NOISE COMPATIBILITY PROGRAM

FOR THE

PART 150 STUDY

PREPARED FOR:

MONROE COUNTY BOARD OF COUNTY COMMISSIONERS

OPERATOR OF:

KEY WEST INTERNATIONAL AIRPORT

PREPARED BY:

URS CORPORATION

and

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APPROVED BY FAA
MARCH 12, 2015

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EXECUTIVE SUMMARY

ES.1 The Part 150 Process

The Part 150 Noise Compatibility Planning process was established by the 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).

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. FAA acceptance or approval indicates the studies have been prepared in accordance with the requirements of the statute. Federal funding is generally available to the airport sponsor 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 eliminate (or at least minimize) additional noncompatible land uses around the airport.

The Part 150 program provides a comprehensive approach to both prevention and mitigation of airport noise in a community, seeks recommendations from interested parties throughout the development of the program, and provides funding, if available, of eligible items through the noise set-aside component of the Federal Airport Improvement Program (AIP). Furthermore, the NCP is primarily conducted to benefit the areas surrounding an airport.

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. Once the NEMs are found to be in compliance, the NCP will undergo a 180-day FAA review period, and the FAA will determine which elements of the program will be approved or disapproved based on Part 150 guidelines.

ES.2 Key West International Airport Noise Compatibility Program

As the previous Noise Compatibility Program measures were approved on May 7, 1999, 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.

The FAA Record of Approval (ROA) for the 1999 NCP included approving an annual contour update. As a result of these updates, the Noise Insulation Program Area was reduced to account for the decreasing noise levels at KWIA, including removing the Linda Avenue area from the program.

Due to the changes noted in the annual contour update, in 2008 KWIA determined there was a need to prepare a revised NEM for the airport. The 2008 Updated NEM included updates to the aircraft operational counts, fleet mix, and operational time period. The update also included obtaining and analyzing the most current available radar data to refine and revise the flight tracks used in the noise modeling. This update did not result in revising or amending the 1999 NCP, but it did result in the return of Linda Avenue to the program area. The FAA accepted the updated *Noise Exposure Maps and Supporting Documentation* on August 27, 2008.

In 2011, KWIA and the FAA agreed it would be appropriate to prepare an update to the NEMs and NCP. This Part 150 Update serves to assess the current (December 1, 2011 through November 30, 2012) and future (calendar year 2018) aircraft noise environments and identify compatible and noncompatible land uses within the noise contours. This report contains the NCP for KWIA. The NEM was submitted to the FAA in May 2013 and accepted as compliant on December 19, 2013 as noted in the Federal Register on December 27, 2013. For additional information, please see the *Key West International Airport Noise Exposure Maps and Supporting Documentation*, December 19 2013, which is incorporated herein by reference.

Included in the document is a review of operational, land use, and program management noise mitigation measures, and recommendations as to which measures would best accomplish the goals of the Part 150 program. A discussion of the measures approved in the 1999 NCP is also included.

The KWIA NCP document is presented in six sections and twelve appendices.

- Section 7.0 Introduction
- Section 8.0 Consideration of Operational Alternatives
- Section 9.0 Consideration of Land Use Alternatives
- Section 10.0 Consideration of Program Management Alternatives
- Section 11.0 Recommended Noise Compatibility Program
- Section 12.0 Consultation and Public Involvement
- Appendix I Noise Analysis for Proposed Runway 9 Visual Approach Procedure
- Appendix J Aircraft Noise Abatement Procedures
- Appendix K Noncompatible Residential Units and Public Buildings in the 2013 NEM
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- Appendix M Sample Avigation Easement for Developed Property
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- Appendix O Information Regarding Program Management Measures

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- Appendix Q Consulted Parties
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- Appendix S Public Hearing Documentation
- Appendix T FAA Submittal and Acceptance / Approval Documentation

The NCP is considered a continuation of the 2013 NEM documentation, therefore sections and appendices in the NCP begin where they left off in the 2013 NEM documentation.

This Part 150 NCP Update serves to assess and recommend proposed noise mitigation alternatives. This report contains the Noise Compatibility Program for KWIA.

The previous 1999 Part 150 NCP assessed seventeen (17) actions and recommended twelve (12) measures to remedy existing noise problems and prevent future noncompatible land uses. Of the twelve measures recommended in the 1999 NCP, six (6) were approved by the FAA, two (2) were disapproved by the FAA, and the remaining four (4) measures were not submitted to the FAA for approval. These four measures are under local jurisdiction. The twelve measures are described in **Section 7.2**.

ES.3 Consideration of Operational Alternatives

Modification of certain aircraft and airport operational procedures has the potential to reduce aircraft noise exposure on people, residential areas, schools, churches, and other noise-sensitive sites around the airport. Operational noise abatement alternatives typically result in either a shift in the location of the noise contours or a reduction in the size of the noise contours. Title 14 CFR part 150 §B150.7(b) indicates that the following alternatives should be analyzed as potential operational noise abatement measures:

- The construction of barriers and acoustical shielding,
- The implementation of a preferential runway system,
- The use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft to reduce exposure to individuals (or specific noise-sensitive areas) to noise in the area around the airport,
- The implementation of any restriction on the use of the airport by any type or class of aircraft based on the noise characteristics of those aircraft,
- Other actions or combinations of actions which would have a beneficial noise control or abatement impact on the public.

Specific information regarding operational alternatives is provided in **Section 8**. **Table 8-1** presents a summary of the operational alternatives listing the advantages and disadvantages of each, and whether the Sponsor is recommending them for inclusion in the NCP.

ES.4 Consideration of Land Use Alternatives

Land use alternatives have the potential to mitigate noise exposure on existing noise-sensitive land uses and eliminate (or at least minimize) the introduction of additional noise sensitive land uses in the vicinity of the airport. The following goals and objectives were considered for all potential land use measures:

- Minimizing new noncompatible noise-sensitive development in the vicinity of the airport,
- Providing mitigation alternatives which are sensitive to the needs of the community and its stability,
- Providing alternatives which will maintain the existing tax base and property values,
- Ensuring that alternatives presented are consistent with land use policies and regulations of the respective jurisdictions, and
- Providing mitigation for noncompatible noise-sensitive sites impacted by noise exceeding DNL 65 dB wherever practical and feasible.

To meet these goals and objectives, two types of land use measures have been identified: corrective and preventive.

Corrective or remedial actions seek to alleviate existing conflicts between land use and airport noise. Changes in the use of noise-impacted land or changes in occupancy to uses or occupations less sensitive to noise are practical strategies for resolving conflicts. Noise insulation and acquisition of full or partial interest in the land are also examples of possible actions that can be used to mitigate noise impacts.

The FAA published a policy in April of 1998 advising land use jurisdictions across the Country that it will no longer approve remedial noise mitigation measures for new noncompatible development that occurs in the vicinity of airports after October 1, 1998 if the airport has a published NEM as of that date. Noncompatible land uses must have been in existence on that date in order to be eligible for remedial mitigation. FAA put this policy in place because the only way to prevent the introduction of new noncompatible development is by local governments introducing zoning to prevent it, and in turn, not approving permits for noncompatible development on properties already identified as noncompatible with airport operations. The exception to this is when new NEMs are published and areas not previously identified as noncompatible are identified as such, regardless of their construction date.

Land use and development controls that seek to prevent the introduction of additional noncompatible and noise-sensitive land uses within existing and future noise contours are referred to as preventive measures. The controls which are generally most useful are: zoning, easements, transfer of development rights, establishing minimum acoustical insulation standards for building codes, and land acquisition.

Specific information regarding land use alternatives is provided in **Section 9**. Both remedial and preventive land use measures are described and evaluated in **Section 9** with regard to their suitability for implementation at KWIA. **Table 9-9** presents a summary of the land use alternatives listing the advantages and disadvantages of each, and whether the Sponsor is recommending them for inclusion in the NCP.

ES.5 Consideration of Program Management Alternatives

The success of the Noise Compatibility Program requires a continuing effort to monitor compliance and identify new or unanticipated problems and changing conditions. **Section 10** identifies various alternatives that could become components of such a program. Monroe County and the airport staff are responsible for implementing these measures. **Table 10-1** presents a summary of the program management alternatives describing the advantages and disadvantages of each, and whether the Sponsor is recommending them for inclusion in the NCP.

ES.6 Sponsor's Recommended Noise Compatibility Program

The objective of this recent noise compatibility planning process for KWIA is to improve the compatibility between aircraft operations and noise-sensitive land uses, while allowing the airport to continue to serve its role in the community. The results of this planning process are new Noise Exposure Maps (NEMs) and a Noise Compatibility Program (NCP) recommended by the Airport Sponsor. Specific recommended NCP elements are summarized in **Section 11**. These recommendations are those of the Key West International Airport, and the Monroe County Board of County Commissioners, not those of their consultant, the FAA, or any third party.

Table 11-1, provided below as **Table ES-1,** provides a summary of all alternatives recommended by the Sponsor for the Noise Compatibility Program.

ES.7 Consultation and Public Participation

The County of Monroe, the Airport Sponsor of Key West International Airport, certifies that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure maps, descriptions of forecast aircraft operations, and the formulation and adequacy of the NCP. Documentation describing the consultation accomplished during the development of the NEMs and NCP and the opportunities afforded the public to review and comment these documents are included in **Section 12** and **Appendices Q, R, and S.**

A copy of the FAAõs Record of Approval is included in **Appendix T**. Copies of the NEM acceptance documentation and the Federal Register Notice regarding approval of the NCP are also included in **Appendix T**.

TABLE ES-1
SUMMARY OF RECOMMENDED NOISE COMPATIBILITY PROGRAM

No.	Description of Measures	Requesting FAA Approval?	Responsibility to Implement	Timing for Implementation	Estimated $ Cost	Potential Funding Sources
OPERATIONAL NOISE ABATEMENT MEASURES						
1	Voluntary use of Ground Power Units when time and safety permit	No	Airport Sponsor	Ongoing	$0	Not Applicable
2	Continue voluntary use of designated aircraft run-up locations	No	Airport Sponsor	Ongoing	$0	Not Applicable
3	Voluntary use of intersection departures on Runway 09	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
4	Continue voluntary use of a variety of flight paths by smaller aircraft on approach to Runway 09	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
5	Voluntary southerly helicopter arrival and departure tracks	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
6	Adherence to voluntary practices by pilots of air tours and aerial advertising flights	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
7	Continue voluntary avoidance of direct flight over KWBTS	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
8	Continue voluntary use of noise abatement arrival and departure procedures	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
9	Continue voluntary curfew between 11:00 p.m. and 7:00 a.m.	No	Airport Sponsor	Ongoing	$0	Not Applicable
LAND USE MITIGATION MEASURES						
1	Provide noise insulation for eligible noncompatible structures in exchange for avigation easements	Yes	Airport Sponsor	2015 through 2024	$16,350,000	FAA AIP Grant Funds and Local Matching Funds
2	Purchase avigation easements for eligible noncompatible structures	Yes	Airport Sponsor	2015 through 2024	$2,940,000	FAA AIP Grant Funds and Local Matching Funds
3	Rescind approval of the measure to purchase homes, provide noise insulation, and then resell the homes with avigation easements	Yes	FAA	Issuance of ROA	$0	Not Applicable

TABLE ES-1 (CONTINUED)
SUMMARY OF RECOMMENDED NOISE COMPATIBILITY PROGRAM

No.	Description of Measures	Requesting FAA Approval?	Responsibility to Implement	Timing for Implementation	Estimated $ Cost	Potential Funding Sources
4	Rescind approval of the measure to rezone two vacant parcels	Yes	FAA	Issuance of ROA	$0	Not Applicable
5	Rescind approval of the measure to acquire the vacant parcel at the corner of Flagler Avenue and 11th Street	Yes	FAA	Issuance of ROA	$0	Not Applicable
6	Purchase an avigation easement from the owner of the vacant parcel at the corner of Flagler Avenue and 11th Street	Yes	Airport Sponsor	As soon as funding is made available	$15,000	FAA AIP Grant Funds and Local Matching Funds
7	Rescind approval of the measure to establish airport noise and public safety compatible land use zoning	Yes	FAA	Issuance of ROA	$0	Not Applicable
8	Work with the City of Key West to update/amend Land Development Code	No	Airport Sponsor and City of Key West	As soon as possible	Minimal staff time for City of Key West and KWIA	Local Operating Budgets
PROGRAM MANAGEMENT MEASURES						
1	Continue to utilize consultant to fulfill duties of Airport Noise Program Coordinator	Yes	Airport Sponsor	As soon as funding is made available	$75,000 annually	FAA AIP Grant Funds with Local Matching Funds or Local Operating Budget
2	Continue holding meetings of Monroe County's Ad-Hoc Committee on Noise	No	Airport Sponsor	Ongoing	Minimal staff time for KWIA	Local Operating Budget
3	Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures	Yes	Airport Sponsor	As soon as funding is made available	$1,600 for 2,000 copies, including graphic design and printing	FAA AIP Grant Funds with Local Matching Funds or Local Operating Budget
4	Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal	Yes	Airport Sponsor	As soon as funding is made available	$1,000 for two framed, weatherproof posters	FAA AIP Grant Funds with Local Matching Funds or Local Operating Budget
5	Subscribe to WhispertrackÊ to facilitate distribution of voluntary noise abatement procedures	No	Airport Sponsor	As soon as possible	$2,340 annually	Local Operating Budget

TABLE ES-1 (CONTINUED)
SUMMARY OF RECOMMENDED NOISE COMPATIBILITY PROGRAM

No.	Description of Measures	Requesting FAA Approval?	Responsibility to Implement	Timing for Implementation	Estimated $ Cost	Potential Funding Sources
6	Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures	Yes	Airport Sponsor	As soon as funding is made available	$15,000 for two signs, including installation	FAA AIP Grant Funds with Local Matching Funds or Local Operating Budget
7	Establish a noise and flight track monitoring program by acquiring two portable noise monitors and an FAA-approved flight track monitoring system	Yes	Airport Sponsor	As soon as funding is made available	$300,000	FAA AIP Grant Funds and Local Matching Funds
8	Update noise contours when certain criteria are met	Yes	Airport Sponsor	As needed	$35,000 per occurrence	FAA AIP Grant Funds and Local Matching Funds

7.0 INTRODUCTION

7.1 The Part 150 Process

The Aviation Safety and Noise Abatement Act (ASNA) was established 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. FAA acceptance or approval indicates the studies have been prepared in accordance with the requirements of the statute. Federal funding is generally available to the airport sponsor 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 eliminate (or at least 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.

The Part 150 program provides a comprehensive approach to both prevention and mitigation of airport noise in a community, seeks recommendations from interested parties throughout the development of the program, and provides funding, if available, of eligible items through the noise set-aside component of the Federal Airport Improvement Program (AIP). Furthermore, the NCP is primarily conducted to benefit the areas surrounding an airport.

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. Once the NEMs are found to be

in compliance, the NCP will undergo a 180-day FAA review period, and the FAA will determine which elements of the program will be approved or disapproved based on Part 150 guidelines.

7.2 Key West International Airport Noise Compatibility Program

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 FAAõs 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 have taken two primary steps. First, the county established the KWIA Ad-Hoc Committee on Noise on May 16, 1995. This committee composed of airport neighbors, users, and one member of the Monroe County Board of County Commissioners (BOCC), provides an open forum to express concerns and discuss viewpoints and ideas about aviation noise at KWIA. The Ad-Hoc Committee also provides advice and recommendations to the BOCC on matters involving airport noise at KWIA, including but not limited to the Part 150 program.

Second, the county 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.

The FAA Record of Approval (ROA) for the 1999 NCP included approving an annual contour update. As a result of these updates, the Noise Insulation Program Area was reduced to account for the decreasing noise levels at KWIA, including removing the Linda Avenue area from the program.

Due to the changes noted in the annual contour update, in 2008 KWIA determined there was a need to prepare a revised NEM for the airport. The 2008 Updated NEM included updates to the aircraft operational counts, fleet mix, and operational time period. The update also included obtaining and analyzing the most current available radar data to refine and revise the flight tracks used in the noise modeling. This update did not result in revising or amending the 1999 NCP, but it did result in the return of Linda Avenue to the program area. The FAA accepted the updated *Noise Exposure Maps and Supporting Documentation* on August 27, 2008.

In 2011, KWIA and the FAA agreed it would be appropriate to prepare an update to the NEMs and NCP. This Part 150 Update serves to assess the current (December 1, 2011 through November 30, 2012) and future (calendar year 2018) aircraft noise environments and identify compatible and noncompatible land uses within the noise contours. This report contains the NCP for KWIA. The NEM was submitted to the FAA in May 2013 and accepted as compliant on December 19, 2013 as noted in the Federal Register on December 27, 2013. The 2013 Existing Condition NEM is shown in **Figure 7-1**, and the 2018 Future Condition NEM is shown in **Figure 7-2**. For additional information, please see the *Key West International Airport Noise Exposure Maps and Supporting Documentation*, October 2013, which is incorporated herein by reference. NEM acceptance documentation is included in **Appendix T.**

NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

2013 EXISTING CONDITION
NOISE EXPOSURE MAP

FIGURE
7-1

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NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

2018 FUTURE CONDITION
NOISE EXPOSURE MAP

FIGURE
7-2

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The previous Part 150 NCP assessed seventeen (17) actions and recommended twelve (12) measures to remedy existing noise problems and prevent future noncompatible land uses. Of the twelve measures recommended in the 1999 NCP, six (6) were approved by the FAA, two (2) were disapproved by the FAA, and the remaining four (4) measures were not submitted to the FAA for approval. These four measures are under local jurisdiction. The twelve measures are described below. Greater detail regarding these measures is provided in Section 1.3 of the *Noise Exposure Maps and Supporting Documentation*.

A. Operational Measure: Conduct an FAR Part 161 analysis to further study prohibiting operation of non-Stage 3 jet aircraft.

FAA Action: DISAPPROVED

B. Operational Measure: Conduct an FAR Part 161 analysis to further study establishing a partial or complete curfew.

FAA Action: DISAPPROVED

C. Land Use Measure: Provide Noise Insulation in Exchange for Avigation Easements

FAA Action: APPROVED
Current Status: Completed except where homeowner declined or home was determined ineligible for reasons outside the purview of the Part 150.

D. Land Use Measure: Purchase Homes, Provide Noise Insulation, then Resell with Easements

FAA Action: APPROVED
Current Status: Not implemented because funding was not adequate to offer it simultaneously with the noise insulation program.

E. Land Use Measure: Update Noise Contours Annually

FAA Action: APPROVED
Current Status: Implemented. Annual noise contours were produced starting with Year 2000. The Year 2007 annual noise contour became the Year 2008 Existing Condition Noise Exposure Map, which was accepted by the FAA on August 27, 2008, along with the Year 2013 Future Condition Noise Exposure Map. Following FAA acceptance of the Year 2013 Future Condition Noise Exposure Map, the wording in the avigation easements for the Noise Insulation Program (NIP) Phases 6 and 7 was changed to reference the Year 2013 Future Condition Noise Exposure Map, rather than the Year 2003 Future Condition Noise Exposure Map. The most recent annual noise contour was produced for Year 2010. It did not exceed the Year 2013 Future Condition Noise Exposure Map.

F. Land Use Measure: Rezone Vacant Parcels

FAA Action: APPROVED
Current Status: Not Implemented. To date, the City of Key West has not implemented this measure.

G. Land Use Measure: Acquire Vacant Parcel

FAA Action: APPROVED
Current Status: The airport is currently in the process of purchasing this property.

H. Land Use Measure: Establish Compatible Land Use

FAA Action: APPROVED
Current Status: Not implemented. To date, the City of Key West has not implemented this measure.

I. Continuing Noise Program Measure: Voluntary Curfew

FAA Action: None, not submitted to the FAA for approval for the purposes of the Part 150 program.
Current Status: Implemented on a voluntary basis, but not closely monitored.

J. Continuing Noise Program Measure: Voluntary Use of NBAA Close-in Departure Procedure

FAA Action: None, not submitted to the FAA for approval for the purposes of the Part 150 program.
Current Status: Implemented on a voluntary basis but not closely monitored.

K. Continuing Noise Program Measure: Restriction on Engine Warm-Ups and Run-Ups

FAA Action: None, not submitted to the FAA for approval for the purposes of the Part 150 program.
Current Status: Implemented on a voluntary basis but not closely monitored.

L. Continuing Noise Program Measure: Voluntary Use of Flight Tracks to Reduce Noise Exposure

FAA Action: None, not submitted to the FAA for approval for the purposes of the Part 150 program.
Current Status: Implemented on a voluntary basis but not closely monitored.

7.3 Noise Compatibility Program Checklist

To aid in the NCP review process, the FAA has prepared a checklist that details the items to be included in the NCP. This checklist is provided below in **Table 7-1**. Note that the Checklist identifies which sections of title 14 CFR part 150 need to be addressed and included in the NCP.

TABLE 7-1
TITLE 14 CFR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST

AIRPORT NAME: Key West International Airport REVIEWER: _____		
Item	**Yes/No/NA**	**Page No./Other Reference**
I. Identification and Submission Program:		
A. Submission is properly identified:		
1. 14 C.F.R. part 150 NCP?	Yes	Sponsorôs Transmittal Letter (copy in Appendix T) and Section 7.2

TABLE 7-1 (CONTINUED)
TITLE 14 CFR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST

AIRPORT NAME: Key West International Airport	**REVIEWER: _____**	
Item	**Yes/No/NA**	**Page No./Other Reference**
2. NEM and NCP together?	No	NEM acceptance documentation in Appendix T; Section 7.2
3. Program revision?	Yes	Section 7.2
B. Airport and Airport Operator's name identified?	Yes	Transmittal Letter, Sponsor's Certification (Copies in Appendix T), and Section 7.2
C. NCP transmitted by airport operator cover letter?	Yes	Letter dated 9-Feb-2015 (copy in Appendix T)
II. Consultation: [150.23]		
A. Documentation includes narrative of public participation and consultation process?	Yes	Section 12, Appendices Q, R, & S
B. Identification of consulted parties:		
1. Are parties in 150.23(c) consulted?	Yes	Section 12.2, Appendices Q & R
2. Public and planning agencies identified?	Yes	Section 12.2, Appendix Q
3. Agencies in 2, above, correspond to those indicated on the NEM?	Yes	NEM Section 6.2
C. Satisfied 150.23(d) requirements:		
1. Documentation shows active and direct participation of parties in B. above?	Yes	Sections 12.2 and 12.3, Appendices Q and R
2. Active and direct participation of general public:	Yes	Section 12.3, Appendix R
3. Participation was prior to and during development of NCP and prior to submittal to FAA?	Yes	Section 12.3, Appendices Q & R
4. Indicates adequate opportunity afforded public to submit views, data, etc.?	Yes	Section 12.3, Appendices Q & R
D. Evidence included of notice and opportunity for public hearing on NCP?	Yes	Section 12.5, Appendix S
E. Documentation of comments:		
1. Includes summary of public hearing comments if hearing was held?	No	No comments were received
2. Includes copy of all written material submitted to operator?	Yes	Figure 8-2, Appendix R
3. Includes operator's responses/disposition of written and verbal comments?	Yes	Appendix R
F. Informal agreement received from FAA on flight procedures?	NA	

TABLE 7-1 (CONTINUED)
TITLE 14 CFR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST

AIRPORT NAME: Key West International Airport	**REVIEWER: _____**	
Item	**Yes/No/NA**	**Page No./Other Reference**
III. Noise Exposure Maps: [150.23, B150.3, B150.35(f)] This section of the checklist is not a substitute for the NEM checklist. It deals with maps in the context of the NCP submission.		
A. Inclusion of NEMs and supporting documentation:		
1. Map documentation either included or incorporated by reference?	Yes	Section 7.2
2. Maps previously found in compliance by FAA?	Yes	Section 7.2 Appendix T
3. Compliance determination still valid?	Yes	Section 7.2 Appendix T
4. Does 180-day period have to wait for map compliance finding?	No	Section 7.2 Appendix T
B. Revised NEMs submitted with program: (Review using NEM checklist if map revisions included in NCP submittal)		
1. Revised NEMs included with program?	No	There are no new NCP operational measures proposed that would affect the NEM contours.
2. Has airport operator requested FAA to make a determination on the NEM(s) when NCP approval is made?	No	The current NEMs were accepted by FAA in December 2013 (see Appendix T).
C. If program analysis uses noise modeling:		
1. INM, HNM, or FAA-approved equivalent?	NA	Program analysis did not use noise modeling or monitoring
2. Modeling in accordance with A150.5?	NA	
D. Existing condition and future maps clearly identified as the official NEMs?	Yes	Figures 7-1 and 7-2
IV. Consideration of Alternatives: [B150.7, 150.23(e)]		
A. At a minimum, are the alternatives below considered?		
1. Land acquisition and interest therein, including air rights, easements, and development rights	Yes	Sections 9.3, 9.4
2. Barriers, acoustical shielding, public building soundproofing	Yes	Section 8.2, Section 9.3.3
3. Preferential runway system	Yes	Section 8.3
4. Flight procedures	Yes	Sections 8.4, 8.5.3
5. Restrictions on type/class of aircraft (as least one restriction below must be checked)		
a. Deny use based on Federal standards	Yes	Section 8.5.1
b. Capacity limits based on noisiness	Yes	Section 8.5.2
c. Noise abatement take-off/approach procedures	Yes	Section 8.5.3
d. Landing fees based on noise or time of day	Yes	Section 8.5.4

TABLE 7-1 (CONTINUED)
TITLE 14 CFR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST

AIRPORT NAME: Key West International Airport REVIEWER: _____		
Item	**Yes/No/NA**	**Page No./Other Reference**
e. Nighttime restrictions	Yes	Section 8.5.5
6. Other actions with beneficial impact	Yes	Section 10
7. Other FAA recommendations	NA	
B. Responsible implementing authority identified for each considered alternative?	Yes	Tables 8-1, 9-9, 10-1
C. Analysis of alternative measures:		
1. Measures clearly described?	Yes	Sections 8, 9, 10
2. Measures adequately analyzed?	Yes	Sections 8, 9, 10
3. Adequate reasoning for rejecting alternatives?	Yes	Sections 8, 9, 10
D. Other actions recommended by the FAA:		
1. Should other actions be added? (List separately or on back of this form, actions and discussion with airport operator to have them included prior to the start of the 180-day cycle)	NA	
V. Alternatives Recommended for Implementation: [150.23(e), B150.7(c), B150.35(b), B150.5]		
A. Document clearly indicates:		
1. Alternatives recommended for implementation?	Yes	Sections 11.2, 11.3, Table 11-1
2. Final recommendations are airport operator's, not those of consultant or third party?	Yes	Transmittal Letter dated 9-Feb-2015, Sponsorôs Certification, and Section 11.1
B. Do all program recommendations:		
1. Relate directly or indirectly to reduction of noise and noncompatible land uses?	Yes	Sections 8, 9, and 10 Tables 8-1, 9-9, 10-1
2. Contain description of contribution to overall effectiveness of program?	Yes	Sections 8, 9, and 10 Tables 8-1, 9-9, 10-1
3. Noise/land use benefits quantified to extent possible?	Yes	Table 9-1
4. Include actual/anticipated effect on reducing noise exposure within noncompatible area shown on NEM?	Yes	Table 9-1, Figures 9-1 and 9-2
5. Effects based on relevant and reasonable expressed assumptions?	Yes	Sections 8, 9, and 10 Tables 8-1, 9-9, 10-1
6. Have adequate supporting data to support its contribution to noise/land use compatibility?	Yes	Sections 8, 9, and 10 Tables 8-1, 9-9, 10-1
C. Analysis appears to support standards set forth in 150.35(b) and B150.5?	Yes	Sections 8, 9, and 10 Tables 8-1, 9-9, 10-1
D. When use restrictions are recommended:		
1. Are alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and	NA	

TABLE 7-1 (CONTINUED)
TITLE 14 CFR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST

AIRPORT NAME: Key West International Airport	**REVIEWER: _____**	
Item	**Yes/No/NA**	**Page No./Other Reference**
conclusions can be made?		
2. Use restrictions coordinated with APP-600 prior to making determination on start of 180 days?	NA	
E. Do the following also meet Part 150 analytical standards:		
1. Formal recommendations which continue existing practices?	Yes	Section 11.3
2. New recommendations or changes proposed at end of Part 150 process?	NA	
F. Documentation indicates how recommendations may change previously adopted plans?	Yes	Sections 8, 9, 10, 11
G. Documentation also:		
1. Identifies agencies which are responsible for implementing each recommendation?	Yes	Section 11.4 Table 11-1
2. Indicates whether those agencies have agreed to implement?	Yes	Sections 9.4.1, 11.4
3. Indicates essential government actions necessary to implement recommendations?	Yes	Sections 9.4.1, 11.4, Table 11-1
H. Timeframe:		
1. Includes agreed upon schedule to implement alternatives?	Yes	Table 11-1, Appendix L, Table L-4
2. Indicates period covered by the program?	Yes	Sections 10.6, 11.5
I. Funding/Costs:		
1. Includes costs to implement alternatives?	Yes	Tables 11-1, 11-2
2. Includes anticipated funding sources?	Yes	Table 11-1
VI. Program Revision: [150.23(e)(9)]		
1. Supporting documentation includes provision for revision?	Yes	Section 11.5

8.0 CONSIDERATION OF OPERATIONAL ALTERNATIVES

8.1 Introduction

The primary goals of the Part 150 Noise Compatibility Program (NCP) are:

- Reducing existing noncompatible land uses around the airport, and
- Preventing the introduction of additional noncompatible land uses.

Since the situation at Key West International Airport is not identical to any other airport, it requires a unique combination of mitigation measures to achieve an acceptable resolution. A wide range of feasible operational alternatives were explored in the development of this NCP.

Modification of certain aircraft and airport operational procedures has the potential to reduce aircraft noise exposure on people, residential areas, schools, churches, and other noise-sensitive sites around the airport. Operational noise abatement alternatives typically result in either a shift in the location of the noise contours or a reduction in the size of the noise contours. Title 14 CFR Part 150 §B150.7(b) indicates that the following alternatives should be analyzed as potential operational noise abatement measures:

- The construction of barriers and acoustical shielding,
- The implementation of a preferential runway system,
- The use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft to reduce exposure to individuals (or specific noise-sensitive areas) to noise in the area around the airport,
- The implementation of any restriction on the use of the airport by any type or class of aircraft based on the noise characteristics of those aircraft,
- Other actions or combinations of actions which would have a beneficial noise control or abatement impact on the public.

8.2 Barriers and Acoustical Shielding

Aircraft ground-level noise source locations on an airport include run-up and maintenance areas, taxiways, and freight warehouse areas. Because the noise is generated on the ground, the impact is usually confined to those areas immediately adjacent to the noise source.

An effective method of mitigating this type of noise impact is through the use of noise barriers or berms. This type of mitigation shields nearby noise-sensitive receptors from airport noise sources by placing barriers around the perimeter of airport property or warehouse areas. These barriers absorb and reflect aircraft noise away from the receptors. Barriers are only effective for aircraft on the ground. A barrier cannot absorb or reflect noise energy away from a noise-sensitive receptor after an aircraft is airborne and reaches an altitude that exceeds the height of the barrier. The noise reduction effects of a barrier are based upon the geometric layout of the noise source, the receiver, and the intervening noise barrier. The amount of noise reduction provided by a barrier is calculated based upon the location and position of these three elements relative to each other.

The effectiveness of a noise barrier is based upon the change in path length distance, relative to direct line-of-site between the source and receiver; the noise must travel around the barrier to reach the receiver. Basically, the greater the distance the noise must travel around the barrier to get to the receiver, the more effective the barrier. This relative change in path length difference is easier to obtain if the noise source and receiver are within close proximity to each other.

Another method of measuring the effectiveness of a noise barrier is the level of diffraction, or the amount of bending around the barrier, the sound must achieve in order to reach the receiver. The greater the change in direction required for the sound to reach the receiver, the greater the noise reduction of the barrier. Due to this characteristic of sound, barriers that are located close to either the source or the receiver are the most effective, and this type of geometry is effective even if there is a large distance between the source and the receiver. This is one of the reasons ground run-up enclosures are so effective. If the noise source is located within 100 feet of a very high barrier, the sound must diffract a significant amount in order to reach the receiver. As the aircraft is moved further away from the barrier, the effectiveness of the barrier is decreased, and even though the distance between the source and receiver increases minimally, the noise level at the receiver increases.

Noise barriers would work effectively to reduce the level of noise from departure roll as long as the aircraft remains close to the barrier. As the departing aircraft moves further away from the barrier, the amount of diffraction caused by the barrier decreases, the path length difference to the receiver due to the barrier also decreases, and the noise level heard by the receiver increases. Since effective geometry between the source, barrier, and receiver cannot be maintained for departing aircraft, noise barriers do not work effectively to reduce noise from aircraft departure rolls. In addition, the placement of fixed noise barriers of any appreciable size at the end of active runways will impact the runway safety areas (RSA) and the runway object free areas (ROFA) as mandated in the title 14 CFR part 77 standards. In order to meet the clearance requirements described in the aforementioned standards, any noise barrier at the end of a runway would be ineffective.

Strategic placement of new hangar or terminal structures on the airport may also be used as a ground-level noise mitigation measure. Like barriers, buildings will shield adjacent neighborhoods by absorbing and reflecting noise energy. This type of mitigation method can only be addressed during land use planning and site development for future airport improvement projects.

A *Noise Buffer Evaluation* (Greiner, Inc., February 12, 1996) was prepared for Monroe County to evaluate the effect of providing a noise wall to reduce aircraft noise from KWIA. Insertion losses were estimated for the Riviera Shores neighborhood, located north of Runway 09. Detailed information regarding the results is provided in the *Key West International Airport Noise Exposure Maps and Noise Compatibility Program*, approved May 1999.

The *Noise Buffer Evaluation* concluded that regardless of the location, a noise barrier would have little discernible effect on reducing aircraft noise on the Riviera Shores neighborhood from aircraft operations at KWIA.

Currently, there is a natural vegetative buffer in place around much of KWIA. This buffer consists of naturally occurring and intentionally planted mangrove trees along the border of airport property.

***Sponsor's Recommendation*: Barriers and acoustical shielding are not recommended for inclusion in this NCP.**

8.2.1 Ground Power Units

Another source of ground level noise at an airport is the aircraft Auxiliary Power Units (APUs) that continue to operate while the aircraft is on the ground. These APUs allow the aircraft avionics and air conditioning to remain operational while the aircraft is being serviced for an outbound flight. The APU consists of a small turbine engine, usually mounted in the tail of the aircraft. The alternative to running the APU is what is known as a Ground Power Unit (GPU). The GPU is usually a mobile cart operating a smaller engine operating either on diesel or Jet-A fuel, or an electric or electric hybrid powered motor. The GPU is usually noise insulated and provides a greater air emissions reduction than obtained by the use of the APU. The use of the GPU also provides a fuel savings when compared to running the APU.

There are GPUs available for use on the commercial ramp and USAir currently requires the use of one on every turn, time permitting. There is also a GPU unit available at the FBO, but most GA aircraft that would use a GPU remain at KWIA long enough that the aircraft is shut down completely.

***Sponsor's Recommendation*: The voluntary use of Ground Power Units by commercial and GA aircraft, when time and safety factors permit, is recommended for inclusion in this NCP.**

8.2.2 Aircraft Run-Up Location

Aircraft preflight run-ups are another source of aircraft ground noise at KWIA. Monroe County Board of County Commissioners (BOCC) Resolution Number 191 ï 1995 restricts the location of aircraft run-ups between the hours of 11:00 pm and 7:00 am local time. Run-up is defined in the Resolution as ñadvancing the r.p.m. of a prop aircraftõs engine or engines to the appropriate medium setting for the aircraft type as a final engine and systems test before full power takeoff.òAny violation of this Resolution may be prosecuted as a misdemeanor of the second degree as provided in §775.082 or §775.03, Florida Statutes. The BOCC adopted this Resolution on May 16, 1995.

The 11:00 pm through 7:00 am pre-flight run-up location is shown in **Figure 8-1**. While approximately 80 percent of the airport run-ups occur at the designated location between the hours of 11:00 pm and 7:00 am, the remaining aircraft still perform this activity at the taxiway end prior to entering the runway for departure. These occurrences, particularly at the Runway 09 end nearest to the Key West by the Sea condominium, result in instances of noise that the residents find disturbing. A greater use of the designated run-up location between the hours of 11:00 pm and 7:00 am would result in fewer noise issues, particularly with the early morning departures.

Between the hours of 7:00 am and 11:00 pm, all aircraft run-ups shall be made only at the ends of the parallel taxiway or near the runway ends behind the holding line markings so long as the same shall not interfere with operation of other aircraft.

<u>Sponsor's Recommendation</u>: Continued use of the designated engine run-up locations, with better signage and education of local and itinerant pilots, is recommended for inclusion in this NCP.

8.3 Preferential Runway System

A preferential runway system involves shifting a portion of the aircraft operations from one runway system to another in order to reduce noise impacts. The purpose of implementing a preferential runway system is to shift aircraft operations from a runway that has noncompatible land uses beneath its approach and departure paths to a runway with more compatible land uses beneath its approach and departure paths. A preferential runway will usually have commercial, industrial, or vacant land adjoining the runway ends, thereby reducing noncompatible noise impacts.

FAA Order 8400.9, *National Safety and Operational Criteria for Runway Use Program*, (FAAO 8400.9) defines two classes of preferential runway systems: formal and informal. A formal system must be defined and acknowledged in a Letter of Understanding between the FAAÕs Flight Standards Division and Air Traffic Service, the airport proprietor, and the airport users. Operational details of the system are published in a Tower Order and the Airport Facility Directory (AFD) for air traffic controller and pilot compliance with the procedure. Once established, participation by aircraft operators is mandatory. Formal systems can be extremely difficult to establish, especially at airports with many different users.

An informal system is an approved runway use system, which does not require the Letter of Understanding. Informal systems are typically implemented through a Letter of Agreement between the airport proprietor and the Air Traffic Service provider. Like the formal system, operational details of the informal system are published in a Tower Order and the AFD. Participation in the program is voluntary.

A preferential runway use system, either formal or informal, can only be used as long as weather and runway conditions meet the criteria established in FAA Order 8400.9, Section 7. If any of the weather or runway condition criteria in Section 7 are not met or if unusual circumstances regarding air traffic, airspace use, and/or runway availability arise, then the runway that provides the greatest degree of aviation safety will be used.

KWIA currently utilizes Runway 09 for approximately eighty percent of daytime and seventy-seven percent of nighttime operations, with the remaining operations utilizing Runway 27. This utilization results primarily from prevailing wind conditions and interaction with Naval Air Station Key West (NASKW). Fortunately, it coincides with compatible land use patterns surrounding KWIA. Numerous noise-sensitive land uses occur to the west of KWIA, including residential areas and the historic district. However, to the east, there are few impacts since most of the noise contour is over water and other compatible land uses.

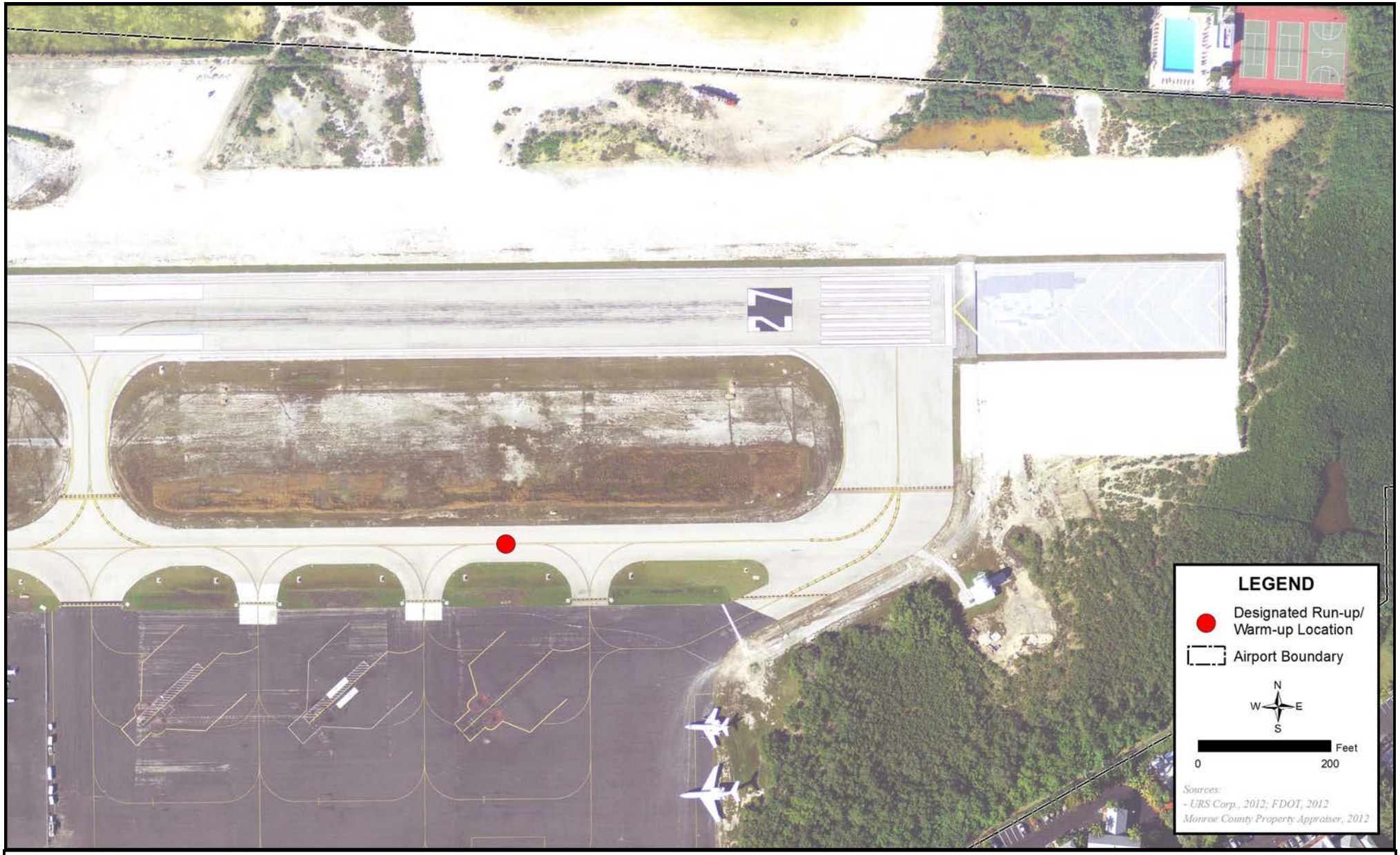

FIGURE 8-1

Designated Aircraft Warm-Up Circle Location

NOISE EXPOSURE MAPS
PART 150
NOISE COMPATIBILITY STUDY

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Since KWIA is a single-runway airport, and use of that runway is dictated by prevailing winds as well as overlapping airspace with NASKW, implementation of a preferential runway use system is not an option.

***Sponsor's Recommendation*: Implementation of a preferential runway system is not recommended for inclusion in this NCP.**

8.3.1 Intersection Departures

Due to the relatively short distance between noise sensitive areas and the end of Runway 09, intersection departures present a simple way to increase the distance between these noise receptors and departing aircraft. Smaller general aviation aircraft do not require the entire runway length to reach and maintain a safe altitude before crossing the airport boundary. To further minimize the amount of aircraft noise experienced by noise sensitive sites near the end of Runway 09 from any single event, these departures, when wind and weather permit, could occur from the Taxiway C intersection.

The use of the Taxiway C intersection departure would also result in reduced taxi times for these aircraft, with the associated reduction in fuel usage and air emissions.

Since any intersection departures implemented from the Runway 27 end would result in aircraft flying at a lower altitude as they cross the western airport boundary, Runway 27 intersection departures would have an undesirable effect on noise sensitive areas to the west of the airport.

***Sponsor's Recommendation*: The voluntary use of an intersection departure at Taxiway C on Runway 09, with the appropriate aircraft, and when weather and safety permit, is recommended for inclusion in this NCP. Prohibition of intersection departures from Runway 27 is recommended for inclusion in this NCP.**

8.4 Modification of Flight Tracks

The modification of flight tracks is a common method of redirecting aircraft overflights, and their corresponding noise, to areas with less-sensitive land uses. The pattern of land use around the airport provides guidance to the design of arrival and departure routes for noise abatement. Any flight track modification considered for implementation cannot compromise safety and must be designed within the realistic capabilities of the aircraft intended to fly the modified flight track.

8.4.1 Flight Track Considerations

Flight tracks are the result of individual aircraft performance, runway and navigational aid (NAVAID) locations, weather conditions, and ATC procedures. Individual aircraft performance factors include required takeoff and landing distances, climb and descent rates, and the aircraftôs speed. The speed of an aircraft, along with the amount of bank angle used by the pilot in a turn, influences an aircraftôs turning performance and radius. A comparison of the aircraftôs required takeoff or landing distance to runway lengths available at an airport may require the use of a specific runway. Once a runway is selected, an aircraftôs performance while following departure and arrival procedures for that runway will define an aircraftôs flight track to or from the runway.

8.4.1.1 Runway and NAVAID Locations

Runway locations and alignment are generally planned and constructed after considering prevailing wind flow patterns, terrain, obstructions, environmental consequences, and the expeditious handling of aircraft arrivals and departures. In turn, NAVAID locations are evaluated under the same criteria, with the added criterion of considering the location of the airport(s) and runway(s) the particular NAVAID is intended to serve.

8.4.1.2 Weather Influence

Weather conditions are another factor evaluated in the selection of a runway and the type of procedure used to navigate to or from the runway. All pilots are trained to take off and land into the wind; this practice optimizes aircraft performance. Based on this practice, a runwayôs alignment into the wind is used as a runway selection criterion. The two types of aircraft departure and arrival procedures are visual and instrument. Visual procedures can only be used during periods of favorable weather conditions and are conducted under a set of FAA guidelines referred to as Visual Flight Rules (VFR). All active runways support visual procedures. During unfavorable weather conditions, and at the discretion of the pilot during favorable weather conditions, instrument procedures are used. Instrument procedures are conducted under a set of FAA guidelines referred to as Instrument Flight Rules (IFR). Not all runways support instrument procedures. Even runways that have instrument procedure capability may lose this capability temporarily because of NAVAID outage or maintenance. The evaluation of wind, weather and safety conditions and the type of operating procedures required and available (visual versus instrument) may necessitate the use of a specific runway and flight track(s).

8.4.1.3 Air Traffic Control (ATC) Procedures

The primary purpose of ATC is to maintain a safe separation distance between aircraft in the airspace and to develop an orderly and efficient flow of aircraft arrivals and departures. Despite ATCôs purpose, the ultimate responsibility for aircraft separation and operation rests solely with the pilot-in-command of each aircraft, according to Federal regulations. However, the pilot-in-command relies heavily on information and assistance received from ATC during times of reduced visibility and poor weather conditions. The need to avoid other aircraft and undesirable weather conditions, such as thunderstorms, may dictate to a pilot and air traffic controller where an aircraft needs to be operated to continue the flight safely. These avoidance situations may cause an aircraft to fly outside the area that is considered the normal departure and arrival corridors (flight tracks) for an airport.

8.4.1.4 Aircraft Wake Turbulence

The separation distance between aircraft during takeoff and landing is important not only for avoiding a collision, but also to avoid the potentially unsafe situation of an aircraft flying through another aircraftôs wake turbulence, which is an area of disturbed/displaced air flow caused by the passage of an aircraft. All aircraft produce wake turbulence, but the severity of the wake turbulence varies with the size, speed, and configuration of an aircraft. Wake turbulence is generated the entire time an aircraft is flying and is a by-product of the aircraftôs wings producing lift. Wake turbulence is especially hazardous in the region behind an aircraft in the takeoff or landing phases of flight. During take-off and landing, aircraft operate at a high angle of attack, where the nose of the aircraft is pointed above the direction of flight to increase lift over the wing surfaces. This flight attitude maximizes the formation of strong vortices in the air. The strength of wake

turbulence produced by large and heavy aircraft may exceed the flight control capabilities of some small aircraft, causing the pilot to lose control of the aircraft. Therefore, a small aircraftôs encounter with a large aircraftôs wake turbulence can be disastrous for the smaller aircraft. An aircraft operatorôs best defense against a wake turbulence encounter is to avoid potential wake turbulence areas trailing behind heavy aircraft. The FAA established aircraft separation standards to be used by pilots and air traffic controllers for both collision and wake turbulence avoidance and to expedite the safe movement of aircraft traffic. These standards can be found in the FAAôs *Aeronautical Information Manual (AIM)* and FAA Order 7110.65R, *Air Traffic Control Handbook*.

All of the factors discussed above have an effect on where and how aircraft fly while departing and arriving an airport, and all need to be taken into account when considering the modification of flight tracks to achieve a noise benefit.

8.4.2 Flight Track Alternatives

At KWIA, modification of flight tracks is limited by the proximity of NASKW. The NASKW ATCT is located approximately three miles east of the KWIA ATCT. The two airports have overlapping airspace, which is described in **Section 3.2.2** of the *Key West International Airport Noise Exposure Maps and Supporting Documentation*. Because KWIA ATCT does not have radar, civilian as well as military aircraft are directed by Navy air traffic controllers from the NASKW ATCT. The mixture of high-performance military jets, commercial aircraft, and lower-performance civilian general aviation aircraft creates a complex air traffic control scenario. This situation limits the flexibility of flight tracks into and out of KWIA.

A perceived source of aircraft noise annoyance is the ñlong, scenic, straight-in approach to Runway 09, which stretches from Key West Harbor at the western edge of the island to the runwayò(Skelly, 1997). The Countyôs Ad-Hoc Committee on Noise has investigated several alternative VFR approach paths to Runway 09 over the past 15 years.

For example, in 2002, the Ad-Hoc Committee on Noise requested that a formal study be conducted to analyze and document potential aircraft-generated noise exposure levels directly associated with the proposed alternative use of a visual approach procedure referred to as the ñRunway 9 Noise Abatement Visual Approach Procedure.ò The proposed visual approach procedure was offered to the Ad-Hoc Committee by a member of the public to potentially reduce aircraft-generated noise exposure levels to land areas located west of the airport along the extended runway centerline. The study investigated the use of alternative visual approach tracks to Runway 09, alternative visual approach glide paths to Runway 09, and use of a continuous descent approach procedure to Runway 09.

In November 2001, KWIA initiated an alternative voluntary approach from the north for smaller aircraft. This approach, referred to as the ñGarrison Bight Approachò was initially to be used for general aviation piston powered aircraft. After initiation, some of the turboprop powered commuter aircraft began using the approach, resulting in an increase in aircraft noise complaints in areas that had not previously experienced aircraft noise. Due to the increased noise complaints, KWIA rescinded the request for aircraft to voluntarily use this approach.

The results of noise analysis conducted for the study indicated that although potentially feasible, the development and use of various alternative visual approach procedures to Runway 09 offered limited reductions of aircraft-generated noise exposure levels to noncompatible land uses located west of the airport when compared to the existing, standard approach procedures. Based upon discussions with the FAA, implementation of a non-standard 3.8-degree glide path at KWIA for the existing visual approaches to Runway 09 or the proposed Runway 09 Noise Abatement Visual Approach Procedure would have required FAA analysis and approval. The Continuous Descent Approach Procedure was deemed not applicable or prudent for use at KWIA. A copy of the study is located in **Appendix I**.

