.
3/18/2011	8:05 PM	Claudette Taylor	KWBTS (296-0650)	3/21/2011	Calling to complain about the jet noise at this moment.
3/19/2011	9:20 AM	Carl McMacken	KWBTS 208 C	3/21/2011	At 6:30 and 8:00 this morning, two jets took off and made an extreme amount of noise, especially the one at 6:30 AM on a Saturday. Could it wait? Thanks bye.
3/19/2011	4:16 PM	Diane Underdock	KWBTS A605 296-4559	3/21/2011	I can see you over there, I usually cant read any of the information off the plane but at 6:30 this morning a plane woke me up and again at 8:01, 10:17, 10:21, 12:22, 12:47, and 1:21 planes came by. There were some really really loud ones, I was out by the pool and could hear how loud they were. On the 18th, 6:31, 8:05, 10:40, and 4:59. On the 17th, 8:08, 11:00, 11:36, 12:15, 2:47, 3:07, 3:32, 3:37, 5:38, 5:29, 6:09. On the 16th, 8:07, 6:01, 6:06, and 7:35. On the 15h, 7:56, 12:30, 1:03, 1:36, 4:56, 5:07, 7:07. On the 14th, 12:25, 1:01, and there was another one around 3.
3/21/2011	6:47 AM	Diane Underdock	KWBTS A605 296-4559	3/21/2011	It is 6:44 in the morning and plane just flew by and woke me up.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/22/2011	3:00 PM	Diane Underdock	KWBTS A605 296-4559	3/25/2011	I don't know what kind of plane just took off but I just had to get off the phone, I was on a business call. 2:58 in the afternoon on Tuesday, I'm in 605A, the top corner, I can see the airport from my front door. Also you had noise at 8:00 AM, 12:18 and 1:02 but this 2:58 is ridiculous.
3/22/2011	5:01 PM	Cathy Cawley	KWBTS 610A	3/25/2011	Today, the planes have been loud and they have been outrageously loud. At 8:00 AM, there was a very loud takeoff. During the day there were awful takeoffs but not until 3:00 did I hear unbelievable. At 4 minutes till 3 and at 3:00 there was god awful plane noises, and again at 3:15. The sounds are awful, goodbye.
3/22/2011	11:14 PM	Diane Underdock	KWBTS A605 296-4559	3/25/2011	It is 11:12 at night and you just had a loud take off. At 11:12 at night? You also had one at 3:16, 3:52, 5:47, and 6:12 but 11:12 at night is too late for this.
3/24/2011	2:15 PM	Marlene Durazo	KWBTS 210C, 296-2094	3/25/2011	Calling to report 2 screaming jets coming in between 5 after 2 and 10 after 2. Very loud, unbelievable, so fast coming in.
3/24/2011	2:18 PM	Cathy Cawley	KWBTS 610A	3/25/2011	All day today there have been planes taking off and they've been coming this way, over our buildings at KWBTS. These planes are making an incredible amount of noise. They keep coming this way meaning there is some kind of wind but I'm standing outside and there is no wind here. Also all night long the machiens are going off. What are they doing over there? It is unfair to us retired people that don't get to sleep. Will you kindly talk to the helicopters and the pilots and the machines so we can get some sleep.
3/24/2011	2:54 PM	Marlene Durazo	KWBTS 210C, 296-2094	3/25/2011	At 5 until 3, another plane came in screaming, shaking the doors, obviously it came too close.
3/26/2011	8:23 AM	Cathy Cawley	KWBTS 610A	3/28/2011	A plane took off at 6:35, 6:42, 7:40, 7:45, 7:50, 7:54, 8:00, 8:05, and 8:25 this morning. It is unfair that we can't sleep as retired people especially on the weekends. I just wanted you to know this.
3/27/2011	8:09 AM	Cathy Cawley	KWBTS 610A	3/28/2011	3 planes just took off at 8. 8:05, and 8:07. They created a great deal of noise and woke us up. In my opinion there is no need for the airplanes to have that much air and that much noise before they take off.
3/29/2011	9:06 AM	Marlene Durazo	KWBTS 210C, 296-2094	4/1/2011	At 7:10 AM, I was woken up by extremely loud takeoff noise.
3/29/2011	6:03 PM	Cathy Cawley	KWBTS 610A	4/1/2011	You had two planes take off this morning at 6:58 and 7:03 and then you had 2 take offs at 6:00 and 6:03 this afternoon. They were loud and unnecessary. I didn't feel the pilots saved enough air for them to get up. Kindly talk to the pilots, you had 4 loud planes take off, i've been dealing with this for over a year.
3/30/2011	6:53 AM	Diane Underdock	KWBTS A605 296-4559	4/1/2011	It is 6:53 in the morning and a plane just woke me up.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
3/31/2011	2:57 PM	Glen Porter	KWBTS C314 292-5652	4/1/2011	We are constantly flown over by the people that drag the signs and the people that fly out to Ft. Jefferson. They are using KWBTS as a fly over spot and one of these days a plane is going to hit the buildings. The danger here is beyond belief and I'm tired of it, I'm going to start calling all of the time.
3/31/2011	4:02 PM	Jessica	KWBTS A303	4/1/2011	Calling to complain about the 4:00 airplane that just went over, shaking my windows.
4/1/2011	8:16 AM	Cathy Cawley	KWBTS 610A	4/4/2011	The noise of the airplanes coming out of the airport is loud. Nothing but constant noise. At 7:45 AM and 7:55, 8:00, and 8:05 this morning. It is totally unnecessary. You've got to do something about this, I've been dealing with this for years. Kindly talk to the pilots.
4/1/2011	2:09 PM	Marlene Durazo	KWBTS 210C, 296-2094	4/4/2011	At 12 noon a jet came screaming in, very very loud, rattling the doors and again at 2:10, the same thing, rattling the doors again.
4/1/2011	2:16 PM	Cathy Cawley	KWBTS 610A	4/4/2011	At 1 or 2 this afternoon, I am calling to say that planes are flying right over head. They are flying from the other end of the runway, I guess because of the wind. They took off at 1, 2, 2:03, 2:06, 2:08, and 2:15. These are commercial planes and they are making a lot of noise and they are coming right over head. Kindly talk to the pilots.
4/1/2011	10:42 PM	Jeremy Hall	KWBTS	4/4/2011	A plane is sitting at the west end of the runway and it is revving its engines and it is most disturbing at this time of night.
4/2/2011	8:32 PM	Cathy Cawley	KWBTS 610A	4/4/2011	Your planes started early this morning at 6:40 AM and again at 7:40, 7:55, 8:01, 8:29. They were loud and impossible to sleep through and I couldn't hear my television. Kindly talk to these pilots, we have got to do something.
4/3/2011	10:23 AM	Cathy Cawley	KWBTS 610A	4/4/2011	I'm calling about the planes that are taking off and coming in. We had planes coming in at 8:15, making a great deal of noise, 9:15 making a great deal of noise, and 10:18 making a great deal of noise. There were planes taking off, coming in, I didn't see them but I heard them at 9:28, 9:35, 9:40, 10:16. Would you kindly talk to the pilots, there is no reason for all this noise as they are coming in and going out.
4/4/2011	4:04 PM	Diana Rice	KWBTS 221C	4/8/2011	A big noisy jet just took off at the airport.
4/7/2011	8:30 AM	Cathy Cawley	KWBTS 610A	4/8/2011	I am calling about 5 maybe 6 planes that left from 6:34 to 8:04 this morning that were taking off. The noise was deafening but also increased in the number the amount of noise. Would you please check with the pilots and see why these planes had noise that was longer. Thank you, goodbye.
4/7/2011	8:26 AM	Cathy Cawley	KWBTS 610A	4/8/2011	A two passenger plane, it was yellow with checkers under the wings came over the C building and barely missed a tree by the C building as it came into land. This type of plane doesn't belong at the airport if it can't land properly. It was very scary and very noisy. Kindly talk to the pilot.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
4/7/2011	8:28 AM	Cathy Cawley	KWBTS 610A	4/8/2011	I forgot to mention that the time that this yellow plane came in was at 4:33 in the afternoon. It made an unbelievable amount of noise.
4/8/2011	8:15 AM	Diana Rice	KWBTS 221C	4/11/2011	Calling about a really noisy plane this morning at 10 after 8. It seemed like it revved up and revved up and revved up and then moved and revved up some more. It took forever to leave and it was really noisy.
4/8/2011	9:07 AM	Cathy Cawley	KWBTS 610A	4/11/2011	I have complaints about 6 planes this morning, one at 6:20, 6:45, 7:58, 8:14, 9:09, and one right now. The time if 5 after 9 and it is a 2 person plane and it is making a lot of noise. Kindly talk to the pilots about making all this noise.
4/9/2011	8:52 AM	Cathy Cawley	KWBTS 610A	4/11/2011	These are all local planes. They are airlines, not military and they started at 7:20, 7:50, 7:55, 8:02, 8:29, 8:52. These all made an incredible amount of noise and it comes from the planes from putting air into the jets into the engines. It starts from where the planes are entered, then up the runway, then into the approach way, making constant noise then onto the runway. Kindly talk to the pilots about using so much air. It might not be necessary to use so much air.
4/10/2011	11:11 AM	Jeremy Hall	KWBTS	4/11/2011	We just had a really noisy departure from the west end of the runway, possibly a private jet, I'm not sure. Thank you.
4/11/2011	11:03 AM	Kristy Estes	1618 Trinidad Dr. (305 797 7493)	4/15/2011	I am calling to complain about the increase in jet activity as early as 6 AM and as late as 10 PM. Also the staging of the jets is right by where we live. I am also wondering when the work will be completed at the airport, I am hearing noise from the machinery over there day and night. I am growing a little frustrated with the construction and am wondering when it will cease. Thank you.
4/12/2011	6:02 PM	Marlene Durazo	KWBTS 210C, 296-2094	4/15/2011	At 6 PM, a jetliner came in and was very very loud and again at 6:05 another jet came screaming in. It was extremely loud.
4/12/2011	6:13 PM	Marlene Durazo	KWBTS 210C, 296-2094	4/15/2011	Another jet just came in between 6:10 and 6:15, screaming in, very loud, shaking the windows and doors.
4/13/2011	2:15 PM	Marlene Durazo	KWBTS 210C, 296-2094	4/15/2011	At 2:15 a jet just came screaming in very close to KWBTS. The noise made the doors shake.
4/14/2011	8:05 AM	Cathy Cawley	KWBTS 610A	4/15/2011	The noise this morning was quite unbelievable and woke me up this morning. At 6:27, 6:45, and 8:02 there was a great deal of noise with the take offs and the warm ups. Waking people up at this hour is unfair.
4/15/2011	6:43 AM	Diane Underdock	KWBTS A605 296-4559	4/18/2011	It is 6:40 in the morning and a plane just woke me up.. I have a window air conditioner that is very loud and a fan and I really wish you could wait to have planes takeoff in the morning
4/15/2011	8:09 AM	Cathy Cawley	KWBTS 610A	4/18/2011	Calling to tell you that planes started revving their engines at 6:40 and 8:05 and they were very noisy. There's no way you could sleep through them. Will you kindly tell the pilots to think of all the retired people who are here in Florida trying to sleep in the morning, there is no need for all this noise.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
4/15/2011	1:17 PM	Diane Underdock	KWBTS A605 296-4559	4/18/2011	Some little yellow plane just flew right down, swooped right down over us and it shouldn't be over here it should be away from the condos.
4/16/2011	8:20 AM	Cathy Cawley	KWBTS 610A	4/18/2011	There were 2 flights, one at 6:35 and the other at 6:48. These flight were very loud and it is unthinkable that these planes are waking people up who are retired this early in the morning.
4/17/2011	2:04 PM	Marlene Durazo	KWBTS 210C, 296-2094	4/18/2011	At 2:05, a jet came screaming in, shaking the doors
4/17/2011	3:22 PM	Marlene Durazo	KWBTS 210C, 296-2094	4/18/2011	At 3:10 and 3:15, two screaming jets came in one after the other, that's a bit much.
4/17/2011	4:50 PM	Marlene Durazo	KWBTS 210C, 296-2094	4/18/2011	Two more screaming jets just came in at 10 until 5. The noise and reverberation made the doors shake and the windows shake.
4/18/2011	6:46 AM	Diane Underdock	KWBTS A605 296-4559	4/18/2011	A plane just woke me up an it is 6:45 in the monring. Please stop taking off so early.
4/18/2011	9:29 AM	Cathy Cawley	KWBTS 610A	4/18/2011	I'd like to tell you that we were awoken at 6:37 this morning and the planes were putting air into the machines at 6:37, 6:44, 7:53, and 8:03. Please kindly talk to the pilots about using so much air in the morning. I'm not making a whole lot of sense right now because I have been woken up so early.
4/19/2011	7:21 AM	Cathy Cawley	KWBTS 610A	4/22/2011	This morning a plane took off at 6:45 and it made an incredible noise, it had to be the putting of air into the engines, I could hear it warming up and eventually on the runway and then it took off creating an incredible sound. Please talk to the pilots about using so much air for their engines.
4/20/2011	6:41 AM	Diane Underdock	KWBTS A605 296-4559	4/22/2011	The planes just woke me up again. I have a window air conditioner and a fan on and I just think it ridiculous that these planes fly so early.
4/20/2011	9:15 AM			4/22/2011	No message left.
4/21/2011	6:37 AM	Diane Underdock	KWBTS A605 296-4559	4/22/2011	A plane just took off again, I have a window unit air conditioner that is really loud and a fan on and I am still getting woken up by the airplanes. I really wish you'd help us get new windows because this happens everyday.
4/22/2011	6:48 AM	Diane Underdock	KWBTS A605 296-4559	4/22/2011	A flight just took off and woke me up. This has been going on for 2 1/2 years since I moved here.
4/22/2011	8:06 AM	Jeremy Hall	KWBTS	4/22/2011	The departure from the west end of runway at 8:05 was incredibly noisy and it rattled my window and my door.
4/22/2011	3:00 PM	William Sheets	KWBTS 305-509-7410	4/22/2011	It sounds like the airport is having an airshow today, I have never seen so much traffic coming and going. Is this what we have to look forward to this summer?
4/22/2011	3:07 AM	Jeremy Hall	KWBTS	4/22/2011	At 3:05, an extremely noisy white private jet took off from the west end of the runway, heading east. It was very loud and it shook the windows and doors.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
4/22/2011	3:07 AM	Richard Pollard	KWBTS	4/22/2011	It is 3:04 and a small jet just took off from the airport, a small white jet, and it was extremely loud, you would think it was the biggest plane going but it was a small jet and I've heard it taking off before but the noise was unbelievable. I don't know what is going on at the airport but it has gotten to the point where we can't open our windows and doors because it is so loud. What the heck is up?
4/23/2011	10:29 AM	Julie Reed	KWBTS 306B	4/25/2011	A jet just took off and it was deafining and very loud, I just wanted to call and complain.
4/23/2011	2:59 PM	Cathy Cawley	KWBTS 610A	4/25/2011	The planes were making an incredible noise this morning, Four of them at 6:27, 8:00, 10:27, and 12:55. These were all extremely loud airplanes and this was due to the air being put into the engines. You could hear them take off and coming from where they put the passengers on. The extra noise was from them getting ready to take off. Please talk to the piultos and see if they can cut down on the air they put in the machines.
4/25/2011	6:42 AM	Diane Underdock	KWBTS A605 296-4559	4/25/2011	I was just awoken by a plane and it is 6:38 in the morning.
4/25/2011	2:20 PM	Jeremy Hall	KWBTS	4/25/2011	At 12 past 2, a twin propeller airplane did an approach to runway 09 and did a low level power on approach right over KWBTS.
4/28/2011	2:56 PM	Cathy Cawley	KWBTS 610A	4/29/2011	Two small planes came directly over our building at 10:30 and 10:45 and they were private planes and then just now at 10 of 3 a US Air plane, unbelievable noise coming on, you could hear it come to the take off area and until now it has always been the Delta planes making all the noise but this was a US plane. Will you kindly talk to the pilots about using so much air that they feel they need before they takeoff. Talk to the captains of the US Air planes and the pilots of the two small private planes.
4/29/2011	6:56 PM	Cathy Cawley	KWBTS 610A	5/2/2011	This afternoon has been unbelievable. The planes have been coming over our building. Will you kindly talk to the pilots about using so much air and why they don't turn the engines down a little bit as they are coming over our buildings. This is the A, B, and C buildings.
5/1/2011	9:28 AM	Cathy Cawley	KWBTS 610A	5/2/2011	The planes started at 7:52, 7:57, 7:59, 8:03, and 8:05. It is truly unfair that retired people have to be disturbed and woken up at such a time and have it being at 7:52 and last until 8:05. It was all the air they were putting into the machines that was making all the noise and then the takeoff. There were 5 planes and will you kindly speak to these pilots about using all this air.
5/1/2011	12:04 PM	Cathy Cawley	KWBTS 610A	5/2/2011	I want you to know that the planes at 10:35, 10:39, 10:42, 10:45, 10:52, 10:55, 11:02, 11:05, and 11:09 were extremely loud. Will you kindly talk to these pilots about using all this air. It seems as though we are going to need those windows and doors and central air because the noise isn't getting any better.

## Key West International Airport Noise Hotline Log

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
5/2/2011	4:35 PM	Robert Gold		5/6/2011	I am calling to report an extremely loud jet arrival at 4:24 PM. Unfortunately we live next to the cemetery on the arrival track and it seems as though this pilot was throttling up instead of throttling down on arrival. I don't know if it was an emergency situation but this was a big jet, a 737 so probably Airtran or Delta. I would appreciate not only an investigation but also a call back and an explanation for all this noise.
5/3/2011	3:28 PM	Cathy Cawley	KWBTS 610A	5/6/2011	The flight started at 12:15, 12:50, 12:52, and 2:00 and they were very loud and you could hear them as they came up to the takeoff area and I could also hear them taking off. Will you kindly talk to the pilots about using so much air for the machines before they takeoff.
5/6/2011	5:22 PM	Cathy Cawley	KWBTS 610A	5/9/2011	The planes at 11:00, 12:30, and 5:20 were terribly noisy as they heated up and then again as they took off. There were other planes making noise but I wasn't near anything where I could write down what time they were. Please talk to the pilots.
5/7/2011	12:02 PM	Cathy Cawley	KWBTS 610A	5/9/2011	It has been unbelievable at 6:40 I was woken up and I'm sure everyone else in the building was too and then again at 8:30 there was a take off and this is on a Saturday. Again at 10:21, 10:27 there was incredible noise and at 11:55 a plane came in making a great deal of noise. Will you please talk to these pilots about taking off so early and using so much air in the machines.
5/9/2011	8:10 AM	Cathy Cawley	KWBTS 610A	5/9/2011	At 6:24 there was a plane that woke us up and again at 7:42 and 8:05 there was a great deal of noise. Kindly talk to these pilots about using so much air because if they need that much air than we need new windows and doors. Being retired seems ridiculous when I have to wake up so early in the morning.
5/9/2011	10:42 AM			5/9/2011	No message left.
5/10/2011	9:59 AM	Cathy Cawley	KWBTS 610A	5/12/2011	Two planes took off at 6:35 and 8:05 and they were very loud and woke us up, particularly the one at 6:35. Please kindly talk to the pilots about using so much air that they feel they need. It is important us retired people get our rest when we can.
5/12/2011	5:26 PM	William Miller	KWTBS (419-356-7058)	5/16/2011	A small aircraft with pontoons, I think it was blue just flew over top of the buildings. It was very noisy.
5/12/2011	5:31 PM	Dalamai Sepezzi	KWBTS	5/16/2011	Calling to complain of a plane with pontoons. It was silver and terribly loud.
5/12/2011	5:43 PM	William Miller	KWTBS (419-356-7058)	5/16/2011	There was just a take off going west, a blue prop plane, it was very noisy.
5/14/2011	6:33 PM	William Miller	KWTBS (419-356-7058)	5/16/2011	American Airlines came in and was a little noisy.
5/14/2011	7:30 AM	William Miller	KWTBS (419-356-7058)	5/16/2011	A plane just took off and it was very noisy.
5/15/2011	8:26 AM	Dalamai Sepezzi	KWBTS	5/16/2011	Calling to complain about the noise at KWBTS. The noise was so loud it woke me up.
5/15/2011	9:58 AM	William Miller	KWTBS (419-356-7058)	5/16/2011	I couldn't even hear a portion of my TV program because the noise was so damn loud.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
5/15/2011	11:47 AM	Cathy Cawley	KWBTS 610A	5/16/2011	I have times in the morning and the late afternoon. On the 13th, 8:10, 11:10, and 12:10. Now these are planes that are taking off. On the 14th, 8:25. Now these are planes that are taking off. On the 15th, 7:15, 7:30, now these are planes that are coming over the A, B, and C buildings. 7:50, 7:53, 8:23, 9:00, 9:30, 9:42, 9:49, 10:55, 10:15, 10:30, 10:55, 11:00, 11:12. Please talk to the pilots about using so much air in the machines. I am getting soot all over my white tile floors and carpet because of all this air they are using.
5/15/2011	12:44 PM	Dalamai Sepezzi	KWBTS	5/16/2011	There was just a plane that took off and it was so loud that I couldn't carry on my conversation.
5/15/2011	6:09 PM	William Miller	KWTBS (419-356-7058)	5/16/2011	A plane just took off and I couldn't carry on my conversation.
5/17/2011	3:48 PM	Dalamai Sepezzi	KWBTS	5/20/2011	At 2:47 I would like to complain about the noise, a bi-plane just went over.
5/17/2011	5:51 PM	William Miller	KWTBS (419-356-7058)	5/20/2011	I don't know what just took off but I couldn't even hear the weather report.
5/18/2011	11:03 AM	William Miller	KWTBS (419-356-7058)	5/20/2011	A plane just took off, I didn't catch anything it was so damn loud that I couldn't hear my phone conversation.
5/18/2011	10:21 PM	Cathy Cawley	KWBTS 610A	5/20/2011	At 7:50, 7:59, 8:02, 8:04, 8:07, 8:15, 8:32, 9:24, 9:29, 9:45 the list goes on and on theres no point in me listing all the rest of them as you can see the planes have been going all morning. They were all coming over the A, B, and C buildings, especially the sight-seeing planes that were coming in low and taking off at a very high rate and by the time they came over us they were extremely loud. Will you please talk to the pilots about all the air they are putting into the machines, these planes need to be checked.
5/19/2011	7:16 PM	Cathy Cawley	KWBTS 610A	5/23/2011	The planes started at 6:20 in the morning and again at 7:33, 7:45, and 7:55 and they were very loud and made it impossible to sleep. We tried to get back to sleep after the first one but they kept on coming. I just wanted to let you know that because of the air they are putting into the machines there is a lot of noise. Thank you and please talk to the pilots.
5/22/2011	9:57 AM	Cathy Cawley	KWBTS 610A	5/23/2011	Today is the 22nd but I want to start with the noise on the 20th at 8:05, 8:09, 8:45, and 2:05, they were all very loud. On the 21st, 7:58, 8:15, 9:15, 10:45, 12:20, 1:02, 2:15, and two of these were sight-seeing planes that were coming right over the buildings. On the 22nd, 7:55, 7:59, and 8:03 all these planes were loud, too loud to sleep. I hope you can talk to the pilots and that will help with this problem.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
5/24/2011	6:32 PM	Cathy Cawley	KWBTS 610A	5/26/2010	The planes that I heard were on the 23rd at 3:29 and 3:30 and 3:335, 4:15, and 6:02. Now the two at 3:30 and 3:35 were sight-seeing two engined planes that came right over the A building and were very loud. On the 24th, 6:25, 7:05, 7:25, 8:00, 8:05, 8:46. Those were the planes that were coming on. The planes that were coming out were at 8:05, 8:45, 8:55, 5:25, 5:55 and they were very loud. Please talk to the pilots about using so much air when they are running the machines.
5/25/2011	5:25 PM	Cathy Cawley	KWBTS 610A	5/26/2010	The planes at 6:20 were coming out and I was woken up and once we are awoken we can't get back to sleep. Then they were going out at 8:00, 10:10, 1:05, and 2:20. The coming on planes were at 2:10 and 2:25. The 2:10 literally came down and almost took of the roof. This was that sight-seeing plane. Please will you talk to the pilots, i don't think they need that much air going into the machines that early in the morning.
5/26/2011	8:50 PM	Cathy Cawley	KWBTS 610A	5/31/2011	Again the planes started real early in the morning at 6:27, 8:42, those planes were the going out planes, the planes at 6:54 was coming in. Then this evening at 6:10, 8:10, 8:46 the planes were coming out and were very loud. Will you please talk to the pilots about using so much air to get going.
5/26/2011	8:52 PM	Cathy Cawley	KWBTS 610A	5/31/2011	I don't know if I remembered to give you the date of the message I just left, it is Thursday the 26th of May and the planes were at 6:10, 8:42 and 6:54 in the morning. Then again at 6:10, 8:10 and 8:46. Thank you.
6/2/2011	8:27 AM	Jen Reif		6/3/2011	I am calling about the noise as you shoot off the birds from their nesting area to scare them off. Some of these birds are on the endangered speices list and you don't like them so you shoot them off to scare them off and it sounds like I'm living in a warzone. Its a constant pop pop pop and sounds like a bomb is going off and I want it to stop. I am not living in a warzone and I am not paying all these taxes to hear all these shots go off all the time.
6/2/2011	6:10 PM	Diane Underdock	KWBTS A605 296-4559	6/3/2011	I have had the luxury of staying at my daughters house for the past 10 days on a different part of the island and it was great. It really put into perspective how loud it is over at KWBTS and how bad the noise is and its sad because I love my condo. It is very disruptive and it wasn't like this when we bought it, its constant waking up in the morning, the mid day, we really need help, it's really not fair for us to have to live like this and i'm almost sorry to be back.
6/3/2011	12:17 PM	Diane Underdock	KWBTS A605 296-4559	6/7/2011	The 12:15 just went off and it sounded like a space shuttle going off. The 12:15 is almost one of the worst flight everyday. There was an 11:33 that was loud but the 12:15 is always louder, I don't know if it is because it's a different plane. I had to get off the phone, I was on a conversation but had to get off because I couldn't hear.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
6/3/2011	5:55 PM	Marlene Durazo	KWBTS 210C, 296-2094	6/7/2011	At 5 till 6 this evening, loud aircraft noise that rattled the windows and rattled the doors.
6/3/2011	10:44 PM	Marlene Durazo	KWBTS 210C, 296-2094	6/7/2011	A jet coming in for landing, screaming in fast at quarter till 11 this evening.
6/4/2011	2:08 PM	Cathy Cawley	KWBTS 610A	6/7/2011	I am going to list off a number of different times from different days because I haven't had time to call in. On the 27th, at 8:00 this was a coming in plane that made a terrible sound, at 2:53 another plane taking off as was the one at 5:55. At 4:30 a coming in plane. On the 28th I was gone but the 29th at 6:20 AM and it went on until 9:40, 9:50, 10:30, 11:33, 12:26, 2:06, 2:40 that made terrible sounds and on the 30th at 1:50 there was a terrible noise caused by all the air in the machines and at 2:00, 4:25, 5:01, 5:09, 5:24, 5:31, 6:00 there was terrible noise.
6/4/2011	2:13 PM	Cathy Cawley	KWBTS 610A	6/7/2011	I am calling to update you on the airplanes from June 1st and 2nd. On the 1st at 6:40 the plane was very loud and at 8:05, 9:15, 10:50, it was so loud that it literally made it difficult to do anything inside the apartment. On the 2nd, at 8:00, 8:10, 8:15 there was a terrible sound as I was listening and we need to talk to the pilots or work it out so we are not listening here at KWTBS to all the air, it comes from those 2 site-seeing plane, the red and silver one and the yellow one that come over KWBTS.
6/4/2011	2:35 PM	Williams	KWBTS 221 C 305-304 5143	6/7/2011	A loud blue and white jet, very noisy, even in the back of the condo.
6/5/2011	11:36 AM	Richard Gray	KWBTS 121C 816-679-7135	6/7/2011	I hear the jet come by about 5 minutes ago so we will say 11:30. I was inside so I couldn't see it so I don't have a jet number or anything
6/6/2011	11:31 AM	Richard Gray	KWBTS 121C 816-679-7135	6/7/2011	A jet just took off and it was very loud. I was inside so I did not see it.
6/7/2011	1:01 PM	Marlene Durazo	KWBTS 210C, 296-2094	6/7/2011	At 1:00, an AirTran jet came screaming in making loud noise coming in very close to KWBTS.
6/15/2011	9:43 AM			6/20/2011	No message left.
6/16/2011	1:32 PM	Diane Underdock	KWBTS A605 296-4559	6/20/2011	You just had a sea plane come in, I don't know it was silver and white and it came in very shallow and it was a touch and go and went back up real close to a boat and then close to the parasail boat and we have never seen anything come in so shallow and it just doesn't seem right. This guy doesn't seem very safe.
6/16/2011	11:54 PM	Diane Underdock	KWBTS A605 296-4559	6/20/2011	It is 11:50 at night and you just had a very loud plane take off, there must be something wrong if the plane is taking off this late at night.
7/7/2011	1:06 PM	Marlene Durazo	KWBTS 210C, 296-2094	7/11/2011	Two screaming jets just came in between 1 and 1:05 this afternoon. It rattled the windows and the doors and they came in very close.
7/14/2011	8:08 PM	Marlene Durazo	KWBTS 210C, 296-2094	7/18/2011	At approximately 5 after 8, a jet came screaming in, shaking the doors again.
7/17/2011	6:12 PM	Marlene Durazo	KWBTS 210C, 296-2094	7/18/2011	At quarter past 6, a jet just came screaming in and shook the doors and I just wanted to let you know.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
8/8/2011	3:27 PM	Carol Lorick	KWBTS 318C, 305-942-9693	8/15/2011	AirTran just took off and the front end of the plane was taking off towards KWBTS and you got to teach that guy how to take off in a high density airport. It was just so noisy it was like the plane was in my living room. Please ask them not to do that. Thank You.
9/10/2011	12:24 PM	Marlene Durazo	KWBTS, 296-2094	9/11/2012	A jet came screaming in really close to KWBTS and loud noise.
9/10/2011	2:15 PM	Marlene Durazo	KWBTS, 296-2094	9/11/2012	A jet taking off to the West was screaming by very close to KWBTS and making a lot of noise.
9/12/2011	8:32 AM			9/12/2011	No message left.
11/24/2011	8:14 AM	Brenda Holizako	KWBTS	12/3/2011	I don't know the type of aircraft. I don't see it, I'm sitting in my living room. I hear this jet aircraft noise. I think this is what happens when they take off. We hear this all the time. We found out that we're supposed to call and let you know when we hear this. We hear this all the time from our living room. Not all of the aircraft make this kind of noise only certain ones, these huge ones. I guess the jets when they take off.
11/24/2011	11:45 AM	Richard Ballazado	KWBTS	12/3/2011	Just a minute or so ago a commercial airliner landed. Jet engines, white plane, blue tail. You could hear the reverse thrust when they touched down. Its loud.
11/24/2011	11:51 AM	Richard Ballazado	KWBTS	12/3/2011	We just had an aircraft, a commercial aircraft land, a twin engine. Quite a bit of noise including the reverse thrust.
11/24/2011	11:52 AM	Richard Ballazado	KWBTS	12/3/2011	Twin engine turbo prop aircraft just landed. Quite a bit of noise. The turbo prop coming by was white in color. This is the third one in about 3 minutes.
11/24/2011	12:19 PM	Richard Ballazado	KWBTS	12/3/2011	Just had a takeoff of a commercial jet liner. All white, twin engine jet.
11/24/2011	6:16 PM	Richard Ballazado	KWBTS	12/3/2011	We just had a landing of an American Airlines turbo prop. Quite a bit of noise off the turbo prop.
12/2/2011	1:01 AM	Jamie Blache	KWBTS, 586-219-4982	12/3/2011	I normally don't call about noise complaints but a jet plane just took off and its almost 1 am, and it seems excessively late. I don't know what color the plane is since it's the middle of the night but I can tell you it was a jet plane and not a prop plane. Other than that I really don't have any information about it but it does seem very very late for a plane to be taking off.
12/14/2011	7:39 AM			12/22/2011	No message left.
12/18/2011	8:12 AM	Jeremy Hall	KWBTS	12/22/2011	The jet just departed the west end of the runway extremely noisy rattling the windows and very smelly as well.
12/18/2011	8:41 PM	Jeremy Hall	KWBTS	12/22/2011	We just had a jet leave and it had to be the noisiest I've ever heard, horrendously noisy and for a long time.
12/26/2011	5:05 PM	Joan Rols	305-294-4942	12/28/2011	Theres some big jet airline out there. It has been warming up and warming up on the runway for at least 15 minutes and it wont take off and it keeps making more and more and more noise. Shut those damn things up.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
12/28/2011	11:39 AM	Jeremy Hall	KWBTS, 305-433-2077	12/28/2011	The biplane that takes rides down the coastline, I don't think it has to fly really low level directly over KWBTS. There are mangroves to the north and south and good airmanship alone, surely, should say you shouldn't fly low over inhabited areas. There's no reason why it shouldn't approach the runway from either a tighter turn to the east of the complex or a more normal approach and pattern to the west of the complex when landing on 09.
12/30/2011	5:52 PM	Polizzotto	KWBTS, 540-270-7481	1/6/2012	We were just buzzed very close over our buildings and as far as I'm concerned, that's unacceptable. It's a bi-plane. I couldn't get a tail number because it passed over way to quickly. This has happened a number of times now and I think these planes are flying dangerously close to the buildings here.
1/13/2012	3:33 PM	Richard Pollard	KWBTS	1/25/2012	I'm not calling about a noise complaint. I'm calling about the dangerous flying of this guy who is in this yellow bi-plane who's doing tricks over our head and flying at enormous speeds and very recklessly overhead and I don't want him coming down on my roof. So there's got to be some way you guys got to start roping this guy in because he is out of control.
1/24/2012	6:23 PM	Richard Pollard	KWBTS	1/25/2012	Well you don't really seem to be concerned about this fool that's flying over Key West doing his dive bomb routines with stunt smoke coming out of it and causing an extremely excessive amount of noise and scaring the shit out of everybody. So you better stop or I'm going before the city council and I'm going to see that you're stopped. This has been going on far too long and just wait if you think that I'm not going to take action.
2/14/2012	2:35 PM	Joeseph Vienna	Washington Ave, 296-4761	2/24/2012	Lately there has been a plane that I've never seen before as I'm in the house but it sounds like a small plane and it sounds like its just revving up its engine just to have fun or pulling up. Its very loud and its been happening now for the last couple of weeks at least and it just flew over about 5 minutes ago, about 2:28 pm. I've never seen the plane because I'm always in the house and I cant get out that quickly.
3/21/2012	9:43 PM			3/22/2012	There has been a noise from the airport, helicopters or something, for 45 min nonstop. Would you please do something about that?
4/3/2012	3:29 PM	Jimmy Davis	Largo Park C80, 600-8988	4/9/2012	There is a helicopter that's been buzzing around here for about 30 minutes about 200 feet off the ground. I thought there was a law they had to be at least 1800 feet. I cant hear my TV and the roof is rattling on my porch. Its black and I have no idea what its doing. I'm sure you can hear it in the background but I want it stopped.
4/16/2012	10:01am	Carl McMacken	KWBTS, 732-581-0682	4/30/2012	Very loud propeller aircraft revving the props and now I think its finally taking off. Perhaps you can hear it (airplane noise in background).

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
4/22/2012	12:37pm	Carol Lorick	KWBTS, 305-949-9693	4/30/2012	I know the wind is really strong today but you know the planes are flying in the opposite direction and its really really noisy over here at KWBTS. I hope the FAA could do something about that.
4/23/2012	5:23pm	Carol Lorick	KWBTS, 305-949-9693	4/30/2012	The noise at the airport, the landing, has been pretty bad all day long but its really bad right now. Please try to do something about it.
4/30/2012	2:04pm	Carol Lorick	KWBTS, 305-949-9693	4/30/2012	(Plane noise) What's going on here? It sounds like we have been invaded by the Russians or something. The air force is really making a big fuss here at the Key West airport. Tell them to get off of our property there not supposed to be here. Its way too loud.
4/30/2012	2:09pm	William Sheets	KWBTS	4/30/2012	I'm calling about the noise at the airport. I know these aren't your aircraft, its Boca Chica's, but my god the noise of these things and the lowness. I thought the planes were in trouble. It spooked everyone in our building over at KWBTS. I thought they were going to crash. Isn't it illegal for them to be flying over the island? I thought they were supposed to be out at sea. they were military aircraft. I have never heard anything so freaking loud in my life. Is there anything that can be done?
5/3/2012	10:56 AM			5/11/2012	Hang Up
5/9/2012	2:14 PM	Carol Lorick	KWBTS, 305-949-9693	5/11/2012	I don't know what airline but it sounds like it just went through my livingroom. Please tell them to lower it okay.
5/10/2012	2:18 PM	Carol Lorick	KWBTS, 305-949-9693	5/11/2012	it just sounds like a plane went through my house. Would you please tell them to lower it.
5/10/2012	3:20 PM			5/11/2012	Hang Up
5/19/2012	4:20 PM	Carol Lorick	KWBTS, 305-949-9693	5/24/2012	Very, Very loud private jet taking off. Teach these people how to do it.
6/3/2012	1:56 PM	Carol Lorick	KWBTS, 305-949-9693	6/4/2012	All the airplanes are taking off towards KWBTS and its extremely noisy. Air Tran just took off around almost 2pm and it sounded like it went through my house.
6/5/2012	6:06 PM	Carol Lorick	KWBTS, 305-949-9693	6/14/2012	I live at KWBTS and its just absolutely inhumane. Delta's taking off and it sounds like they're going through my house. Please do something.
6/6/2012	5:20 PM	Carol Lorick	KWBTS, 305-949-9693	6/14/2012	This plane just came in and it sounded like he just went through my entire house at KWBTS. Please not so much noise.
9/9/2012	12:45 PM	Marlene Durazo	KWBTS, 296-2094	9/11/2012	A jet just came screaming in shaking the windows and doors.
10/23/2012	3:36 PM	Carl McMacken	KWBTS, 732-581-0682	10/30/2012	A plane just took off, a white private jet louder than any commercial jet ive ever heard take off here. I don't know what it was or what was going on. It took off to the East, it made a left hand turn climbing out heading due North.
1/10/2013	3:16 PM	Agnus Monpoint	Flagler & 7th, 305-731-9249	1/24/2013	Almost every night in the morning, afternoon and nighttime we do have a big noise right now from the aircrafts to the point when the window shakes and I never have that before. I'm just wondering what we can do about it and who I can talk to? Please call me back.