A proposal was presented to the Ad-Hoc Committee during this Part 150 Study by members of the public who live west of the airport, along the extended centerline of Runway 09. The IFR approach to Runway 09 flies over the entire length of the island of Key West, impacting a large number of homes, albeit at less than DNL 65 dB. The request was made to analyze alternatives for VFR approaches to Runway 09 that encourage a distributed mixture of alternate approach tracks that should be used whenever possible. It was believed that the noise relief that would be experienced by the residents living along the extended centerline would be noticeable, and much appreciated. The proposers characterized their proposal as a õsocialized noise approach to spread the pain.ò **Figure 8-2** is an illustration of this proposal, as provided by the proposer.

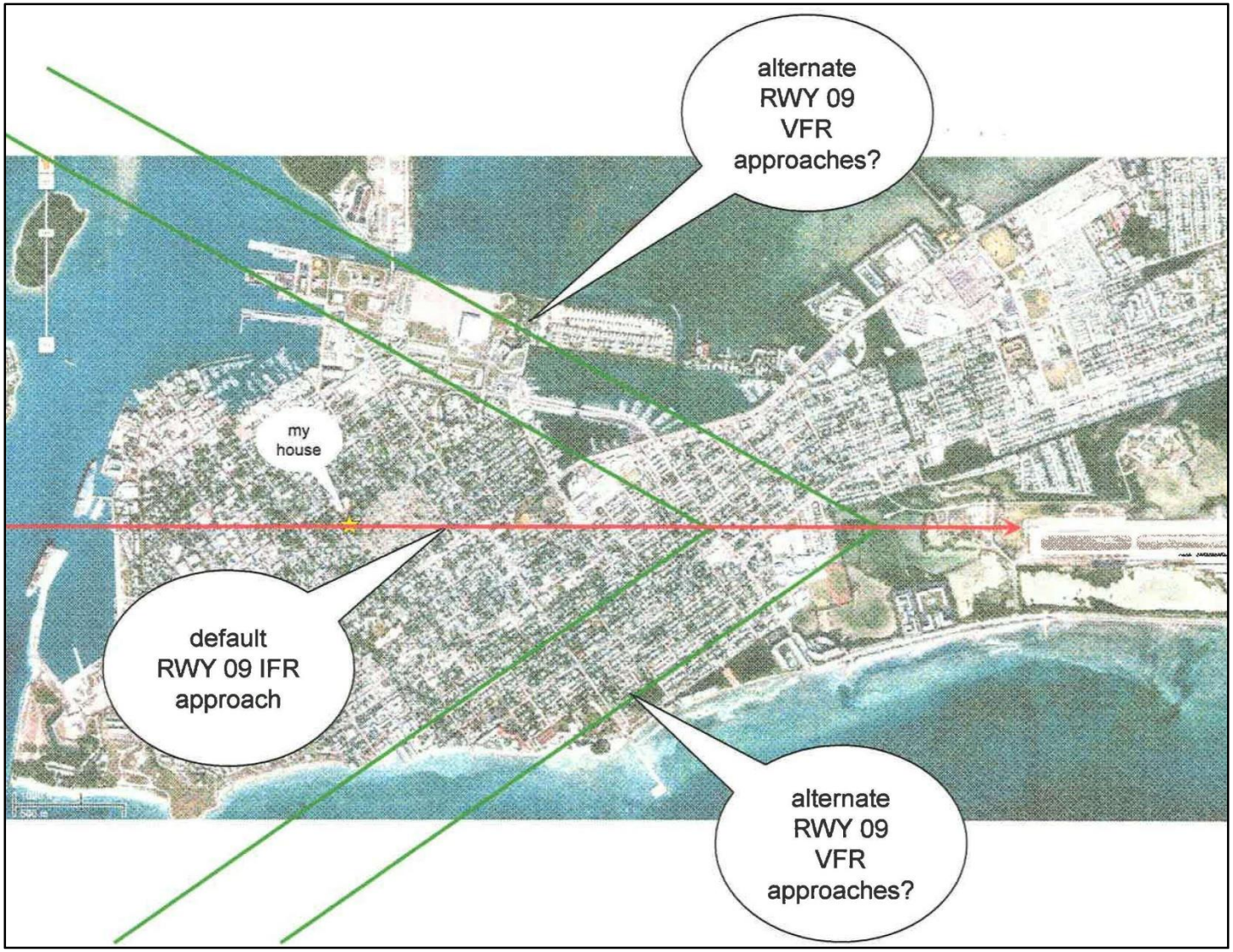
An analysis of radar data shows that while the larger jet aircraft tend to prefer the long, straight in approach, a wide variety of flight paths are used by smaller aircraft during daytime hours on a VFR approach to Runway 09, as shown in **Figure 8-3**. Additional approach paths were examined to determine if mandatory or voluntary use would reduce the noise impacts to noncompatible land uses around KWIA.

In the analysis of other possible approach paths to Runway 09, it was determined that any change in exposure to aircraft noise would occur outside the DNL 65 dB noise contour, and due to the level of development on the island, that any voluntary or mandatory change in flight paths would result in areas newly subject to aircraft noise. Furthermore, it was determined through discussions with the airport, that any flight paths coming in from the east and / or south would be unsafe due to the interaction with the NAS Key West aviation activity.

The only current flight path prescribed by the airport is a voluntary request for all departing VFR aircraft to maintain runway heading until reaching the airport boundary before executing turns to the north or south. **Figure 8-4** illustrates the variety of actual departure flight paths that are used on Runways 09 and 27.

***Sponsor's Recommendation*: Continued voluntary use of a wide variety of flight paths during daytime hours by smaller aircraft on a visual approach to Runway 09, as shown in Figure 8-3, is recommended for inclusion in this NCP. Implementation of a prescribed visual departure flight path is not recommended for inclusion in this NCP.**

FIGURE 8-2
PROPOSAL FOR ALTERNATE APPROACHES



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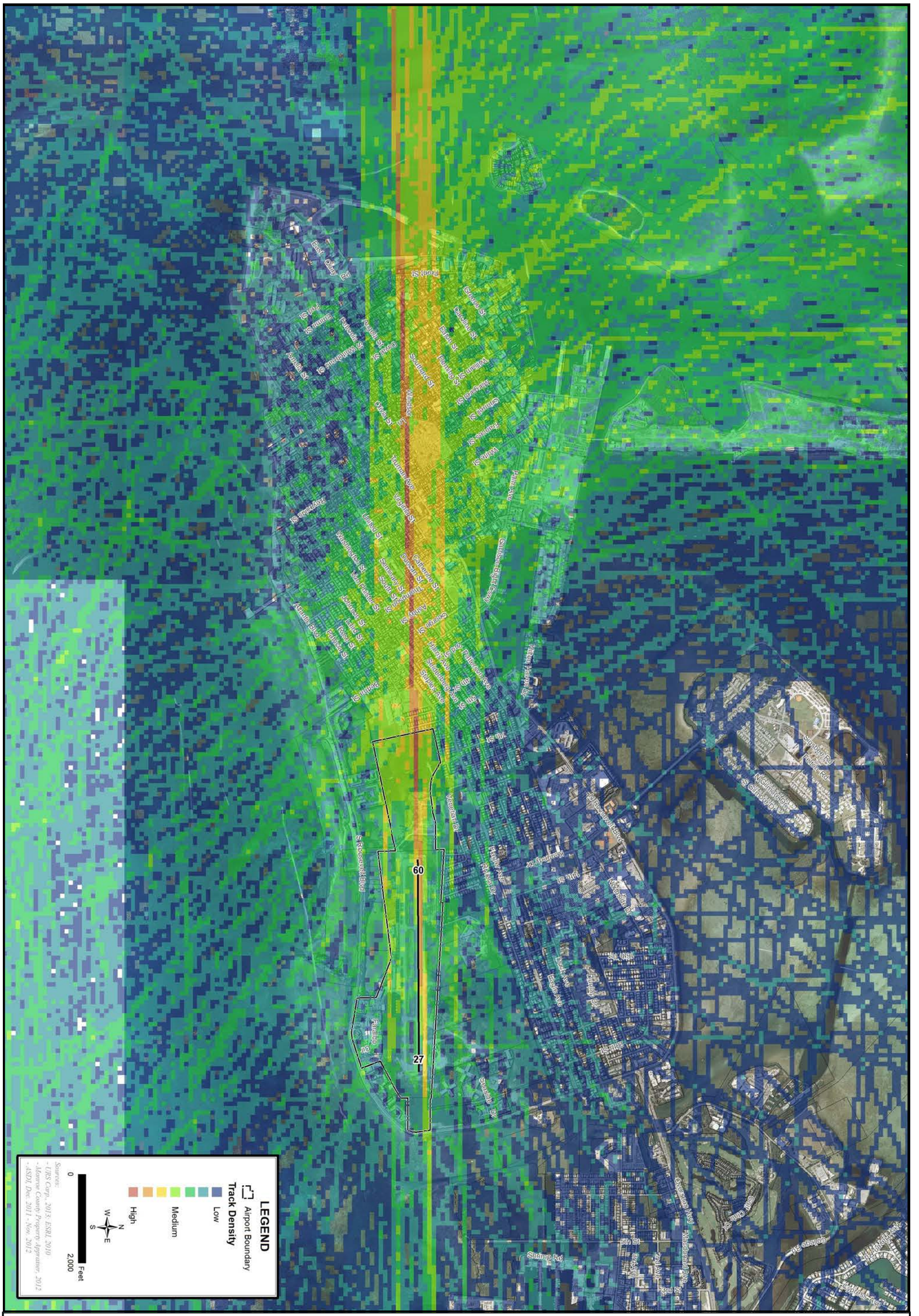

FIGURE 8-3

ARRIVALS TO RUNWAY 09
Track Density

NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

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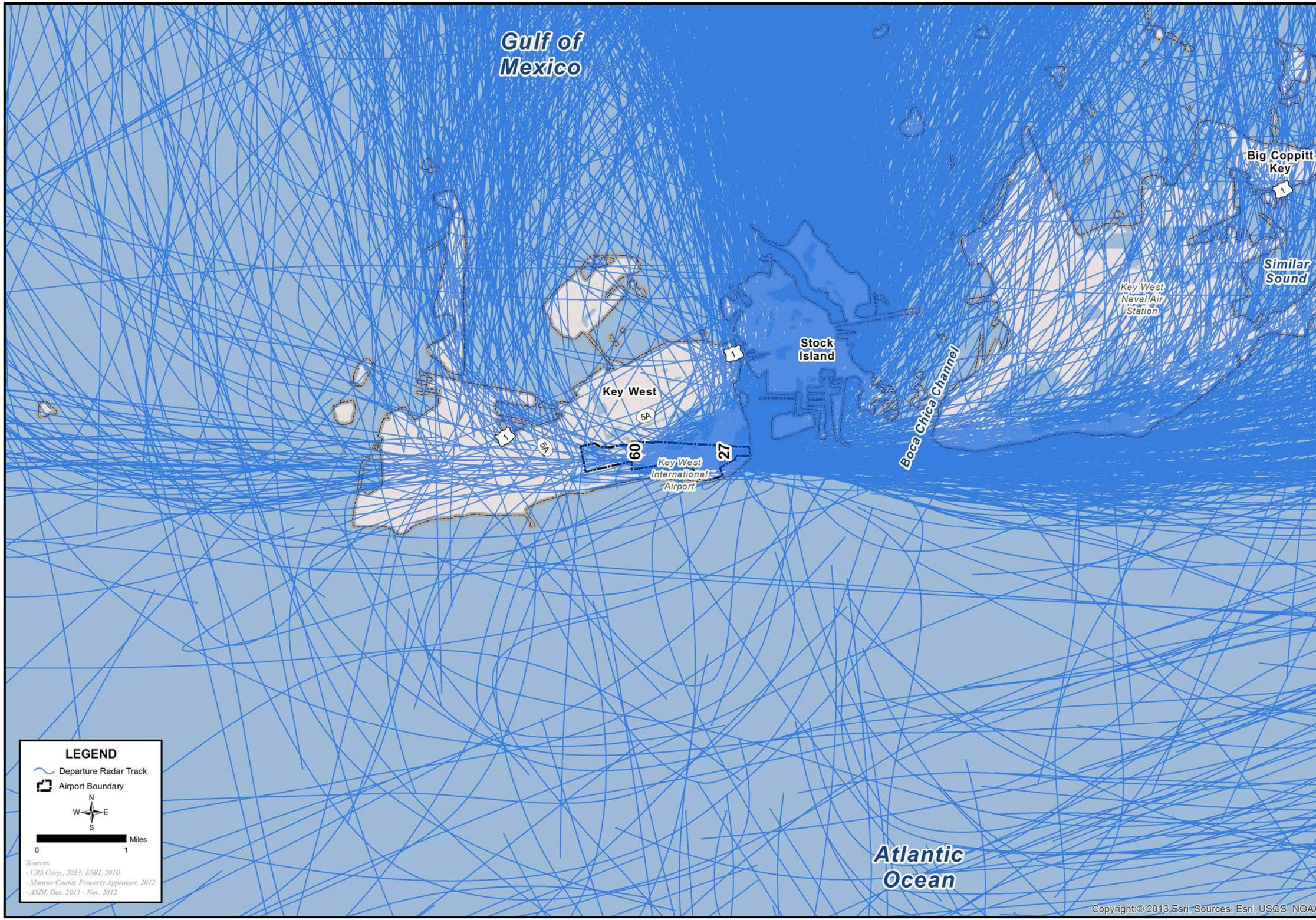

NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

RADAR DEPARTURE TRACKS
Runways 09 and 27

FIGURE
8-4

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8.4.3 Helicopters

As discussed previously, modification of flight tracks is limited by the proximity of NASKW. However, one aircraft type that can benefit from modified flight tracks would be rotary wing or helicopter aircraft. Currently, helicopters traverse from the airport either directly north over residential areas, or directly south over the Atlantic. As helicopters are able to safely maintain a lower altitude than fixed wing aircraft, they are able to remain below the operating altitude of military aircraft departing from or returning to NASKW. While helicopters do not provide a large contribution to the DNL 65 dB noise contours at KWIA, they do produce noise levels that could be considered disturbing on each individual event.

The voluntary use of a south bound arrival and departure pattern for helicopters at KWIA will not result in a reduction of noise sensitive areas within the DNL 65 dB noise contour. However, it would reduce the number of individual noise events experienced by residential areas along the northern boundary of the airport.

It should be noted that there are numerous helicopter operations that occur at KWIA that are performed for emergency medical transport, law enforcement, etc. that by the nature of their activity must take the shortest, fastest route possible.

***Sponsor's Recommendation*: The voluntary use of south bound arrival and departure tracks for helicopters operating at KWIA, time and safety permitting, is recommended for inclusion in this NCP.**

8.4.4 Air Tours and Banner Towing

A commercial air tour operation is defined as a flight conducted for compensation or hire in a powered aircraft where the purpose of the flight is sightseeing, during which the aircraft flies below a minimum altitude of 5,000 feet above ground level (AGL). Air tour aircraft operations differ from the average national air transportation system operations, occurring in most cases seasonally, and only during daylight hours. Air tour aircraft are by nature flying low for sightseeing purposes.

FAA Advisory Circular (AC) 91-36D encourages pilots making VFR flights near noise-sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths that will reduce aircraft noise in such areas. A copy is included in **Appendix J.** The voluntary practices set forth in this AC include:

- Avoidance of noise-sensitive area, if practical, is preferable to overflight at relatively low altitudes.
- Pilots operating noise producing aircraft (fixed-wing, rotary-wing, and hot air balloons) over noise-sensitive areas should make every effort to fly not less than 2,000 AGL, weather permitting.
- Departure from or arrival to an airport, climb after take-off, and descent for landing should be made so as to avoid prolonged flight at low altitudes near noise-sensitive areas.

Aerial advertising is a form of advertising that incorporates the use of aircraft to display advertising media. Because of the relatively low speed and altitude ceiling of propeller aircraft, this type is generally favored

for the deployment of mobile billboards when fixed-wing aircraft are used. Many companies have signed the "Aerial Media Code of Conduct" which specifies minimum safety and community standards. A copy of the entire "Aerial Media Code of Conduct," which was authored by Wayne Mansfield in 2008, is included in **Appendix J**. The Community Operational Sensitivity section of the "Aerial Media Code of Conduct" states:

- Subscribers will assure that they will operate their aircraft so that the lowest point of the aircraft shall at all times be (a) no lower than one thousand feet (1,000') above land areas, and (b) no lower than five hundred feet (500') when flying over any body of water and (c) no nearer than five hundred feet (500') from any person or structure when flying over any body of water.

- Subscribers will assure that they will operate their aircraft so that in circling any event over a land area whose populace has made it known to subscribers that they are sensitive to the impact of aerial advertising, they shall not circle the area for more than fifteen (15) minutes without vacating that area for at least ten (10) minutes before returning. In addition, the number of planes circling such an event shall be limited to four (4) at one time, and they shall fly at a minimum altitude of twelve hundred (1,200) feet.

- Subscribers will assure that they shall operate their aircraft so that when traversing along a linear stretch such as a shoreline they shall not make more than four (4) roundtrip passes during such trip within a twenty (20) minute period.

- Subscribers will assure that they shall operate their aircraft so as to use their best reasonable efforts, commensurate with technological improvements from time to time, to reduce the noise level of all aircraft. This shall include installing proven safe, and legally available sound reduction mufflers and propellers.

- Subscribers will ensure that, as far as reasonably practicable, safe, and in compliance with Air Traffic Control instructions, flights shall avoid funerals, religious services and other similar events that might be adversely impacted by aircraft noise or advertising of which they have received prior, actual notice.

Key West Seaplane Adventures, Key West Bi-Planes, Island Aeroplane Tours, and Key West Seaplanes currently operate at KWIA, conducting air tours and aerial advertising. The residents of Key West are sensitive to the noise impact of aerial advertising and sightseeing. Therefore, it is recommended that these operators (and any other air tour and/or aerial advertising operators) subscribe to the voluntary practices of FAA AC 91-36D and/or the Community Operational Sensitivity standards described above, as applicable to their particular operation. In addition, it is recommended that these operators continue to avoid flying directly over Key West by the Sea as they approach or depart KWIA.

***Sponsor's Recommendation*: Adherence to the voluntary practices set forth in FAA AC 91-36D and/or the Community Operational Sensitivity standards included in the "Aerial Media Code of Conduct" by pilots of all air tour and aerial advertising flights is recommended for inclusion in this NCP. Continued voluntary avoidance of flight directly over Key West by the Sea by pilots of all air tour and aerial advertising flights is recommended for inclusion in this NCP.**

8.5 Airport Use Restrictions

Title 14 CFR Part 150 §B150.7(b)(5) indicates airport use restrictions may include, but are not limited to:

- Denial of use of the airport to aircraft types or classes which do not meet Federal noise standards;
- Capacity limitations based on the relative noisiness of different types of aircraft;
- Requirement that aircraft using the airport must use noise abatement takeoff or approach procedures previously approved as safe by the FAA;
- Landing fees based on FAA-certificated or FAA-estimated noise emission levels or on time of arrival; and
- Partial or complete curfews.

Under Federal law, the County of Monroe has limited authority to restrict access to KWIA. The County may adopt airport use restrictions, provided the restrictions are reasonable, nondiscriminatory, and do not impose an undue burden on interstate or foreign commerce (Title 14 CFR Part 150 §150.35(b)(1)). In addition, to maintain eligibility to receive Federal grant funds under the Airport Improvement Program (AIP) or approval to impose and use a Passenger Facility Charge (PFC), the County of Monroe would be required to propose airport noise and access restrictions in compliance with the Airport Noise and Capacity Act of 1990 (recodified at P.L. 103-272), 49 USC 47521 (ANCA), as implemented by title 14 CFR part 161 (Part 161).

By requiring the preparation of extensive documentation under Part 161, the National Noise Policy has applied a more uniform national standard which has made it more difficult for individual airports to establish access restrictions. This action was taken as a compromise to facilitate the accelerated transition of the commercial jet fleet from Stage 2 to Stage 3 aircraft under the requirements of the ANCA. Part 161 applies to noise or access restrictions on any Stage 3 aircraft, regardless of weight. The following subsections provide more detail regarding airport use restrictions and their applicability at KWIA.

8.5.1 Denial of Use to Aircraft Not Meeting Federal Noise Standards

Federal noise standards are established in title 14 CFR part 36, *Noise Standards: Aircraft Type and Airworthiness Certification* (Part 36), which prescribes noise standards for the issue of airworthiness certificates for the following aircraft types:

- Subsonic transport-category large airplanes,
- Subsonic turbojet-powered airplanes,
- Propeller-driven small airplanes,
- Propeller-driven commuter-category airplanes,
- Concorde airplanes, and
- Helicopters.

Aircraft that meet Federal noise standards are listed in Advisory Circular 36-1H, *Noise Levels for U.S. Certificated and Foreign Aircraft.*

Title 14 CFR part 91, *General Operating and Flight Rules, Subpart I - Operating Noise Limits*, prescribes operating noise limits and related requirements that apply to the operation of civil subsonic turbojet airplanes with a maximum certificated weight of more than 75,000 pounds. Airplanes that do not comply with Part 36 Stage 2 or Stage 3 noise levels have been prohibited from operating at KWIA since January 1, 1985 by title 14 CFR part 91 § 91.805. Since December 31, 1999, airplanes that do not comply with Part 36 Stage 3 noise levels are prohibited from operating at KWIA by title 14 CFR Part 91 § 91.853.

There are currently no Federal operating noise limits that apply to the operation of Stage 1, Stage 2, or Stage 3 aircraft weighing less than 75,000 pounds. However, the *FAA Modernization and Reform Act of 2012*, signed into law February of 2012, states in Section 506 §47534 that:

> **Prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with stage 3 noise levels**
>
> PROHIBITIONð Except as otherwise provided by this section, after December 31, 2015, a person may not operate a civil subsonic jet airplane with a maximum weight of 75,000 pounds or less, and for which an airworthiness certificate (other than an experimental certificate) has been issued, to or from an airport in the United States unless the Secretary of Transportation finds that the aircraft complies with stage 3 noise levels.

Since any civil subsonic jet aircraft currently operating at KWIA that do not meet Stage 3 noise levels will be prohibited from further operation after December 31, 2015, it is unnecessary to address any use restriction of such aircraft in this NCP.

Most turbojets and other large aircraft produced after 1974 meet Federal noise standards, as do most propeller-driven light airplanes. However, there are smaller piston aircraft currently based at KWIA that may be adversely affected by a restriction of this nature. Operations by some or all of these aircraft at KWIA are frequently the target of complaints by neighboring residents. Even though the nature of their operations may be considered a nuisance, their contribution to the cumulative noise exposure is minimal. An access restriction denying the use of KWIA to aircraft not meeting Federal noise standards may place a severe operational and economic burden on the local businesses operating sightseeing tours, banner towing services, or local charter type services, etc.

Because of the potentially-severe economic impacts that may be imposed on several local businesses currently operating at KWIA, an access restriction denying the use of KWIA to aircraft not meeting Federal noise standards is not recommended.

***Sponsor's Recommendation*: An access restriction pertaining to non-Stage 3 private/corporate jet aircraft weighing less than 75,000 pounds, or private piston-powered aircraft is not recommended for inclusion in this NCP.**

8.5.2 Capacity Limitations Based on Relative Noisiness

Capacity limitations based on either total operations or relative noisiness of aircraft can be considered as a method of controlling total cumulative noise exposure.

A capacity limitation based on the relative noisiness of aircraft would involve the selection of a maximum allowable noise level or different noise levels for daytime and nighttime operations. Advisory Circular 36-3H, *Estimated Airplane Noise Levels in A-Weighted Decibels*, provides listings of estimated airplane noise levels for most of the airplanes currently operating at KWIA.

KWIA could consider prohibiting aircraft that exceed the AC 36-3H estimated noise levels of the ñloudestò aircraft currently based at KWIA. This approach would reduce or eliminate potential adverse economic impacts to local businesses currently operating at KWIA. Conversely, it would preclude the introduction of noisier aircraft to KWIA. It may limit the ability of the airport to attract some future businesses such as air cargo and industrial users.

An access restriction denying the use of KWIA to aircraft with AC 36-3H estimated noise levels that exceed an established threshold would restrict the operation of Stage 3 aircraft. Therefore, such a restriction would be subject to the extensive analysis required in Part 161.

<u>Sponsor's Recommendation</u>: Capacity limitations are not recommended for inclusion in this NCP.

8.5.3 Required Use of Noise Abatement Takeoff and/or Approach Procedures

Another approach to noise abatement suggested by part 150 guidance is the implementation of operating techniques which would make the aircraft fly quieter over noise-sensitive areas. These take the form of either adjustments to the rate of descent, flap settings for aircraft on approach, or the level of thrust used in takeoff. The measures related to arrival operations are relatively limited in their effect by virtue of the low thrust levels during approach and the necessity to establish stabilized descent gradients prior to reaching the landing decision heights. However, because of the higher thrust levels, the adjustment of takeoff procedures are frequently identified as being a potential alternative for noise abatement. Noise abatement procedures cannot compromise safety, are normally voluntary, and at the pilotôs discretion.

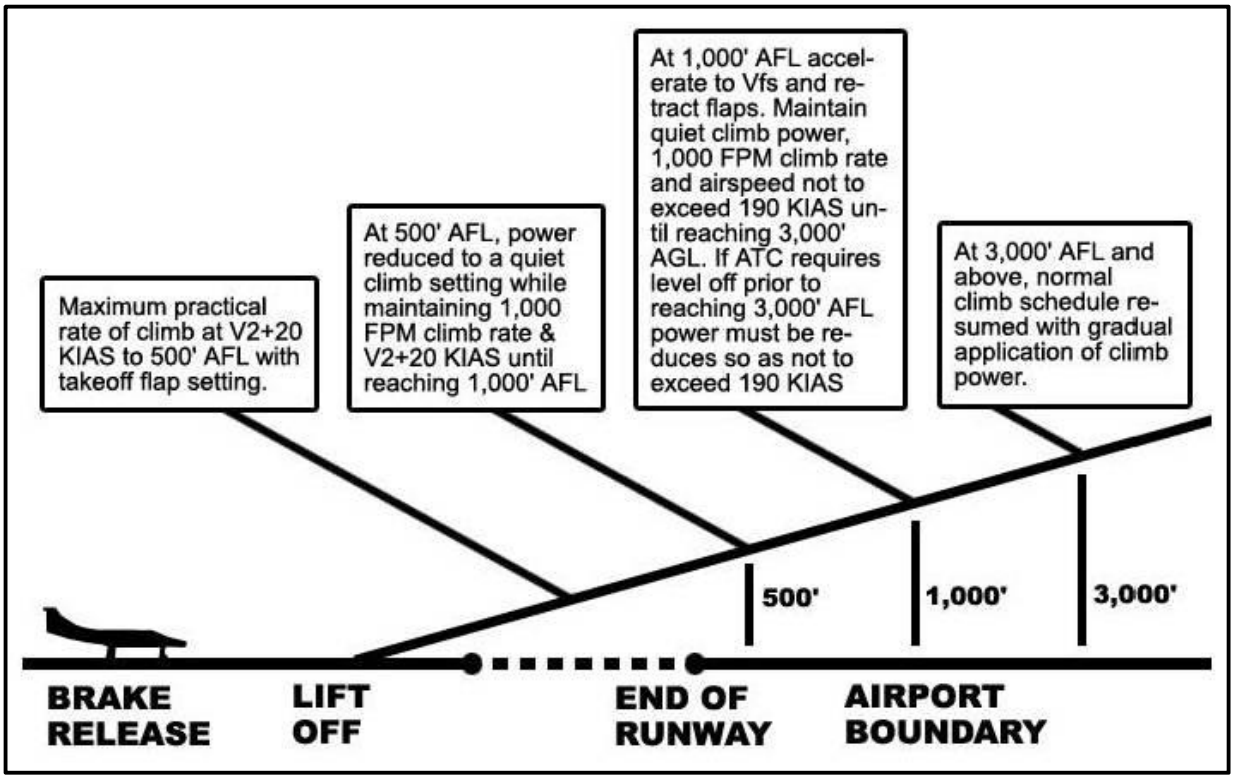
There are five recognized sources of noise abatement procedures or guidelines. The first source is FAA Advisory Circular 91-53A (AC 91-53A), which describes acceptable criteria for safe noise abatement departure profiles for subsonic turbojet-powered airplanes with a maximum certificated gross takeoff weight of more than 75,000 pounds. The second source is an aircraft manufacturerôs Pilot Operating Handbook or an air carrierôs Operations Manual, which contain specific noise abatement procedures for a particular make and model of aircraft. The third source is the National Business Aviation Association (NBAA) Noise Abatement Program, which has developed noise abatement takeoff and arrival procedures for its membership that have virtually become an industry standard for operators of business jet aircraft. The fourth source is the Aircraft Owners and Pilots Association (AOPA), which publishes noise awareness guidelines in its yearly airport directory. The fifth source is the Helicopter Association International (HAI) Fly Neighborly Program, which offers the technical information necessary for helicopter operators to fly both current and new advanced helicopters as quietly as practical, and to make helicopter operations compatible with nearly all land uses.

AC 91-53A has two types of procedures, close-in and distant community procedures. Close-in community noise abatement departure profiles are intended to provide noise reduction for noise sensitive areas located

in close proximity to the departure end of an airport runway. Distant community noise abatement departure profiles are intended to provide noise reduction for all other noise sensitive areas. Studies conducted for the FAA reveal that the aforementioned procedures provide negligible noise reduction (0 to 2 decibels) for Stage 3 aircraft such as the 757, 737-300, and 737-400. Noise reduction for Stage 2 aircraft that have been fitted with hushkits to meet Stage 3 requirements is normally less significant.

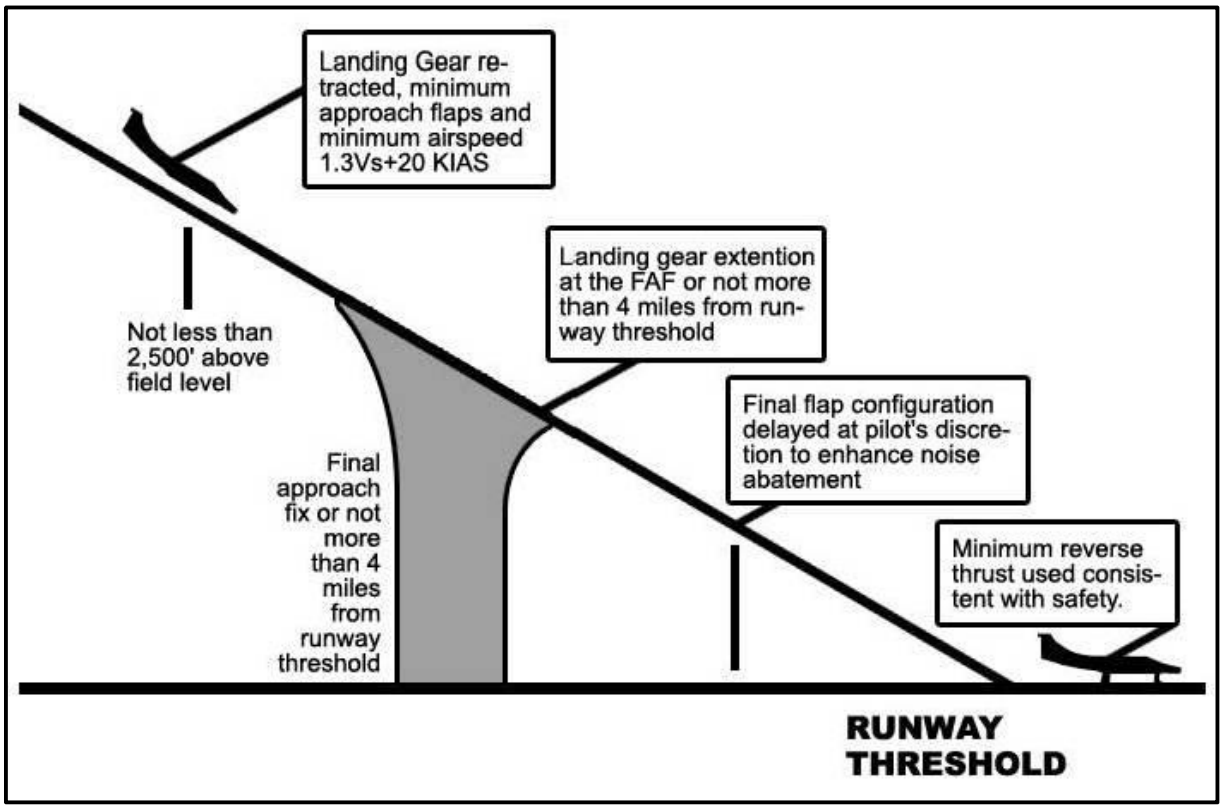
The NBAA standard departure procedure is recommended for use when sensitive sites are located further than 10,000 feet from the beginning of takeoff roll. They have also developed a similar close-in departure procedure for situations when sensitive sites are located less than 10,000 feet from the start of takeoff roll. **Figure 8-5** illustrates the NBAA Close-in Departure Procedure. Arrival procedures have also been developed for both instrument and visual flying conditions, which are illustrated in **Figure 8-6**.

FIGURE 8-5
NBAA CLOSE-IN DEPARTURE PROCEDURE



Source: National Business Aviation Association,
http://www.nbaa.org/ops/environment/quiet-flying/#Program

FIGURE 8-6
NBAA APPROACH AND LANDING PROCEDURE VFR & IFR



Source: National Business Aviation Association, 2013,
http://www.nbaa.org/ops/environment/quiet-flying/#Program

The AOPA has published a Guide to Airport Noise and Compatible Land Use. This guide includes suggestions for pilots, flight instructors, fixed-base operators, and airport managers for reducing airport noise complaints and improving relationships with airport neighbors. Specific information pertaining to noise abatement arrival and departure routes or procedures is also published in the AOPA airport directory for airports that have developed noise abatement procedures or profiles. The suggestions for pilots to consider while operating their aircraft include:

- Be aware of noise-sensitive areas, especially residential communities, near airports.
- Avoid flying low, especially at high power settings, over these areas.
- Avoid high RPM settings in the pattern.
- Follow any voluntary noise abatement procedures for arrivals and departures.
- On takeoff, reduce to climb power as soon as it is safe and practical to do so.
- Depart from the runway end, rather than intersections, to give you the greatest altitude when leaving the airport threshold and flying over surrounding communities.

- Make a straight-ahead climb to 1,000 feet before making any turns (unless the path crosses a noise-sensitive area). Turning reduces altitude gained in a climb.
- Avoid prolonged run-ups and, if possible, do them inside the airport, rather than at its perimeter.
- Use low power approaches when possible, and always avoid the low, dragged-in approach.
- If you want to practice night landings, stay away from residential airports. Practice at major fields where a smaller airplaneõs sound is less obtrusive.

Appendix J contains a copy of AC 91-53A, the NBAA Noise Abatement Program, the AOPAõs Guide to Airport Noise and Compatible Land Use, and the HAI Fly Neighborly Guide.

This NCP recommends the NBAA Close-In departure procedure for use on both Runway 09 and 27. Further, the departure from Runway 27 should make a right turn to Garrison Bight as soon as safely possible.

In addition, another method for aircraft to reduce their noise signature is the implementation of Propeller and Power Adjustments. High performance aircraft with adjustable propellers are especially noisy on take-off, when the pitch angle is set to high RPM. Adjust the propeller control knob either to the recommended RPM setting, or reduce the propeller pitch angle, following gear retraction. In some aircraft types, the manifold pressure (MP) can be reduced at the same time by adjusting the throttle. Aside from reducing noise, engine wear and fuel consumption are reduced by decreasing propeller RPM and MP. Similar adjustment can be made on approach including reducing propeller RPM prior to extending landing gear.

***Sponsor's Recommendation*: Key West International Airport should continue to encourage the voluntary utilization of Noise Abatement Departure and Arrival Procedures as outlined in FAA AC 91-53A, air carrier or aircraft manufacturer-specific procedures, the NBAA Noise Abatement Program, the HAI Fly Neighborly Program, and AOPA's Guide to Airport Noise and Compatible Land Use.**

The voluntary use of Propeller and Power Adjustments, when safety permits, is also recommended for inclusion in this NCP.

8.5.4 Landing Fees Based on Noise Level or Time of Arrival

KWIA levies landing fees on aircraft to raise revenue for airport operations and maintenance. Fees are based on aircraft gross weight. Landing fees can also be based on aircraft noise levels and the time of day of aircraft landings. The theory behind the use of differential landing fees based on noise levels or the time of arrival is they will provide an incentive for airlines to bring quieter aircraft into the airport or schedule landing operations during low-fee hours. However, for such a landing fee to exert genuine leverage on carriers to convert to quieter aircraft, it would most likely be challenged as an undue burden on interstate commerce. Additionally, development of a differential fee structure that would not be considered discriminatory, while at the same time being effective, would be difficult and would be subject to the extensive analysis required in Part 161. Such fees would be more likely to drive carriers away rather than force them to use quieter aircraft. A differential nighttime landing fee may also create potential adverse

economic impacts and furthermore, it may limit the ability of the airport to attract some future businesses such as air cargo users.

A few years ago, the airport industry entertained the idea of instituting landing fees for GA operations. The motivation behind this concept was the generation of revenue to replace anticipated losses in AIP discretionary and entitlement funds. GA organizations such as AOPA and NBAA actively opposed this action, arguing it would place an undue economic burden on general aviation and fees are already collected from GA aircraft operators during fuel sales. Generally, there are two types of fees collected, Federal and local. The Federal fees are placed in the Airport and Airway Trust Fund. Legislation passed by Congress authorizes the FAA to use money from this trust fund to operate the FAA and fund airport improvements. Local fees are usually referred to as ñflowageò fees and are used to offset the cost of maintaining refueling equipment and other airport facilities. Regardless, because of the unscheduled nature of GA operations, the collection of additional landing fees can at times be burdensome and require a lot of effort from the airport staff to manage. The additional expense associated with collecting GA landing fees may exceed the revenue collected.

KWIA could consider establishing a differential landing fee based on noise levels or time of arrival. The fee could be applicable only to commercial operations, or could include general aviation operations as well. A fee based on time of arrival might be useful in discouraging nighttime landing operations, but an activity-monitoring system would have to be developed in order for such a measure to be successful.

A differential nighttime landing fee may create potential adverse economic impacts to local businesses currently operating at KWIA. It may also limit the ability of the airport to attract some future businesses such as air cargo users.

A differential landing fee based on noise or time of arrival at KWIA would impact the operation of Stage 3 aircraft. Therefore, such a restriction would be subject to the extensive analysis required in Part 161.

Sponsor's Recommendation: Differential Landing Fees based on noisiness or time of arrival are not recommended for inclusion in this NCP.

8.5.5 Partial or Complete Curfews

FAA Advisory Circular 150/5020-1 indicates that curfews are an effective though costly method of controlling airport noise. Since unwanted noise is most pronounced in the late evening or early morning hours, curfews are usually implemented to restrict nighttime operations. A nighttime curfew could be in effect between 10:00 p.m. and 7:00 a.m., which corresponds to the nighttime period for the DNL calculation, or, to be less restrictive, could be in effect between midnight and 6:00 a.m., for example. A curfew could also apply only to departures, only to arrivals, or to both departures and arrivals. A curfew could be implemented in conjunction with a restriction based on relative noisiness, to restrict use of the airport during certain nighttime hours to aircraft that generated noise levels below a specified threshold.

The prohibition of all traffic during the noise-sensitive hours may place a significant constraint on certain businesses currently operating at KWIA. Currently, there is one scheduled commuter arrival between 10:00 p.m. and midnight, and two departures scheduled between 5:45 a.m. and 7:00 a.m. Early morning

departures are often very attractive for business travelers who wish to reach their destination with a large part of the workday ahead of them. Similarly, late night arrivals are important in allowing travelers to return home without incurring the costs of another night away. Also, commuter carriers need to position their aircraft so they are ready for the bank of early morning departures. This tends to mandate nighttime arrivals. Cargo carriers tend to operate during the nighttime hours between midnight and 5:00 a.m. Overall, approximately seven percent of aircraft operations at KWIA occur between the hours of 10:00 p.m. and 7:00 a.m.

To avoid impacting scheduled commuter service, KWIA could restrict access to the airport between the hours of midnight and 6:00 a.m. Such a curfew may still create potential adverse economic impacts to local businesses currently operating at KWIA, and may limit the ability of the airport to attract some future businesses such as air cargo users. A curfew at KWIA would impact the operation of Stage 3 aircraft. Therefore, such a restriction would be subject to the extensive analysis required in Part 161.

The 1999 Part 150 Study recommended a Part 161 analysis for a mandatory access restriction on aircraft operating at KWIA between midnight and 6:00 a.m. In the FAA Record of Approval, this recommendation was disapproved because the FAA felt that the other recommendations would reduce noncompatible land use without restricting the use of the airport.

KWIA currently has a voluntary curfew on aircraft operations between 11:00 p.m. and 7:00 a.m.

***Sponsor's Recommendation*: Mandatory partial or complete curfews are not recommended for inclusion in this NCP. A continuation of the voluntary 11:00 p.m. to 7:00 a.m. curfew is recommended for inclusion in this NCP.**

8.6 Summary

This section presented a variety of operational alternatives for consideration at KWIA. **Table 8-1** summarizes the alternatives, describes advantages and disadvantages of each, and indicates which alternatives are recommended for inclusion in the NCP for KWIA. The following measures were recommended for inclusion in this NCP:

- Voluntary use of Ground Power Units when time and safety permit.
- Continue use of the designated run-up locations.
- Voluntary use of Taxiway C intersection departures for Runway 09.
- Voluntary use of arrivals from and departures to the south for helicopter activity.
- Continue voluntary use of a wide variety of flight paths during daytime hours by smaller aircraft on the approach to Runway 09, as shown in **Figure 8-3**.
- Adherence to the voluntary practices set for the in FAA AC 91-36D and/or the Community Operational Sensitivity standards included in the "Aerial Media Code of Conduct" by pilots of all air tour and aerial advertising flights.

- Voluntary avoidance of direct flight over Key West by the Sea by pilots of all air tour and aerial advertising flights.
- Continue voluntary utilization of Noise Abatement Arrival and Departure Procedures.
- Voluntary use of Propeller and Power Adjustment when safety permits.
- Continue the voluntary 11:00 p.m. to 7:00 a.m. curfew.

TABLE 8-1
SUMMARY OF OPERATIONAL NOISE ABATEMENT ALTERNATIVES CONSIDERED BY SPONSOR

Operational Noise Abatement Alternatives	Advantages	Disadvantages	Responsibility to Implement	Recommended For NCP?
Install Barriers and Acoustical Shielding	✓ Reduces noise levels at sites near the airport generated by ground sources on the airport.	✓ Sources and receptors must be in close proximity for effective noise reduction. ✓ Expensive and permanent. ✓ May be unappealing to some.	Airport Sponsor	No
Use of Ground Power Units	✓ May reduce ground noise from onboard APUs. ✓ May reduce airport emissions. ✓ May decrease fuel costs for airlines.	✓ Increases ramp agentsô workload. ✓ May increases time on the ground for aircraft.	Airport Sponsor	Yes
Designated Aircraft Run-up locations	✓ Reduces noise levels at sites near the airport generated by ground sources on the airport.	✓ May increase time on the ground for aircraft.	Airport Sponsor	Yes
Preferential Runway Use System	✓ Directs operations over more compatible land uses. ✓ May decrease area requiring land use mitigation measures.	✓ Decreases Air Traffic Control flexibility and may cause delays.	Airport Sponsor and FAA ATCT	No
Intersection Departures	✓ May reduce aircraft departure noise at Runway 09 end. ✓ May decrease fuel costs. ✓ May reduce airport emissions.	✓ Limited in some regard by aircraft performance. ✓ Pilots prefer full runway length for safety.	Airport Sponsor and FAA ATCT	Yes
Modification of Flight Tracks	✓ Shifts noise impacts away from non-compatible land use areas. ✓ Minimal expense. ✓ May decrease area requiring land use mitigation measures.	✓ May shift noise to areas not previously impacted. ✓ May effect Air Traffic Control procedures, airport efficiency and capacity, and may cause delays. ✓ Limited in some regard by aircraft performance.	Airport Sponsor and FAA ATCT	No
Air Tour and Aerial Advertising Flight Tracks	✓ Shifts noise impacts away from non-compatible land use areas. ✓ Minimal expense.	✓ May effect Air Traffic Control procedures, airport efficiency and capacity, and may cause delays.	Airport Sponsor and FAA ATCT	Yes

TABLE 8-1 (CONTINUED)
SUMMARY OF OPERATIONAL NOISE ABATEMENT ALTERNATIVES CONSIDERED BY SPONSOR

Operational Noise Abatement Alternatives	Advantages	Disadvantages	Responsibility to Implement	Recommended For NCP?
Airport Use Restrictions	✓ Reduces noise impacts by restricting noisier aircraft. ✓ May decrease area requiring land use mitigation measures.	✓ Limits airport potential. Impacts local economy. Discourages new business. ✓ May inconvenience the traveling public. ✓ May violate Federal grant assurances. ✓ Usually requires detailed Part 161 study and FAA approval.	Airport Sponsor	No
Aircraft Noise Abatement Arrival and Departure Procedures	✓ Decreases noise impacts. May decrease area requiring land use mitigation measures.	✓ Increases pilot workload. ✓ Slightly increases time to climb and enroute time for some aircraft.	Airport Sponsor and FAA ATCT	Yes
Propeller and Power Adjustments	✓ Minimal expense. ✓ May decrease area requiring land use mitigation measures.	✓ Increases pilot workload. ✓ Limited in some regard by aircraft performance.	Airport Sponsor	Yes
Landing Fees	✓ Generates revenue for noise mitigation projects. ✓ May shift aircraft operations to another airport where no landing fee is charged. If aircraft operations shift to another airport, reduces noise impacts.	✓ Possible discrimination against some aircraft. ✓ Increased administrative workload. ✓ May shift aircraft operations to another airport and decrease revenue opportunities for the airport.	Airport Sponsor	No
Curfews	✓ Reduces noise impacts during the specified curfew period. ✓ May decrease area requiring land use mitigation measures.	✓ May reduce airport capacity, and airport revenues.	Airport Sponsor	No

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9.0 CONSIDERATION OF LAND USE ALTERNATIVES

9.1 Introduction

Land use alternatives have the potential to mitigate noise exposure on existing noise-sensitive land uses and eliminate (or at least minimize) the introduction of additional noise sensitive land uses in the vicinity of the airport. The following goals and objectives of the Airport Sponsor were considered for all potential land use measures:

- Minimizing new noncompatible noise-sensitive development in the vicinity of the airport,
- Providing mitigation alternatives which are sensitive to the needs of the community and its stability,
- Providing alternatives which maintain the existing tax base and property values,
- Ensuring that alternatives evaluated are consistent with land use policies and regulations of the respective jurisdictions, and
- Providing mitigation for noncompatible noise-sensitive sites impacted by noise exceeding DNL 65 dB wherever practical and feasible.

To meet the Airport Sponsorôs goals and objectives, two types of land use measures have been identified and evaluated in this NCP: preventive and corrective.

Land use and development controls that seek to *prevent* the introduction of additional noncompatible and noise-sensitive land uses within existing and future noise contours are referred to as preventive measures. The controls which are generally most useful in this process are: zoning, easements, transfer of development rights, establishing minimum acoustical insulation standards for building codes, and land acquisition.

Corrective or remedial actions seek to alleviate existing conflicts between land use and airport noise. Changes in the use of noise-impacted land or changes in occupancy to uses or occupations less sensitive to airport noise are practical strategies for resolving conflicts. Noise insulation and acquisition of full or partial interest in the land are also examples of possible actions that can be used to mitigate airport noise impacts.

The FAA published a policy in April of 1998 advising land use jurisdictions across the Country that it will no longer approve remedial noise mitigation measures for new noncompatible development that occurs in the vicinity of airports after October 1, 1998 if the airport has a published NEM as of that date. Noncompatible land uses must have been in existence on that date in order to be eligible for remedial mitigation. FAA put this policy in place because the only way to prevent the introduction of new noncompatible development is by local governments introducing zoning to prevent it, and in turn, not approving permits for noncompatible development on properties already identified as noncompatible with airport operations. The exception to this is when new NEMs are published and areas not previously identified as noncompatible are identified as such, regardless of their construction date.

Both preventive and remedial land use measures are described and evaluated in this section of the NCP with regard to their suitability for implementation at KWIA.

9.2 Noncompatible Land Uses

Noncompatible land uses identified on the 2013 Existing Condition Noise Exposure Map (NEM) include:

- Single-family and low-density multi-family residential dwellings located primarily on Flagler Avenue and Staples Avenue, between 10th Street and Kennedy Drive.
- Multi-family residential dwellings located in Key West by the Sea Condominiums, Las Salinas Condominium, Ocean Walk Apartments, Seaside Residences, and Sunrise Suites.
- Transient lodging units located in the Hyatt Windward Point Resort and the Best Western Key Ambassador.
- Community facilities (Public Buildings) including Grace Lutheran Church and School and the Catholic Charities facility.

The previous NCP, approved by FAA on May 7, 1999, concluded that corrective land use actions should not be recommended for the multi-unit apartment complex (Ocean Walk Apartments), the multi-unit condominium complex (Las Salinas Condominiums), or the transient lodgings (Best Western Key Ambassador and Key Wester Motel). In 1991, the developers of Ocean Walk Apartments and Las Salinas Condominium were warned of the potential airport-related noise impact prior to construction, and were advised to incorporate measures to achieve appropriate outdoor-to-indoor noise level reduction into the design and construction of the buildings.

The Key Wester Motel was razed in 1999 and replaced by the Hyatt Windward Pointe Resort. The Salt Ponds Condominiums were built in 2000, Sunrise Suites Condominiums in 2001, and Seaside Residences in 2005. Since all of these buildings were constructed after October 1, 1998, and there was an official NEM published at the time they are ineligible for remedial mitigation as a result of FAAôs policy as described in **Section 9.1**.

Key West High School was reconstructed in four phases over a four-year period from approximately 2001 through 2005. The existing school was located on approximately 24 acres and was also the site of the new school. Therefore, phased construction of the new facility required construction of portions of the new facility followed by demolition to prepare a site for the next area to be built. The buildings were designed and constructed to incorporate measures to achieve appropriate outdoor-to-indoor noise level reduction. While a small portion of the property is still within the DNL 65 dB noise contour, the buildings were reconstructed outside the contour; therefore Key West High School is no longer considered a noncompatible land use.

Therefore, only the single-family and multi-family residential dwellings and community facilities which are partially and/or fully located within the 2013 Existing Condition DNL 65+ dB noise contour are addressed in the following discussion of remedial land use actions. This includes the Flagler Court Townhomes, Key West by the Sea Condominiums, Grace Lutheran Church and School, and Catholic Charities, none of which have ever been within (or partially within) the DNL 65+ of any previous NEM.

Key West by the Sea (KWBTS) Condominiums is located at 2601 South Roosevelt Blvd, which is across the street from Smatherôs Beach. It is a gated community on approximately eight (8) to eight and one-half (8½) acres, including three residential buildings, two swimming pools, and two tennis courts. There are a

total of 206 dwelling units, built between 1967 and 1969, consisting of studio, one-bedroom, two-bedroom, and three-bedroom floor plans. KWBTS has never been within the DNL 65 + dB of any previous NEM.

Grace Lutheran Church and School, built in 1970, is located at 2713 Flagler Avenue, which is at the corner of Flagler Avenue and 10th Street. Grace Lutheran Church and School offers weekly Divine Services, Bible study, Sunday School, a Christian Day School, and other events and activities. Grace Lutheran School (GLS) currently offers three Pre-School classes as well as Kindergarten through the Eighth Grade. In addition, GLS also offers before- and after-school care for their students. Grace Lutheran Church and School includes the Parish Hall, four (4) classroom buildings, and two (2) parsonages used as residences for members of the clergy. Grace Lutheran Church and School has never been within the DNL 65 + dB of any previous NEM.

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. St. Maryôs Soup Kitchen, St. Clareôs Clinic, and Catholic Charities are located at 2700-2706 Flagler Avenue, which is near the southeast corner of Flagler Avenue and Venetian Drive. Catholic Charities operates several shelters in Key West, two of which, St. Francis House and St. Bedeôs, are at this location. St. Francis House, built in 2004, is a ten-unit transitional shelter designed to assist adult men transition from homelessness into stable employment and permanent housing. A ten-unit permanent housing apartment complex for the elderly homeless who are permanently disabled, but who are able to live independently was added onto the original St. Bedeôs church building in 2005. In addition to safe housing Catholic Charities provides case management, information and referral services. St. Maryôs Soup Kitchen operates seven days a week, 364 days a year. The soup kitchen serves one hot meal a day plus a bag lunch "to go" seven days a week, to approximately one hundred twenty-five (125) patrons each day. The St. Clare's Clinic program provides an onsite mental health and primary care clinic for the homeless population in Monroe County. The original St. Bedeôs Church and parsonage were built in 1958. Currently, the former church building houses St. Maryôs Soup Kitchen, St. Clareôs Clinic, an office for Catholic Charities, and one (1) dwelling unit. The former parsonage has been converted to a duplex that can house up to eight (8) people. Even though St. Francis House and St. Bedeôs apartment complex were constructed after October 1, 1998, they are still considered eligible because they were constructed outside the DNL 65 dB contour of the 1998 Existing Condition NEM and the 2003 Future Condition NEM. Noise attenuation materials were not incorporated into the design and construction of the buildings because the buildings were located outside the DNL 65+ dB noise contour at the time.

Flagler Court Townhouses, built in 1996, are located at 3075 Flagler Avenue, located at the corner of Sun Terrace and Staples Avenue. There are twenty-six (26) elevated, two-story units surrounding a common courtyard. Flagler Court Townhouses have never been within the DNL 65 + dB of any previous NEM.

According to the land use compatibility guidelines provided in title 14 CFR part 150 Appendix A Table 1, residential and school uses are not compatible with aircraft noise levels equal to or greater than DNL 65 dB, and should not be permitted. However, where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor noise level reduction (NLR) of at least 25 dB (within the DNL 65 to 70 dB contour) and 30 dB (within the DNL 70 to 75 dB contour) through incorporation of noise attenuation into design and construction of the structure are recommended. However, the use of NLR measures will not eliminate outdoor noise problems.

Churches are considered generally compatible with aircraft noise levels between DNL 65 and 75 dB, if measures to achieve NLR of at least 25 dB (within the DNL 65 to 70 dB contour) and 30 dB (within the DNL 70 to 75 dB contour) are incorporated in the design and construction of the structure. Offices, business, and professional uses are considered compatible with aircraft noise levels equal to or greater than DNL 65 dB.

Figure 9-1 identifies the areas within the 2013 DNL 65 dB noise contour recommended by the Airport Sponsor for land use mitigation measures. **Table 9-1** provides detailed information regarding the number of dwelling units and noncompatible public buildings within these contours. It should be noted that while one building at the Key West by the Sea condominium complex is completely within the contour, and one building is completely outside the contour, a third building is partially within the contour. For the purposes of the NCP, the mitigation discussion and cost estimates will be based on the percentage of the parcel within the 2013 NEM. **Appendix K** contains a listing of single- and multi-family dwelling units and noncompatible public buildings located within the 2013 NEM. The City of Key West is the local jurisdiction for all structures within the contour.

9.3 Corrective Land Use Actions

There are three main types of ***corrective land use actions*** that County of Monroe could pursue in the vicinity of KWIA:

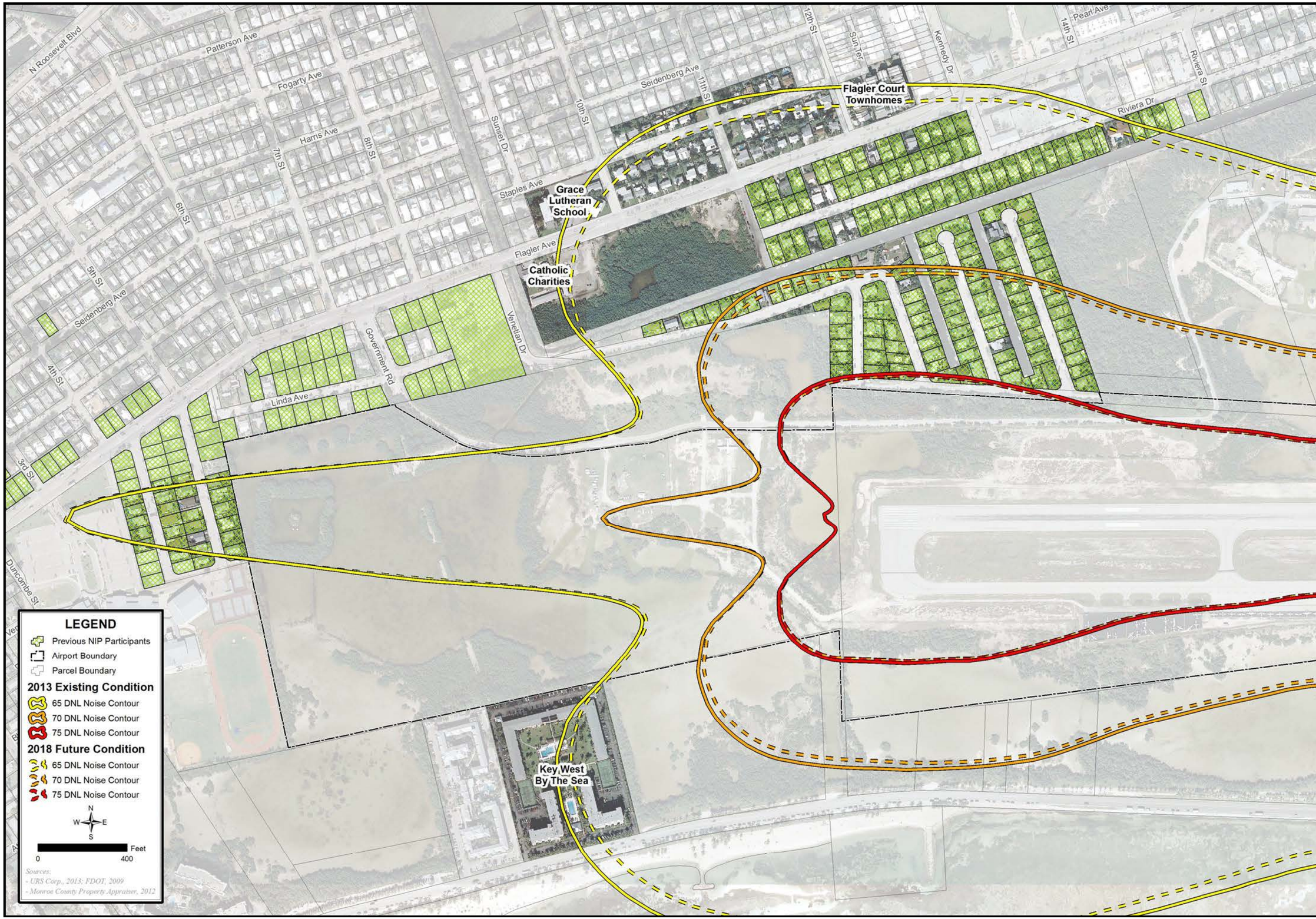
- Land acquisition to change land use,
- Land acquisition without change to land use, and
- Noise insulation of noncompatible noise-sensitive structures.

Each of these options are described and analyzed in detail in the following sections.

TABLE 9-1
NUMBER OF NONCOMPATIBLE DWELLING UNITS AND PUBLIC BUILDINGS WITHIN THE 2013 NEM

Noncompatible Dwelling Units or Public Buildings	DNL 65 to 70 dB	DNL 70 to 75 dB	DNL 75+ dB	Total
Single-Family Residential[1]	84	4	0	**88**
Low Density Multi-Family Residential	11	0	0	**11**
Key West by the Sea Condominiums[2]	95	0	0	**95**
Catholic Charities[3]	23	0	0	**23**
Grace Lutheran Church & School[4]	5	0	0	**5**
Total Dwelling Units	**218**	**4**	**0**	**222**

Notes: [1] Includes the two (2) parsonages associated with Grace Lutheran Church and School, and the Flagler Court Townhomes.
[2] Determined by percentage of parcel within the 2013 NEM.
[3] Includes twenty-three (23) dwelling units in St. Francis House, St. Bede's, and the former parsonage.
[4] Includes the Parish Hall and four (4) classroom buildings.
Sources: URS Corporation, 2013; Monroe County, 2013.



NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

2013 AND 2018 NOISE EXPOSURE MAP
Eligible Land Use Mitigation Areas

FIGURE
9-1

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9.3.1 Land Acquisition to Change Land Use

Acquisition of land for noise compatibility is an option available to the County of Monroe pending the availability of funding from the FAA. The objective of this measure is to convert noncompatible land to compatible uses. It is by far the most effective means of achieving land use compatibility. However, purchase of sufficient land area to totally contain the noncompatible land uses within the DNL 65 dB noise contours in the vicinity of KWIA would be very costly and is impractical. In addition to the substantial capital costs of acquiring parcels and relocating residents, there are also the intangible costs of community and family disruption. Comparable replacement dwellings are scarce within the Key West community and in the Keys in general. Therefore, land acquisition to change land use to compatible uses should be limited to those areas where other land use actions are not feasible or effective. Procedures and requirements for such acquisition are as described in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Pub. L. 91-646, as amended), and in title 49 CFR part 24.

A land acquisition program to change land use located within the DNL 65 dB noise contour of the 2013 NEM from noncompatible to compatible may be eligible for consideration of Federal funding through the noise set-aside component of the Airport Improvement Program (AIP) if this measure is approved in the FAAôs ROA for this NCP. **Table 9-2** provides an estimate of the costs associated with this measure. For the purpose of this cost estimate, total just market values (JMV) were obtained from the Monroe County Property Appraiserôs office. Relocation and moving expenses were estimated at $33,500 for each dwelling unit. Administrative costs, including but not limited to, abstract of title, appraisal, review appraisal, boundary survey, environmental site assessment, legal, recording, demolition, property management, and security costs were estimated at $40,000 per dwelling unit.

TABLE 9-2
COST ESTIMATE FOR LAND ACQUISITION TO CHANGE LAND USE

Residence Type	# of Units	Just Market Value (JMV)	Relocation and Moving	Administrative	Total
Single-Family[1]	88	$20,237,620	$2,948,000	$3,520,000	**$26,705,620**
Multi-Family	11	$2,884,330	$368,500	$440,000	**$3,692,830**
KWBTS Condos[2]	95	$20,378,242	$3,182,500	$3,800,000	**$27,360,742**
Total	**194**	**$43,500,192**	**$6,499,000**	**$7,760,000**	**$57,759,192**

Note: [1] Includes Flagler Court Townhomes.
[2] Determined by percentage of parcel within the 2013 NEM.
Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2013.

It is not anticipated that, if offered, all of the homeowners would choose participation in this program. However, for the purpose of estimating maximum potential costs, all noncompatible dwelling units within the 2013 NEMôs DNL 65 dB noise contour are included in the calculations in **Table 9-2**. Catholic Charities and Grace Lutheran Church and School were not considered for this program. It is assumed that both the Catholic Charities and Grace Lutheran Church and School would be unwilling or unable to relocate due to lack of available replacement property within Key West.

Title 49 U.S.C., Section 47107(c)(2)(A) provides that for land purchased under a grant for airport noise compatibility purposes, the sponsor is required to promptly dispose of such land when the land is no longer needed for eligible current or planned airport purposes. Noise land may be retained and be converted to airport development land or noise buffer. Disposal is defined as lease, sale, or exchange (which includes reclassification of the land as land needed for airport development). Any disposal must assure that the land is re-used compatibly with aircraft noise exposure levels. The Federal share portion of the proceeds on the sale of noise land must be reinvested in eligible airport projects and programs.

Because the Noise Insulation Program (NIP) approved in the previous NCP was successful, and the cost for a land acquisition program to change noncompatible land use to compatible land use would be very high, this measure was not recommended for inclusion the NCP.

***Sponsor's Recommendation**: Land acquisition to change land use is not recommended for inclusion in this NCP.*

9.3.2 Land Acquisition Without Change to Land Use

The acquisition of noncompatible land in a voluntary transaction for subsequent resale without changing the existing land use is another option available to the County. The objective is to achieve compatibility without changing the land use. Acquisition procedures should be in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Pub. L. 91-646, as amended), and title 49 CFR part 24. In general, these transactions do not entail relocation benefits for residents. The general intent of this option is to facilitate the timely sale of noise-impacted property, providing the homeowner the opportunity to move from the noise-impacted area, while retaining the residential use of the impacted neighborhood.

There are generally four methods of acquiring land for subsequent resale, or acquiring an interest in land, to achieve compatibility without changing the existing land use. All four methods involve the reservation of an avigation easement or similar interest permitting overflights and associated noise exposure. Resale of homes with an avigation easement provides fair disclosure and constitutes a suitable compatibility measure according to Federal guidelines. The four methods are:

- Purchase Assurance,
- Transaction Assistance,
- Purchase of an Avigation Easement, and
- Purchase Homes, Provide Noise Insulation, then Resell with an Avigation Easement.

9.3.2.1 Purchase Assurance

An airport offering Purchase Assurance will typically offer to pay the difference between the appraised value and the ownerôs open market sales price. The airport may choose to purchase the property for the appraised value if the owner is unable to sell the property on his own within an established time frame. Potential buyers must be provided with an appropriate disclosure statement in the sales contract which describes the airport noise exposure on the property and the intention of the airport to retain an avigation

easement or similar interest. At conveyance of the property an avigation easement is placed on the property reserving to the airport the right of over flight and associated noise exposure.

A purchase assurance program for residential parcels located within the 2013 NEM may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAõs ROA for this NCP. **Table 9-3** provides the estimated costs for purchase assurance of all dwelling units within the 2013 NEM. For the purpose of this cost estimate, just market values were obtained from the Monroe County Property Appraiserõs office. The estimated net cost of purchase assurance (not including administrative costs) is ten percent of the just market value of the dwelling unit. Administrative costs, including abstract of title, appraisal, review appraisal, boundary survey, environmental site assessment, legal, and recording costs were estimated at $20,000 per parcel.

TABLE 9-3
COST ESTIMATE FOR PURCHASE ASSURANCE

Residence Type	# of Units	Just Market Value	10% of Just Market Value	Administrative	Total
Single-Family[1]	88	$20,237,620	$2,023,762	$1,760,000	**$3,783,762**
Multi-Family	11	$2,884,330	$288,433	$220,000	**$508,433**
KWBTS Condos[2]	95	$20,378,242	$2,037,824	$1,900,000	**$3,937,824**
Total	**194**	**$43,500,192**	**$4,350,019**	**$3,880,000**	**$8,230,019**

Note: [1] Includes Flagler Court Townhomes.
[2] Determined by percentage of parcel within the 2013 NEM.
Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2013.

It is not anticipated that, if offered, all of the homeowners within the 2013 NEMõs DNL 65 dB noise contour would choose participation in this measure. However, for the purpose of estimating maximum potential costs, all noncompatible dwelling units within the 2013 NEM DNL 65 dB noise contour are included in the calculations in **Table 9-3**. Catholic Charities and Grace Lutheran Church and School were not considered for this program for the same reasons as mentioned in **Section 9.3.1**.

Because the NIP approved in the previous NCP was successful, and Purchase Assurance does not reduce interior noise levels, this measure was not recommended for inclusion the NCP.

***Sponsor's Recommendation*: The Sponsor does not recommend Purchase Assurance in this NCP.**

9.3.2.2 Transaction Assistance

An airport sponsor offering Transaction Assistance will typically offer to reimburse owners the cost of selling noise-impacted property. Allowable costs are generally limited to the real estate commission. Potential buyers must be provided with an appropriate disclosure statement in the sales contract which describes the airport noise exposure on the property and the intention of the airport to retain an avigation easement or similar interest. The airport never holds title to the property. At conveyance of the property to the new owner, an avigation easement is placed on the property reserving to the airport the right of over flight and associated noise exposure.

A transaction assistance program for noncompatible dwelling units located within the 2013 NEM may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAõs ROA for this NCP. **Table 9-4** provides the estimated costs for applying this measure to all dwelling units within the 2013 NEM. For the purpose of this cost estimate, just market values were obtained from the Monroe County Property Appraiserõs office. The estimated cost of transaction assistance is approximately eight percent of the market value of the dwelling unit (for the real estate commission), plus $10,000 per unit for administrative costs.

TABLE 9-4
COST ESTIMATE FOR TRANSACTION ASSISTANCE

Residence Type	# of Units	Just Market Value	8% of Just Market Value	Administrative	Total
Single-Family[1]	88	$20,237,620	$1,619,010	$880,000	**$2,499,010**
Multi-Family	11	$2,884,330	$230,746	$110,000	**$340,746**
KWBTS Condos[2]	95	$20,378,242	$1,630,259	$950,000	**$2,580,259**
Total	**194**	**$43,500,192**	**$3,480,015**	**$1,940,000**	**$5,420,015**

Note: [1] Includes Flagler Court Townhomes.
[2] Determined by percentage of parcel within the 2013 NEM.
Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2013.

It is not anticipated that, if offered, all of the homeowners within the 2013 NEM DNL 65 dB noise contour would choose participation in this measure. However, for the purpose of estimating maximum potential costs, all noncompatible dwelling units within the 2013 NEM DNL 65 dB noise contour are included in the calculations in **Table 9-4**. Catholic Charities and Grace Lutheran Church and School were not considered for this program, assuming both would be unwilling or unable to relocate due to lack of available replacement property within the island of Key West.

Because the NIP was successful in the previous NCP, and Transaction Assistance does not reduce interior noise levels, this measure was not recommended for inclusion in the NCP.

Sponsor's Recommendation*: *The Sponsor does not recommend Transaction Assistance in this NCP.

9.3.2.3 Purchase of Avigation Easements

It may be appropriate for an airport sponsor to purchase avigation easements where residents do not wish to relocate, noise insulation is not feasible or desirable, or the cost of land acquisition and relocation are too high. Avigation easements provide the airport sponsor with a limited form of control on surrounding properties, while maintaining neighborhood character and stability. To ensure easement rights remain enforceable, a mortgage holderõs interest in the property should be subordinated to the easementõs rights. Subordination assures the easement rights will survive a foreclosure action and mortgagee or trustee sale of the fee interest. After selling an easement to the airport, homeowners can still sell their homes; however, potential buyers must be provided with an appropriate disclosure statement in the sales contract which describes the airport noise exposure on the property and the airportõs avigation rights in the form of the recorded perpetual easement.

An easement is an interest in a property owned by another, in which the holder of the easement is allowed a specific limited use of that property. The interest in the land is recorded with the property deed, and transfers from owner to owner. There are many different types of easements; however, for the purpose of this study, only avigation easements were evaluated. An avigation easement provides right of flight at any altitude above the approach surface and a right to create noise, vibrations, dust, fumes, etc. without incurring any liability. Thus, the provider of an avigation easement has given up the right to sue for noise or nuisance damages associated with the normal operation of aircraft to and from an airport.

Easements are significantly less expensive to acquire than full fee-simple interest. However, valuation of an easement is a very difficult task. In Key West, market data is available within some of the area within the 2013 NEM to document the difference (if any) between sales of homes with avigation easements vs. those without. However, there is an additional variable affecting the potential value difference, which is the presence of noise insulation in the homes that have avigation easements. Therefore, the analysis could indicate that the presence of an avigation easement has no negative impact on the sales price, and therefore has no value. Airport sponsors around the country have successfully valued avigation easements between $2,000 and $10,000 per household unit.

An avigation easement acquisition program for noncompatible dwelling units located within the 2013 NEM may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAÕs ROA for this NCP. **Table 9-5** provides the estimated costs for those parcels. For purposes of this cost estimate, $5,000 was utilized as the nominal value of an avigation easement. Administrative costs, including abstract of title, legal, and recording costs were estimated at $10,000 per parcel.

TABLE 9-5
COST ESTIMATE FOR AVIGATION EASEMENT ACQUISITION

Residence Type	# of Units	Easement Value	Administrative	Total
Single-Family[1]	88	$440,000	$880,000	**$1,320,000**
Multi-Family	11	$55,000	$110,000	**$165,000**
KWBTS Condos[2]	95	$475,000	$950,000	**$1,425,000**
Catholic Charities[3]	1	$5,000	$10,000	**$15,000**
Grace Lutheran Church and School[3]	1	$5,000	$10,000	**$15,000**
Total	**196**	**$980,000**	**$1,960,000**	**$2,940,000**

Note: [1] Includes Flagler Court Townhomes.
[2] Determined by percentage of parcel within the 2013 NEM.
[3] All facilities are located on a single parcel and owned by a single entity, and therefore eligible for only one avigation easement.
Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2012.

It is not anticipated that, if offered, all of the homeowners within the 2013 NEM would choose participation in this measure. However, for the purpose of estimating maximum potential costs, all noncompatible dwelling units within the 2013 NEM were included in the calculations in **Table 9-5**. Catholic Charities and Grace Lutheran Church and School were also included as potential participants in this program, and each

would be considered for eligibility for one easement acquisition per parcel, not one easement acquisition per building. The single avigation easement for the parcel would include all the buildings on that parcel. Each parcel containing a multi-family dwelling unit (e.g., duplex, triplex) would be considered for eligibility for one easement acquisition per parcel, not per dwelling unit. Individually-owned townhouses and condominiums would each be considered for eligibility for one easement acquisition.

Figure 9-1 shows the single- and multi-family dwellings and noncompatible public buildings located inside the 2013 NEM that would potentially be eligible for participation in an avigation easement acquisition program. **Appendix K** contains a listing of single- and multi-family dwelling units and noncompatible public buildings located within the 2013 NEM. **Appendix L** contains the same information and figures presenting the Airportôs Proposed Program Area including any dwellings or buildings that would be considered eligible for testing due to block rounding.

The actual Program Area eligible for FAA funding is determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

Acquisition of easements does not reduce the noise impacts on people or by and of itself change noncompatible land uses to compatible land uses. Nonetheless, purchase of an easement provides fair disclosure and constitutes a suitable compatibility measure according to federal guidelines. Therefore, offering to purchase an avigation easement from homeowners who do not participate in other mitigation measures provides a mechanism to achieve compatibility. For these reasons, this measure was recommended for inclusion in the NCP.

The avigation easement established in the previous NIP for KWIA contained a maximum noise level limit, which if exceeded, would invalidate the avigation easement and trigger an update to the Part 150 Noise Compatibility Program. Initially, the avigation easement noise limit referenced the Year 2003 Future Condition NEM (which was significantly larger than the Year 1998 Existing Condition NEM). Following FAA acceptance of updated NEMs in 2008, the avigation easement noise limit referenced the Year 2013 Future Condition NEM. For this NCP, the Ad-Hoc Committee decided that the avigation easement should remain valid until noise levels exceeded those shown on the Year 2013 Existing Condition NEM (which is slightly larger than the Year 2018 Future Condition NEM). Historically, an annual noise contour update was conducted to compare the annual noise contour to the NEM referenced in the avigation easement. Therefore, it is recommended that noise contours be updated periodically, as described in **Section 10.6**, for comparison with the Year 2013 Existing Condition NEM. **Appendix M** contains a sample avigation easement document that could be used for this measure.

Sponsor's Recommendation: Purchase of Avigation Easements is recommended for inclusion in this NCP. This includes single and multi-family dwellings including Key West by the Sea and the Flagler Court Townhomes, as well as Grace Lutheran Church and School, and the Catholic Charities facility, that are determined to be noncompatible in accordance with FAA Order 5100.38D Appendix R. The avigation easement should remain valid until noise levels exceed those shown on the Year 2013 Existing Condition NEM. In order to compare current noise levels to the Year 2013 Existing

Condition NEM, the Airport Sponsor should periodically update the noise contours as described in Section 10.6.

9.3.2.4 Purchase Homes, Provide Noise Insulation, then Resell with Easements

An airport sponsor offering to purchase homes, provide noise insulation, then resell the homes with avigation easements will typically offer to purchase a noise-impacted property at its appraised value, install noise attenuation materials in the structure, and reserve an easement, or similar interest, when the property is resold. Potential buyers must be provided with an appropriate disclosure statement in the sales contract documents which describes the airport noise exposure on the property, a description of the noise attenuation provided, and the intention of the airport sponsor to retain an easement or similar interest. At conveyance of the property an easement is placed on the property reserving to the airport sponsor the right of over flight and associated noise exposure.

Unlike the three measures described above, this measure would provide true compatibility within the DNL 65 and 70 dB contours of the 2013 NEM because interior noise levels would be reduced to compatible levels through the installation of appropriate noise attenuating materials. Homes within the DNL 75+ dB contour cannot be made truly compatible under the compatible land use criteria even with noise insulation, although an easement provides a measure of compatibility under FAA criteria.

Improvements necessary to achieve the interior noise reduction level may also increase the aesthetic value as well as the appraised value of the structure. These improvements may be achieved in any of the following ways: upgrading windows and doors, sealing and weather stripping openings, adding thermal insulation in the attic, and installing acoustic baffling in vents. These types of modifications often also provide the added benefit of conserving air conditioning and heating.

A program to purchase, provide noise insulation, then resell the homes with avigation easements for noncompatible dwelling units located within the 2013 NEM may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAôs ROA for this NCP. **Table 9-6** provides the estimated costs for implementing this measure assuming all dwelling units test eligible within the 2013 NEM. For the purpose of this cost estimate, just market values were obtained from the Monroe County Property Appraiserôs office. The estimated net cost of purchase and resale (not including administrative costs) is estimated at ten percent of the just market value of the dwelling unit. Purchase Administrative costs, including abstract of title, appraisal, review appraisal, boundary survey, environmental site assessment, legal, and recording costs were estimated at $20,000 per parcel. Noise insulation costs were estimated at $50,000 for each dwelling unit. Administrative costs for noise insulation, including design and construction oversight, were estimated at $24,000 per dwelling unit.

It is not anticipated that, if offered, all of the homeowners eligible for mitigation would choose participation in this measure. However, for the purpose of estimating maximum potential costs, all noncompatible dwelling units within the 2013 NEM were included in the calculations in **Table 9-6**. Catholic Charities and Grace Lutheran Church and School were not considered for this program, as this would require relocation of these facilities.

TABLE 9-6
COST ESTIMATE FOR PURCHASE, NOISE INSULATION, AND RESALE

Residence Type	# of Units	Just Market Value (JMV)	10% of JMV	Purchase Administration Costs	Noise Insulation Costs	Noise Insulation Admin. Costs	Total
Single-Family[1]	88	$20,237,620	$2,023,762	$1,760,000	$4,400,000	$2,112,000	**$10,295,762**
Multi-Family	11	$2,884,330	$288,433	$220,000	$750,000	$360,000	**$1,618,433**
KWBTS Condos[2]	95	$20,378,242	$2,037,824	$1,900,000	$4,750,000	$2,280,000	**$10,967,824**
Total	**194**	**$43,500,192**	**$4,350,019**	**$3,880,000**	**$9,900,000**	**$4,752,000**	**$22,882,019**

Note: [1] Includes Flagler Court Townhomes.
[2] Determined by percentage of parcel within the 2013 NEM.
Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2012.

In 1998, the Airport Sponsor submitted the following NCP measure for FAA approval:

> *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, With Program Implementation. 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, Without Program Implementation. Eligible homeowners will be given the option of participating in either this program or the noise insulation program in Measure 3 above. If funding is not adequate to implement both programs simultaneously, Measure 3 will be offered first.*

In its May 7, 1999 Record of Approval (ROA), FAA approved this measure. The measure was not implemented. Because the NIP was successful in the previous NCP, and because the cost for acquisition would be very high under this measure, it was felt this measure was no longer appropriate for the NCP, and it was recommended that approval of this measure be rescinded.

***Sponsor's Recommendation*: The Sponsor does not recommend this measure. The Sponsor requests that the FAA's May 7, 1999 ROA approval of the previous NCP measure recommending a program to purchase homes, provide noise insulation, then resell the homes with avigation easements, be rescinded in its ROA for this NCP.**

9.3.3 Noise Insulation of Noncompatible Structures

Noise insulation usually involves reducing aircraft noise levels inside noise-sensitive structures by decreasing the paths by which sound enters a building. Common noise insulation methods may include one or a combination of the following: window and door replacement, caulking, weather-stripping, and installing central air ventilation so that the windows can be kept closed if the structure does not already

have a central air ventilation system. Usually, these types of modifications have the added benefit of conserving air conditioning and heating. Structures eligible for consideration include residences (single-family and multi-family), schools, churches, and other noncompatible structures located within the DNL 65 and 70 dB noise contours of the most recent FAA accepted NEM for an airport. Normally, unless extenuating circumstances dictate, noise insulation should not be considered for structures within a DNL 75 dB or greater noise contour since it is preferable to change the land use.

Noise insulation is not intended to compensate for inadequate maintenance, to bring nonconforming structures up to building code standards, or to improve the comfort or attractiveness of a building, although these benefits may result indirectly from the implementation of this measure. Because noise insulation is a capital improvement that is likely to increase the value of a property, the Airport Sponsor should work with the Monroe County Property Appraiserôs Office to develop an agreement to preclude increases in the propertyôs assessed value, so the homeownerôs property taxes will not rise as a result of the implementation of this measure.

An easement may be conveyed by the property owner in exchange for the sound insulation improvements provided. However, an AIP grant may not include a requirement that a property owner convey an easement (or other interest in the property) to the sponsor in exchange for sound insulation. The FAA encourages sponsors to work out such voluntary property agreements locally, exclusive of FAA grant stipulations. Monroe County required an avigation easement as a condition of participation in the previous NIP, and plans to maintain this requirement. To ensure easement rights remain enforceable, a mortgage holderôs interest in the property should be subordinated to the easement rights. Subordination assures the easement rights will survive a foreclosure action and mortgagee or trustee sale of the fee interest.

The purpose of noise insulation is to reduce the adverse impact of airport-related noise on building occupants or residents. Noise insulation reduces the interference of aircraft noise with household activities such as sleeping, talking on the telephone, and watching television, but it does not alter noise impacts outside the home. The noise insulation package must provide a reduction of at least 5 dB and bring the average interior noise level below 45 dB. Depending on the pre-insulation noise measurements, the 5 dB reduction may result in an interior noise level that is less than 45 dB.

The 45 dB standard has been adopted by the FAA for interior noise. This is based on *46 Federal Register 8316* (January 26, 1981), which established the interim rule for 14 CFR part 150 and included specific requirements regarding interior noise level. This was further clarified in 1992 by the Federal Interagency Committee on Noise (FICON) findings of 45 dB to be the interior noise level that will accommodate indoor conversations or sleep.

A noise-impacted noncompatible structure must be experiencing existing interior noise levels that are 45 dB or greater with the windows closed to be considered eligible. (For schools, the 45 dB measurement is based on the number of hours of the school day.)

The calculation of interior noise level must be based on the average noise level of only the habitable rooms or parts of school that are used for educational instruction. Habitable areas of residences are living, sleeping, eating or cooking areas (single family and multifamily) per the current version of *Advisory Circular*

150/5000-9, Announcement of Availability Report No. DOT/FAA/PP/92-5, Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations. Bathrooms, closets, halls, vestibules, foyers, stairways, unfinished basements storage or utility spaces are not considered to be habitable. For schools, noise insulation is limited to classrooms, libraries, fixed seat auditoriums, and educatorsôoffices.

Areas that are not allowed under local building codes are not considered habitable. For example, a resident has converted part of a carport to a bedroom and the bedroom conversion does not meet the building code requirements to be categorized as a bedroom. The converted bedroom is not considered habitable space. For schools, areas that are used for incidental instruction, such as hallways, gymnasiums and cafeterias, are not eligible.

By policy, the FAA does not recognize a lower local standard below 45 dB for interior noise levels.

Grace Lutheran Church and School is comprised of seven (7) buildings, which include the Parish Hall, four (4) classroom buildings, and two (2) parsonages. The noncompatible spaces within the Parish Hall include the main worship space, which is a fixed seat auditorium, as well as other associated worship and study rooms. The four (4) classroom buildings include a total of twelve (12) classrooms. One of the classroom buildings is two stories. The other three (3) classroom buildings are connected to each other via a covered walkway. Grace Lutheran Church and School have never been within or partially within the DNL 65+ dB of any previous NEM.

The noncompatible public buildings located at the Catholic Charities facility include the St. Francis House, St. Bedeôs (including the former church building and the apartment complex addition), and the former parsonage. St. Francis House is comprised of ten (10) dwelling units, St. Bedeôs apartment complex is comprised of ten (10) dwelling units, the former church building includes one (1) dwelling unit, and the former parsonage is comprised of two (2) dwelling units. Both the St. Francis House and the St. Bedeôs apartment complex addition are elevated above ground level because of building code requirements for construction in a flood zone. Even though St. Francis House and St. Bedeôs apartment complex were constructed after October 1, 1998, they are still considered eligible because they were constructed outside the DNL 65 dB contour of the 1998 Existing Condition NEM and the 2003 Future Condition NEM. Noise attenuation materials were not incorporated into the design and construction of the buildings because the buildings were located outside the DNL 65+ dB noise contour at the time.

In 1998, the Airport Sponsor submitted the following NCP noise insulation measure for FAA approval:

> *A program for noise insulation of existing noncompatible structures 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, With Program Implementation, 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 the 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, Without Program Implementation. Eligible homeowners will be given the option of participating in either this*

program or the purchase program in Measure 4 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 (NRL) of 30 dB should be incorporated into the design and construction of all classrooms, libraries, offices, and other rooms for which nose insulation is specifically justified because of the substantial and disruptive effect of aircraft noise.

In its May 7, 1999 Record of Approval (ROA), FAA approved the above measure. The measure was successfully implemented between 2000 and 2012. A total of 296 out of 338 eligible participants participated in the residential NIP, which is a participation rate of 88 percent.

Key West High School was rebuilt with noise attenuation measures incorporated in the design and construction of the buildings.

Dwelling units and noncompatible public buildings located within the 2013 NEM would be eligible for testing to determine if noise mitigation is necessary. A noise insulation program (including eligibility testing, design, construction, and program management) may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAôs ROA for this NCP. **Table 9-7** provides the estimated costs for noise insulation of these dwelling units and public buildings. Based on the costs incurred in the previous NIP, construction costs were estimated at $50,000 for each dwelling unit and administrative costs for noise insulation, including homeowner liaison, design, and construction phase services, were estimated at $25,000 for each dwelling unit. The unit costs for the previous NIP were for single-family and low-density multi-family dwelling units, not for condominiums. It is anticipated that the unit costs for condominiums and townhouses could be less than for single-family and low-density multi-family dwelling units, but rather than risk under estimating, the available unit costs were utilized for this cost estimate.

The cost for the Catholic Charities facility and Grace Lutheran Church and School were each estimated at $700,000 for construction and $200,000 for administration ($130,000 for design, $70,000 for construction phase services).

It is not anticipated that, if offered, all of the property owners would choose participation in a noise insulation program. However, for the purpose of estimating maximum potential costs, all dwelling units and noncompatible public buildings within the 2013 NEM were included in the calculations in **Table 9-7**.

TABLE 9-7
COST ESTIMATE FOR NOISE INSULATION OF NONCOMPATIBLE STRUCTURES

Description	# of Units	Noise Insulation	Noise Insulation Administration	Total
Single Family[1]	88	$4,400,000	$2,200,000	**$6,600,000**
Multi ï Family	11	$550,000	$275,000	**$825,000**
KWBTS Condos[2]	95	$4,750,000	$2,375,000	**$7,125,000**
Catholic Charities[3]	23	$700,000	$200,000	**$900,000**
Grace Lutheran Church and School[4]	5	$700,000	$200,000	**$900,000**
Total	**222**	**$11,100,000**	**$5,250,000**	**$16,350,000**

Note: [1] Includes the two (2) parsonages associated with Grace Lutheran Church and School, and Flagler Court Townhomes.
[2] Determined by percentage of parcel within the 2013 NEM.
[3] Includes twenty-three (23) dwelling units in St. Francis House, St. Bedeõs, and the former parsonage.
[4] Includes the Parish Hall and four (4) classroom buildings.
Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2013.

The Ad-Hoc Committee on Noise discussed noise insulation of the noncompatible public buildings at Grace Lutheran Church and School, Catholic Charities, and the residential dwelling units. Because the previous NIP was so successful, the Ad-Hoc Committee on Noise chose to recommend this measure to the BOCC for inclusion in this NCP. In addition, impacted homeowners in attendance at the Ad-Hoc Committee meetings were in favor of this land use mitigation alternative.

Figure 9-1 shows the single- and multi-family dwellings and noncompatible public buildings located inside the 2013 NEM that would potentially be eligible for participation in a noise insulation program. **Appendix K** contains a listing of single- and multi-family dwelling units and noncompatible public buildings located within the 2013 NEM. **Appendix L** contains the same information and figures presenting the Airportõs Proposed Program Area including any dwellings or buildings that would be considered eligible for testing due to block rounding.

The actual Program Area eligible for FAA funding is determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

The avigation easement established in the previous NIP for KWIA contained a maximum noise level limit, which if exceeded, would invalidate the avigation easement and trigger an update to the Part 150 Noise Compatibility Program. Initially, the avigation easement noise limit referenced the Year 2003 Future Condition NEM (which was significantly larger than the Year 1998 Existing Condition NEM). Following FAA acceptance of updated NEMs in 2008, the avigation easement noise limit referenced the Year 2013 Future Condition NEM. For this NCP, it was recommended that the avigation easement should remain valid until noise levels exceeded those shown on the Year 2013 Existing Condition NEM (which is slightly larger than the Year 2018 Future Condition NEM). Historically, an annual noise contour update was conducted to compare the annual noise contour to the NEM referenced in the avigation easement. Therefore, it is

recommended that noise contours be updated periodically, as described in **Section 10.6**, for comparison with the Year 2013 Existing Condition NEM. **Appendix M** contains a sample avigation easement document that could be used for this measure.

<u>Sponsor's Recommendation</u>: A program for noise insulation of noncompatible structures, administered in compliance with FAA Order 5100.38D Appendix R, for noncompatible structures located within the 2013 NEM is recommended for inclusion in this NCP. This includes single and multi-family dwellings including Key West by the Sea and the Flagler Court Townhomes, as well as Grace Lutheran Church and School, and the Catholic Charities facility, that are determined to be noncompatible in accordance with FAA Order 5100.38D Appendix R. Noise insulation should be provided in exchange for an avigation easement. The avigation easement should remain valid until noise levels exceed those shown on the Year 2013 Existing Condition NEM. In order to compare current noise levels to the Year 2013 Existing Condition NEM, the Airport Sponsor should periodically update the noise contours as described in Section 10.6.

9.4 Preventive Land Use Measures

Preventative land use measures prevent the introduction of new noncompatible land uses within the noise contours of an airport.

Potentially new noncompatible land uses could include:

- Areas currently undergoing residential or other noncompatible construction;
- Areas zoned for residential or other noncompatible development where construction has not begun; and
- Areas currently compatible but in danger of being developed noncompatibly within the time frame covered by the airportôs noise compatibility program.

The FAA has given extensive consideration to the subject of noncompatible land uses around airports. In 1993, the FAA established a Study Group on Compatible Land Use to assist in the development of a national strategy to prevent and reduce noncompatible land uses. The Study Groupôs final report (FAA, 1995) concluded that, while Part 150 and its predecessor programs have contributed to the reduction of existing noncompatible land use by mitigating and abating aircraft noise, they have been generally ineffective in preventing noncompatible development from continuing in the airport environs. This is particularly the case when airport owners are not the jurisdictions with land use control authority. Because of the wide range of often opposing interests, it has proven difficult to reach a consensus on how best to promote or require compatible land use planning controls.

Prevention of additional noncompatible land uses is dependent upon the cooperative efforts of airport operators, state/local planners, other officials, and interested citizens. When a local jurisdiction allows noncompatible development within the airportôs noise impact area, it can result in noise problems for the people who move into the area. This can, in turn, result in noise problems for the airportôs operator in the form of inverse condemnation or noise nuisance lawsuits, public opposition to the airport, and local political pressure for airport operational and capacity limitations to reduce noise.

Following publication of the Study Groupôs report, the FAA revised their policy on Part 150 land use determinations and AIP funding. The impact of the FAAôs revised policy is to preclude the use of the Part 150 program and AIP funds to remediate new noncompatible development within the noise contours of an airport after the effective date of the policy revision, which was October 1, 1998. It is important to note that this policy applies to airports that had an official NEM as of the effective date of the policy. For airports without an approved NEM as of the effective date of the policy, the effective date of the policy becomes the date on which their NEMs are accepted. By precluding this option while at the same time emphasizing the array of preventive land use measures that may be applied to potential new noncompatible development, the FAA seeks to focus airport operators and local governments more clearly on using these Federal programs to the maximum extent to prevent noncompatible development around airports, rather than attempting to mitigate noise in such development after the fact. The FAA has determined that such a policy will better serve the public interest. Federal funding would be available to assist airport operators in dealing with new noncompatible development that is not being successfully controlled by local jurisdictions, so long as the airportôs methods prevent the noncompatible development rather than mitigating it after development has occurred. This should be a more cost-effective use of limited Federal dollars since remedial land use measures generally cost more for a given unit than preventive measures.

The following is a discussion of preventative land use measures that were evaluated in this NCP.

9.4.1 Zoning

Land use planning and the adoption, administration and enforcement of zoning regulation is an exclusive authority and obligation retained by Floridaôs local governments within their jurisdictions. This includes authority for aviation and airport compatible land use. Chapter 333, Florida Statutes, 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, Florida Statutes, subsection 333.01(1) 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 land uses. Chapter 333, Florida Statutes, subsections 333.03(2)(c) & (d), establish the requirement and grant 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, Florida Statute, subsections 333.03(2)(a) & (b), establish the intent, provide guidelines and grant the authority for public safety compatible land use regulation in airport vicinities. Chapter 333, Florida Statute, subsection 333.03(3) establishes the specific requirement for local government to enforce public safety compatible land use regulation in airport runway protection zones (RPZõs). Public safety compatibility is established by overlay zoning that limits land uses to minimize risk factors associated with aircraft operations.

In 1998, the Airport Sponsor submitted the following NCP measure for FAA approval:

> *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.*
>
> *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 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 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).*

In its May 7, 1999 ROA, FAA approved this measure. Although requested in a letter from Monroe County to the City of Key West, this measure was not implemented by the City of Key West. Therefore, it was recommended that FAA rescind approval of this measure because two new measures are being recommended to replace it.

On July 3, 1997, the City of Key West adopted Ordinance No. 97-10, which established airport hazard zoning. Key West, Florida, Code of Ordinances, Subpart B - Land Development Regulations, Chapter 122 ï Zoning, Article V. - Supplementary District Regulations, Division 9. - Airport Restrictions, Sections 122-1436 through 122-1440 describe the airport hazard zoning regulations. The restrictions of this ordinance are enforced by the City Zoning Administrator.

Ordinance No. 97-10 also established the Airport District. Key West, Florida, Code of Ordinances, Subpart B - Land Development Regulations, Chapter 122 ï Zoning, Article IV. - Districts, Division 14. - Airport District (A), Section 122-1046 ï Intent, states:

(a) The purpose and intent of the airport district (A) is to provide a management framework for implementing comprehensive plan policies for the Key West International Airport which is designated "A" on the future land use map. All development proposed for the airport district (A) district 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.

(b) Performance criteria within the land development regulations require that land use changes adjacent to the Key West International Airport avoid encroaching upon the airport hazard zone. Furthermore, land uses proposed within noise impact areas defined in the Federal Aviation Administration (FAA) noise control regulations shall comply with Federal Aviation Administration guidelines for managing noise impacts through land use regulation. The airport district regulations establish the permitted uses and applicable restrictions within the air operations area. The Federal Aviation Administration regulations shall govern the land use, specifications and placement of structures within the airport operations area.

The paragraphs quoted above constitute the City of Key Westôs airport noise compatible land use zoning and public safety compatible land use zoning. Unfortunately, the wording is vague and not specific enough to provide adequate protection.

On March 5, 2013, the City of Key West adopted a new *Comprehensive Plan* by passage of Ordinance 13-04. *Chapter 8, Intergovernmental Coordination Element*, includes the following under *Policy 8-1.1.3 Principles and Guidelines to be used in Coordination of Development and Growth Management Issues*: ñManagement of land use adjacent to the Key West International Airport in order to ensure that future land use in the area is consistent with FAA regulations and does not encroach upon established noise attenuation envelopes (contours) or hazard zones. The City of Key West shall continue to coordinate with the FAA and Monroe County through the multi-agency development review committee whenever proposed developments in the vicinity of the airport are submitted to the City for review. In addition, the City shall coordinate any proposed changes in the Land Development Regulations which impact the airport, airport operations, or adjacent land uses.ò

The Airport Sponsor met with the City of Key Westôs Acting Planning Department Director on February 3, 2015 to discuss ways to improve the Cityôs regulations as they related to airport noise and land use compatibility. The Acting Planning Department Director indicated that the Planning Department was about to begin a year-long process to update and/or amend their land development regulations to make sure they are consistent with the new Comprehensive Plan. He suggested that the airport be included as a key stakeholder in the process. It was suggested that it might be appropriate to establish an Airport Overlay Zone where regulations would apply regarding height limitations as well as noise-sensitive uses. The Airport Sponsor agreed to provide the Planning Director with electronic files (GIS shapefiles) containing the most current noise contours, examples of Airport Overlay Zone regulations from other locations, and examples of language that could potentially be incorporated into the Cityôs Land Development Code and/or development plans to require noise attenuation measures to achieve appropriate outdoor-to-indoor Noise Level Reduction (NLR).

The Airport Sponsor and the City of Key West agreed to work together to adopt policies to encourage compatible development around the Key West International Airport. The proposed policies would require new (or substantial improvement to existing) noise-sensitive structures located within the DNL 65+ dB noise contour to incorporate noise attenuation measures to achieve appropriate outdoor-to-indoor Noise Level Reduction (NLR). These measures can be incorporated into the design and construction of certain types of buildings, such as homes, schools, hospitals, and churches. For sites that fall between the DNL 65 and 70

dB contours, the recommended NLR is a minimum of 25 dB. For sites that fall between the DNL 70 and 75 dB contours, the recommended NLR is a minimum of 30 dB.

Monroe County has acquired the vacant parcel on South Roosevelt Boulevard, to prevent noncompatible development. Since the City of Key West did not rezone the vacant parcel on the corner of Flagler Avenue and 11th Street to an airport noise compatible land use zoning as recommended and approved in the previous NCP, it was recommended that approval of the measure be rescinded and replaced with a measure that is under the jurisdiction and control of Monroe County. The replacement measure is discussed in **Section 9.4.2**, below.

***Sponsor's Recommendations*: (1) Requests that the FAA's May 7, 1999 NCP ROA approval of the NCP measure recommending rezoning of two vacant parcels to prevent noncompatible development be rescinded in this NCP.**

(2) Requests that the FAA's May 7, 1999 NCP ROA approval of the NCP measure recommending establishment of airport noise compatible land use zoning and public safety compatible land use zoning be rescinded in this NCP.

(3) Requests that the City of Key West include a representative from the Key West International Airport as a key stakeholder to participate in the upcoming project to update and/or amend the City's Land Development Code, as it pertains to airport noise and land use compatibility.

9.4.2 Acquisition of Full or Partial Interest

Easements can be an effective strategy for assuring compatible development around airports. A major advantage of easements for controlling land use around airports is that they can be permanent, whereas zoning may be easily changed. Obtaining an easement does not reduce the noise impacts on people or by and of itself change noncompatible land uses to compatible uses

There are some locations or circumstances within the noise impact areas which leave little choice other than direct acquisition of full or partial interest in the impacted land to prevent the introduction of additional noncompatible development. The land could be resold with covenants or easements retained to assure long-term compatibility.

There is a vacant parcel north of the airport fronting on Flagler Avenue, shown in **Figure 9-2**. It is bounded by the Riviera Canal and 11th Street. The City of Key West's Future Land Use Map and Zoning Map designate a portion of this parcel C-TW (Conservation: Tidal Wetlands of the State) and the remainder SF (Residential Development: Single Family Units). The Monroe County Property Appraiser's Office identifies this land as Parcel ID: 00065090-000100, Alternate Key: 8633394. It is currently owned by Chabad of Key West Inc.

Data obtained from the Monroe County Property Appraiser's Office indicates there are 1.55 acres of land designed 010D ï Residential Dry and 2.70 acres of land designated 000X ï Environmentally Sensitive. The 2012 total assessed value of this parcel was $600,000. The most recent sale occurred on July 30, 2004, for $675,000. An appraisal has not been performed to determine the current fair market value of the parcel.

Key West, Florida, Code of Ordinances, Subpart B - Land Development Regulations, Chapter 122 ï Zoning, Article IV. - Districts, Division 2. ï Conservation District (C), Section 122-126 ï Intent, states that no development shall be permitted within the conservation district and/or within waters below mean high water, wetlands, upland habitats or yellow heart hammocks unless the applicant for such development provides proof of permits or proof of exemptions from all applicable state or federal agencies having jurisdiction. Where the city determines that development should be allowed to occur for purposes of avoiding a taking, the density in no case shall exceed one unit per ten acres, and site alteration shall be limited to ten percent of the entire site.

Key West, Florida, Code of Ordinances, Subpart B - Land Development Regulations, Chapter 122 ï Zoning, Article IV. - Districts, Division 3. ï Residential Districts, Section 122-231 ï Intent, states the SF district is designed to accommodate single-family permanent residential development and may also include one accessory attached or detached unit per principal dwelling unit. The SF district shall not include transient accommodations. Supportive community facilities and accessory land uses may be located within areas designated for single-family residential uses.

In 1998, KWIA submitted the following measure for FAA approval:

> *It is recommended that the vacant parcel on the southwest corner of Flagler Avenue and 11th Street 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.*

In its May 7, 1999 Record of Approval (ROA), FAA approved this measure, under the following conditions:

> *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 this 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.*

Since the City of Key West did not rezone the vacant parcel on the corner of Flagler Avenue and 11th Street to an airport noise compatible land use zoning as recommended in the previous NCP and conditionally approved by the FAA in the 1999 ROA, it was agreed that approval of the measure should be rescinded and replaced with a measure that is under the jurisdiction and control of Monroe County. Because a portion of this parcel is zoned SF, and the land development regulations allow noncompatible development within this area, it was felt it was important to protect this parcel from development as a noncompatible land use. It was agreed that it was unnecessary and too expensive to purchase full fee simple interest in the parcel. Instead, it was recommended that an avigation easement be acquired which prevented noncompatible development on the parcel and limited development to uses that are compatible with aircraft noise.