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Date of call	Time of call	Caller	Contact information	Date rec'd	Message
1/17/2013	3:23 PM	Carol Lorick	KWBTS, 305-949-9693	1/24/2013	All day long today its been like the attack of Pearl Harbor. The planes are taking off in the opposite direction towards us and we don't have any impact windows or anything. Have them take off the other way where you spent lots of money on those people that have insulation because it is killing us.
1/21/2013	1:46 PM	Frank Duluna	1916 Patterson	1/24/2013	It seems like all the jets are flying over the house today. I don't know if they changed the flight paths but I don't know what's going on its just a lot of jet noise.
2/14/2013	11:43 AM	Patrick Murphy	2601 S Roosevelt Blvd, KWBTS, 610-304-8946	2/22/2013	A Southwest airlines plane took off and typically they go north this seemed to be going south coming right over the property. I happen to be on the end so I catch all the noise. I would like to hear back from you to see why indeed this is starting to take place. I come down here, I own this place and recently you have been flying over our property and Id like to have an explanation to why this has started. When I bought this place there was no way this was happening.
2/14/2013	12:23 PM	Patrick Murphy	2602 S Roosevelt Blvd, KWBTS, 610-304-8946	2/22/2013	Just recently I was going down to the pool and again a Southwest airlines plane came right over my facility at KWBTS and I'm just curious as to when the path of planes had changed or why you're allowing it to happen. The noise is somewhat unbearable. Everything is shaking, and it just happen to be over the corner in which I live. I would like to speak to someone regarding this matter.
2/14/2013	12:50 PM	Patrick Murphy	2603 S Roosevelt Blvd, KWBTS, 610-304-8946	2/22/2013	This is the 3rd time today I'm calling regarding an airplane that took off and it went right over out property especially right over the corner where I live at KWBTS which is the property at the end of the runway. Everybody always takes off at the opposite direction and I have no idea on why this has changed or what is going on.
2/16/2013	12:23 PM	Patrick Murphy	2604 S Roosevelt Blvd, KWBTS, 610-304-8946	2/22/2013	A plane flew right over my condo and I'm just wondering since when or how you people have changed your flight plans. You could look up the plane for sure. I would like to speak to somebody. I'm trying to find out what in Gods name is going on with these flights over my house. Number one its dangerous and number two its loud.
2/16/2013	12:47 PM	Patrick Murphy	2605 S Roosevelt Blvd, KWBTS, 610-304-8946	2/22/2013	You're probably having a hard time hearing me speak because a plane is going right over my condo. I'm sure you hear it in the backyard. That's the 2nd one, one just left it was a Southwest plane wondering if you can call me please. Again Southwest plane just took off going over my property and I'm wondering why the flight plan changed.
2/16/2013	2:14 PM	Patrick Murphy	2606 S Roosevelt Blvd, KWBTS, 610-304-8946	2/22/2013	I have made numerous calls and haven't heard back from anybody. A Southwest plane just took off, loud as could be, barely hear, shaking my house and I'm trying to figure out who and why this is taking place. The planes used to come over and they were further over and they were landing, they were not taking off. Quite frankly it seems to be a safety issue, it sure as heck is loud as can be. Please give me a call.

**Key West International Airport  
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message
2/21/2013	7:30 PM			2/22/2013	Hang Up
2/21/2013	7:32 PM	Jeremy Hall	305-433-2077	2/22/2013	About 10 minutes ago there was an extremely loud jet taking off its dark, I couldn't see what it was, my guess is that it was a private jet. I haven't called recently because it really seems like a waste of time but on this occasion it was really really loud.
2/28/2013	4:35 PM	Roy Johnson	292-2222	3/1/2013	There's been a loud military helicopter flying touch and go's at the airport for over an hour, very loud, making a lot of noise. Why cant they use their own airport. This is ridiculous.
3/14/2013	8:11 AM	Caroline Cotton	KWBTS 305-923-8896	3/18/2013	For the last 2 months there has been an aircraft taking off at approx. 8 am. It shakes all the windows and it wakes up everyone in our 3 bedroom condo. The noise is horrific. There is another flight that takes off at about 10:15 am or 11:00 am. I will call you back then. I just found out about this hotline. We have lived in this place for 8 months and the bigger aircraft have gotten louder and louder. the windows are shaking. We have people that work at night that cannot sleep because of this problem and I will keep calling and I will keep calling and I will keep calling until someone calls me back and lets me know what in the heck is going on in our community. this is horrific and I'm getting ready to conduct an article for the Key West Sun.

## **Appendix C**

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### ***Noise Metrics and INM Input Requirements***

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## APPENDIX C

### **AIRCRAFT NOISE, NOISE METRICS & THE INTEGRATED NOISE MODEL**

Appendix C describes the various common noise metrics and human perceptions. It also describes the Integrated Noise Model (INM), and its required inputs.

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## APPENDIX C

### AIRCRAFT NOISE, NOISE METRICS & THE INTEGRATED NOISE MODEL

#### C-1 AIRCRAFT NOISE

Aircraft noise originates from the engines as well as the airframe or structure of aircraft. The engines are generally the most significant source of noise. While noise generated by propeller-driven aircraft can be annoying, jet aircraft are commonly the source of disturbing noise at airports. Two basic types of jet aircraft are operated today equipped with turbofan or turbojet engines. Aircraft flying faster than the speed of sound generate an intense pressure wave called a sonic boom, in addition to the propulsion and airframe noise.

Turbofan engines produce thrust as reaction to the rate at which high-velocity gas is exhausted from nozzles. The engine core consists of a compressor, combustion chambers, a turbine and a front fan. The major sources of noise include the core engine fan streams, the compressor, turbine blades and exhaust nozzles. In comparison, turbojet aircraft do not have the front fan component. It has been found in several cases that the sound energy produced by a turbojet engine is greater than that of a turbofan engine with an equivalent thrust rating.

The noise produced by jet aircraft flyovers is characterized by an increase in sound energy as the aircraft approaches, up to a maximum level. This sound level begins to lessen as the aircraft passes overhead and then decreases in a series of lesser peaks as the aircraft departs the area.

Noise produced by propeller driven aircraft and helicopters emanates from the blades and rotors. There are two components of this noise, namely vortex and periodic. Vortex noise is generated by the formation and shedding of vortices in the airflow past the blade. Periodic noise is produced by the oscillating pressure field in the air that results from the passage of air past the blade. Blade slap is an additional source of noise in helicopters. This is high-amplitude periodic noise and highly modulated vortex noise caused by fluctuating forces as one blade cuts through the tip vortices of another.

## C-2 AIRCRAFT NOISE TERMINOLOGY

The Federal Aviation Administration (FAA) uses a variety of noise metrics to assess potential airport noise impacts. Different noise metrics can be used to describe individual noise events (e.g., a single operation of an aircraft taking off overhead) or groups of events (e.g., the cumulative effect of numerous aircraft operations, the collection of which creates a general noise environment or overall exposure level). Both types of descriptors are helpful in explaining how people tend to respond to a given noise condition. Descriptions of the metrics used in this Environmental Assessment are provided in the following text.

**Decibel, dB** – Sound is a complex physical phenomenon consisting of many minute vibrations traveling through a medium, such as air. The human ear senses these vibrations as sound pressure. Because of the vast range of sound pressure or intensity detectable by the human ear, sound pressure level (SPL) is represented on a logarithmic scale known as decibels (dB). A SPL of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet (laboratory-type) listening conditions. A person begins to feel a SPL of 120 dB inside the ear as discomfort, and pain begins at approximately 140 dB. Most environmental sounds have SPLs ranging from 30 to 100 dB.

Because decibels are logarithmic, they cannot be added or subtracted directly like other (linear) numbers. For example, if two sound sources each produce 100 dB, when they are operated together they will produce 103 dB, not 200 dB. Four 100 dB sources operating together again double the sound energy, resulting in a total SPL of 106 dB, and so on. In addition, if one source is much louder than another, the two sources operating together will produce the same SPL as if the louder source were operating alone. For example, a 100 dB source plus an 80 dB source produces 100 dB when operating together. The louder source masks the quieter one.

Two useful rules to remember when comparing SPLs are: (1) most people perceive a 6 to 10 dB increase in SPL between two noise events to be about a doubling of loudness, and (2) changes in SPL of less than about 3 dB between two events are not easily detected outside of a laboratory.

**A-Weighted Decibel, dBA** – Frequency, or pitch, is a basic physical characteristic of sound and is expressed in units of cycles per second or hertz (Hz). The normal frequency range of hearing for most people extends from about 20 to 15,000 Hz. Because the human ear is more sensitive to middle and high frequencies (i.e., 1000 to 4000 Hz), a frequency weighting called "A" weighting is applied to the measurement of sound. The internationally standardized "A" filter approximates the sensitivity of the human ear and helps in assessing the perceived loudness of various sounds. For this Part 150 Study, all sound levels are A-weighted sound levels and the text typically omits the adjective "A-weighted".

**Figure C-1** charts common indoor and outdoor sound levels. A quiet rural area at nighttime may be 30 dBA or lower, while the operator of a typical gas lawn mower may experience a level of 90 dBA. Similarly, the level in a library may be 30 dBA or lower, while the listener at a rock band concert may experience levels near 110 dBA.

**FIGURE C-1  
COMMON OUTDOOR AND INDOOR SOUND LEVELS**



Source: URS Corp, 2008.

**Maximum A-Weighted Noise Level,  $L_{max}$**  – Sound levels vary with time. For example, the sound increases as an aircraft approaches, then falls and blends into the ambient, or background, as the aircraft recedes into the distance. Because of this variation, it is often convenient to describe a particular noise "event" by

its highest or maximum sound level ( $L_{max}$ ). It should be noted that  $L_{max}$  describes only one dimension of an event; it provides no information on the cumulative noise exposure generated by a sound source. In fact, two events with identical  $L_{max}$  levels may produce very different total noise exposures. One may be of very short duration, while the other may last much longer.

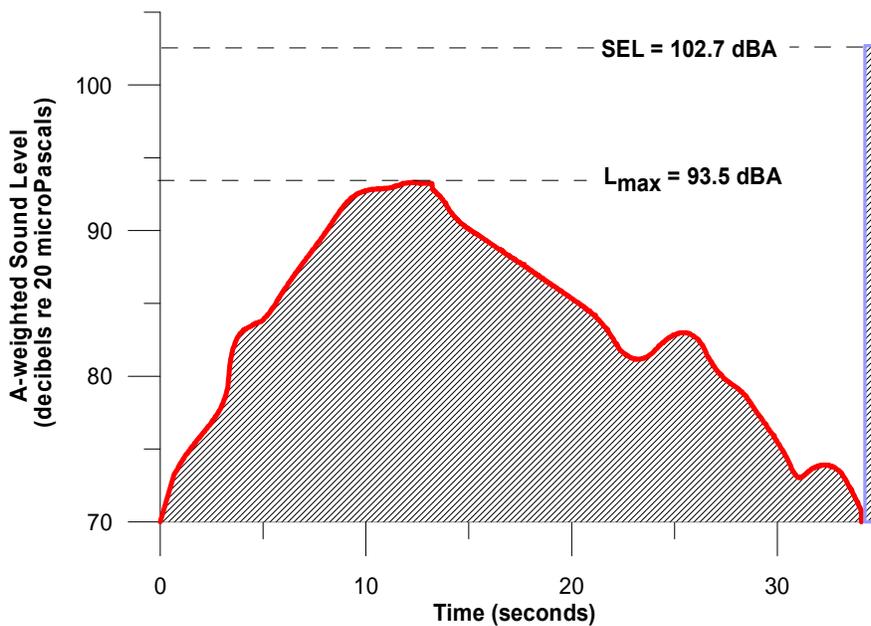
**Sound Exposure Level, SEL** – The most common measure of noise exposure for a single aircraft flyover event is the SEL. SEL is a summation of the A-weighted sound energy at a particular location over the true duration of a noise event, normalized to a fictional duration of one second. The true noise event duration is defined as the amount of time the noise event exceeds a specified level (that is at least 10 dB below the maximum value measured during the noise event). For noise events lasting more than one second, SEL does not directly represent the sound level heard at any given time, but rather provides a measure of the net impact of the entire acoustic event.

The normalization to the fictional duration of one second enables the comparison of noise events with differing true duration and/or maximum level. Because the SEL is normalized to one second, it will almost always be larger in magnitude than the  $L_{max}$  for the event. In fact, for most aircraft events, the SEL is about 7 to 12 dB higher than the  $L_{max}$ . Additionally, since it is a cumulative measure, a higher SEL can result from either a louder or longer event, or a combination thereof.

Since SEL combines an event's overall sound level along with its duration, SEL provides a comprehensive way to describe noise events for use in modeling and comparing noise environments. Computer noise models, such as the Integrated Noise Model (INM) that the FAA used for this PART 150 STUDY, base their computations on these SELs.

**Figure C-2** shows an event's time history, or the variation of sound level with time. For typical sound events experienced by a stationary listener, like a person experiencing an aircraft flyover, the sound level rises as the source (or aircraft) approaches the listener, peaks and then diminishes as the aircraft flies away from the listener. The area under the time history curve represents the overall sound energy of the noise event. The  $L_{max}$  for the event shown in **Figure C -2** was 93.5 dBA. Compressing the event's total sound energy into one second yields an SEL of 102.7 dBA.

**FIGURE C -2**  
**COMPARISON OF MAXIMUM SOUND LEVEL ( $L_{MAX}$ ) AND SOUND EXPOSURE LEVEL (SEL)**



Source: URS Corporation, 2008.

**Equivalent Sound Level,  $L_{eq}$**  – Equivalent sound level ( $L_{eq}$ ) is a measure of the noise exposure resulting from the accumulation of A-weighted sound levels over a particular period of interest (e.g., an hour, an 8-hour school day, nighttime, or a full 24-hour day). However, because the length of the period can be different depending on the period of interest, the applicable period should always be identified or clearly understood when discussing this metric. Such durations are often identified through a subscript. For example, for an 8 hour or 24 hour day,  $L_{eq(8)}$  or  $L_{eq(24)}$  is used, respectively.

Conceptually,  $L_{eq}$  may be thought of as a constant sound level over the period of interest that contains as much sound energy as the actual time-varying sound level with its normal peaks and dips. In the context of noise from typical aircraft flight events, and as noted earlier for SEL,  $L_{eq}$  does not represent the sound level heard at any particular time, but rather represents the total sound exposure for the period of interest. Also, it should be noted that the average sound level suggested by  $L_{eq}$  is not an arithmetic value, but a logarithmic, or energy-averaged, sound level. Thus, loud events tend to dominate the noise environment described by the  $L_{eq}$  metric.

**Day-Night Average Sound Level, DNL** – Time-average sound levels are measurements of sound averaged over a specified length of time. These levels provide a measure of the average sound energy during the measurement period. For the evaluation of community noise effects, and particularly aircraft noise effects, the Day-Night Average Sound Level (abbreviated DNL) is used. DNL logarithmically averages aircraft sound levels at a location over a complete 24-hour period, with a 10-decibel adjustment

added to those noise events occurring between 10:00 p.m. and 6:59 a.m. (local time) the following morning. The FAA defines the 10:00 p.m. to 6:59 a.m. period as nighttime (or night) and the 7:00 a.m. to 9:59 p.m. period as daytime (or day). Because of the increased sensitivity to noise during normal sleeping hours and because ambient (without aircraft) sound levels during nighttime are typically about 10 dB lower than during daytime hours, the 10-decibel adjustment, or "penalty," represents the added intrusiveness of sounds occurring during nighttime hours.

DNL accounts for the noise levels (in terms of SEL) of all individual aircraft events, the number of times those events occur and the period of day/night in which they occur. Values of DNL can be measured with standard monitoring equipment or predicted with computer models such as the INM.

Typical DNL values for a variety of noise environments are shown in [Figure C -3](#). DNL values can be approximately 85 dBA outdoors under an aircraft flight path within a mile of a major airport and 40 dBA or less outdoors in a rural residential area.

Due to the DNL descriptor's close correlation with the degree of community annoyance from aircraft noise, most federal agencies have formally adopted DNL for measuring and evaluating aircraft noise for land use planning and noise impact assessment. Federal committees such as the Federal Interagency Committee on Urban Noise (FICUN) and the Federal Interagency Committee on Noise (FICON), which include the Environmental Protection Agency (EPA), the FAA, Department of Defense, Department of Housing and Urban Development, and the Veterans Administration, found DNL to be the best metric for land use planning. They also found no new cumulative sound descriptors or metrics of sufficient scientific standing to substitute for DNL. Other cumulative metrics are used only to supplement, not replace, DNL. Furthermore, FAA Order 1050.1E, *Policies and Procedures for Considering Environmental Impacts*, requires DNL be used in describing cumulative noise exposure and in identifying aircraft noise/land use compatibility issues (EPA, 1974; FICUN, 1980; FICON, 1992; title 14 CFR part 150, 2004; FAA, 2006).

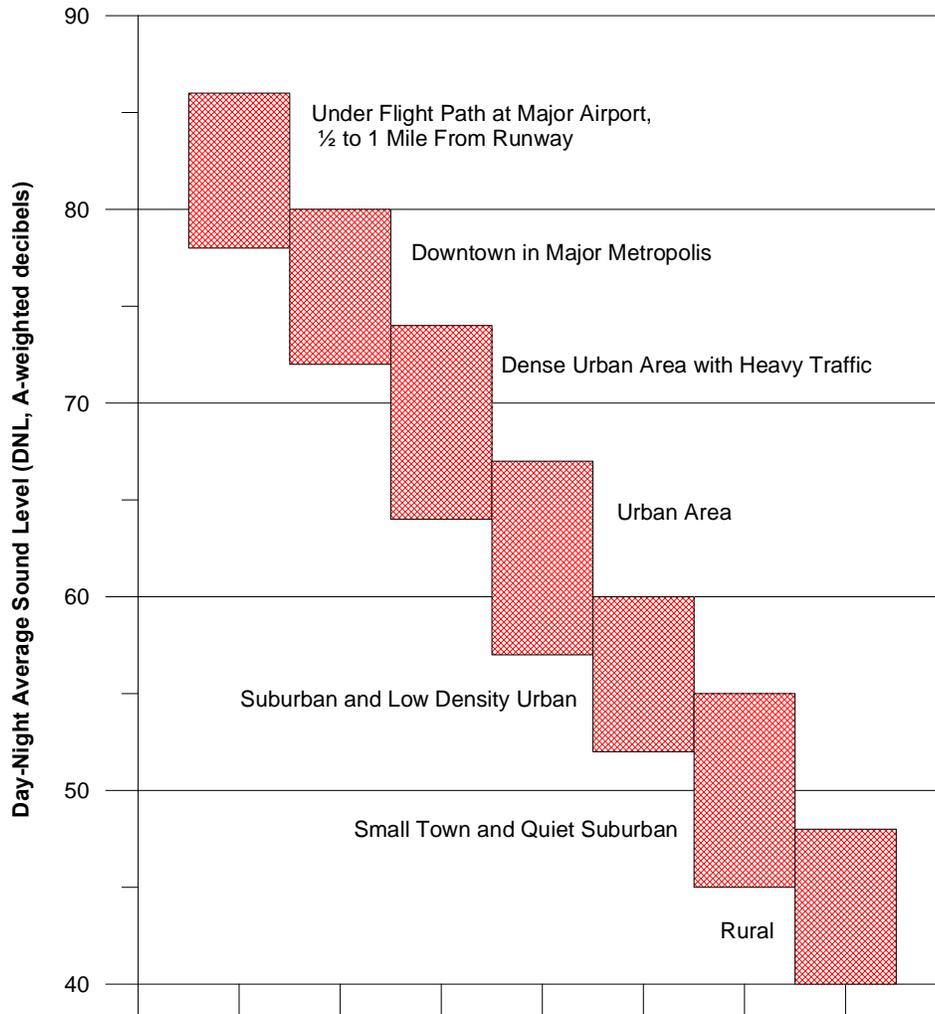
The accuracy and validity of DNL calculations depend on the basic information used in the calculations. At airports, the reliability of DNL calculations is affected by a number of uncertainties:

- The noise descriptions used in the DNL procedure represent the typical human response to aircraft noise. Since people vary in their response to noise and because the physical measure of noise accounts for only a portion of an individual's reaction to that noise, the DNL scale can show only an average response to aircraft noise that may be expected from a community.
- Future aviation activity levels such as the forecast number of operations, the operational fleet mix, the times of operation (day versus night) and flight tracks are estimates. Achievement of forecasted levels of activity cannot be assured.
- Aircraft acoustical and performance characteristics for new aircraft designs are estimates.

**Outdoor vs. Indoor Noise Levels** – INM calculates outdoor noise levels, while some of the supplemental noise analysis effects are based on noise levels experienced indoors. In order to convert outdoor noise levels to indoor noise levels, an Outdoor-to-Indoor Noise Level Reduction (OILR) is identified. The indoor

noise level is equal to the outdoor noise level minus the OILR. Based on accepted research, typical OILR values range between 15 dBA to 25 dBA, depending on the structure and whether windows are open or closed (Wyle, 1989).

**FIGURE C -3  
TYPICAL RANGE OF OUTDOOR COMMUNITY DAY-NIGHT AVERAGE SOUND LEVELS**



Source: U.S. Department of Defense. Departments of the Air Force, the Army, and the Navy, 1978. *Planning in the Noise Environment*. AFM 19-10. TM 5-803-2, and NAVFAC P-970. Washington, D.C.; U.S. DoD.

### C-3 EFFECTS OF AIRCRAFT NOISE ON PEOPLE

The most common effects regarding aircraft noise are related to annoyance and activity interference (e.g., speech disruption and sleep interference). These effects have been studied extensively and relationships between various noise metrics and effects have been established. The following sections summarize these effects, and the noise metrics that are used to describe them.

### C-3.1 SPEECH INTERFERENCE

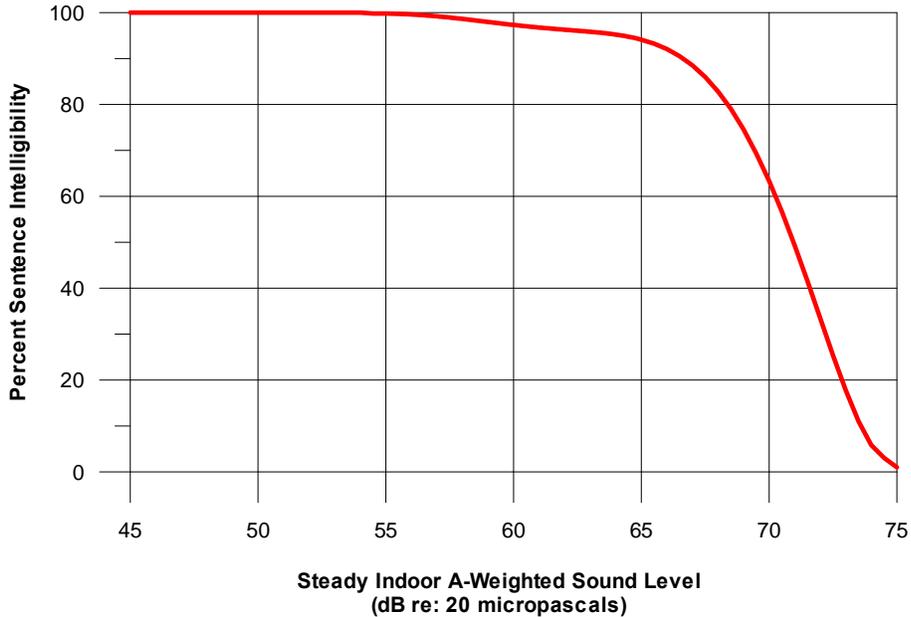
Speech interference is the most readily quantified adverse effect of noise, and speech is the activity most often affected by environmental noise. The levels of noise that interfere with listening to a desired sound, such as speech, music, or television, can be defined in terms of the level of noise required to mask the desired sound. Such levels have been quantified for speech communications by directly measuring the interference with speech. Several studies have been conducted over the last 30 years resulting in various noise level criteria for speech interference.

As an aircraft approaches and its sound level increases, speech becomes harder to hear. As the ambient level increases, the speaker must raise his/her voice, or the individuals must get closer together to continue talking. For typical communication distances of 3 or 4 feet (1 to 1.5 meters), acceptable outdoor conversations can be carried on in a normal voice as long as the ambient noise outdoors is less than about 65 dBA (FICON, 1992). If the noise exceeds this level, intelligibility would be lost unless vocal effort was increased or communication distance was decreased.

Indoor speech interference can be expressed as a percentage of sentence intelligibility between two average adults with normal hearing, speaking fluently in relaxed conversation approximately one meter apart in a typical living room or bedroom (EPA, 1974). Intelligibility pertains to the percentage of speech units correctly understood out of those transmitted, and specifies the type of speech material used, i.e. sentence or word intelligibility (ANSI, 1994). As shown in **Figure C -4**, the percentage of sentence intelligibility is a non-linear function of the (steady) indoor ambient or background sound level (energy-average equivalent sound level ( $L_{eq}$ )). For an average adult with normal hearing and fluency in the language, steady ambient indoor sound levels of up to 45 dBA  $L_{eq}$  are expected to allow 100 percent intelligibility of sentences. The curve shows 99 percent sentence intelligibility for  $L_{eq}$  at or below 54 dBA and less than 10 percent intelligibility for  $L_{eq}$  greater than 73 dBA. It should be noted that the function is especially sensitive to changes in sound level between 65 dBA and 75 dBA. As an example of the sensitivity, a 1 dBA increase in background sound level from 70 dBA to 71 dBA results in a 14 percent decrease in sentence intelligibility. In contrast, a 1 dBA increase in background sound level from 60 dBA to 61 dBA results in less than 1 percent decrease in sentence intelligibility.

The noise from aircraft events is not continuous, but consists of individual events where the noise level can greatly exceed the background level for a limited period as the aircraft flies over. Since speech interference in the presence of aircraft noise is essentially determined by the magnitude and frequency of individual aircraft flyover events, a time-averaged metric (such as  $L_{eq}$ ) alone, is not necessarily appropriate when setting standards regarding acceptable levels. In addition to the background levels described above, single event criteria, which account for those sporadic intermittent noisy events, are also essential to specifying speech interference criteria. In order for two people to communicate reasonably using normal voice levels indoors, the background noise level should not exceed 60 dBA (EPA, 1974). In other words, an indoor noise event that exceeds 60 dBA has the potential to cause speech and communication disruption (Eagan, 2007).

**Figure C -4  
PERCENT SENTENCE INTELLIGIBILITY FOR INDOOR SPEECH**



Source: U.S. Environmental Protection Agency, 1974.

**C-3.2 EFFECT ON CHILDREN’S LEARNING**

An important application of speech interference criteria is in the classroom where the percent of words (rather than whole sentences) transmitted and received commonly referred to as word intelligibility, is critical. For teachers to be clearly understood by their students, it is important that regular voice communication is clear and uninterrupted. Not only does the steady background sound level have to be low enough for the teacher to be clearly heard, but intermittent outdoor noise events also need to be unobtrusive. The steady ambient level, the level of voice communication, and the single event level (e.g., aircraft over-flights) that might interfere with speech in the classroom are measures that can be evaluated to quantify the potential for speech interference in the classroom.

Accounting for the typically intermittent nature of aircraft noise where speech is impaired only for the short time when the aircraft noise is close to its maximum value, different researchers and regulatory organizations have recommended maximum allowable indoor noise levels ranging between 40 and 60 dBA  $L_{max}$ . (Lind, et. al., 1998; Sharp and Plotkin, 1984; Wesler, 1986; WHO, 1999; ASLHA, 1995; ANSI, 2002). A single event noise level of 50 dBA  $L_{max}$  correlates to 90 percent of the words being understood by students with normal hearing and no special needs seated throughout a classroom (Lind, et. al., 1998). At-risk students may be adversely affected at lower sound levels.

ANSI has developed a standard for classrooms that states that the sound level during the noisiest hour should not exceed a one-hour average  $L_{eq}$  of 40 dBA for schools exposed to intermittent noise sources such as aircraft noise (ANSI, 2002). The standard further states that the hourly  $L_{eq}$  should not be exceeded

for more than 10 percent of the noisiest hour (i.e.,  $L_{eq}$  should not exceed  $L_{10}$ ). FAA Order 5100.38C, Airport Improvement Program Handbook, Chapter 7, Section 2, Paragraph 812c(1) indicates that schools should have an A-weighted  $L_{eq}$  of 45 dB, or less, during school hours, in the classroom environment. Facilities not typically disrupted by aircraft, such as gymnasiums, cafeterias, or hallways, are not usually eligible for noise insulation. However, ANSI recommends that schools have a maximum one-hour average A-weighted unsteady background noise level of  $L_{eq}$  of 40 dB, or less, during school hours. Ancillary spaces, such as gymnasiums and cafeterias are recommended to have a maximum  $L_{eq}$  of 45 dB.

### C-3.3 SLEEP DISTURBANCE

The EPA identified an indoor DNL of 45 dB as necessary to protect against sleep interference (EPA, 1974). Prior to and after the EPA's 1974 guidelines, research on sleep disruption from noise has led to widely varying observations. In part, this is because: (1) sleep can be disturbed without causing awakening, (2) the deeper the sleep the more noise it takes to cause arousal, (3) the tendency to awaken increases with age, and (4) the person's previous exposure to the intruding noise and other physiological, psychological, and situational factors. The most readily measurable effect of noise on a sleeping person is the number of arousals or awakenings.

A study performed in 1992 by the Civil Aviation Policy Directorate of the Department of Transportation in the United Kingdom concluded that average sleep disturbance rates (those that are unrelated to outdoor noise) are unlikely to be affected by aircraft noise at outdoor levels below an  $L_{max}$  of 80 dBA (Ollerhead, 1992). At higher levels of 80-95 dBA  $L_{max}$  the chance of the average person being awakened is about 1 in 75. The study concludes that there is no evidence to suggest that aircraft noise at these levels is likely to increase the overall rates of sleep disturbance experienced during normal sleep. However, the authors emphasize that these conclusions are based on average effects, and that there are more susceptible individuals and there are periods during the night when people are more sensitive to noise, especially during the lighter stages of sleep.

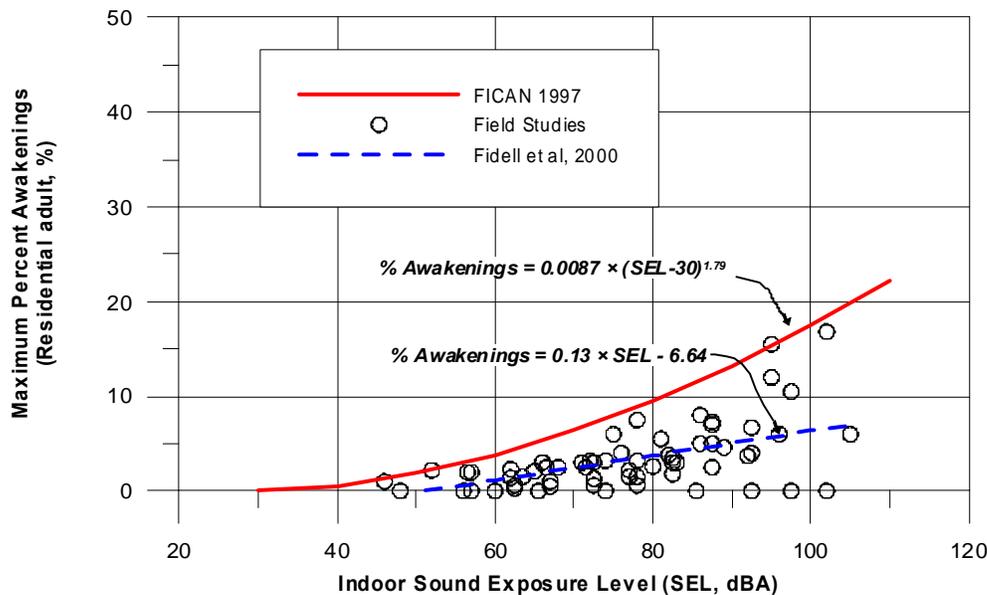
In June 1997, the U.S. Federal Interagency Committee on Aviation Noise (FICAN) reviewed the sleep disturbance issue along with data from the 1992 FICAN recommendations (which was primarily the result of many laboratory studies) and presented a new sleep disturbance dose-response prediction curve (FICAN, 1997) as the recommended tool for analysis of potential sleep disturbance for residential areas. The FICAN curve, shown in [Figure C -5](#), was based on data from field studies of major civilian and military airports. For an indoor SEL of 60 dBA, [Figure C -5](#) predicts a maximum of approximately 5 percent of the exposed residential population would be behaviorally awakened. FICAN cautions that this curve should only be applied to long-term adult residents.

The focus of this research was the human response to individual SELs rather than the response to multiple events in the same night. The relationship of SEL and percent awakenings presented in the figure is for each event, not a cumulative percent awakening for all events during a sleep period.

Other studies indicate that for a good night's sleep, the number of noise occurrences plays a role as important as the level of the noise. Vallet & Vernet (1991) recommend that, to avoid any adverse effects

on sleep, indoor noise levels should not exceed approximately 45 dBA  $L_{max}$  more than 10-15 times per night and that lower levels might be appropriate to provide protection for sensitive people. This  $L_{max}$  level is equivalent to an SEL of approximately 55 dBA indoors.

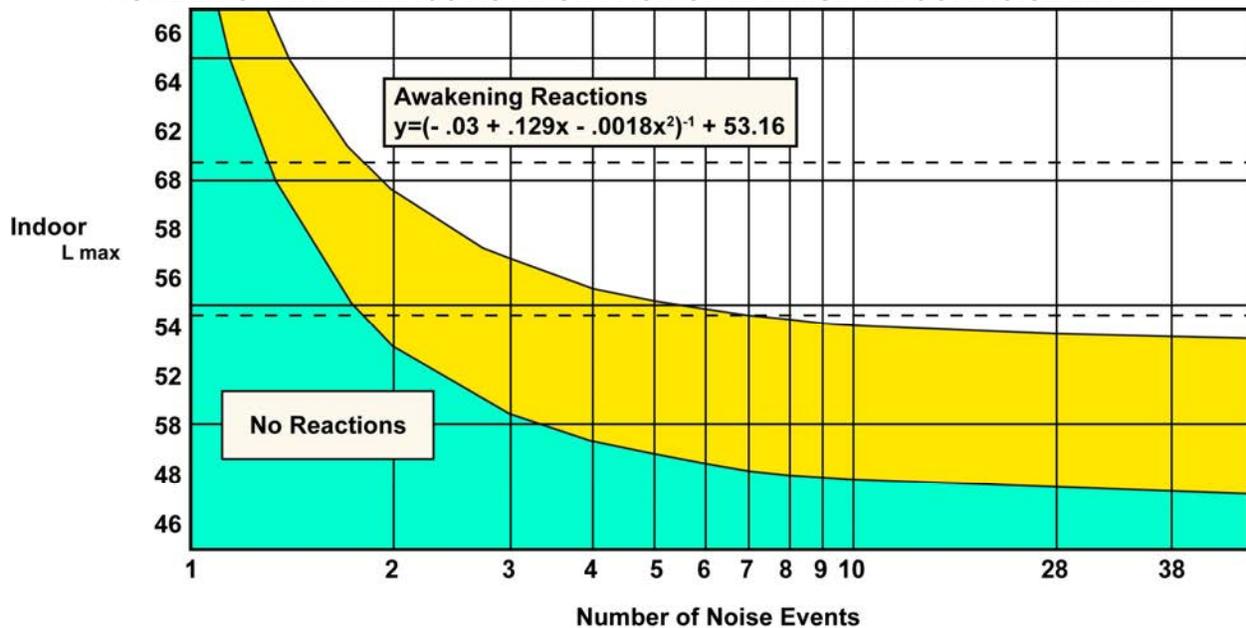
**FIGURE C -5  
SLEEP DISTURBANCE DOSE-RESPONSE RELATIONSHIP**



Source: FICAN, 1997; Fidell, et. al., 2000;

Griefahn (1978) suggests that awakenings from aircraft overflights are dependent upon the number of events and their sound levels. **Figure C -6** illustrates Griefahn's compilation of data indicating the number of events and noise level that constitute a threshold for sleep. The data in her research were based on levels at which the most sensitive 10 percent of the population would be disturbed, and includes a correction to these levels to represent the most sensitive sleep state and age group. The lower curve represents the indoor noise level (expressed in terms of  $L_{max}$ ) and number of noise event combinations at which fewer than 10 percent of the population will show signs of sleep interference. The upper curve indicates the level at which more than 90 percent of the population will be awakened for the given combination of noise levels and noise events. Griefahn suggests that, to avoid any long-term health effects, the upper curve should not be exceeded. The bottom curve represents a preferred, preventative goal. The curves indicate that nearly 90 percent of people will show signs of sleep interference in the presence of 10 to 30 flights per night at an approximate indoor  $L_{max}$  of 54 dB. They also show that for the same number of flights but at an indoor  $L_{max}$  of 48 dB, the percentage of the most sensitive population affected is much lower, at less than 10 percent, (with no reaction for the less sensitive population).

**FIGURE C -6  
NUMBER OF AWAKENINGS AS A FUNCTION OF MAXIMUM INDOOR NOISE LEVEL**



Source: Griefahn, B. (1990). Critical Loads for Noise Exposure During the Night, InterNoise 90, pg. 1165.

**C-3.4 VIBRATION FROM AIRCRAFT OPERATIONS**

The effects of vibration in a residence are observed in two ways; it is felt by the occupant, or it causes physical damage to the structure. Subjective detection can be one of direct perception from rattling of windows and ornaments, or dislodgement of hanging pictures and other loose objects. Structural damage may be either architectural (cosmetic or minor effects) such as plaster cracking, movement or dislodgements of wall tiles, cracked glass, etc., or major, such as cracking walls, complete collapsing of ceilings, etc., which is generally considered to impair the function or use of the dwelling.

Research has shown that vibration can be felt at levels well below those considered to cause structural damage. Complaints from occupants are usually due to the belief that if vibration can be felt, then it is likely to cause damage. Residents living in proximity to airports often complain that aircraft operations cause vibration induced damage to their homes. Research has also shown however, that the slamming of doors or footfalls within a building can produce vibration levels above those produced by aircraft activities (Reverb Acoustics Noise and Vibration Consultants, 2005).

Since people spend the majority of time indoors, the perceptions of aircraft noise leading to annoyance or complaint response and potentially to structural/architectural effects are directly and indirectly affected by the building structure. The acoustic loads resulting from aircraft noise can induce vibration in the structure, which can in turn, result in radiation of noise into its interior, rattling of items in contact with the structure, the perception of the occupants that the structure is vibrating, and the assumption that the vibration is causing structural/architectural effects. Consequently, the response of buildings, particularly older

residential structures, to aircraft noise and the resulting effects on human and structural response has been the subject of considerable research.

C-weighted metrics appear to correlate well with subjective evaluations of low frequency noise from aircraft operations (Fidell, et al, 2002; Eagan, 2006). Perceptible wall vibrations in homes are likely to occur for C-weighted levels between 75 and 80 dB (Eagan, 2006). The likelihood of rattle due to low frequency noise increases notably for C-weighted levels within the range of 75 to 80 dB (Hubbard, 1982, Fidell, et. al, 2002). Rattle always occurs above a threshold of roughly 97 dB  $L_{max}$  (Hodgdon, 2007). In addition, C-weighting is the only weighting scale currently in the Integrated Noise Model (INM) that addresses low-frequency noise. However, it should be noted that INM predictions are based on extrapolation of A-weighted aircraft sound levels. The same data are used in C-weighted predictions by simply reverse filtering the A-weighted levels. The predictions do not extend to frequencies less than 50 Hz where much of rattle and structural response can be attributed. This is a major limitation of INM C-weighted predictions for vibration assessment.

Generally, fixed-wing subsonic aircraft do not generate vibration levels of a frequency or intensity high enough to result in damage to structures. It has been found that exposure to normal weather conditions, such as thunder and wind, usually have more potential to result in significant structural vibration than aircraft (FAA, 1985). Two studies involving the measurement of vibration levels resulting from aircraft operations upon sensitive historic structures concluded that aircraft operations did not result in significant structural vibration.

## **C-4 FAA METHODOLOGY FOR EVALUATING AIRCRAFT NOISE**

### **C-4.1 IMPACT ANALYSIS CRITERIA AND THRESHOLDS**

The evaluation of the airport noise environment was completed using the methodologies and standards specified in title 14 CFR Part 150 (Part 150, 2004). The following paragraphs summarize the pertinent requirements of these documents applicable to conducting a noise analysis and how they were applied in this NEM.

The regulations and guidance documents require that the cumulative noise energy exposure of individuals to noise resulting from aviation activities be established in terms of yearly day/night average sound level (DNL) as the FAA's primary metric. All detailed noise analyses must be performed using the most current version of the FAA's Integrated Noise Model (INM). For this analysis, INM, Version 7.0c, was used to model aircraft noise exposure.

The noise analysis was conducted to reflect current conditions and forecast conditions. This analysis includes maps and other means to depict land uses within the noise impact area. The addition of flight tracks is helpful in illustrating where aircraft normally fly.