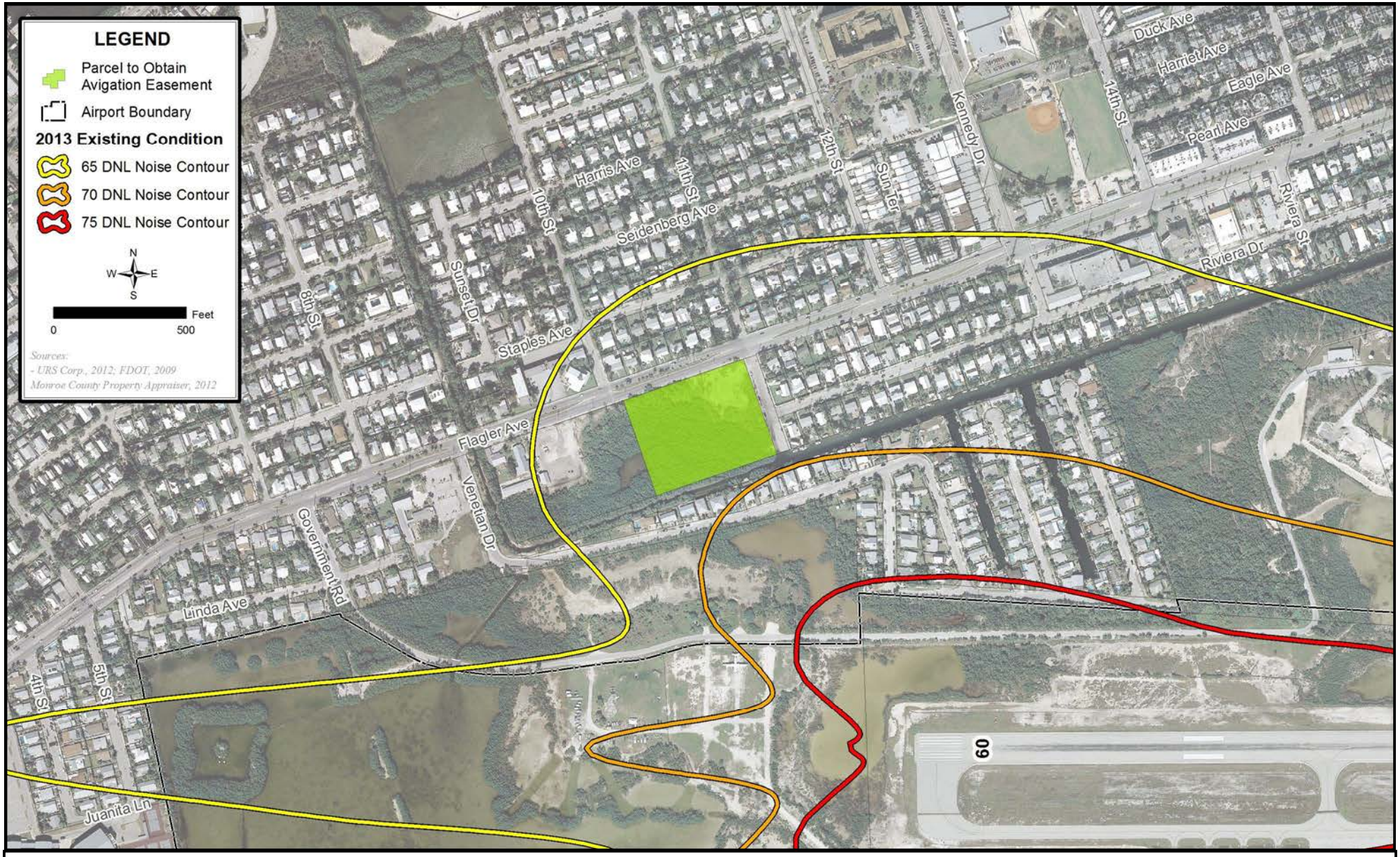

FIGURE 9-2

Recommended Parcel to Obtain Avigation Easement

NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

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Appendix N contains a sample avigation easement document which prevents noncompatible development. A requirement to achieve appropriate noise level reduction (outdoor to indoor) through incorporation of noise attenuation into the design and construction of structures is included in the provisions of the easement.

Acquisition of an avigation easement from the owner of the vacant parcel (Parcel ID: 00065090-000100) located within the DNL 65 dB noise contour may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAôs ROA for this NCP. **Table 9-8** provides the detailed costs for this parcel. For purposes of this cost estimate, $5,000 was utilized as the nominal value of an avigation easement. Administrative costs, including abstract of title, legal, and recording costs were estimated at $10,000 per parcel.

TABLE 9-8
COST ESTIMATE FOR AVIGATION EASEMENT ACQUISITION FOR VACANT PARCEL

Parcel ID	# of Units	Easement Value	Administrative	Total
00065090-000100	1	$5,000	$10,000	$15,000
Total	**1**	**$5,000**	**$10,000**	**$15,000**

Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2012.

Other vacant parcels exist around the airport. Most of them contain primarily salt ponds and mangroves, and as such have been zoned as conservation land, either Outstanding Waters of the State, Tidal Wetlands of the State, or Upland Hammock. It appears these parcels are adequately protected from noncompatible development through their zoning as conservation lands.

***Sponsor's Recommendation*: Requests that the FAA rescind its previous approval (May 7, 1999 ROA) of the measure recommending acquisition of the vacant parcel located on the southwest corner of Flagler Avenue and 11th Street.**

Under this new measure, the Sponsor recommends the acquisition of an Avigation Easement from the owner of the vacant parcel on the southwest corner of Flagler Avenue and 11th Street (Parcel ID: 00065090-000100) to prevent the development of new noncompatible land uses.

9.4.3 Transfer of Development Rights

Transfer of development rights (TDR) involves separate ownership and use of various ñrightsò associated with a parcel of real estate. Under the TDR concept, some of the propertyôs development rights are transferred to a remote location where they may be used to intensify allowable development. With TDR, for example, lands within the airportôs noise impact area could be kept in open space and their development rights for residential uses transferred to locations outside the area. Landowners could be compensated for the transferred development rights by the sale of those rights at the new location, or the rights could be purchased by the airport. Depending on market conditions and/or legal requirements, the airport could either hold or resell the rights. The TDR approach must be fully coordinated with the local municipal jurisdictionsô planning and zoning ordinances, which includes Monroe County and City of Key West.

According to City of Key West Ordinances, such transfers must usually be contained within single zoning jurisdictions.

<u>Sponsor's Recommendation</u>: The Sponsor does not recommend Transfer of Development Rights as a noise mitigation measure for the vacant parcel located at the corner of Flagler Avenue and 11th Street be included in this NCP.

9.5 Summary

This section presented a variety of land use alternatives for consideration at KWIA. The following provides a brief summary of the land use measures recommended by the Airport Sponsor for inclusion in this NCP.

- Request FAA to rescind its 1999 ROA approval of Land Use Measure (LUM)-4 recommended by the Sponsor to purchase homes, provide noise insulation, then resell the homes with avigation easements.
- Provide noise insulation for noncompatible single- and multi-family dwellings, determined by FAA to be eligible, within the 2013 NEM DNL 65 dB, in exchange for an avigation easement.
- Provide noise insulation for Grace Lutheran Church and School, if determined by FAA to be eligible, in exchange for an avigation easement.
- Provide noise insulation for the Catholic Charities facility, if determined by FAA to be eligible, in exchange for an avigation easement.
- Offer to purchase an avigation easement from owners of noncompatible dwelling units and/or public buildings, determined by FAA to be eligible, that do not participate in a noise insulation program.
- Request FAA to rescind its 1999 ROA approval of LUM-6 recommending rezoning of two vacant parcels to prevent noncompatible development.
- Request FAA to rescind its 1999 ROA approval of LUM-7 recommending acquisition of the vacant parcel located on the southwest corner of Flagler Avenue and 11th Street.
- Offer to purchase an avigation easement from the owners of the vacant parcel located on the southwest corner of Flagler Avenue and 11th Street (Parcel ID: 00065090-000100) which prevents noncompatible development.
- Request FAA to rescind its 1999 ROA approval of LUM-8 recommending establishment of airport noise compatible land use zoning and public safety compatible land use zoning.
- Request that the City of Key West include a representative from the Key West International Airport as a key stakeholder to participate in their upcoming project to update and/or amend the City's Land Development Code, as it pertains to airport noise and land use compatibility.

Table 9-9 summarizes the land use mitigation measures evaluated in this NCP, describes the advantages and disadvantages of each, the implementing authority, and indicates which measures have been recommended by the Airport Sponsor for inclusion in this NCP.

TABLE 9-9
SUMMARY OF LAND USE MITIGATION ALTERNATIVES CONSIDERED

Alternative	Advantages	Disadvantages	Responsibility to Implement	Recommended for NCP?
Land Acquisition to Change Land Use	✓ Eliminates noncompatible land use	✓ High capital cost ✓ Disrupts neighborhoods ✓ Does not reduce interior noise levels	Airport Sponsor	No
Purchase Assurance	✓ Guarantees those who want to move away from the airport receive fair market value ✓ Provides compatibility through easement	✓ Airport may become buyer of last resort ✓ Does not reduce interior noise levels	Airport Sponsor	No
Transaction Assistance	✓ Reimburses certain expenses to those who want to move away from the airport ✓ Airport never takes title ✓ Provides compatibility through easement	✓ Homeowner maintains burden of selling home ✓ Does not reduce interior noise levels	Airport Sponsor	No
Purchase Avigation Easements	✓ Provides monetary value to homeowners who want to remain in the neighborhood ✓ Provides compatibility through easement	✓ Does not reduce interior noise levels	Airport Sponsor	Yes
Purchase Eligible Homes, Provide Noise Insulation then Resell with Easements	✓ Reduces interior noise levels ✓ Provides compatibility through insulation and easement ✓ Allows residents to move away from the airport if they desire to do so	✓ Airport becomes property manager and real estate broker ✓ Does not reduce exterior noise levels ✓ Only effective with windows closed	Airport Sponsor	No
Noise Insulation of Eligible Single- and Multi-Family Dwelling Units within the DNL 65+ dB noise contour of the 2013 NEM with easements	✓ Reduces interior noise levels ✓ Provides compatibility through insulation and easement	✓ Does not reduce exterior noise levels ✓ Only effective with windows closed	Airport Sponsor	Yes
Noise Insulation of Grace Lutheran Church and School (if eligible) with easement	✓ Reduces interior noise levels ✓ Provides compatibility through insulation and easement	✓ Does not reduce exterior noise levels ✓ Only effective with windows closed	Airport Sponsor	Yes
Noise Insulation of the Catholic Charities Facility (if eligible) with easement	✓ Reduces interior noise levels ✓ Provides compatibility through insulation and easement	✓ Does not reduce exterior noise levels ✓ Only effective with windows closed	Airport Sponsor	Yes
Change Existing Zoning of two vacant parcels	✓ Prevents future noncompatible development	✓ Does not reduce exterior noise levels ✓ Requires cooperation of another jurisdiction	City of Key West	No

TABLE 9-9 (CONTINUED)
SUMMARY OF LAND USE MITIGATION ALTERNATIVES CONSIDERED

Alternative	Advantages	Disadvantages	Responsibility to Implement	Recommended for NCP?
Work with the City of Key West to update/amend Land Development Code	✓ Prevents future noncompatible development	✓ Requires cooperation of another jurisdiction	Airport Sponsor and City of Key West	Yes
Acquisition of vacant land to prevent noncompatible development	✓ Prevents future noncompatible development	✓ Does not reduce interior noise levels ✓ High capital cost	Airport Sponsor	No
Acquisition of an avigation easement for vacant land to prevent noncompatible development	✓ Prevents future noncompatible development ✓ Lower cost than acquisition of full interest	✓ Does not reduce interior noise levels ✓ Requires cooperation of property owner	Airport Sponsor	Yes
Transfer of Development Rights	✓ Lower cost than acquisition of full interest	✓ Limited available land ✓ Cannot be done between two municipalities	Airport Sponsor and City of Key West	No

10.0 CONSIDERATION OF PROGRAM MANAGEMENT ALTERNATIVES

10.1 Introduction

The success of the Noise Compatibility Program (NCP) requires a continuing effort to monitor compliance and identify new or unanticipated problems and changing conditions. This section identifies various alternative measures that could become components of such a management program. Monroe County, as the Airport Sponsor, is responsible for implementing these measures.

10.2 Noise Compatibility Program Management

Typically, the management of an ongoing NCP involves the designation of a person (or persons) that will manage the short- and long-term activities related to noise mitigation at the airport. The NCP may involve the implementation of several FAA-approved measures that will require the close management and coordination by the facilitator of the NCP. Close management and coordination of the implementation of the recommended measures will contribute both directly and indirectly to reduction of noise and noncompatible land uses.

Historically, the role of the Airport Noise Program Coordinator has been fulfilled by the airportõs noise consultant. The Airport Noise Program Coordinator performed tasks which were eligible for funding through the noise set-aside of the AIP These tasks included: oversight and administration of the AIP-funded Noise Insulation Program (NIP), and dissemination of information to pilots, airlines, FBOs, and the public regarding FAA-approved NCP measures such as noise abatement procedures, eligibility for participation in the NIP, etc. Information was disseminated through individual meetings, telephone calls, and at the Ad-Hoc Committee meetings.

The airport should continue to provide an Airport Noise Program Coordinator to maintain responsibility for management of the AIP-eligible components of the FAA-approved NCP. The recommended NCP measures in this NCP that are potentially-eligible for funding through the noise set-aside of the AIP include:

- Provide noise insulation for eligible noncompatible structures in exchange for avigation easements,
- Purchase of avigation easements for eligible noncompatible structures that do not participate in the NIP,
- Purchase of an avigation easement from the owner of the vacant parcel at the corner of Flagler Avenue and 11th Street,
- Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe voluntary noise abatement procedures,
- Post framed, weatherproof, large-scale versions of the pilot handout on the airside at the FBO and airline terminal, Purchase and install lighted airfield signs to promote use of voluntary noise abatement procedures,
- Prepare the plans and specifications for an FAA-approved noise and flight track monitoring system and oversee installation and acceptance testing of this system,

- Update noise contours when certain criteria are met.

The estimated cost of an Airport Noise Program Coordinator is $75,000 per year which may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAõs ROA for this NCP.

<u>Sponsor's Recommendation:</u> Consistent with past practice and funding eligibility, it is recommended for inclusion in this NCP that the sponsor maintain responsibility for management of the NCP by utilizing a contractor to fulfill the role of Airport Noise Program Coordinator.

10.3 Public Involvement Program

The County of Monroe established the Ad-Hoc Committee on Noise on May 16, 1995, by board motion. The members of the Ad-Hoc Committee are appointed by the Monroe County Board of County Commissioners (BOCC), and represent airport neighbors and aviation users. Four members and one alternate represent airport neighbors (the õnoise takersõ), and four members and one alternate represent airport users (the õnoise makersõ). The committee members do not represent specific neighborhoods or aviation users, but rather they represent those entities collectively. The committee chairperson is the BOCC representative from District 1, which includes the eastern portion of Key West, Stock Island, and Raccoon Key (aka Key Haven). Staff representatives, including the Airport Director and the Part 150 Study consultant, attend meetings, provide information, and answer questions.

The committee members act as a conduit for information to and from their associates on issues related to airport and aircraft noise. There is no set term for committee members. The Ad-Hoc Committee generally meets on a bi-monthly basis, at 2:00 pm on the first Tuesday of every other month. Meetings are held in the BOCC chambers at the Harvey Government Center, 1200 Truman Avenue, Key West, FL 33040. Meetings are advertised in advance in a block ad in the Key West Citizen newspaper. Agenda packages are distributed in advance of each meeting, and minutes of each meeting are prepared and approved by the committee. The annual meeting schedule, agenda packages, and meeting minutes are posted on the Ad-Hoc Committeeõs website: *http://www.monroecounty-fl.gov/index.aspx?NID=319.*

Ad-Hoc Committee meetings provide the public with an opportunity to express their viewpoints, ideas and concerns about aircraft noise resulting from aircraft operations to and from Key West International Airport. Historically, the Ad-Hoc Committee on Noise has been a valuable forum for interacting with the public and disseminating information about KWIAõs noise program.

The Ad-Hoc Committee on Noise has historically been successful in maintaining the publicõs involvement in the airportõs noise program. Implementation of this recommended measure will contribute indirectly to reduction of noise and noncompatible land uses by informing and educating the public of the airportõs efforts regarding noise abatement and mitigation.

<u>Sponsor's Recommendation</u> Continuing the Ad-Hoc Committee on Noise is recommended for inclusion in this NCP.

10.4 Pilot Information Program

This measure is intended to educate, inform, and notify pilots and airport users of the airportôs voluntary noise abatement measures with the goal of increasing awareness and promoting the use of these measures.

While various components of KWIAôs noise abatement program are published in several locations (e.g., Airport Facilities Directory, AirNav.com), a comprehensive description of the program does not exist in a readily accessible form or location. It is recommended that a full color informational insert in a format that is compatible with the Jeppesen Sanderson manual be developed that provides a description of all components of KWIAôs voluntary operational noise abatement program. This would be useful for educating both citizens and pilots.

Island City Flying Service is the airportôs Fixed Based Operator. Historically, they have been very supportive of the airportôs noise abatement efforts, and have encouraged pilots to abide by voluntary noise abatement procedures. It is recommended that color copies of the pilot handout be placed in a countertop brochure holder in an accessible location at the FBO, and a framed, weatherproof, large scale version be clearly posted where it can be seen by pilots as they enter and exit the FBO on the airside.

Key West Seaplane Adventures, Key West Bi-Planes, Island Aeroplane Tours, Key West Seaplanes, and FedEx are also located at the airport. It is recommended that color copies of the pilot handout be provided to each company for distribution to their pilots.

Since the voluntary noise abatement procedures also apply to commercial pilots, it is recommended that color copies of the pilot handout be provided to each airline station manager for distribution to their crews, and a framed, weatherproof, large scale version be clearly posted where it can be seen by pilots as they enter and exit the terminal on the airside.

The estimated cost for 2,000 copies of the pilot handout is $1,600, and for two signs is $1,000. Prior to release, language in the pilot handout should be reviewed for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

WhispertrackÊ is a service that allows airports to distribute information about their noise abatement procedures (NAPs) to pilots through iPads and flight planning services. They have developed an online interface that provides airports the ability to create and manage their own noise abatement procedures. This gives airports the ability to choose what, when, and how their procedures are published and provides access to widespread distribution channels previously unavailable to them and provides pilots with an innovative way to get the information they need to adhere to the airportôs noise abatement procedures. Currently, WhispertrackÊ interfaces with ForeFlight and ARINC, and plans to add Honeywell, AirNav.com, and Universal Aviation in the near future. The cost for this service is currently $195 per month ($2,340 per year).

It is also recommended that lighted information signs be purchased and installed on the airfield to promote use of noise abatement procedures. These signs will replace the existing signs. Prior to purchase and installation, proposed language on signage must be reviewed and approved by the FAA. The signs must

be designed and installed in accordance with FAA Advisory Circular 150/5340-18E, *Standards for Airport Sign Systems*. The estimated cost for two signs is $15,000, including installation.

Purchase and installation of lighted information signs, preparation and printing of pilot handouts, and printing and framing of large scale versions of the pilot handout may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if these measures are approved in the FAAõs ROA for this NCP. Implementation of these recommended measures will contribute both directly and indirectly to reduction of noise and noncompatible land uses by educating pilots regarding noise abatement procedures.

<u>Sponsor's Recommendations</u>: Preparation, printing, and distribution of a full color informational insert in a format that is compatible with the Jeppesen Sanderson manual, which describes all voluntary noise abatement procedures, is recommended for inclusion in this NCP. Posting of framed, weatherproof, large scale versions of the pilot handout that can be seen by pilots as they enter and exit the FBO and terminal on the airside is also recommended for inclusion in this NCP.

Purchasing a subscription to Whispertrack™ to facilitate distribution of voluntary noise abatement procedures is recommended for inclusion in this NCP.

Purchase and installation of lighted airfield information signs to promote use of voluntary noise abatement procedures is recommended for inclusion in this NCP.

10.5 Noise and Flight Track Monitoring Program

During the Part 150 process, numerous comments were received from the public regarding the location of flight tracks and adherence to the previously established voluntary noise abatement procedures, as noted in the meeting minutes of the Ad-Hoc Committee on Noise, found in **Appendix R**. In order to effectively monitor compliance with voluntary noise abatement procedures, and to provide accurate data to the public regarding aircraft operations, flight tracks, and flight profiles, Monroe County should establish a noise and flight track monitoring program. Monroe County should acquire a noise and flight track monitoring system to facilitate this effort. The system should have the capability to identify aircraft operations, display their flight tracks and altitude, record their noise levels, and provide a method to store and analyze the collected data. Two portable noise monitoring units should be acquired initially, in conjunction with an FAA-approved flight track monitoring system.

The aircraft operations and flight track data collected will be extremely valuable for monitoring compliance with the voluntary noise abatement measures, and responding to public inquiries, as well as providing detailed flight data when updating noise contours. Results of periodic noise monitoring, as well as analysis of flight tracks, should be included in the noise contour update report.

The objectives of the noise and flight track monitoring program are as follows:

- Provide accurate operations data to aid in the calculation of aircraft noise contours.

- Provide accurate flight track and profile data to monitor and encourage compliance with voluntary noise abatement procedures at KWIA, and aid in the calculation of aircraft noise contours.

- Provide data to concerned citizens, local officials, and aircraft operators regarding aircraft operations at KWIA.

- Respond to noise complaints by correlating flight and flight track information with aircraft ownership data and accurately determining the circumstances leading to complaints.

The noise and flight track monitoring system will not be used for enforcement purposes either by in-situ measurement of any preset noise thresholds or for mandatory enforcement of any voluntary noise abatement measure. Implementation of this recommended measure will contribute both directly and indirectly to reduction of noise and noncompatible land uses as described in the objectives above. The noise and flight track monitoring system being recommended in this measure will have the capability to collect data that, once processed by skilled individuals, will aid in the generation of noise contours, but will not have the capability to automatically generate noise contours. There are more sophisticated and expensive systems available that may have the capability to automatically generate noise contours, but such systems are felt to be in excess of the needs of KWIA.

The acquisition of a noise and flight track monitoring system may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAôs ROA for this NCP and all of the components and data collection sources are compliant with all FAA guidance and regulations. The purchase and installation of a system consisting of two portable noise monitors and an FAA-approved flight track monitoring system will cost approximately $300,000. Costs associated with operation and maintenance of the system after installation would be the responsibility of the Airport Sponsor.

<u>Sponsor's Recommendation</u>: Establishing a noise and flight track monitoring program, and acquiring two portable noise monitors and an FAA-approved flight track monitoring system is recommended for inclusion in this NCP.

10.6 Noise Program Update

To understand the possible changes in noise impacts due to airport operations and changes in the Airport Sponsorôs objectives and local land uses, it may be desirable to routinely re-examine the noise and land use compatibility characteristics of the airport. On a routine basis, the operational characteristics of the airport should be re-examined and new noise contours developed, if warranted. Changes in land use and zoning should also be reviewed periodically.

Title 14 CFR part 150, §150.21(d) requires airport operators to update their NEMs when a change in Day Night Level (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 contour), or

(2) Increases of DNL 1.5 dB or greater 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 formerly 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 noise reduction.

FAA Part 150 related mitigation funding decisions are based on accurate and up to date Noise Exposure Maps, and KWIA may receive Federal funds, if available, to carry out NCP noise mitigation measures recommended in this NCP and approved by the FAA in its Record of Approval (ROA) for this NCP. FAA Program Guidance Letter 05-4 provides instructions on this matter to FAA Regional and Airports District Offices. The instructions are:

> *Absent information to the contrary, NEMs on file with the FAA for less than 5 years may be presumed to be current and project eligibility may be determined using either the existing or forecast conditions NEMs on file with FAA. However, if there is information indicating that the NEMs on file with the FAA do not reflect recent significant changes that have occurred at the airport that would affect the noise contours, or if the NEMs are older than 5 years, the sponsor must certify the existing or forecast year NEM reflects current conditions at the airport, or the sponsor must submit updated NEMs.*

The previous NCP included a recommendation to prepare annual noise contour updates to compare the *Future Condition Noise Exposure Map* projected noise levels to the noise levels generated from actual aircraft operations. The comparison of these two noise levels was used to determine whether the Noise Insulation Program (NIP) avigation easement remained valid. Implementation of this recommended measure could contribute indirectly to reduction of noise and noncompatible land uses by identifying potential reduction in noise levels and noncompatible uses based on changes to the size and/or shape of the noise contours.

It is recommended that noise contours be updated if any of the following criteria are met:

- An increase or decrease of more than ten percent in total annual operations at KWIA, or,
- Addition of a new passenger or cargo airline, or withdrawal of an existing passenger or cargo airline, or,
- Change of fleet mix by an existing passenger or cargo airline, or based jet aircraft.

These criteria can be monitored and documented using the noise and flight track monitoring system.

If the noise contour update meets the criteria identified in title 14 CFR part 150, §150.21(d) as described above, an update to the NEMs will be required. If the updated noise contours result in a change in the boundaries of the NEM, an amendment or update to the NCP will be required. Preparation of periodic noise contour updates, as well as NEM and/or NCP updates when warranted, may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the

FAAõs ROA for this NCP. The estimated cost for a noise contour update is $35,000. The estimated cost of an NEM or NCP update is $250,000 each.

<u>Sponsor's Recommendation</u>: Noise contour updates, when certain criteria are met, are recommended for inclusion in this NCP.

10.7 Summary

This section presented a variety of program management alternatives for consideration at KWIA.

The following measures were recommended by the Airport Sponsor for inclusion in this NCP:

- Maintain responsibility for NCP management by utilizing a contractor to fulfill the role of Airport Noise Program Coordinator.
- Continue holding meetings of Monroe Countyõs Ad-Hoc Committee on Noise.
- Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures.
- Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal.
- Subscribe to WhispertrackÊ to facilitate distribution of voluntary noise abatement procedures.
- Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures.
- Establish a noise and flight track monitoring program by acquiring two portable noise monitors and an FAA-approved flight track monitoring system.
- Prepare noise contour updates, when certain criteria are met, for comparison with the most recently FAA accepted NEMs.

Table 10-1 summarizes the program management alternatives, describes the advantages and disadvantages of each measure, and indicates which measures are recommended by the Airport Sponsor for inclusion in this NCP for KWIA. **Appendix O** provides information regarding the flight tracking systems and WhispertrackÊ discussed in this section.

TABLE 10-1
SUMMARY OF PROGRAM MANAGEMENT ALTERNATIVES CONSIDERED

Alternative	Advantages	Disadvantages	Responsibility to Implement	Recommended for NCP?
Utilize a contractor to fulfill role of Airport Noise Program Coordinator	✓ Consistent point of contact for management of NCP	✓ Cost for contractor ✓ Consultant not on-site	Airport Sponsor	Yes
Continue bi-monthly meetings of the Ad-Hoc Committee on Noise	✓ Facilitates accurate and timely dissemination of information to the public ✓ Provides a consistent forum for public participation	✓ Additional work effort for airport staff and contractor ✓ Requires time commitment from committee members	Airport Sponsor	Yes
Prepare, print, and distribute pilot information handout	✓ Provides access to accurate information about noise abatement procedures ✓ Help educate pilots and airport users	✓ Cost of initial and repeated printing ✓ Only available to pilots after they arrive at the airport for the first time	Airport Sponsor	Yes
Post framed, weatherproof, large scale version of pilot handout on airside and landside at FBO and terminal	✓ Provides access to accurate information about noise abatement procedures ✓ Help educate pilots and airport users	✓ Only available to pilots after they arrive at the airport for the first time	Airport Sponsor	Yes
Purchase subscription to WhispertrackÊ	✓ Provides access to accurate information about noise abatement procedures ✓ Provides access prior to pilotõs initial arrival at the airport	✓ Cost of annual subscription ✓ Currently only available on two flight planning services	Airport Sponsor	Yes
Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures	✓ Reminds pilots of noise abatement procedures just prior to departure	✓ Cost of purchasing, installing, and maintaining signs	Airport Sponsor	Yes

TABLE 10-1 (CONTINUED)
SUMMARY OF PROGRAM MANAGEMENT ALTERNATIVES CONSIDERED

Alternative	Advantages	Disadvantages	Responsibility to Implement	Recommended for NCP?
Purchase two portable noise monitors and a flight track monitoring system, and institute a Monitoring Program	✓ The flight track monitoring system would provide accurate data for development of noise contours ✓ Provide accurate information for responding to public and pilot inquiries	✓ Cost of purchase and maintenance of the system ✓ Additional work effort and cost for airport staff or consultant	Airport Sponsor	Yes
Update noise contours when certain criteria are met	✓ Continues the airport's commitment to noise issues ✓ Reassures the public and FAA that the NEMs are accurate and up-to-date	✓ Cost for updating contours ✓ Could result in changes to previously established noise programs and eligibility for the programs	Airport Sponsor	Yes

11.0 RECOMMENDED NOISE COMPATIBILITY PROGRAM

11.1 Summary of Recommended Measures

The objective of this recent noise compatibility planning process for KWIA is to improve the compatibility between aircraft operations and noise-sensitive land uses, while allowing the airport to continue to serve its important role in the community. The result of this planning process is a Noise Exposure Map (NEM) and a recommended Noise Compatibility Program (NCP). Specific recommended NCP elements are summarized in this chapter. These recommendations are those of the Monroe County Board of County Commissioners as the Airport Sponsor, not those of their consultant or any third party.

Several operational, land use, and program management alternatives were evaluated during the NCP process for their potential effectiveness at KWIA. In accordance with part 150 §B150.7, noise control alternatives must be considered and presented for which the airport operator has adequate implementation authority, for which the implementation authority is vested in a local governing body, and for which authority is vested in the FAA or other Federal agency. The airport is owned and operated by the County of Monroe.

Section 11.2 details the recommendations for which the County of Monroe is seeking FAA approval under the Part 150 Study process. **Section 11.3** lists measures that the County of Monroe and/or Key West International Airport have vested authority to implement. The County of Monroe is not seeking FAA approval for measures listed in **Section 11.3**. **Section 11.4** provides details regarding the implementation of the recommended measures, including the implementation authority and cost of each measure.

11.2 Measures Recommended by the Airport Sponsor Requiring FAA Approval

LU-1. Provide noise insulation for noncompatible structures in exchange for avigation easements

It is recommended that owners of noncompatible dwelling units and certain other noise sensitive structures located within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM be offered the opportunity to participate in a Noise Insulation Program (NIP), as described in **Section 9.3.3**. The NIP shall include noncompatible single- and multi-family dwelling units located within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM, which includes Key West by the Sea Condominiums, the Flagler Court Townhomes, as well as the noise sensitive Grace Lutheran Church and School, and the Catholic Charities Facility that are determined to be noncompatible in accordance with FAA Order 5100.38D Appendix R. See **Figures 11-1, 11-2 and 11-3** for the location of these noise sensitive receptors.

Appendix L provides the dwelling and noise sensitive sites that are within the DNL 65 + noise contour of the 2013 Existing Condition NEM as well as those that KWIA would like to include due to block rounding. **Appendix L** also contains a graphical representation of these locations.

The actual Program Area eligible for FAA funding is determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

Property owners will be required to grant avigation easements to Monroe County in exchange for noise insulation. The avigation easement will remain valid until noise levels exceed those shown on the Year 2013 Existing Condition Noise Exposure Map, at which point the easement is no longer binding. **Appendix M** contains a draft of this avigation easement.

LU-2. Purchase avigation easements

It is recommended that owners of noncompatible dwelling units and other noise sensitive structures located within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM that do not participate in the NIP be offered the opportunity to participate in the Avigation Easement Acquisition Program, as described in **Section 9.3.2.3**. The Avigation Easement Acquisition Program shall include noncompatible single- and multi-family dwelling units located within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM as well as Grace Lutheran Church and School, and the Catholic Charities Facility that are determined to be noncompatible in accordance with FAA Order 5100.38D Appendix R. See **Figures 11-1, 11-2 and 11-3** for the location of these noise sensitive receptors.

Appendix L provides the dwelling and noise sensitive sites that are within the DNL 65 + noise contour of the NEM as well as those that KWIA would like to include due to block rounding. **Appendix L** also contains a graphical representation of these locations.

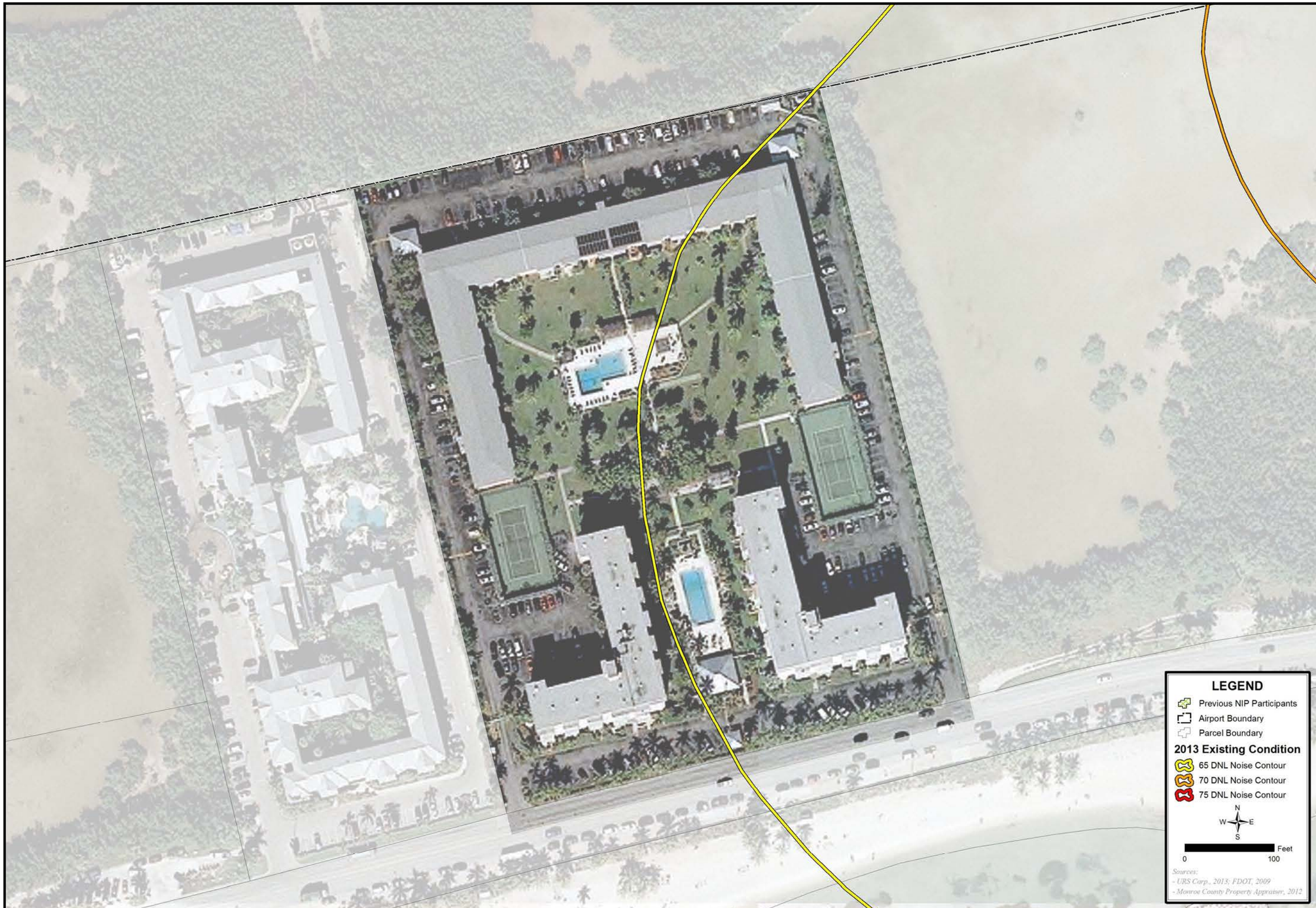
The actual Program Area eligible for FAA funding is determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

LU-3. Rescind approval of the 1999 ROA measure to purchase homes, provide noise insulation, and then resell the homes with avigation easements

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved a measure to purchase homes, provide noise insulation, and resell the homes with an avigation easement. It is recommended that approval of this measure be rescinded due to the successful implementation of the NIP, and the high cost of implementing such a measure, as described in **Section 9.3.2.4**.

LU-4. Rescind approval of the 1999 ROA measure to rezone two vacant parcels

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved a measure to rezone two vacant parcels to prevent noncompatible development. These properties are located at the corner of Flagler Avenue and 11th Street, and on South Roosevelt Boulevard adjacent to airport property. It is recommended that approval of this measure be rescinded. It will be replaced with a new local measure, LU-6, that is under the jurisdiction of Monroe County, rather than the City of Key West, as described in **Section 9.4.1**.



NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

2013 NEM NONCOMPATIBLE LAND USE
Key West by the Sea

FIGURE
11-1

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NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

2013 NEM NONCOMPATIBLE LAND USE
4th and 5th Street

FIGURE
11-2

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NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

2013 NEM NONCOMPATIBLE LAND USE
Flagler Avenue Area

FIGURE
11-3

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LU-5. Rescind approval of the 1999 ROA measure to acquire the vacant parcel at the corner of Flagler Avenue and 11th Street

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved a measure to acquire the vacant parcel, located at the corner of Flagler Avenue and 11th Street, as shown on **Figure 9-2**, to prevent noncompatible development. It is recommended that approval of this measure be rescinded. It will be replaced with new local measure LU-6 that is under the jurisdiction of Monroe County, rather than the City of Key West, as described in **Section 9.4.2**.

LU-6. Purchase an avigation easement from the owner of the vacant parcel at the corner of Flagler Avenue and 11th Street

It is recommended that the owner of the vacant parcel located at the corner of Flagler Avenue and 11th Street, shown on **Figure 9-2**, (Parcel ID: 00065090-000100) be offered the opportunity to sell an avigation easement to Monroe County, as described in **Section 9.4.2**. In addition to permitting aircraft overflight and associated noise, this avigation easement will specifically prohibit noncompatible development on this parcel. **Appendix N** contains a draft of this avigation easement.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

LU-7. Rescind approval of the measure to establish airport noise and public safety compatible land use zoning

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved a measure directing Monroe County and the City of Key West to develop airport noise and public safety compatible land use zoning to prevent noncompatible development in the vicinity of the airport. It is recommended that approval of this measure be rescinded. It will be replaced with a new local measure, AM-10, as described in **Section 9.4.2**.

PM-1. Continue to utilize a consultant to fulfill the role of Airport Noise Program Coordinator

It is recommended that Monroe County continue to utilize a contractor to fulfill the role of Airport Noise Program Coordinator, as described in **Section 10.2**.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

PM-3. Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures

It is recommended that KWIA prepare, print, and distribute a full color informational insert in a format that is compatible with the Jeppesen Sanderson manual that provides a description of all components of KWIAôs voluntary operational noise abatement program. This would be useful for

educating both citizens and pilots. It is recommended that KWIA provide color copies of the pilot handout to the FBO and airline station managers, and ask that they be placed in accessible locations at the FBO and distributed to pilots. This measure is described in **Section 10.4**. Prior to release, language in the pilot handout should be reviewed for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

PM-4. Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal

It is recommended that KWIA provide a framed, weatherproof, large scale version of the pilot handout to the FBO to be posted on the airside where it can be seen by pilots as they enter and exit the FBO, as described in **Section 10.4**. It is also recommended that KWIA post a framed, weatherproof, large scale version of the pilot handout on the airside at the airline terminal where it can be seen by commercial service pilots as they enter and exit the terminal, as described in **Section 10.4.**

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

PM-6. Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures

It is recommended that that KWIA purchase lighted information signs to be installed on the airfield to promote the use of noise abatement procedures, as described in **Section 10.4**. These signs will replace the existing signs. Prior to purchase and installation, the proposed language on signage must be reviewed and approved by the FAA. The signs must be designed and installed in accordance with FAA Advisory Circular 150/5340-18E, *Standards for Airport Sign Systems*.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

PM-7. Establish a noise and flight track monitoring program by acquiring two portable noise monitors and an FAA-approved flight track monitoring system

It is recommended that KWIA establish a noise and flight track monitoring program, and acquire two portable noise monitors and an FAA-approved flight track monitoring system, as described in **Section 10.5**. The noise and flight track monitoring system will not be used for enforcement purposes either by in-situ measurement of any preset noise thresholds or for mandatory enforcement of any voluntary noise abatement measure.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

PM-8. Update noise contours as needed

In order to identify and disclose any significant changes in the size or shape of the noise contours it is recommended that the County of Monroe update the KWIA noise contours for comparison to the *Year 2013 Existing Condition Noise Exposure Map*, if certain criteria are met as described in **Section 10.6**. These criteria can be monitored and documented using the noise and flight track monitoring system.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

11.3 Measures Recommended by the Airport Sponsor that do not Require FAA Approval

OM-1. Voluntary use of Ground Power Units when time and safety permit

It is recommended that aircraft make voluntary use of available Ground Power Units (GPUs) in place of the on-board aircraft Auxiliary Power Units (APUs) when time and safety permit, as described in **Section 8.2.1**. The use of GPUs may reduce ground noise associated with the operation of the airport, and will reduce air emissions and fuel usage by aircraft.

OM-2. Continue use of designated aircraft run-up locations

It is recommended that Key West International Airport continue use of the designated run-up locations as described in **Section 8.2.2**.

OM-3. Voluntary use of intersection departures on Runway 09

It is recommended that aircraft departing from Runway 09 use an intersection departure at Taxiway C, safety, weather and aircraft performance permitting, as described in **Section 8.3.1**. The use of the Taxiway C intersection departure will reduce departure noise at noise sensitive locations west of Runway 09.

OM-4. Continue use of a wide variety of flight paths on approach to Runway 09

It is recommended that smaller aircraft continue to use a variety of flight paths during daytime hours as they approach to land on Runway 09, as described in **Section 8.4.2**.

OM-5. Voluntary southerly helicopter arrival and departure tracks

It is recommended that rotary wing aircraft (helicopters) depart and arrive to the south to avoid low overflights of noise sensitive land uses directly north of the airport, as described in **Section 8.4.3**. The helicopters have the ability to safely operate at altitudes below those at which the NASKW aircraft are transitioning through the airspace, and as a voluntary measure, would not apply to the ñfirst responderò helicopter operations that occur at KWIA.

OM-6. Adherence to voluntary practices for air tour and aerial advertising flights

It is recommended that pilots of all air tour and/or aerial advertising flights adhere to the voluntary practices set forth in FAA AC 91-36D and/or the Community Operational Sensitivity standards included in the ñAerial Media Code of Conduct,ò as described in **Section 8.4.4**.

OM-7. Continue voluntary avoidance of direct flight over Key West by the Sea Condominiums by pilots of air tours and aerial advertising flights

It is recommended that KWIA continue to discourage pilots of air tours and aerial advertising flights from flying directly over Key West by the Sea Condominiums, as described in **Section 8.4.4**.

OM-8. Continue voluntary use of noise abatement arrival and departure procedures

It is recommended that KWIA continue to encourage pilots to use the voluntary NBAA close-in noise abatement departure procedure. Further, it is recommended that VFR aircraft continue the voluntary use of specific departure procedures requiring maintaining runway heading until reaching the airport boundary. In addition, it is recommended that the appropriate arriving and departing aircraft use voluntary propeller and power adjustments, as safety allows. These measures are described in **Section 8.5.3**.

OM-9. Continue voluntary curfew of aircraft activity between 11:00 p.m. and 7:00 a.m.

It is recommended that KWIA continue to encourage pilots to observe the voluntary curfew on aircraft activity between 11:00 p.m. and 7:00 a.m. as described in **Section 8.5.5**.

LU-8. Work with the City of Key West to adopt policies to encourage compatible development

As described in **Section 9.4.1**, the Airport Sponsor and the City of Key West agreed to work together to adopt policies to encourage compatible development around the Key West International Airport. The proposed policies would require new (or substantial improvement to existing) noise-sensitive structures located within the DNL 65+ dB noise contour to incorporate noise attenuation measures to achieve appropriate outdoor-to-indoor Noise Level Reduction (NLR). These measures can be incorporated into the design and construction of certain types of buildings, such as homes, schools, hospitals, and churches. For sites that fall between the DNL 65 and 70 dB contours, the recommended NLR is a minimum of 25 dB. For sites that fall between the DNL 70 and 75 dB contours, the recommended NLR is a minimum of 30 dB.

PM-2. Continue holding meetings of Monroe County's Ad-Hoc Committee on Noise

It is recommended that Monroe County and KWIA continue holding meetings of the Ad-Hoc Committee on Noise, as described in **Section 10.3**. The Ad-Hoc Committee on Noise has been a valuable forum for interacting with the public and disseminating information about KWIAõs noise program. Ad-Hoc Committee meetings provide the public with an opportunity to express their viewpoints, ideas and concerns about aircraft noise resulting from aircraft operations to and from Key West International Airport.

PM-5. Subscribe to Whispertrack™ to facilitate distribution of voluntary noise abatement procedures

It is recommended that KWIA purchase a subscription to WhispertrackÊ to facilitate distribution of voluntary noise abatement procedures, as described in **Section 10.4**.

11.4 Implementation Plan

Primary responsibility for implementation of all the above recommended measures rests with Monroe County, the Airport Sponsor. **Table 11-1** indicates the implementation responsibility, timeframe for implementation, and estimated cost of each recommended measure. It is anticipated that the FAA will play an important and substantial role in funding the implementation of the remedial land use mitigation measures that are approved by the agency in its ROA for this NCP.

The Airport Sponsor met with the Manager of the Airport Traffic Control Tower (ATCT) on Tuesday, February 3, 2015, to review the proposed operational measures. The Tower Manager subsequently met with the air traffic controllers, and they all agreed to implement the recommended operational measures. Documentation of this meeting and agreement to implement are contained in **Appendix Q**.

The Airport Sponsor met with the Planning Director for the City of Key West on Tuesday, February 3, 2015, to review the proposed preventive land use measures. The Planning Director agreed to work with the Airport Sponsor to adopt policies to encourage compatible development. Documentation of this meeting is contained in **Appendix Q**.

Monroe County intends to fund the implementation of grant-eligible, FAA approved NCP measures through the utilization of Federal funding through the noise set-aside component of the Airport Improvement Program (AIP). Monroe County anticipates that approximately $3 million per year in AIP funding will be needed for implementation of the approved measures. However, the FAAôs approval of the NCP does not constitute a commitment by the FAA to financially assist in the implementation of the approved measures nor a determination that all the approved measures in the NCP are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration. As a result, implementation of the approved measures will progress as funding becomes available.

The *FAA Modernization and Reform Act of 2012* stipulates that the Federal share for eligible AIP projects is 90 percent, through Fiscal Year 2015. It is unknown if the Federal share will change after 2015. Monroe County will provide the 10 percent matching share through 2015. Historically, Monroe County has utilized Passenger Facility Charge (PFC) revenue to fund their matching share.

Because the demand for Federal funds exceeds the amount available, a priority system is used by FAA to evaluate projects on the basis of standardized criteria. Projects are then ranked according to their national priority to ensure that discretionary funds are used more effectively. For example, noise compatibility in the DNL 70 to 75 dB noise contour has a higher priority than noise compatibility in the DNL 65 to 70 dB noise contour.

TABLE 11-1
SUMMARY OF RECOMMENDED NOISE COMPATIBILITY PROGRAM

No.	Description of Measures	Requesting FAA Approval?	Responsibility to Implement	Timing for Implementation	Estimated $ Cost	Potential Funding Sources
OPERATIONAL NOISE ABATEMENT MEASURES						
1	Voluntary use of Ground Power Units when time and safety permit	No	Airport Sponsor	Ongoing	$0	Not Applicable
2	Continue voluntary use of designated aircraft run-up locations	No	Airport Sponsor	Ongoing	$0	Not Applicable
3	Voluntary use of intersection departures on Runway 09	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
4	Continue voluntary use of a variety of flight paths by smaller aircraft on approach to Runway 09	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
5	Voluntary southerly helicopter arrival and departure tracks	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
6	Adherence to voluntary practices by pilots of air tours and aerial advertising flights	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
7	Continue voluntary avoidance of direct flight over KWBTS	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
8	Continue voluntary use of noise abatement arrival and departure procedures	No	Airport Sponsor and FAA ATCT	Ongoing	$0	Not Applicable
9	Continue voluntary curfew between 11:00 p.m. and 7:00 a.m.	No	Airport Sponsor	Ongoing	$0	Not Applicable
LAND USE MITIGATION MEASURES						
1	Provide noise insulation for eligible noncompatible structures in exchange for avigation easements	Yes	Airport Sponsor	2015 through 2024	$16,350,000	FAA AIP Grant Funds and Local Matching Funds
2	Purchase avigation easements for eligible noncompatible structures	Yes	Airport Sponsor	2015 through 2024	$2,940,000	FAA AIP Grant Funds and Local Matching Funds
3	Rescind approval of the measure to purchase homes, provide noise insulation, and then resell the homes with avigation easements	Yes	FAA	Issuance of ROA	$0	Not Applicable

TABLE 11-1 (CONTINUED)
SUMMARY OF RECOMMENDED NOISE COMPATIBILITY PROGRAM

No.	Description of Measures	Requesting FAA Approval?	Responsibility to Implement	Timing for Implementation	Estimated $ Cost	Potential Funding Sources
4	Rescind approval of the measure to rezone two vacant parcels	Yes	FAA	Issuance of ROA	$0	Not Applicable
5	Rescind approval of the measure to acquire the vacant parcel at the corner of Flagler Avenue and 11th Street	Yes	FAA	Issuance of ROA	$0	Not Applicable
6	Purchase an avigation easement from the owner of the vacant parcel at the corner of Flagler Avenue and 11th Street	Yes	Airport Sponsor	As soon as funding is made available	$15,000	FAA AIP Grant Funds and Local Matching Funds
7	Rescind approval of the measure to establish airport noise and public safety compatible land use zoning	Yes	FAA	Issuance of ROA	$0	Not Applicable
8	Work with the City of Key West to update/amend Land Development Code	No	Airport Sponsor and City of Key West	As soon as possible	Minimal staff time for City of Key West and KWIA	Local Operating Budgets
PROGRAM MANAGEMENT MEASURES						
1	Continue to utilize consultant to fulfill duties of Airport Noise Program Coordinator	Yes	Airport Sponsor	As soon as funding is made available	$75,000 annually	FAA AIP Grant Funds with Local Matching Funds or Local Operating Budget
2	Continue holding meetings of Monroe County's Ad-Hoc Committee on Noise	No	Airport Sponsor	Ongoing	Minimal staff time for KWIA	Local Operating Budget
3	Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures	Yes	Airport Sponsor	As soon as funding is made available	$1,600 for 2,000 copies, including graphic design and printing	FAA AIP Grant Funds with Local Matching Funds or Local Operating Budget
4	Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal	Yes	Airport Sponsor	As soon as funding is made available	$1,000 for two framed, weatherproof posters	FAA AIP Grant Funds with Local Matching Funds or Local Operating Budget
5	Subscribe to WhispertrackÊ to facilitate distribution of voluntary noise abatement procedures	No	Airport Sponsor	As soon as possible	$2,340 annually	Local Operating Budget

TABLE 11-1 (CONTINUED)
SUMMARY OF RECOMMENDED NOISE COMPATIBILITY PROGRAM

No.	Description of Measures	Requesting FAA Approval?	Responsibility to Implement	Timing for Implementation	Estimated $ Cost	Potential Funding Sources
6	Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures	Yes	Airport Sponsor	As soon as funding is made available	$15,000 for two signs, including installation	FAA AIP Grant Funds with Local Matching Funds or Local Operating Budget
7	Establish a noise and flight track monitoring program by acquiring two portable noise monitors and an FAA-approved flight track monitoring system	Yes	Airport Sponsor	As soon as funding is made available	$300,000	FAA AIP Grant Funds and Local Matching Funds
8	Update noise contours when certain criteria are met	Yes	Airport Sponsor	As needed	$35,000 per occurrence	FAA AIP Grant Funds and Local Matching Funds

Figures 11-1 through **11-3** illustrate noncompatible land uses within the DNL 65+ dB of the 2013 NEM.