The following information was disclosed for the current conditions and forecast conditions.

1. The number of people living or residences within each noise contour above DNL 65 for both the Existing and Future Noise Exposure Map (NEM).
2. The location and number of noise sensitive uses (e.g., schools, churches, hospitals, parks, recreation areas) exposed to DNL 65 or greater for both the Existing and Future NEM.
3. Mitigation measures in effect or proposed and their relationship to the Existing and Future NEM.

### **C-4.2 THE INTEGRATED NOISE MODEL**

Noise contours generated by the FAA's INM do not depict a strict demarcation of where the noise levels end or begin. Their purpose is to describe the generally expected noise exposure. It must be recognized that although the INM is the current state-of-the-art aircraft noise modeling software, input variables to the INM require several simplifying assumptions to be made, such as: aircraft types flown, flight track utilization, day/night operational patterns, and arrival/departures profiles flown. Further, the noise contours represent average annual conditions rather than single event occurrences. Noise exposure on any one day may be greater or less than the average day. The noise model is useful for comparison of noise impacts between scenarios and provides a consistent and reasonable method to conduct airport noise compatibility planning.

The INM has been the FAA's standard tool since 1978 for determining the predicted noise impact near airports. The FAA developed the INM computer model and it is the required method to predict airport noise contours. The FAA continually enhances the INM to take advantage of increased computer speed, to incorporate new aircraft types into the aircraft noise database, and to improve its noise computation algorithms. INM Version 7.0c was used to produce the noise contours and to analyze noise levels at sensitive sites.

INM includes the capability to turn off lateral attenuation for helicopters and propeller aircraft, in order to simulate propagation over acoustically hard surfaces such as water or rocks. This capability was utilized to take into account the effect of the water surrounding the airport.

The model produces noise exposure contours that are used for land use compatibility maps. Its program includes built in tools for comparing contours and utilities that facilitate easy export to Geographic Information Systems (GIS). The model can also calculate predicted noise at specific sites such as hospitals, schools, or other sensitive locations. For these grid points, the model reports detailed information for the analyst to determine which events contribute most significantly to the noise at that location.

The INM is a computer model that, during an average 24-hour period, accounts for each aircraft flight along flight tracks leading to or from the airport, or overflying the area of interest. Flight track definitions are coupled with information in the program database relating to noise levels at varying distances and flight performance data for each distinct type of aircraft selected. In general, the model computes noise levels at regular grid locations at ground level around the airport and within the area of interest. The distance to each aircraft in flight is computed, and the associated noise exposure of each aircraft flying along each flight track within the vicinity of the grid location is determined. The logarithmic acoustical energy levels for each individual aircraft are then summed for each grid location. The model can create contours of specific noise levels based on the acoustical energy summed at each of the grid points. The cumulative values of noise exposure at each grid location are used to interpolate contours of equal noise exposure. The model can also compute noise levels at user-defined points on the ground.

The noise analyses must be performed using the INM standard and default data, unless there is sufficient justification for modification. Modification to standard or default data requires written approval from the FAA's Office of Environment and Energy (AEE). Standard INM modeling of departure operations begins at the start of takeoff roll and ends when aircraft reach an altitude of 10,000 feet above field elevation (AFE). Standard modeling of arrival operations begins when the aircraft is at an altitude of 6,000 feet and ends when the aircraft land and completes the application of reverse thrust.

All computer model input data should reasonably reflect current and forecasted conditions. User-supplied information required to run the model includes:

- A physical description of the airport layout, including location, length and orientation of all runways, and airport elevation,
- The aircraft fleet mix for the average day,
- The number of daytime flight and run-up operations (7 a.m. to 9:59 p.m.),
- The number of nighttime flight and run-up operations (10 p.m. to 6:59 a.m.),
- Runway utilization rates,
- Primary departure and arrival flight tracks, and
- Flight track utilization rates.

#### **C-4.2.1 Aircraft Operations and Fleet Mix**

Fleet mix defines the various types of aircraft and allows development of very specific input data, such as engine type, title 14 CFR part 36 Noise Stage Certification, gross weight, and departure stage length. The INM aircraft database contains actual noise and performance data for 298 types of aircraft. Although the INM aircraft database provides a large selection of aircraft to model, it does not contain every known aircraft. For this reason, the FAA has developed an official aircraft substitution list, containing 271 types of aircraft, which allows the modeler to substitute similar aircraft when necessary for modeling purposes. These substitutions represent a very close estimate of the noise produced by the actual aircraft. All modeled aircraft in this study are either a true representative of an aircraft type or an FAA approved substitution.

#### **C -4.2.2 Time of Day**

The time of day that aircraft operations occur is a very important factor in the calculation of cumulative noise exposure. The DNL treats nighttime (10:00 p.m. to 6:59 a.m.) noise differently from daytime (7:00 a.m. to 9:59 p.m.) noise. DNL multiplies each nighttime operation by 10. This weighting of the operations effectively adds 10 dB to the A-weighted levels of each nighttime operation. This weighting factor is applied to account for people's greater sensitivity to nighttime noise. In addition, events during the night are often more intrusive because the ambient sound levels during this time are usually lower than daytime ambient sound levels

#### **C -4.2.3 Runway Utilization**

Runway use refers to the frequency with which aircraft utilize each runway during the course of a year as dictated or permitted by wind, weather, aircraft weight, and noise considerations. The more often a runway is used throughout the year, the more noise is created in areas located off each end of that runway.

#### **C -4.2.4 Flight Tracks and Flight Track Utilization**

Flight tracks depict the actual path of aircraft over the ground for aircraft arrival, departure, closed pattern (touch-and-go), and overflight operations. In order to calculate the annual average noise exposure, it is necessary to identify the predominant arrival, departure and pattern flight tracks for each runway, and the number of aircraft that used each runway and flight track. These are significant factors in determining the extent and shape of the noise contours and noise levels at noise-sensitive receptors

The use of individual flight tracks is dependent on a variety of factors including Air Traffic Control procedures, the aircraft's origin or destination, aircraft performance, weather conditions, and any noise abatement policies.

Modeled flight tracks do not represent the precise paths flown by all aircraft. Instead, they represent the primary flight corridors for the aircraft using the airport.

#### **C -4.2.5 Aircraft Profiles**

The INM default database includes profiles modeling aircraft departures up to 10,000 feet above field elevation (AFE) and arrivals from 6,000 feet AFE.

## **Arrival Profiles**

The INM contains one approach profile for most standard aircraft, which represents a 3-degree descent from an altitude of 6,000 feet above field elevation. Some standard general aviation aircraft also have an approach profile representing a 5-degree descent. The assumptions used in the INM are based upon average+operational data; flight procedures etc. and standard practice is to assign standard 3-degree INM approach profiles. All arrival profiles used in this study are INM default profiles.

## **Departure Profiles**

The INM relies on the trip length of a given flight to determine the departure weight and associated departure profile. Default procedural profiles are assumed. Three default procedural profiles are available, these are the Standard,+CAO-A,+and CAO-B+departure profiles. The assumptions used in the INM are based upon average+operational data; aircraft passenger load factors, fuel reserves, flight procedures etc. and standard practice is to assign INM profiles based on trip length. In some cases, the analysis of aircraft departure weight is also used. All departure profiles used in this study are INM default profiles, and stage length is based on trip length.

### **C -4.2.6 Departure Stage Length**

The INM database contains several departure profiles for each fixed-wing aircraft type representing the varying performance characteristics for that aircraft at a particular takeoff weight. Use of appropriate departure profiles is an important component of calculating DNL noise exposure contours. Historically, it has been easier to obtain trip length data than average weight data, so the INM uses departure stage length+to best represent typical aircraft takeoff weight.

Departure stage length is the distance between the departure airport and the destination airport. As the departure stage length increases, the aircraft's required fuel load and takeoff weight also increase. The increase in takeoff weight equates to a decrease in aircraft takeoff and climb performance. A decrease in aircraft performance results in a longer takeoff departure roll and decreased climb rates. These performance characteristics produce increased noise exposure impacts. The aircraft's noise impacts are greater because the aircraft is producing noise closer to the ground longer. The departure stage lengths are defined in [Table C.1](#).

<b>TABLE C.1 INM 7.0 Stage Length Distances</b>	
<b>Stage Number</b>	<b>Distance (nm)</b>
<b>1</b>	<b>0-500</b>
<b>2</b>	<b>501-1,000</b>
<b>3</b>	<b>1,001-1,500</b>
<b>4</b>	<b>1,501-2,500</b>
<b>5</b>	<b>2,501-3,500</b>
<b>6</b>	<b>3,501-4,500</b>
<b>7</b>	<b>4,501-5,500</b>
<b>8</b>	<b>5,501-6,500</b>
<b>9</b>	<b>&gt; 6,500</b>

Source: FAA INM Version 7.0 User's Guide

#### **C -4.2.7 Noise Model Outputs**

INM has many output capabilities. Charts, graphics, and tables can be viewed, exported, or printed. The most common outputs are the noise contours that INM produces. Additionally, there are many other outputs, such as aircraft performance characteristics, grid point analyses for several noise metrics, and input characteristics such as runways and flight tracks. A complete description of model outputs can be found in the INM Users Guide (FAA, 2007).

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To: Deborah Murphy Lagos, Dan Botto  
From: Eric Seavey, Alan Hass, P.E.  
Cc:  
Date: September 20, 2013  
Re: Noise Monitoring for Part 150 Study Update  
Key West International Airport  
Key West, Florida

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## 1. INTRODUCTION

Landrum & Brown (L&B) has been contracted by URS Corporation (URS) to evaluate the noise impact in several residential areas in the proximity of Key West International Airport (EYW). Noise monitoring is being conducted in conjunction with a Title 14 Code of Federal Regulations (CFR) Part 150 Noise and Land Use Compatibility Study Update (Part 150) at EYW.

There are several residential areas that have historically been located just outside the 65 dB Day-Night Average Sound Levels (DNL) noise contours at EYW. As a result, these areas have been excluded from participation in the Noise Insulation Program (NIP) at EYW that was a result of the Noise Compatibility Program (NCP) recommendations from the previous Part 150.

The purpose of the study is to undertake noise monitoring in four residential areas that are located outside the current eligibility area of the NIP. The results of the noise monitoring will be used to complement the noise contours for the Part 150 and to help determine if other factors may be affecting the propagation of aircraft noise that is not accounted for in the modeling of the updated noise contours.

Section 2 presents a summary of the noise measurements undertaken at EYW. Section 3 discusses the correlation between the measured and modeled noise data at EYW. Study conclusions are presented in Section 4.

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## 2. NOISE MEASUREMENTS

### 2.1 Measurement Locations

To determine the noise levels in the four residential areas at EYW, L&B and URS personnel set up four remote-accessible noise monitors on February 20 and 21, 2012. The noise monitors were taken down on March 19 and 20, 2012 and recorded approximately four weeks of noise events from EYW. This equated to about 28 full days of data, not counting the setup and takedown days. A description of the four noise monitoring locations is presented in **Table 1**. The locations of the four sites relative to EYW are shown in **Figure 1**. The noise monitor locations were chosen to be located in residential areas, to reduce background noise to the extent possible and to record almost exclusively aircraft operations from EYW.

**Table 1. Description of EYW Noise Monitoring Locations**

Site No.	Building Address	Location Relative to Airport
1	Single-Family Residence 3322 Riviera Drive	North
2	Key West By The Sea Condominium 2601 S. Roosevelt Blvd.	Southwest
3	Single-Family Residence 2110 Staples Avenue	West
4	Single-Family Residence 1911 Seidenberg Avenue	West

### 2.2 Noise Monitoring

#### 2.2.1 Noise Monitor Equipment

For the noise monitoring at all four sites, L&B used a noise monitor system that consisted of a sound level meter with microphone, a remote download system to perform daily checks on the data, a system to provide continuous power for the total duration of the measurement, and a process to verify the accuracy of the measured sound pressure levels that is done through calibration. Four identical systems were used at all four sites and are described in further detail below:

1. For measuring the acoustical data, L&B used a Larson Davis 824 Sound Level Meter and Real Time Analyzer with a random incidence G.R.A.S. TMS140AQ microphone and a Larson Davis PRM902 preamplifier.
2. To perform daily checks on the monitoring system, the sound level meter was connected to a cell modem and Data Logger, by which L&B could check the noise measurements remotely. The Data Logger downloaded the noise monitoring data continuously from the sound level meter and stored the data on an internal hard drive. Every hour the data was then uploaded to an FTP server that was accessible through a computer with internet capabilities.
3. AC power was available to power all components of the noise monitor.

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However, in case of an interruption of external power, a gel cell battery provided backup power for up to 24 hours.

4. Before and after collecting noise measurements, a field calibration was performed to adjust the calibration before the measurements. A calibration check was performed after the data was collected. For the field calibration, a Larson Davis CAL200 was used to calibrate the noise monitor. All system components are certified through a yearly laboratory certification calibration.

**Figure 1. Noise Monitor Locations Relative to EYW**



## 2.2.2 Noise Monitor Setup

### 2.2.2.1 Site No. 1

L&B and URS personnel set up the noise monitor in the backyard of a single-family residence at 3322 Riviera Drive. The noise monitor was setup on February 21, 2012 and was removed on March 21, 2012. The noise monitor recorded 28 full days of noise data. More detailed information on the noise data is provided in Section 2.2.3.1. The noise monitor was located on the floor of the rear patio and the microphone tripod was mounted to a post supporting the patio roof to elevate the microphone above the roof of the structure. **Figure 2** presents a more detailed plan of the noise monitor location on the property. **Figure 3** presents a photograph of the microphone setup, facing east, within the backyard of the residence. The proximity of reflecting surfaces (e.g. building roof and walls) suggests that

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**Figure 2. Noise Monitor Location at Site No. 1**



**Figure 3. Noise Monitor Setup at Site No. 1**



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measured noise levels might be slightly higher than would have been measured if those reflecting surfaces were not present. The noise monitor was set to record the average A-weighted sound pressure levels ( $L_{eq}$ ) every hour, as well as to record one-second time history data of events that exceeded 63 dBA. The 63 dBA exceedance setting was chosen such that typical aircraft events were recorded, while almost all other noise events were excluded.

Staff from L&B and URS was on-site near the noise monitor for a total of 13½ hours on February 21, 22 and 23, 2012. This time was used to identify, correlate and log the various noise sources that were being recorded. It became clear from the recorded events and matching descriptions during the three days of event logging that the main noise from operations at EYW were from arrivals to Runway 09, start of takeoff rolls on Runway 09, and taxiing/run-ups prior to departures from Runway 09. During the three days of noise event logging, there were no visual departures from Runway 27 during the time personnel logged events. It is expected that Runway 27 departures would significantly contribute to the daily DNL at Site 1.

Non-aircraft noise events noted at this location included lawnmowers, cars and motorcycles. Additional noise included noise from boats and aircraft overflights to nearby Naval Air Station Key West.

L&B analyzed all recorded events and distinguished the aircraft operations from the non-aircraft events. Approximately 80% of all recorded exceedances were determined to be caused by aircraft operations at EYW. However, due to its sideline location to the airport it is possible due to aircraft ground noise this number could be higher, i.e., some of the noise events not correlated to aircraft flight tracks could have come during an aircraft ground noise event.

#### **2.2.2.2 Site No. 2**

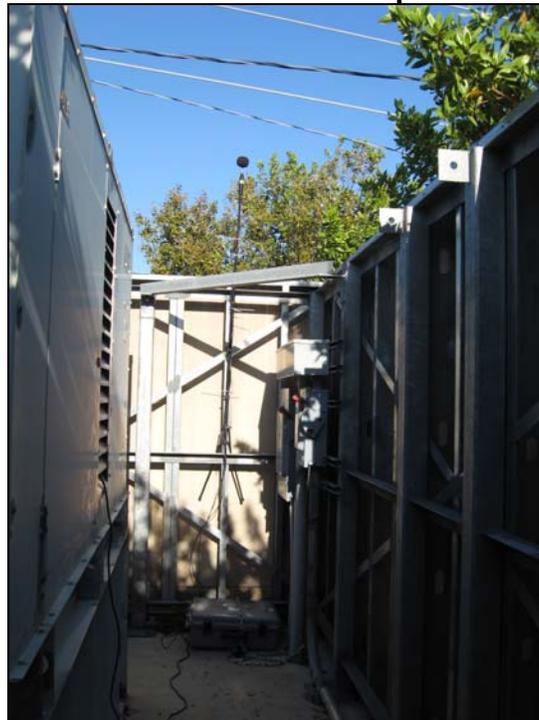
L&B and URS personnel set up the noise monitor in a structure that housed the backup generator in the rear of the Key West by the Sea Condominium (KWBS) complex at 2601 S. Roosevelt Blvd. The noise monitor was setup on February 21, 2012 and removed on March 21, 2012. The noise monitor recorded 28 full days of noise data. More detailed information on the noise data is provided in Section 2.2.3.2. The structure was elevated approximately 10 feet off the ground and was open at the top. The noise monitor was located on the floor in the structure and the microphone tripod was mounted to the inside wall to elevate the microphone above the walls of the structure. **Figure 4** presents a more detailed plan of the noise monitor location on the KWBS property. **Figure 5** presents a photograph of the noise monitor setup, facing east, within the backup generator structure. The proximity of reflecting surfaces (e.g. enclosure walls) suggests that measured noise levels are slightly higher (less than 3 dB) than would have been measured if those reflecting surfaces were not present.

The noise monitor was set to record the average A-weighted sound pressure levels

**Figure 4. Noise Monitor Location at Site No. 2**



**Figure 5. Noise Monitor Setup at Site No. 2**



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( $L_{eq}$ ) every hour, as well as to record one-second time history data of events that exceeded 63 dBA. The 63 dBA exceedance setting was chosen such that typical aircraft events were recorded, while almost all other noise events were excluded.

Staff from L&B and URS was on-site near the noise monitor for a total of 16½ hours on February 21, 22 and 23, 2012. This time was used to identify, correlate and log the various noise sources that were being recorded. It became clear from the recorded events and matching descriptions during the three days of event logging that the main noise from operations at EYW were from arrivals to Runway 09, start of takeoff rolls on Runway 09, and taxiing/run-ups prior to departures from Runway 09. During the three days of noise event logging, there were no visual departures from Runway 27 during the time personnel logged events. It is expected that Runway 27 departures would significantly contribute to the daily DNL at Site 2.

Non-aircraft noise events noted at this location included lawnmowers, cars and motorcycles. Site 2 also recorded noise from overflights for aircraft into Naval Air Station Key West. In addition, every Monday the backup generator started up at approximately 9:00 am and ran for about 20 minutes. The generator produced steady noise levels at about 90 dBA. Noise levels were high due to the close proximity of the noise monitor to the backup generator.

L&B analyzed all recorded events and distinguished the aircraft operations from the non-aircraft events. Approximately 99% of all recorded exceedances were determined to be caused by aircraft operations at EYW.

### 2.2.2.3 Site No. 3

L&B and URS personnel set up the noise monitor in the backyard of a single-family residence at 2110 Staples Avenue. The noise monitor was setup on February 21, 2012 and was removed on March 21, 2012. The noise monitor recorded 28 full days of noise data. More detailed information on the noise data is provided in Section 2.2.3.3. The noise monitor and microphone tripod were located in the backyard of the residence. **Figure 6** presents a more detailed plan of the noise monitor location on the property. **Figure 7** presents a photograph of the noise monitor setup, facing east.

The noise monitor was set to record the average A-weighted sound pressure levels ( $L_{eq}$ ) every hour, as well as to record one-second time history data of events that exceeded 63 dBA. The 63 dBA exceedance setting was chosen such that typical aircraft events were recorded, while almost all other noise events were excluded.

**Figure 6. Noise Monitor Location at Site No. 3**



**Figure 7. Noise Monitor Setup at Site No. 3**



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Staff from L&B and URS was on-site near the noise monitor for a total of 14 hours on February 22 and 23, 2012. This time was used to identify, correlate and log the various noise sources that were being recorded. It became clear from the recorded events and matching descriptions during the two days of event logging that the main noise from operations at EYW were from arrivals to Runway 09, start of takeoff rolls on Runway 09, and taxiing/run-ups prior to departures from Runway 09. During the two days of noise event logging, there were no visual departures from Runway 27 during the time personnel logged events. It is expected that Runway 27 departures would significantly contribute to the daily DNL at Site 3.

During the two days L&B and URS staff were at Site 2, typical non-aircraft noise noted included dogs barking, kids, cars and lawnmowers. Additional noise included aircraft overflights to Naval Air Station Key West.

L&B analyzed all recorded events and distinguished the aircraft operations from the non-aircraft events. Approximately 91% of all recorded exceedances were determined to be caused by aircraft operations at EYW.

#### **2.2.2.4 Site No. 4**

L&B and URS personnel set up the noise monitor in the front yard of a single-family residence at 1911 Seidenberg Avenue. The noise monitor was setup on February 21, 2012 and was removed on March 20, 2012. The noise monitor recorded 28 full days of noise data. More detailed information on the noise data is provided in Section 2.2.3.4. The noise monitor and the microphone tripod were placed in the front yard of the residence. **Figure 8** presents a more detailed plan of the noise monitor location on the property. **Figure 9** presents a photograph of the noise monitor setup, facing east.

The noise monitor was set to record the average A-weighted sound pressure levels ( $L_{eq}$ ) every hour, as well as to record one-second time history data of events that exceeded 63 dBA. The 63 dBA exceedance setting was chosen such that typical aircraft events were recorded, while almost all other noise events were excluded.

Staff from L&B and URS was on-site near the noise monitor for a total of 16 hours on February 21, 22 and 23, 2012. This time was used to identify, correlate and log the various noise sources that were being recorded. It became clear from the recorded events and matching descriptions during the two days of event logging that the main noise from operations at EYW were from arrivals to Runway 09, start of takeoff rolls on Runway 09, and taxiing/run-ups prior to departures from Runway 09. During the two days of noise event logging, there were no visual departures from Runway 27 during the time personnel logged events. It is expected that Runway 27 departures would significantly contribute to the daily DNL at Site 4.

**Figure 8. Noise Monitor Location at Site No. 4**



**Figure 9. Noise Monitor Setup at Site No. 4**



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During the three days L&B and URS staff were at Site 4, typical non-aircraft noise noted included dogs barking, kids, cars and lawnmowers. Additional noise included aircraft overflights to Naval Air Station Key West.

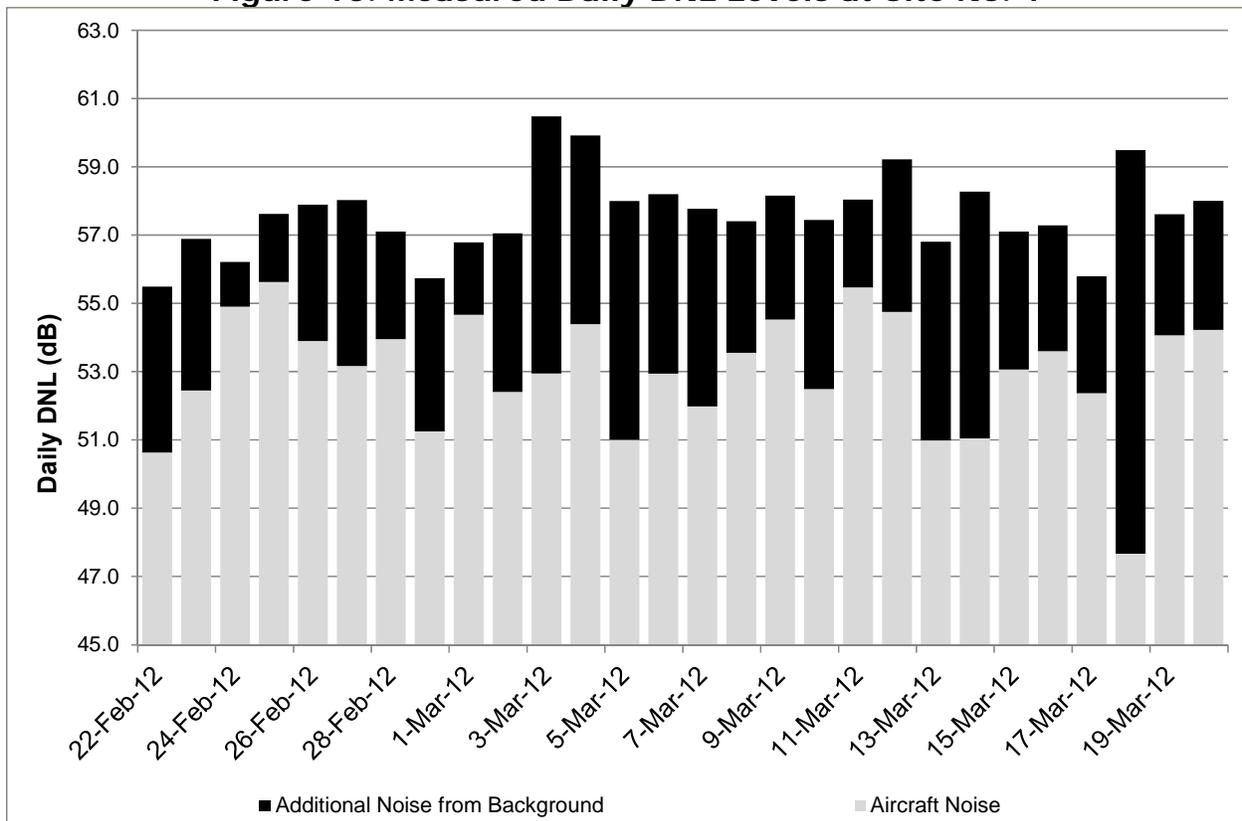
L&B analyzed all recorded events and distinguished the aircraft operations from the non-aircraft events. Approximately 93% of all recorded exceedances were determined to be caused by aircraft operations at EYW.

### 2.2.3 Analysis of DNL Levels from Aircraft Operations

#### 2.2.3.1 Site No. 1

The measured daily DNL levels are presented in **Figure 10**. The figure presents the total measured DNL, but breaks out the contribution that is exclusively from aircraft. **Table 2** presents a summary of the daily DNLs, broken down into total noise and aircraft noise only. The average measured DNL from all noise sources noise was 58 dB and ranged from a low of 56 dB to a high of 61 dB. Aircraft alone produced an average measured DNL of 53 dB and ranged from 48 to 56 dB.

**Figure 10. Measured Daily DNL Levels at Site No. 1**



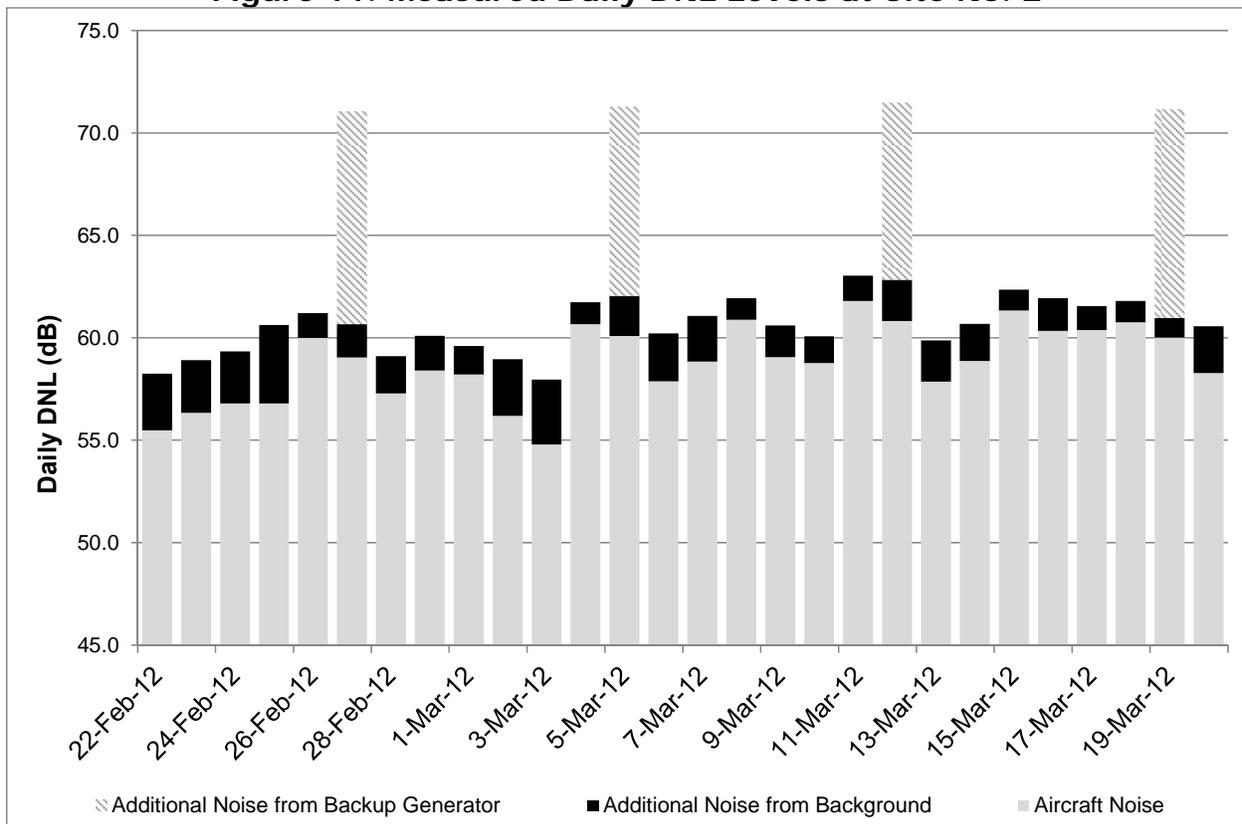
**Table 2. Measured Daily DNL Levels at Site No. 1**

	Range of Measured DNL (dB)	Average Measured DNL (dB)
All Noise	56 - 61	58
Aircraft Noise Only	48 - 56	53

**2.2.3.2 Site No. 2**

The measured daily DNL levels are presented in **Figure 11**. The data does not include partial measurements from the days the equipment was setup and taken down. The figure presents the total measured DNL, but breaks out the contribution that is exclusively from aircraft and the contribution from the backup generator. The figure clearly shows the significant contribution to the DNLs on Monday from the backup

**Figure 11. Measured Daily DNL Levels at Site No. 2**



generator. **Table 3** presents a summary of the daily DNLs, broken down into all noise, all noise without the backup generator noise, and aircraft noise only. The average measured DNL from all noise sources noise was 65 dB and ranged from a low of 58 dB to a high of 72 dB. The 72 dB DNL noise levels were generally measured on a Monday when the backup generator was running. When the backup

**Table 3. Measured Daily DNL Levels at Site No. 2**

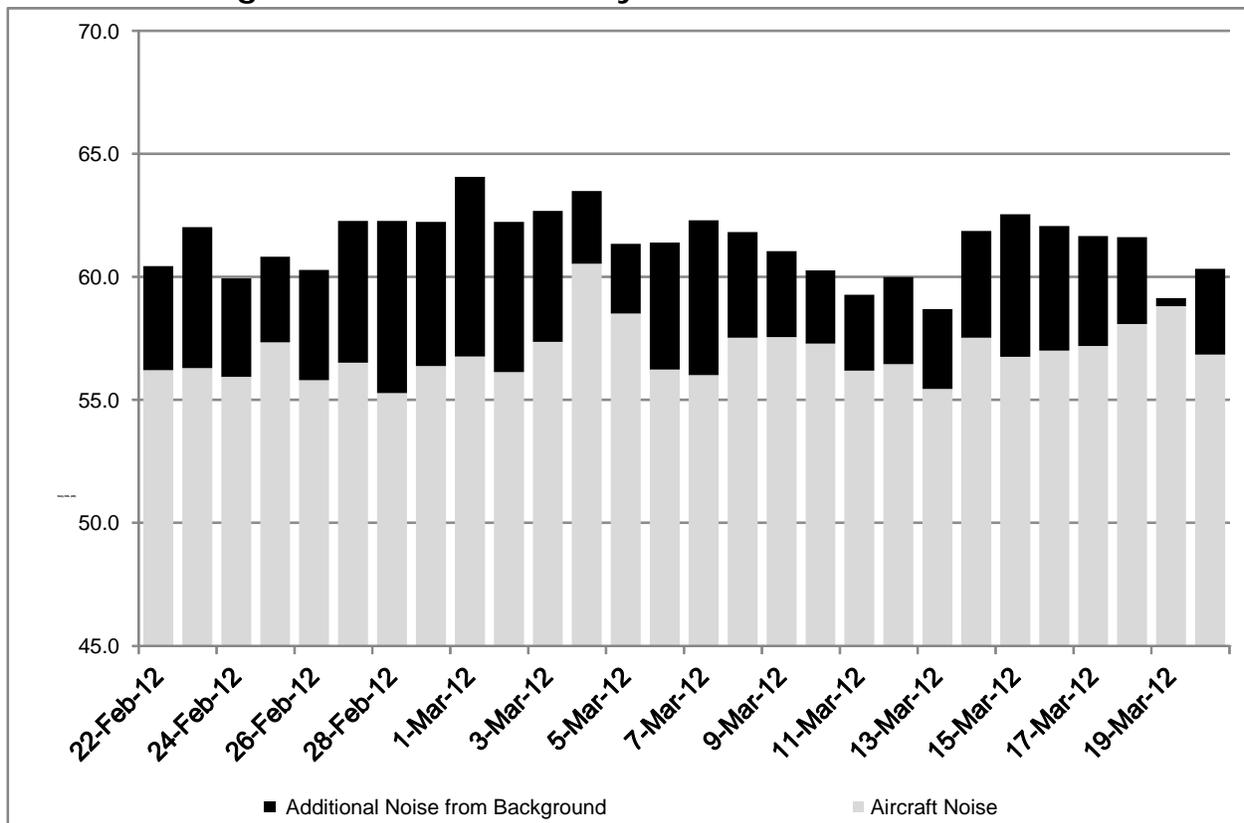
	Range of Measured DNL (dB)	Average Measured DNL (dB)
All Noise	58 - 72	65
All Noise w/o Backup Generator Noise	58 - 63	61
Aircraft Noise Only	55 - 62	59

generator noise was removed from the calculation, the average daily measured DNL from all noise sources was 61 dB and ranged from 58 dB to 63 dB. The backup generator caused the maximum of the daily DNLs to increase to 72 dB from 63 dB without the backup generator noise, while the minimum of the daily DNLs was 58 dB and was not affected by the backup generator noise. Aircraft alone produced an average measured DNL of 59 dB and ranged from 55 to 62 dB.

**2.2.3.3 Site No. 3**

The measured daily DNL levels are presented in **Figure 12**. The figure presents the total measured DNL, but breaks out the contribution that is exclusively from aircraft.

**Figure 12. Measured Daily DNL Levels at Site No. 3**



**Table 4. Measured Daily DNL Levels at Site No. 3**

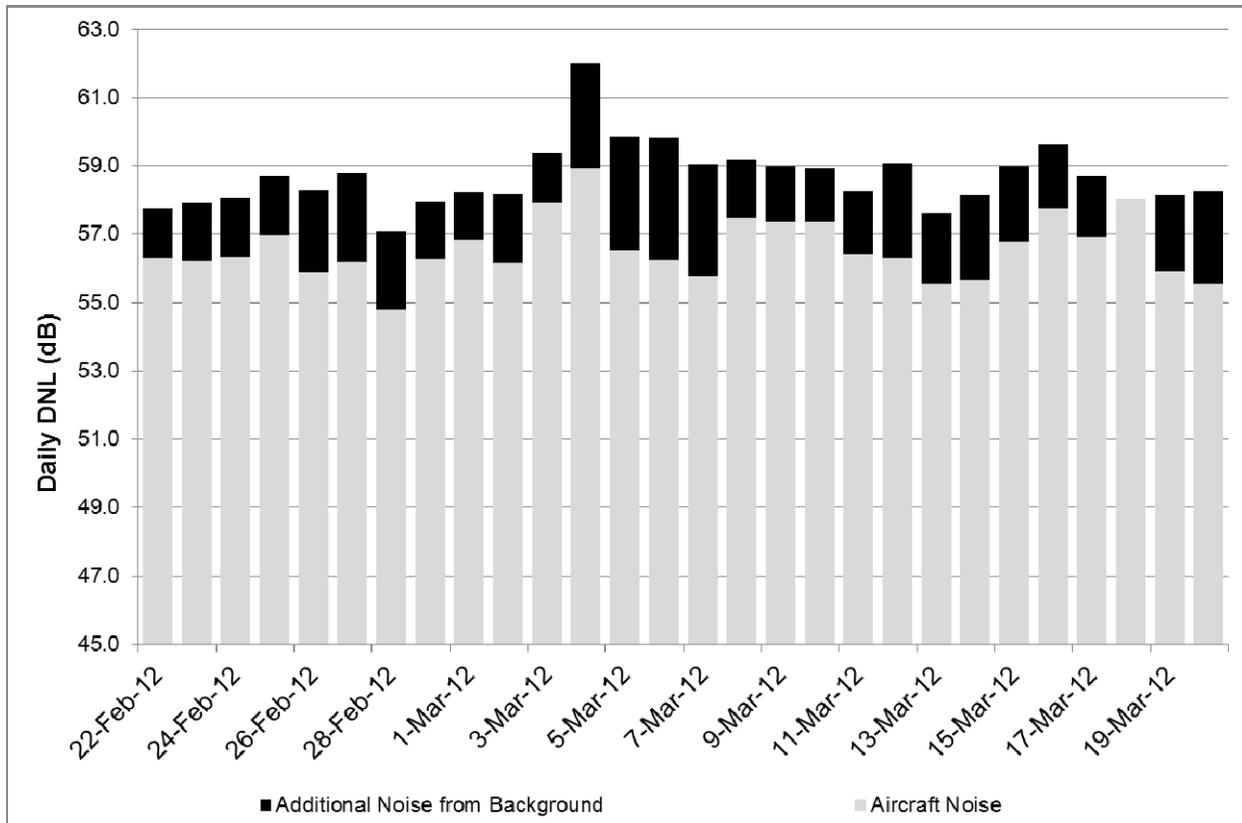
	Range of Measured DNL (dB)	Average Measured DNL (dB)
All Noise	59 - 64	62
Aircraft Noise Only	55 - 61	57

**Table 4** presents a summary of the daily DNLs, broken down into all noise and aircraft noise only. The average measured DNL from all noise sources was 62 and ranged from a low of 59 dB to a high of 64 dB. Aircraft alone produced an average measured DNL of 57 dB and ranged from 55 to 61 dB.

**2.2.3.4 Site No. 4**

The measured daily DNL levels are presented in **Figure 13**. The figure presents the total measured DNL and breaks out the contribution that is exclusively from aircraft.

**Figure 13. Measured Daily DNL Levels at Site No. 4**



**Table 5. Measured Daily DNL Levels at Site No. 4**

	<b>Range of Measured DNL (dB)</b>	<b>Average Measured DNL (dB)</b>
All Noise	56 - 62	59
Aircraft Noise Only	55 - 59	57

**Table 5** presents a summary of the daily DNLs, broken down into all noise and aircraft noise only. The average measured DNL from all noise sources was 59 dB and ranged from a low of 56 dB to a high of 62 dB. Aircraft alone produced an average measured DNL of 57 dB and ranged from 55 to 59 dB.

### 3. CORRELATION OF MEASUREMENT AND MODELED DNL

The 2012 noise contours generated for EYW were generated using the Federal Aviation Administration (FAA) Integrated Noise Model (INM) Version 7.0b. An evaluation of the noise modeling results was done using noise monitoring data collected during the 28-day survey described earlier in this document. The noise survey collected data in terms of the noise levels associated with noise events as well as the 24-hour time weighted noise metric of interest, or DNL. As described in this report, the 28-day average measured DNL (aircraft only) at the four measurement sites are presented in **Table 6**. This section compares that value to the INM noise contours for the airport. In the sections below the results of the INM modeling are described followed by a correlation of the noise measurements to these results.