Table 11-2 delineates the number of dwellings, by type, and anticipated cost for mitigation within the 2013 NEM. At this point, it is impossible to estimate actual participation in each recommended program. Therefore, **Table 11-2** presents the cost estimate for the most costly scenario (i.e., the NIP). Design costs were estimated at $16,000 per dwelling unit and construction phase services at $9,000 per dwelling unit, for a total of $25,000 per dwelling unit for NIP administration costs. Construction was estimated at $50,000 per dwelling unit. The total cost was estimated at $75,000 per dwelling unit.

The cost for the Catholic Charities facility and Grace Lutheran Church and School were each estimated at $700,000 for construction and $200,000 for administration ($130,000 for design, $70,000 for construction phase services).

For planning purposes, it is assumed that there would be approximately $3 million available per year for implementation of the NCP. Based on the costs presented in **Table 11-2**, the noise insulation measure of the NCP would require approximately six years for completion. This does not account for dwellings that choose not to participate, nor does this account for homes that may be included in the program due to neighborhood equity and block rounding. A schedule of the implementation, including the Airportôs proposed Program Area, including a detailed listing of the dwellings or public buildings within the proposed Program Area, is provided in **Appendix P**. The actual Program Area eligible for FAA funding will be determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

11.5 Program Revision

Title 14 CFR Part 150 §150.21(d) indicates that if any change in the operation of KWIA would create any ñsubstantial, new noncompatible useò in any area depicted on the map beyond that which is forecast for the 2018 Future Condition, the airport shall promptly prepare and submit a revised NEM. Title 14 CFR Part 150 §150.21(d) (2) indicates that if any change in the operation of KWIA would significantly reduce noise over existing noncompatible uses that is not reflected in either the 2013 existing conditions or forecast 2018 noise exposure maps, the airport shall promptly prepare and submit a revised NEM. If a revision to the NEM becomes necessary for either of these reasons, the NCP will be revised accordingly.

TABLE 11-2
COST ESTIMATE FOR NOISE INSULATION MEASURE (LU1)

Residence Type	# of Units	Construction	Administration	TOTAL
Single Family	88	$4,400,000	$2,200,000	$6,600,000
Multi ï Family	11	$550,000	$275,000	$825,000
KWBTS Condos	95	$4,750,000	$2,375,000	$7,125,000
Catholic Charities	23	$700,000	$200,000	$900,000
Grace Lutheran Church and School	5	$700,000	$200,000	$900,000
TOTAL	**222**	**$11,100,000**	**$5,250,000**	**$16,350,000**

Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2013.

12.0 CONSULTATION AND PUBLIC PARTICIPATION

12.1 Introduction

Title 14 CFR part 150, *Airport Noise Compatibility Planning*, requires that each noise exposure map and noise compatibility program must be developed and prepared in consultation with FAA district and 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 noise exposure map, and other officials having local responsibility for land uses depicted on the NEM. This consultation must include regular aeronautical users of the airport, including air carriers and other aircraft operators.

Prior to and during the development of a NCP, and prior to submission of the resulting draft NCP to the FAA, the airport operator shall afford adequate opportunity for the active and direct participation of the states, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, and the general public to submit their views, data, and comments on the formulation and adequacy of that NCP.

The County of Monroe, the Airport Sponsor of Key West International Airport, certifies that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure maps, descriptions of forecast aircraft operations, and the formulation and adequacy of the NCP. Documentation describing the consultation accomplished during the development of the NEMs and NCP and the opportunities afforded the public to review and comment on these documents are included in this section and **Appendices Q, R, and S.**

12.2 Identification of Consulted Parties

Title 14 CFR part 150 §150.21(b), §150.23(c), and §A150.105(a) specify the parties that must be consulted during development of the NEMs and NCP. Accordingly, the following parties were contacted and requested to provide input as appropriate:

- Federal Aviation Administration,
- National Oceanographic and Atmospheric Administration,
- U.S. Navy,
- Florida Department of Transportation,
- State Historic Preservation Office,
- State Clearinghouse,
- City of Key West,
- County of Monroe,
- Air Carriers, and
- Other Aeronautical Users.

Copies of correspondence with these parties are included in **Appendix Q**. Several parties responded to the notification and asked to be placed on the distribution list for information regarding the Part 150 Study.

These parties were provided with advance copies of the agenda packages for the Ad-Hoc Committee meetings, via email. A copy of the distribution list, as well as related email correspondence, are included in **Appendix Q**.

12.3 Monroe County Ad-Hoc Committee on Noise

The County of Monroe established the Ad-Hoc Committee on Noise on May 16, 1995. The members of the Ad-Hoc Committee are appointed by the Monroe County Board of County Commissioners (BOCC), and represent neighborhood residents and aviation users. Four members and one alternate represent airport neighbors (the ñnoise takersò), and four members and one alternate represent airport users (the ñnoise makersò). There is no set term for committee members. The committee chairperson is the BOCC representative from District 1, which includes the eastern portion of Key West, Stock Island, and Raccoon Key (aka Key Haven). Staff representatives, including the Airport Director and the Part 150 Study consultant, attend meetings, provide information, and answer questions. The members of the Ad-Hoc Committee changed somewhat over the course of the Part 150 Study. The current members of the Ad-Hoc Committee are shown in **Table 12-1**.

TABLE 12-1
MEMBERS OF THE AD-HOC COMMITTEE ON NOISE

Name	Representing
Danny Kolhage	Monroe County BOCC
Kay Miller	Airport Neighbors
Alfred ñSonnyò Knowles	Airport Users
Robert Padron	Airport Neighbors
Paul dePoo, Jr.	Airport Users
Marlene Durazo	Airport Neighbors
Dr. Julie Ann Floyd	Airport Users
Harvey Wolney, Sr.	Airport Neighbors
Amy Kehoe	Airport Users
Tina Mazzorana	Airport Neighbors Alternate
Nikali Pontecorvo	Airport Users Alternate

Sources: Monroe County, 2014, Deborah Murphy Lagos & Associates, 2014.

Key West is a small, densely populated island (approximately 2 x 4 miles). All areas of Key West are affected by noise, including civilian and military aircraft, motor scooters, wild free-range roosters and chickens, and parties. The members of the Ad-Hoc Committee, including Airport Neighbors, Airport Users, and the Monroe County BOCC representative, reside in Key West. Certain members live in areas more directly affected by aircraft noise, such as Key West by the Sea, Old Town, New Town, Riviera Shores, etc. However, the Committee has a collective and purposeful mission to not only represent the views of their

immediate neighbors and/or aviation entity, but offer insights and comments related to noise issues affecting all Key West neighborhoods and aeronautical users.

Ad-Hoc Committee meetings provide diverse interests an opportunity to directly experience the viewpoints, ideas, and concerns of other committee members, and thereby played an important role in the course of the noise compatibility study. The committee members brought together the study team and the people they represented. The study team benefitted 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 associates 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.

The Ad-Hoc Committee generally meets on a bi-monthly basis, at 2:00 pm on the first Tuesday of every other month. Meetings are held in the BOCC chambers at the Harvey Government Center, 1200 Truman Avenue, Key West, FL 33040. It is the view of the Committee that this time of day allows the best level of citizen involvement due to the unique demographics of the local population and the availability of the full spectrum of aeronautical users. The public at large is comprised of many retired persons and persons who earn their living in the leisure business industries including restaurants and hotels whose availability to attend public meetings is better suited to afternoon rather than evening hours. Meetings are advertised in advance in a block ad in the Key West Citizen newspaper. Agenda packages are distributed in advance of each meeting, and minutes of each meeting are prepared and approved by the committee. The annual meeting schedule, agenda packages, and meeting minutes are posted on the Ad-Hoc Committee's website: *http://www.monroecounty-fl.gov/index.aspx?NID=319*. The website provides contact information for the Airport Director and the Airport Noise Program Coordinator, as well as the phone number for the Key West International Airport Noise Hotline. **Figure 12.1** includes photographs from several well-attended Ad-Hoc Committee meetings.

During the course of the Part 150 study, the Committee met in December 2011; February, April, June, August, October, and December, 2012; February, April, June, August, and October 2013, and April, October, and December, 2014, to discuss issues related to the Part 150 study. Documentation of these meetings is contained in **Appendix R**. The Ad-Hoc Committee meetings served as the primary mechanism for receipt of public input for the Part 150 Study. Issues were raised, comments and suggestions were made, and all were discussed during the Ad-Hoc Committee meetings. Therefore, public comments and their responses and disposition are documented in the minutes of the Ad-Hoc Committee meetings.

Appendix R contains a screen-capture of the Ad-Hoc Committee website, newspaper advertisements announcing the meetings, and copies of agendas and minutes for the meetings which occurred during the development of the noise compatibility program. The meeting minutes document discussions regarding the Part 150 Study that occurred amongst airport staff, Part 150 Study consultants, members of the Ad-Hoc committee, and the public. **Appendix R** contains a copy of written material submitted to the Ad-Hoc Committee, together with the response and disposition of those comments, and materials to demonstrate the program is feasible and reasonably consistent with obtaining the objectives of airport noise compatibility planning under title 14 CFR part 150.

12.4 Monroe County Board of County Commissioners

The Board of County Commissioners (BOCC) oversees the management and operation of all airports within the County, including KWIA. It is comprised of five elected officials, each representing a different district. The BOCC meets monthly in Key Largo, Marathon, or Key West. The consultant attended a BOCC meeting in Key West on July 17, 2013 to present the recommendations of the Ad-Hoc Committee on Noise to the BOCC. The BOCC held a public hearing to receive comments from the public regarding the Part 150 Noise Compatibility Program and approved the submission of the NCP to the FAA.

12.5 Public Hearing

A Public Hearing was held on July 17, 2013, during a regular meeting of the Monroe County BOCC, regarding the findings and recommendations of the Noise Compatibility Program. The BOCC ordinarily holds public hearings during their regular meetings, unless State Statute requires that the public hearing be held after 5:00 pm. The public hearing was advertised in advance in a block ad in the Key West Citizen newspaper. The Public Hearing was intended to provide the public an opportunity to make recorded formal statements in favor of or opposed to the recommended noise compatibility program. A few members of the Ad-Hoc Committee on Noise attended the Public Hearing. No one from the public chose to make a statement during the public hearing.

The Part 150 document was made available for public review prior to the public hearing. A hard copy of the document was available for review at the KWIA Directorôs office, the BOCC Office of Commissioner Danny Kolhage, and the Monroe County Public Library. In addition, an electronic copy of the document was available via a link from the BOCC Agenda at the following URL: *http://fl-monroecounty.civicplus.com/AgendaCenter/ViewFile/Item/3616?fileID=3565*.

No public comments, either written or verbal, were received at the public hearing. **Appendix S** contains documentation of the notice and the opportunity for a public hearing provided by the Airport Sponsor. The Consulted Parties were notified by letter of the public hearing (see **Appendix Q**). A copy of the agenda, agenda item summary, and minutes of the BOCC meeting are included in **Appendix S.** The public hearing was agenda item Q-7.

12.6 Sponsor's Certification

The Noise Compatibility Program (NCP) for Key West International Airport, hereby submitted in accordance with title 14 CFR part 150, was prepared with the best available information and is certified as true and complete.

The NCP was developed and prepared in consultation with FAA regional officials, the officials of the state, and of any public agencies and planning agencies whose area of jurisdiction, or any portion thereof, is within the DNL 65 dB contour depicted on the Noise Exposure Maps. The consultation also included any other federal officials having local responsibility for land uses depicted on the map. This consultation included regular aeronautical users of the airport, including air carriers and other aircraft operators.

It is further certified that prior to and during the development of the NCP, and prior to submission of the resulting draft program to the FAA, Monroe County and the Key West International Airport afforded

adequate opportunity for the active and direct participation of the states, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, and the general public to submit their views, data, and comments on the formulation and adequacy of the Draft NCP. Prior to submitting this NCP to the FAA, the Monroe County Board of County Commissioners held a public hearing on July 17, 2013.

This document constitutes the official Noise Compatibility Program for Key West International Airport, as recommended by the Monroe County Board of County Commissioners.

A copy of the signed Sponsorôs Certification and Letters transmitting the final draft of the NCP to the FAA are included in **Appendix T**.

12.7 FAA Submittal and Acceptance / Approval Documentation

On December 19, 2013, the FAA announced their determination that the *Noise Exposure Maps and Supporting Documentation* submitted by Monroe County for Key West International Airport under the provisions of 49 U.S.C. 47501 *et. Seq*. (Aviation Safety and Noise Abatement Act of) and title 14 CFR part 150 were in compliance with applicable requirements. In Addition, the FAA published the **Noise Exposure Map Notice, Key West International Airport, Key West, FL** in the Federal Register Notice, Vol. 78, No. 249 on Friday, December 27, 2013. A copy of the acceptance letter from FAA and the Federal Register Notice are included in **Appendix T**.

As described in Section 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 March 9, 16, and 23, 2014. A copy of the Affidavit of Publication and copies of the advertisements are included in **Appendix T**.

On September 23, 2014, the FAA published the **Receipt of Noise Compatibility Program and Request for Review; Key West International Airport, Key West, Florida** in Vol. 79, No. 184 of the Federal Register. A copy is included in **Appendix T**.

The Federal Aviation Administration (FAA) announced its findings on the noise compatibility program submitted by the Key West International Airport under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act) and 14 CFR part 150 on March 17, 2015, in a letter to the Director of Airports, Monroe County Florida. The FAA approved the Key West International Airport Noise Compatibility Program in a Record of Approval (ROA), effective March 12, 2015. On April 6, 2015, the FAA published the **Approval of Noise Compatibility Program; Key West International Airport, Key West, Florida** in Vol. 80, No. 65 of the Federal Register. Copies of the letter, ROA and Federal Register Notice are included in **Appendix T**.

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FIGURE 12-1

PHOTOGRAPHS FROM AD-HOC COMMITTEE MEETINGS

NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

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Appendix I

Noise Analysis for Proposed
Runway 9 Visual Approach Procedure

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KEY WEST INTERNATIONAL AIRPORT

NOISE ANALYSIS
FOR PROPOSED
RUNWAY 9 VISUAL APPROACH PROCEDURE

PREPARED FOR

MONROE COUNTY
BOARD OF COUNTY COMMISSIONERS

OPERATOR OF

KEY WEST INTERNATIONAL AIRPORT

PREPARED BY

URS

June, 2003
Revised December, 2003

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EXECUTIVE SUMMARY AND STUDY CONCLUSIONS

REQUEST FOR THIS STUDY

At the request of the KWIA Ad Hoc Committee on Airport Noise, and under contract to Monroe County, URS analyzed and documented potential aircraft-generated noise exposure levels directly associated with the proposed alternative use of a visual approach procedure referred to as the "Runway 9 Noise Abatement Visual Approach Procedure". This proposed visual approach procedure was offered to the KWIA Ad Hoc Committee to potentially reduce aircraft-generated noise exposure levels to land areas located west of the airport along the extended runway centerline.

STUDY APPROACH

The study utilized the following information, data and modeling scenarios:

- Existing aircraft operational levels;
- FAA's Integrated Noise Model (INM);
- Alternative Visual Approach Tracks to Runway 9;
- Alternative Visual Approach Glide Paths to Runway 9, and;
- Investigation of Continuous Descent Approach Procedure.

STUDY CONCLUSIONS

Results of noise analysis conducted as part of this study indicate that although potentially feasible, the development and use of various alternative visual approach procedures to Runway 9 offer limited reductions of aircraft-generated noise exposure levels to land areas west of the airport when compared to existing approach procedures.

Based upon discussions with the FAA, implementation of a non-standard 3.8-degree glide path at KWIA for the existing visual approaches to Runway 9 or the proposed Runway 9 Noise Abatement Visual Approach Procedure would require FAA analysis and approval.

The Continuous Descent Approach Procedure is not applicable or prudent for use at KWIA at this time.

PROPOSED RUNWAY 9 NOISE ABATEMENT VISUAL APPROACH PROCEDURE NOISE ANALYSIS

1.0 INTRODUCTION

As Owner and Operator of the Key West International Airport (KWIA), it's the expressed goal of Monroe County to provide timely and efficient general aviation and commercial air services to residents and visitors of the Middle and Lower Florida Keys in a manner that maximizes safety, convenience, economic benefit and environmental compatibility.

At the request of the KWIA Ad Hoc Committee on Airport Noise, and under contract to Monroe County, URS analyzed and documented potential aircraft-generated noise exposure levels directly associated with the proposed alternative use of a visual approach procedure referred to as the "Runway 9 Noise Abatement Visual Approach Procedure". This proposed visual approach procedure was offered to the KWIA Ad Hoc Committee to potentially reduce aircraft-generated noise exposure levels to land areas located west of the airport along the extended runway centerline.

2.0 METHODOLOGY

2.1 Review of Existing Condition

To assess the beneficial reduction or detrimental increase in aircraft-generated noise levels resulting from the use of such a procedure, calendar year 2002 aircraft operational data as documented in the KWIA F.A.R. Part 150 Study 2002 Noise Contour Update was referenced and utilized. As reported in that study, 82,036 aircraft operations (a takeoff or a landing) were reported for the calendar year 2002 thereby yielding and average of 225 daily aircraft operations. These average daily aircraft operational totals are listed by aircraft type (i.e., regional air carrier, private jet, turbo-prop, piston and touch-and-go) in **Tables 1** through **4.**

2.2 Use of FAA's Integrated Noise Model

The FAA's Integrated Noise Model (INM), Version 6.0c, was used to produce the noise contour map associated with KWIA's 2002 aircraft operations. The INM is a computer-based noise level prediction model and it is the most commonly used method to predict aircraft-generated noise contours. Information required as inputs and variables to FAA's INM include:

- The number of average daytime operations (7 a.m. to 10 p.m.);
- The number of average nighttime operations (10 p.m. to 7 a.m.);
- Aircraft fleet mix;
- Runway utilization;

- Primary departure and arrival flight tracks;
- Aircraft flight profiles, and:
- Aircraft make, model and engine-specific noise data.

Utilizing the data and information listed above, the INM predicts aircraft-generated noise exposure levels at many geographic points surrounding the airport. By using a variety of pre-established noise measurements (metric) criteria and a calculation of which points have equal noise levels, continuous noise contour lines are generated to graphically depict selected noise exposure levels and to determine potential adverse noise exposure impacts to surrounding land uses.

Typically, the evaluation of community noise exposure impacts are addressed using published recommended methodologies developed by the Federal Aviation Administration (FAA). These guidelines are published in Title 14 of the Code of Federal Regulations under Part 150, *Airport Noise Compatibility Planning*, and Advisory Circular (AC) 150/5020-1, *Noise Control and Compatibility Planning for Airports*. Both publications require that aircraft noise levels in the vicinity of airports be determined on an average-daily basis utilizing the DNL metric.

For aircraft-generated noise exposure modeling purposes, the Day-Night Sound Level (DNL) is the summation of the noise exposure from all of the individual aircraft operational events that occur during a 24-hour period, with the provision that aircraft-generated noises occurring at night (defined as 10:00 p.m. through 7:00 a.m.) are increased by 10 decibels (dB). This penalty, or weighting, reflects the added intrusiveness of nighttime noise. Since community background noise typically decreases about 10 dB at night, nighttime noise events sound louder because there is less ambient noise. Environmental levels of DNL can be measured or estimated. Measurements are practical only for obtaining DNL values for a relatively limited number of geographic locations and, in the absence of permanently installed noise monitors, only for a few days. For this reason, most aircraft-generated noise assessments use computer-generated DNL estimates, depicted as equal-exposure DNL noise contour lines. When using the DNL noise metric, noise is typically measured using a specific adjustment, or “A” weighting that best approximates the limited hearing range of the human ear. Although not specifically referenced, all decibels reported in this study represent A-weighted decibels technically represented as dBA.

The KWIA F.A.R. Part 150 Study 2002 Noise Contour Update utilized the DNL metric and FAA prescribed noise contour mapping methodologies.

2.3 Selection of the FAA’s Time Above Noise Metric for Comparative Purposes

Through detailed investigation of noise modeling applications and methodologies specific to this study, it was determined that the prescribed DNL metric alone was not suitable as a noise exposure prediction tool in assessing the inherent changes in noise exposure levels west of the airport that would be directly associated with the proposed implementation of the visual approach procedure. The FAA’s INM however, does provide other noise prediction metrics such as Time Above (TA) that was found to serve as a suitable analysis tool in assessing the predicted resultant change in noise levels. The TA metric was

developed by the FAA as a secondary metric for assessing impacts of aircraft-generated noise around airports. The TA index refers to the total time in seconds or minutes that aircraft-generated noise levels exceed certain dB noise levels in a 24-hour period. There are no existing formal noise/land use compatibility standards defined in terms of a Time Above index.

2.4 Selection of Time Above Noise Level Compatibility Thresholds

In an effort to more accurately predict noise exposure levels that would be experienced inside an air conditioned residential dwelling with all windows and doors closed, a TA noise exposure threshold was established using published findings and reports issued by the Federal Interagency Committee On Noise (FICON). The FICON research indicates that interference to speech communication begins when intrusive noise is 60 dB or greater. Using the assumption that typical residential structures offer a noise level attenuation of 15 dB (inside versus outside noise exposure levels), the 75 dB (non-attenuation) TA noise exposure threshold was selected to best model the attenuated 60 dB (inside residential) noise speech interference threshold.

For study-specific analysis purposes, the INM-generated 5-minute 75 dB TA and the 20-minute 60 dB TA noise exposure contours were utilized to measure the resultant changes in noise exposure levels offered by the proposed alternative. The 5-minute 75 dB TA contour represents geographic locations that were exposed to aircraft-generated noise exposure levels of 75 dB or more for 5 or more minutes within a 24-hour period. Likewise, the 20-minute 60 dB TA contour represents geographic locations that were exposed to aircraft-generated noise exposure levels of 60 dB or more for 20 or more minutes within a 24-hour period.

3.0 RUNWAY 9 VISUAL ARRIVAL ALTERNATIVES

3.1 DEVELOPMENT OF ALTERNATIVE ARRIVAL TRACKS

3.1.1 Existing Visual Arrival Tracks

Arrival tracks that are typically utilized when approaching Runway 9 were developed using pre-existing aircraft flight regime and operational information previous developed from the KWIA 2002 Noise Contour Update. However, when examining the previously modeled arrival track scenarios, it was revealed that the KWIA F.A.R. Part 150 Study 2002 Noise Contour Update utilized only two “generalized” arrival tracks to Runway 9, one from the north and one from the south. For purposes of this study and to more fully investigate the potential changes in aircraft-generated noise exposure offered by the proposed visual approach procedure, a total of twelve arrival tracks were modeled, six from the north and six from the south. **Figure 1** depicts the 12 arrival tracks and assumed track use distribution by aircraft category.

3.1.2 Runway 9 Noise Abatement Visual Approach Procedure Arrival Track

The proposed Runway 9 Noise Abatement Visual Approach Procedure was modeled to assess potential noise exposure reductions to surrounding land uses west of the airport. This proposed Runway 9 Noise Abatement Visual Approach Procedure would primarily serve to reduce or eliminate random arrival flight tracks to Runway 9. As depicted in **Figure 2**, aircraft utilizing the proposed visual procedure would allow

aircraft to enter the airport traffic pattern over water using a standard 45-degree downwind entry. Aircraft would then navigate visually outbound on a compass heading of 270 degrees initiating a left turn to the base leg at a proposed 2.0 DME point from the EYW VORTAC. Continuing the visual descent on the left base leg, the aircraft would enter a 4 nautical mile final approach path to the runway end.

3.2 Development of Alternative Approach Path Slopes

For purposes of this study, the feasibility of developing alternative approach path descent angles was investigated. Such procedures would allow aircraft to approach Runway 9 utilizing visual glide paths that are steeper than the FAA's prescribed 3.0-degree glide path angle thereby allowing aircraft to approach Runway 9 from slightly higher altitudes over land areas west of the airport.

Referencing FAA's Advisory Circular 150/5340-14B, "Economy Approach Lighting Aids", the maximum effective visual glide path approach angle is limited to 4.0 degrees. This steeper glide path angle is offered all aircraft type. As such, the effectiveness of utilizing such steeper glide path for noise reduction purposes would appear questionable in that when compared to piston-powered aircraft, turbine-powered (jet) aircraft produce greater noise levels when on final approach to the runway end.

For noise modeling purposes of this study, an alternative procedure utilizing a 3.8-degree glide path was developed for use by all aircraft types. The varying resultant above ground level altitudes of aircraft utilizing either the 3.0- or 3.8-degree approach paths while on approach to Runway 9 are depicted in **Figure 3**.

3.3 Development of Noise Exposure Modeling Alternatives

3.3.1 Alternative 1: 2002 Existing Condition with 6 Approach Flight Tracks to Runway 9

As depicted in **Figure 1**, Alternative 1 represents the existing Runway 9 approach conditions in 2002. The 12 flight tracks from the north and south modeled for this study represent a realistic distribution of aircraft approach paths and aircraft performance characteristics. For example, jet aircraft would most likely utilize larger (i.e., wider) turning paths utilizing the outer-most set of approach tracks. Likewise, while smaller more maneuverable propeller-driven aircraft could utilize all tracks, most would most likely use smaller turning radii and shorter final approach leg segments. Detailed information of flight tracks and distribution rates are depicted in **Figure 1** and **Table 5**.

3.3.2 Alternative 2: Proposed Runway 9 Noise Abatement Visual Approach with *Standard 3.0-degree Glide Path*

This alternative utilizes the Runway 9 Noise Abatement Visual Approach Procedure as depicted in **Figure 4**. Aircraft operational levels remain unchanged from Alternative 1. It is important to note that for this alternative, it was assumed that <u>all</u> aircraft would use proposed visual approach flight track to Runway 9. Detailed flight track utilization of Alternative 2 is depicted on **Table 6**.

3.3.3 Alternative 3: Alternative 2 with Alternate 3.8-degree Glide Path

As depicted in **Figure 5**, Alternative 3 has the same proposed flight track as Alternative 2. However, the approach glide path was changed from the standard 3.0-degree approach slope to a 3.8-degree approach slope. The steeper glide path would allow all aircraft to approach Runway 9 from slightly higher altitudes over the residential areas west of the airport.

3.3.4 Alternative 4: Combined Alternatives 1 and 2 with Standard 3.0-degree Glide Path

Alternative 4 was modeled using the combination of Alternatives 1 and 2. Jet and turbo-prop aircraft were assigned to the proposed Runway 9 Noise Abatement Visual Approach Procedure flight track while single- and multi-engine propeller aircraft were assigned to Alternative 1's 6 approach flight tracks depicted in Alternative 1. Detailed flight track utilization is depicted on **Table 7**. **Figure 6** depicts Alternative 4 modeled flight tracks.

3.3.5 Alternative 5: Alternative 4 with Alternate 3.8-degree Glide Path

The same methodology of Alternative 4 was used for Alternative 5 except glide path angle. Alternate 3.8-degree glide path was utilized for this alternative. **Table 7** shows flight track utilization. Alternative 5 flight tracks were depicted in **Figure 7**.

4.0 CONTINUOUS DESCENT APPROACH PROCEDURE

During the Ad Hoc Meeting on April 8, 2003, a resident of the Island proposed that the study identify and assess one additional potential approach procedure called a Continuous Descent Approach. This innovative and experimental approach procedure was developed by a commercial dedicated air cargo carrier and has been investigated and evaluated by the FAA for safety issues and the potential for offering and noise reduction to land areas located directly beneath the extended approach path to an airport. The procedure offers the greatest noise reduction benefits during nighttime conditions.

Under typical approach conditions, while on extended final approach to the runway, commercial aircraft descend in incremental stages, leveling the aircraft intermediate altitudes. Varying levels of thrust power must be applied to descend and subsequently maintain level flight. The Continuous Descent Approach procedure is different in that it utilizes a linear (constant slope) descent rate requiring pilots to utilize the natural effects of gravity and glide characteristics of the aircraft to utilize minimum thrust power settings and to reduce aircraft-generated noise impacts to land area below.

A multi agency task force that included the FAA, NASA, MIT, UPS and Louisville International-Standiford Airport tested the Continuous Descent Approach at Louisville International-Standiford Airport using United Parcel Service's Boeing 767s for the period of two weeks, which began on October 28, 2002.

The Task Force findings, in part, stated that the procedure would reduce noise exposure caused by arriving aircraft in areas far from the airport. Assuming that aircraft thrust settings remain constant, a doubling of altitude could result in a 6 dB reduction in noise directly beneath the aircraft. A primary finding of the Task Force study indicates that the benefits of this measure decrease however, as the

distance from the aircraft flight path increases and that the use the maximum glide slope angle would only reduce noise levels by about 1 dB within the DNL 65 noise exposure area. In terms of safety, the FAA stated that it might decrease ATC flexibility and capacity and may cause potential airspace conflicts.

With respect to the potential noise reduction benefits resulting from the use of this procedure, the Task Force findings did not recommend the Continuous Descent Approach Procedure for further consideration because of apparent minimal noise reduction benefits to land areas within the DNL 65 noise exposure area.

From these preliminary investigations and the results of the Continuous Descent Approach trials, it would appear that the application of this procedure is not applicable or prudent for use at KWIA at this time.

5.0 CESSNA 500 APPROACH PROFILE

Following public review of the draft *Noise Analysis for Proposed Runway Visual Approach Procedure* study conclusions, specific questions and criticisms were raised by a professional pilot that frequently operates a Cessna 500 jet aircraft at KWIA. Of critical concern was the fact that the prescribed use of the FAA's INM is based on pre-defined aircraft operating assumptions that may not fully simulate actual arrival procedure used by pilots. For example, while certain modeling assumptions such as aircraft speed, approach / departure slope and engine thrust can be modified, the INM uses pre-defined flight regime parameters. These modeling variables are typically not adjusted for the sake of uniformity of aircraft-generated noise exposure measurements conducted within communities all over the country. When using the INM for community noise exposure measurements, modifications to the INM aircraft operational parameters database can be adjusted to reflect unique to a particular runway or airport.

In response to these concerns, URS developed a revised arrival procedure to Runway 9 using the Cessna 500 jet aircraft and its specific operating characteristics at KWIA. The aircraft-specific operating parameters of the Cessna 500 (with the exception of flap coefficients) were modeled in response to public comments and requests for further validation of previous modeling efforts. It should be noted however, that while this particular make and model of jet aircraft is known to operate at the airport, it is not considered to be an exceptionally noisy aircraft. Working jointly with a local pilot for that aircraft, URS refined the modeling parameters to simulate the actual [pilot prescribed] approach parameters of the Cessna 500 at KWIA. The refined Cessna 500-specific approach profile included: changes in flight regime based upon distance from the runway end along the approach path, approach speed, thrust settings for both the proposed visual approach track to Runway 9 and the standard approach track to Runway 9. Because aircraft flap coefficient records for the Cessna 500 aircraft as simulated within the INM are derived from measurements of actual aircraft flight dynamics or derived from manuals and handbooks, the ability to manipulate or modify these parameters is not available within the model. Thus, flap settings remain unchanged, but were not considered to materially alter or skew the modeling results.

This INM approach profile modeling refinement exercise was conducted to: 1) adequately respond to comments and concerns regarding the use of the FAA's INM, and 2) to provide alternative methods of validation for the analysis efforts at hand.

Two separate noise modeling scenarios were developed to reflect the Cessna 500-specific operating parameters along a typical arrival flight path to Runway 9 and the proposed visual approach track to Runway 9 having an extended downwind, base and final segment. The modeled approaches using the Cessna 500 parameters differed slightly from that originally simulated within the INM's database and were limited to approach speed, altitude and engine thrust setting.

The first scenario utilized an approach path similar to that typically used today. This path approaches the island from the northeast intercepting the EYW VORTAC continuing along a descending left base turn to final. Within this modeling effort, adjustments were made to the INM's aircraft approach profile database to simulate the reported Cessna 500 approach profile. A comparison of profile parameters of the standard INM profile to that of the Cessna 500 profile reveal that the latter approached at a faster speed and with higher thrust settings. **Figure A1** illustrates both standard INM profile and proposed profile using standard approach track to Runway 9.

A graphic comparison of the resultant Lmax contours generated by the two respective approach scenarios is shown in **Figure A2**. As shown, it appears that the two contours are very similar in shape and size. It should be noted that the desired noise level exposure reduction was achieved along the straight-in segment of the final approach using the Cessna 500-defined approach profile. This however was accomplished while at the same time, generating increased noise levels to land areas farther out along the approach path below the curved portions of the descent. This is most likely the result of the prescribed aircraft-specific parameters used in the modeling scenario.

Using location-specific comparison of Lmax noise exposure levels along the final approach path to Runway 9 revealed that the maximum Lmax noise reduction by proposed Cessna-specific profile was limited to 1.6 dBA

Applying the same methodology to the user defined approach track having the extended downwind, left base and final segment, similar changes in Lmax noise exposure are exhibited. It is evident that a reduction of noise exposes levels [measured in Lmax metrics] along the entire straight-in portion of the approach to the end of the runway is achieved. **Figure A3** illustrates both standard INM profile and proposed profile using user-defined approach track to Runway 9. **Figure A4** depicts the comparison of 70-, 75-, and 80 dBA Lmax noise contours along all portions of the modeled user define approach profile scenario. Using a location-specific comparison of Lmax noise exposure levels along the final approach path to Runway 9 reveals that the maximum Lmax noise reduction by proposed profile was limited to 2.1 dBA

Acoustic Noise Measurements by Hassall and Zaveri in 1979 stated that noise reduction in level of 3 dB is just perceptible and reduction of 5 dB is clearly perceptible.

In the end, the results the INM prediction of Lmax noise exposure levels between the use of the model's standard approach profile and that of the Cessna 500-specific approach profile were found to be very similar in shape and size. This similarity serves to confirm that the default INM aircraft operation parameters are within the norm and valid for modeling alternative approach procedures at KWIA. The analysis goes to further illustrate that given slight variation of certain aircraft approach performance

variable such as approach speed and engine thrust levels does serve to provide small changes in Lmax noise exposure levels to land areas directly below the modeled approach path.

6.0 SUMMARY OF STUDY FINDINGS

As depicted in **Figure 8**, a comparison of all INM-generated Time Above contours generated within this investigative study. Inspection of the 75 dB 5-minute TA contours gives indication that the noise exposure levels of Alternatives 3 and 5 are vary similar to those of Alternative 1. It is also apparent that Alternatives 2 and 4 produce significantly greater noise impacts when compared to Alternative 1.

Inspection of the 60 dB 20-minute TA contours indicates that Alternative 1 generates the least noise impacts when compared to all other alternatives and that Alternative 2 presents the greatest level of associated most noise impacts.

7.0 CONCLUSIONS

Results of noise analysis indicate that although potentially feasible, the development and use of various alternative visual approach procedures to Runway 9 offer limited reductions of aircraft-generated noise exposure levels to land areas west of the airport when compared to existing approach procedures.

Based upon discussions with the FAA, implementation of a non-standard 3.8-degree glide path at KWIA for the existing visual approaches to Runway 9 or the proposed Runway 9 Noise Abatement Visual Approach Procedure would require FAA analysis and approval.

TABLES

TABLE 1

2002 AVERAGE DAILY OPERATIONS SUMMARY
REGIONAL AIR CARRIER
Key West International Airport
Proposed Runway 9 Noise Abatement Visual Approach Analysis

Aircraft Type		Average Daily Operations	Departures				Arrivals	
			Stage Length 1		Stage Length 2			
Actual	INM[1]		Day	Night	Day	Night	Day	Night
Canadair Regional Jet 700	BAE146	0.9918	-	-	0.4959	-	0.4959	-
Cessna 402, Piper 31	BEC58P	21.7973	9.9387	0.9599	-	-	10.8986	-
Embraer 137	CL600	0.4603	0.1496	0.0805	-	-	0.1542	0.0759
Canadair Regional Jet	CL601	1.0192	0.5096	-	-	-	0.5096	-
Beech 100	CNA441	0.0493	0.0247	-	-	-	0.0247	-
Beech 1900	DHC6	44.0603	21.1162	0.9140	-	-	21.1771	0.8530
Dash 8, ATR42	DHC8	10.9753	4.6184	0.8693	-	-	4.5268	0.9608
Embraer 120	EMB120	3.6603	1.8301	-	-	-	1.8301	-
Embraer 145	EMB145	0.0164	0.0053	0.0029	-	-	0.0055	0.0027
ATR72	HS748A	10.7726	4.4168	0.9695	-	-	4.4168	0.9695
Total		93.8027	42.6093	3.7962	0.4959	-	44.0393	2.8621

[1] Integrated Noise Model, Version 6.0c
Stage Length 1 = 0 to 500 N.M.
Stage Length 2 = 500 to 1,000 N.M.

Source: Key West International Airport, 2002.
Official Airline Guide, February to December 2002.
URS Corporation, 2003.

TABLE 2

2002 AVERAGE DAILY OPERATIONS SUMMARY
PRIVATE JET
Key West International Airport
Proposed Runway 9 Noise Abatement Visual Approach Analysis

Aircraft Type		Average Daily	Departures		Arrivals	
Actual	INM[1]	Operations	Day	Night	Day	Night
Boeing 737-300	737300	0.0132	0.0066		0.0066	
Canadair Regional Jet 700	BAE146	0.0132	0.0066		0.0066	
Cessna 650	CIT3	0.2500	0.1250		0.1195	0.0055
Canadair 600, Falcon 2000/50	CL600	0.3948	0.1892	0.0082	0.1974	
Canadair 601	CL601	0.2895	0.1420	0.0027	0.1448	
Cessna 500/501/525	CNA500	0.8817	0.4134	0.0274	0.4107	0.0301
Cessna 750	CNA750	0.1711	0.0855		0.0855	
Falcon 900	EMB145	0.0658	0.0302	0.0027	0.0329	
Falcon 20	FAL20	0.0790	0.0285	0.0110	0.0367	0.0027
Gulfstream II	GIIB	0.0132	0.0066		0.0066	
Gulfstream IV	GIV	0.1974	0.0905	0.0082	0.0932	0.0055
Gulfstream V	GV	0.1842	0.0894	0.0027	0.0866	0.0055
Westwind 1125/1125, Galaxy Jet	IA1125	0.4079	0.2040		0.2040	
Hawker 100/400/600/700, Lear24/25, Sabreliner 40/60/70	LEAR25	0.6580	0.3071	0.0219	0.3235	0.0055
Beech 400, Falcon 10/200, Hawker 800/1000, Lear 31/35/45/55/60, Sabreliner 65, Lockheed 1329	LEAR35	3.7372	1.7974	0.0712	1.8138	0.0548
Cessna 550/551/560, Mitsubishi 300	MU3001	2.0660	0.9755	0.0575	0.9755	0.0575
Total		9.4219	4.4973	0.2137	4.5438	0.1671

[1] Integrated Noise Model, Version 6.0c

Source: Island City Flying Service, 2002.
Key West International Airport, 2002.
URS Corporation, 2003.

TABLE 3

2002 AVERAGE DAILY OPERATIONS SUMMARY
PISTON AND TURBOPROP
Key West International Airport
Proposed Runway 9 Noise Abatement Visual Approach Analysis

Aircraft Type		Average Daily	Departures		Arrivals	
Actual	INM[1]	Operations	Day	Night	Day	Night
Beech 55/58/76, Cessna 310/337/340/402/411/421, Piper 23/30/31/34/44	BEC58P	39.0251	19.1619	0.3507	19.2989	0.2137
Cessna 150/172/177	CNA172	12.2722	6.0293	0.1068	6.0348	0.1014
Cessna 182/188/210	CNA206	4.1237	2.0290	0.0329	2.0372	0.0247
Convair 340	DC3	0.0000	0.0000		0.0000	
Beech 24, Piper 18/28	GASEPF	3.5382	1.7225	0.0466	1.7198	0.0493
Beech 36, Mooney 20, Piper 28/32/46	GASEPV	17.1179	8.4055	0.1534	8.4603	0.0986
Beech 90, Piper 42	CNA441	9.1090	4.5299	0.0247	4.5326	0.0219
Convair 580	CVR580	0.0000	0.0000		0.0000	
Beech 200, Merlin, Mitsubishi 2	DHC6	6.4939	3.1921	0.0548	3.1839	0.0630
Gulfstream 159	HS748A	1.2460	0.6230		0.6175	0.0055
Total		92.9260	45.6932	0.7699	45.8849	0.5781

[1] Integrated Noise Model, Version 6.0c

Source: Key West International Airport, 2002.
URS Corporation, 2003.

TABLE 4

2002 AVERAGE DAILY OPERATIONS SUMMARY
TOUCH AND GO ACTIVITIES
Key West International Airport
Proposed Runway 9 Noise Abatement Visual Approach Analysis

Aircraft Type		Touch and Go		
Actual	INM	Day	Night	Total
Beechcraft Skipper, Cessna 150, Cessna 152, Cessna 172, Cessna 177, Piper Cub (J-3), Piper Cherokee (PA28)	GASEPF	14.1168	0.1859	14.3027
Beechcraft Bonanza, Cessna 182, Cessna 206, Cessna 210, Piper Arrow, Piper Cherokee Six, Piper Lance	GASEPV	11.2934	0.1487	11.4422
Beechcraft Baron, Beechcraft Duke, Beech 18, Cessna 310, Cessna 340, Cessna 402, Cessna 421, Piper Aerostar, Piper Aztec, Piper Seneca, Piper Seminole	BEC58P	2.8234	0.0372	2.8605
Total		28.2336	0.3719	28.6055

Note: The number indicated in the table is the total of Departures and Arrivals.
Actual Touch and Go activities will be the half of the table indicates.

Source: URS Corporation, 2003.

TABLE 5

ALTERNATIVE 1 FLIGHT TRACK UTILIZATION
Key West International Airport
Proposed Runway 9 Noise Abatement Visual Approach Analysis

Runway	Flight Track	Type Operations	Regional Air Carrier			General Aviation		
			Jet	Prop	Turboprop	Jet	Prop	Turboprop
09	A1A	Arrival	65.3%	8.7%	-	69.8%	3.8%	-
09	A1B	Arrival	21.8%	13.1%	-	23.3%	5.7%	-
09	A1C	Arrival	-	13.1%	21.8%	-	5.7%	23.3%
09	A1D	Arrival	-	17.4%	43.5%	-	7.6%	46.5%
09	A1E	Arrival	-	26.1%	21.8%	-	11.4%	23.3%
09	A1F	Arrival	-	8.7%	-	-	3.8%	-
09	A2A	Arrival	3.8%	.5%	-	.8%	5.7%	-
09	A2B	Arrival	1.3%	.8%	-	.3%	8.6%	-
09	A2C	Arrival	-	.8%	1.3%	-	8.6%	.3%
09	A2D	Arrival	-	1.0%	2.5%	-	11.4%	.5%
09	A2E	Arrival	-	1.5%	1.3%	-	17.1%	.3%
09	A2F	Arrival	-	.5%	-	-	5.7%	-
27	A3	Arrival	7.0%	7.0%	7.0%	5.0%	2.0%	5.0%
27	A4	Arrival	1.0%	1.0%	1.0%	1.0%	3.0%	1.0%
Total			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
09	D1	Departure	87.0%	87.0%	87.0%	93.0%	38.0%	93.0%
09	D2	Departure	5.0%	5.0%	5.0%	1.0%	57.0%	1.0%
27	D3	Departure	7.0%	7.0%	7.0%	5.0%	2.0%	5.0%
27	D4	Departure	1.0%	1.0%	1.0%	1.0%	3.0%	1.0%
Total			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
09	TG1	Local Pattern	-	-	-	-	-	95.0%
27	TG2	Local Pattern	-	-	-	-	-	5.0%
Total			-	-	-	-	-	100.0%

Source: URS Corporation, 2003.

TABLE 6

ALTERNATIVES 2 AND 3 FLIGHT TRACK UTILIZATION
Key West International Airport
Proposed Runway 9 Noise Abatement Visual Approach Analysis

Runway	Flight Track	Type Operations	Regional Air Carrier			General Aviation		
			Jet	Prop	Turboprop	Jet	Prop	Turboprop
09	A1	Arrival	92.0%	92.0%	92.0%	94.0%	95.0%	94.0%
27	A3	Arrival	7.0%	7.0%	7.0%	5.0%	2.0%	5.0%
27	A4	Arrival	1.0%	1.0%	1.0%	1.0%	3.0%	1.0%
Total			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
09	D1	Departure	87.0%	87.0%	87.0%	93.0%	38.0%	93.0%
09	D2	Departure	5.0%	5.0%	5.0%	1.0%	57.0%	1.0%
27	D3	Departure	7.0%	7.0%	7.0%	5.0%	2.0%	5.0%
27	D4	Departure	1.0%	1.0%	1.0%	1.0%	3.0%	1.0%
Total			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
09	TG1	Local Pattern	-	-	-	-	-	95.0%
27	TG2	Local Pattern	-	-	-	-	-	5.0%
Total			-	-	-	-	-	100.0%

Source: URS Corporation, 2003.

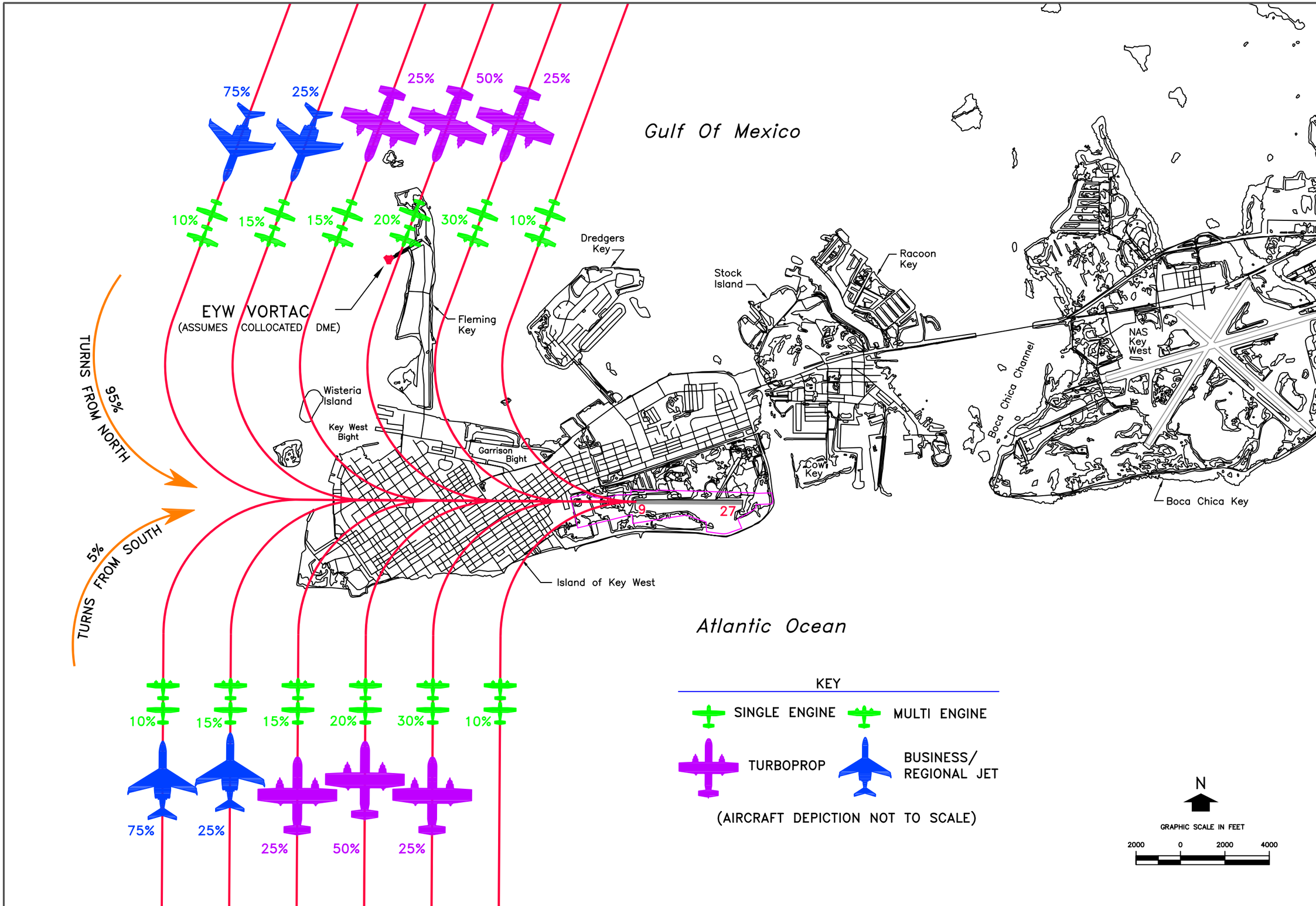
TABLE 7

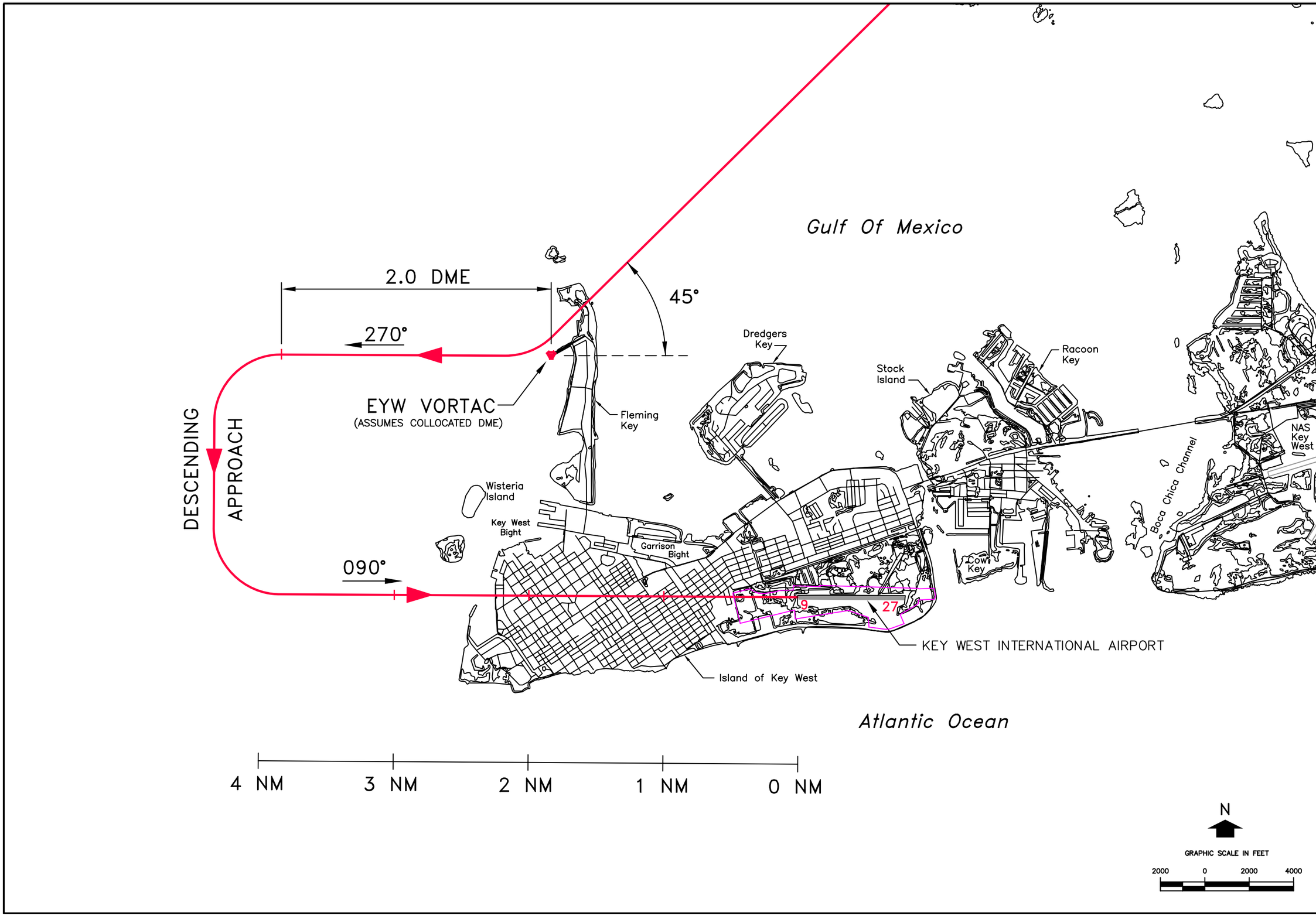
ALTERNATIVES 4 AND 5 FLIGHT TRACK UTILIZATION
Key West International Airport
Proposed Runway 9 Noise Abatement Visual Approach Analysis

Runway	Flight Track	Type Operation	Regional Air Carrier			General Aviation		
			Jet	Prop	Turboprop	Jet	Prop	Turboprop
09	A1	Arrival	92.0%	-	92.0%	94.0%	-	94.0%
09	A1A	Arrival	-	8.7%	-	-	3.8%	-
09	A1B	Arrival	-	13.1%	-	-	5.7%	-
09	A1C	Arrival	-	13.1%	-	-	5.7%	-
09	A1D	Arrival	-	17.4%	-	-	7.6%	-
09	A1E	Arrival	-	26.1%	-	-	11.4%	-
09	A1F	Arrival	-	8.7%	-	-	3.8%	-
09	A2A	Arrival	-	.5%	-	-	5.7%	-
09	A2B	Arrival	-	.8%	-	-	8.6%	-
09	A2C	Arrival	-	.8%	-	-	8.6%	-
09	A2D	Arrival	-	1.0%	-	-	11.4%	-
09	A2E	Arrival	-	1.5%	-	-	17.1%	-
09	A2F	Arrival	-	.5%	-	-	5.7%	-
27	A3	Arrival	7.0%	7.0%	7.0%	5.0%	2.0%	5.0%
27	A4	Arrival	1.0%	1.0%	1.0%	1.0%	3.0%	1.0%
Total			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
09	D1	Departure	87.0%	87.0%	87.0%	93.0%	38.0%	93.0%
09	D2	Departure	5.0%	5.0%	5.0%	1.0%	57.0%	1.0%
27	D3	Departure	7.0%	7.0%	7.0%	5.0%	2.0%	5.0%
27	D4	Departure	1.0%	1.0%	1.0%	1.0%	3.0%	1.0%
Total			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
09	TG1	Local Pattern	-	-	-	-	-	95.0%
27	TG2	Local Pattern	-	-	-	-	-	5.0%
Total			-	-	-	-	-	100.0%

Source: URS Corporation, 2003.

FIGURES


Gulf Of Mexico
Atlantic Ocean
75%
25%
25%
50%
25%
10%
15%
15%
20%
30%
10%
EYW VORTAC
(ASSUMES COLLOCATED DME)
95%
TURNS FROM NORTH
5%
TURNS FROM SOUTH
Dredgers Key
Fleming Key
Wisteria Island
Key West Bight
Garrison Bight
Stock Island
Racoon Key
Cow Key
Boca Chica Channel
NAS Key West
Boca Chica Key
Island of Key West
9
27
KEY
SINGLE ENGINE
MULTI ENGINE
TURBOPROP
BUSINESS/ REGIONAL JET
(AIRCRAFT DEPICTION NOT TO SCALE)
N
GRAPHIC SCALE IN FEET
2000
0
2000
4000
LEGEND
Existing Flight Tracks
Ex. Airport Property Line
KEY WEST INTERNATIONAL AIRPORT
EXISTING (ALTERNATIVE 1) FLIGHT TRACK
FIGURE 1
J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 1.DWG 04/10/03



LEGEND

Proposed Flight Track

Ex. Airport Property Line

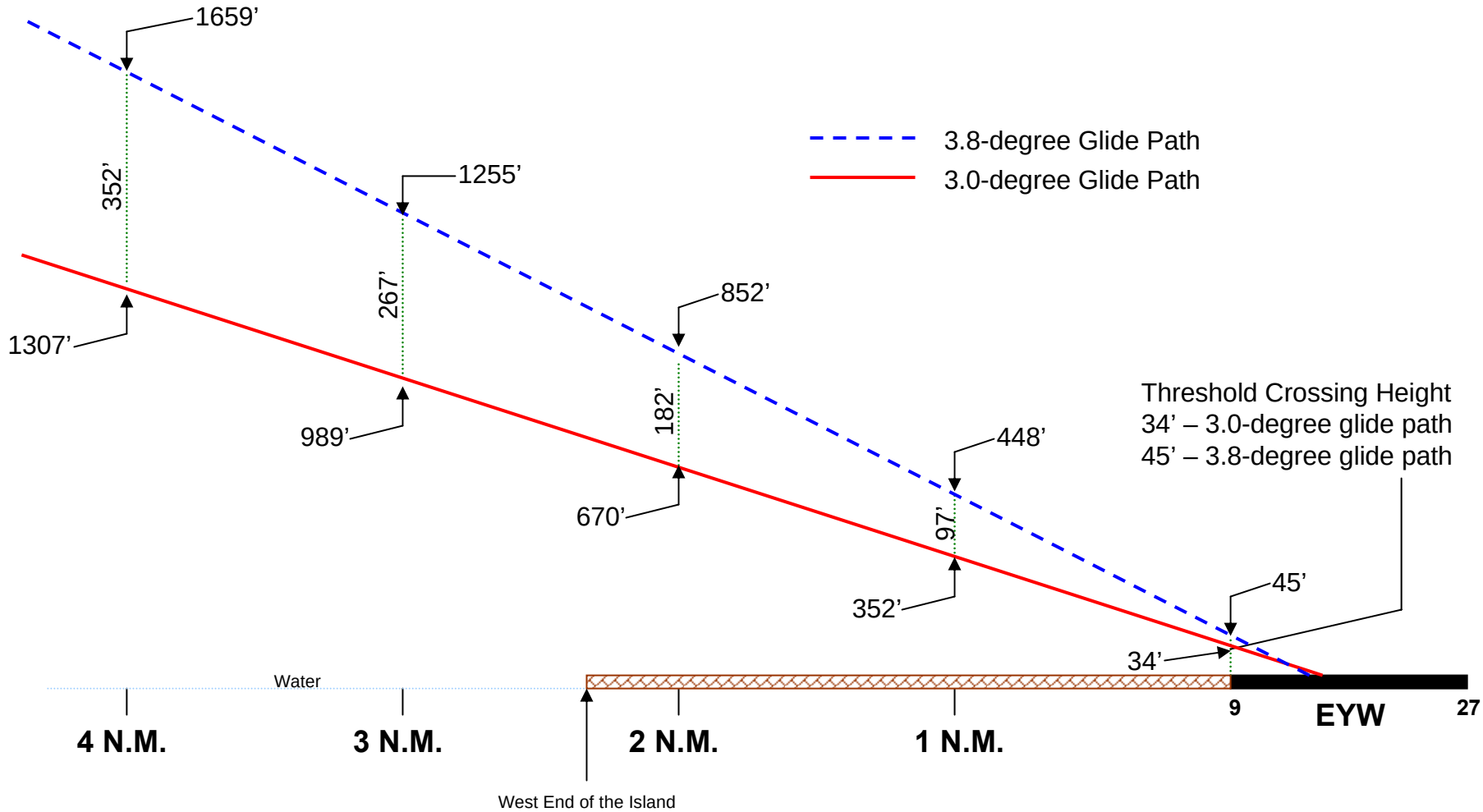
KEY WEST INTERNATIONAL AIRPORT

PROPOSED RUNWAY 9 NOISE ABATEMENT VISUAL APPROACH

FIGURE 2

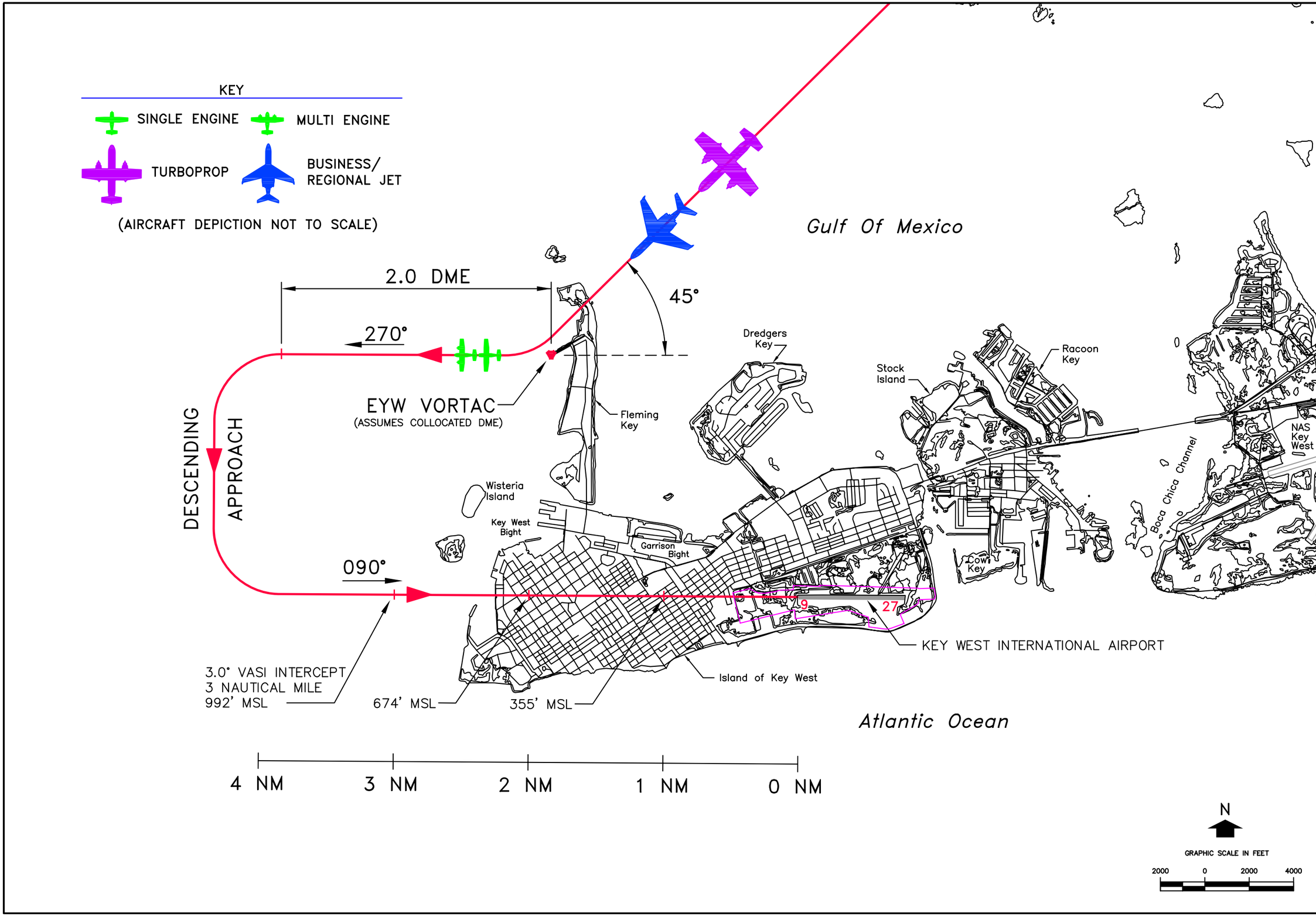
J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 2.DWG 04/10/03

FIGURE 3
Glide Path and Altitude Difference
Key West International Airport
Proposed Visual Approach Noise Analysis



Not Actual Scale.
All elevations shown as Above Ground Elevations.

Date: 04/07/03



LEGEND

Proposed Flight Track

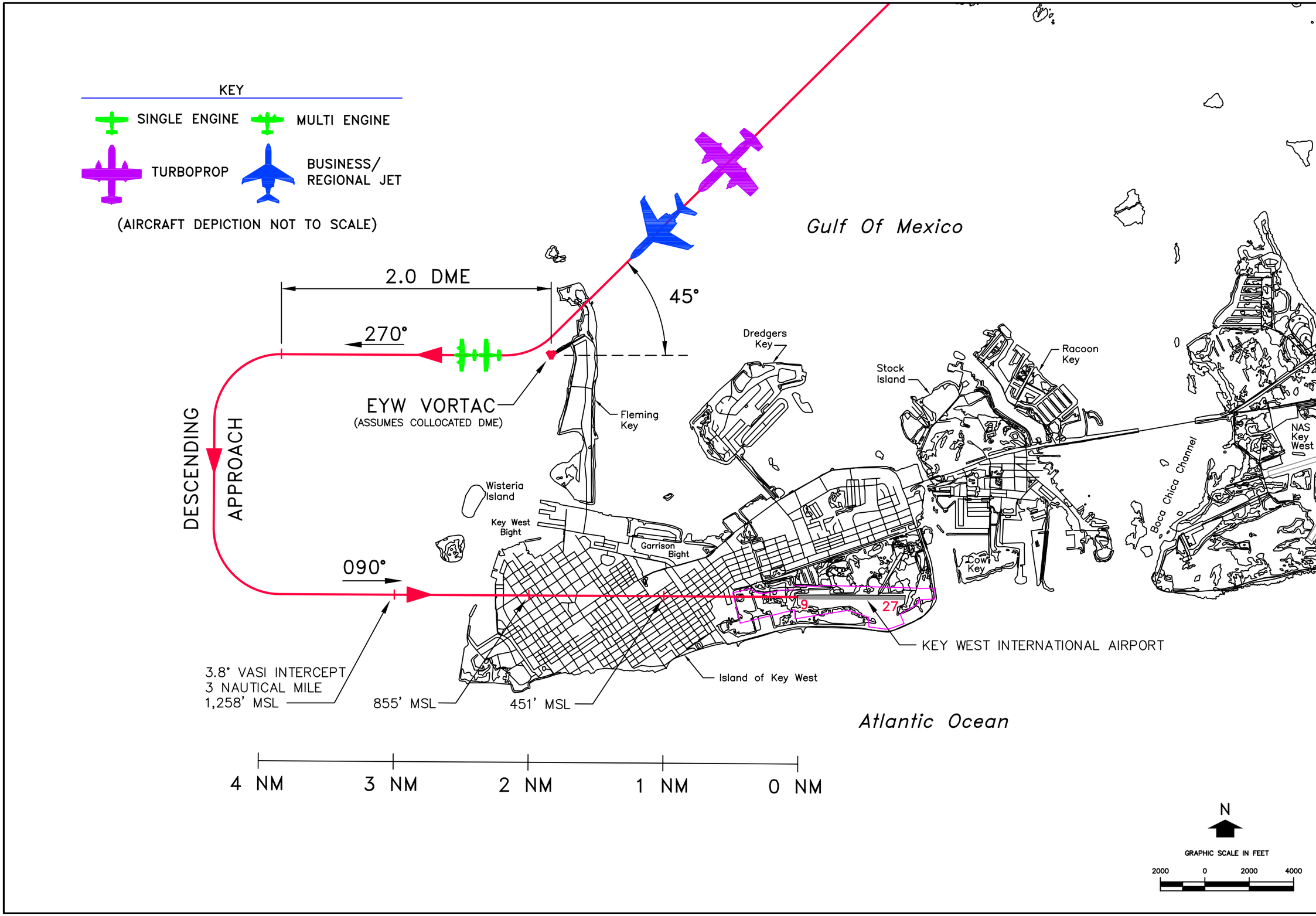
Ex. Airport Property Line

KEY WEST INTERNATIONAL AIRPORT

ALTERNATIVE 2
FLIGHT TRACK

FIGURE
4

J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 5.DWG 04/10/03



LEGEND

Proposed Flight Track

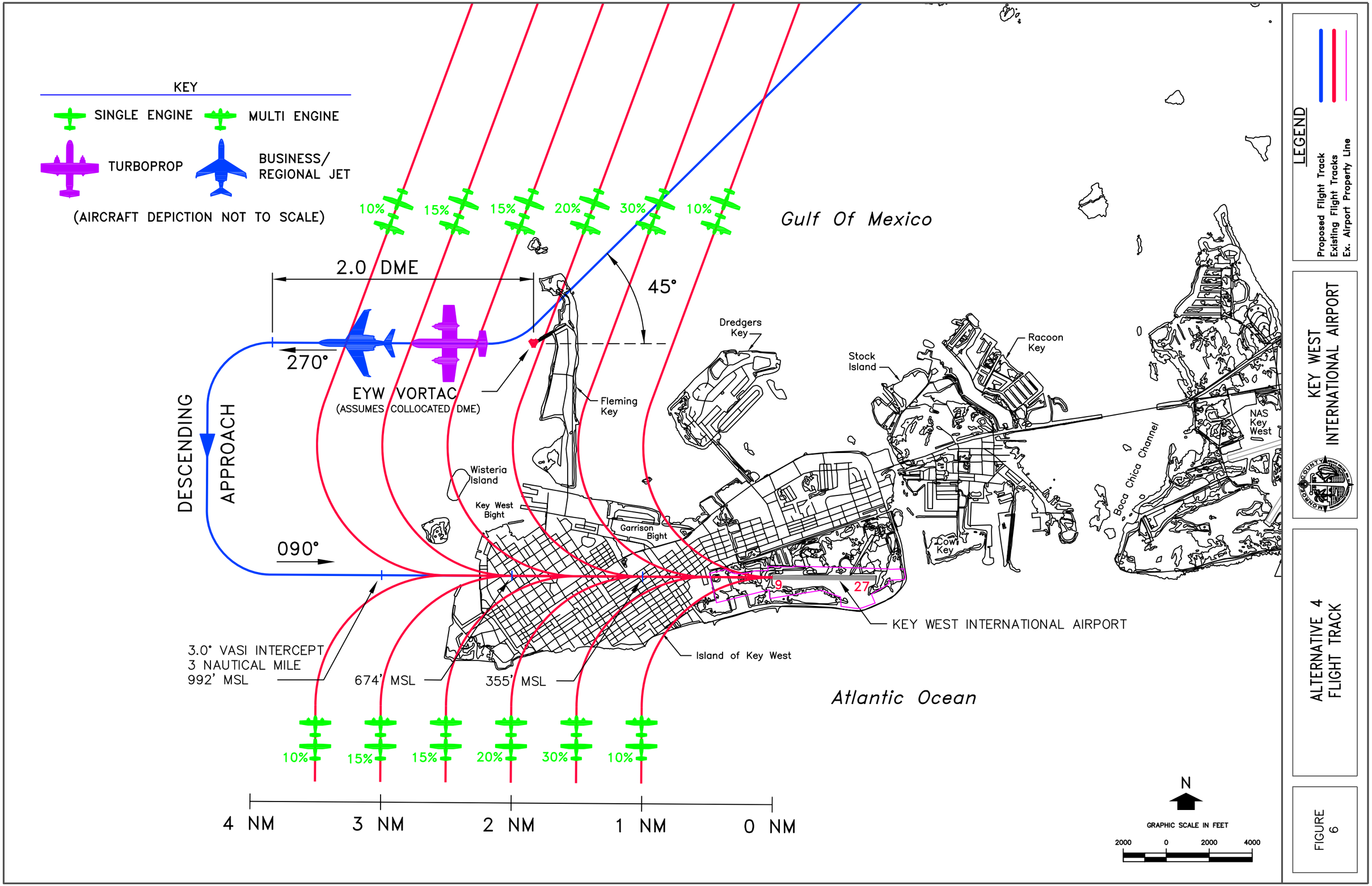
Ex. Airport Property Line

KEY WEST INTERNATIONAL AIRPORT

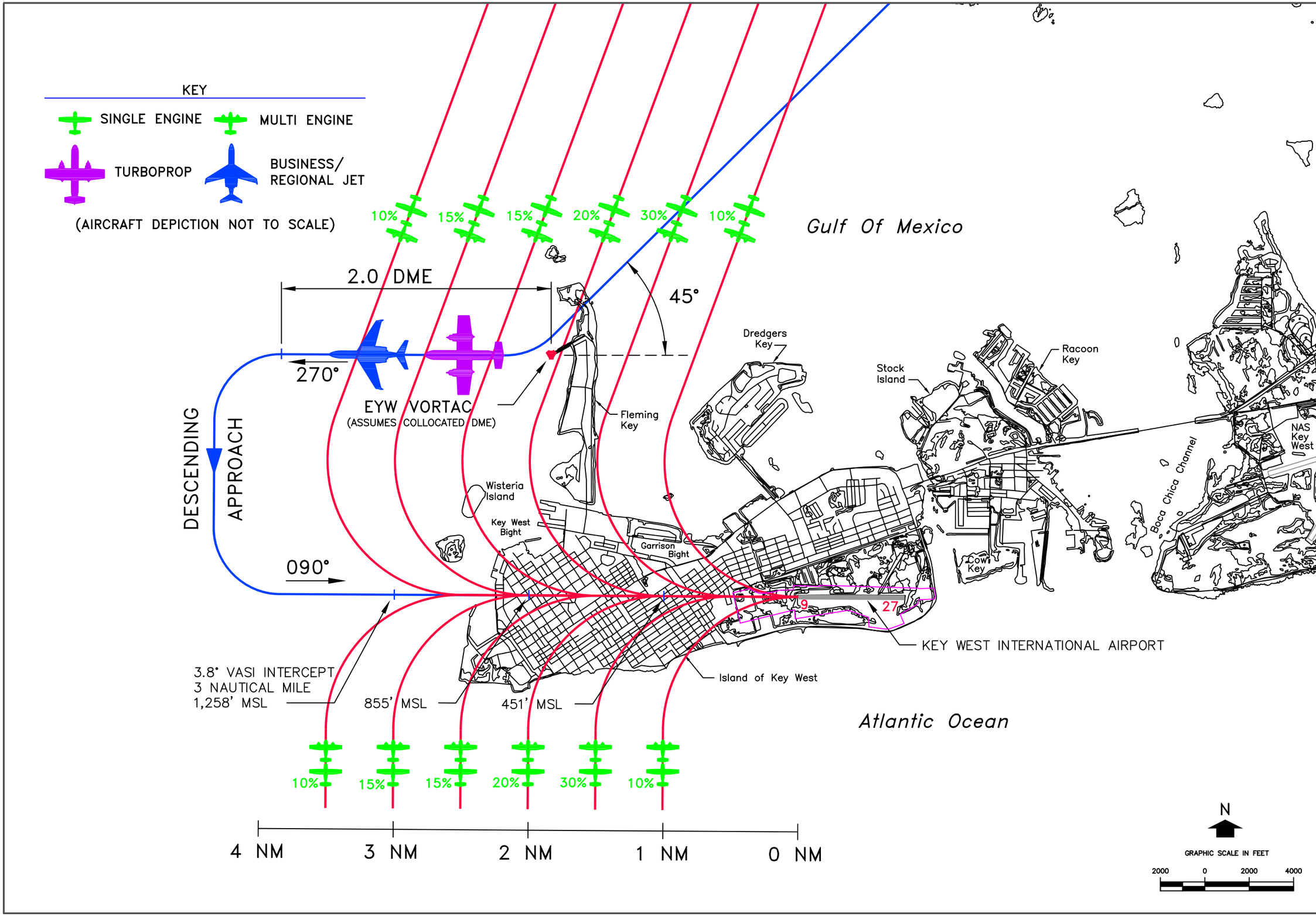
ALTERNATIVE 3 FLIGHT TRACK

FIGURE 5

J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 5.DWG 04/10/03



J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 6.DWG 04/10/03



LEGEND

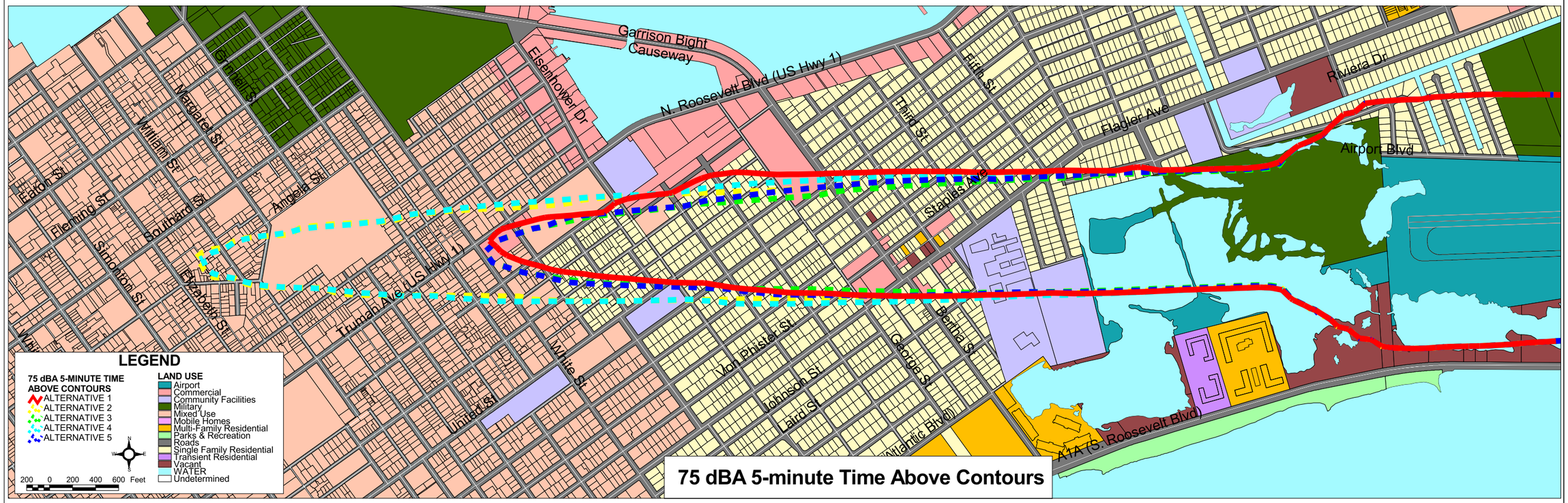
Proposed Flight Track
Existing Flight Tracks
Ex. Airport Property Line

KEY WEST INTERNATIONAL AIRPORT

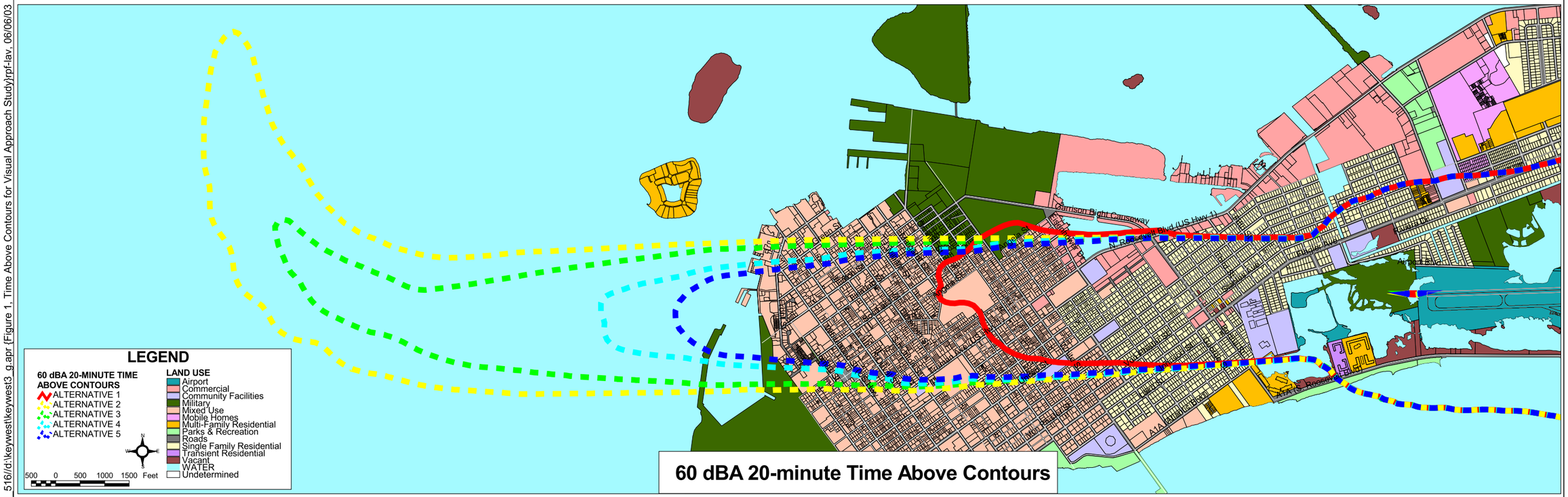
ALTERNATIVE 5 FLIGHT TRACK

FIGURE 7

J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 7.DWG 04/10/03



75 dBA 5-minute Time Above Contours



60 dBA 20-minute Time Above Contours

URS

KEY WEST INTERNATIONAL AIRPORT

TIME ABOVE CONTOURS COMPARISON

FIGURE: 8

06/09/03

C1_516//d:\keywest\keywest3_g.apr [Figure 1, Time Above Contours for Visual Approach Study]rpf-lav, 06/06/03

APPENDIX

Note: Flap settings not available for modeled User–Specified profile.

CESSNA 500

Standard Profile Parameters

User–Specified Profile Parameters

28,621' from the runway
1,500' (Altitude 3°)
124 kt (Airspeed)
419 pounds (Thrust Setting)

24,500' from the runway (Start of User–Specified Profile)
1,284' (Altitude 3°)
160 kt (Airspeed)
583 pounds (Thrust Setting 66%)

19,081' from the runway
1,000' (Altitude 3°)
113 kt (Airspeed)
630 pounds (Thrust Setting)

EYW VORTAC
(ASSUMES COLLOCATED DME)

17,800' from the runway
933' (Altitude 3°)
145 kt (Airspeed)
704 pounds (Thrust Setting 70%)

10,200' from the runway
534' (Altitude 3°)
125 kt (Airspeed)
882 pounds (Thrust Setting 75%)

6,200' from the runway
325' (Altitude 3°)
115 kt (Airspeed)
422 pounds (Thrust Setting 45%)

Dredgers Key
Fleming Key
Stock Island
Racoon Key
Wisteria Island
Key West Bight
Garrison Bight
Cow Key
Boca Chica Channel
Island of Key West
9
27
Atlantic Ocean

N

GRAPHIC SCALE IN FEET
2000 0 2000 4000

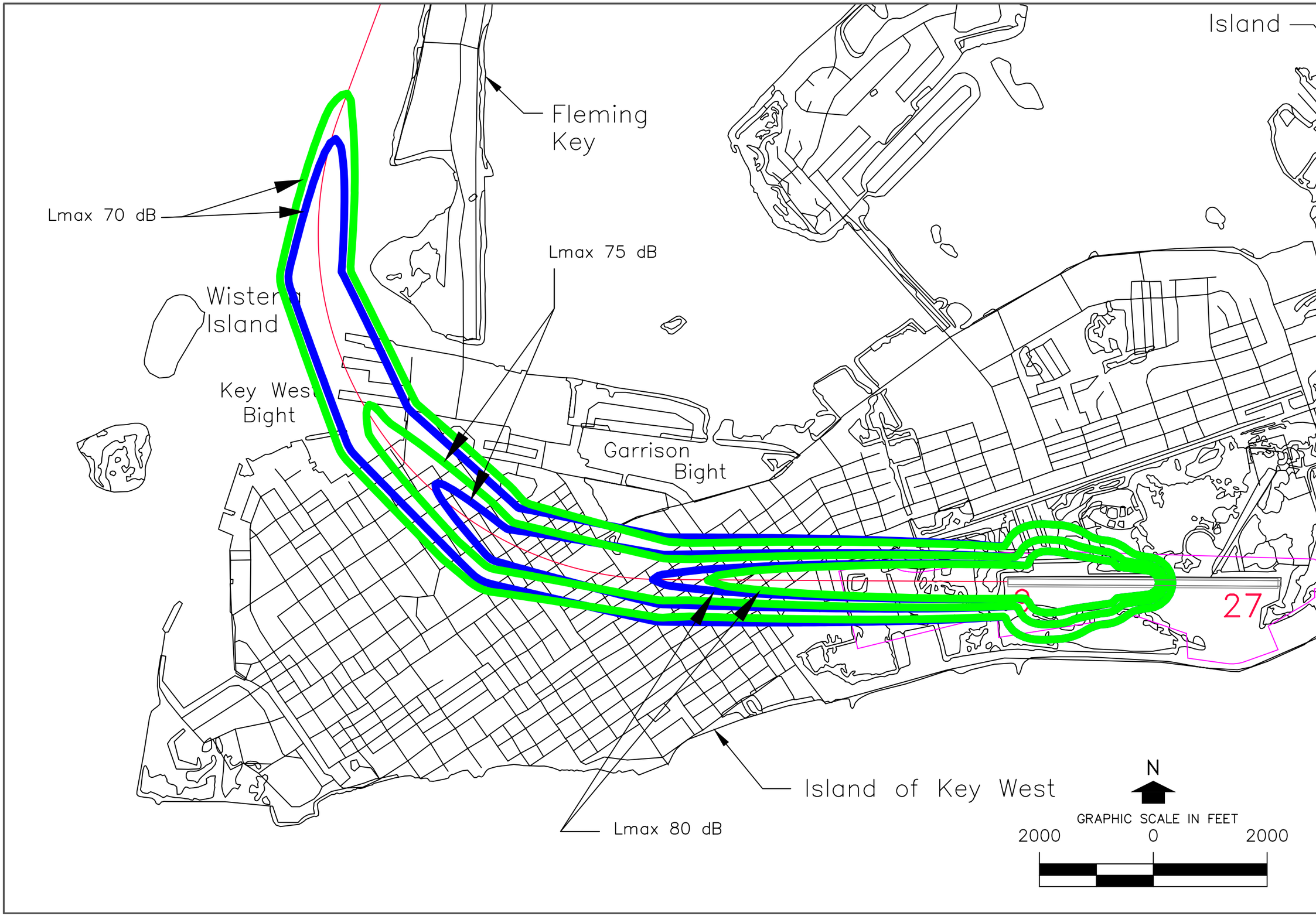
LEGEND
Existing Flight Tracks
Ex. Airport Property Line

KEY WEST INTERNATIONAL AIRPORT

CNA500 STANDARD & USER–SPECIFIED PROFILE COMPARISON

FIGURE A1

J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 1.DWG 04/10/03



KEY WEST INTERNATIONAL AIRPORT

CNA500 Standard & User-Specified Profile Lmax Noise Contour Comparison

FIGURE A2

J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 1.DWG 04/10/03

Note: Flap settings not available for modeled User–Specified profile.

CNA500

Standard Profile Parameters

User–Specified Profile Parameters

57,243' from the runway
3,000' (Altitude 3°)
137 kt (Airspeed)
207 pounds (Thrust Setting)

47,000' from the runway
1,572' (Altitude)
160 kt (Airspeed)
569 pounds (Thrust Setting 65%)

30,000' from the runway
1,572' (Altitude 3°)
145 kt (Airspeed)
709 pounds (Thrust Setting 70%)

19,081' from the runway
1000' (Altitude 3°)
113 kt (Airspeed)
630 pounds (Thrust Setting)

28,621' from the runway
1,500' (Altitude 3°)
124 kt (Airspeed)
419 pounds (Thrust Setting)

19,000' from the runway
995' (Altitude 3°)
125 kt (Airspeed)
406 pounds (Thrust Setting 45%)

6,200' from the runway
325' (Altitude 3°)
115 kt (Airspeed)
422 pounds (Thrust Setting 45%)

70,000'
65,000'
60,000'
55,000'
50,000'
45,000'
40,000'
35,000'
30,000'
25,000'
20,000'
15,000'
10,000'
5,000'

EYW VORTAC
(ASSUMES COLLOCATED DME)

Gulf Of Mexico

Atlantic Ocean

Dredgers Key
Fleming Key
Stock Island
Racoon Key
Wisteria Island
Key West Bight
Garrison Bight
Cow Key
Boca Ch
Island of Key West
9
27

4 NM 3 NM 2 NM 1 NM 0 NM

N

GRAPHIC SCALE IN FEET
2000 0 2000 4000

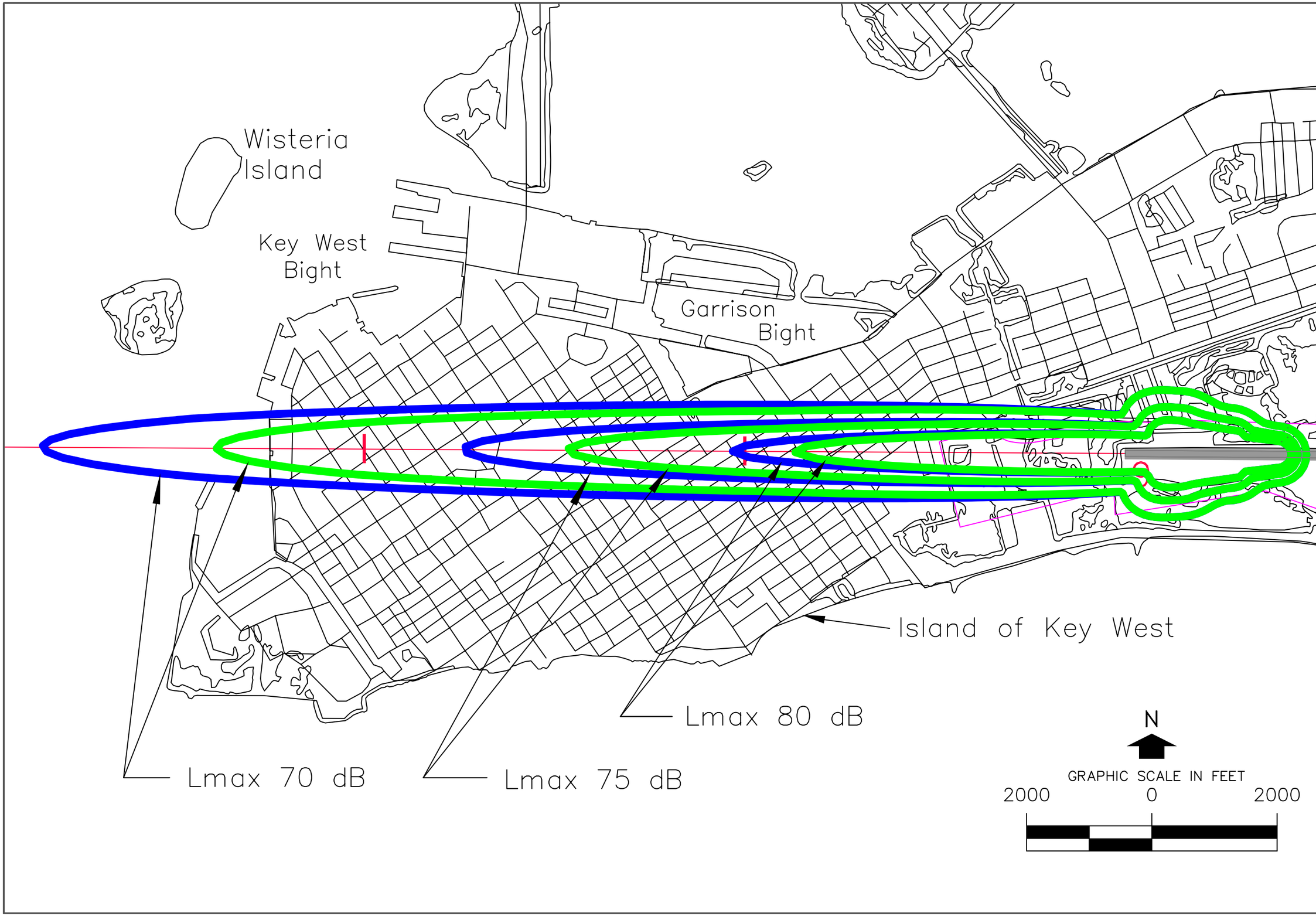
LEGEND
Proposed Flight Track
Ex. Airport Property Line

KEY WEST INTERNATIONAL AIRPORT

CNA500 STANDARD & USER–SPECIFIED PROFILE COMPARISON

FIGURE A3

J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 2.DWG 04/10/03



LEGEND

Standard Profile Lmax Contours

User Profile Lmax Contours

KEY WEST INTERNATIONAL AIRPORT

CNA500 Standard & User-Specified Profile Lmax Noise Contour Comparison

FIGURE A4

J:\KEY WEST\VISUAL APPROACH ANALYSIS\DOCUMENT\FIG. 1.DWG 04/10/03

Appendix J

Aircraft Noise Abatement Procedures

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U.S. Department
of Transportation

**Federal Aviation
Administration**

ADVISORY CIRCULAR

Subject: VISUAL FLIGHT RULES (VFR) FLIGHT NEAR NOISE-SENSITIVE AREAS

Date: September 17, 2004

AC No: 91-36D

Initiated by: ATO-R

1. PURPOSE. This Advisory Circular (AC) encourages pilots making VFR flights near noise-sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths that will reduce aircraft noise in such areas.

2. EFFECTIVE DATE. This advisory circular is effective on September 17, 2004.

3. CANCELLATION. Advisory Circular 91-36C, Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas, dated October 19, 1984, is cancelled.

4. AUTHORITY. The FAA has authority to formulate policy regarding use of the navigable airspace (Title 49 United States Code, Section 40103).

5. EXPLANATION OF CHANGES. This AC has been updated to include a definition of "noise-sensitive" area and add references to Public Law 100-91; the FAA Noise Policy for Management of Airspace Over Federally Managed Lands, dated November 1996; and the National Parks Air Tour Management Act of 2000, with other minor wording changes.

6. BACKGROUND.

a. Excessive aircraft noise can result in annoyance, inconvenience, or interference with the uses and enjoyment of property, and can adversely affect wildlife. It is particularly undesirable in areas where it interferes with normal activities associated with the area's use, including residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute. Moreover, the FAA recognizes that there are locations in National Parks and other federally managed areas that have unique noise-sensitive values. The Noise Policy for Management of Airspace Over Federally Managed Areas, issued November 8, 1996, states that it is the policy of the FAA in its management of the navigable airspace over these locations to exercise leadership in achieving an appropriate balance between efficiency, technological practicability, and environmental concerns, while maintaining the highest level of safety.

b. The Federal Aviation Administration (FAA) receives complaints concerning low flying aircraft over noise sensitive areas such as National Parks, National Wildlife Refuges, Waterfowl Production Areas and Wilderness Areas. Congress addressed aircraft flights over Grand Canyon National Park in Public Law 100-91 and commercial air tour operations over other units of the National Park System (and tribal lands within or abutting such units) in the National Parks Air Tour Management Act of 2000.

c. Increased emphasis on improving the quality of the environment requires a continuing effort to provide relief and protection from low flying aircraft noise.

d. Potential noise impacts to noise-sensitive areas from low altitude aircraft flights can also be addressed

through application of the voluntary practices set forth in this AC. Adherence to these practices is a practical indication of pilot concern for the environment, which will build support for aviation and alleviate the need for any additional statutory or regulatory actions.

7. DEFINITION. For the purposes of this AC, an area is "noise-sensitive" if noise interferes with normal activities associated with the area's use. Examples of noise-sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute.

8. VOLUNTARY PRACTICES.

a. Avoidance of noise-sensitive areas, if practical, is preferable to overflight at relatively low altitudes.

b. Pilots operating noise producing aircraft (fixed-wing, rotary-wing and hot air balloons) over noise-sensitive areas should make every effort to fly not less than 2,000 feet above ground level (AGL), weather permitting. For the purpose of this AC, the ground level of noise-sensitive areas is defined to include the highest terrain within 2,000 feet AGL laterally of the route of flight, or the uppermost rim of a canyon or valley. The intent of the 2,000 feet AGL recommendation is to reduce potential interference with wildlife and complaints of noise disturbances caused by low flying aircraft over noise-sensitive areas.

c. Departure from or arrival to an airport, climb after take-off, and descent for landing should be made so as to avoid prolonged flight at low altitudes near noise-sensitive areas.

d. This advisory does not apply where it would conflict with Federal Aviation Regulations, air traffic control clearances or instructions, or where an altitude of less than 2,000 feet AGL is considered necessary by a pilot to operate safely.

9. COOPERATIVE ACTIONS. Aircraft operators, aviation associations, airport managers, and others are asked to assist in voluntary compliance with this AC by publicizing it and distributing information regarding known noise-sensitive areas.

Signed

_____

Sabra W. Kaulia
Director of System Operations & Safety

U.S. Department
of Transportation

Federal Aviation Administration

Advisory Circular

Subject: **NOISE ABATEMENT DEPARTURE PROFILES**

Date: 7/22/93
Initiated by: AFS-400

AC No: **91-53A**

1. PURPOSE. This advisory circular (AC) describes acceptable criteria for safe noise abatement departure profiles (NADP) for subsonic turbojet-powered airplanes with a maximum certificated gross takeoff weight of more than 75,000 pounds. These procedures provide the user with one means, although not the only means, of establishing acceptable NADP's. These departure profiles are consistent with the airworthiness standards required by the Federal Aviation Regulations (FAR's) Part 25 for type certification and FAR Part 91 for general airplane operations. This AC also provides a technical analysis and description of typical departure profiles that are consistent with the Federal Aviation Administration's (FAA's) safety responsibilities and have the potential to minimize the airplane noise impact on communities surrounding airports.

2. CANCELLATION. AC 91-53, Noise Abatement Departure Profile, dated October 17, 1978, is canceled.

3. RELATED READING MATERIAL.

a. FAR Parts 25, 91, 121, 125, 129, and 135.

b. U.S. Department of Transportation, Federal Aviation Administration Environmental Assessment for AC 91-53A. Copies may be obtained from the Office of Environment and Energy, FAA, 800 Independence Avenue SW., Washington, DC 20591.

c. FAA Analysis of Noise Abatement Departure Procedures for Large Turbojet Airplanes. Copies may be obtained from the Office of Environment and Energy, FAA, 800 Independence Avenue SW., Washington, DC 20591.

d. County of Orange, California, Environmental Impact Report #546. Copies may be obtained from County of Orange, Environmental Management Agency, 12 Civic Center Plaza, P.O. Box 4048, Santa Ana, CA 92701-4048.

4. BACKGROUND.

a. For several years, the FAA has worked to develop and standardize profiles to minimize airplane noise. As part of that commitment, the FAA has worked with airport managers, airplane operators, pilots, special interest groups, and Federal, State, and local agencies in numerous programs for evaluating noise levels in the airport environment. The research considered a variety of departure flight tracks and profiles.

b. From an environmental standpoint, avoiding noise sensitive areas by using preferential noise abatement runways and flight tracks whenever possible can effectively supplement a comprehensive noise abatement program. The FAA believes that using the two NADP's described in this AC for subsonic turbojet-powered airplanes can provide environmental benefits to the airport communities. The profiles outline acceptable criteria for speed, thrust settings, and airplane configurations used in connection with NADP's. These NADP's can be combined with preferential runway selection and flightpath techniques to minimize noise impact.

c. FAA reviews of various airplane vertical NADP's indicate that some intricate NADP's have been developed on an airport specific basis. The management of these intricate profiles could compromise the pilot's attention to interior flight deck details, traffic avoidance, and other safety responsibilities.

5. DEFINITIONS.

a. ***NADP.*** Noise abatement departure profile.

b. ***Close-in Community NADP's.*** NADP's for individual airplane types intended to provide noise reduction for noise sensitive areas located in close proximity to the departure end of an airport runway.

c. ***Distant Community NADP's.*** NADP's for individual airplane types intended to provide noise reduction for all other noise sensitive areas.

d. ***AFE.*** Above field elevation.

6. NADP's. Acceptable criteria have been established for two types of NADP's for each airplane type, as defined for use by each airplane operator. These departure profiles are applicable to all types of subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight. The two types of NADP's are the "close-in" and "distant" profiles as described below.

a. ***Close-in NADP.***

(1) Initiate thrust cutback at an altitude of no less than 800 feet AFE and prior to initiation of flaps or slats retraction.

(2) The thrust cutback may be made by manual throttle reduction or by approved automatic means. The automatic means may be armed prior to takeoff for cutback at or above 800 feet AFE or may be pilot initiated at or above 800 feet AFE.

(3) For airplanes without an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, the takeoff path engine-inoperative climb gradients specified in FAR Section 25.111(c)(3) in the event of an engine failure.

(4) For airplanes with an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, a takeoff path engine-inoperative climb gradient of zero percent, provided that the automatic thrust restoration system will, at a minimum, restore sufficient thrust to maintain the takeoff path engine-inoperative climb gradients specified in FAR Section 25.111(c)(3) in the event of an engine failure.

(5) During the thrust reduction, coordinate the pitchover rate and thrust reduction to provide a decrease in pitch consistent with allowing indicated airspeed to decay to no more than 5 knots below the all-engine target climb speed and, in no case to less than V_2 for the airplane configuration. For automated throttle systems, acceptable speed tolerances can be found in AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes.

(6) Maintain the speed and thrust criteria as described in subparagraph 6 a(3) through 6 a(5) to 3,000 feet AFE or above, or until the airplane has been fully transitioned to the en route climb configuration (whichever occurs first), then transition to normal en route climb procedures.

b. ***Distant NADP.***

(1) Initiate flaps/slats retraction prior to thrust cutback initiation. Thrust cutback is initiated at an altitude no less than 800 feet AFE.

(2) The thrust cutback may be made by manual throttle reduction or by approved automatic means. The automatic means may be armed prior to takeoff for cutback at or above 800 feet AFE or may be pilot initiated at or above 800 feet AFE.

(3) For airplanes without an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, the takeoff path engine-inoperative climb gradients specified in FAR Section 25.111(c)(3) in the event of an engine failure.

(4) For airplanes with an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, a takeoff path engine-inoperative climb gradient of zero percent, provided that the automatic thrust restoration system will, at a minimum, restore sufficient thrust to maintain the takeoff path engine-inoperative climb gradients specified in FAR Section 25.111(c)(3) in the event of an engine failure.

(5) During the thrust reduction, coordinate the pitchover rate and thrust reduction to provide a decrease in pitch consistent with allowing indicated airspeed to decay to no more than 5 knots below the all-engine target climb speed and, in no case to less than V_2 for the airplane configuration. For automated throttle systems, acceptable speed tolerances can be found in AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes.

(6) Maintain the speed and thrust criteria as described in subparagraph 6b(3) through 6 b(5) to 3,000 feet AFE or above, or until the airplane has been fully transitioned to the en route climb configuration (whichever occurs first), then transition to normal en route climb procedures.

7. OPERATIONAL GUIDELINES.

a. Each airplane operator may apply the procedures specified in this AC to determine the following for each of its airplane types:

(1) Close-in community NADP.

(2) Distant community NADP.

b. For each NADP, the airplane operator should specify the altitude AFE at which thrust reduction from takeoff thrust or airplane configuration change, excluding gear retraction, is initiated.

c. Each airplane operator should limit the number of NADP's for any airplane type to no more than two.

d. Each airplane operator is encouraged to use the appropriate NADP when an airport operator requests its use to abate noise for either a close-in or distant community.

e. This AC should not be construed to affect the responsibilities and authority of the pilot in command for the safe operation of the airplane.