**Table 6. Average Modeled and Measured Daily DNL Levels**

Site No.	2012 Modeled DNL (dB)	2012 Measured DNL (dB)
1	63	53
2	65	59
3	62	57
4	62	57

Note: No lateral attenuation was used in INM modeling. Lateral attenuation would have caused modeled noise levels to be much lower at Sites 1, but not as low as the measured value. Lateral attenuation would have smaller effects at Site 2 and almost no effect on Sites 3 and 4.

#### 3.1 INM Modeled Results

The INM contours for this airport were generated by URS Corporation. The INM works by the calculation of noise levels at thousands of locations around an airport and then using a contouring algorithm to locate lines of equal DNL value. The INM can also produce detailed information at any specific location requested. URS provided two files for a specific point on the ground corresponding to the location of the noise measurements. One of these files, called the Standard Grid file, reports the DNL at that specific location. The INM reported DNL values are presented in **Table 6** for the four locations of the noise measurements. The second file produced from INM is called a Detail Grid file, and it contains the noise level contribution of individual aircraft operations to the total noise level at that specific location. From this detailed grid file a summary of major contributors to DNL at the specific location was identified. These results are shown in **Tables 7 to 10** for the four measurement locations. Note that the tables are not a complete list but only show the top 20 aircraft contributors.

The INM data show that modeling was based on approximately 154 operations per day and 29 operations at night for 2012. Of these 45 daily jet operations were included in the INM. This is an annualized total of 66,838 which corresponds to

5,127 total operations during the 28 days of noise measurements. Note that the 154 day and 29 night operations equate to 183 total daily operations on average. For Sites 2, 3 and 4 only one-half or 91.5 flights would fly by these monitors (departures or arrivals depending on the wind). Site 1 would potentially hear all 183 flights, not accounting for the fact that many small single engine propeller aircraft would not be audible above ambient noise levels.

A summary of operations data is presented in **Table 11**. The table presents operations information during the 28-day measurement period and data used in the INM for the modeling.

### 3.1.1 Site No. 1

For Site No. 1 the INM list has 274 entries. The data in Table 7 shows that the predominant aircraft operations are departures and touch-and-go operations of the high performance single-engine piston aircraft (GASEPV), twin-engine piston aircraft (BEC58P) and the F-18 aircraft.

**Table 7. Major Contributors to DNL From INM Specific Point Analysis at EYW – Site 1**

Aircraft ID	Operation (1)	Profile	Runway	Jet or Prop	DNL Contribution
GASEPV	T	STANDARD	9	P	49.5
F-18	D	NOISEMAP	9	J	49.3
F-18	D	NOISEMAP	9	J	49.3
F-18	D	NOISEMAP	9	J	49.3
F-18	D	NOISEMAP	9	J	49.3
F-18	D	NOISEMAP	9	J	49.3
BEC58P	D	STANDARD	9	P	49.0
BEC58P	T	STANDARD	9	P	48.8
BEC58P	D	STANDARD	9	P	48.5
GASEPV	D	STANDARD	9	P	48.1
BEC58P	D	STANDARD	9	P	47.9
GASEPV	T	STANDARD	9	P	47.7
BEC58P	D	STANDARD	9	P	47.4
BEC58P	D	STANDARD	9	P	47.3
BEC58P	T	STANDARD	9	P	46.6
F-18	D	NOISEMAP	27	J	46.6
BEC58P	D	STANDARD	9	P	45.8
GASEPV	D	STANDARD	9	P	45.4
BEC58P	D	STANDARD	27	P	44.8
GASEPV	D	STANDARD	9	P	44.8

Notes: (1) Operations are described as "D" for departure or "T" for a touch-and-go.

### 3.1.2 Site No. 2

For Site No. 2 the INM list has 397 entries. The data in Table 8 shows that the predominant aircraft operations are the departures, touch-and-go operations or run-ups of the high performance single-engine piston aircraft (GASEPV), twin-engine piston aircraft (BEC58P), Beech 1900D twin-turbo prop aircraft (1900D) and F-18 aircraft.

**Table 8. Major Contributors to DNL From INM Specific Point Analysis at EYW – Site 2**

Aircraft ID	Operation (1)	Profile	Runway	Jet or Prop	DNL Contribution
GASEPV	T	STANDARD	9	P	51.8
GASEPV	D	STANDARD	9	P	51.3
F-18	D	NOISEMAP	27	J	51.0
1900D	R	STANDARD	9	P	50.3
BEC58P	T	STANDARD	9	P	49.5
BEC58P	D	STANDARD	9	P	48.8
F-18	D	NOISEMAP	9	J	48.6
F-18	D	NOISEMAP	9	J	48.6
F-18	D	NOISEMAP	9	J	48.5
F-18	D	NOISEMAP	9	J	48.5
F-18	D	NOISEMAP	9	J	48.5
GASEPV	D	STANDARD	9	P	48.4
BEC58P	D	STANDARD	9	P	48.2
GASEPV	D	STANDARD	9	P	48.0
GASEPV	D	STANDARD	9	P	47.4
BEC58P	D	STANDARD	27	P	47.2
BEC58P	D	STANDARD	9	P	47.1
BEC58P	D	STANDARD	9	P	47.0
BEC58P	D	STANDARD	9	P	47.0
GASEPV	D	STANDARD	9	P	46.6

Notes: (1) Operations are described as "D" for departure, "T" for a touch-and-go and "R" for run-up

### 3.1.3 Site No. 3

For Site No. 3 the INM list has 382 entries. The data in Table 9 shows that the predominant aircraft operations are the arrivals, departures, or touch-and-go operations of the high performance single-engine piston aircraft (GASEPV), twin-engine piston aircraft (BEC58P), Beech 1900D and Dornier 328 twin-turbo prop aircraft (1900D/DO328), F-18 aircraft, various business jet aircraft (LEAR25/LEAR35) and the Boeing B737-500/700 (737500/737700) jet aircraft.

**Table 9. Major Contributors to DNL From INM Specific Point Analysis at EYW – Site 3**

Aircraft ID	Operation (1)	Profile	Runway	Jet or Prop	DNL Contribution
737700	A	STANDARD	9	J	53.1
737700	A	STANDARD	9	J	48.0
737500	A	STANDARD	9	J	47.6
BEC58P	D	STANDARD	27	P	47.3
LEAR35	D	STANDARD	27	J	47.3
LEAR25	D	STANDARD	27	J	46.6
DO328	A	STANDARD	9	P	46.1
F-18	D	NOISEMAP	27	J	45.5
737700	D	STANDARD	27	J	44.3
CRJ9-ER	A	STANDARD	9	J	43.7
737700	D	STANDARD	27	J	43.4
DO328	A	STANDARD	9	P	43.2
BEC58P	T	STANDARD	27	P	43.1
DO328	A	STANDARD	9	P	43.0
1900D	A	STANDARD	9	P	42.6
737500	A	STANDARD	9	J	42.5
F-18	A	NOISEMAP	9	J	42.4
737500	D	STANDARD	27	J	42.2
GASEPV	D	STANDARD	27	P	42.0
DO328	A	STANDARD	9	P	41.9

Notes: (1) Operations are described as “D” for departure, “A” for arrival and “T” for a touch-and-go

### 3.1.4 Site No. 4

For Site No. 4 the INM list has 369 entries. The data in Table 9 shows that the predominant aircraft operations are the arrivals, departures, or touch-and-go operations of the high performance single-engine piston aircraft (GASEPV), twin-engine piston aircraft (BEC58P), Beech 1900D and Dornier 328 twin-turbo prop aircraft (1900D/DO328), F-18 aircraft, various business jet aircraft (LEAR25/LEAR35), the Canadair Regional Jet 900 (CRJ9-ER) and the Boeing B737-500/700 (737500/737700) jet aircraft.

**Table 10. Major Contributors to DNL From INM Specific Point Analysis at EYW – Site 4**

Aircraft ID	Operation (1)	Profile	Runway	Jet or Prop	DNL Contribution
737700	A	STANDARD	9	J	53.9
737700	A	STANDARD	9	J	48.8
737500	A	STANDARD	9	J	48.4
BEC58P	D	STANDARD	27	P	46.7
DO328	A	STANDARD	9	P	46.6
LEAR35	D	STANDARD	27	J	46.1
LEAR25	D	STANDARD	27	J	45.4
CRJ9-ER	A	STANDARD	9	J	44.8
DO328	A	STANDARD	9	P	43.7
DO328	A	STANDARD	9	P	43.5
737500	A	STANDARD	9	J	43.4
F-18	A	NOISEMAP	9	J	43.2
737700	D	STANDARD	27	J	43.0
1900D	A	STANDARD	9	P	43.0
DO328	A	STANDARD	9	P	42.5
737700	D	STANDARD	27	J	42.5
737700	A	STANDARD	9	J	42.0
737500	D	STANDARD	27	J	41.3
BEC58P	A	STANDARD	9	P	41.0
GASEPV	D	STANDARD	27	P	40.9

Notes: (1) Operations are described as "D" for departure and "A" for arrival

**Table 11. Summary of Operations Data at EYW**

Site No.	Daily Aircraft Events		Daily Jet Events
	Day	Night	
Number of Events Measured (1)			
1	115	5	---
2	210	9	---
3	64	1	---
4	64	1	---
Number of Events Modeled (2)			
1	154	29	45
2, 3, and 4	77	14.5	22.5

Notes: (1) Average daily operations based on 28 total days of measurements and exceedances determined to be caused by aircraft events.

(2) Average daily operations based on modeled 2012 average numbers in INM.

### 3.2 Correlation of Noise Measurements to INM Modeled Results

As described earlier, 28 days of continuous noise measurements were made at the four monitoring sites at EYW. The measured 28-day DNL ranged from 53 to 57 DNL. The modeled levels calculated by INM for the 2012 noise contours ranged from 62 to 65 DNL. In all cases, the measured levels were less than the modeled levels with the differences ranging from five to ten dB. The airport does not operate a permanent noise monitoring or flight tracking system. As a result, there are a number of ways to evaluate these data including whether the number and type of operations during the 28-day test were representative of the year-long average, whether the modeled specific-point INM noise levels were representative of the measured levels, and finally an understanding of the uncertainty of the noise measurement data. Each of these topics is addressed in the following paragraphs.

#### ***Comparison of Measure- to-Modeled Operations Data***

During the 28-day test period the noise monitoring system detected 1,809 (Site #4), 1,838 (Site #3), 3,338 (Site #1) and 6,115 (Site #2) noise events that met the amplitude and duration requirements and are considered aircraft-related events. It should be noted that both Sites #1 and #2 are sideline to the airport and will pick up additional aircraft ground noise events that were included in the measurements. Sites #3 and #4 are more representative of the actual aircraft flight operations. As a result the operations listed in Table 11 for Sites #3 and #4 should be doubled to be comparable to the modeled operations. Even with the doubling of operations the measured nighttime operations are negligible compared to the modeled nighttime operations. The INM noise modeling was based on an average annual day of 183 operations, which extrapolates to 66,838 annual operations and 5,127 operations over a 28 day period. Sites #3 and #4 are the two sites that are mostly impacted by overflights. Doubling the measured operations results in 3,618 to 3,676 operations during the 28-day measurement period. These numbers represent a DNL difference of 1.5 dB (the 28-day measurement period had fewer operations than were modeled and that corresponds to a 1.5 dB lower noise level), if you do not account for the difference in night operations. As shown in the next paragraph the effect of the difference in the number of night modeled versus measured operations is significant.

The test measured an average of one nighttime noise event (two if the operations are doubled) at Sites #3 and #4. The INM modeled an average of 29 operations per night period. This difference in the number of modeled night operations and the measured night operations is another reason the INM model results are higher than the measured noise levels. Consider that DNL has a factor of 10 penalty on night operations. The DNL equivalent number of operations can be calculated by adding the day operations to 10 times the number of night operations. In the INM the 154 day operations and 29 night operations mean the number of equivalent ops is 444 equivalent operations per day (Site 1) and 222 equivalent operations per day (Sites 2, 3 and 4). The measured equivalent operations for Sites 2, 3 and 4, for

example, is 64 day operations plus one (1) night operations which equates to 74 equivalent operations per day. The decibel difference between 222 equivalent operations and 74 equivalent operations at Sites 2, 3 and 4 is 4.7 dB. So, scaling up the measured DNL at Sites 2, 3 and 4 you should increase the measured DNL by 4.7 dB. Note that Table 6 differences are much smaller at Sites 2, 3 and 4 by adding 4.7 to the measured result. This means that the difference in measured and modeled results in this study is due largely to the lack of actual night operations as compared to the modeled estimates of the number of night operations.

### ***Modeled INM Specific-Point Data***

It is understood that no lateral attenuation was used in the INM modeling. Use of lateral attenuation in the INM would have caused modeled noise levels to be much lower at Sites 1, but not as low as the measured value. Use of lateral attenuation in the INM would have a smaller effect at Site 2 and almost no effect on Sites 3 and 4.

### ***Uncertainty of Measurements***

An often overlooked component of comparing measured to modeled noise levels is the uncertainty of measurement. Uncertainty in this context is a specific term used to describe the accuracy of a measurement process. There are two kinds of uncertainty that are important here:

1. Uncertainty associated with sampling (28 days of measurement in lieu of measuring 365 days); and
2. Uncertainty of the measurement instrument.

The International Standard Organization (ISO) has defined a method of describing uncertainty in a standardized way called the "Guide to the Expression of Uncertainty in Measurement," and it is often referred to as GUM.<sup>1</sup> These uncertainties are described in the following sections.

The uncertainty associated with sampling errors can be estimated using the methods described by the Society of Automotive Engineers (SAE) in its "Monitoring Aircraft Noise and Operations in the Vicinity of Airport: System Description, Acquisition, and Operation".<sup>2</sup> A simplified method of estimating the sampling error is provided in the guidance document and when applied to the 28 days of DNL data

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<sup>1</sup> International Standards Organization (ISO), Guide to the Expression of Uncertainty in Measurement, 1993(E), 1995.

<sup>2</sup> Society of Automotive Engineers (SAE), "Monitoring Aircraft Noise and Operations in the Vicinity of Airport: System Description, Acquisition, and Operation," ARP 4721 Part 1, and "Monitoring Aircraft Noise and Operations in the Vicinity of Airport: System Validation," ARP 4721 – Part 2, 2006.

measured it results in a 95% Confidence Interval of  $\pm 0.8$  dB. That means that if you account for sampling error there is a 95% confidence that the measured DNL would range from 0.8 dB above to 0.8 dB below your measured DNL value.

The uncertainty of the measurement instrument is often neglected in noise measurement studies, but in fact plays a large role in understanding the difference between measured and modeled noise levels. Again, the ISO has published information that is useful in estimating the uncertainty of measurement. ISO 1996-2:2007 has a general statement in Clause 4.0, Table 1 that a Type 1 sound level meter has a 95% confidence interval of about  $\pm 2$  dB.<sup>3</sup> This is a general statement that applies to a wide variety of sources with varying frequency characteristics. ISO 20906, "Acoustics – Unattended monitoring of aircraft sound in the vicinity of airports," has data that are specific to airports and more importantly the frequency characteristics of typical aircraft. ISO 20906, Annex B, estimates that for a typical airport environs, noise measurements of Class 1 sound level meters (the newer designation for Type 1 sound level meters) has an expanded uncertainty of about  $\pm 1.4$  dB.<sup>4</sup> In the GUM method expanded uncertainty refers to the combined uncertainty of the measurement and the measurement of uncertainty.

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<sup>3</sup> International Standards Organization (ISO), "Acoustics – Description, measurement and assessment of environmental noise – Part 2: Determination of environmental noise levels," ISO 1996-2:2007.

<sup>4</sup> International Standards Organization (ISO), "Acoustics – Unattended monitoring of aircraft sound in the vicinity of airports," ISO 20906, 2010.

## 4 CONCLUSIONS

An extensive 28-day noise measurement program was undertaken in late-February thru late-March of 2012 at EYW. The purpose of the noise measurements was to collect noise information to complement the Part 150 Study and to help determine if other factors may be affecting the propagation of aircraft noise that is not accounted for in the modeling of the updated noise contours. A study summary and conclusions are presented in the following sections.

- **Comparison of Measured-to-Modeled Operations Data**

The INM modeled noise levels at the four sites ranged from 62 to 65 dB DNL. Measurements over a 28-day period measured an average DNL of 53 to 59 dB. The measured levels are five to 10 dB lower than the modeled levels and could be adjusted for the following two reasons:

1. *Total Operations Data* - Measured noise levels are 1.5 dB lower due to the fewer number of overall operations during the measurement period than the annual average number of modeled operations. A total of 3,618 to 3,676 aircraft events were noted during the 28-day measurement period (Sites #3 and #4). This compares to 5,127 operations that would be noted for a similar "28-day" period of modeled operations. So, scaling up the measured DNL at Sites 2, 3 and 4 would increase the measured DNL by 1.5 dB.

*Measured/Modeled DNL Adjustment (+1.5 dB)*

2. *Aircraft Night Operations Data* – In the INM the 154 day operations and 29 night operations means the number of equivalent operations is 222 equivalent operations per day (Sites 2, 3 and 4). The measured equivalent operations for Sites 2, 3 and 4 is 74 equivalent operations per day. The decibel difference between 222 equivalent operations and 74 equivalent operations at Sites 2, 3 and 4 is 4.7 dB.

*Measured/Modeled DNL Adjustment (+4.7 dB)*

- **Modeled INM Specific-Point Data**

No lateral attenuation was used in the INM modeling. Use of lateral attenuation in the INM would have caused modeled noise levels to be much lower at Site 1, but not as low as the measured value. Use of lateral attenuation in the INM would have a smaller effect at Site 2 and almost no effect on Sites 3 and 4.

- ***Uncertainty of Measurements***

Two other components of measurements is the uncertainty that results from the length of the sampling and the accuracy of the measurement instruments. These are summarized below:

*Measurement Uncertainty* – The 28-day sampling period ( $\pm 0.8$  dB) and the uncertainty of sound level meters during measurement ( $\pm 1.4$  dB) would combine to an uncertainty of  $\pm 2.2$  dB or a confidence interval that varies by 4.4 dB around the adjusted measured mean DNL. For example, at Site #4 the measured DNL was 57 dB. The upper bound of 59.2 dB of measured uncertainty is within 2.8 dB of the INM estimate of 62 DNL. This is not surprising since the portion of the noise contour being measured and estimated is that portion of the contour associated with the back blast at the beginning of takeoff roll for departures on Runway 09. INM computes the back blast at the beginning of takeoff roll from a fleet average directional characteristic that is primarily influenced by twin-engine jet aircraft.

*Measurement Uncertainty ( $\pm 2.2$  dB)*

- ***Support for Sound Insulation Program***

The noise measurements were used to help determine if other factors are affecting the propagation of aircraft noise that is not accounted for in the modeling of the updated noise contours. The analysis of the noise measurements does not indicate there are other factors affecting the propagation of aircraft noise at the four sites that were included in the measurement study.

**Appendix E**

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***Consulted Parties, Ad Hoc Committee Agendas,  
Minutes, and Comments***

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**List of Consulted Parties  
and  
Notification Letter**

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January 25, 2012

[NAME]  
[STREET ADDRESS]  
[CITY], [STATE] [ZIP]

**RE: Key West International Airport Part 150 Noise Compatibility Study Update**

Dear [NAME],

The County of Monroe, as owner and operator of the Key West International Airport, is beginning work on a Title 14 Code of Federal Regulations Part 150 Noise Compatibility Study Update. The Part 150 Study consists of two parts; the Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP). The County contracted the consulting firm URS Corporation to assist them in the preparation of the study. URS will provide updates to the local community and interested parties throughout the study period at the regularly-scheduled Ad Hoc Committee on Noise meetings. These meetings are currently scheduled for the following dates in 2012 and 2013.

February 14, 2012  
August 7, 2012  
February 5, 2013  
August 6, 2013

April 3, 2012  
October 2, 2012  
April 2, 2013  
October 1, 2013

June 5, 2012  
December 4, 2012  
June 4, 2013  
December 3, 2013

Note: These dates may change and all parties will be notified of these changes.

The Ad Hoc Committee meets at 2:00 pm in the Harvey Government Center Commission Chambers, located upstairs at 1200 Truman Avenue, Key West.

The NEM consists of updating the existing and future condition Noise Exposure Maps.

The NCP consists of reviewing the numerous operational noise abatement measures and corrective and preventive land use measures that were previously approved in the 1999 Part 150 Noise Compatibility Program to determine their effectiveness and to develop and recommend additional mitigation measures to reduce the impacts of aircraft noise in the surrounding communities.

If you have any questions regarding the Key West International Airport's Part 150 NEM Update, please feel free to contact the undersigned at (813) 675-6507 or by e-mail at [dan.botto@urs.com](mailto:dan.botto@urs.com). **If you would like to be included on the distribution list for the Ad Hoc Committee agenda packages please provide an e-mail address to [dan.botto@urs.com](mailto:dan.botto@urs.com).**

Sincerely,

URS Corporation,

Daniel Botto, Deputy Project Manager

CC: Peter J. Horton, Director of Airports

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Tallahassee, Florida 32399-2900  
Phone: (850) 245-2161  
Fax: (850) 245-2190  
Email: [lauren.milligan@dep.state.fl.us](mailto:lauren.milligan@dep.state.fl.us)

Frederick Gaske  
SHPO & Division Director  
Division of Historical Resources  
Department of State  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, FL 32399-0250  
Phone: (850) 245-6300  
Email: [fgaske@dos.state.fl.us](mailto:fgaske@dos.state.fl.us)

**Public and Planning Agencies having jurisdiction within the DNL 65 dB**

Jim Scholl, City Manager  
City of Key West  
525 Angela Street  
Key West, FL 33040  
Phone: (305) 809-3888  
Email: [jscholl@keywestcity.com](mailto:jscholl@keywestcity.com)

Don Craig, Planning Director  
City of Key West Planning Department  
3140 Flagler Avenue  
Key West, Florida 33040  
Phone: (305) 809-3728  
Email: [dcraig@keywestcity.com](mailto:dcraig@keywestcity.com)

Roman Gastesi, Jr.  
Monroe County Administrator  
1100 Simonton Street, Suite 205  
Key West, FL 33040  
Phone: (305) 292-4441  
Email: [gastesi-roman@monroecounty-fl.gov](mailto:gastesi-roman@monroecounty-fl.gov)

Christine Hurley, Division Director  
Monroe County Growth Management  
Division  
Marathon Government Center  
2798 Overseas Highway, Suite 400  
Marathon, FL 33050  
Phone: (305) 289-2517  
Fax: (305) 289-2854  
Email: [hurley-christine@monroecounty-fl.gov](mailto:hurley-christine@monroecounty-fl.gov)

James F. Murley, Executive Director  
South Florida Regional Planning Council  
3440 Hollywood Boulevard, Suite 140  
Hollywood, FL 33021  
Phone: (954) 985-4416  
Email: [jmurley@sfrpc.com](mailto:jmurley@sfrpc.com)

Claudia Pennington, Executive Director  
Key West Art and Historical Society  
281 Front Street  
Key West, FL 33040  
Phone: (305) 295-6616  
Email: [cpennington@kwahs.org](mailto:cpennington@kwahs.org)

RE: Fort East Martello Museum and  
Gardens  
3501 South Roosevelt Boulevard  
Key West, FL

**Other Federal Officials that have local  
responsibility for the area within the  
DNL 65 dB depicted on the maps**

U.S. Navy  
Captain Patrick A. Lefere, U.S.N.  
Commanding Officer  
NAS Key West  
P.O. Box 9001  
Key West, FL 33040-9001

National Oceanic and Atmospheric  
Administration, NOAA  
3535 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 295-1316  
Matt Strahan: (305) 294-7380  
Email: [matt.strahan@noaa.gov](mailto:matt.strahan@noaa.gov)

U.S. Government: Sector Field Office  
3479 S Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 294-7410

**Regular Aeronautical Users of the  
Airport**

Island City Flying Service  
Peter Sellers  
3471 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 296-5422  
Fax: (305) 296-4141 or (305) 296-  
5691  
Cell: (305) 587-3025

US Airways, Inc.  
Marvin Hunt, Manager  
3491 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 293-8464  
Cell: (724) 333-4137  
Email: [Marvin.Hunt@usairways.com](mailto:Marvin.Hunt@usairways.com)

American (Eagle) Airlines  
Stephen Manuguerra, Manager  
3491 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 296-7664  
Gate: (305) 296-7397  
Fax: (305) 296-2428  
Email: [Stephen.Manuguerra@aa.com](mailto:Stephen.Manuguerra@aa.com)

Continental-Gulfstream  
Michaela Allen, Station Manager  
3491 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 294-9460  
Office: (305) 294-2855  
Cell: (954) 554-0604  
Email: [mallen@gulfstreamair.com](mailto:mallen@gulfstreamair.com)

Delta  
Doug Plummer, Manager  
3491 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 292-4650  
Cell: (612) 281-1749  
Email: [douglas.plummer@regionalelite.com](mailto:douglas.plummer@regionalelite.com)

Air Key West  
Robert Valle, Director of Operations  
5450 MacDonald Avenue, Suite 4  
Key West, FL 33040  
Phone: (305) 923-4033  
Email: [airkeywest@att.net](mailto:airkeywest@att.net)

Robinson Aviation, Inc. (RVA, Inc.)  
Rich Peiffer, Manager  
KWIA Air Traffic Control Tower  
3479 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 294-2549  
Fax: (305) 292-7769  
Email: [eyw@rvainc.com](mailto:eyw@rvainc.com)

Key West Seaplane Tours  
Julie Ann Floyd  
3471 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 293-9300  
Email: [info@keywestseaplanecharters.com](mailto:info@keywestseaplanecharters.com)

Island Aeroplane Tours (M&F Flying, Inc.)  
Fred Cabanas  
3469 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 294-8687  
Home: (305) 296-5720  
Email: [administrator@keywestairtours.com](mailto:administrator@keywestairtours.com)  
[www.islandaeroplanetours.com](http://www.islandaeroplanetours.com)

Mountain Air Cargo  
Business Address:  
3524 Airport Road  
Maiden, NC 28650  
Mailing Address:  
P.O. Box 488  
Denver, NC 28037  
Phone: (828) 464-8741  
Fax: (828) 465-5281

Cape Air  
Brad Desai, Station Manager  
Phone: (305) 296-8201  
Reservations: 1-866-Cape-Air  
Customer Relations:  
1475 Airport Road  
New Bedford, MA 02746-1368

Federal Express  
Steve Saunders, Operations Manager  
3553 South Roosevelt Boulevard  
Key West, FL 33040  
Phone: (305) 797-2362  
Fax: (305) 292-1136  
Email: [ssaunders@fedex.com](mailto:ssaunders@fedex.com)

Last Stand  
Mark Songer, President  
PO Box 146  
Key West, FL 33041  
Phone: (305) 296-3335  
Email: [info@last-stand.org](mailto:info@last-stand.org)

**Monroe County Ad-Hoc Committee on Noise  
Meeting Documentation**

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**December 6, 2011**

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**Key West International Airport  
Ad-hoc Committee on Airport Noise**

**Agenda for Tuesday, December 6, 2011**

Call to Order 2:00 pm Harvey Government Center

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. For October 4<sup>th</sup>, 2011
- B. Discussion of Noise Monitoring
  - 1. Final Noise Monitoring Memo
- C. Discussion of Part 150 Study Update
  - 1. Introduction
  - 2. Kick-Off
- D. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Report
- E. Any Other Discussion
- F. Next meeting: February 7, 2012

2012 Schedule of Meetings

February 7	April 3	June 5
August 7	October 2	December 4

***ADA ASSISTANCE: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m. - 5:00 p.m., no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".***

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## **NOTICE OF PUBLIC MEETING**

NOTICE IS HEREBY GIVEN TO WHOM IT MAY CONCERN that a meeting will be held of

**KEY WEST INTERNATIONAL AIRPORT  
AD-HOC COMMITTEE ON NOISE  
REGARDING THE UPDATE OF THE CFR title 14 part 150  
NOISE EXPOSURE MAPS and  
NOISE COMPATIBILITY PROGRAM**

**Monroe County will host a Public Meeting on  
December 6th, 2011 at 2:00 PM  
at the**

**HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs in the Commission Chambers  
Key West, Florida 33040**

Persons interested in this issue are invited to attend. The public is further advised that some or all of the members of the Monroe County Commission, the Commission/Council members and/or their appointed representatives of the incorporated cities of Marathon, Key Colony Beach, Layton, and the Village of Islamorada, representatives of the Tourist Development Council and their area District Advisory Committee members may attend the meeting and discuss items that may come before their respective commissions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida Statutes, notice is given that if a person decided to appeal any decision made by the Board with respect to any matter considered at such hearings or meetings, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

ADA Assistance: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m.-5:00 p.m.; if you are hearing or voice impaired, call "711".

**Dated at Key West, Florida this 10th day of November, 2011.**

**Peter J. Horton  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040**



STATE OF FLORIDA
COUNTY OF MONROE

Danielle Cleghorn
PO Box 1800
Key West FL 33041
Office....305-292-7777
Extension.....x219
Fax.....305-295-8025
legals@keysnews.com

Before the undersigned authority personally appeared Randy G. Erickson, who on oath says that he is Vice-President of Operations of the Key West Citizen, a daily newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of

Public Meeting
Key West International Airport

INTERNET PUBLISHING
keywest.com
keysnews.com
floridakeys.com
key-west.com
Web Design Services

was published in said newspaper in the issue(s) of

November 27, 2011

NEWSPAPERS
The Citizen
Southernmost Flyer
Solares Hill
Big Pine Free Press
Marathon Free Press
Islamorada Free Press
Key Largo Free Press

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspaper has heretofore been continuously published in said Monroe County, Florida every day, and has been entered as second-class mail matter at the post office in Key West, in said Monroe County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

MARKETING SERVICES
Commercial Printing
Citizen Locals Card
Direct Mail

[Handwritten Signature]
Signature of Affiant

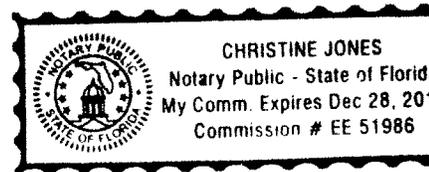
FLORIDA KEYS OFFICES
Printing / Main Facility
3420 Northside Drive
Key West, FL
33040-1800
Tel 305-292-7777
Fax 305-294-0768
citizen@keywest.com

Internet Division
33040-3328
Tel 305-292-1880
Fax 305-294-1699
sales@keywest.com

Sworn and subscribed before me this 27th day of November, 2011

Middle Keys Office
6363 Overseas Hwy
Marathon, FL (MM 52.5)
33050-3342
Tel 305-743-8766
Fax 305-743-9977
marathon@keysnews.com

Notary Public:



[Handwritten Signature: Christine Jones]

Upper Keys Office
91731 Overseas Hwy
Tavernier, FL 33070
Tel 305-853-7277
Fax 305-853-0556
freepress@floridakeys.com

Expires: 12/28/14

Notary Seal

Personally Known \_\_\_ x \_\_\_ Produced Identification
Type of Identification Produced

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

**Meeting called to order by Commissioner Kim Wigington at 2:05 PM.**

### **ROLL CALL:**

#### Committee Members in Attendance:

Commissioner Kim Wigington  
Marvin Hunt  
Dan McMahon  
Kay Miller, Here.  
Marlene Durazo

#### Staff and Guests in Attendance:

Peter Horton, KWIA  
Deborah Lagos, URS Corp.  
Dan Botto, URS Corp.  
Don Riggs, Resident  
R. L. Blazevic, Resident

**Quorum was present**

### **Review and Approval of Meeting Minutes for the October 4<sup>th</sup>, 2011 Ad Hoc Committee Meeting**

Deborah Lagos asked if everyone had received the meeting minutes, and if there were any additions or corrections? The following items for revision were received. on Page 6 in the third paragraph "Deborah responded the ultimate outcome in the set of recommended measures than the FAA goes through", there should be a "that" instead of a "than."

Then on page 9, "rubble" should be "rubber" on the third paragraph - "...close runway for rubber...". Page 9 in that same paragraph a comment was made that "if the airport had 500 more feet of runway it would be like....", what?. One suggestion was to add that "it wouldn't be like it is now." Commissioner Wigington asked if that what we want to put down. Dan Botto said that he would go back and listen to that part of the recording and revise the minutes. . There was a brief discussion about what might have been said. Marvin, thought that he made the

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

statement that having 500 more feet more of runway length the airport wouldn't be in the situation we currently have, and maybe they (the aircraft that over ran the runway) would have been able to stop. Peter asked if 500 feet would really make that much of a difference. Marvin answered that 500 feet would make a big difference on US Airways getting more passengers out of KWIA. Peter said that he wasn't aware it was just a matter of 500 feet. Marvin went on to explain how the additional runway length would allow the use of a different aircraft (that would accommodate more passengers). Commissioner Wigington asked if there was anything else. No additional needs for corrections were brought up. A motion for approval of the minutes with the discussed corrections was put forward by Marlene, and Kay seconded the motion. There was no opposition and the motion carried.

### **Discussion of Noise Monitoring**

Dan gave a brief recap of the Landrum & Brown (L & B) Noise Monitoring Report. The suggestions by both he and Deborah were transmitted to L & B. The report that the committee was given for this meeting is the final report and includes all of the suggested revisions. Dan reminded the committee that additional noise monitoring would be conducted at four locations as part of the Part 150 study. Deborah stated that the four locations have not been identified at this point, and that was part of what she wanted to discuss this with the committee, in order to get their input. Marlene had a question concerning how often the noise monitors recorded events. Deborah confirmed that the noise monitor samples every second, and record the event if it exceeds the 63 dBA threshold. Because of the way the report text reads, Marlene was concerned that the monitors were only registering departures. Deborah clarified that this was not the case, as all events that exceed the threshold are recorded. She added that the confusing text was really about trying to describe the reason for the bulges on one end of the noise contours as the result of the beginning of the take-off roll.

Peter mentioned that a National Guard Unit, C-130 would be coming in Sunday at 3:00 remain overnight and take-off Monday morning. He added that he didn't know whether they would be using Runway 27.

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

Commissioner Wigington asked if the Canadians were coming in? Peter indicated that he didn't know, but that this group isn't Canadian. He said that this group wanted to go to Boca Chica but they said Boca Chica had a full ramp. Commissioner Wigington stated that she knew there had been a lot of jet flights [in and out of Boca Chica]. A question was asked about confirming that Boca Chica NAS was used for winter training exercises and how that creates a "natural overflow" [of aircraft]. Peter confirmed this, and added that the airport currently has a Shorts 360 which is being used to do jumps [parachuting] over Fleming Key. Peter added that the Shorts 360 is a twin turbo prop and is much smaller than a C130 but the rear does come down and then they jump right out of the rear of the aircraft. He also added that the aircraft is an old design, and was either a Scottish or Irish design. Peter mentioned that it was made originally to load and unload sheep.

### **Part 150 Kick-off**

Commissioner Wigington stated and Dan confirmed that today was officially the kickoff of the Part 150 study. Peter said (jokingly) that he was gratified to see the huge public outpouring. Commissioner Wigington added that she believes it speaks to the fact that people are not that concerned about it.

Dan said that we have produced some boards to discuss things if you want to get close-up looks. He added that everyone had a packet of the boards in front of them. Dan went through the list of boards, briefly describing each. The boards covered subjects that include: the process of the 150 study, two boards that show how the noise is measured, the noise compatibility table that the FAA requires the use of on the study, the existing land use which we will update throughout the study, the current approved noise contours (the 2013 future contour is our current approved contour), the homes that have currently been sound insulated under the previous part 150, a table of current FAA approved operations, and a graphical comparison of the sound levels (noise footprints) produced by different aircraft. Dan mentioned that Peter and he had discussed the FAA's numbers not being fully accurate because they don't account for the hours the tower is open. Dan continued that as the [Part 150] process goes forward, we'll present the FAA with a different number and get their approval to use those numbers instead of what they have here. He added that those numbers from the FAA will also change in two months, as they'll have their new TAF available. Dan reference one of the

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

boards saying that the actual aircraft that are flying in and out of Key West are the ones on the right of that table and the ones that we use in INM to represent those aircraft as approved by the FAA. Dan then referred to the board that compared noise footprints in order to revisit the last question discussed on the Noise Monitoring Report.

Deborah said that she thought it was interesting that some planes are louder on take-off than others, but then sometimes other planes are louder on landing. So it's not like there's any one that's ideal. Marlene observed that the lay person wouldn't really know which aircraft [in the table] are U.S. Air or Delta, since that is how they identify which plane is flying over. Dan said that in the [INM aircraft] substitution list we've highlighted the aircraft that are flying in commercially and those are all on this list.

Dan stated that he picked the 10 most active aircraft at the airport for the chart. Dan explained that the table was made using the 2011 fleet mix is based on a sample of radar data we got earlier in the year. So we will update all of this and have a full year's radar data to update this fleet mix. Peter observed that there were 13 selected aircraft, instead of the 10 that Dan stated. Peter asked if we should make some kind of designation as to commercial and business - As far as who's flying what. A discussion of which airlines flew which plane commenced. Deborah said that they'll add in the airline and carriers. Dan stated that when we do this for the document, we can do multiple tables, multiple boards, and that he limited this table knowing we're going to change it when we get the full year radar data.

Commissioner Wigington asked if that was the end of our kick-off. Deborah said that it was unless anyone has any questions about the process. No one had a question, but Marlene observed that they could see the process from the flowchart. Dan observed that we always expect these [studies] to take 2 years and the FAA always decides it's going to take 3. Deborah added that it depends on the FAA. Also, it often times depends on the public and how involved the public gets and how much controversy is generated. If we have to investigate a lot of different things multiple times it takes longer. Otherwise it doesn't take that long.

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

Don Riggs asked if the purpose or purposes for collecting all this data was to pursue grant funding or noise mitigation. Deborah answered that the reasons for the study are that it's been a long time since the last study, and the FAA requires proof of continuing noise issues in order to fund further noise mitigation. Don then asked if the goal was restricted to mitigating against the noise as opposed to going after the source. Deborah explained that part of what we look at is the possibility of reducing the noise through operational changes. That's the operational noise abatement alternative. Deborah added that over the life of this committee we've investigated a lot of different things, some have been helpful and others haven't panned out. But we hope we can get some input from folks for new ideas of things we didn't look at yet or that we need to re-evaluate because things have changed. Once we've investigated all the possible ways that the noise can be reduced through operational changes, then whatever we're left with that it's where we apply the land use mitigation. Don asked if the operational changes get cooperation from airlines. Deborah replied that the airport cooperates fully, and so do the airlines, for the most part. Deborah continued that the airlines are sometimes a little resistant if it affects their bottom line. Deborah offered as an example that if you would suggested that they take a flight path that caused them to have to fly out of their way, you might get some pushback because they having to burn more fuel, and in that case, you're going to get a little less cooperation.

Peter explained that since 1990 with the passage of the Airport Noise & Capacity Act 1990 (ANCA) Congress took away the usual tools an airports could use like banning louder aircraft, limiting the hours of operations, especially say from midnight to six in the morning. Peter went on that ANCA took away the local communities authority over what could come into their airport and what times, in exchange for that, it allows the Part 150 process and, if it meets the intent of the legislation, the federal government will finance your noise compatibility program. He continued that the most popular part of that has been the Noise Insulation Program (NIP). Peter added that Don was correct that it's a mitigation program for noise. Peter concluded that we don't have the power to stop the noise. We can only suggest things like alternate flight paths, but for the last 21 years we have not been able to compel them to do anything.

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

R. L. Blazevic asked if anybody has thought about using dense foliage to reduce some of the noise. Peter answered that they had in the year 2000. He said that they did a complete study on it, which was financed by the FAA. He also said that during the same period, noise walls were installed in Miami, with the result of noise reductions for some at the expense of others (due to sound reflected by the wall). Peter continued that we planted a vegetative buffer between Airport Blvd and Government Road. Peter added that everything is open and on the table, and we can look at that again. We can look at another area if we want to. There's nothing that's sacred. That's the whole idea of this process.