Anthony J. Broderick
Associate Administrator for Regulation and Certification

U.S. Department
of Transportation

**Federal Aviation
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NBAA NOISE ABATEMENT PROGRAM

Preface

NBAA's Noise Abatement Program has been in existence since 1967. The NBAA objectives and operating procedures have withstood the test of time and have been effective in reducing noise exposure for citizens on the ground. The NBAA noise procedures are recommended as a standard for all operations where aircraft manufacturers have not recommended specific procedures. The NBAA procedures are to supplement and be complementary to established noise abatement programs containing procedures and techniques for specific aircraft manufacturers and local airport authorities.

Although the aircraft manufacturers, as a group, have not established specific noise abatement procedures for every aircraft, some individual manufacturers have taken steps in this direction and are to be commended for their initiatives in this area. Business aircraft operators should request noise abatement procedures from the aircraft manufacturers or work with them in developing noise abatement procedures for inclusion in the aircraft manuals. When professional opinion indicates that the procedures and techniques recommended for specific aircraft and local airports are less effective than the NBAA procedures, pilots should contact the manufacturers and airport authorities with specific recommendations for change.

Objectives

The following objectives are established for all noise abatement procedures of the NBAA Noise Abatement Program for jet aircraft:

1. Safe. Procedures must not only meet the requirements for known parameters of aircraft performance, they must also provide adequate safety margins so that a prudent, competent pilot will be willing to use them on a repetitive and routine basis under varying conditions.

2. Standardized. The same procedures should be applicable to all runways and all airports. For example, the entry point of the second reduced power segment of the NBAA CLOSE-IN DEPARTURE PROCEDURE is expressed as an altitude and not as a geographic fix. Similarly, the terminal point of this procedure is based on an altitude at which return to climb thrust will not create excessive noise. It should not be based purely on local factors such as geographical fixes.

Some NBAA procedures impose an operational penalty which cannot be justified solely by the noise level reduction achieved by each aircraft type. Therefore, it is necessary to make such compromises to achieve standardized procedures which could be used regardless of type and class of aircraft.

3. Uncomplicated. Complexity can create misunderstandings, resistance to use and loss of effectiveness. Therefore, the NBAA Noise Abatement Procedures are designed to be easily understood, easy to accept and are applicable to all types and classes of aircraft at all airports.

THE NBAA NOISE ABATEMENT PROGRAM

The NBAA recommended program for reducing the noise impact of turbojet business aircraft has broad implications for all the various communities affected by aircraft/airport operations.

Turbojet Business Aircraft Operations

1. Business aircraft operators must accept responsibility for operating their aircraft in such a manner as to reduce the noise impact to the lowest practicable level. Noise abatement procedures should be made part of the routine in operating aircraft in and out of **ALL** airports.

2. Aircraft operators must also take the initiative and responsibility to obtain all pertinent information on the local noise abatement policies followed at any airport they currently use, or expect to use in the future.

3. Operators should be aware that unnecessary use of reverse thrust when landing can be a source of excessive noise. Therefore, except for eliminating residual thrust, the use of minimum reverse thrust necessary for safety is recommended, consistent with runway conditions and available length.

Local Communities and Airports

1. The noise abatement procedures recommended by NBAA are suggested as a national standard for business jet aircraft. They may be applied to any noise sensitive airport. Procedures adopted by any locality should, whenever feasible or beneficial, conform to such a national standard to ensure pilot understanding, acceptance and use.

2. NBAA member companies should participate in local airport affairs, particularly those concerning noise abatement procedures. Where necessary, technical assistance can be provided to assist airport management in adopting procedures which meet the objectives of the NBAA Noise Abatement Program as they relate to operational safety. Every effort should be made to tailor procedures to the specifics of each airport in order to provide the maximum noise reduction consistent with safe operational practices and without unduly restricting the flow of air traffic.

3. Communities must be given factual data to demonstrate that airport noise level reductions below those achievable through the procedures described cannot be realistically anticipated with current aircraft and engines.

4. Approach aids of various types can aid noise abatement procedures at an airport. Improvements in approach aids and runway facilities increase the possibilities for aircraft to use specific runways and approach patterns over the least noise-sensitive areas. Optimal employment of visual and electronic approach aids should be investigated by the airport management.

5. Airport approach and takeoff paths should be designated on all official zoning maps. This should be done for all airports, existing or proposed, in order that real estate activity is conducted with full awareness of the confines of such areas. Similarly, the land use permitted in these areas should be specified in zoning regulations and building codes in order to protect inhabitants.

6. Jet aircraft runup areas should be developed but usage limited to normal daylight work hours (M-F), for least noise disturbances to airport tenants and local

communities. Blast fences, hush houses, etc., should be provided and used where necessary.

7. Airport management should take a close look at the airport's natural terrain and consider ways in which improvements to landscaping might improve noise conditions around the airport.

8. Airport management should post signs in pilot information centers, as well as at conspicuous places along the taxiways or runway areas, giving the pilots a last reminder that they are in a noise-sensitive area calling for use of noise abatement procedures.

9. A mixing of high and low performance general aviation aircraft on the same runway is often the cause for noticeable additional noise. Some problems that can arise from this type of intermixing are:

a) Excessive go-arounds.
b) Extended flight over noise-sensitive areas by aircraft in the high-drag high power-setting configuration (flaps and landing gear extended).
c) Derogation of the pilot's ability to follow noise abatement procedures to the fullest.
d) Excessive holding before takeoff.

10. The airport management has the responsibility to look at all possible alternatives to control these types of situations. For example, building a short runway of 2,500–3,500 feet for the use of low performance aircraft would not only help solve many of the problems listed above, but would also allow the airport management to set up more effective noise abatement procedures.

11. The airport and ATC management should conduct a procedures review to recommend and implement new airport noise awareness programs. Adding a phrase such as "use noise abatement procedures" to all tower takeoff clearances should also be included in the recommendations.

Airframe and Engine Manufacturing

1. The lowest engine noise levels that can be achieved by engine and airframe manufacturers, without imposing excessive operational penalties, should be determined. New aircraft should be designed to remain within the lowest noise limitations. Regulatory noise limitation on manufacturers should be confined to that which can be achieved within the existing state of the art. Any regulatory action should have sufficient flexibility to permit further noise level reductions as they are developed.

2. Power settings that will achieve a specific flight profile for noise abatement purposes should be developed and published in the manufacturer's flight manuals. Maximum gross weights should be used because business jet aircraft generally have limited gross weight flexibility without incurring an unrealistic operational penalty. Weight reduction as a means of achieving noise reduction is not practical for business jet aircraft. A power setting recommended by manufacturers should meet the following minimum safety criteria:

a) Approach and Landing—
   1) Sufficient engine RPM to permit rapid acceleration of the operative engine(s) in the event of engine failure.

2) Sufficient engine RPM to permit rapid acceleration of the engine(s) in the event it becomes necessary to abort the approach or landing.
3) Sufficient engine RPM to operate anti-icing equipment.
4) Sufficient engine RPM to operate component equipment.

b) Takeoff—
1) Sufficient engine thrust to provide a sustained rate of climb of 1,000 FPM.

Flight Information and Training

1. Pilot training for turbojet business aircraft should include basic noise abatement procedures in all types of ratings and ATR flight checks.

2. It is important that airport management realize that successful application of each airport's noise abatement procedure depends on the effort that is put into educating the pilots and the controllers. Airport management should consider an education program to inform pilots and controllers as to the need for and procedures associated with noise abatement and good community relations. A more thorough understanding by the pilots and the controllers as to what the procedures are, as well as the reasons behind them, is the key to success.

3. Specific information should be developed by airport management and made available to pilots and controllers through publication of easily attainable flight manuals, NOTAMS, AIMS, letters to airmen, charts and explanatory pamphlets. This information should include:

a) Approach and departure paths over least noise-sensitive areas.
b) Preferential runway usages.
c) Emphasis on use of NBAA's noise abatement procedure.
d) General map showing surrounding area and marking places of specific sensitivity, such as schools and hospitals.

Air Traffic Control Procedures

1. Preferential runway use systems that are safe and do not unnecessarily restrict the flow of air traffic should be established at all airports having a need for them.

2. Control tower operators should be permitted to give any needed special attention to jet aircraft that may, for purposes of noise abatement, be required to land or takeoff using a different runway than the one in use by smaller aircraft.

3. Control tower operators should develop procedures that will separate high performance aircraft from low performance aircraft as much as possible.

4. The air traffic control procedures should keep aircraft more than 3,000 feet AGL over noise-sensitive areas to the extent that this can be accomplished without excessive derogation of air traffic flow.

5. FAA's order 7110.22 recommends high performance aircraft within reasonable operating limits and consistant with noise abatement policies.

(1) Remain at the highest possible altitude as long as possible when arriving
(2) Climb to the requested altitude filed by the pilot as soon as possible after departing.

6. SID's should include references to the use of noise abatement procedures.

7. ATC clearances when issued by control tower operators should include a statement to "use noise abatement procedures."

NBAA STANDARD DEPARTURE PROCEDURE

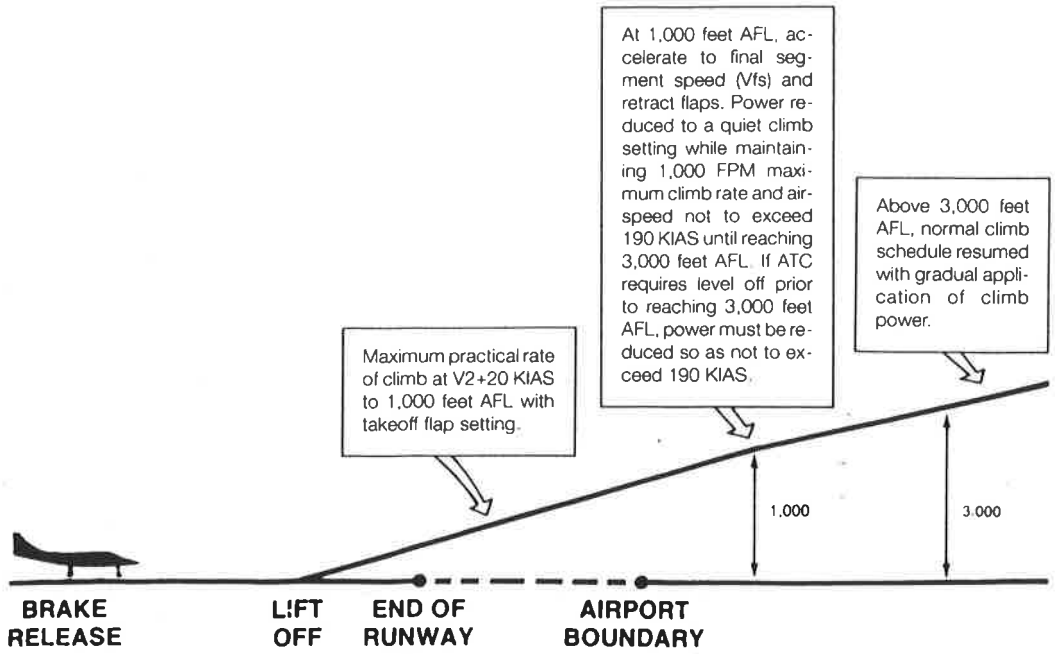
1) Climb at maximum practical rate at V2+20 Knots indicated airspeed (KIAS) to 1,000 feet above field level (AFL) with takeoff flap setting.

2) At 1,000 feet AFL, accelerate to final segment speed (Vfs) and retract flaps. Reduce to a quiet climb power setting while maintaining 1,000 FPM maximum climb rate and airspeed not to exceed 190 KIAS until reaching 3,000 feet AFL. If ATC requires level off prior to reaching 3,000 feet AFL, power must be reduced so as not to exceed 190 KIAS until at or above 3,000 feet AFL. (See note below)

3) At 3,000 feet AFL and above, resume normal climb schedule with gradual application of climb power.

4) Observe all airspeed limitations and ATC instructions.

NOTE: It is recognized that aircraft performance will differ with aircraft type and takeoff conditions; therefore, the business aircraft operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during, or after flap retraction.



NBAA CLOSE-IN DEPARTURE PROCEDURE

1) Climb at maximum practical rate at V2+20 KIAS to 500 feet AFL with takeoff flap setting.

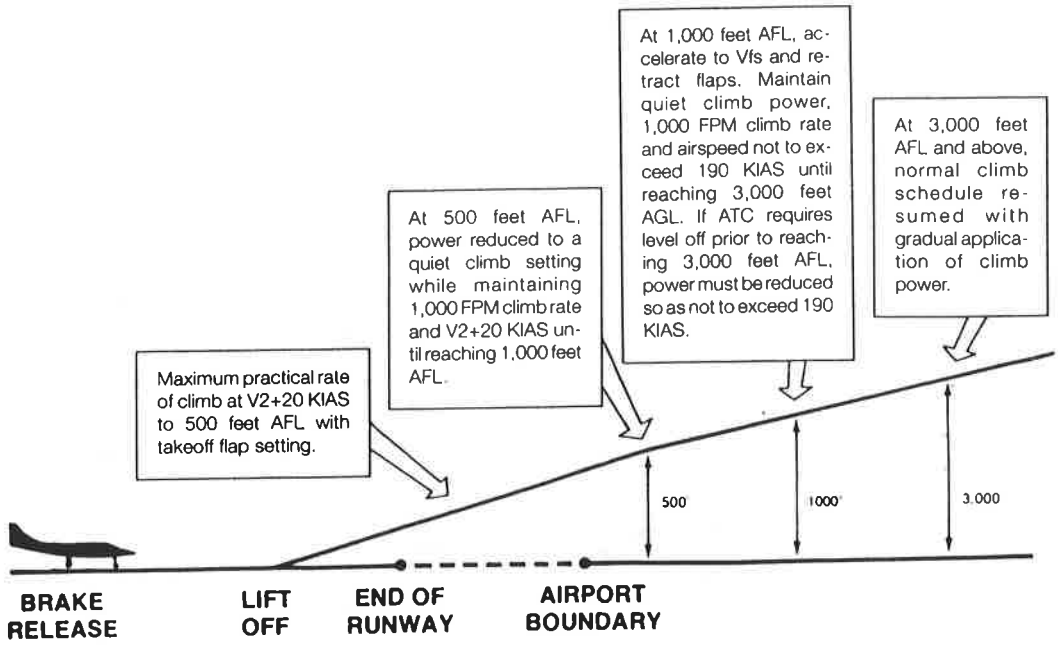
2) At 500 feet AFL, reduce to a quiet climb power setting while maintaining 1,000 FPM maximum climb rate and V2+20 KIAS until reaching 1,000 feet AFL.

3) At 1,000 feet AFL, accelerate to final segment speed (Vfs) and retract flaps. Maintain quiet climb power, 1,000 FPM climb rate and airspeed not to exceed 190 KIAS until reaching 3,000 feet AFL. If ATC requires level off prior to reaching 3,000 feet AFL, power must be reduced so as not to exceed 190 KIAS. (See note below)

4) At 3,000 feet AFL and above, resume normal climb schedule with gradual application of climb power.

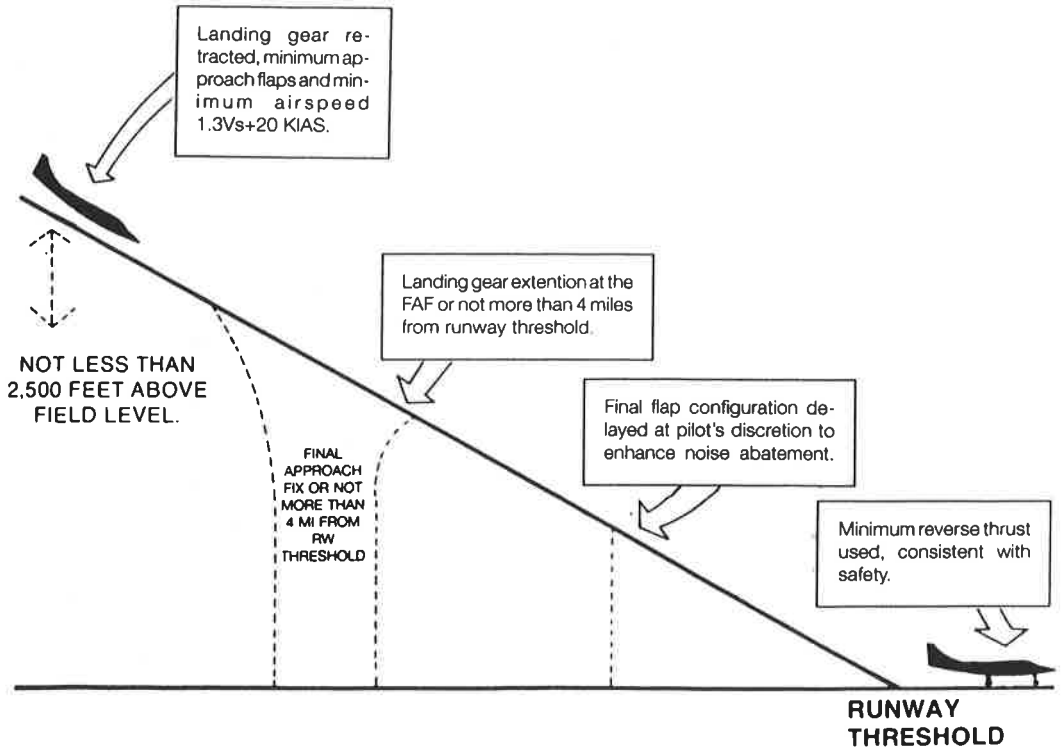
5) Observe all airspeed limitations and ATC instructions.

NOTE: It is recognized that aircraft performance will differ with aircraft type and takeoff conditions; therefore, the business aircraft operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during, or after flap retraction. Also, aircraft in excess of 75,000 lbs. GTOW operating under FAR, Part 121, Part 125, or Part 135 may not be permitted to comply with this procedure.



NBAA APPROACH and LANDING PROCEDURE VFR & IFR

1) Inbound flight path should not require more than a 20 degree bank angle to follow noise abatement track.
2) Observe all airspeed limitations and ATC instructions.
3) Initial inbound altitude for noise abatement areas will be a descending path from 2,500 feet AGL or higher. Maintain minimum airspeed (1.3Vs+20 KIAS) with gear retracted and minimum approach flap setting.
4) At the final approach fix (FAF) or not more than 4 miles from runway threshold, extend landing gear. Final landing flap configuration should be delayed at pilot's discretion to enhance noise abatement.
5) During landing, use minimum reverse thrust consistent with safety for runway conditions and available length.



SUMMARY

This publication has been designed to illustrate the need for and the availability of noise abatement procedures for turbojet business aircraft. It is not intended to describe all the various types of noise abatement policies followed by airport and aircraft operators, nor does it pretend to describe the "best" or "only" way to handle the problem of airport noise. However, it is an attempt to develop a generic approach for noise abatement procedures as a partial solution for the airport noise problem. Therefore, the following three points are stressed:

1) Noise abatement policies must be cooperatively developed and understood by aircraft and airport operators, engine and aircraft manufacturers and the local communities if such programs are to be effective.

2) At the time decisions are made to purchase and operate business jet aircraft, the aircraft operators will surely review what is available that would best satisfy their individual needs, but they must also thoroughly review aircraft types for performance characteristics in terms of noise generated and the impact on community noise levels. Many such aircraft have the ability to be flown within reduced noise specifications and business jet aircraft operators are strongly urged to utilize the procedures and techniques that permit them to do so.

3) A system of flight procedures is only one part of a complete noise abatement program. The NBAA's recommended flight procedures can be implemented immediately, and can result in a major reduction in the noise generated by turbojet business aircraft. However, there may be a tendency to use them beyond reasonable expectations as a means of effectively resolving the entire noise reduction issue. This tendency can be self-defeating, particularly if the general public is misled as to the effectiveness of flight procedures as the sole permanent solution to the overall noise problem. Therefore, aircraft operators must continually demonstrate to the general public that there is a genuine concern toward reducing aircraft noise and that the application of NBAA's noise abatement program will serve as a partial aid in this effort by standardizing flight procedures and by providing adequate safety margins.

Quiet
flying is good business

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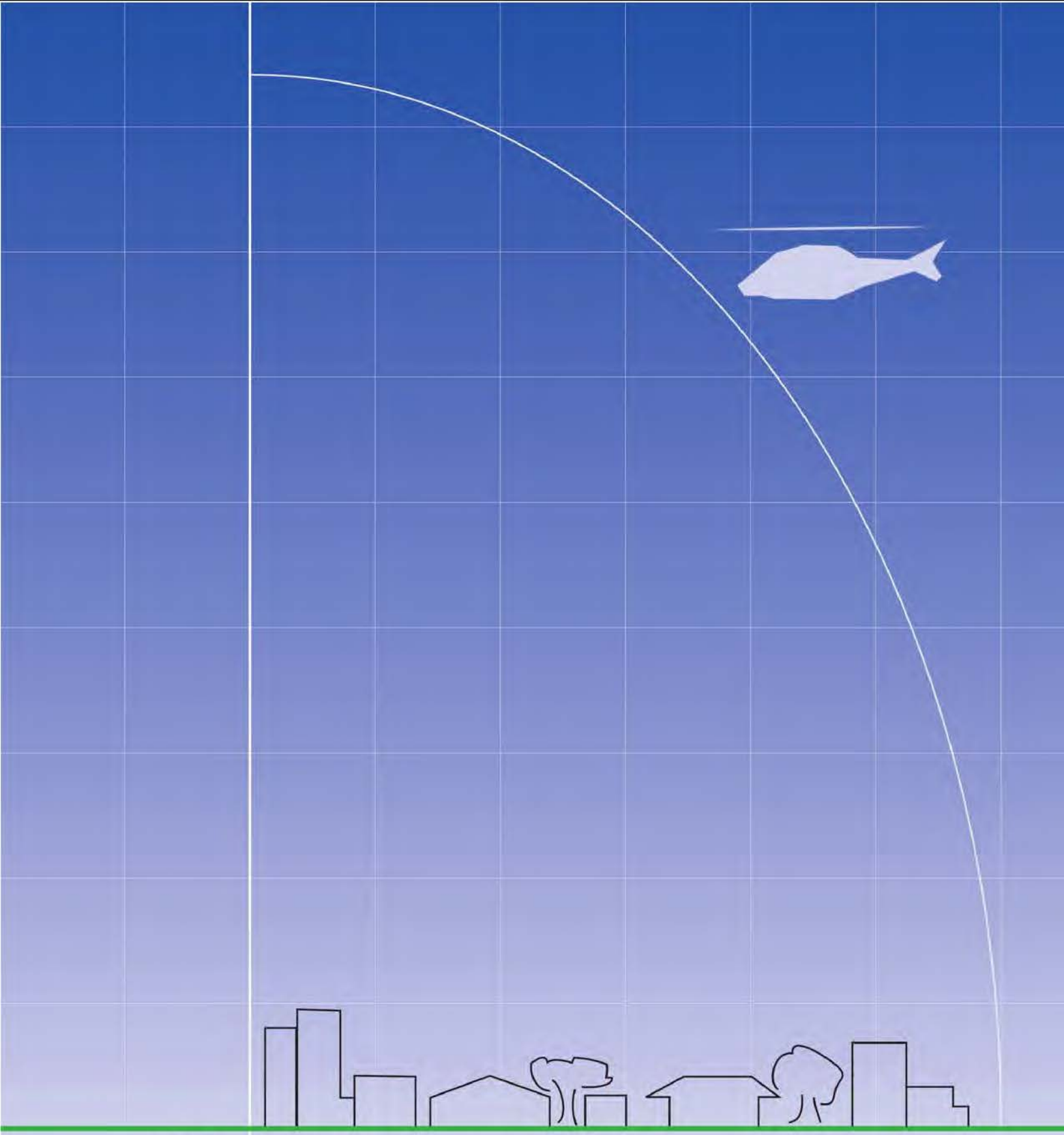

Fly Neighborly Guide

produced by the **Helicopter Association International** Fly Neighborly Committee

Preface

This is the third edition of the Helicopter Association International (HAI) *Fly Neighborly Guide*. The initial guide was issued in 1981 and again with a change to the title page in 1983. A second edition was issued in 1993. This guide is based on the second edition and was edited and revised by Charles Cox and Dr. John Leverton on behalf of the HAI Fly Neighborly Committee.

The Fly Neighborly Program is a voluntary noise abatement program developed by the HAI Fly Neighborly Committee. The program is designed to be implemented world-wide by large and small individual helicopter operators. This program applies to all types of civil, military and governmental helicopter operations.

Fly Neighborly Noise Abatement procedures for specific helicopter models are available on the HAI Web site www.rotor.com.

Additional pilot training information, discussion of helicopter noise sources, noise propagation and general information on how to operate helicopters to minimize the noise impact is also available on an associated interactive Noise Abatement Training CD developed for pilots by the HAI Manufacturers Committee. Copies of this CD can be obtained from HAI .

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Foreword

In the late 1970s, concern was being expressed about helicopter noise by the general public and national authorities in a number of nations, including the USA. As a result, a number of Helicopter Association International (HAI) committees, including the Heliport and Airways Committee (now known as the Heliports Committee), started to research how this concern should be addressed. At the same time, the International Civil Aviation Organization (ICAO), with active support of the United States Federal Aviation Administration (FAA) and most European nations, established a working group to develop helicopter noise certification standards. In addition, the FAA issued a Notice of Proposed Rulemaking (NPRM) outlining proposed noise certification procedures and limits.

The industry, and HAI in particular, felt that a better approach would be for the industry to develop voluntary guidelines to control the noise impact by operational means. After a number of FAA/industry meetings, the FAA, in the fall of 1981, agreed to withdraw its initial NPRM related to helicopter noise certification while additional technical data were acquired. This was done with the understanding that the helicopter industry would develop new technology - creating quieter, more advanced equipment, and implement a voluntary noise abatement program. This resulted in the establishment of the HAI Fly Neighborly Program based on an earlier program developed by Bell Helicopter Textron.

ICAO initially issued international noise standards in 1981, as a part of the International Standards and Recommended Practices, "Environmental Protection," Annex 16 to the Convention on International Civil Aviation. These were not adopted by many nations before they were relaxed in 1985. Since that time, the standards have been amended a number of times. The FAA subsequently issued helicopter noise certification standards in 1988. These have been revised over the years. They are defined in 14 CFR Part 36. The Fly Neighborly Program offers the technical information necessary for helicopter operators to fly both current and new advanced helicopters as quietly as practical, and to make helicopter operations compatible with nearly all land uses. The program also discusses how to communicate to the public the gains from using such procedures. In addition, the program provides general information related to helicopter noise and public acceptance.

1 General Information

1.1 Background

HAI's Heliports and Airways Committee (HAC) originally organized the Fly Neighborly Program through its Fly Neighborly Steering Committee. This committee was composed of members of HAI and governmental representatives, including the FAA, members of the military and other associations. Officially launched by HAI in February 1982, the program gained U.S. and international acceptance. Subsequently, the work related to the Fly Neighborly Program was considered sufficiently important by HAI that a separate Fly Neighborly Committee was formed to promote the program and ensure that the *Fly Neighborly Guide* and associated material are updated as appropriate.

In the U.S., the program has gained the full support of helicopter operators, regional associations, manufacturers, pilots and communities throughout the country. Federal, state and local government agencies have embraced the program, and taken an active part in sponsoring Fly Neighborly presentations in conjunction with safety seminars and other activities. Worldwide, the helicopter industry and its related communities are kept informed on the Fly Neighborly Program. Companion programs have been developed in a number of countries including Germany, France, and the United Kingdom.

1.2 Objectives

The Fly Neighborly Program addresses noise abatement and public acceptance objectives with guidelines in the following areas:

- pilot and operator awareness
- pilot training and education
- flight operations planning
- public acceptance and safety
- sensitivity to the concerns of the community

1.3 About This Guide

The *Fly Neighborly Guide* is published under the auspices of HAI to promote helicopter noise abatement operations. It addresses general issues only and is, by no means, comprehensive.

1.4 Purpose

These guidelines are intended to assist pilots, operators, managers, and designated Fly Neighborly officers to establish an effective Fly Neighborly Program. The concepts and flight operations outlined, herein, must be further tailored to suit local needs, and to ensure local or regional organizations cooperate to develop a strong, well-organized and disciplined approach to achieving Fly Neighborly objectives.

1.5 Organization

This guide is divided into seven main sections. Section One covers general information. Section Two addresses helicopter sound generation. Section Three gives guidance for noise abatement operations. Section Four discusses how to operate helicopters quietly. Section Five covers pilot training. Section Six describes the operator program which provides a broad outline of the possible actions helicopter operators can take, including

flight operations planning. Section Seven deals with community concerns and issues of public acceptance and Section Eight answers the question of what the Fly Neighborly Program can achieve. Three appendices present a comparison of sounds, the Advisory Circular (AC) 91.36D, and an example of a public heliport noise abatement program. In addition, a glossary is provided to help define the acronyms used or referred to in this Guide.

1.6 Administration

HAI solicits new ideas, comments, and recommendations to improve the program. HAI's Fly Neighborly, Safety and Heliport Committees are focal points for the development of new technical material in their respective areas. Additional guides can be obtained from HAI.

The Fly Neighborly Committee monitors the Fly Neighborly Program, and distributes new information to participants. Individuals, operators, or agencies desiring additional information should contact the HAI Fly Neighborly Program staff liaison at:

Helicopter Association International
1635 Prince Street
Alexandria, VA 22314 USA

Phone: (703) 683-4646
Fax: (703) 683-4745
Web site: www.rotor.com
Email address: flyneighborly@rotor.com

2 Helicopter Sound Generation

2.1 The Source of the Sound

The external sound produced by a helicopter is made up of acoustical sources from the main rotor, the anti-torque system (tail rotor), the engine(s), and drive systems. For turbine-powered helicopters, the main rotor and anti-torque system dominate the acoustical signature. Engine and gearing noise are generally of significance only when up close to the helicopter. The same is true for piston-powered helicopters, although muffling of the engine is usually necessary.

The most noticeable acoustical characteristic of all helicopters is the modulation of sound by the relatively slow-turning main rotor. This modulation attracts attention, much as a flashing light is more conspicuous than a steady one. The resulting modulated sound can become impulsive in character and is referred to as BVI (Blade Vortex Interaction Noise), *blade slap*, or more generally, as *impulsive noise*. In some flight conditions, the main rotor noise can become quite impulsive in character (*blade slap*, or more generally *impulsive noise*), which can increase the annoyance of the helicopter to people on the ground.

Impulsive noise occurs during high-speed forward flight as a result of blade thickness and compressible-flow on the advancing blade. This latter source causes the blade's airloads to fluctuate rapidly. These fluctuations result in impulsive noise with shock waves that can propagate forward. High tip-speed rotor designs flown at high airspeeds are the worst offenders.

At lower airspeeds, and typically during a descent, rotor impulsive noise can occur when a blade intersects its own vortex system or that of another blade. This type of noise is referred to as Blade Slap or (BVI) noise. When this happens, the blade experiences locally high velocities and rapid angle-of-attack changes. This tends to produce a sound that is loud and very annoying in character.

There are three basic types of anti-torque systems used in current helicopters: the conventional open tail rotor, the ducted tail rotor/fan (e.g., the Fenestron), and the Coanda-effect/ blown-air system (e.g., the NOTAR). Each system has its own unique acoustical characteristics. The conventional open tail rotor generates a fluctuating low pitch whine or drone. The ducted tail rotor/fan produces a high pitch, sometimes fluctuating shrill. The blown-air, directional-vane system generates a broadband, 'compressed-air' hissing.

The noise of both the open tail rotor and the ducted tail rotor/fan increases with airspeed and in high-rate climbs and turns. Interaction between the main rotor and either type of anti-torque system can, and often, exacerbates the anti-torque system's sound output. In addition, the proximity of the vertical fin and tail boom influences the sound output of an open tail rotor. Somewhat similarly, the presence of vanes/stators and support struts, plus inflow/outflow turbulence, exacerbate the sound output of ducted tail rotor/fan systems. Turbulent flows off the pylon and fuselage also tend to increase the level and the sound fluctuations of both these types of anti-torque systems.

The Fenestron has some advantages over an open rotor at distance since it generates a higher frequency sound, which is more easily attenuated by the atmosphere. On many helicopters, the main source of noise heard at distance, particularly if a high tip-speed tail rotor is used, is associated with the tail rotor blade thickness. 'Quiet open tail rotors' tend, therefore, to use lower tip speeds, thinner blade sections and, to provide adequate thrust, an increase in the number of blades.

With regard to the noise generated, the NOTAR has advantages in many respects because it is independent of the increase associated with the other two types of anti-torque systems. The NOTAR is, however, only available at the current time on designs manufactured by one company.

The general relationship between sound level and helicopter weight, and a comparison of the sound generated by a helicopter and other common noise sources are given in Appendix 1.

2.2 Impact of Operations

For a typical small/light helicopter, the most annoying noise mechanism impulsive noise (BVI) occurs during partial power descents and in sharp/high-rate turns. For a typical medium or large/heavy helicopter, they can occur in low-speed level flight, during partial power descents, and in sharp/high-rate turns. Figures 1, 2 and 3 show the flight conditions under which you can expect main rotor impulsive noise to occur.

The impulsive noise boundary for your particular helicopter may be somewhat larger than that shown in Figures 1 and 2 because the main rotor may generate impulsiveness intermittently when it encounters wind gusts, or during a rapid transition from one flight condition to another. Although the sound produced at these descent rates is not extremely loud to crewmembers inside the helicopter, they can, in most cases, recognize it and, thereby, define the impulsive noise boundaries for their particular helicopter. However, in some cases, the impulsive BVI noise cannot be detected in the cockpit. Of course, people on the ground hear impulsive noise grow more intense as the helicopter descends.

Figure 1

High-Noise Flight Operations – Small/ Light Helicopter

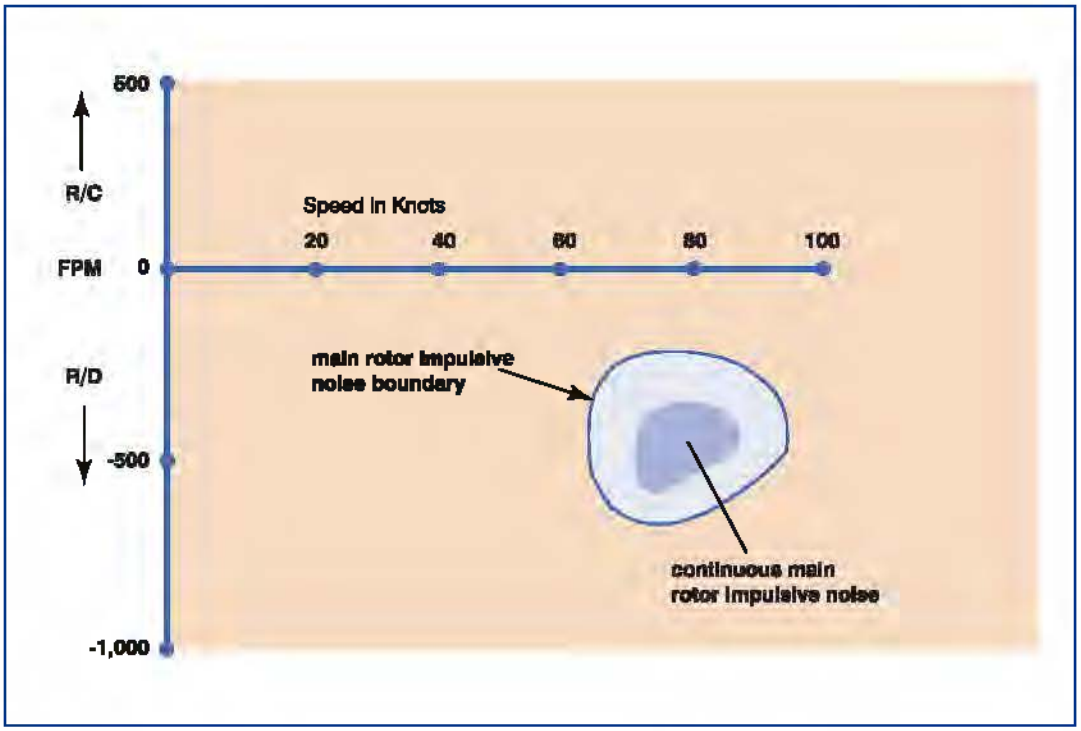
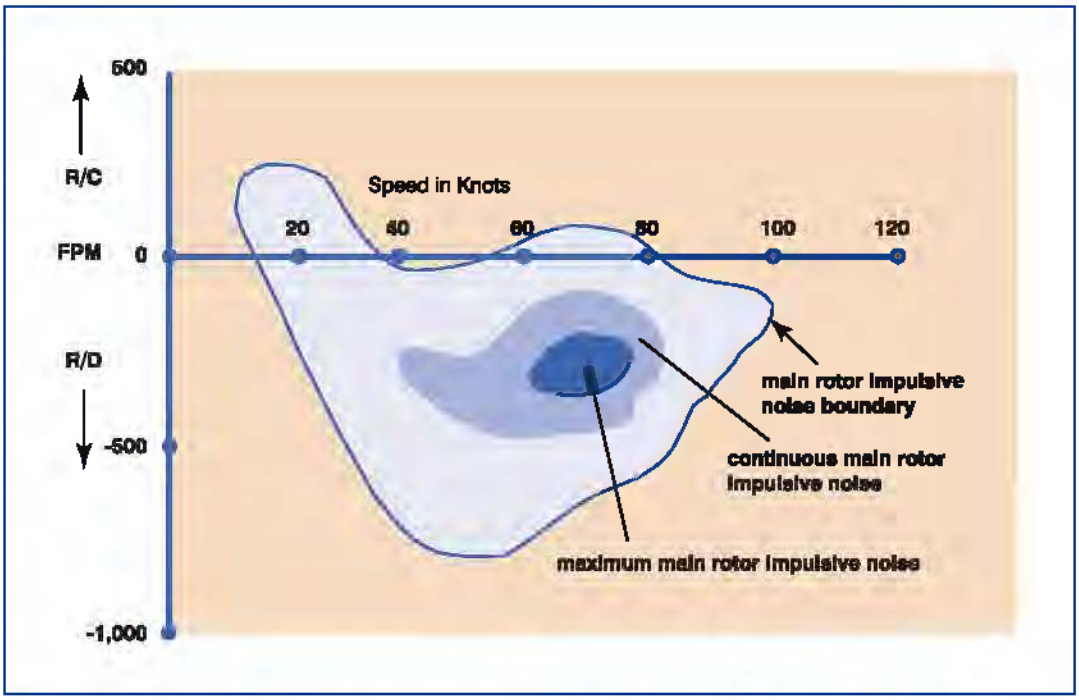


Figure 2

High-Noise Flight Operations – Medium/ Heavy Helicopters

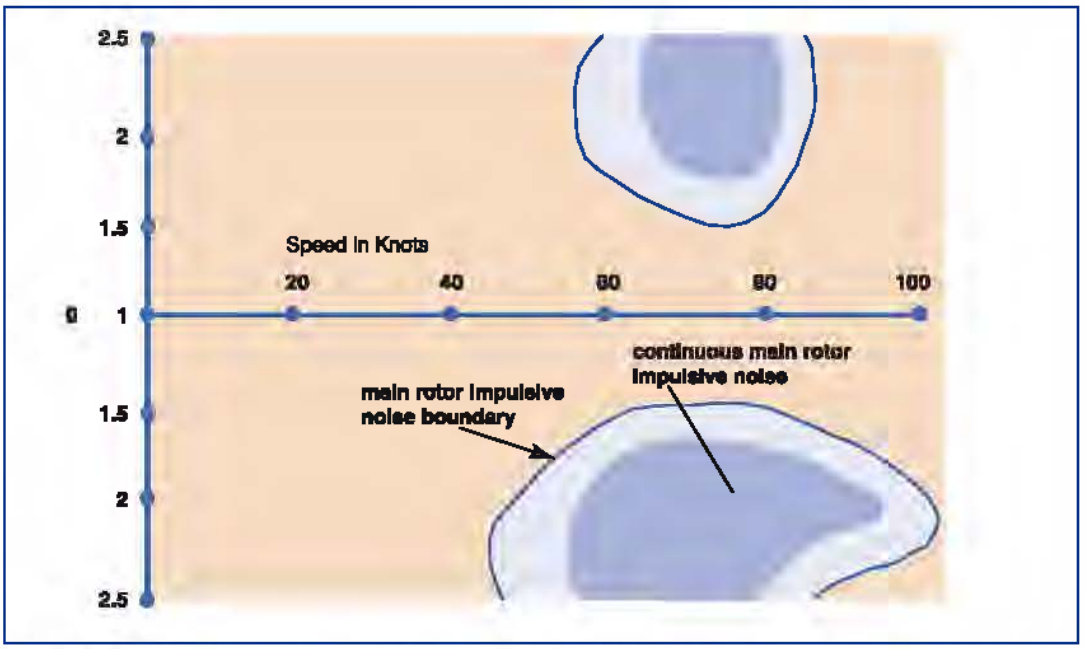


Main rotor impulsive noise also occurs during maneuvers (i.e. in constant speed turns, if turn rates are too high. Here, the main rotor blade and wake interact in much the same manner as in partial power descents. As Figure 3 shows, for a medium helicopter with

a two-bladed main rotor, main rotor impulsive noise occurs in turns that exceed 1.5g, with airspeeds between 50 and 90 knots in a left turn, and between 40 and 100 knots in a right turn. There is little difference in the intensity of the noise in right or left turns once the 'critical g' is reached. The crew can normally hear this impulsiveness. These characteristics also generally apply to other helicopters. Unfortunately, specific information on the increase in the level of impulsive noise, in terms of 'g' or bank angle, is not generally available.

Figure 3

High-Noise Maneuvers – Medium Helicopters



In addition to the general characteristics discussed above, it should be noted that the various sound sources exhibit specific directivity characteristics. These are not discussed in detail in this document, but it is worth noting that, in general, the main rotor sound is focused towards the front and on the advancing blade side of the helicopter. The tail rotor noise is similarly focused forward and it is also radiated downward under the helicopter. As a result, the sound – in particular from the main rotor impulsive sources - is generally detected well in advance of the helicopter flying over. Fortunately, these aspects are normally taken into account when noise abatement procedures are developed by the manufacturer. Even so, they should not be ignored when planning flight operations.

3 General Guidelines for Noise Abatement Operations

This section offers a number of noise abatement techniques for use in daily operations. A few general guidelines are given below.

- Avoid noise-sensitive areas altogether, when possible. Follow:
  - high ambient noise routes such as highways, or
  - unpopulated routes such as waterways.

If it is necessary to fly near noise-sensitive areas:

- maintain an altitude as high as possible in line with the HAI *Fly Higher Chart* (Fig. 4)
- fly normal cruising speed or slower
- observe low-noise speed and descent recommendations
- avoid sharp maneuvers
- use steep takeoff and descent profiles, and
- vary the route, since repetition contributes to annoyance

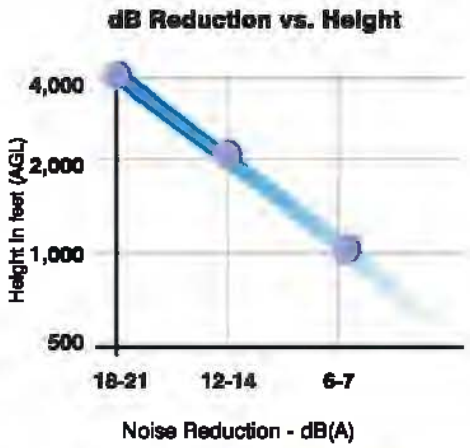
Flights conducted over roads (particularly interstates), railways and rivers in noise-sensitive areas are less likely to generate complaints than routes that acoustically and visually intrude on peoples' privacy, such as those that cross, or can be heard from, residential backyards.

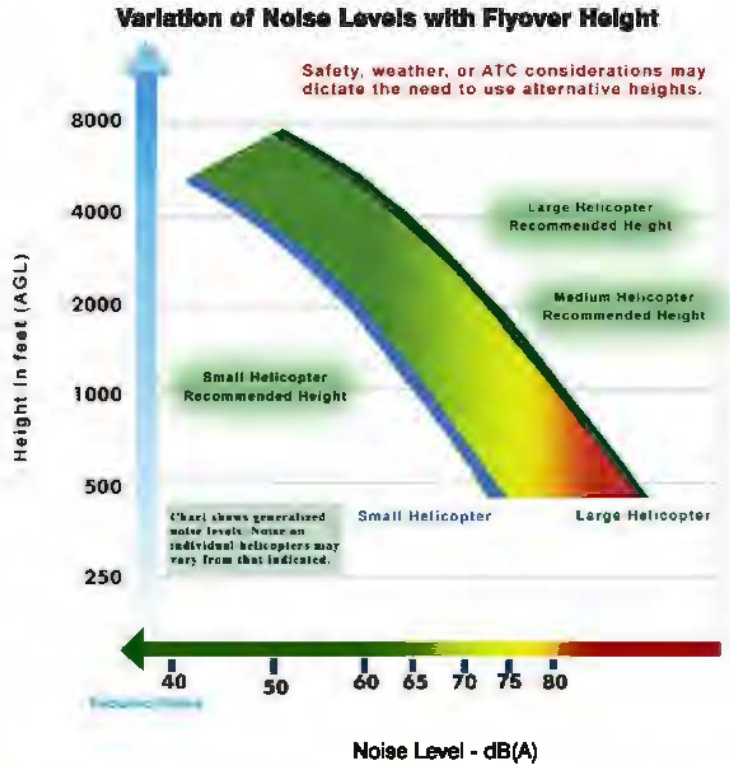
3.1 Flyover Height

Maintaining an altitude as high as possible above the ground and flying at airspeeds consistent with minimum noise output, flight safety and ATC constraints is essential. Height and distance have a major impact on the noise level observed under the helicopter, as illustrated in the HAI *Fly Higher Chart*, shown in Figure 4. It shows the relationship of flyover height and noise exposure at ground level for different-sized helicopters. A doubling of height or distance reduces the level by six to seven dB(A). If the height/distance is increased by a factor of three, the maximum level is decreased by approximately 10 dB(A), which is equivalent to reducing the loudness by half. The chart can be used to decide what height should be flown so that the helicopter's noise output is compatible with community noise exposure criteria. For example, to be compatible with the generally accepted criterion of 65 dB(A) max for flyover of noise-sensitive areas, light/small helicopters should fly at altitudes no less than 1,000 feet AGL. For medium helicopters, the recommended height is 2,000 feet AGL, and, for heavy/large helicopters, 4,000 ft AGL.

Figure 4

Fly Higher Chart





3.2 FAA Guidance - VFR Flight Near Noise Sensitive Areas

The FAA has published guidance when flying near noise-sensitive areas for a number of years. It was updated in 2004 and issued as Advisory Circular AC91.36D. A copy of this document is reproduced in Appendix 2. This voluntary practice recommends:

- the avoidance of flights over noise sensitive areas, if practical.
- When not possible, pilots flying VFR flights over noise-sensitive areas should make every effort to fly at not less than 2,000 feet above the surface, weather permitting, even though flight at a lower level may be consistent with the provisions of FAR 91.79, Minimum Safe Altitudes.

Typical of noise-sensitive areas in this Advisory Circular are defined as: outdoor assemblies of persons, churches, hospitals, schools, nursing homes, residential areas designated as noise-sensitive by airports or by an airport noise compatibility plan or program, and National Park Areas (including Parks, Forest, Primitive Areas, Wilderness Areas, Recreation Areas, National Seashores, National Monuments, National Lakeshores, and National Wildlife Refuge and Range Areas). It is also recommended that, during departure from, or arrival at an airport, climb after takeoff and descent for landing should be made so as to avoid prolonged flight at low altitudes near noise sensitive areas. It should be mentioned, however, that such procedures should not apply where it would conflict with ATC clearances or instructions, or where an altitude of less than 2,000 feet is considered necessary by a pilot in order to adequately exercise his or her primary responsibility for safe flight.

It should be noted that FAA guidance recommends a height of 2,000 ft AGL be used for general over flight of noise-sensitive areas. This is somewhat different than the guidance developed by HAI's Fly Neighborly Committee, discussed previously and illustrated in Figure 4, which recommends 1,000 ft for small helicopters. For medium helicopters, HAI recommends 2,000 ft, the same as the FAA, but for large helicopters, HAI recommends 4,000 ft. Although FAA guidance should be followed when practical, HAI considers use of the heights in Figure 4 will ensure acceptable noise disturbance to persons on the ground.

3.3 Flyover Speed

The airspeed of the helicopter has an important effect on both noise exposure impact and the impulsive character of your helicopter. Generally, it is best to fly at, or somewhat below, normal cruise speeds when over-flying noise-sensitive areas. Airspeeds above normal cruise can dramatically increase your helicopter's noise levels and the impulsive character to the extent that, even if you maintain the suggested minimum flight altitudes, your over-flight is no longer compatible with generally accepted noise exposure criteria.

4 How to Operate Helicopters Quietly

In this section, general information is presented on how to fly a helicopter more quietly. Such information applies to the operation of all helicopters. The flight techniques given in this section are also general in nature and vary somewhat according to the actual helicopter being flown. Manufacturers have developed recommended noise abatement procedures for specific models and, when available, these should be followed. The information on HAI's Web site, www.rotor.com, represents data currently available from the manufacturers. As new data becomes available, HAI will periodically update the Web site. In some cases, the noise abatement information is also available in the specific *Rotorcraft Flight Manual*. When noise abatement information is not available for a specific helicopter model, the flight techniques in the following sections should be followed. This information is also helpful to supplement the information supplied by a manufacturer.

4.1 General

Increasing the distance/separation from noise-sensitive areas is the most effective means of noise abatement.

4.2 Ground Operations

Although startup and shutdown procedures are relatively quiet and are usually shielded from noise-sensitive areas, it is good practice to reduce the amount of time spent on the ground with the rotor turning. This reduces the noise exposure to ground handling crews and heliport/airport personnel.

Minimize the duration of warm-up or cool-down periods (typically two to three minutes, although, on some engines it can be as short as 30 seconds). Do not idle at the heliport for extended periods of time.

When feasible, park with the rotors running with the nose of the helicopter directed into the wind to minimize noise. If the wind speed is above 5 knots, avoid parking with the nose 15 degrees or more from the approaching wind. This will minimize tail rotor noise.

4.3 Hover / Hover Taxi /Ground Taxi

When hover turning, make the turn in the direction of the main rotor rotation. This minimizes the anti-torque thrust required and, therefore, minimizes the level of noise generated by the anti-torque system. Keep the turn rate to as low as practical.

4.4 Takeoff and Climb (Departure)

Takeoffs are reasonably quiet operations, but you can limit the total ground area exposed to helicopter sound by using a high rate-of-climb and making a smooth transition to forward flight. The departure route should be over areas that are least sensitive to noise.

4.5 Enroute and Cruise Flyover

- Fly at least at the heights recommended in the *Fly Higher Chart* (Figure 4).
- Fly at the highest practical altitude when approaching metropolitan areas.

- Select a route into the landing area over the least populated area.
- Follow major thoroughfares or railway tracks.
- Avoid flying low over residential and other densely populated areas.
- If flight over noise-sensitive areas is necessary, maintain a low to moderate airspeed.
- Select the final approach route with due regard to the type of neighborhood surrounding the landing area, and the neighborhood's sensitivity to noise. Assess this sensitivity beforehand for each landing area. Some guidelines are:
  - Keep the landing area between the helicopter and the most noise-sensitive building or area on approach.
  - If the landing area is surrounded by noise-sensitive areas, approach using the recommended noise abatement approach procedure or at the steepest practical glideslope.
  - Avoid flying directly over hospitals, nursing homes, schools, and other highly noise-sensitive facilities.