Mr. Blazevic observed that people like that and vegetation might reduce the noise. Peter said that people don't want to look at the runway, so any tree is better than no tree. It covers up the runway, and if you were to remove that buffer between Government Road and Airport Blvd., as soon as they could see the planes landing and taking off they would swear it just jumped up 10 decibels. Although a buffer like that only has a 1 or 2 decibel impact on noise. Peter agreed that vegetation is a great thing and it can really go a long way, at least psychologically, if not actually buffering the noise.

Mr. Blazevic said that he thinks that in the long run engine manufacturers will design quieter engines because that's the one thing that's selling. Deborah observed that the research [on quieter engines] is ongoing. They're constantly looking at ways to reduce the noise at the source. She continued that over the years they have reduced the noise level of the engines dramatically. She added that she was sure that will continue in the future, but sometimes it takes a while for that to get fully implemented because the airlines already have aircraft and they're not going to throw those away and buy new ones.

### **Hotline & Contact Log**

Dan reported that the hotline had no calls over the last few months. He continued that he did give everyone a handout just to show that the hotline is still working. He explained that there were 6 calls on Thanksgiving Day so it is still operating. He speculated that on that day, everybody was home. Dan added that those calls will be listed in the next meeting's report. Dan went on to report that there were no contact log calls either. Deborah amended that she had one that I didn't log about someone calling about the eligibility for noise insulation. She observed that

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

she gets a fair number of calls about that, but they are in areas that are generally outside [the mitigation area]. Peter started a discussion about one of the flights on the log Dan provided for Thanksgiving Day that occurred at 1:00 am. He said that unless it was a medical related flight, there is no reason for a jet to take off at that hour. Peter added that it might be something that could be looked at as part of the Part 150. Marvin asked if the airport can restrict people from taking off. Peter reiterated that the airport can only have a voluntary curfew; FAA will not allow more than that. The discussion continued with talk about finding out who the person was, speculation about the origin and purpose of the flight, and possible solutions to the issue.

### **Airport Noise Report**

Dan reported that a few of the articles in the noise report look interesting. First, we usually talk about the fact that nobody's really happy with DNL as a measure of annoyance. On page 30 there's an article talking about a model combining loudness, roughness and tonality as a better predictor for annoyance. Dan added that they're in the early stages with this. He said that in the 4<sup>th</sup> paragraph the first sentence says their ultimate aim is to construct models to predict annoyance that would result from future airport development or air-traffic patterns. Dan said that this is what we've talked before as the constant ongoing research trying to find a better method other than DNL to predict noise and determine the annoyance levels.

Second, on Dan pointed to page 45, 48, and 49 as showing the money that Key West has received for noise mitigation projects over the years. Dan refined the location of the article as the middle of the page of 45, and bottom of 48 and top of 49. Deborah observed that this is all PFC, and that is the amount the airport has spent of its own money.

Third, Dan reported that the next item of interest starts on page 62 and including the whole noise report. Dan said that he would let Deborah tell the committee about this one. Deborah said that all there is currently a controversy going on that has the potential to seriously impact the ability of airports to do sound insulation programs in the manner in which they have been done for the past 30 years. She continued that she happen to be on a team where firms are working on updating the

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

guidelines for sound insulation for airports and this issue came up in the midst of their developing the guidelines and it's put the group into a bit of tail spin in that the FAA suddenly said what we thought was happening isn't what was really happening and we want to tighten up, clarify. The FAA claims that they we're not making a policy change but merely clarifying the policy that's been in place all along. Deborah said that everyone in the sound insulation community is in an uproar because as the headline says it could stop programs nationwide if they chose to implement it in a very strict manner. Basically what they're saying is that the interior noise level of a home has to exceed 45 DNL prior to the insulation in order to qualify. Although that by itself sounds simple enough, but then you get into the part that's really complicated about how you determine that. She continued that there are many questions that need to be answered like: what is the testing methodology and what rooms do you test, how many rooms do you have to test, do you have to test every single house, and can you test if there is a subdivision of similar houses that were built by the same builder can you test a sampling of them rather than every single one. Also, in neighborhoods where houses are all individual and different like here [in Key West], the chances would be you would have to test every single house. Moreover, there's a whole other issue about houses that don't have air conditioning. You keep the window open for the purpose of ventilation and the test requires you to close the window to perform the test and then the house meets 45 DNL with the windows closed. Since you can't keep the windows closed because you don't have any other ventilation system, would they allow insulation at a minimum or air conditioning or some other ventilation system?

Deborah clarified that it really is still being bounced around in Washington, and they're supposedly writing a program guidance letter to address it. She added that we don't know yet how much detail they're going to include. They're really shying away from the testing methodology which is really the critical component of this because whether a house has an interior level of 45 DNL before the modification is directly tied to the testing and how the testing is done and whether it's an average of the level in all the rooms that were tested or does every single room have to exceed that level. Deborah added that these are all questions that are still being resolved.

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

It's possibly every single room will have to qualify. Deborah continued that she pulled all the [NIP testing] reports from pages 3 - 7 and used these particular pages because all those tests were done by the same company. She found that 51% of the rooms tested were above 45 DNL. She added that that's with some houses having two rooms tested, others having 3 rooms tested. She said that in some houses all the rooms were above, and other houses all the rooms were below. It does have a potential to impact the programs depending on how the FAA decides how we have to apply this.

A discussion ensued about how this would compromise neighborhood continuity, and create a situation where one house gets the mitigation measures while their neighbors don't.

A question was asked about what prompted this from the FAA. Deborah said that she thinks they are claiming it's not about money, but we all know that it is. She continued that there were some very expensive custom built homes in a particular location that they felt, were constructed in such a way that they already met an interior level of 45 or below and they were questioning why those were being insulated. Deborah continued that that sparked the whole thing. She added that right now we're just waiting to see what they come out with because all of the industry groups have weighed in on this and given input and tried to convince them of the political nightmare that they're going to. Peter observed that this is the same FAA that didn't want to drive down Linden Avenue in airport cars because they thought someone would stop them and want to talk to the FAA and they didn't want to talk to the people on the avenue because they said they weren't going to get soundproofed. Peter added that they leave it to us [the airport], and the people are going to complain and they going to say call the airport. Deborah concluded by saying that we'll see what happens, but it does have some very serious negative aspects to it.

### **Other**

Commissioner Wigington introduced Don Riggs. She said that Don attended the NOISE Conference in Phoenix, AZ and we have that in our noise report. She asked Don that if he thought anything was of any relevance or would interest the committee they would appreciate him sharing it.

## **KWIA Ad-Hoc Committee on Noise December 6<sup>th</sup>, 2011 Meeting Minutes**

Don said the organization is comprised of counties, municipalities and elected officials of those places and have been active for about 40 years. They were talking about some things you were just talking about. He continued that a woman, who was an architect and engineer, was at the meeting and she had a pretty good handle on this topic. They also said that mitigation was a stop-gap and you have to go after the source. They were very excited about a study that's going to be completed in April that has been under the radar, designed by Harvard and implemented by MIT, to study the effects of airport noise on people. They're very excited about this. Nobody has done it in this country - they've done it in Europe. They're going to utilize Medicare records and taking a very close look at it. They anticipate the industry will criticize the study. They're excited because it is the first step and getting some facts and figures on the impact of noise on people who live in the vicinity of airports. And they especially excited because it's Harvard and MIT working together. So that's coming in April and I think that may be worthwhile and could prove to be a tool. Don noted that they want to talk to the FAA, and that this is a pretty aggressive group. Don stated that they've all been through "wars" of one kind or another that are involved with this [topic].

Peter observed that that's the group that started an initiative and I hope that they succeeded with it to phase out the Stage 1 and 2 business jets. How are they coming along on that initiative? Don said that he didn't know that answer as they focused their talks on the health study, measurements, and also what's going on in Europe. Don continued that in Europe citizens can go in court and claim a nuisance and start the process of stopping the nuisance one way or another. They've done some interesting studies in Europe. One of the planners from the city of Tempe [Arizona] talked about the relationship between noise and pollution and in Europe apparently they believe that pollution follows the noise. If they can't go after the noise, they go after the pollution. This is an interesting approach to making a deal with the polluters. So there are a lot of different things going on. Don concluded that he likes the approach of pollution following noise as a way to halt it. A brief discussion on particulate pollution and the positive consequence of expensive fuel spurring more efficient use followed.

Commissioner Wigington asked if the committee could approve the schedule before Kay departed. She asked if there were any corrections to the schedule. No

**KWIA Ad-Hoc Committee on Noise  
December 6<sup>th</sup>, 2011 Meeting Minutes**

corrections were brought up. Commissioner Wigington asked for a motion. Kay made the motion, and Dan seconded the motion. She asked if anyone opposed. Commissioner Wigington announced that the motion passed.

Commissioner Wigington stated that the next meeting would be on February 7 [2012], then April 3 [2012], June 5 [2012], August 7 [2012], October 2 [2012] and December 4<sup>th</sup> [2012]. Peter stated that he may not be at the meeting in February.

Meeting adjourned at 3:03 PM

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**February 14, 2012**

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**Key West International Airport  
Ad-hoc Committee on Airport Noise**

**Agenda for Tuesday, February 14, 2012**

Call to Order 2:00 pm Harvey Government Center

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. For December 6<sup>th</sup>, 2011
  
- B. Discussion of Part 150 Study Update - NOTE: Data provided is Sample; Will be updated and validated when full year is available.
  - 1. Operations-Table to be provided at meeting.
  - 2. Runway Utilization/Day-Night Split
  - 3. Consulted Parties
  
- C. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Report
  
- D. Any Other Discussion
  
- E. Next meeting: April 3, 2012

2012 Schedule of Meetings

February 14	April 3	June 5
August 7	October 2	December 4

***ADA ASSISTANCE: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m. - 5:00 p.m., no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".***

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## **NOTICE OF PUBLIC MEETING**

NOTICE IS HEREBY GIVEN TO WHOM IT MAY CONCERN  
that a meeting will be held of

### **KEY WEST INTERNATIONAL AIRPORT AD-HOC COMMITTEE ON NOISE**

On  
February 14th, 2012 at 2:00 PM  
at the

**HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs In the Commission Chambers  
Key West, Florida 33040**

Persons interested in this issue are invited to attend. The public is further advised that some or all of the members of the Monroe County Commission, the Commission/Council members and/or their appointed representatives of the incorporated cities of Marathon, Key Colony Beach, Layton, and the Village of Islamorada, representatives of the Tourist Development Council and their area District Advisory Committee members may attend the meeting and discuss items that may come before their respective commissions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida Statutes, notice is given that if a person decided to appeal any decision made by the Board with respect to any matter considered at such hearings or meetings, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

ADA Assistance: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m.-5:00 p.m.; if you are hearing or voice impaired, call "711".

**Dated at Key West, Florida this 27rd day of January, 2012.**

**Peter J. Horton  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, Fl 33040**



The Florida Keys Only Daily Newspaper, Est. 1878  
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**STATE OF FLORIDA  
COUNTY OF MONROE**

Before the undersigned authority personally appeared Randy G. Erickson, who on oath says that he is Vice-President of Operations of the Key West Citizen, a daily newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of

Notice of Public Meeting

Key West Airport AD-Hoc Comm: Hec on Notice 1/14/12

was published in said newspaper in the issue(s) of

February 1, 2012

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspaper has heretofore been continuously published in said Monroe County, Florida every day, and has been entered as second-class mail matter at the post office in Key West, in said Monroe County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signature of Affiant

Sworn and subscribed before me this 1 day of February, 2012

Notary Public:

Dawn Kawzinsky

Expires: 1/4/16



DAWN KAWZINSKY  
NOTARY PUBLIC  
STATE OF FLORIDA  
Comm# EE157233  
Expires 1/4/2016

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FEB 13 2012

**KWIA Ad-Hoc Committee on Noise  
February 14<sup>th</sup>, 2012 Meeting Minutes**

**Meeting called to order by Commissioner Kim Wigington at 2:02 PM.**

**ROLL CALL:**

**Committee Members in Attendance:**

Commissioner Kim Wigington  
Dan McMahon  
Kay Miller  
Sonny Knowles  
Dr. Julie Ann Floyd  
Marvin Hunt  
Harvey Wolney

**Staff and Guests in Attendance:**

Peter Horton, KWIA  
Deborah Lagos, URS Corp.  
Dan Botto, URS Corp.  
R. L. Blazevic, Resident  
Bhargav Brad Desai, Cape Air  
Robert S. Gold, Old Town Homeowner  
William Knetge, U.S. Navy  
Peter Smith, Cape Air  
Brendon Cunningham, Key West Planning Department  
Robert Sher

**A quorum was present**

**Review and Approval of Meeting Minutes for the December 6<sup>th</sup>, 2011 Ad Hoc Committee Meeting**

Commissioner Kim Wigington asked if everyone had received the meeting minutes and if there were any additions or corrections. There were no corrections or additions recommended. A motion for approval of the minutes was put forward by Marvin Hunt. Dan McMahon seconded the motion. There was no opposition and the motion carried.

## **KWIA Ad-Hoc Committee on Noise February 14<sup>th</sup>, 2012 Meeting Minutes**

### **Discussion of Part 150 Study Update**

#### **Role of the FAA**

Dan Botto discussed the role of the FAA in the Part 150 Study and process. A handout describing the FAA's role was provided to the Committee at the behest of the FAA. This handout will also be available at subsequent meetings. The FAA does not automatically approve all recommended measures of the Part 150. The FAA evaluates whether each recommended measure in the NCP meets the regulatory goal of reducing existing noise over noncompatible land uses, or preventing future land use noncompatibility.

Dan went on to explain that the FAA does not approve the Noise Exposure Maps (NEMs); rather, the FAA reviews the NEMs to determine compliance with 14 CFR Part 150 requirements. The FAA will also provide oversight of URS and the Airport to make sure they are following the rules and regulations that govern the Part 150 Study process and that the public was included in the process. Additionally, they will provide guidance and instruction as to any items that were not included in the NEMs or were not done in compliance with 14 CFR Part 150 requirements.

Deborah Lagos mentioned that the approval role of the FAA occurs during the Noise Compatibility Program (NCP) phase of the study where recommendations are made for operational and/or land use mitigation measures, such as the Noise Insulation Program (NIP). This is where the FAA will approve or disapprove each recommended measure based on Part 150 regulatory requirements.

#### **Proposed Noise Monitoring Locations**

Deborah Lagos discussed the strategy of placing the noise monitors at locations just outside the contours developed previously (to validate that those locations were outside the contours) or that the contours need to be further refined because the measured data indicates that the noise levels at these locations are higher than the predicted data. URS mapped the location of callers over the years who have indicated an interest in participating in the NIP, assuming these people would be more inclined to allow a noise monitoring station on their property. A map

## **KWIA Ad-Hoc Committee on Noise February 14<sup>th</sup>, 2012 Meeting Minutes**

of these locations was provided to the Committee. Deborah mentioned that she and Dan spent Monday afternoon and Tuesday morning scouting these locations to determine the feasibility of using them for monitoring sites. Sites needed to be secure, safe from theft, absent of excessive tree cover that may block overhead noise, and free of excessive non-airport noise.

Kay Miller asked why Key West by the Sea [KWBTs] was not included as a potential site location. Deborah responded that since the Airport had previously funded its own noise monitoring at KWBTs, URS was not planning to place a monitor at KWBTs, since the data collected previously was still valid. Kay then asked if there was funding for the noise monitoring. Peter Horton explained that the KWBTs monitoring was paid for by FDOT and the Airport, but that funding for these four sites was provided as part of the Part 150 grant. Deborah then described the four locations that were potentially selected and noted that the homeowners were happy to participate.

Deborah asked the Committee if they had any suggestions or recommendations of other locations. Robert Gold mentioned that all the locations chosen are close in to the Airport. He went on to ask if there had been any consideration of noise monitoring sites farther out from the Airport in the approach path. Deborah explained that the reason for the locations being so close to the Airport is that the FAA requirement for an area to be included in a mitigation program is that the area be located within the DNL 65 dB noise contour, and if the noise levels at three blocks out does not meet this requirement, then there was no need for going out further along the same path. Robert Gold replied, "Come eat dinner in my back yard."

Harvey Wolney asked about the sensitivity of the noise monitors, and what noise levels were being recorded. Deborah explained that the monitor was measuring the noise levels of all noise events, but that a threshold level was set to distinguish aircraft noise events from other man-made noise events. Deborah then explained that a single event noise level of 65 dB was not the same as the DNL 65 dB contour shown on the NEMs.

Peter Horton interjected that the Airport is now known as a "high performance airport," which is a euphemism for a "short runway." So the 737s, regional jets from Delta, and the Embraer take off from the west to the east 80% of the time.

## **KWIA Ad-Hoc Committee on Noise February 14<sup>th</sup>, 2012 Meeting Minutes**

Pilots of these aircraft typically lock their brakes at the end of the runway, come up to full power, and then release the brakes. KWBTs hears this all the time, so URS and the Airport want to make sure this is included in the noise contour calculations. Sonny Knowles asked if it would help having a noise monitor at KWBTs now, even though there was one there before. Peter explained that the purpose of the Part 150 Study was to look at all the noise. Also, it is our purpose to do everything we can to get KWBTs in the contour if we can justify it. Sonny Knowles suggested getting some high ranking FAA official or political figure to stand at the back corner of KWBTs for a few hours and listen to the noise.

Robert Gold asked that if we want to get KWBTs in the contour, why not put a noise monitor there. Peter Horton said we did one last year and Deborah explained that the results of the monitoring indicated that the DNL at KWBTs was below 65dB. Dr. Julie Ann Floyd asked that if the noise monitoring is reproducible, why not put a monitor at KWBTs again and show that it was a reproducible result. She also mentioned that the majority of people attending these meetings tend to be residents of KWBTs, and so are the people that call in to the noise hotline. The committee agreed that one monitoring location should be moved from Dennis Street to KWBTs.

Mr. Blazevic mentioned that the elevation of the KWBTs buildings may account for the higher level of interest in airport noise than the single story residences that are at approximately the same distance from the Airport. There was a discussion about the location of the monitor at KWBTs, and it was determined to place in the same place as before.

Dan McMahon asked that the new noise monitoring results at KWBTs be compared to the previous noise monitoring results.

Robert Sher asked whether since his property is getting older, might it be eligible for mitigation. He was informed that mitigation is provided to those noise sensitive areas within the DNL 65 dB contours.

### **Operations Tables and Fleet Mix**

Dan Botto provided partial analysis tables representing aircraft operations, runway utilization and day/night split that may be used for the noise modeling. This data

## **KWIA Ad-Hoc Committee on Noise February 14<sup>th</sup>, 2012 Meeting Minutes**

is not complete, nor is it final, but he would like the Committee to note if they recognize anything out of the ordinary or have newer information that we may not have.

Dan went on to say that during the pre-meeting review with Peter Horton it was noticed that the GV was not shown as the official INM substitution for the Embraer 170. Peter Horton mentioned that EYW is expecting some fleet mix changes in the very near future, including the Gulfstream [soon to be called Silver Air] Beech 1900 being replaced with a different turboprop, the Saab340. Also, American Eagle ATRs will be replaced by the end of the year, but EYW does not know what aircraft will be used.

Kay Miller asked what the differences were in the noise levels between the B1900 and the Saab 340. Deborah Lagos said she thinks they are probably similar due to the age of both aircraft. Dan Botto said he will provide a graphic of SEL contours for the two aircraft at the next meeting.

Deborah Lagos noted that the aircraft operations numbers provided do not include the adjustment upward to account for operations occurring at the time the Airport Traffic Control Tower is closed. URS is looking into the availability of radar data, as well as other sources, to help provide this information.

### **Consulted Parties**

Dan Botto provided a list of consulted parties for the Committee, and asked for additions. Kay Miller asked if the list included those that were previously eligible but had not participated in the NIP. Deborah explained that in addition to the concern over KWBTS, another goal of the study is to revalidate the boundaries of the NIP Program Area that was previously approved by the FAA, so those who did not previously participate in the NIP would have the opportunity to participate in the future. The FAA will not fund any clean-up phase until the area is validated as still being within (or immediately adjacent to) the noise contours.

Peter Horton suggested adding Last Stand to the list of consulted parties. Peter said Last Stand was originally created in response to airport noise. Commissioner Kim Wigington thought the contact name for Last Stand was Mark Sanger. Last Stand will be added to the list.

## **KWIA Ad-Hoc Committee on Noise February 14<sup>th</sup>, 2012 Meeting Minutes**

### **Hotline & Contact Log**

Dan Botto reported that the hotline had 15 calls over the last two months and 2 calls on the contact log. Dan also mentioned there was a non-noise complaint on the hotline, regarding a particular aircraft flying over KWBTs. Peter Horton will ask the pilot to avoid flying over KWBTs in the future.

### **Airport Noise Report**

Deborah Lagos mentioned there was some very important information that is in an issue of the Airport Noise Report that will be included in the agenda package for the next meeting, but was so favorable, she wanted to go ahead and share it with the Committee. The recently approved FAA Re-Authorization, which is called the FAA Modernization and Reform Act of 2012, includes a provision for the phase out of Stage 2 business jets by 2015. Deborah said they are not sure how this requirement will be met, whether they will install hush kits, re-engine, or retire the aircraft.

Kay Miller and Commissioner Kim Wigington mentioned the discussion of Real Estate Disclosure [page 31 of agenda package]. Peter Horton mentioned that this had been something brought up in Florida previously, stating that anyone buying a home within 5 miles of an airport must be notified. The legislature did not pass the bill at that time.

### **Other**

Peter Horton mentioned that for the first time in 26 years, he had to suggest a correction to the Monroe County Board of County Commissioners' meeting minutes from December 2011. The minutes stated that "Noise Ad Hoc Committee for the Airport obtained a grant that will result in 200 units at KWBTs be noise insulated." Peter said it should read that the Airport got a grant for the Part 150 Study which may lead to additional homes, including KWBTs, being mitigated due to airport noise.

Commissioner Kim Wigington congratulated Peter Horton for being awarded the *Air Carrier Airport Manager of the Year* by the Southern Region of the FAA.

## **KWIA Ad-Hoc Committee on Noise February 14<sup>th</sup>, 2012 Meeting Minutes**

Robert Gold asked to speak to the Committee. He wanted to reiterate and elaborate on his statements made at a previous meeting. He submitted a proposal which he believes may benefit a large number of residents. He believes that the Committee's attention is focused on ground noise and run-up noise. Robert Gold is concerned with approach noise to Runway 9, particularly IFR approaches. The IFR approach to Runway 9 flies over the most homes in Key West. [See the attached drawing provided by Robert Gold]. Robert Gold acknowledges that his home does not experience DNL levels that indicate impact, but they have to stop conversation outdoors and at times indoors because of overflying traffic. He stated that 88% of the arrivals use Runway 9, that there is now more commercial traffic, and that IFR arrivals must come straight in. He indicated that he is not asking to change IFR traffic or to compromise safety. He wants the Airport and URS to look at other approaches for non IFR traffic. He feels that he and his neighbors absorb a disproportionate amount of the noise. He would like this Committee to modify approach rules to encourage a distributed mixture of alternate approach tracks that should be used whenever possible. He also wants to know if he needs to submit a proposal formally, or does speaking here at this meeting constitute a proposal.

Peter Horton responded that this Part 150 process will be a blank sheet of paper and will not be prejudiced from what was done previously. Robert Gold asked that this alternative approach be considered prior to and separate from the Part 150 procedure, so as to be implemented sooner.

Deborah Lagos explained that the NCP portion of the Part 150 study will look at operational noise abatement measures, including potentially revising approach and departure paths.

Robert Gold asked if this Committee makes policy decisions which directly affect operational procedures, and does the Airport have authority over the ATCT to prescribe different approaches.

Commissioner Kim Wigington indicated that decisions are based on accurate data and analysis, and described the time it takes to gather accurate data and produce a detailed analysis. She went on to explain that people make investments and life decisions based on what is in place at the time, and when those facts change, it causes some issues. Therefore, there must be a lot of deliberation and

## **KWIA Ad-Hoc Committee on Noise February 14<sup>th</sup>, 2012 Meeting Minutes**

consideration before changes are made. She told him she would not take his recommendations lightly, but at the end of the process everyone would be able to make a decision based on the data and analysis provided. The suggestion that noise should be shared is worthy of consideration.

Robert Gold reiterated that he does not want to change the IFR traffic. In exchange for his helplessness on the IFR traffic, he would like GA/VFR traffic not to overfly his house, and no acrobatics over the island. Peter Horton and Sonny Knowles explained that there is an actual aerobatic box over the water where this activity is supposed to occur.

Sonny Knowles explained that as a pilot, he is happy to help out as much as possible, but making an official change involving the FAA is much more difficult. He said all his left base approaches are over Discount Auto Parts. Julie Ann Floyd said she tries to use Runway 27 when weather and traffic permit, and most local pilots also make the same judicious decision based on saving time and fuel.

Robert Gold suggested that the Airport make a direct request to the tower to implement procedures that shift some of the noise impacts off the IFR approach line. Robert Gold then asked if the Airport and/or the tower have a fair amount of discretion regarding the operational procedures.

Marvin Hunt responded that the airspace over Key West also requires coordination with the Navy flight operations from NAS Key West. Robert Gold mentioned the Fort Zack approach and other possible approaches, and that VFR approaches are not that difficult.

Peter Horton mentioned that flight tracks will be considered and analyzed within the Part 150 process, and if this group does make recommendations within the Part 150, the recommendations must be reviewed and approved by the FAA.

Robert Gold asked if there was anything that could be done outside of the Part 150 Study and does it have to wait for the Part 150 to be complete.

Commissioner Kim Wigington remarked that in consideration of the other residents of Key West, it should be thoroughly evaluated.

Peter Horton said they have previously looked at and implemented alternate flight tracks, including the Garrison Bight approach, which caused a large number of new

## **KWIA Ad-Hoc Committee on Noise February 14<sup>th</sup>, 2012 Meeting Minutes**

complaints. Robert Gold replied that he was told that people complaining should not be a disqualifier.

Julie Ann Floyd indicated that in aviation, sometimes the simplest is safest, and the straight in approach is simplest. The FAA will look at the simplest, safest method; plus the maneuverability of aircraft affects the approach. Robert Gold mentioned the Potomac Approach at Washington-Reagan. Harvey Wolney indicated that the runway at Washington was much longer. Julie Ann Floyd mentioned that looking at this item may lead to other options to abate noise at EYW.

Mr. Blazevic asked if the pilot does have discretion on how to operate at EYW. Peter Horton replied that if he is flying VFR, and once he reports at the VOR, how he gets to the runway is up to him, unless the tower directs him otherwise. Julie Ann Floyd confirmed this, and mentioned that she uses local landmarks after that.

Robert Gold asked if the tower could be told to direct the aircraft to use a specific VFR approach. Peter Horton responded that he does not know the answer to that. Robert Gold would like Mr. Horton to take his recommendation to the tower and see if they can do something about it.

Dan Botto reiterated that Robert Gold's tracks and any others that are brought to the attention of the Committee will be included in the study. Kay Miller asked if there was something that could be done prior to the completion of the Part 150 Study.

Dan Botto mentioned that a mandatory flight path would require additional study to satisfy FAA requirements. Alternative flight tracks must include an analysis of new and/or additional impacts. Commissioner Kim Wigington said that any changes must be made with a sound basis in facts and data to back up the decision. Robert Gold asked if he should do the analysis of how many people live under the Garrison Bight approach versus the straight in approach. Deborah Lagos said no, that the analysis will be conducted in the Part 150 study.

Deborah stated that it sounded like Robert Gold's issue was with the pilots flying under VFR who make the decision to fly the straight in approach once the tower clears them from the VOR. She further stated that it sounded like Robert Gold would like those pilots to be directed to fly a certain path instead of making their own decision. She said that the problem arises when you want to direct pilots to

**KWIA Ad-Hoc Committee on Noise  
February 14<sup>th</sup>, 2012 Meeting Minutes**

fly a certain path. Doing this requires the FAA to get involved, and they will not approve of this if it does not meet their very strict criteria. If the decision is made by the individual pilot of their own volition then they can do it, but to have someone tell them to do it is a whole different story.

Deborah Lagos said it comes down to it being a voluntary procedure instead of a mandatory procedure, and what we're really talking about is doing a better job of educating pilots. Robert Gold mentioned that he read online that the Airport is surrounded by "extremely noise sensitive areas," but apparently that is not enough to change pilot behavior.

Robert Gold said he appreciated whatever could be done, and volunteered to serve on the Committee.

Commissioner Kim Wigington stated that the next meeting would be on April 3<sup>rd</sup>.

Meeting adjourned at 3:19 PM

## The Role of the FAA in the Part 150 Process:

### Noise Exposure Maps

- Indicates whether they are in compliance with applicable requirements,
- Publishes notice of compliance in the Federal Register, including where and when the maps and related documentation are available for public inspection.

### Noise Compatibility Program

The FAA conducts an evaluation of each noise compatibility program and, based on that evaluation, either approves or disapproves the program. The evaluation includes consideration of proposed measures to determine whether they—

- May create an undue burden on interstate or foreign commerce (including unjust discrimination);
- Are reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses;
- Include the use of new or modified flight procedures to control the operation of aircraft for purposes of noise control, or affect flight procedures in any way;
- The evaluation may also include an evaluation of those proposed measures to determine whether they may adversely affect the exercise of the authority and responsibilities of the Administrator under the Federal Aviation Act of 1958, as amended.

The Administrator approves programs under this part, if –

- Program measures to be implemented would not create an undue burden on interstate or foreign commerce and are reasonable consistent with achieving the goals of reducing existing noncompatible land uses around the airport and of preventing the introduction of additional noncompatible land uses;
- The program provides for revision if made necessary by the revision of the noise map;
- Those aspects of programs relating to the use of flight procedures for noise control can be implemented within the period covered by the program and WITHOUT –
  - Reducing the level of aviation safety provided;
  - Derogating the requisite level of protection for aircraft, their occupants, and persons and property on the ground
  - Adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems; or
  - Adversely affecting any other powers and responsibilities of the Administrator prescribed by law or any other program, standard, or requirement established in accordance with law.

Source: .Title 14 cfr part 150.

# **PART 150 PROCESS**

## **NOISE EXPOSURE MAPS**

**Existing Noise Exposure Map**



**Future Noise Exposure Map**



*Public Review*

**Noise Exposure Maps Report**



*FAA Review / Comments*

**FAA Notice of Noise Exposure Map Conformance**

## **NOISE COMPATIBILITY PROGRAM**

**Operational Noise Abatement Alternatives**



**Land Use Noise Mitigation Alternatives**



*Public Review*

**Program Management Alternatives**



**Implementation Plan / Noise Benefit Analysis /  
Cost Estimate / Roles & Responsibilities**



**Preliminary Noise Compatibility Program Report**



*FAA Review*

**Final Noise Compatibility Program Report**



**Public Hearing**



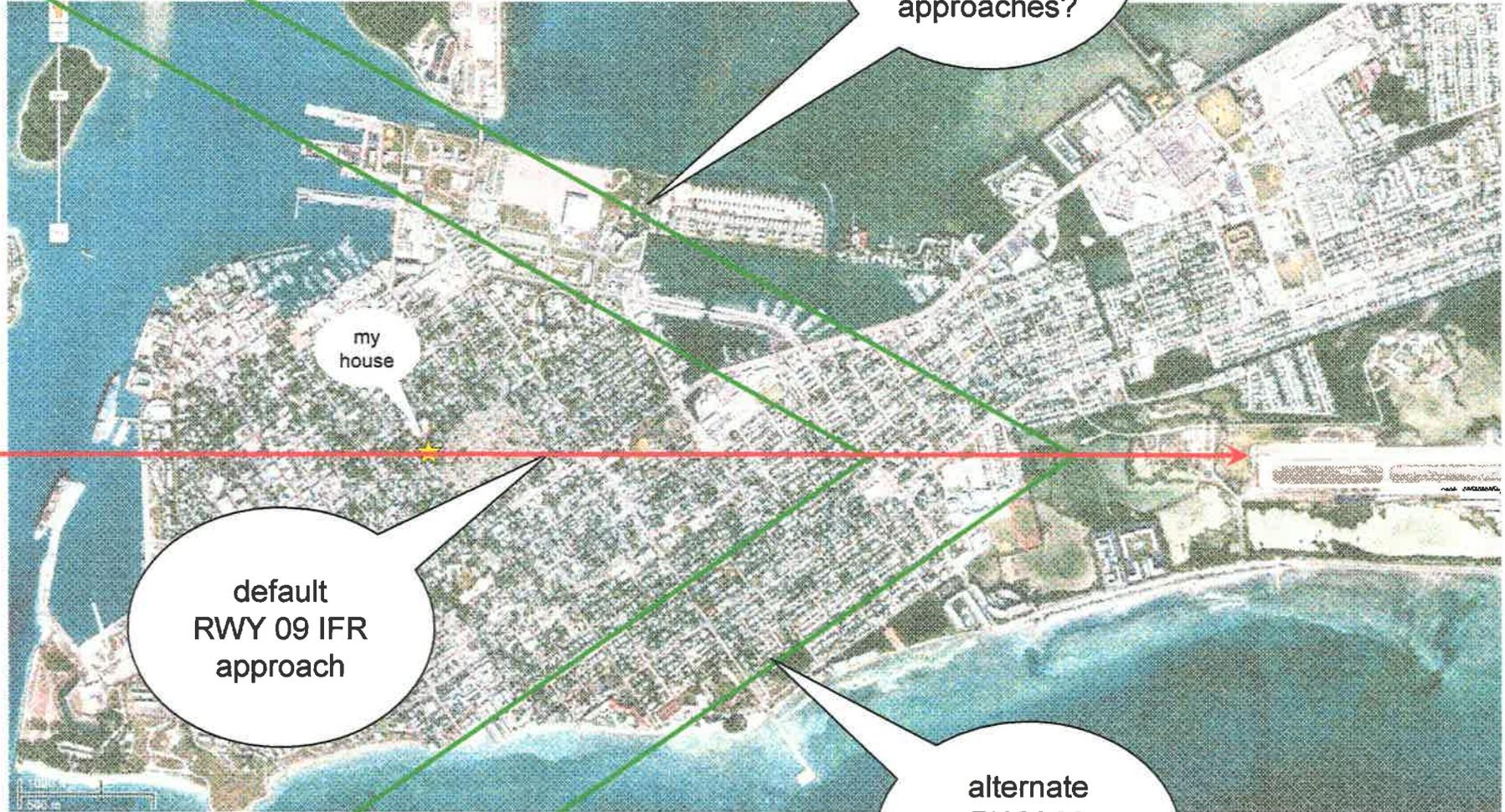
*FAA Review - 180 Days*

**FAA Record of Approval**



Robert Gold's Proposal  
Submitted to Ad-Hoc Committee  
February 14, 2012

alternate  
RWY 09  
VFR  
approaches?



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RWY 09  
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approaches?

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**April 3, 2012**

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**Key West International Airport  
Ad-hoc Committee on Airport Noise**

**Agenda for Tuesday, April 3<sup>rd</sup>, 2012**

Call to Order 2:00 pm Harvey Government Center

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. For February 14<sup>th</sup>, 2012
- B. Discussion of Part 150 Study Update -
  - 1. Role of the FAA and the Part 150 Process
  - 2. Noise Monitoring
  - 3. Data Collection
  - 4. Fleet Mix Change Noise Comparison
  - 5. Robert Gold's Proposal
- C. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Report
- D. Any Other Discussion
- E. Next meeting: June 5<sup>th</sup>, 2012

2012 Schedule of Meetings

February 14 <sup>th</sup>	April 3 <sup>rd</sup>	June 5 <sup>th</sup>
August 7 <sup>th</sup>	October 2 <sup>nd</sup>	December 4 <sup>th</sup>

***ADA ASSISTANCE: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m. - 5:00 p.m., no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".***

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## NOTICE OF PUBLIC MEETING

NOTICE IS HEREBY GIVEN TO WHOM IT MAY CONCERN that a meeting will be held of

### KEY WEST INTERNATIONAL AIRPORT AD-HOC COMMITTEE ON NOISE

On  
Tuesday, April 3rd at 2:00 PM  
at the

HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs in the Commission Chambers  
Key West, Florida 33040

Persons interested in this issue are invited to attend. The public is further advised that some or all of the members of the Monroe County Commission, the Commission Council members and/or their appointed representatives of the incorporated cities of Marathon, Key Colony Beach, Laysan, and the village of Islamorada, representatives of the Tourist Development Council and their Area District Advisory Committee members may attend the meeting and discuss items that may come before their respective commissions, councils, or advisory boards.

Pursuant to Section 286.0106, Florida Statutes, notice is given that if a person decides to appeal any decision made by the Board with respect to any matter considered at such hearings or meetings, he will need a record of the proceedings, and that, for such purposes, he may need to ensure that a certain record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

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Dated at Key West, Florida this 28th day of March, 2012.

Peter J. Horton  
Director of Airports  
Key West International Airport  
3431 S. Roosevelt Blvd.  
Key West, FL 33040

RECEIVED  
APR 04 2012

**THE CITIZEN**  
KEY WEST  
The Citizen News Group  
Cooke Communications, LLC  
Florida Keys

STATE OF FLORIDA BY: \_\_\_\_\_  
COUNTY OF MONROE

PO Box 1800  
Key West Fl 33041  
Office.....305-292-7777  
Extension.....x219  
Fax.....305-295-8025  
legals@keynews.com

Before the undersigned authority personally appeared Randy G. Erickson, who on oath says that he is Vice-President of Operations of the Key West Citizen, a daily newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of

Notice of Public Meeting

AD-Hoc Committee on Noise

INTERNET PUBLISHING  
keywest.com  
keynews.com  
floridakeys.com  
key-west.com  
Web Design Services

was published in said newspaper in the issue(s) of

MARCH 30, 2012

NEWSPAPERS  
The Citizen  
Southernmost Flyer  
Solares Hill  
Big Pine Free Press  
Marathon Free Press  
Islamorada Free Press  
Key Largo Free Press

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspaper has heretofore been continuously published in said Monroe County, Florida every day, and has been entered as second-class mail matter at the post office in Key West, in said Monroe County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

MARKETING SERVICES  
Commercial Printing  
Citizen Local Card  
Direct Mail

*[Handwritten Signature]*

Signature of Affiant

FLORIDA KEYS OFFICES  
Printing / Main Facility  
3420 Northside Drive  
Key West, FL  
33040-1800  
Tel: 305-292-7777  
Fax 305-294-0768  
citizen@keywest.com

Sworn and subscribed before me this 30 day of MARCH, 2012

Internet Division  
33040-3328  
Tel 305-292-1888  
Fax 305-294-1699  
sales@keywest.com

Notary Public:



DAWN KAWZINSKY  
NOTARY PUBLIC  
STATE OF FLORIDA  
Comm# EE 187333  
Expires 1/4/2018

*[Handwritten Signature: Dawn Kawzinsky]*

Expires: 1/4/16

Notary Seal

Upper Keys Office  
81731 Overseas Hwy  
Tavernier, FL 33070  
Tel 305-853-7277  
Fax 305-853-0656  
freepress@floridakeys.com

Personally Known x Produced Identification \_\_\_\_\_  
Type of Identification Produced \_\_\_\_\_

**KWIA Ad-Hoc Committee on Noise  
April 3, 2012 Meeting Minutes**

**Meeting called to order by Dan McMahan at 2:04 PM.**

**ROLL CALL:**

Committee Members in Attendance:

Dan McMahan  
Sonny Knowles  
Dr. Julie Ann Floyd  
Marlene Durazo  
Marvin Hunt  
Harvey Wolney

Staff and Guests in Attendance:

Deborah Lagos, URS Corp.  
Dan Botto, URS Corp.  
R. L. Blazevic, Resident  
Al Sullivan, Last Stand  
Robert S. Gold, Old Town Homeowner  
Brendon Cunningham, Key West Planning  
T.J. Turnbull, A&J Menendez

**Quorum was present**

Commissioner Wigington (Committee Chair) and Kay Miller (Committee Vice-Chair) were not in attendance. Dan McMahan was nominated as Chair by Sonny Knowles and seconded by Marlene Durazo. Dan McMahan was approved as temporary chair.

**Review and Approval of Meeting Minutes for the February 14, 2012 Ad Hoc Committee Meeting**

Dan McMahan asked if everyone had received the meeting minutes and if there were any additions or corrections? Robert Gold submitted a written revision to his remarks at the February 14 minutes, and asked if they should be read aloud. Deborah suggested that it would be best so the Committee would know what changes were requested. Deborah indicated that the revision is on page 7 of the minutes, or page 10 of the entire agenda package, second to last sentence of the

## **KWIA Ad-Hoc Committee on Noise April 3, 2012 Meeting Minutes**

first paragraph, instead of "provide another approach" it should say "encourage a distributed mixture of alternate approach tracks." Robert Gold said the intent is not to use a different approach path, but to use a mixture of approach paths so as to distribute the noise across a larger population rather than concentrating it on the people directly in the straight-in approach path.

Dan McMahon. asked that this change be made. Dan Botto and Deborah agreed that the change will be made. No other changes were requested. Dan McMahan made a motion for approval of the minutes with the changes. Marlene Durazo seconded the motion. There was no opposition and the motion carried.

### **Discussion of Part 150 Study Update**

#### **Role of the FAA**

Dan Botto discussed the role of the FAA in the Part 150 Study and process. A handout describing this role and the process was provided to the Committee at the behest of the FAA, and will be provided at each meeting. The Committee was reminded that the FAA does not automatically approve all recommended measures of the Part 150 Study.

Dan explained that the FAA also does not approve the NEMs, they strictly determine if the NEMs are in compliance with the Part 150 requirements, and will issue a Notice of Compliance in the Federal Register. They will make sure that URS and the Airport are following the rules and regulations that govern the Part 150 Process and that the public was included; additionally, they will provide guidance and instruction as to items that were not covered or covered improperly.

Dan further mentioned that the approval role of the FAA occurs during the Noise Compatibility Program [NCP] where recommendations are made for operational and/or land use mitigation measures, like the NIP. That is where the FAA will approve or disprove based on the Part 150 requirements.

Dan McMahan asked if there were any questions regarding the FAA's role in the Part 150 Program, or the Part 150 process. There were none at this time.

#### **Noise Monitoring**

## **KWIA Ad-Hoc Committee on Noise April 3, 2012 Meeting Minutes**

Dan Botto told the Committee that the noise monitors were in place for one month and were removed two weeks prior to the meeting. The subcontractor, L&B, has the data and they have begun the analysis of the data. A draft report will be provided to the Committee as soon as it is available. He also mentioned that the Committee's request that the current noise monitoring data at Key West by the Sea (KWBT5) be compared to the previous noise monitoring results at KWBT5 would be included in the report. Dan McMahan asked for an estimated time for completion of the report. Deborah mentioned that should be about a month for data processing and a couple of weeks for documentation. Hopefully the documentation will be ready by the June meeting. Dan Botto also told Robert Gold that he will Email him the report in case he is back in Chicago.

### **Data Collection and Fleet Mix Change Comparison**

Dan Botto discussed the fleet mix change previously discussed at the February meeting, i.e., the United Airlines switch from the Beech 1900 to the Saab 340, and provided the Committee with an Lmax contour comparison of the two aircraft.

Marvin Hunt provided information that United will not be making a complete switch to the Saab 340 due to low inventory of the Saab 340 at this time.

Deborah noted that the contours indicate the Beech 1900 is louder on approach, but the Saab is louder on take-off. Dan Botto mentioned that the Saab also appears to be a wider contour, which may increase the width of the contours at the departure shoulders.

Dan McMahan thought that this fleet mix change would not help KWBT5 since the noise monitoring had already been performed. Dan Botto mentioned that the noise contours are still created by modeling, not by the measured data; therefore, the future condition noise model will indicate that all the United Beech 1900 flights will be replaced by the Saab 340.

Deborah explained how the modeling is accomplished. The Part 150 requires two noise contours, and existing condition and a future forecast. This future condition will be a minimum of 5 years into the future. The future condition will show the Saab replacing the Beech 1900 and any other known fleet mix changes. The noise

## **KWIA Ad-Hoc Committee on Noise April 3, 2012 Meeting Minutes**

monitoring is a supplement to the noise modeling. The noise modeling has to represent an entire year's worth of operations whereas the monitoring was only a period of one month. We have to collect data for the entire 12 month period, and then divide by 365 to obtain an average day used for modeling. This is not any actual day, but a calculated average day. Once a contour is produced, the monitored data will be compared to the modeled output, and if the noise levels are not similar, there may be some adjustments made to the noise modeling. That is the extent of the use of the monitoring data; we cannot produce a noise contour from the monitoring data. Dan added that this will only be looked at against the existing condition contour, and any adjustments made to the model will be carried over to the future contour. Dan McMahan asked when the last Part 150 Study had been done. Deborah replied that the last complete study was approved and accepted in 1999, but since this time there have been updates to the Noise Exposure Maps (NEMs) but not to the entire Part 150 Study. Dan McMahan asked that if the data will be continually updated throughout the two years expected to be needed to complete the Part 150. Deborah said "no, the NEMs will be provided to the FAA when they are completed, then the NCP will be submitted at a later date." She mentioned that the existing condition must be representative of the year the NEMs are submitted. The FAA will accept the NEMs while the work is ongoing on the Noise Compatibility Program (NCP) portion of the Part 150 Study.

Marlene Durazo asked if there has been any movement regarding the computer model from the FAA, or are they still hard and fast with the existing model. Deborah said the FAA is solid behind the noise model, and it has held up over time to any questioning and legal review. The model is developed by the FAA and is required to be used in this type of study and other environmental studies. The FAA does not allow much leeway in the use of the model, nor allow much adjustment to the model itself. For example, adjustments made based the monitoring outcome will most likely be limited to changes in fleet mix, runway use and/or flight track location. The methodology the model uses to calculate noise will not be altered. The data to be modified will be limited to the data we input to indicate average day conditions.

Robert Gold asks if the primary input data is a type of flight operations log, does the model also accept actual radar tracks of the actual approach paths used, or is

## **KWIA Ad-Hoc Committee on Noise April 3, 2012 Meeting Minutes**

it simply based on arriving at the threshold. Dan Botto responded that we will use radar data to develop our flight tracks. We will not model every single track that is flown over that time period; we will develop representative tracks with dispersion that will cover the batch of tracks that we are trying to represent. Robert asked if we can graphically see actual radar tracks. Dan Botto said we will provide the actual radar tracks with the representative track superimposed over them to indicate which developed flight tracks represent which batch of radar tracks. Dan mentioned that use of all radar flight tracks make any suggested changes to flight tracks in the NCP are very hard to change when the radar tracks are used as is.

R.L. Blazevic mentioned that every year more and more and more helicopters are operating here and asked if they are part of the study. Dan Botto responded that the helicopters are included in the model. The noise model does contain a subroutine called HNM (Helicopter Noise Model), and separate tracks, landing locations, and operations will be included in the noise contours.

Marlene Durazo asked if the model will also factor in the operations that go east to west due to weather. Deborah answered in the affirmative. Robert Gold had a follow-up question asking if the radar data includes VFR traffic. Dan responded that it should contain everything that appears on radar.

### **Robert Gold's Proposal**

Robert thanked the Committee for including his proposal in the minutes. He has three questions that he would like the committee to address.

The first question is regarding the 2003 study he received from URS on alternative approaches. He observed that the fleet mix in that study does not contain any 737 type aircraft. Robert asked if there was funding available to rerun that study with the current fleet mix. The study examined the effects on the noise contours if alternative approaches into the airport were used. Deborah said that his proposal will be that, and when we analyze his proposal, it will be included in the Part 150 in a similar manner. Sonny Knowles mentioned that the 737's are quieter than many of the aircraft previously using the airport, and

## **KWIA Ad-Hoc Committee on Noise April 3, 2012 Meeting Minutes**

because of the runway length, must fly straight-in from farther out. Robert clarified that since the 737's must fly straight-in, could other traffic that is safely able to make shorter turns to final be encouraged by tower or by FAA regulation, to distribute the noise to compensate for the extra noise received directly under the Runway 09 approach. Sonny said the FAA will not put in place a required alternate approach, but Robert should petition the local controllers and the local pilots to use the alternate approach. Sonny said the committee would need to invite the Tower to meet with the committee to discuss this. Robert said he had mentioned that at the previous meeting, and Director Horton did not seem to think the Tower would be agreeable to implementing a non-sanctioned mix of approaches. Sonny indicated that it would have to be the Tower to suggest this, because there is a large amount of out of town traffic, and only the local pilots would be able to implement any recommended alternate approach.

Deborah informed the committee that URS will be speaking to the Tower Chief to get his take on this item. Robert asked if it was possible to invite a representative from the tower to the June Committee meeting. Dr. Floyd reminded the Committee that Director Horton indicated he was going to talk with the tower regarding this item, but since he was unable to attend, we need to follow up with Peter as to whether the discussion has taken place. Sonny suggested that Robert make an appointment to tour the Tower and talk directly to the Tower Chief and ask if these suggested changes are even possible. Marvin Hunt believed that with current regulations, it may be hard to access the tower as a civilian. Sonny provided Robert with the phone number to directly contact the tower.

Robert's second question was whether any noise monitors were placed in the vicinity of the approach and not just in the vicinity of the airport. Dan Botto informed Robert that no, all the monitors are in the vicinity of the airport. Robert had a follow up question asking if there is any interest in installing a monitor. Deborah mentioned that we had discussed the location of the monitors at the last meeting. Robert commented that all were in closed proximity to the airport, and would like to verify or refute the levels of noise he is experiencing at his home. Sonny indicated that there was no one on the committee that doubted he was experiencing a lot of noise. Dan Botto responded that two of the monitors were almost directly on the approach flight path, and if the noise levels at these sites

## **KWIA Ad-Hoc Committee on Noise April 3, 2012 Meeting Minutes**

were lower than DNL 65, it can be pretty much assured that farther out where Robert lives the noise levels would be lower still. Sonny mentioned that just the increased altitude at Robert's location would result in less noise, and would be below the FAA threshold.

Robert's third question was regarding the conclusion of the 2003 which indicated that alternate approaches would not have much of an impact on overall noise levels. Robert feels that if there is more distribution of flight tracks over the area it would reduce noise levels at the individual areas, as you would be spreading the noise over a large geographical area. Would URS anticipate that with the 737s in the mix and more operations, would the conclusion be the same? Deborah answered that because the alternate paths would be used by primarily smaller planes, alternative approaches would probably not have much impact on the contours, but there may be impacts on the perceived noise levels experienced.

Robert feels that a formal approach to his proposal may not result in any changes, but an informal approach may lead to better results. He mentioned that the previous Garrison Bight approach lead to a large increase in complaints from the residents living under that approach. Deborah mentioned that the Garrison Bight approach was also an informal change and the number of calls from residents who had not previously experienced airport noise increased. Robert felt his proposal was a socialized noise approach to spread the pain.

Dan McMahan felt that without Peter Horton being at the meeting we don't know whether or not he may already be addressing this issue, and that we should wait to hear from him. Robert asked that we extend an invitation to the Tower to attend a meeting and discuss possible alternatives. Deborah said we will either try to get them to the next meeting or a future meeting after that.

### **Other Reports**

#### **Hotline & Contact Log**

Dan Botto reported that the hotline had only two calls over the last two months. Sonny mentioned that indicates Peter Horton must have talked to Fred about his aerobatic flying. Dan Botto indicated that one of the calls was concerning the

## **KWIA Ad-Hoc Committee on Noise April 3, 2012 Meeting Minutes**

helicopters the committee was discussing earlier. Sonny indicated that this might have been helicopter tours, which usually do not remain in business very long. Dr. Floyd and Harvey Wolney both mentioned that most of the helicopter activity is emergency or Life Flights. Dan Botto verified that the flight was after 10:00 p.m. at night.

### **Airport Noise Report**

Dan Botto discussed the information Deborah provided in the last meeting about the FAA funding bill including a phase out of the Stage 2 business jets, which was validated by an article on page 22 of the agenda. Sonny and Deborah discussed the cost of this regulation either being new engines or hush kits for these aircraft, or outright replacement of the aircraft. Dan McMahan asked how much these hush kits reduce noise, and Sonny informed the committee that the hush kits reduce the noise to the levels required by the FAA. Deborah said this regulation will greatly reduce the noise experienced at the airport with the number of business jets operating here.

Dan Botto mentioned that the reauthorization bill contained a provision [page 25 of the agenda package] that would have allowed all GA flights to block informational data regarding their aircraft from radar data, making accurate fleet mix development for noise and environmental studies much harder. Luckily, this provision was dropped.

Dan Botto brought to the Committee's attention the 2103 budget request to drop almost \$1 billion from the AIP program, which funds the Part 150 programs [page 28].

On page 36 of the agenda package, California is looking at eliminating airport land use commissions. If passed, this could be a budget reducing move used across the country.

### **Other**

Mr. T.J. Turnbill has family that has recently purchased a home in a NIP area, on the understanding that their home would be included in a later phase of the NIP, and does he have any recourse. Deborah explained the proposed clean-up phase

**KWIA Ad-Hoc Committee on Noise**  
**April 3, 2012 Meeting Minutes**

and the FAA's response requiring the Part 150 Update to validate the NIP program boundary. If this Part 150 indicates the area is still within the noise program area, then they will be asked to participate.

Dr. Floyd informed the committee that the state is looking at a real estate disclosure change that would require home buyers to be informed of the proximity to an airport.

Further discussion revolved around the condominium complex off the east end of the airport that was supposed to be built to appropriate noise standards, and there have been almost no noise complaints since occupancy.

Dan McMahan asked if they could make sure the Turnbull address be included in the analysis of this Part 150 Study.

When taking roll, information was obtained that Larry Carcomo has moved and will need to be replaced. Dr. Floyd mentioned Rob Valley of Air Key West would be a good member, and that she would contact him regarding his interest to be on the Committee.

Dan McMahan stated that the next meeting would be on June 5.

Meeting adjourned at 2:55 PM

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## The Role of the FAA in the Part 150 Process:

### Noise Exposure Maps

- Indicates whether they are in compliance with applicable requirements,
- Publishes notice of compliance in the Federal Register, including where and when the maps and related documentation are available for public inspection.

### Noise Compatibility Program

The FAA conducts an evaluation of each noise compatibility program and, based on that evaluation, either approves or disapproves the program. The evaluation includes consideration of proposed measures to determine whether they—

- May create an undue burden on interstate or foreign commerce (including unjust discrimination);
- Are reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses;
- Include the use of new or modified flight procedures to control the operation of aircraft for purposes of noise control, or affect flight procedures in any way;
- The evaluation may also include an evaluation of those proposed measures to determine whether they may adversely affect the exercise of the authority and responsibilities of the Administrator under the Federal Aviation Act of 1958, as amended.

The Administrator approves programs under this part, if –

- Program measures to be implemented would not create an undue burden on interstate or foreign commerce and are reasonable consistent with achieving the goals of reducing existing noncompatible land uses around the airport and of preventing the introduction of additional noncompatible land uses;
- The program provides for revision if made necessary by the revision of the noise map;
- Those aspects of programs relating to the use of flight procedures for noise control can be implemented within the period covered by the program and WITHOUT –
  - Reducing the level of aviation safety provided;
  - Derogating the requisite level of protection for aircraft, their occupants, and persons and property on the ground
  - Adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems; or
  - Adversely affecting any other powers and responsibilities of the Administrator prescribed by law or any other program, standard, or requirement established in accordance with law.

Source: .Title 14 cfr part 150.

# **PART 150 PROCESS**

## **NOISE EXPOSURE MAPS**

**Existing Noise Exposure Map**



**Future Noise Exposure Map**



*Public Review*

**Noise Exposure Maps Report**



*FAA Review / Comments*

**FAA Notice of Noise Exposure Map Conformance**

## **NOISE COMPATIBILITY PROGRAM**

**Operational Noise Abatement Alternatives**



**Land Use Noise Mitigation Alternatives**



*Public Review*

**Program Management Alternatives**



**Implementation Plan / Noise Benefit Analysis /  
Cost Estimate / Roles & Responsibilities**

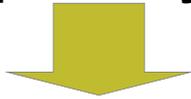


**Preliminary Noise Compatibility Program Report**



*FAA Review*

**Final Noise Compatibility Program Report**



**Public Hearing**



*FAA Review - 180 Days*

**FAA Record of Approval**



**June 5, 2012**

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**Key West International Airport  
Ad-hoc Committee on Airport Noise**

**Agenda for Tuesday, June 5th, 2012**

Call to Order 2:00 pm Harvey Government Center

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. For April 3<sup>rd</sup> , 2012
- B. Discussion of Part 150 Study Update -
  - 1. Role of the FAA and the Part 150 Process
  - 2. Noise Monitoring
  - 3. Data Collection -Radar Track graphics to be provided at meeting
  - 4. Fleet Mix - Table to be provided at meeting
- C. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Report
- D. Any Other Discussion
- E. Next meeting: August 7<sup>th</sup>, 2012

2012 Schedule of Meetings

February 14 <sup>th</sup>	April 3 <sup>rd</sup>	June 5 <sup>th</sup>
August 7 <sup>th</sup>	October 2 <sup>nd</sup>	December 4 <sup>th</sup>

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**NOTICE OF PUBLIC MEETING**

NOTICE IS HEREBY GIVEN TO WHOM IT MAY  
CONCERN that a meeting will be held of

**KEY WEST INTERNATIONAL AIRPORT  
AD-HOC COMMITTEE ON NOISE**

**On  
Tuesday, June 5th at 2:00 PM  
at the**

**HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs in the Commission Chambers  
Key West, Florida 33040**

Persons interested in this issue are invited to attend. The public is further advised that some or all of the members of the Monroe County Commission, the Commission/Council members and/or their appointed representatives of the incorporated cities of Marathon, Key Colony Beach, Layton, and the Village of Islamorada, representatives of the Tourist Development Council and their area District Advisory Committee members may attend the meeting and discuss items that may come before their respective commissions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida Statutes, notice is given that if a person decided to appeal any decision made by the Board with respect to any matter considered at such hearings or meetings, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

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**Dated at Key West, Florida this 22nd Day of May, 2012.**

**Peter J. Horton  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040**

**STATE OF FLORIDA  
 COUNTY OF MONROE**

PO Box 1800  
 Key West FL 33041  
 Office....305-292-7777  
 Extension.....x219  
 Fax.....305-295-8025  
legals@keysnews.com

Before the undersigned authority personally appeared Randy G. Erickson, who on oath says that he is Vice-President of Operations of the Key West Citizen, a daily newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of

Notice of Meeting  
KW Airport Ad-Hoc Committee on Noise

**INTERNET PUBLISHING**  
 keywest.com  
 keysnews.com  
 floridakeys.com  
 key-west.com  
 Web Design Services

was published in said newspaper in the issue(s) of

May 24, 2012

**NEWSPAPERS**  
 The Citizen  
 Southernmost Flyer  
 Solares Hill  
 Big Pine Free Press  
 Marathon Free Press  
 Islamorada Free Press  
 Key Largo Free Press

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspaper has heretofore been continuously published in said Monroe County, Florida every day, and has been entered as second-class mail matter at the post office in Key West, in said Monroe County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

**MARKETING SERVICES**  
 Commercial Printing  
 Citizen Locals Card  
 Direct Mail

Randy G. Erickson  
 Signature of Affiant

**FLORIDA KEYS OFFICES**  
 Printing / Main Facility  
 3420 Northside Drive  
 Key West, FL  
 33040-1800  
 Tel 305-292-7777  
 Fax 305-294-0768  
citizen@keywest.com

Sworn and subscribed before me this 24 day of May, 2012

**Internet Division**  
 33040-3328  
 Tel 305-292-1880  
 Fax 305-294-1699  
sales@keywest.com

Notary Public:

 DAWN KAWZINSKY  
 NOTARY PUBLIC  
 STATE OF FLORIDA  
 Comm# EE157233  
 Expires 1/4/2016

**Upper Keys Office**  
 91731 Overseas Hwy  
 Tavernier, FL 33070  
 Tel 305-853-7277  
 Fax 305-853-0556  
freepress@floridakeys.com

Dawn Kawzinsky

Expires: 1/4/16

Notary Seal

Personally Known   x   Produced Identification \_\_\_\_\_  
 Type of Identification Produced \_\_\_\_\_

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

**Meeting called to order by Commissioner Wigington at 2:00 PM.**

**A quorum was not present to begin the meeting; therefore roll call and review and approval of the meeting minutes for the April 3<sup>rd</sup>, 2012 Ad Hoc Committee meeting was tabled to allow for any late attendees.**

### **Staff and Guests in Attendance:**

Peter Horton, KWIA.  
Deborah Lagos, URS Corp.  
Dan Botto, URS Corp.  
R. L. Blazevic, Resident  
Eleanor Garcia, Linda Avenue Homeowner  
Vladimir Prokhodouy  
Ashley Monnier, NASKW  
Robert S. Gold, Old Town Homeowner  
Brendon Cunningham, Key West Planning  
Danny Kolhage, Monroe County Clerk of the Court

### **Discussion of Part 150 Study Update**

Commissioner Wigington began the meeting with the discussion of the Part 150 Study Update to allow for any late committee members.

### **Role of the FAA**

Dan Botto discussed the role of the FAA in the Part 150 Study and process. A handout describing this role and the process was provided to the Committee at the behest of the FAA, and will be provided at each meeting. The Committee was reminded that the FAA does not automatically approve all recommended measures of the Part 150 Study.

Dan explained that the FAA also does not approve the NEMs. They strictly determine if the NEMs are in compliance with the Part 150 requirements, and will issue a Notice of Compliance in the Federal Register. They will make sure that URS and the Airport are following the rules and regulations that govern the Part

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

150 Process and that the public was included; additionally, they will provide guidance and instruction as to items that were not covered or covered improperly.

Dan further mentioned that the approval role of the FAA occurs during the Noise Compatibility Program [NCP] where recommendations are made for operational and/or land use mitigation measures, like the NIP. That is where the FAA will approve or disprove based on the Part 150 requirements.

Peter Horton asked if the FAA will be in attendance at any of the Ad-Hoc meetings. Dan Botto responded that the FAA may be in attendance when results are being provided and when the committee begins looking at mitigation measures.

### **Noise Monitoring**

Dan Botto told the Committee that the analysis of the noise monitoring data was complete and L&B is waiting on the noise contours and specific point analysis of the noise monitor locations from URS. Once this information is provided, L&B will produce comparisons of the measured and modeled noise levels at the monitor locations to complete the analysis.

**At 2:06, a 5<sup>th</sup> member of the committee entered the room. There is now a quorum present, allowing for Roll Call, and Review and Approval of the April 3<sup>rd</sup>, 2010 meeting minutes.**

### **Discussion of Part 150 Study Update (cont.)**

#### **Data Collection - Radar Data**

Dan Botto discussed that the Navy will provide their radar data for use in this Part 150 Study. The current source of radar data only reports IFR and filed flight plan data, approximately 60 percent of the operations at KWIA. R.L. Blazevic asked where the third party source for radar data obtains their data from. Dan Botto explained that it was from the same radar used by the Navy and KWIA, but as a third party they were limited to what they are allowed to capture and report. Dan Botto reiterated that the current data is limited to IFR and filed flight plan

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

operations, or about 60% of overall ops at KWIA when compared to tower counts. Dan Botto then explained that URS has been in contact with the Navy to obtain raw radar data from them and they have decided to participate in the Part 150 process by providing the raw data which should contain all flight data. Ashley Monnier introduced herself to the Committee as the new NAS Key West Community Planning Liaison Officer and will assist in obtaining this information for the Study. Dan Botto explained that the data is obtained from the Navy's contractor only with the approval of the Navy.

Commissioner Wigington asked who the Navy's contractor is, and Dan Botto and Deborah Lagos both responded that they were not sure at this time. R.L. Blazevic asked why we didn't just get the data from the FAA or the Navy. Dan Botto and Deborah explained that both the FAA and the Navy have certain procedures that have to be followed to obtain the data, and these procedures include some security and safety issues that must be analyzed before the data is released. R.L. then asked why doesn't the data come directly from the KWIA FAA Air Traffic Control Tower? Peter Horton explained that the KWIA tower does not have the physical radar; they have a radar repeater that does not store data. Peter Horton continued by explaining that the ATCT does not direct aircraft on how to get to the runway, unless there is conflicting traffic. Deborah Lagos then interjected that even though the KWIA tower speaks to the aircraft; they do not have or maintain a record of the flight track via radar data. R.L. Blazevic asked about who controls which aircraft. Peter Horton explained that the Navy controls departures and arrivals into the airspace, at which point the aircraft is handed over to the KWIA tower for instructions to land.

Dan Botto provided some exhibits to the committee as an example of the results of an analysis of radar data. The exhibits provided density plots of the current radar data showing day and night arrivals and departures at KWIA. Dan Botto made sure the committee understood that these figures have been provided to give them an idea of what the analysis of the radar data will provide and to show that aircraft are flying over the entire island. Dan Botto and Deborah Lagos both mentioned how even this partial analysis shows a very distinct straight-in arrival flow to Runway 09 and departure flow from Runway 09. They also mentioned the

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

amount of activity occurring to the south of the airport and the island was higher than expected.

Robert Gold asked if this was just the IFR data discussed earlier and was told by Dan Botto that this is a preliminary analysis of partial data being used to provide an example of what the analysis of the full dataset will provide. Robert Gold then asked if this was the maximum granularity of the data, or can we zoom in closer to the airport for more detail. Dan Botto explained that with the level of analysis currently completed on this data, zooming in would produce a graphic with no discernible pattern or flow, and that we were at this scale to show the very well defined straight in arrival used by the commercial traffic. As a follow on, Robert Gold suggested that there would be greater value in seeing a more granular version of these graphics. Dan Botto explained that the analysis was going to provide a breakout of the different aircraft categories [air carrier, commuter/air taxi, general aviation] to reduce the amount of data being shown and allow for better clarity at a smaller scale. Dan went on to explain that when the Navy agreed to provide data, the analysis of the existing data was curtailed so as not to waste time or budget if this data was not going to be used in the Part 150 analysis.

### **Fleet Mix**

Commissioner Wigington asked about the fleet mix data. Dan Botto explained that since we are waiting on US Navy radar data, we were not going to provide another draft version of the fleet mix that would most likely change when the analysis of the Navy data was complete.

**Roll Call, and Review and Approval of the April 3<sup>rd</sup>, 2010 meeting minutes.**

### **ROLL CALL:**

Committee Members in Attendance:

Commissioner Kim Wigington  
Dan McMahon  
Kay Miller  
Robert Padron

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

Marlene Durazo  
Harvey Wolney

### **Review and Approval of Meeting Minutes for the April 3rd, 2012 Ad Hoc Committee Meeting**

Commissioner Wigington asked if everyone had received the meeting minutes and if there were any additions or corrections? Dan Botto mentioned that Dan McMahon's name is misspelled throughout the minutes and will be corrected. Dan McMahon noted that in the Noise Hotline Log the name of Carol Warrick should be "Lorek." Dan Botto agreed that this will be changed also. Marlene Durazo noted that the end of the first paragraph on page 6 of the agenda package is incomplete. Dan Botto responded that he will have to review the recording of the minutes to determine what is being said here but this will be corrected also.

Marlene Durazo made the motion to accept the minutes with the requested corrections, and Dan McMahon seconded the motion. The motion passed without objection.

### **Other Reports**

#### **Hotline & Contact Log**

Dan Botto reported that the hotline had nine calls over the last two months; most of the calls were from Ms. Lorek. Dan Botto also mentioned that there were a couple of calls about the helicopter activity that had been discussed at the April meeting.

Dan Botto also reported there were two calls on the contact log, both by the same person who is buying a home on Riviera Dr. and was wondering who to contact regarding new windows

#### **Airport Noise Report**

Kay Miller asked if KWIA might be eligible for the Randy Jones Award for Excellence in Airport Noise Mitigation? Peter Horton suggested that the Airport should wait until after this study is completed before submitting KWIA for this award.

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

Commissioner Wigington mentioned how the Avigation Easement programs are being challenged in courts all around the U.S. and how that might affect KWIA's mitigation efforts in the future.

Marlene Durazo asked about the article on page 40 [page 22 of the agenda package] concerning how "Part 16 procedures have been used in the past to challenge airport noise and access restrictions."

Deborah discussed that non-voluntary access restrictions require a Part 161 analysis, but with phase out of older, louder GA aircraft in the FAA reauthorization bill, you have to ask why would you undertake the expensive and complicated access restrictions when it is going to happen on its own due to the language in the bill?

Dan Botto mentioned that on page 26 of the agenda package indicates a correction to that article had to be made. The article was supposed to say "the FAA was simplifying its Part 16 rules, which govern the procedure for filing and adjudicating complaints against federally-assisted programs" and the article does not apply to the airport noise except in the sense that it will streamline the process for filing a complaint against a noise program.

Marlene Durazo then mentioned that this may be helpful to the people of Key West since the airport is expanding the customs facility to meet the expected demand of aircraft from out of country. Peter Horton answered that the customs facility will make KWIA more attractive to travelers to and from Cuba. Marlene Durazo asked if we can expect a greater variety of aircraft when Cuba opens? Peter explained that yes there will be more types of general aviation aircraft using KWIA due to Cuba, and that GA aircraft, with the exception of business jets are not regulated. These aircraft will be landing at KWIA before taking the 90 mile flight to Cuba.

Marlene Durazo asked when the customs facility will be completed. Peter Horton responded that it should be completed in about two years, but Cuba could open tomorrow and we [KWIA] would be caught short. Peter Horton also mentioned that we have been hearing Cuba will open since 1991 and the airport has rebuilt the customs facility twice in that time frame. Peter does not see a great influx of

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

commercial traffic due to the runway length except for the smaller commuter type aircraft; he believes there will be a large influx of GA activity.

Marlene Durazo then asked about an increase in traffic from other countries. Peter Horton explained that the airport has been a port of entry for every country except Cuba until last year when KWIA was also made a port of entry for Cuba also. Currently the customs facility gets about 2.2 aircraft a day, or 800 annually. There are currently no restrictions to fly into KWIA from any other country.

Marlene Durazo asked what about commercial passenger flights from other countries stopping in Cuba before heading to Key West? Peter Horton responded that they could do that, but remember that KWIA only has a 4,800 foot runway and he doesn't see them making that run; he sees it is more likely they would fly to a larger location with larger aircraft. It is all speculative at this point.

R.L. Blazevec asked how does this affect Marathon Airport, will Marathon have any impacts from Cuba opening? Peter explained that Marathon is looking at a customs facility, for two reasons; to clear aircraft, but primarily to clear boats in Boot Key Harbor. They are starting small, but it requires a sizable capital investment. KWIA is currently a GAF, a general aviation facility and is trying to upgrade to a FIS, a Federal Inspection Station. Marathon is putting together a program to be a GAF for aircraft up to 10 passengers. Later on Marathon could upgrade to a FIS, but there would have to be a market for it.

Dan Botto mentioned that at the last meeting there was a discussion about having interior noise levels of 45 dB and there is a series of articles in consecutive issues of the Noise Report chronicling the ongoing discussion about how this will affect noise mitigation programs. Kay Miller asked if it is in the guidelines incorrectly. Deborah Lagos said in the draft program guidance, the FAA is saying this has always been the rule. In order for a home to receive sound insulation, it must have an interior noise level of above 45 dB and be able to achieve a minimum of 5 decibels of noise reduction in order to qualify. This is not how it has been implemented for the last 20 years. Kay Miller asked how did Key West measure up to this standard? Deborah Lagos explained that quite a few of the homes in the program area would not have qualified under this guidance, and we should consider ourselves fortunate that we were able to get them done.

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

Kay Miller then asked if Key West by the Sea would qualify. Dan McMahon mentioned that KWBTs presents an interesting and challenging configuration. Deborah explained that it all depends on what the interior noise measurements show, but since it is pretty uniform construction, we would not have to test every single unit just a representative sample of one, two, and three bedroom configurations to determine the eligibility.

Kay Miller asked if we had to test each home individually during the previous Part 150 mitigation. Deborah Lagos responded that we did not but the revised guidance seems to suggest that every home will have to be tested to determine their eligibility. Kay followed up asking how does that fit with neighborhood equity? Deborah Lagos explained that this is a big question mark in the guidance; where on one hand the FAA is suggesting that every house has to be tested to meet eligibility standards but on the other hand they are pushing this concept of neighborhood equity; and so far the FAA has not resolved the two issues. AAEE and ACI are currently in discussions with the FAA regarding this guidance and to prevent this guidance from going into effect until a better idea of how this will affect existing and proposed programs. The homes at risk in Key West would include all the homes in the clean-up phase.

Dan McMahon notes that in addition to having 45 dB interior noise, the homes must also be within the DNL 65 dB contour.

Dan McMahon asked about getting a copy of the AIP Handbook. Deborah Lagos responded that we will get him either the website or at minimum send him a copy of the section pertaining to noise.

Kay Miller asked about the RNP flight procedures and how they are looking for the most efficient routes; do we think this may lead to changes in how the aircraft may approach Key West. Deborah Lagos responded that currently the FAA is focusing on developing new procedures at the larger airports, but eventually it will trickle down to all airports since the aircraft will be equipped with the systems to apply the new guidance procedures. Robert Gold asked if the VOR will no longer be required if new procedures were to be implemented. Deborah Lagos responded that the new system is satellite based, not ground based.

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

Peter Horton explained how the airspace around Key West is currently operating with the Navy and the existing navigational aids in the area. Peter expects some of the oldest aids would be phased out but does not expect the VOR to be phased out. Peter also expects the GPS approaches would closely mirror the existing flight tracks due to the interaction with the Navy. Robert Gold interjected that usually when new technology is introduced, seldom is the old technology phased out, it is left in place as another layer. Peter Horton believed the Non-Directional Beacon (NDB) would be removed, but R.L. Blazevic mentioned that ships use the NDB also, so it may be kept in place. Dan McMahon asked if the NDB is the tower at Higgs Beach. Peter Horton said yes it is, and they are trying to get it relocated to the top of the KWIA terminal.

Peter Horton explained that Cape Air is the only regular user of the NDB, but Cape Air is transitioning their aircraft to full GPS capability. Kay Miller asked if the GPS will work in inclement weather. Peter Horton said the GPS works in all conditions. Dan McMahon asked a follow-up about whether the NDB tower would be removed. Peter Horton responded that they are not sure, but the discussion is about removing the equipment and relocating it to the airport. There would be nothing done at the tower until this was completed. Peter also explained that the current equipment is housed in a large shed and can now be handled on a desktop. Dan McMahon asked if removal of the tower and equipment shed is part of the Higgs Beach Master Plan and Peter responded that it was and the area would be maintained as green space.

Commissioner Wigington mentioned that she has voted not to remove the equipment as it may be useful in case the computer system was attacked, assuming pilots were still trained to use it.

### **Other**

Eleanor Garcia asked if the Airport could investigate the cracks that are occurring in her home around a window that was replaced and then later repaired as part of the Part 150 Noise Insulation Program [NIP]. Peter Horton mentioned that the work may be out of warranty. Kay Miller said that it depends on when the work was completed and many items had one year warranties. Commissioner Wigington asked if the warranty period was based on the initial work or on the date the repair was

## **KWIA Ad-Hoc Committee on Noise June 5, 2012 Meeting Minutes**

completed. Deborah Lagos told Eleanor Garcia that URS will investigate and assist with this issue.

Valdimir Prokhodouy told the committee that he has just purchased a home in an area that was part of the NIP and did not participate, and is wondering if he can be included. He lives at 2301 Linda Avenue. There was a discussion between Deborah Lagos and Kay Miller that this home was not included in the initial NIP because it was either bank-owned or in a short sale situation, and the owners did not want to participate at the time. Kay Miller explained that this home would have been part of the clean-up phase. Deborah Lagos explained what the clean-up phase was and that the FAA decided not to fund the clean-up phase until the Part 150 Study Update was completed and the homes still met the NIP criteria.

Dan McMahon asked about whether there were some construction traits that may have kept this home from participating in the NIP. Deborah Lagos explained that the NIP had never obtained access to the home, so the NIP was never able to determine the eligibility to participate. Valdimir Prokhodouy explained that the home was on two properties, and one of the properties was sold, with half the house on this property. He has finally obtained both properties.

Commissioner Wigington asked Valdimir Prokhodouy to leave his information with URS.

Commissioner Wigington stated that the next meeting would be on August 7th.

Meeting adjourned at 2:50 PM

## The Role of the FAA in the Part 150 Process:

### Noise Exposure Maps

- Indicates whether they are in compliance with applicable requirements,
- Publishes notice of compliance in the Federal Register, including where and when the maps and related documentation are available for public inspection.

### Noise Compatibility Program

The FAA conducts an evaluation of each noise compatibility program and, based on that evaluation, either approves or disapproves the program. The evaluation includes consideration of proposed measures to determine whether they—

- May create an undue burden on interstate or foreign commerce (including unjust discrimination);
- Are reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses;
- Include the use of new or modified flight procedures to control the operation of aircraft for purposes of noise control, or affect flight procedures in any way;
- The evaluation may also include an evaluation of those proposed measures to determine whether they may adversely affect the exercise of the authority and responsibilities of the Administrator under the Federal Aviation Act of 1958, as amended.

The Administrator approves programs under this part, if –

- Program measures to be implemented would not create an undue burden on interstate or foreign commerce and are reasonable consistent with achieving the goals of reducing existing noncompatible land uses around the airport and of preventing the introduction of additional noncompatible land uses;
- The program provides for revision if made necessary by the revision of the noise map;
- Those aspects of programs relating to the use of flight procedures for noise control can be implemented within the period covered by the program and WITHOUT –
  - Reducing the level of aviation safety provided;
  - Derogating the requisite level of protection for aircraft, their occupants, and persons and property on the ground
  - Adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems; or
  - Adversely affecting any other powers and responsibilities of the Administrator prescribed by law or any other program, standard, or requirement established in accordance with law.

Source: .Title 14 cfr part 150.

# **PART 150 PROCESS**

## **NOISE EXPOSURE MAPS**

**Existing Noise Exposure Map**



**Future Noise Exposure Map**



*Public Review*

**Noise Exposure Maps Report**



*FAA Review / Comments*

**FAA Notice of Noise Exposure Map Conformance**

## **NOISE COMPATIBILITY PROGRAM**

**Operational Noise Abatement Alternatives**



**Land Use Noise Mitigation Alternatives**



*Public Review*

**Program Management Alternatives**



**Implementation Plan / Noise Benefit Analysis /  
Cost Estimate / Roles & Responsibilities**

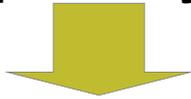


**Preliminary Noise Compatibility Program Report**



*FAA Review*

**Final Noise Compatibility Program Report**



**Public Hearing**



*FAA Review - 180 Days*

**FAA Record of Approval**



**August 7, 2012**

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**Key West International Airport  
Ad-hoc Committee on Airport Noise**

**Agenda for Tuesday, August 7th, 2012**

Call to Order 2:00 pm Harvey Government Center

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. For June 5<sup>th</sup>, 2012
- B. Discussion of Part 150 Study Update -
  - 1. Role of the FAA and the Part 150 Process
  - 2. Sections 1 and 2 of NEM Documentation
- C. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Report
- D. Any Other Discussion
- E. Next meeting: October 2<sup>nd</sup>, 2012

2012 Schedule of Meetings

February 14 <sup>th</sup>	April 3 <sup>rd</sup>	June 5 <sup>th</sup>
August 7 <sup>th</sup>	October 2 <sup>nd</sup>	December 4 <sup>th</sup>

***ADA ASSISTANCE: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m. - 5:00 p.m., no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".***

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## **NOTICE OF PUBLIC MEETING**

NOTICE IS HEREBY GIVEN TO WHOM IT MAY  
CONCERN that a meeting will be held of

### **KEY WEST INTERNATIONAL AIRPORT AD-HOC COMMITTEE ON NOISE**

**On  
Tuesday, August 7th at 2:00 PM  
at the**

**HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs in the Commission Chambers  
Key West, Florida 33040**

Persons interested in this issue are invited to attend. The public is further advised that some or all of the members of the Monroe County Commission, the Commission/Council members and/or their appointed representatives of the incorporated cities of Marathon, Key Colony Beach, Layton, and the Village of Islamorada, representatives of the Tourist Development Council and their area District Advisory Committee members may attend the meeting and discuss items that may come before their respective commissions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida Statutes, notice is given that if a person decided to appeal any decision made by the Board with respect to any matter considered at such hearings or meetings, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

ADA Assistance: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m.-5:00 p.m.; if you are hearing or voice impaired, call "711".

**Dated at Key West, Florida this 25th Day of July, 2012.**

**Peter J. Horton  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, Fl. 33040**

**THE CITIZEN** KEY WEST  
The Florida Keys Only Daily Newspaper, Est. 1876  
Cooke Communications, LLC  
Florida Keys

**STATE OF FLORIDA  
COUNTY OF MONROE**

PO Box 1800  
Key West FL 33041  
Office....305-292-7777  
Extension...x219  
Fax.....305-295-8025  
[legals@keysnews.com](mailto:legals@keysnews.com)

Before the undersigned authority personally appeared Randy G. Erickson, who on oath says that he is Vice-President of Operations of the Key West Citizen, a daily newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of

Notice of Meeting

Key West Airport AD-Hoc Committee on Noise

**INTERNET PUBLISHING**  
keywest.com  
keysnews.com  
floridakeys.com  
key-west.com  
Web Design Services

was published in said newspaper in the issue(s) of

July 28, 2012

**NEWSPAPERS**  
The Citizen  
Southernmost Flyer  
Solares Hill  
Big Pine Free Press  
Marathon Free Press  
Islamorada Free Press  
Key Largo Free Press

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspaper has heretofore been continuously published in said Monroe County, Florida every day, and has been entered as second-class mail matter at the post office in Key West, in said Monroe County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

**MARKETING SERVICES**  
Commercial Printing  
Citizen Locals Card  
Direct Mail

Randy G. Erickson

Signature of Affiant

**FLORIDA KEYS OFFICES**  
Printing / Main Facility  
3420 Northside Drive  
Key West, FL  
33040-1800  
Tel 305-292-7777  
Fax 305-294-0768  
[citizen@keywest.com](mailto:citizen@keywest.com)

Sworn and subscribed before me this 28 day of July, 2012

**Internet Division**  
33040-3328  
Tel 305-292-1880  
Fax 305-294-1699  
[sales@keywest.com](mailto:sales@keywest.com)

Notary Public:



DAWN KAWZINSKY  
NOTARY PUBLIC  
STATE OF FLORIDA  
Comm# EE157233  
Expires 1/4/2016

Dawn Kawzinsky

Dawn Kawzinsky  
Expires: 1/4/16

Notary Seal

**Upper Keys Office**  
91731 Overseas Hwy  
Tavernier, FL 33070  
Tel 305-853-7277  
Fax 305-853-0556  
[freepress@floridakeys.com](mailto:freepress@floridakeys.com)

Personally Known x Produced Identification \_\_\_\_\_  
Type of Identification Produced \_\_\_\_\_

**KWIA Ad-Hoc Committee on Noise  
August 7, 2012 Meeting Minutes**

**Meeting called to order by Sonny Knowles at 2:00 PM.**

**ROLL CALL:**

Committee Members in Attendance:

Dan McMahon  
Sonny Knowles  
Robert Padron  
Dr. Julie Ann Floyd  
Marlene Durazo  
Marvin Hunt  
Harvey Wolney

Staff and Guests in Attendance:

Peter Horton, KWIA.  
Deborah Lagos, URS Corp.  
Dan Botto, URS Corp.  
R. L. Blazevic, Resident  
Ashley Monnier, NASKW  
Danny Kolhage, Monroe County Clerk of the Court  
T.J. Turnbull, representing A&J Menendez

**Quorum was present**

Commissioner Wigington (Committee Chair) and Kay Miller (Committee Vice-Chair) were not in attendance. Sonny Knowles and Dr. Floyd operated as temporary chair.

A discussion was held regarding the open alternate position on the committee. Peter Horton mentioned that Dr. Floyd had previously indicated she had someone who would be interested in the position. Sonny Knowles asked if the position was a noise taker or noise maker. Deborah Lagos informed the committee that the position is a noise maker. Peter Horton believed the person was an incoming station chief for Southwest Airlines, but is also heavily involved on the general aviation side of things. Dr. Floyd mentioned that Adam Rossman would be interested, but he is currently working for Air Tran and is based out of Orlando, Florida. Sonny Knowles inquired about Nikali Pontecorvo. Dr. Floyd remarked that he had shown

## **KWIA Ad-Hoc Committee on Noise August 7, 2012 Meeting Minutes**

interest. Sonny asked that Dr. Floyd nominate Mr. Pontecorvo, which she obliged, and Sonny seconded the nomination. Peter Horton said if there are no objections he will pass this name on to the Commissioner to put on the agenda.

### **Review and Approval of Meeting Minutes for the June 5, 2012 Ad Hoc Committee Meeting**

Dr. Floyd asked if everyone had a chance to review the meeting minutes from June 5, 2012 and if there were any revisions or corrections. Marlene Durazo mentioned changing the comma to a period in the first sentence of the last paragraph on page 2. Dan Botto said this will be done before the final goes out. Sonny Knowles motioned that the minutes be accepted with the proposed revision. Dan McMahon seconded the motion and the motion passed.

### **Discussion of Part 150 Study Update**

Dr. Floyd began the discussion of the Part 150 Study Update.

#### **Role of the FAA**

Dan Botto discussed the role of the FAA in the Part 150 Study and process. A handout describing this role and the process was provided to the Committee at the behest of the FAA, and will be provided at each meeting. The Committee was reminded that the FAA does not automatically approve all recommended measures of the Part 150 Study.

Dan explained that the FAA also does not approve the NEMs, they strictly determine if the NEMs are in compliance with the Part 150 requirements, and will issue a Notice of Compliance in the Federal Register. They will make sure that URS and the Airport are following the rules and regulations that govern the Part 150 Process and that the public was included; additionally, they will provide guidance and instruction as to items that were not covered or covered improperly.

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## **KWIA Ad-Hoc Committee on Noise August 7, 2012 Meeting Minutes**

Sonny Knowles asked what kind of timeframe we are looking at. Dan Botto said we expect to have the noise contours to the committee by the first meeting of 2013. Peter Horton reminded the committee that we would still like to have the US Navy radar data for flight tracks and fleet mix data. Ms. Ashley Monnier of NASKW said she would try to get the data to us as soon as possible.

Dan Botto also explained that the sections of the NEM are going to the FAA for initial review prior to being provided to the committee. Sonny Knowles asks if this is a good or bad thing. Deborah Lagos said this is mostly a good thing because the FAA is not seeing the entire document for the first time when they do their final review and there will not be any unexpected comments when we get to the final review. Furthermore, the project will be getting FAA input throughout the program. The only negative may be the extra level of review may slow the progress early on, but it should reduce the time needed for the final review.

### **Section 1 and 2 of the NEM Documentation**

Dan Botto explained that each member of the committee and the other attendees have a copy of Sections 1 and 2 of the NEM documentation. He explained that these sections have been through an initial FAA review and are now provided to the committee and attendees for review and comment. Dan explained that any comments by those reading would be incorporated into the next version of the document.

Mr. Blazevic explained the reason for the issue for the parcel indicated in Figure 1-4 is that it is zoned residential, but the property is listed as environmentally sensitive. He asked why doesn't the local government purchase the property. Dan Botto explained that purchase of this property was recommended and approved in the 1999 Part 150. Mr. Blazevic also mentioned that the location of a public access boat ramp immediately adjacent to the property has limited interest in developing the property, and has led to the property being used as a catch all for parking and dumping. Peter Horton explained that initially a local politician had shown interest in turning the property into a public park, but public parks require money for maintenance and furthermore may become gathering places for less than desirable activities within a residential area.

## **KWIA Ad-Hoc Committee on Noise August 7, 2012 Meeting Minutes**

Peter Horton also discussed the vacant property indicated in Figure 1-3. He explained that this property was 10 acres, but 9 of the acres are protected land. He indicated that the airport had been trying to get money from the FAA to purchase this property but the asking price had been too high prior to just recently. The FAA had approved this purchase and the offer had been made, but the seller's bank had to withdraw because it had not cleared the foreclosure. Peter further explained that only one acre of the property could be considered upland instead of wetland, but the airport's thought was to use the one upland acre as mitigation, and put the remaining 9 acres into a perpetual conservation easement as the rest of the mangroves surrounding the airport; to be used for mitigation for later projects. The initial project to be mitigated using the one acre would be a string of general aviation hangers on the already scarified property along the south side of the runway and to the west of the existing overflow parking.

Mr. Blazevic asked if the airport owned the property out to Roosevelt Blvd. on the east end of the airport. Dan Botto explained that the airport property extends to Roosevelt Blvd on that end.

Peter Horton explained that the 1999 Part 150 included 6 recommendations and the airport has currently performed 4 of the recommendations. The purchase of property was not actively pursued because it was felt that the Noise Insulation Program (NIP) would give the airport and the FAA a better return on the investment. The airport provided noise insulation on approximately 300 homes with approximately \$20 million in funding from the FAA.

Mr. Blazevic and Peter Horton explained that the owner of the property at the east end of the airport wanted to put a 40 place RV park and a single family residence on the property.

Dr. Floyd mentioned that the report also contains an analysis and synopsis of the calls to the Noise Hotline. Dr. Floyd felt that it was important that the people that do call in know that their voices are heard and considered. Dan Botto mentioned that the number of complaints have been dropping on an annual basis. Dr. Floyd mentioned that the phone number for the hotline is not well known and Peter Horton mentioned that we have not advertised the number in a few years.

## **KWIA Ad-Hoc Committee on Noise August 7, 2012 Meeting Minutes**

Marlene Durazo said that she would call when the aircraft were to the west of the centerline and would fly too close to Key West by the Sea. Peter Horton mentioned that with the airlines using the 737 and the regional jet, aircraft are more likely to be on a long stable straight in approach and have less noise than other approaches, including the Garrison Bight approach.

[Unknown] asks why the number of noise complaints has been dropping. Peter Horton explained that it could be trying to get Linda Avenue involved and the reduction of flights due to the use of larger aircraft. Deborah Lagos said that the Linda Avenue calls would have ended when Linda Ave was included in the NIP in 2008. Further, the large number of complaints in 2009 were from KWBTs trying to be included in the NIP. The number may have dropped due to the request by the FAA to update the Part 150 prior to any additional NIP activity.

Dr. Floyd would like the noise hotline number to be advertised so the local population would be reminded that the hotline is available.

Sonny Knowles asked the residents of KWBTs if they felt the aircraft overflew the property and if they felt they got noise and soot from the aircraft. Marlene Durazo and Harvey Wolney felt that yes they do experience this.

Peter Horton felt that the best way to provide the NIP to KWBTs would be to have the radar data from the Navy to prove aircraft are flying over and closer to KWBTs than previously thought or modeled. Peter Horton then showed the figures provided by URS with the existing radar data currently being used for modeling purposes. Dan Botto then went on to explain that the previous modeling had aircraft turning from a perpendicular path from the runway but the radar data shows that there are many flights that come from the east that approach along the south side of the island then turn perpendicular to the runway before turning to the runway heading.

Dan Botto explained that the maps provided for this meeting were a further refinement of the density plot maps provided in the June meeting. These maps show the radar data as actual flight tracks. These tracks indicate that currently aircraft pretty much fly over the entire island. Dan Botto also explained that

## **KWIA Ad-Hoc Committee on Noise August 7, 2012 Meeting Minutes**

there is an article in the current batch of Noise Reports that discusses how the new RNAV flight procedures are causing an increase in noise complaints because these procedures are focusing the noise on a very defined path instead of the usual spread of flight tracks. It is possible that the current spread at Key West may actually reduce noise by spreading flights over a large area.

Dan Botto also mentions that the radar data indicates a much greater number of flights approaching the airport along the south side of the island than previously thought. Dan discussed the fact that the previous Part 150 had no departures maintaining runway heading when departing runway 09. It appears that flights to Miami maintain runway heading past NASKW instead of turning north prior to NASKW. How this will affect the noise contours is unclear, but it will certainly change the contours and will make the INM model more accurate. Peter Horton said that the ATR currently flying to Miami will be replaced by the EMB135. Deborah Lagos said we may have to interview American Eagle to determine if their flight procedures will change with the new aircraft.

Dr. Floyd asked that when we look at these tracks, we should understand that the figures are not 3-d, and that even though the west end of the island is as covered with tracks as near the airport, the aircraft are much higher and are therefore less noisy to those on the ground.

Dan Botto explained to Ashley Monnier, the NASKW representative, that we would still prefer the Navy radar data because it provided almost full coverage of the flights, whereas the radar data we are currently using only contains about 60 percent of the known activity. This data, known as ASDI, only contains the flights on filed flight plans or flying IFR into or out of the airport. Sonny Knowles asks if the data contains any VFR flights and Dan Botto explains that it records only IFR and filed flight plans. We would like to use the Navy data because it provides an even more accurate picture of the airport activity.

Dan explained some of the features the committee is seeing in the radar data, including runway ends and flight tracks that do not complete.

## **KWIA Ad-Hoc Committee on Noise August 7, 2012 Meeting Minutes**

### **Other Reports**

#### **Hotline & Contact Log**

Dan Botto reported that the hotline had three calls over the last two months; all from Ms. Lorek.

Dan Botto also reported there were five calls on the contact log, three regarding inclusion in the NIP, one to replace a broken window on an insulated door and one asking for a call back.

#### **Airport Noise Report**

Dan Botto discussed the article on page 20 of the agenda package about a new study being undertaken to study the effects of aircraft noise on sleep. Deborah Lagos said that currently sleep disturbance studies are provided strictly for informational purposes at airports; this study may lead to additional noise analysis for environmental studies at airports.

Dan Botto mentioned the article on page 26 and 30 of the agenda package indicate that due to the ongoing discussion regarding the Program Guidance Letter concerning noise insulation programs has resulted in only 5 AIP Noise grants being issued so far this year.

Dan Botto said that on pg 32 of the agenda package is the article discussing the increased noise due to the RNAV flight procedures. Sonny Knowles explained that they went to the RNAV procedures to save time and fuel.

Dan Botto noted that on page 35, the California state budget includes money for the Airport Land Use Commissions. This committee had previously discussed that California was going to cut these.

### **Other**

Mr. Blazevic asked about the differences between the military and the FAA noise models. Dan Botto explained that the models may have differences in the computations but the noise data is shared between the models.

Marlene Durazo asked if the F-35 would be based at NASKW. Ashley Monnier said that any information regarding the future alternatives of NASKW is available in

**KWIA Ad-Hoc Committee on Noise  
August 7, 2012 Meeting Minutes**

the Draft Executive Summary for the NASKW Environmental Impact Statement, and there are regularly scheduled meetings for questions.

Temporary Chair Dr. Floyd stated that the next meeting would be on October 2<sup>nd</sup>.

Meeting adjourned at 3:00 PM.

## The Role of the FAA in the Part 150 Process:

### Noise Exposure Maps

- Indicates whether they are in compliance with applicable requirements,
- Publishes notice of compliance in the Federal Register, including where and when the maps and related documentation are available for public inspection.

### Noise Compatibility Program

The FAA conducts an evaluation of each noise compatibility program and, based on that evaluation, either approves or disapproves the program. The evaluation includes consideration of proposed measures to determine whether they—

- May create an undue burden on interstate or foreign commerce (including unjust discrimination);
- Are reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses;
- Include the use of new or modified flight procedures to control the operation of aircraft for purposes of noise control, or affect flight procedures in any way;
- The evaluation may also include an evaluation of those proposed measures to determine whether they may adversely affect the exercise of the authority and responsibilities of the Administrator under the Federal Aviation Act of 1958, as amended.

The Administrator approves programs under this part, if –

- Program measures to be implemented would not create an undue burden on interstate or foreign commerce and are reasonable consistent with achieving the goals of reducing existing noncompatible land uses around the airport and of preventing the introduction of additional noncompatible land uses;
- The program provides for revision if made necessary by the revision of the noise map;
- Those aspects of programs relating to the use of flight procedures for noise control can be implemented within the period covered by the program and WITHOUT –
  - Reducing the level of aviation safety provided;
  - Derogating the requisite level of protection for aircraft, their occupants, and persons and property on the ground
  - Adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems; or
  - Adversely affecting any other powers and responsibilities of the Administrator prescribed by law or any other program, standard, or requirement established in accordance with law.

Source: .Title 14 cfr part 150.

# **PART 150 PROCESS**

## **NOISE EXPOSURE MAPS**

**Existing Noise Exposure Map**

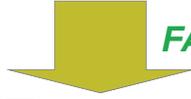


**Future Noise Exposure Map**



*Public Review*

**Noise Exposure Maps Report**



*FAA Review / Comments*

**FAA Notice of Noise Exposure Map Conformance**

## **NOISE COMPATIBILITY PROGRAM**

**Operational Noise Abatement Alternatives**



**Land Use Noise Mitigation Alternatives**



*Public Review*

**Program Management Alternatives**



**Implementation Plan / Noise Benefit Analysis /  
Cost Estimate / Roles & Responsibilities**



**Preliminary Noise Compatibility Program Report**



*FAA Review*

**Final Noise Compatibility Program Report**



**Public Hearing**



*FAA Review - 180 Days*

**FAA Record of Approval**



**October 2, 2012**

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**Key West International Airport  
Ad-hoc Committee on Airport Noise**

**Agenda for Tuesday, October 2<sup>nd</sup>, 2012**

Call to Order 2:00 pm Harvey Government Center

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. For August 7<sup>th</sup>, 2012
- B. Discussion of Part 150 Study Update -
  - 1. Role of the FAA and the Part 150 Process
  - 2. Sections 1 and 2 Comments
  - 3. Forecast of Operations
- C. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Report
- D. Any Other Discussion
- E. Next meeting: December 4<sup>th</sup>, 2012

2012 Schedule of Meetings

February 14 <sup>th</sup>	April 3 <sup>rd</sup>	June 5 <sup>th</sup>
August 7 <sup>th</sup>	October 2 <sup>nd</sup>	December 4 <sup>th</sup>

***ADA ASSISTANCE: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m. - 5:00 p.m., no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".***

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**NOTICE OF PUBLIC MEETING**

NOTICE IS HEREBY GIVEN TO WHOM IT MAY  
CONCERN that a meeting will be held of

**KEY WEST INTERNATIONAL AIRPORT  
AD-HOC COMMITTEE ON NOISE**

On  
**Tuesday, October 2nd at 2:00 PM**  
at the

**HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs in the Commission Chambers  
Key West, Florida 33040**

Persons interested in this issue are invited to attend. The public is further advised that some or all of the members of the Monroe County Commission, the Commission/Council members and/or their appointed representatives of the incorporated cities of Marathon, Key Colony Beach, Layton, and the Village of Islamorada, representatives of the Tourist Development Council and their area District Advisory Committee members may attend the meeting and discuss items that may come before their respective commissions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida Statutes, notice is given that if a person decided to appeal any decision made by the Board with respect to any matter considered at such hearings or meetings, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

ADA Assistance: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m.-5:00 p.m.; if you are hearing or voice impaired, call "711".

**Dated at Key West, Florida this 18th Day of September,  
2012.**

**Peter J. Horton  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040**

**STATE OF FLORIDA  
COUNTY OF MONROE**

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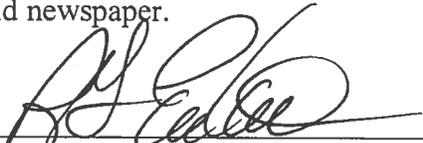
Before the undersigned authority personally appeared Randy G. Erickson, who on oath says that he is Vice-President of Operations of the Key West Citizen, a daily newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of

Notice of Public Meeting  
Key West Airport AD-Hoc Committee- Noise

was published in said newspaper in the issue(s) of

September 22, 2012

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspaper has heretofore been continuously published in said Monroe County, Florida every day, and has been entered as second-class mail matter at the post office in Key West, in said Monroe County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

  
Signature of Affiant

Sworn and subscribed before me this 22 day of September, 2012

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky  
Expires: 1/4/16



DAWN KAWZINSKY  
NOTARY PUBLIC  
STATE OF FLORIDA  
Comm# EE157233  
Expires 1/4/2016

Notary Seal

Personally Known   x   Produced Identification \_\_\_\_\_  
Type of Identification Produced \_\_\_\_\_

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

### **ROLL CALL:**

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

Commissioner Kim Wigington  
Dan McMahon  
Kay Miller  
Sonny Knowles  
Robert Padron  
Dr. Julie Ann Floyd  
Marlene Durazo

#### **Staff and Guests in Attendance:**

Peter Horton, KWIA.  
Deborah Lagos, URS Corp.  
Dan Botto, URS Corp.  
R. L. Blazevic, Resident  
Brendan Cunningham, City of Key West  
Danny Kolhage, Monroe County Clerk of the Court  
Robert S. Gold, Resident

Commissioner Wigington (Committee Chair) called the meeting to order at 2:00 p.m.

### **Quorum was present**

Before any discussion started, Peter Horton presented Commissioner Wigington a plaque for her years of service as the Chairperson for the Monroe County Ad-Hoc Committee on Aircraft Noise.

In addition, Kay Miller congratulated Peter Horton for EYW being named Commercial Service Airport Manager of the Year.

The Meeting was temporarily recessed for a small celebration of both events.

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

### **Review and Approval of Meeting Minutes for the August 7, 2012 Ad Hoc Committee Meeting**

Commissioner Wigington asked if everyone had a chance to review the meeting minutes from August 7, 2012 and if there are any revisions or corrections. The committee indicated there were no changes. Robert Padron motioned that the minutes be accepted as written. Dan McMahon seconded the motion and the motion passed.

### **Discussion of Part 150 Study Update**

Commissioner Wigington began the discussion of the Part 150 Study Update.

#### **Role of the FAA**

Dan mentioned that the "Role of the FAA" page in the agenda package, page 3, has two minor changes. The revised page has been provided to all in attendance today. Both of these changes are in the first paragraph of the Noise Compatibility Program section. The FAA wanted to change the first sentence to read "...of the measures (operational, land use, and program management) included in the NCP and, based on that evaluation, either approves or disproves each of the measures in the program." The FAA wanted to make it clear that they can and often do approve or disapprove individual measures recommended in the NCP, as opposed to approving or disapproving the entire program.

Dan explained that the FAA also does not approve the NEMs, they strictly determine if the NEMs are in compliance with the Part 150 requirements, and will issue a Notice of Compliance that will be published in the Federal Register. They will make sure that URS and the Airport are following the rules and regulations that govern the Part 150 Process and that the public was included; additionally, they will provide guidance and instruction as to items that were not covered or covered improperly.

Dan further mentioned that the approval role of the FAA occurs during the Noise Compatibility Program [NCP] where recommendations are made for operational

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

and/or land use mitigation measures, like the NIP. That is where the FAA will approve or disapprove based on the Part 150 requirements.

### **Section 1 and 2 of the NEM Documentation**

Dan Botto asked if everyone had a chance to review the Sections 1 and 2 that were provided at the previous meeting. Kay Miller asked for a pdf of the sections as she was not at the previous meeting. Dan explained that Section 1 was an introduction to the NEM and the Part 150 process. Section 2 was jurisdiction and land use and would be updated throughout the project as necessary. There were no comments from the Committee.

### **Forecast of Aircraft Operations**

Dan Botto provided the FAA-approved Part 150 Forecast of Aircraft Operations to the Committee. Dan explained that these numbers would be used for the future condition (2018) noise modeling in the NEM. Dan also explained that the forecast would be increased by the addition of Southwest's one daily flight (i.e., 730 operations annually) from Key West to New Orleans. Since this will not significantly increase the number of operations included in the forecast previously approved by the FAA, the FAA would most likely approve the revised forecast.

Dan Botto and Deborah Lagos explained that the existing year (i.e., 2013) has not been completed yet, and is waiting on the radar data to be provided by NASKW. Dan Botto also explained that the documentation in Section 3 has some Navy information that NASKW needs to confirm.

Dan Botto asked that the Committee review and provide comments and questions on the Forecast of Aircraft Operations at any time between now and the December meeting.

Robert Gold asked if the forecast is surprising or in line with what is expected. Deborah Lagos explained that this was not a true forecast. Deborah explained that the FAA provides and develops a Terminal Area Forecast (TAF) for each airport in the country. The TAF begins with operations reported to the FAA from the EYW ATCT. The tower is not open 24 hours per day; therefore the reports to

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

the FAA do not include any operations occurring when the tower is closed. Deborah continued that this forecast seeks to account for aircraft operations occurring during those hours when the tower is not operational, and the change from the FAA TAF is not a huge increase. Dan Botto explained that the FAA prefers the use of the TAF unless there is concrete documentation for this change. The change requested in this forecast, including the documented new Southwest flight, remains below the FAA percentage increase (i.e., 10%) that would trigger a complete review and possible revision of the TAF. Dan mentioned that the change indicated on page 13 of the Forecast of Aircraft Operations, even including the new SWA flight, would remain less than 10 percent. Dan explained that a larger increase triggers a complete forecast that goes to Washington for approval instead of the regional FAA office.

Danny Kolhage asked if we are required to develop a forecast for the Part 150. Deborah Lagos explained that we could have chosen to use the TAF, without having to obtain special approval. Danny then asked why is it in the best interest of the airport to develop a forecast. Deborah Lagos explained that it better represents what is occurring and what may actually occur in the future. Deborah mentioned that there are certain areas that want to be in the noise contour to take advantage of any noise mitigation programs. Therefore having the most accurate account of aircraft operations provides the best opportunity for this to occur and reduces any questions that may arise if these areas are not in the contour. Robert Gold mentions that this is not a case of "cooking the books" so much as it is a case of using the most accurate data possible. Dan Botto reminded everyone that the TAF is based on EYW tower counts that do not include operations occurring when the tower is closed. This forecast tries to account for these operations in the most logically defensible manner possible.

Robert Gold asked when can we expect this forecast to be approved. Peter Horton mentioned that the forecast had been approved for use in the Part 150 on the previous Friday (Sept. 28, 2012). Peter explained that the FAA TAF is usually very conservative, and if you look at Table 1 in the Forecast of Aircraft Operations you can see how the operations have changed over time, but throughout this period passenger enplanements have gone up. This indicates that fewer operations are occurring, but they are using larger aircraft. Commissioner Wigington mentioned

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

that these larger aircraft happen to be newer, quieter aircraft. Peter also mentioned that the ATR-72 aircraft is going to be replaced by the EMB140 prior to the future year (i.e., 2018).

### **Other Reports**

#### **Hotline & Contact Log**

Dan Botto reported that the hotline had three calls over the last two months; all from a resident of Key West-by-the-Sea. Ms. Durazo explained that when the wind switches, the departures seem to deviate from the runway centerline and drift closer to KWBTS.

Kay Millar asked if URS had contacted Mrs. Sands. Dan Botto explained that we have been in contact with Mrs. Sands and are working with her to determine a solution.

Robert Gold asked if the departure procedures are set by the ATCT. Peter Horton explained that the departure path is at the pilot's discretion. Peter said that if the airport is operating to the east (i.e., 80% of the time), the tower will tell the aircraft to make an immediate left turn to avoid NASKW, but other than that, it is up to the pilot. If departing to the west, the aircraft will make a turn to the north as soon as possible. Robert Gold mentioned that this goes back to his previous discussions that the tower can be more authoritative in terms of flight path immediately before landing and immediately after take-off. If the tower were to tell the aircraft to wait a few seconds before making any turns, it could reduce much of the complaints. A 5 second difference on when the aircraft make their turns could have a huge impact on the noise. Robert said he personally loves the operation in the opposite direction because his biggest impact is when aircraft are arriving over his home, but he understands that it is much worse for KWBTS.

Sonny Knowles explained that if some aircraft were slightly left of the runway centerline on westerly departures, it is most likely due to either an unintentional drift by the pilot or alteration caused by winds. Marlene Durazo mentioned that it does occur occasionally. Peter Horton explained that KWBTS is only 800 feet off the runway centerline, and at that distance it does not take much deviation and/or correction to ease slightly closer to KWBTS.

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

Peter Horton explained that the switch to the EMB 140 will reduce the use of the Garrison Bight approach because they are required to be at a stabilized approach 3 miles out and straight in.

### **Airport Noise Report**

Dan Botto asked if there are any items of interest in the Airport Noise Report (ANR). There were no items from the committee. Dan discussed that most of the items of interest in this batch of the ANR have to deal with the FAA's recently issued Program Guidance Letter (PGL), reiterating their policy on how Noise Insulation Programs are to be conducted. Danny Kolhage indicated that in the ANR, AAAE believes that this is new guidance, while the FAA indicates that this has been the guidance all along, and they are just reiterating those rules.

Deborah Lagos explained that previously a NIP would test 10 to 15 percent of the homes in a program area, taking a wide sample of building types and levels of maintenance, for noise levels prior to and after the construction has been completed to determine the amount of noise reduction achieved by the sound insulation. This PGL is telling us that the primary reason for the noise testing is to determine if the house is qualified to participate in the NIP. Previously, it was assumed that if the house was in the 65 dB noise contour, or in a squared off area for neighborhood equity, it was eligible. Now that is only the first step towards eligibility. The second step is this noise testing that has to show that the house has an interior noise level of 45 dB or above before any work is done. Kay Miller asks if this could lead to one house qualifying and the house next door not being eligible. Deborah Lagos indicated that this could happen.

Danny Kolhage asked in the prior projects at Key West, what would have happened if this guidance had been followed. Deborah Lagos explained that about 50 percent would have qualified. Kay Miller mentioned that her house may not have qualified. Peter Horton mentioned that from a public relations standpoint, that would be suicidal for an airport. Deborah Lagos went on that the NIP would still test up to 30 percent of the houses, based on similar construction types (i.e., wood frame, concrete block, etc.). Previously, we assumed that if KWBTs was in the 65 dB contour in anyway, then the entire complex would be included. But with this

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

guidance, KWBTs could possibly be separated by buildings and even within the same building there could be qualifying and non-qualifying units.

Commissioner Wigington asked if KWBTs requires voting by all residents for approval of exterior improvements. Robert Padron explained that if the improvements change the esthetics of the property, then it would require voting. Commissioner Wigington then asked if the vote required 70 or 90 percent approval from the residents.

Marlene Durazo then mentioned that the FAA has yet to account for the reverberation noise between the buildings at KWBTs.

Deborah explained that this PGL also indicates that there is a secondary package of noise insulation for homes that do not meet the 45 dB and above interior noise levels, but are within the contour. The secondary package consists of items such as: caulking of windows, storm doors, and possible ventilation. Dan Botto mentioned that this secondary package is only available to 10 percent or a maximum of 20 homes in each phase.

Commissioner Wigington clarified that the first criteria is the home is within the DNL 65 dB noise contour. Commissioner Wigington then asked if an old house with no improvements that had an interior level greater than 45 but was not within the 65 dB contour would not be considered, but a newer house within the 65 may not meet the interior noise standards? Deborah Lagos mentioned that the older house could still qualify if the home was included in an area that has been included for neighborhood equity.

Danny Kolhage asked if there is anyone challenging this PGL. Deborah Lagos mentioned that many of the aviation groups (e.g., ACI, AAAE, ACC) will be challenging the FAA on this.

Peter Horton mentioned that Key West has kind of had to deal with this before when originally Linda Avenue was included in the NIP, then the FAA removed them from the program. The issue was raised with the FAA and Linda Avenue was put back into the program.

Robert Padron asked if this PGL could lead to issues, especially at KWBTs, because you could have one building in the program and the others not in the program.

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

Deborah Lagos asked Dan McMahon about what would happen if half of Building C was eligible. Dan McMahon said perhaps the residents would feel that they should take what they can get, that something is better than nothing. Robert Padron mentioned that it could affect the values. Dan agreed, but depending on how it was presented it could still be approved. Marlene Durazo indicated that is something that should be looked into. Peter Horton said that if the contour does hit KWBT5, that each and every unit should be included in the NIP and let the FAA accept or reject each one.

Marlene Durazo mentioned that KWBT5 was the first condo in Key West. Peter Horton said that at that time, the largest aircraft coming into Key West was probably the DC-3, and the airport has evolved since then.

Dan Botto mentioned that on page 25 of the agenda package, the PGL indicates that if the residences not tested believe that their unit would test different, the resident can request individual testing.

Deborah Lagos explained that in most cases, the residences tested as the representative sample would likely represent the worst case scenario. Marlene Durazo mentioned that the corner units closest to the airport receive a large share of run-up noise. Deborah Lagos further explained that the testing would have to be on multiple floors to determine if the noise levels would be different. Dan McMahon asked if where the PGL talks about different categories, which would include one, two, and three bedroom units, different floors, and different areas that are unique in their own way. Deborah Lagos mentioned that the testing is done with simulated noise, not actual aircraft noise.

Dan McMahon asked if the windows are open or closed when the testing is done. Kay Miller explained that everything is closed.

Deborah Lagos explained that with the clarified guidance, the further outside the actual 65 that a given unit is, the more difficult it will be to qualify. The testing will determine the noise level difference between the outside and the inside. For example, if the noise level reduction between outside to inside is 20 dB, then this is subtracted from the modeled outside noise level to determine inside noise levels. The resultant inside noise level must be DNL 45dB or above.

## **KWIA Ad-Hoc Committee on Noise October 2, 2012 Meeting Minutes**

Danny Kolhage asked how long the whole Part 150 Update process is expected to take. Deborah Lagos explained anywhere from 24 to 36 months. Dan Botto explained that the process is presented as a timeline, but in reality many different parts are being developed at the same time.

Deborah Lagos told the committee that they should have the existing and future contours at the February 2013 meeting.

### **Other**

Marlene Durazo asked if we would be submitting the different sections as we complete them. Deborah Lagos mentioned that yes the sections go to the FAA prior to the committee. Marlene Durazo said she would like to review the mitigation recommendations prior to sending them to the FAA. Deborah explained that the recommendations will be those of the committee. The recommendations will be discussed and approved by the committee prior to official documentation is provided to the FAA. Marlene mentioned the previous update did not have recommendations. Deborah explained that the annual contour update does not contain any recommendations; it merely presents updated contours that may or may not trigger an update to the NEM and NCP.

Peter Horton suggested that if this committee wants to continue with the NIP, this committee has the ability to recommend any reasonable measures, including all of KWBTS, and let the FAA accept or reject this. Peter continued that one of the reasons for this Part 150 is to try and include KWBTS due to its proximity to the airport.

Commissioner Wigington asked if there was any other discussion, and there was none.

Meeting adjourned at 3:20 PM.

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## The Role of the FAA in the Part 150 Process:

### Noise Exposure Maps

- Indicates whether they are in compliance with applicable requirements,
- Publishes notice of compliance in the Federal Register, including where and when the maps and related documentation are available for public inspection.

### Noise Compatibility Program

The FAA conducts an evaluation of each of the measures (operational, land use, and program management) included in the noise compatibility program and, based on that evaluation, either approves or disapproves each of the measures in the program. The evaluation includes consideration of proposed measures to determine whether they—

- May create an undue burden on interstate or foreign commerce (including unjust discrimination);
- Are reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses;
- Include the use of new or modified flight procedures to control the operation of aircraft for purposes of noise control, or affect flight procedures in any way;
- The evaluation may also include an evaluation of those proposed measures to determine whether they may adversely affect the exercise of the authority and responsibilities of the Administrator under the Federal Aviation Act of 1958, as amended.

The Administrator approves programs under this part, if –

- Program measures to be implemented would not create an undue burden on interstate or foreign commerce and are reasonable consistent with achieving the goals of reducing existing noncompatible land uses around the airport and of preventing the introduction of additional noncompatible land uses;
- The program provides for revision if made necessary by the revision of the noise map;
- Those aspects of programs relating to the use of flight procedures for noise control can be implemented within the period covered by the program and WITHOUT –
  - Reducing the level of aviation safety provided;
  - Derogating the requisite level of protection for aircraft, their occupants, and persons and property on the ground
  - Adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems; or
  - Adversely affecting any other powers and responsibilities of the Administrator prescribed by law or any other program, standard, or requirement established in accordance with law.

Source: .Title 14 cfr part 150.

# **PART 150 PROCESS**

## **NOISE EXPOSURE MAPS**

**Existing Noise Exposure Map**



**Future Noise Exposure Map**



*Public Review*

**Noise Exposure Maps Report**



*FAA Review / Comments*

**FAA Notice of Noise Exposure Map Conformance**

## **NOISE COMPATIBILITY PROGRAM**

**Operational Noise Abatement Alternatives**



**Land Use Noise Mitigation Alternatives**



*Public Review*

**Program Management Alternatives**



**Implementation Plan / Noise Benefit Analysis /  
Cost Estimate / Roles & Responsibilities**



**Preliminary Noise Compatibility Program Report**



*FAA Review*

**Final Noise Compatibility Program Report**



**Public Hearing**



*FAA Review - 180 Days*

**FAA Record of Approval**





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**Key West International Airport  
Contact Log**

Date of call	Caller	Contact information	Subject	Response	Date
Unknown	Nick Reeb	305-294-6297 305-797-5178	He is a contractor in Key West and is interested in working on the NIP. He is a relative of Dee Atwood. His address is 1512 Catherine Street. His e-mail is treeb@aol.com	I told him that Phase 7 design was just beginning, and bids would be advertised in May 2009. I asked him to call me back in April 2009 to get further information.	Unknown
11/17/2008	Peter Reynolds	305-797-6877	He just moved into a house on Hibiscus Lane, and he is interested in noise insulation. He sleeps during the day and it is too noisy (no mention of aircraft noise, specifically)	I explained that Hibiscus Lane is not eligible for the NIP. He asked about contractors who might be able to help him. I referred him to Vicki Marino of Kenmar General Contractors.	11/19/08 11/20/08
12/1/2008	Gail Kenson	305-293-2633	From US Naval Air Station at Key West. Wants to discuss KWIA's Noise Exposure Maps.	Gave her a copy of the NEM document and discussed it with her. Told her to call if she had further questions.	12/2/2008
1/14/2009	Bruce Dodge	305-293-1850	Lives/owns property at 1600, 1620, 1624 Bertha Street, and is interested in the NIP.	I explained that Bertha Street is not eligible for the NIP.	1/19/2009
2/4/2009		813-892-4249	Her mother lives on Seidenburg, and is interested in the NIP.	I explained that only certain addresses on Seidenburg were included.	2/4/2009
2/24/2009	Edward Gartenmayer	305-294-6556	Lives at 3322 Riviera Drive, and is interested in the NIP.	I explained that the NIP includes houses on Riviera Dr between 11th Street and Riviera Street. His house is five houses away.	2/24/2009
4/17/2009	Jim Hackett	760-902-3147	Inquiring about the NIP. Lives at 2103 Staples Ave.	I explained their house was in the block that FAA deemed ineligible.	4/17/2009
4/23/2009	Allan Wood	305-852-4300	Building materials supplier interested in NIP. Interested in supplying windows for KWBTs.	I explained that contractors would select windows based on bids from manufacturers. I e-mailed him the window specification from Phase 6.	5/6/2009
4/23/2009	Mike Scanlon	305-745-9945	General contractor interested in NIP. He also does insulation.	I told him the mandatory pre-bid meeting for Phase 7 had already occurred. I e-mailed him the attendance list from the pre-bid meeting and suggested he contact the GCs that attended.	4/23/2009
4/23/2009	Larry Hirsch	401-864-6595	Larry called to get an update on the NIP for KWBTs.	I told Larry that we still had to get FAA approval before KWBTs was officially in the NIP.	4/30/2009
4/27/2009	Drew Burch	305-294-1901	Called to find out if Las Brisas was eligible for the NIP. He is the manager of Las Brisas. He owns a house that is in Phase 6.	I explained that Las Brisas was not eligible for the NIP because it is outside the DNL 65 dB contour.	4/27/2009
5/8/2009	Michelle Montgomery	305-294-7401	Called to ask about how we would treat KWBTs, with the association or individual homeowners.	I told Michelle we could do it either way, whichever was better for KWBTs. It would be helpful if the association selected the style of windows, doors etc. for uniformity. However, we could deal with individual owners for unique situations.	5/8/2009
5/5/2009	Ty Symroski	305-294-1815	Called to ask advice about a HUD-funded Habitat for Humanity project he was working on at Big Coppitt Key. The site is within the DNL 65 dB of NAS KW.	I told Ty we would review the HUD requirements and get back to him.	5/5/2009
5/12/2009	Billy Busche	305-394-5362	Called to ask advice on obtaining DeVac acoustical windows for an addition to his house.	Advised him that the DeVac was still in business, but they may only sell their products to contractors. Told him to call back if he needed further assistance.	5/12/2009
5/13/2009	Carole Rispoli	305-296-3879	Called to inquire how to obtain new weatherstripping for her front door and a lock for her sliding door.	Advised Carole that I would ask Brady Wassam to stop by and take a look at her doors, and see what he recommends to find parts.	5/13/2009
5/13/2009	Susie Hernandez	305-293-7561	Calling from South Florida Workforce. She is trying to find jobs for locals in Key West and was wondering if the NIP contractor needed any help. She is also a homeowner in NIP Phase 7 and was asking about the status of Phase 7.	I suggested she contact Greg, the Koch supervisor, as well as Kenney construction, Sub-Zero, etc. I told her the bid for Phase 7 had recently been submitted, but we did not know who the GC was going to be.	5/13/2009
5/22/2009	Peter Cowling	941-650-1525	Called to tell me he had found a supplier for replacement parts for Century Manufacturing Doors, which were used in NIP Phases 1 & 2.	He will send me the information so I can provide it to other homeowners who need replacements parts.	5/26/2009
5/26/2009	Nicole Malo		Called from City of Key West Planning Department. She had received our letter regarding the Ad-Hoc Meeting and the NEM update. She will attend the meeting on June 2.	I apologized for putting the airport's old phone number in the letter.	5/26/2009
8/6/2009	Larry Hirsch	410-596-4378	Called to find out the status of the draft NEM update, which included Key West by the Sea.	I told him we were talking with the FAA, and as soon as I find out more information, I will let him know.	8/6/2009
8/6/2009	Harvey Wolney	305-295-7999	Called to find out the best way to make sure people are aware there is a noise problem.	I gave him the number for the noise hotline, and provided him with information for attending the Ad-Hoc meetings.	8/7/2009
8/6/2009	Unknown	305-712-0053	Someone from KWBTs called to lodge a complaint that an airplane took off two minutes ago	This message should have gone to the hotline.	NA
8/7/2009	Michelle Montgomery	305-294-7401	Called to notify us of a very close helicopter, and to find out the correct number for noise complaints.	I gave her the number for the noise hotline. She is going to pass it on to the KWBTs residents, which currently have the URS number for noise complaints.	8/7/2009
8/9/2009	Unknown	305-942-5777	Someone from KWBTs called to lodge a complaint that a noisy airplane took off at 10:10 am.	This message should have gone to the hotline.	NA
8/26/2009	Colleen Gartenmayer	305-294-6556	Lives at 3322 Riviera Drive, and is interested in the NIP.	I told her that portion of Riviera was not currently approved for the NIP, and encouraged her to attend the next Ad-Hoc meeting on Oct. 6th.	8/26/2009
9/10/2009	Mr. Atwood	305-296-6125	Called asking what he should do with the Avigation Easement he received from THC, which required that Mayor's signature.	I told him he should send the Avigation Easement back to THC and they would take care of obtaining the Mayor's signature.	9/10/2009
9/21/2009	Ed Shindle, Jr.	321-220-8719	Calling on behalf of his father, Ed Shindle, Sr. who lives at 3401 Riviera Dr. He is interested in being included in the NIP.	I told him that portion of Riviera was not currently approved for the NIP, and encouraged him to attend the next Ad-Hoc meeting on Oct. 6th.	9/21/2009
10/10/2009	Diane Onderdonk	305-296-4559	Calling to notify us that the noise hotline was full.	I apologized for the hotline being full, currently the hotline is checked twice a week, but the previous week it had only been checked once.	10/12/2009
10/29/2009	James Klassen	305-587-0290	Lives at 1232 3rd St. and is interested in the NIP.	I told him that 3rd St. was not currently approved for the NIP, and encouraged him to call the noise hotline to document his noise complaints.	10/29/2009
10/30/2009	Dan @ KWBTs Office		Calling to notify us that the noise hotline was full.	The noise hotline was cleared of all messages. It will now be checked three times a week.	10/30/2009
10/30/2009	Diane Onderdonk	305-296-4559	Calling to notify us that the noise hotline was full.	The noise hotline was cleared of all messages. It will now be checked three times a week.	10/30/2009

**Key West International Airport  
Contact Log**

Date of call	Caller	Contact information	Subject	Response	Date
11/4/2009	Arlene Zoll	305-296-0282	Lives at 2019 Riviera Drive; wants to be in the NIP.	I told her that portion of Riviera was not currently approved for the NIP, and encouraged her to attend the next Ad-Hoc meeting on Dec 1st.	11/4/2009
11/9/2009	Joell Bradbury	305-393-5862	Just bought house at 1514 4th Street. She was wondering why some of the windows and doors had not been replaced and some had.	I contacted Karen Dillard to find out. She said the previous owner had declined treatment of certain openings. Karen went to visit Joell and reviewed the situation. We have to determine if the rest of the house can be treated or not.	11/10/2009
11/11/2009	Mika	305-896-4957	Is the tenant at 3000 Riviera. Wanted to know why her house was not in the NIP.	I contacted Karen Dillard to find out. Karen said that they had sent several letters to the homeowner in 2007, and even attached one to the front door, but never received any response. Therefore the house was not included.	11/12/2009
11/16/2009	George Lopez		Lives at 1612 Venetian. He contacted Karen Dillard to report problems with his doors.	This house was in Phase 1, but was owned by someone else at the time. Brady went to the house and took pictures of the doors. There is some rust at the bottom of the frame on one steel door. The warranty is expired. We will inform the homeowner there is nothing we can do.	11/17/2009
11/17/2009	Marie Victor	305-923-4309	She owns the house at 3000 Flagler, and wants to be in the NIP. Her mailing address is 8B 8th Avenue, Stock Island, 33040.	I explained to her the same as I had explained to her tenant on 11/12/09 that we had received no response in 2007. I told her that if another Phase of the NIP is approved by the FAA in the future she might be able to be included, but there was nothing we could do right now.	11/17/2009
11/30/2009	Eddie	305-292-7350	Lives at 2109 Seidenburg and is interested in the NIP	I told him that portion of Seidenburg was not currently approved for the NIP, and encouraged him to attend the next Ad-Hoc meeting on Dec. 1st	11/30/2009
12/3/2009	James Klassen	305-587-0290	Lives at 1232 3rd St. Called about the NIP, and a home on Seidenburg that was getting insulation a block and a half away from his home	I explained that 3rd St. was still not in the noise contour and couldn't be in the program until that time. He also complained about the west flow operations.	12/3/2009
12/7/2009	Larry Hirsch	410-596-4378	Called to find out details about the NIP, and a timeline of events.	Provided a historical timeline, and copied him on a letter providing details of the NIP history.	12/7/2009
1/4/2010	Ellen Heitzman	610-348-7237	Lives at 1911 Seidenburg, and wants back into the NIP.	She was in NIP Phase 5, but dropped out following the design process. Now she wants back in. I explained that we might be able to include her in Phase 7, if money was available, but no promises.	1/4/2010
1/5/2010	Luis Jauregui	305-648-2006	Lives at 1728 Laird St.; corner of George. Is interested in the NIP.	I explained that his area was not included. I e-mailed him a map.	1/5/2010
1/25/2010	Jeremy Hall	647-722-9575	Lives at KWBTS and is on their ad-hoc committee. He had questions about development of NEMs, after reviewing the CD containing the documentation.	I explained how the contours are developed using INM, and which variables are included, and which are not.	1/25/2010
2/4/2010	Wanda Menendez	<a href="mailto:Wanda.Menendez@KeysSchools.com">Wanda.Menendez@KeysSchools.com</a>	Lives in the 2000 block of Seidenburg and is interested in the NIP.	I explained that the 2000 block of Seidenburg Avenue is not eligible for participation in the NIP..	2/8/2010
2/8/2010	Amber Menendez	<a href="mailto:Amber.Menendez@keysenergy.com">Amber.Menendez@keysenergy.com</a>	Bought house at 2918 Flagler Ave. Wants to be in NIP.	I explained that this house was in Phase 6 of the NIP, but the previous owners never responded to the invitations to participate. I further explained that we were already into the last approved phase of the NIP, and there was no way to add her back in. I told her that if FAA approves additional phases, she can be included.	2/8/2010
2/24/2010	DeeDee Harnish	305-296-8264	tenant of 3317 Riviera Drive, interested in the NIP	I told her that portion of Riviera was not currently approved for the NIP.	2/24/10
3/1/2010	Danny Acosta	305-294-1708	Lives at 1708 Duncan and is interested in the NIP.	I explained that his area was not included.	3/2/2010
3/1/2010	Lisa Birrell	<a href="mailto:islandbirrell@aol.com">islandbirrell@aol.com</a>	Please send us an application for the noise abatement program in Key West. We also understand there are meetings held and would like to know when the next one is. We live at 3608 Sunrise Drive.	The Ad-hoc committee meets every two months. The next meeting is the first Tuesday in April at 2 pm at Harvey Government Center. Unfortunately, Sunrise Drive is not eligible for the Noise Insulation Program.	
3/16/2010	Mike McCourt	<a href="mailto:mmmrkw@yahoo.com">mmmrkw@yahoo.com</a>	Lives at 2304 Harris Ave and is interested in the NIP. He is a pilot.	I explained that Harris Ave is not in the NIP. We discussed how the contours are generated and he wanted more details. I sent him a CD containing the NEM document.	3/16/2010
3/21/2010	Christine Estes	<a href="mailto:CHRISOKGB@aol.com">CHRISOKGB@aol.com</a>	We are having a big problem with much increased noise from planes taking off, especially at weekends. It is impossible to be outside any more, but especially at weekends. We went through the noise reduction program with windows etc. several years ago. Can you help us by letting us know who to contact and perhaps why there has been such a spike in noise ?	I am sorry you are experiencing a spike in aircraft noise. Recently, several airlines added jet service at KWIA, and that may be the change that you are noticing. Flight operations were down dramatically in 2009 as compared to previous years, so the addition of the jet operations would probably be more noticeable.	3/23/2010
3/30/2010	David Freeman	305-296-5832 305-296-2542	Lives at 3700 Flagler Ave and is interested in the NIP.	I explained that 3700 Flagler Avenue was not in the NIP.	3/30/2010
4/15/2010	John O'Neil	240-405-5520	He recently bought a house on Duncan Street and is interested in the NIP.	I explained that Duncan Street was not in the NIP.	4/15/2010
4/22/2010	Robert Remus	305-224-2532	I don't have a complaint but I want to talk to somebody about the remodeling there supposed to do on a home for noise prevention. Its been approved. I'm trying to get the correct number. At least give me the courtesy of a call back. I have left two other messages.	I explained that 2301 Linda Ave was eligible for the NIP, but at the time we were doing design work, that house was in foreclosure and we couldn't get permission from the bank to include it. I explained that if we get additional phases approved he would be eligible.	5/4/2010
5/13/2010	Judith Anderson	305-509-0996	She lives at 1317 4th Street, near the corner of Harris and has a complaint about the noise. She says she has health issues and can't sleep because of the noise.	I explained that she is in the approach path but not eligible for the NIP.	5/13/2010

**Key West International Airport  
Contact Log**

Date of call	Caller	Contact information	Subject	Response	Date
5/17/2010	Chris Root	386-931-2520	He is interested in buying a house at 2930 Riviera and wanted to know about the NIP.	I explained that the house is eligible for the NIP but currently there is no mechanism to fund it right now.	5/18/2010
6/8/2010	Joyce Baker	386-931-2863	Fiance of Chris Root. They are buying the house at 2930 Riviera Dr. which is eligible for the NIP. They are closing on June 17th. She wants to know about application forms they need to fill out.	I asked her for their current mailing address so we could send them a letter.	6/8/2010
6/16/2010	Dave Mariuchi	620-704-4111	Lives at 1509 Dennis Street and is interested in the NIP	I explained that Dennis Street was not in the NIP.	6/16/2010
7/7/2010	John McCain	305-304-3523	Lives at 2118 Staples Street and is interested in the NIP	I explained that his block of Staples Ave. was not currently in the NIP. We update the noise contours annually to determine future eligibility.	7/7/2010
7/21/2010	Jerry Levine	607-351-6733	Lives at 2027 Staples Ave. Received my letter regarding the NIP cleanup phase. Wants to get insulation in his attic. Already replaced all of his windows and doors.	I told him I would check into it to see if he could just get the insulation in his attic. Contacted Karen Dillard to get the rest of the story.	7/21/2010
7/21/2010	Robert Remus	305-224-2532	Offered to help contact residents to make sure they return the response card regarding their interest in the cleanup phase of the NIP.	I told him we'd touch base at the Ad-Hoc Meeting to see how many responses we had received.	7/21/2010
11/23/2010	Shelley Lowe	305-293-7148	Mrs. Lowe was concerned about the length of time it was going to take to complete her construction, and its impact on her holiday decorating.	I told Mrs. Lowe that her construction was scheduled for substantial completion on Dec 3rd, and final completion no later than Dec 10th.	11/24/2010
12/14/2010	Mr. Rodriguez	202-906-7141	He was calling about his mother's house which is at 2530 Staples Avenue. He wants to know if it is eligible for the NIP.	I explained that his block of Staples Ave. was not currently in the NIP. We update the noise contours annually to determine future eligibility.	12/23/2010
12/23/2010	Shelley Lowe	305-293-7148			
12/28/2010	Will Marceal	305-293-4578 305-395-9825	He lives at 3308 Riviera Drive and wants to know if he is eligible for the NIPO.	I told him that portion of Riviera was not currently approved for the NIP. We update the noise contours annually to determine future eligibility.	1/4/2010
1/6/2011	John Perette	781-254-2821	Just bought a home at 1616 Rose St in Key West and was wondering if he was within the 65 DNL noise contour.	Dale Edgar plotted the address in his GIS mapping software and it was determined that Mr. Perette's residence is not within the 65 or 60 DNL noise contour.	1/7/2011
1/11/2011	Marie Victor	305-923-4309	3000 Flagler Avenue; Checking on her status in Proposed Clean-Up Stage for the NIP	She was informed that the Airport is still waiting on approval of funding for this phase.	1/11/2011
2/10/2011	Jennifer Reed	305-294-0945 971-9876 cell	1901 Flagler Ave; Purchased this property and is fixing it up; interested in NIP; One-Call Construction is the business that will occupy the building, but there is residential upstairs and in the back. Owner's name is David Pouliot.	I explained the status of the NIP and told her that if we get funding to do a clean-up phase, they might be included. I told her they would receive a letter if that occurred.	2/10/2011
2/14/2011	Robert Remus	305-224-2532	He owns a house on Linda Ave. Is looking for an update on the Clean-up Phase of the NIP	Sent him an e-mail explaining the current status of the Clean-Up Phase.	2/16/2011
1/13/2012	Richard Pollard	KWBTS	He was calling about the dangerous and reckless flying of a yellow bi-plane.		
1/24/2012	Richard Pollard	KWBTS	He was calling again about the dangerous and reckless flying of a yellow bi-plane. He was upset because nothing has been done to stop this plane.		
5/9/2012	Rosario Barrett	305-807-0959	Im buying a house on Rivera Dr and the owners told me it could be a little loud and we might apply for new windows but I have no idea who to contact, where to call. Please if you could help me with that I would appreciate it.		
5/10/2012	Rosario Barrett	305-807-0959	This message is for Deborah Murphy. Its in regards to the noise program.		
5/29/2012	Vladimir	305-704-1984	I just bought a house on Linda Ave and I know you guys are doing the noise installation program on my street but my house hasn't been done because someone lives there. I just want to find out more information about that program. Is it still available and all?		
7/5/2012	Alicia Lama	305-896-5995	She has lived at 2915 Harris Avenue for 50 years, and wanted to know if she could be in the NIP.	I explained to her that Harris Avenue is not in the NIP.	7/5/2012
7/13/2012	Eric Van Hove	305-304-2553	Asked for Deborah Murphy to call him.		
7/17/2012	Brian Bradley	2507 Linda Ave	Called to inquire about the status of the Clean-up phase.	I told him the study was underway, and to check back with me in about six months.	7/17/2012
7/19/2012	Yvonne Leon	305-304-0602 Cell 292-3400 ext 3019 Work	Called with a question regarding a broken insulated glass door. She stated that her lawn person was cleaning her backyard and a little rock hit the door causing it to shatter and wanted to know about getting it replaced.		
8/9/2012	Pam Sands	904-704-1064	I'm a home owner, a new home owner in the area of the KWIA and I do have concerns that maybe some or all of my windows have not been provided by you folks because of the noise that we experience. This actually affects two homes, one of which was inherited recently.		
8/9/2012	Pam Sands	904-704-1064	I am calling Deborah Murphy. This is in reference to the noise project at the Key West Airport or for the community that surrounds it. I have property on Airport and Venetian and the noise is significant and I understand that there are mitigation windows and things of that nature to mitigate the noise. Please call me ASAP.		
8/9/2012	Pam Sands	904-704-1064	I'm calling in reference to the property adjacent to the Airport in Key West and the noise project. If you would please call me ASAP I would appreciate it.		
8/9/2012	Pam Sands	904-704-1064	I believe this is the 4th message I have left. This is in reference to property on Airport Blvd and Venetian Dr in Key West next to the airport. I have been calling over a series of days and I'm most anxious to talk with you and hope to hear from you soon.		

**Key West International Airport  
Contact Log**

Date of call	Caller	Contact information	Subject	Response	Date
8/15/2012	Pam Sands	904-704-1064	I believe this is my 5th call. I am trying to talk with someone in reference to my property on Airport Blvd and Venetian Dr. This is related to the noise project. I would like very much to hear from someone ASAP on the number I have already given you. I would appreciate a call back ASAP.	DTB-Left message 8-17-12 @ 1103	
9/5/2012	Pam Sands	904-704-1064	I have recently acquired 2 properties. They are at 1631 Venetian Dr and 3017 Airport Blvd in Key West, FL. The reason for my call is I need some help determining what manufacturer you used for the two properties in so far as the doors and windows and so forth. I need that pretty quickly because on Venetian we are doing some work and we would like to match what is already there. I also need to know the ratings on the windows. Are they 150, 180 mph, what are they? In addition to that property on Venetian it appears that there were some installation issues that I wonder if you could help us with. On the Airport property there seems to be doors and windows that may not be the quality that you had intended. I've been making calls back and forth with Mr. Botto but we keep missing one another. I'm hoping I can get a call tomorrow morning.	DTB-Spoke with Mrs. Sands on 9-07-2012 and agreed to get her some additional information. Left message for her on 9-11-2012 with the information.	
1/8/2013	Helen Heitzman	610-565-6672	Called to see how the noise monitoring study, which used her yard as a monitor location, is coming along.	DTB - Spoke with Ms Heitzman and explained that the modeling data had been provided to the subcontractor for completion of the Monitoring study and will provide it when the draft is released.	
1/10/2013	Kevin Talbort	305-296-0831	Called to see if his home at 1701/1703 Johnson St was/is included in the NIP program.	DTB- Explained that the updating the Part 150 is underway, so current NIP is on hold. Also explained that Mr. Talbort's property is outside of the NIP areas. Informed Mr. Talbort that he will be added to the Ad-Hoc committee email list for further information.	
1/10/2013	Joyce Baker	Email	I heard one from one of our neighbors that the airport window people were going to be doing something in our neighborhood this week. Is this true and what will they be doing?	DML- Informed her that they were re-inspecting some of the homes from Phase 6, but no new homes were being worked on.	
1/22/2013	Tom Finney		Asked about the status of the Part 150 Update as it relates to the NIP.		
3/14/2013	Sandy Santiago	305-304-6063	Lives at 1301 United. Called because airplanes have gotten louder lately. They are coming in low and hot, not as high as they used to. The Avanti and the Steerman are particularly loud, as are the big jets.	DML - Informed him about the ongoing noise study, and that we are just beginning to look at operational measures. Invited him to the Ad-Hoc Committee Meeting on April 2nd.	
6/26/2013	Carly Lyons	Grace Lutheran School 616-437-1668	We had a couple of inspectors come and check out our windows because they vibrate really bad from the airplanes continually flying over. So I didn't know what was the result of that, whether we are going to get different windows placed in. If you could, please give me a call back.	DTB - Spoke to Ms. Lyons on 7/2/2013 to inform her of progress of Part 150 Study.	
9/10/2013	Shane Halvorson	East end of Flagler Ave	I live on the east end of Flagler Avenue. Very rarely do the large commercial airliners fly over our home, but we are directly under the flight path for smaller planes and helicopters. The helicopters in particular create quite a noise, as they fly so low, and with some being emergency transport, they fly at all hours.  Could you tell me what is the current plan for the noise reduction program? Is there something I should do, or someone else I should contact, to be considered for the program?	DTB responded with a copy of the noise contour indicated his address in relation to the Program Area. Also added Mr. Halvorson to the AD Hoc Email list	

**Appendix G**

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***Airport Sponsor's Transmittal Letter,  
FAA Acceptance Letter, Federal Register Notice, and  
Airport Sponsor's Affidavit of Publication of FAA's  
Determination in Local Newspaper***

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**BOARD OF COUNTY COMMISSIONERS**  
Mayor George Neugent, District 2  
Mayor Pro Tem Heather Carruthers, District 3  
Danny Kolhage, District 1  
David Rice, District 4  
Sylvia J. Murphy, District 5



October 29, 2013

Mr. Allan M. Nagy  
Airport Environmental Program Specialist  
Federal Aviation Administration  
Orlando Airports District Office  
5950 Hazeltine National Drive, Suite 400  
Orlando, Florida 32822-5024

**RE: 14 CFR PART 150 NOISE EXPOSURE MAPS  
SUBMITTAL FOR FAA COMPLIANCE DETERMINATION**

Dear Mr. Nagy:

Enclosed are five (5) hard copies and five (5) CDs of Key West International Airport's 14 CFR Part 150 Noise Exposure Maps (NEMs) and supporting documentation, and five (5) copies of the Executive Summary. These NEMs and supporting documentation are submitted under the provisions of Title 49 United States Code, Chapter 475 and 14 CFR Part 150. Monroe County, as owner and operator of Key West International Airport, is submitting these NEMs and supporting documentation for appropriate Federal Aviation Administration (FAA) determination.

Should you have any questions regarding the enclosed document, please do not hesitate to contact me at 305-809-5200. We appreciate your assistance in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Peter J. Horton'.

Peter J. Horton  
Director of Airports

Enclosures

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## SPONSOR'S CERTIFICATION

The Noise Exposure Maps (NEMs) for Key West International Airport, hereby submitted in accordance with title 14 CFR Part 150, were prepared with the best available information and are certified as true and complete to the best of my knowledge and belief.

The Existing Condition NEM is based on data generated for a timeframe representing the year of submission. The assumptions and activity levels used to develop the Existing Condition NEM are based on data from December 1, 2011 through November 30, 2012. Thus, the data for the Existing Condition NEM are representative of existing condition, as of the date of this submission. The noise contours representing the existing condition are identified as the 2013 Noise Exposure Map.

The assumptions and activity levels used to develop the Future Condition NEM are based on reasonable forecasts and other planning assumptions. The Future Condition NEM is based on data generated for a timeframe five years in the future from the year of submission. Therefore, the Future Condition NEM developed for 2018 accurately represents the five-year forecast from the date of this submission. The noise contours representing the future condition are identified as the 2018 Noise Exposure Map.

The NEMs were prepared in consultation with state, and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the DNL 65 dB contour depicted on the NEMs. The consultation also included federal officials having local responsibility and regular aeronautical users of the airport. It is further certified that adequate opportunity has been afforded interested persons to submit their views, data, and comments concerning the correctness and adequacy of the Noise Exposure Maps and the supporting documentation and forecasts.

10-29-13

Date of Signature



Peter J. Horton  
Director of Airports  
Monroe County

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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**ORLANDO AIRPORTS DISTRICT OFFICE**

5950 Hazeltine National Drive  
Citadel International Building, Suite 400  
Orlando, FL 32822  
Phone: 407-812-6331 Fax: 407-812-6978

December 19, 2013

Mr. Peter Horton, Airports Manager  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040-5295

**RE: Noise Exposure Maps Compliance Determination**

Dear Mr. Horton:

This is to notify you that the Federal Aviation Administration (FAA) has evaluated your final submission of the Noise Exposure Maps (NEM) and supporting documentation transmitted by your letter of October 29, 2013 in accordance with Section 103(a)(1) of the Aviation Safety and Noise Abatement Act of 1979 (ASNA), (49 U.S.C., Section 47503). We have determined that they are in compliance with applicable requirements of 14 CFR Part 150. Further, we have determined that the maps entitled "2013 Existing Noise Exposure Map" and "2018 Future Noise Exposure Map" fulfill the requirements for the current year and the future year noise exposure maps.

FAA's determination that your Noise Exposure Maps are in compliance is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR Part 150. Such determination does not constitute approval of your data, information or plans.

Should questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on your Noise Exposure Maps, you should note that the FAA will not be involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of ASNA (49 U.S.C., Section 47506). These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's determination relative to your Noise Exposure Maps.

Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the maps depicting properties on the surface rests exclusively with you, the airport

sponsor, or with those public agencies and planning agencies with which consultation is required under Section 103 of ASNA (49 U.S.C., Section 47503). The FAA relies on the certification by you, under 150.21 of 14 CFR part 150, that the statutorily required consultation has been accomplished.

The FAA will publish notice in the Federal Register announcing its determination on the Noise Exposure Maps for the Key West International Airport.

***Your notice of this determination and the availability of the Noise Exposure Maps, when published at least three times in a newspaper of general circulation in the county or counties where affected parties are located, will satisfy the requirements of Section 107 of the ASNA Act (49 U.S.C., Section 47506).***

Your attention is called to the requirements of Section 150.21(d) of 14 CFR Part 150, involving the prompt preparation and submission of revisions to these maps of any actual or proposed change in the operation of the Key West International Airport which might create any substantial, new, noncompatible use in any areas depicted on the Noise Exposure Maps, or significant reduction in noise over noncompatible land uses that were previously included in the Noise Exposure Map contour. Remedial mitigation is limited to existing non-compatible land uses located within the existing 65 DNL noise exposure contour of the official Noise Exposure Map (2013 Existing Noise Exposure Map) and is consistent with FAA's 1998 remedial mitigation policy (64 FR 16409).

Sincerely,



Bart Vernace, P.E.  
Manager, FAA Orlando Airports District Office

cc:

APP-400

ASO-610

ASO-7

Allan Nagy, Orlando ADO Environmental Program Specialist

DEC 09 2013  


distance of 90.69 feet, thence North 89 degrees 26 minutes 18 seconds West a distance of 11.00 feet; thence North 00 degrees 33 minutes 42 seconds East a distance of 198.39 feet; thence North 37 degrees 33 minutes 19 seconds West a distance of 72.17 feet to the southerly right of way line of North Avenue (Illinois Route 64); thence South 78 degrees 10 minutes 29 seconds East along said southerly right of way line a distance of 84.17 feet to the Point of Beginning.

Said part of Tract 8 as described lying within IDOT Parcel 1EA0006 contains +/- 12,974.3 square feet, +/- 0.298 Acres.

#### **Parcel A-E—Subject Portion of Tract A (Legal Description)**

That Part of Tract A lying within IDOT Parcel 1EA0006, described as follows.

That part of the Southwest Quarter of Section 29, Township 40 North, Range 9 East of the Third Principal Meridian, in DuPage County, State of Illinois, more particularly described as follows:

Commencing at the intersection of the South Right of Way line of North Avenue (Illinois Route 64) with the West Right of Way line of Powis Road per Document 95–67851; thence South 78 degrees 10 minutes 29 seconds East along the southerly extension of North Avenue (Illinois Route 64) a distance of 51.06 feet to the east line of the west half of the Southwest Quarter (SW ¼) of Section 29, Township 40 North, Range 9 East of the Third Principal Meridian; thence South 00 degrees 33 minutes 42 seconds West along said east line of the west half of the Southwest Quarter of Section 29 a distance of 758.35 feet to the south line of Right of Way Document 95–67851; thence North 89 degrees 28 minutes 49 seconds West a distance of 33.00 feet to the Point of Beginning; thence South 00 degree 33 minutes 42 seconds West a distance of 539.03 feet; thence west and north along and following IDOT Parcel 1EA0006, North 89 degrees 18 minutes 55 seconds West a distance of 35.00 feet; thence North 00 degree 33 minutes 42 seconds East a distance of 583.11 feet; thence North 89 degrees 18 minutes 55 seconds West a distance of 9.00 feet; thence North 00 degrees 33 minutes 42 seconds East a distance of 394.67 feet to the south line of Tract 8; thence South 80 degrees 06 minutes 09 East seconds along said south line a distance of 30.91 feet to the west line of Right of Way Document 95–67851; thence south and east along said right of way, South 01 degrees 13 minutes 52 seconds East a distance of 434.12 feet to the Point of Beginning.

Said Part of Tract A as described lying within IDOT Parcel 1EA0006 contains +/- 34,635.8 square feet, +/- 0.795 Acres.

Issued in Des Plaines, Illinois, on December 18, 2013.

**James G. Keefer,**

*Manager, Chicago Airports District Office, Federal Aviation Administration, Great Lakes Region.*

[FR Doc. 2013–31073 Filed 12–26–13; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Noise Exposure Map Notice; Key West International Airport, Key West, FL**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by Monroe County for the Key West International Airport under the provisions of the Aviation Safety and Noise Abatement Act and FAA's regulations are in compliance with applicable requirements.

**DATES:** This notice is effective December 19, 2013, and is applicable beginning December 19, 2013.

**FOR FURTHER INFORMATION CONTACT:** Allan Nagy, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive Citadel International Building, Suite 400, Orlando, FL 32822, 407–812–6331.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for the Key West International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) part 150, effective December 19, 2013. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by Monroe County. The documentation that constitutes the

“Noise Exposure Maps” as defined in Section 150.7 of 14 CFR part 150 includes: Table 4–1, 2013 FAA ATADS and Part 150 Aircraft Operations; Table 4–2, Flight Track Utilization by Aircraft Category for East Flow Operations; Table 4–3, Flight Track Utilization by Aircraft Category for West Flow Operations; Table 4–4, 2013 Air Carrier Flight Operations; Table 4–5, 2013 Commuter and Air Taxi Flight Operations; Table 4–6, 2013 Average Daily Engine Run-Up Operations; Table 4–7, 2013 General Aviation Flight Operations; Table 4–8, 2013 Military Aircraft Flight Operations; Table 4–9, Summary of 2013 Flight Operations; Table 4–10, 2013 Existing Condition Noise Exposure Estimates; Table 5–1, 2018 FAA TAF and Part 150 Aircraft Operations; Table 5–2, 2018 Air Carrier Flight Operations; Table 5–3, 2018 Commuter and Air Taxi Flight Operations; Table 5–4, 2018 Average Daily Engine Run-Up Operations, Table 5–5, 2018 General Aviation Flight Operations; Table 5–6, 2018 Military Aircraft Operations; Table 5–7, Summary of 2018 Flight Operations; Table 5–8, 2018 Future Condition Noise Exposure Estimates; Figure 1–5, Designated Aircraft Warm-Up Circle Location; Figure 2–1, General Study Area; Figure 2–2, Existing Generalized Land Use; Figure 2–3, Community and Recreational Facilities; Figure 2–4, City of Key West Future Land Use and Zoning Map; Figure 3–1, Key West All Airspace; Figure 3–2, Key West All Weather Wind Rose; Figure 4–1, Radar Flight Tracks—Arrivals; Figure 4–2, Radar Flight Tracks—Departures; Figure 4–3, East Flow Flight Tracks; Figure 4–4, West Flow Flight Tracks; Figure 4–5, Touch and Go and Helicopter Flight Tracks; Figure 4–6, Aircraft Run-Up and Spool-Up Locations; Figure 4–8, 2013 Existing Condition Noise Exposure Map; Figure 4–9, Noise Monitoring Locations; Figure 5–1, 2018 Future Condition Noise Exposure Map; Figure 5–2, Comparison of Existing Condition and Future Condition Noise Exposure Maps; Figure 6–1, Airport Transmittal Letter; Figure 6–2, Sponsor's Certification.

The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on December 19, 2013.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the airport operator's data, information or

plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA's review of Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of 14 CFR part 150, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

- (1) Key West International Airport Administrative Office
- (2) Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Citadel International Building, Suite 400, Orlando, FL 32822

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, FL on December 19, 2013.

**Bart Vernace,**

Manager, Orlando Airports District Office, Federal Aviation Administration.

[FR Doc. 2013-31075 Filed 12-26-13; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Motor Carrier Safety Administration**

[Docket No. FMCSA-2013-0193]

**Qualification of Drivers; Exemption Applications; Diabetes Mellitus**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA).

**ACTION:** Notice of applications for exemption from the diabetes mellitus requirement; request for comments.

**SUMMARY:** FMCSA announces receipt of applications from 65 individuals for exemption from the prohibition against persons with insulin-treated diabetes mellitus (ITDM) operating commercial motor vehicles (CMVs) in interstate commerce. If granted, the exemptions would enable these individuals with ITDM to operate CMVs in interstate commerce.

**DATES:** Comments must be received on or before January 27, 2014.

**ADDRESSES:** You may submit comments bearing the Federal Docket Management System (FDMS) Docket No. FMCSA-2013-0193 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.
- *Fax:* 1-202-493-2251.

*Instructions:* Each submission must include the Agency name and the docket numbers for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below for further information.

*Docket:* For access to the docket to read background documents or comments, go to <http://www.regulations.gov> at any time or Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management System (FDMS) is available 24 hours each day,

365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

*Privacy Act:* Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's Privacy Act Statement for the Federal Docket Management System (FDMS) published in the **Federal Register** on January 17, 2008 (73 FR 3316).

**FOR FURTHER INFORMATION CONTACT:**

Elaine M. Papp, Chief, Medical Programs Division, (202) 366-4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov), FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the Federal Motor Carrier Safety Regulations for a 2-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be achieved absent such exemption." The statute also allows the Agency to renew exemptions at the end of the 2-year period. The 65 individuals listed in this notice have recently requested such an exemption from the diabetes prohibition in 49 CFR 391.41(b)(3), which applies to drivers of CMVs in interstate commerce. Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

**Qualifications of Applicants**

*Bruce S. Allen*

Mr. Allen, 52, has had ITDM since 2013. His endocrinologist examined him in 2013 and certified that he has had no severe hypoglycemic reactions resulting in loss of consciousness, requiring the assistance of another person, or resulting in impaired cognitive function that occurred without warning in the past 12 months and no recurrent (2 or more) severe hypoglycemic episodes in the last 5 years. His endocrinologist certifies that Mr. Allen understands diabetes management and monitoring,

**THE CITIZEN** KEY WEST  
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 Cooke Communications, LLC  
 Florida Keys

**STATE OF FLORIDA  
 COUNTY OF MONROE**

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 Key West FL 33041  
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 Extension...x219  
 Fax.....305-295-8025  
[legals@keysnews.com](mailto:legals@keysnews.com)

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**Internet Division**  
 Tel 305-292-1880  
 Fax 305-294-1699  
[sales@keywest.com](mailto:sales@keywest.com)

**Upper Keys Office**  
 91731 Overseas Hwy  
 Tavernier, FL 33070  
 Tel 305-853-7277  
 Fax 305-853-0556  
[freepress@floridakeys.com](mailto:freepress@floridakeys.com)

Before the undersigned authority personally appeared Tommy Todd, who on oath says that he is Advertising Director of the Key West Citizen, a daily newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of

Legal Notice - FAA Determination  
Airport Noise Exposure Maps in Compliance

was published in said newspaper in the issue(s) of

March 9, 16 + 23, 2014

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspaper has heretofore been continuously published in said Monroe County, Florida every day, and has been entered as second-class mail matter at the post office in Key West, in said Monroe County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

*[Handwritten Signature]*  
 \_\_\_\_\_  
 Signature of Affiant

Sworn and subscribed before me this 23 day of March, 2014

Notary Public:

Dawn Kawzinsky  
 \_\_\_\_\_

Dawn Kawzinsky  
 Expires: 1/4/16



DAWN KAWZINSKY  
 NOTARY PUBLIC  
 STATE OF FLORIDA  
 Comm# EE157233  
 Expires 1/4/2016

Notary Seal

Personally Known   x   Produced Identification \_\_\_\_\_  
 Type of Identification Produced \_\_\_\_\_

## LEGAL NOTICE

This serves to provide public notice that, on December 19, 2013, the Federal Aviation Administration (FAA) announced their determination that the "2013 Existing Condition Noise Exposure Map" and "2018 Future Condition Noise Exposure Map" submitted by the Monroe County, Florida for Key West International Airport under the provisions of 49 U.S.C. 47503 and 14 CFR part 150 was in compliance with applicable requirements. The Noise Exposure Maps and supporting documentation are available for public inspection during normal business hours (8:30 am to 4:30 pm, Monday through Friday) at the Key West International Airport Administrative Office at 3491 South Roosevelt Blvd, Key West, FL 33040.

As indicated in 49 U.S.C. 47506, as of the date of this notice, no person who acquires property or an interest in property in an area surrounding Key West International Airport, having actual or constructive knowledge of the existence of the Noise Exposure Maps, shall be entitled to recover damages with respect to the noise attributable to the airport unless such person can show that: (1) after acquiring the interest in such property, there was a significant (a) change in the type or frequency of aircraft operations at the airport, (b) change in the airport layout, (c) change in flight patterns, or (d) increase in nighttime operations; and (2) that damages have resulted from any such change or increase.

This notice of the existence of the Noise Exposure Maps is being published at least three times in newspapers of general circulation in the counties in which the airport and surrounding properties are located. This notice serves as constructive knowledge of the existence of the Noise Exposure Maps for Key West International Airport.

Dated at Key West, Florida this 16th day of March 2014.

Peter J. Horton  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040

## LEGAL NOTICE

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Dated at Key West, Florida this 16th day of March 2014.

Peter J. Horton  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040

## LEGAL NOTICE

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This notice of the existence of the Noise Exposure Maps is being published at least three times in newspapers of general circulation in the counties in which the airport and surrounding properties are located. This notice serves as constructive knowledge of the existence of the Noise Exposure Maps for Key West International Airport.

Dated at Key West, Florida this 16th day of March 2014.

Peter J. Horton  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040

**Appendix H**

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***Flight Track Maps 1" = 2,000 feet***

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