4.6 Turns (Maneuvers)

As a general rule, avoid rapid, 'high g'/high bank angle turns. When the flight operation requires turns, perform control movements smoothly.

4.7 Descent/Approach and Landing

The approach techniques presented below are designed to avoid the impulsive (BVI) noise generated by the main rotor. These techniques typically use a glideslope that is a few degrees steeper than a normal approach. In addition to avoiding high BVI regimes, steep approaches ensure a greater height over the noise-sensitive area. Once the transition from cruise to the approach glideslope has been made, the airspeed and rate of descent can be 'tailored' to fit local conditions, avoid unsafe regimes, and still guarantee minimum noise.

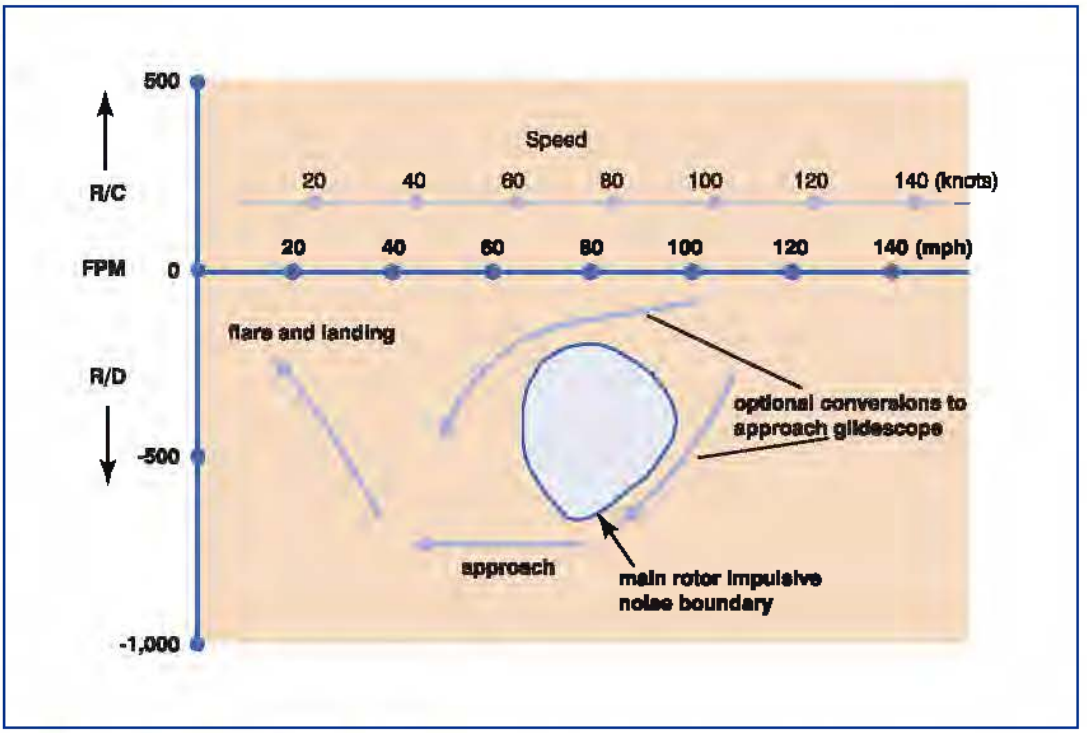
4.7.1 Small/light helicopters

Follow one of the noise abatement flight techniques given below and illustrated in Figure 5.

- When commencing approach, first establish a rate-of-descent of at least 500 fpm, then reduce airspeed while increasing the rate-of-descent to 700-800 fpm.
  - Hold the rate-of-descent to less than 200 fpm while reducing airspeed to 50-60 knots/60-70 mph, then increase the rate-of-descent to 700-800 fpm.
- At a convenient airspeed between 45 and 60 knots/50-70 mph, set up an approach glideslope while maintaining the 700-800 fpm or greater rate-of-descent.
- Increase the rate-of-descent if main rotor BVI noise is heard, or if a steeper glideslope is required.
- Just prior to the 'flare,' reduce the airspeed below 50 knots/60 mph before decreasing the rate-of descent.
- Execute a normal flare and landing, decreasing the rate-of-descent and airspeed appropriately.

Figure 5

Noise Abatement Approach Techniques for Small/Light Helicopters

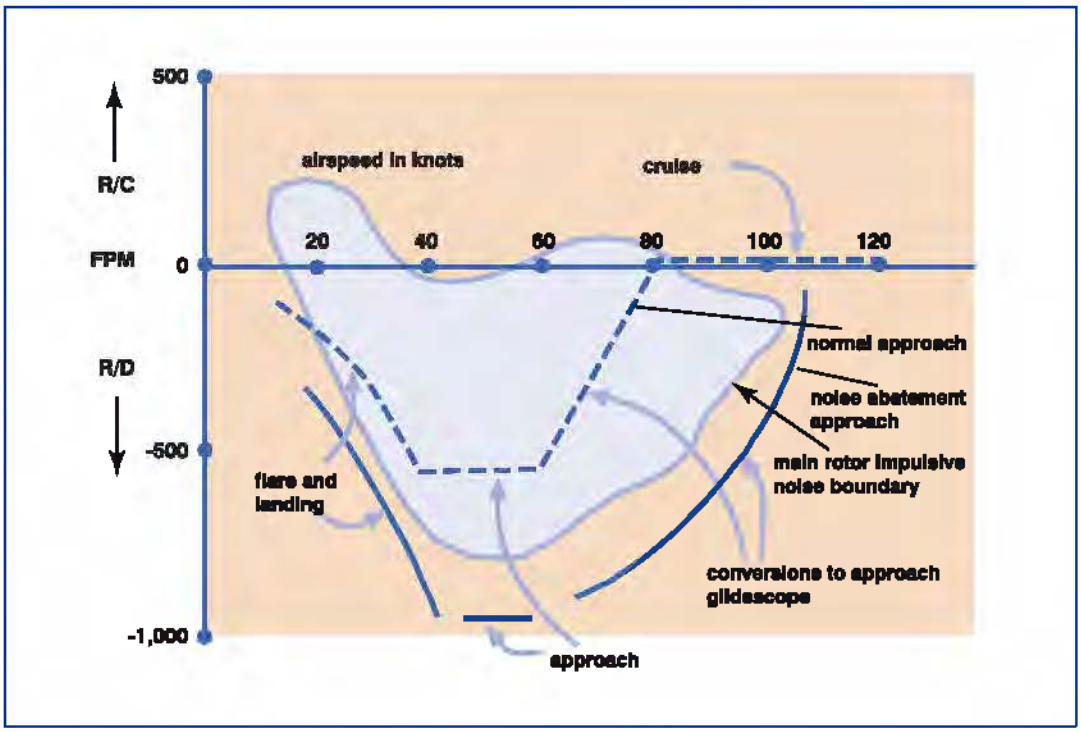


4.7.2 Medium and heavy helicopters.

Follow the noise abatement flight technique given below and illustrated in Figure 6.

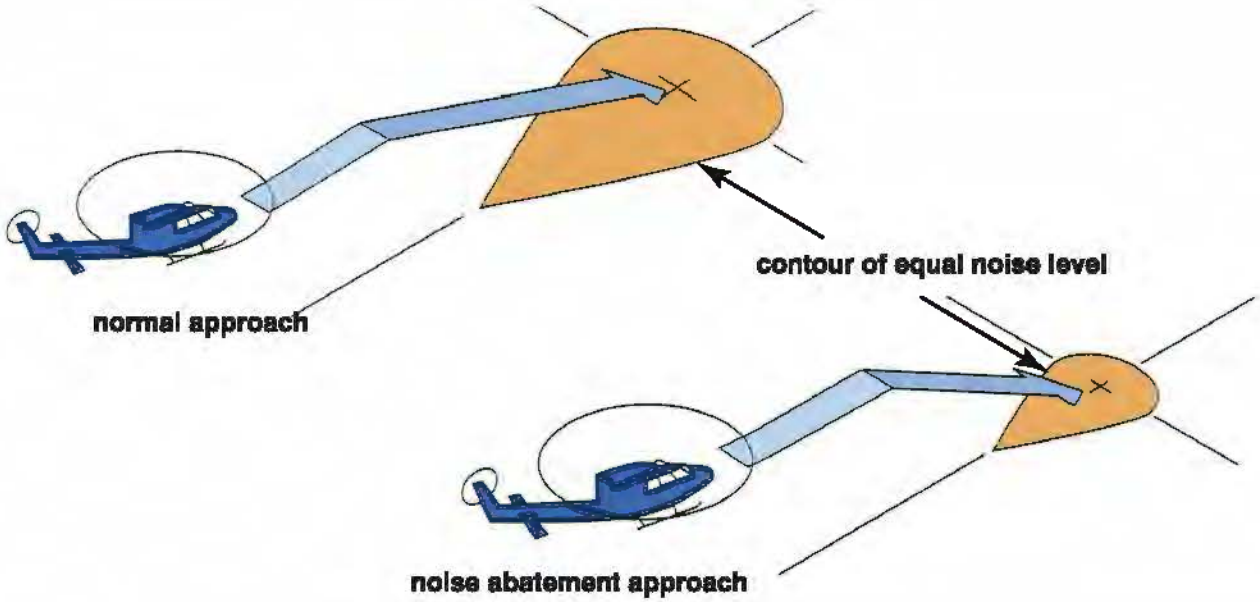
- When commencing approach, begin descent at a rate of at least 200 fpm before reducing airspeed, then reduce airspeed while increasing the rate of descent to 800-1000 fpm.
- At a convenient airspeed between 50 and 80 knots, set up an approach glideslope while maintaining the 800-1000 fpm rate of descent.
- Increase the rate-of-descent if main rotor BVI noise is heard, or a steeper glideslope is required.
- Just prior to the approach to the 'flare,' reduce the airspeed to below 50 knots before decreasing the rate-of-descent.
- Execute a normal flare and landing, decreasing the rate of descent and airspeed appropriately.

Figure 6
Noise Abatement Approach Technique for Medium and Heavy Helicopters



The noise abatement flight techniques discussed above for small/light and medium helicopters reduce the ground area exposed to a given noise level by as much as 80 percent. Figure 7 illustrates the potential noise benefits when compared to a normal approach.

Figure 7
Ground Noise Exposure Footprint



4.8 Other Factors to be Considered

It is important to mention that the sound environment on the ground and weather have much to do with how offensive helicopter sound is judged. The background noise of residential areas reaches its lowest level between late evening and early morning. In warm weather, people are apt to be relaxing outdoors in the evening and on weekends. At these times, they are most conscious and resentful of noise intrusion. Therefore, flight over or near residential areas should be avoided, if possible.

Although the weather cannot be controlled, it may be possible to adapt the planned flight schedule to take advantage of meteorological conditions to help minimize noise. The two weather factors most useful in this respect are wind and temperature. They are helpful because they affect the propagation of sound, and vary throughout the day, in a more or less predictable manner.

Wind carries sound in the direction towards which it is blowing, and it makes a background noise of its own that, in high winds, tends to reduce the intrusion of helicopter sound. In inland areas, surface winds are generally stronger during the day, reaching a maximum in mid-afternoon and weaker at night. In coastal regions, land and sea breezes give a different diurnal pattern, beginning to blow shortly after sunrise (sea breeze) and sunset (land breeze). These winds can be used to increase the acceptability of the helicopter by flying downwind of densely populated areas and by scheduling the majority of flights after noon near especially noise-sensitive areas.

Temperature has two effects upon sound. One is the tendency of warm air to be more turbulent than cold air, and, therefore, to disperse sound and decrease its nuisance effect. The other is temperature gradient - the change in temperature with altitude. The normal gradient is negative: temperature decreases with altitude. A negative gradient reaches a maximum in the late morning or just after noon, and is more intense during summer months. This means that it is of some value to schedule flights to and from noise-sensitive areas during the warmer parts of the day. Also, lower temperatures lead to higher advancing main rotor and tail rotor tip speeds which increase the magnitude of the impulsive noise.

At certain times, however, there may be an inversion in the atmosphere - a layer of air from a few hundred to a few thousand feet thick in which the temperature increases with altitude. The inversion reverses the normal curvature of sound propagation, turning an abnormally high portion of the sound energy back toward the ground. The most severe inversions usually occur at night and in the early morning. These, then, are times when the sound of the helicopter will have the most adverse effect upon people on the ground.

In terms of helicopter noise, the worst possible combination of atmospheric conditions is a windless, cold, overcast morning. At such times, it is important that even more emphasis is placed on using noise abatement procedures.

NOTE: *The noise abatement flight techniques described above and detailed on the HAI Web site permit flight crews to fly helicopters in the quietest manner possible. They are to be construed as advisory guidelines only. If flying according to these noise abatement flight techniques conflicts with operating the aircraft in a safe manner, then all safety-related procedures take precedence.*

5 Pilot Training

The basic scope of the recommended pilot training program and an outline of the requirements for such a program are outlined in this section. The information embodied in other sections of the Guide is also relevant. In addition, HAI has issued an interactive Noise Abatement Training CD for Pilots which covers all the aspects a pilot should be aware of. This CD, developed by the HAI Manufacturers Committee, and initially issued in 2006, is available from HAI. It is recommended that this CD be used as a part of any pilot noise abatement training program.

5.1 Scope

The scope of a pilot training program should include:

- initial and recurrent flight training for pilots
- preparing and distributing recommended noise abatement procedures
- organizing and holding operator and manufacturer seminars
- providing environmental and supervisory personnel training courses.

5.2 Basic Guidelines for Pilot Training

Public acceptance for helicopter operations can be obtained in several ways. One is noise abatement. Crew training to ensure that pilots are fully familiar with the noise abatement procedures is, therefore, vital. The following guidelines for noise abatement training are suggested:

- Select training teams for ground and flight training, usually two or three people who have extensive metropolitan operations experience.
- Standardize presentations.
- Maintain complete files of all persons trained.
- Circulate comment sheets at all meetings or training sessions, and stress that all suggestions, ideas and comments will be taken into consideration.
- Make the necessary changes in training and publications that result from the feedback.
- Maintain an open-door policy to all participants, flight crews and the public.
- Determine the effect of this training on the public. Has it been positive or negative?
- Record all complaints and include all relevant details, such as the time, date, location, altitude, and weather.
- Follow up with proficiency training every six months. Emphasize the importance of public contacts, and the necessity of good community relations.
- Expand the guidelines given in this document to cover local needs.

6 Operator Program

When operating a helicopter in a new area, a new spectrum of sound is added to the usual noise environment. If that area is a municipality, thousands of people will hear the new sounds and know a helicopter is operating. How they react depends not only on the noise you generate but upon physical, economic, and psychological factors. One thing is certain: they will react strongly, adversely, and actively if the sound is too irritating, if it represents something that seems to threaten their safety and well-being, or if they cannot see how the noisemaker (the helicopter) benefits them. Although it is up to operators to educate the public about the safety and usefulness of the helicopter, pilots can make the public less hostile to the helicopter (and to the operator's arguments about its safety and community service) by flying in such a way as to make the sound of the aircraft as non-intrusive as possible.

6.1 Introduction

The Fly Neighborly Program attacks the problem of helicopter noise on three fronts: pilot training, flight operations planning, and public education and acceptance. These three areas are interrelated. Planning flight operations with an eye to noise abatement can have a major positive impact on both the pilot training program and public acceptance.

The information presented in this section provides only a broad outline of the possible actions helicopter operators can take. Operators are encouraged to expand this outline by applying knowledge of their own geographical area of operations, the nature of their businesses, and the local climate of opinion with regard to helicopter operations.

6.2 Company Policy

Implement a company policy aimed at reducing the sound levels produced by the operation of your aircraft or other equipment. As part of this policy, implement a broad-based complaint prevention program. Such a voluntary program is necessary to preclude the eventual implementation of restrictive and mandatory federal, state or local laws, regulations, or ordinances.

To formulate this policy, identify and evaluate current and anticipated problems. To assure its acceptance and success, make your commitment to your policy clear, in order to generate such change as may be necessary in the attitudes of pilots and other personnel. In order for company policy to have any meaning, companies should formulate and implement specific guidelines.

6.2.1 Formulate Guidelines

Guidelines are intended to assist flight crews and flight operations personnel to formulate responsible mission profiles without infringing on operational reality. They are not, however, provided as a substitute for good judgment on the part of the pilot. They must also not conflict with federal aviation regulations, air traffic control instructions, or aircraft operating limitations. The noise abatement procedures outlined by these guide-

lines should be used when consistent with prudent and necessary mission requirements. The safe conduct of flight and ground operations remains the primary responsibility.

- Enroute operations:
  - Maintain a height above the ground consistent with the HAI *Fly Higher Chart* (see Figure 4), or higher, when possible. Complaints are significantly reduced when operating above these altitudes. The reverse is also true.
  - Vary routes in order to disperse the aircraft sound.
- Heliport (Terminal) operations:
  - Restrict hours or frequency of operations as appropriate. Minimize early or late flights, especially on holidays and weekends.
  - Limit ground idling in noise-sensitive areas.
  - Minimize flashing landing lights in residential areas at night.
- Establish procedures for each sensitive route or terminal.
- Provide flight crews with noise abatement procedures for each model of aircraft.

6.2.2 Implement Guidelines

- Publish all guidelines and procedures in a flight operations manual or similar document.
- Train flight crews and flight operations personnel as appropriate:
  - Educate regarding basic attitudes in ground school.
  - Train in noise abatement procedures for each model of aircraft to be flown.
  - Emphasize awareness and recognition of sensitive routes and terminals.
  - Establish a requirement that noise abatement procedures must be considered in recurrent company flight checks.
- Assign responsibility and authority for the company program to an appropriate person.

6.2.3 Review and Revise

- Establish periodic reviews of company policy and programs to respond to changes in the regulatory climate or operational conditions.
- Revise your policy and programs as necessary.

7 Managing Public Acceptance

7.1 Scope

The scope of the public acceptance program includes:

- engendering media support
- promoting positive public relations
- enacting a program to prevent or resolve complaints from the public

7.2 Media Support

The purposes of engendering media support are to:

- develop favorable and active helicopter-related media coverage
- provide valid information concerning helicopter operations as necessary

Media sometimes concerned with news of helicopter-related activities include general circulation newspapers, television and radio news, trade journals, and the magazines or newsletters of international, national, state, and regional helicopter associations.

To engender awareness and support in these media, a number of actions can be taken:

- Provide press releases to trade journals and local newspaper, radio, and television news editors concerning any Fly Neighborly seminars that may be sponsored by the local helicopter operator association.
- Support a continuing campaign with the trade journals to keep the rotary-wing community aware of the Fly Neighborly Program.
- Support a continuing campaign with the general press to make the public aware of the Fly Neighborly Program, and the benefits of helicopter transport.
- Stage demonstrations and press conferences addressing specific local issues such as heliports, high-rise evacuation, police services, search and rescue services, emergency medical evacuation, fire-fighting, and the benefits of helicopter transportation to the general public.

7.3 Public Relations

The purposes of engaging in public relations activities are to:

- Develop awareness in the community of the benefits of helicopter transportation
- Develop awareness of the Fly Neighborly Program
- Develop support for the voluntary Fly Neighborly Program, as administered by the helicopter community, in lieu of governmental regulation

In order of their general importance and effectiveness, public relations activities can be undertaken in conjunction with:

- governmental agencies concerned with aviation such as federal, state, or local agencies, the FAA, or state aeronautics commissions
- other governmental agencies not particularly concerned with aviation, such as regional planning commissions, economic development commissions, the National League of Cities, or the U.S. Council of Mayors

- local civic and professional organizations such as Rotary or Kiwanis Clubs, the National Association of Aviation Officials, the Airport Operators Council International, or the National Fire Protection Association. Provide speakers for their local meetings. Solicit their sponsorship of heliports based on the Fly Neighborly Program as a civic project to promote public service.
- nongovernmental economic development agencies such as chambers of commerce, regional economic development councils, or merchant associations. Demonstrate to economic development agencies how helicopter transportation benefits the community, and present data to show the economic viability of helicopter transportation.
- direct public contact
- environmental organizations such as Greenpeace, the Sierra Club, or federal or state environmental protection agencies. Provide information. Do not immediately assume they are hostile to the planned operations. Instead, emphasize the positive environmental aspects of helicopter operations, such as the fact that they are involved in search and rescue operations for hikers or workers injured in remote areas, and that they provide access to such areas without the need to pave over ground for landing strips.

Public relations can be improved by influencing government agencies concerned with aviation in the following ways:

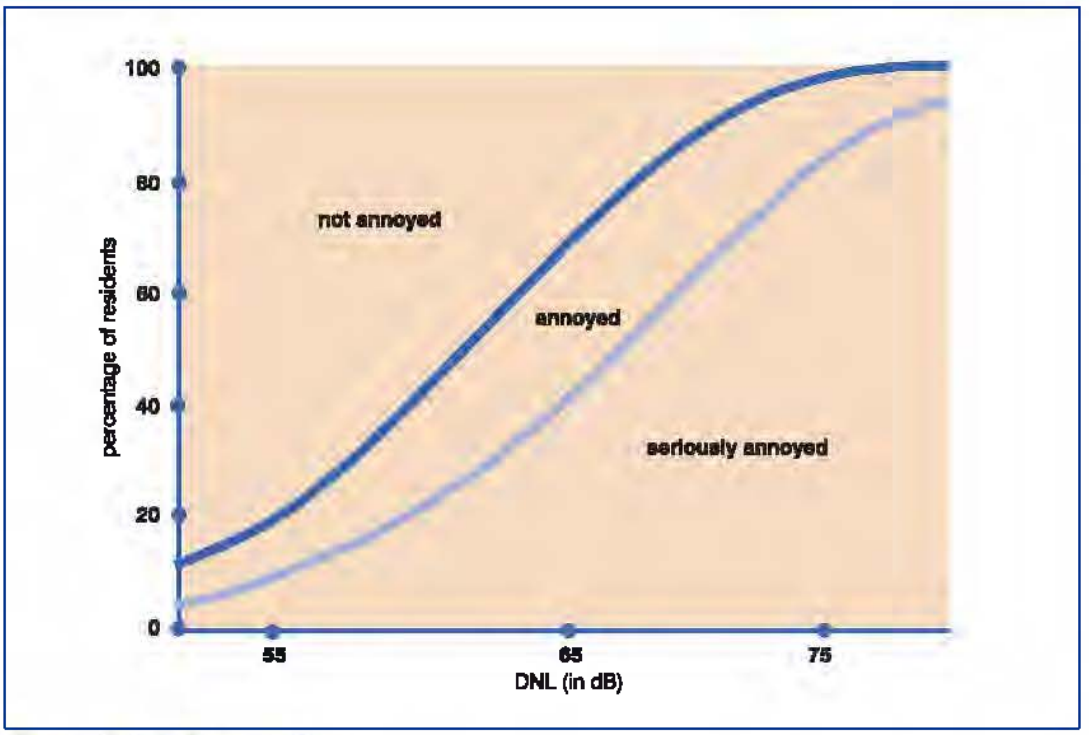
- Participate in public hearings
- Provide professional testimony as appropriate
- Conduct flight demonstrations
- Conduct one-on-one campaigns
- Submit petitions and letters

7.4 Preventing and Responding to Complaints

Helicopter operations are undeniably noisy, and this guide is concerned with a program designed to minimize the problem. Figure 8 shows the relationship between the amount of noise people are exposed to, and how annoyed they are likely to get. In the figure, the amount of noise exposure is expressed as DNL (day-night sound level).

Figure 8

Relationship between Noise Exposure and Annoyance



7.4.1 Complaint Prevention

A significant number of noise-related complaints can be prevented in the first place, given a certain degree of sensitivity, foresight, and commitment. Prevent complaints by assessing the environmental compatibility of potential landing facilities. Select those most suitable from a safety, operational, and environmental point of view.

Implement a public acceptance program.

- When contemplating site licensing, identify, contact, and try to influence potential sources of opposition before the hearing.
- Initiate or support presentations, seminars, or displays to educate the public about the value of helicopter transport.

Educate customers about noise abatement procedures, in order to prevent or minimize conflicts between their expectations and company policy.

Coordinate operations personnel and flight crews, so that flights that would unnecessarily violate company policy are not assigned.

7.4.2 Handling Noise Complaints

Although earlier sections of this guide offer information concerning noise abatement techniques, it is unlikely all noise complaints can be avoided. Since some complaints are inevitable, how they are handled is also important to the success of the Fly Neighborly Program.

The resulting problem is not simple. A helicopter can annoy people simply by being over, or too near, certain noise-sensitive areas. If someone calls the FAA, or a state agency, and offers routine information such as the aircraft registration number, colors,

or type, it is likely that he or she will be told the aircraft was not in violation of any regulation, and that, therefore, nothing can be done. The result can be an angry, frustrated member of the community who will probably not be particularly supportive of any current or future helicopter or heliport related issue.

The helicopter user community has a real interest in assuring all complaints are appropriately addressed. Conventional channels for complaints are demonstrably insufficient. Therefore, a number of regional helicopter associations have started to operate their own complaint lines. These lines offer state, federal and local agencies another option when they receive complaint calls about legal and proper operations. The agencies can pass the complaint along to the regional association, or provide the complainant with the telephone number of the complaint line.

Such programs offer a number of benefits:

- Regional associations can often identify an aircraft with much less information than other agencies require.
- Associations can ensure that each issue is addressed and, when possible, satisfy the complainant.

When a complaint is received, how should it be addressed?

- The most effective way to deal with the complaint is to contact the complaining party personally. When you do, avoid being defensive, argumentative, or opinionated. Sincerely try to understand the other person's point of view, and avoid hostile confrontations. Sometimes merely listening politely can improve the situation.
- Furthermore, evaluate the problem thoroughly, and follow through. Was the pilot aware of the problem? Was there something the pilot could have done to avoid it? Is it likely to recur? Contact the pilot or the operator to determine the facts. Consult this guide, and other sources of noise abatement information, to determine how to improve the situation.
- Finally, respond to the caller. Tell him or her what has been learned, and what is being done to prevent the situation from recurring.

Of course, the best way to handle complaints is to avoid them in the first place. If a problem with a certain operation can be anticipated, contact the likely complainant, or members of the public to be impacted, before the operation begins. Explain to him or her, the purpose, timing, and duration of the operation, and its likely impact upon the area. People like to feel they have some control over their lives. Often, just a simple courtesy call in the beginning can save hours of trouble and nuisance later.

An example is given in Appendix 3 of a noise abatement program established at a heliport in a downtown area. The noise abatement program that was put into effect to solve the situation is described.

8 Fly Neighborly Program– What Can be Achieved?

The Fly Neighborly Program outlined in this guide, together with the information on HAI's Noise Abatement Training CD for Pilots, and use of the noise abatement procedures which are available on HAI's Web site, provide the basis for lowering the noise generated by helicopters in day-to-day operations. In addition, the noise abatement procedures offer a way of reducing the impulsive noise characteristic of helicopters which occur during normal operations and often cause complaints. By adopting and following the Fly Neighborly Program, a high level of public acceptance can be obtained.

It should also be noted that current public acceptance of helicopters is, in general, poor and, unless the program outlined in this guide is adopted, further international, national, and local regulations will be enacted to limit helicopter operations. Therefore, HAI strongly recommends that its members introduce a Fly Neighborly Program as outlined in this guide.

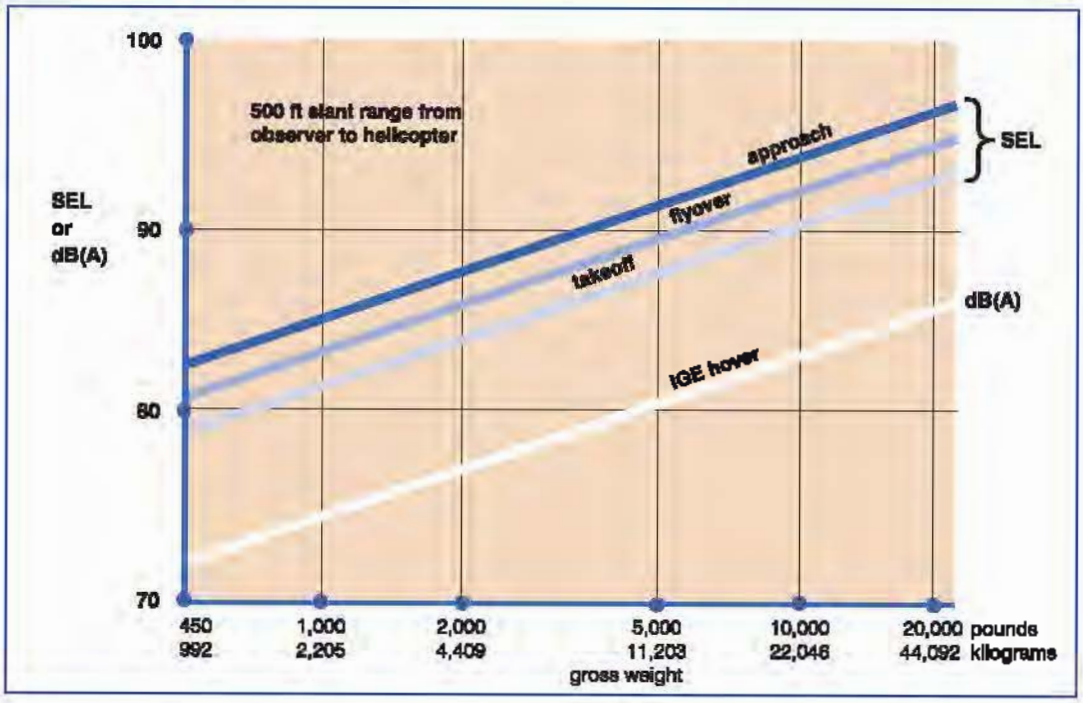
If the procedures given in this guide are followed, public acceptance will be improved and the rotorcraft segment of the aviation industry will be able to flourish and grow, without being restricted by the burden of new noise regulations and operational restrictions.

Sound Comparisons

The general relationship between sound level and helicopter weight is shown in Figure A1 reproduced from the HAI Helicopter Noise Prediction Method. Smaller helicopters are generally quieter than larger ones and sound levels tend to increase approximately three decibels per doubling of helicopter weight.

Figure A1

Relationship between Sound Level and Helicopter Weight



What do these sound levels mean? Table A1 provides sound levels for illustrative noise sources heard both outdoors and indoors. Human judgment of the relative loudness (relative to a reference level of 70 dB(A) of different sound levels is also given.

Table A1

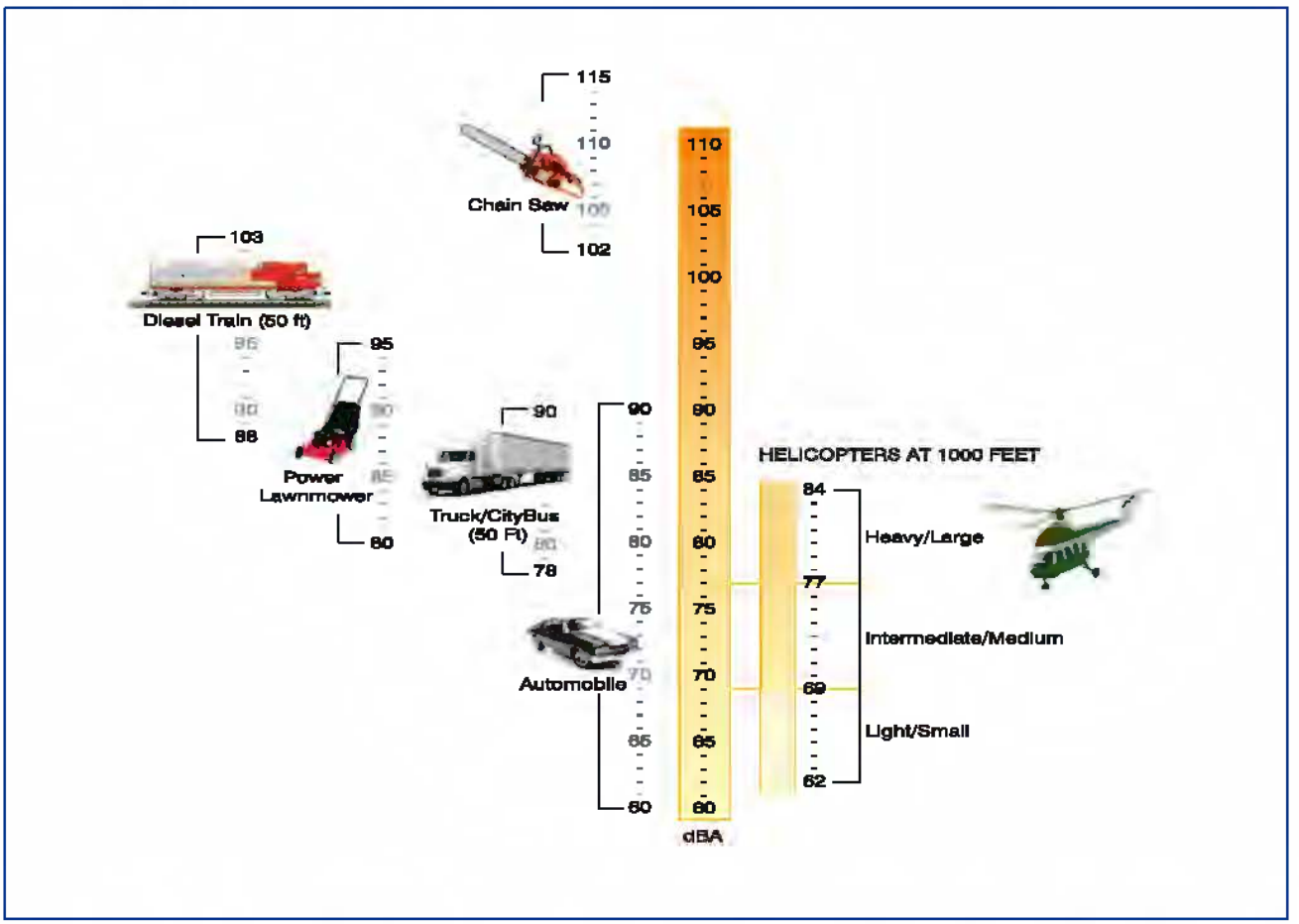
Illustrative Noises

dB(A)	Overall Level	Community (Outdoors)	Home or Industry (Indoors)	Human Judgment of Loudness
130	uncomfortably loud	military jet takeoff from aircraft carrier at 50ft (130)		
120			Oxygen Torch (121)	120dB(A) 32 times as loud
110	very loud	turbofan aircraft takeoff at 200ft (118)	riveting machine (110) rock-and-roll band (108-114)	110 dB(A) 16 times as loud
100		Jet flyover at 1,000 ft (103)		100dB(A) 8 times as loud
90		Power mower (95)	newspaper press (97)	90dB(A) 4 times as loud
80	moderately loud	car wash at 20 ft (89) diesel truck at 40mph at 50ft (84) high urban ambient sound (80)	food blender (88) milling machine (85) garbage disposal (80)	80dB(A) twice as loud
70		car at 65mph at 25ft (77)	living room music (76) TV audio, vacuum cleaner (70)	70dB(A)[reference]
60		A/C unit at 100ft (60)	electric typewriter at 10ft (64) dishwasher (rinse) at 10ft (60) conversation (60)	60dB(A) half as loud
50	quiet	large transformer at 100ft (50)		50 dB(A) 1/4 as loud
40		bird calls (44) lower limit of urban ambient sound (40)		40dB(A) 1/8 as loud
10	just audible			
0	threshold of hearing			

Figure A2 provides some basis for comparing helicopter sound levels to other familiar sounds. Comparisons are made at representative distances from each sound source.

Figure A2

Comparison of Sounds



The sound level is, however, only one of the aspects to be considered since the character of the sound - or the impulsive character of the sound - can be equally important. Fortunately, the impulsive character of the sound, as well as the actual level, can be controlled by using noise abatement procedures.

FAA Advisory Circular AC 91.36D

Date: September 17, 2004 AC No: 91-36D

Subject: VISUAL FLIGHT RULES (VFR) FLIGHT NEAR NOISE-SENSITIVE AREAS Initiated by: ATO-R

1. PURPOSE. This Advisory Circular (AC) encourages pilots making VFR flights near noisesensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths that will reduce aircraft noise in such areas.

2. EFFECTIVE DATE. This advisory circular is effective on September 17, 2004.

3. CANCELLATION. Advisory Circular 91-36C, Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas, dated October 19, 1984, is cancelled.

4. AUTHORITY. The FAA has authority to formulate policy regarding use of the navigable airspace (Title 49 United States Code, Section 40103).

5. EXPLANATION OF CHANGES. This AC has been updated to include a definition of "noisesensitive" area and add references to Public Law 100-91; the FAA Noise Policy for Management of Airspace Over Federally Managed Lands, dated November 1996; and the National Parks Air Tour Management Act of 2000, with other minor wording changes.

6. BACKGROUND.

a. Excessive aircraft noise can result in annoyance, inconvenience, or interference with the uses and enjoymant of property, and can adversely affect wildlife. It is particularly undesirable in areas where it interferes with normal activities associated with the area's use, including residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute. Moreover, the FAA recognizes that there are locations in National Parks and other federally managed areas that have unique noise-sensitive values. The Noise Policy for Management of Airspace Over Federally Managed Areas, issued November 8, 1996, states that it is the policy of the FAA in its management of the navigable airspace over these locations to exercise leadership in achieving an appropriate balance between efficiency, technological practicability, and environmental concerns, while maintaining the highest level of safety.

b. The Federal Aviation Administration (FAA) receives complaints concerning low flying aircraft over noise sensitive areas such as National Parks, National Wildlife Refuges, Waterfowl Production Areas and Wilderness Areas. Congress addressed aircraft flights over Grand Canyon National Park in Public Law 100-91 and commercial air tour operations over other units of the National Park System (and tribal lands within or abutting such units) in the National Parks Air Tour Management Act of 2000.

c. Increased emphasis on improving the quality of the environment requires a continuing effort to provide relief and protection from low flying aircraft noise.

d. Potential noise impects to noise-sensitive areas from low altitude aircraft flights can also be eddressed through application of the voluntary practices set forth in this AC. Adherence to these practices is a practical indication of pilot concern for the environment, which will build support for aviation and alleviate the need for any additional statutory or regulatory actions.

7. DEFINITION. For the purposes of this AC, an area is "noise-sensitive" if noise interferes with normal activities associated with the area's use. Examples of noise-sensitive areas include residential, educational, health, and religious structures and sites, and perks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute.

8. VOLUNTARY PRACTICES.

a. Avoidance of noise-sensitive areas, if practicel, is preferable to overflight at relatively low altitudes.

b. Pilots operating noise producing aircraft (fixed-wing, rotary-wing and hot air balloons) over noisesensitive areas should make every effort to fly not less than 2,000 feet above ground level (AGL), weather permitting. For the purpose of this AC, the ground level of noise-sensitive areas is defined to include the highest terrain within 2,000 feet AGL laterally of the route of flight, or the uppermost rim of a canyon or valley. The intent of the 2,000 feet AGL recommendation is to reduce potential interference with wildlife and complaints of noise disturbances caused by low flying aircraft over noise-sensitive areas.

c. Departure from or arrival to an airport, climb after teke-off, and descent for landing should be made so as to avoid prolonged flight at low altitudes near noise-sensitive areas.

d. This advisory does not apply where it would conflict with Federal Aviation Regulations, air traffic control clearances or instructions, or where an altitude of less than 2,000 feet AGL is considered necessary by a pilot to operate safely.

9. COOPERATIVE ACTIONS. Aircraft operators, aviation associations, airport managers, and others are asked to assist in voluntary compliance with this AC by publicizing it and distributing information regarding known noise-sensitive areas.

Signed

_____

Sabra W. Kaulia

The Portland Public Heliport Noise Abatement Program

In 1989, the city of Portland, Oregon and the Northwest Rotorcraft Association decided to build a heliport to provide direct air access to downtown Portland. During hearings to approve the facility, concern was expressed about the resulting noise increase in the area surrounding the heliport. In response to this concern, the following noise abatement program was put into effect:

Noise Abatement

Pilots are requested to utilize the following noise abatement procedures, whenever possible. Of course, it is the pilot's responsibility on each flight to determine the actual piloting techniques necessary to maintain safe flight operations.

1. *Flight Paths:* Maintain approach and departure paths over rivers and freeways. Avoid residential neighborhoods, the McCormick Pier Apartments, the convention center towers, and the piers for the Steel Bridge. Approach and depart over the Morrison, Broadway, and Grand Avenue bridges. [A map is provided with those features marked.]

2. *Steep Departure:* Depart at Vy (best rate of climb) when possible.

3. *Steep Approach:* Use steep approach angle when possible (PLASI is set for a 10º approach).

4. *Night Operations:* Avoid night approach from the north, as it passes near the McCormick Pier Apartments.

5. *Minimize Ground Operations:* Minimize the duration of warm-up or cool-down periods (typically two to three minutes). Do not idle at the heliport for prolonged periods.

6. *Avoid High Noise Regime:* Most helicopters have a high noise regime near a descent profile of 70 knots at 300 fpm. Pilots can avoid descending through this area by initiating the descent at a higher speed than normal.

7. *Gradual and Smooth Control Inputs:* Gradual and smooth control inputs result in reduced noise impact.

8. *Avoid Steep Turns:* Avoidance of steep turns result in reduced noise impact.

9. *Enroute Altitude:* Whenever possible, maintain 2,000 feet above ground level over residential neighborhoods and other noise-sensitive properties, as per FAA AC 91-36 "VFR Flight Near Noise-Sensitive Areas."

10. *Fly Neighborly:* Refer to the HAI Fly Neighborly Program for additional information on how to minimize helicopter noise impact.

Citizen concerns about helicopter noise emanating from the Portland Heliport should be brought to the attention of the Northwest Rotorcraft Association by calling 503-286-0927. All noise complaint calls will be logged. If the caller can identify the helicopter involved, follow-up calls will be made to the involved helicopter pilot and then back to the concerned citizen.

The Bureau of General Services maintains a Portland Heliport Noise Abatement Committee. When noise issues at the heliport cannot be easily resolved, the committee will be convened to assist in the resolution process, and the logs reviewed for pertinent information.

As concerns noise abatement of helicopter traffic in other parts of the city, it is noted that the Port of Portland has developed a plan of preferred helicopter flight routes for use in the greater Portland metropolitan area, especially as concerns helicopter traffic to and from Portland International Airport and Portland Hillsboro Airport. This program has been very successful and the heliport is still operating today.

The acronyms used in this Guide are defined below.

AGL Above Ground Level

BVI Blade-Vortex Interaction

dB Decibels, the basic unit for measuring the level of sounds.

dB(A) A-weighted sound level. A sound pressure level that has been weighted to approximate human hearing response to sound of different frequencies. Weighted sound pressure levels, such as the "A" weighting, are currently used for noise certification of light helicopters and small propeller-driven aircraft. In FAA Advisory Circular 36-3C, they are used as the basis for airport access restrictions that discriminate solely on the basis of noise level.

DNL Day-night sound level. A single-number measure of community noise exposure (expressed in the unit Ldn), introduced to help predict the effects on a population of the average long-term exposure to environmental noise. It is based on the equivalent sound level (Leq), but corrects for night-time noise intrusion. A ten-decibel correction is applied to noises heard between 10 P.M. and 7 A.M. to account for the increased annoyance of noises heard at night.

DNL uses the same energy equivalent concept as Leq. The specified time integration period is 24 hours. For assessing long-term exposure, the yearly average DNL is the specified metric in the FAA 14 CFR Part 150 noise compatibility planning process.

EPNL Effective perceived noise level. A measure of complex aircraft noise, expressed in decibels, that approximates human annoyance responses. It corrects for the duration of the noise event and the presence of audible pure tones and discrete frequencies such as the whine of a jet aircraft. The EPNL is used by the FAA as the noise certification metric for large transport and turbojet airplanes, as well as for helicopters.

fpm Feet per minute. A measure of speed used for the rate-of-climb or rate-of-descent of an aircraft.

KIAS Knots indicated airspeed. A measure of the speed of an aircraft.
[1 knot = 1.69 ft/sec =101.3 ft/min = 1.15 mile/hour]

Leq Equivalent sound level expressed in decibels. The energy average noise level (usually A-weighted) integrated over some specified time. The purpose of Leq is to provide a single-number measure of noise level averaged over a specific period of time. When use for assessing community noise, Leq is normally defined over a 16 or 24 hour period.

mph Miles per hour. A measure of speed. [1 mph = 0.87 Knots]

PNL Perceived noise level. A rating of noisiness used in assessing aircraft noise, expressed in decibels. PNL is computed from sound pressure levels measured in octave or one-third octave frequency bands. An increase of ten decibels in PNL is equivalent to doubling the perceived noisiness. Currently, this measure is used by the FAA and foreign governmental agencies in the noise certification process for all turbojet-powered aircraft, and large propeller-driven transports.

R/C Rate of climb. The speed at which an aircraft is ascending.

R/D Rate of descent. The speed at which an aircraft is descending.

RPM Rotor revolutions per minute. The rotational speed at which an aircraft rotor is turning.

SEL Sound exposure level. A measure, expressed in decibels, of the effect of duration and magnitude for a single event. In typical aircraft noise model calculations, SEL is used in computing aircraft acoustical contribution to the equivalent sound level (Leq) and the day-night sound level (DNL).

Fly Neighborly Guide

Produced by the **Helicopter Association International**
Fly Neighborly Committee

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Noise Abatement Training CD

The Fly Neighborly section on HAI's www.rotor.com web site provides information about Fly Neighborly, including manufacturer-recommended Noise Abatement Procedures for many helicopter models and information on the HAI Noise Abatement Training program that will help in recognizing:

- ★ the impact operations have on noise
- ★ the dangers of not addressing noise concerns
- ★ the primary noise sources on a helicopter
- ★ which noise sources dominate each helicopter flight regime
- ★ the effect that distance has on sound
- ★ the effects of temperature, humidity, and wind on sound
- ★ the impacts of terrain on sound
- ★ the steps manufacturers have taken to reduce helicopter noise
- ★ new design features being examined for future noise reduction
- ★ the need for noise abatement
- ★ how pilot attitude factors into noise abatement
- ★ general guidelines for reducing helicopter noise
- ★ the role of associations in establishing and enforcing noise abatement procedures

Public Acceptance

Operators of helicopters are sensitive to community concerns. They address those concerns in the following ways, among others:

- ★ By implementing proactive measures, such as those described in HAI's Fly Neighborly Program, which help reduce noise impacts to the community.
- ★ By responding to a citizen complaint in order to assure the citizen that you hear their concerns and are reducing noise impacts when possible.
- ★ By providing informational materials to the public. A tri-fold pamphlet, similar to this one, but specifically aimed at the public/local community is available from HAI. Copies for hand-out or mail-out can be obtained by visiting Fly Neighborly.com.

Handling Inquiries/Complaints

In handling citizen inquiries/complaints, most operators:

- ★ Maintain a current fact sheet and provide accurate and up to date information.
- ★ Make a commitment to the caller to follow up when appropriate.
- ★ Thoroughly investigate the cause of the concern. Consider a face-to-face meeting.
- ★ Provide available materials/information.

By establishing standard procedures, operators can address inquiries/complaints effectively and professionally. For help in doing this, operators can go to Fly Neighborly.com and download the powerpoint presentation *'Responding to Community Concerns about Helicopter Noise and Operations.'*

Fly Neighborly Program

Operators Strive to Be Good Neighbors by Flying in a Quiet, Respectful Way

Highlights From HAI's Fly Neighborly Program

- ★ Fly at an altitude that is as high as practical.
- ★ Avoid residential areas when possible.
- ★ Fly over industrial areas and major roadways to mask the sound of helicopters.
- ★ Avoid late night/early morning flights.
- ★ Fly at an altitude that is as high as possible over scenic and recreation areas such as parks and beaches.
- ★ Identify noise sensitive areas and adjust routes to avoid them to the extent possible.
- ★ Adhere to published noise abatement approach/departure procedures when flying in and out of airports and heliports.

"As professional pilots, we are sensitive to the environment. We avoid over-flying residential neighborhoods and fly as high as safety permits and our work allows. Whether it be news gathering, law enforcement, traffic watch, sightseeing or charter flying, we recognize that helicopters make noise and how that noise will affect our neighbors below. Educating both the pilots and the community is the process by which we will achieve compatibility."

Professional Helicopter Pilots Association
Headquarters: Burbank, California

Public Perception

As operations increase, more residents have become concerned and are complaining about low-flying helicopters. Airport neighbors and residents near flyways and recreational areas have become more vocal about helicopter activity. Their complaints center around noise and safety issues, although invasion of privacy and perceived lack of control regarding aircraft operations seem to add to their frustration.

Why Flying Neighborly Is Important

Environmental issues are the forefront of every business today, and the helicopter industry is no exception. We all want peace and quiet at home and in our neighborhoods. Safety is always a helicopter pilot's first concern. Flying neighborly is also a concern. It is the key to improving public perception and fostering public acceptance of helicopters.

"Communication between the public and helicopter operators is key to understanding any negative impact our operations may have on our neighbors. Understanding and compassion on both sides of this equation, will result in mitigation of any conflict."

Dave Chevalier
CEO, Blue Hawaiian Helicopters

Fly Neighborly Program Success

The HAI's Fly Neighborly Program is a voluntary noise reduction program. It has been successful, when followed and made an integral part of daily operations, in reducing noise complaints and winning public acceptance.

"As part of the original team that launched the HAI Fly Neighborly Program in 1982 I have monitored its progress on a continuing basis. I am happy to report it has been accepted internationally and has the full support of helicopter operators, regional associations, manufacturers, pilots, and communities. As I have stated previously, just flying safely and in compliance with regulations is not enough. We must also Fly Neighborly, it is in the best interest of everyone."

Matt Zuccaro
President, HAI

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AOPA
AIRCRAFT OWNERS AND PILOTS ASSOCIATION

AOPA AIRPORT SUPPORT NETWORK

AOPA'S GUIDE TO AIRPORT NOISE AND COMPATIBLE LAND USE

AIRPORT SUPPORT NETWORK

AIRPORTS: CRITICAL ASSETS FOR TODAY AND TOMORROW

Whenever we at AOPA ask our members what concerns them most about the future of general aviation, they name "loss of airports" as one of their chief worries. And the numbers show they're right to be concerned. Currently airports are closing at a rate of 1.4 each month—a figure that should worry every general aviation pilot.

Why are airports closed? There are almost as many excuses for closing airports as there are airports themselves. Residential encroachment on airports leaves neighbors complaining about noise, pollution, and other hazards. Poor planning leaves airports surrounded by houses, churches, and schools. Communities in need of a quick infusion of cash look for property to sell or budgets to cut. Airports occupy prime real estate enticing to developers and local officials who don't understand the value of their community airport and are looking to expand their tax base.

What many people don't understand is the true value of airports to our communities. Here are some of the most important:

- ☐ General Aviation supports nearly 1.3 million jobs across the United States.
- ☐ It provides almost $150 billion of total economic activity annually.
- ☐ Airports, including many smaller community airports, serve as vital bases for services like medical airlifts, firefighting, survey work, airborne traffic reporting, weather reporting, and overnight package delivery.
- ☐ Each year 166 million passengers, including many from your community, fly on General Aviation aircraft. That makes the 231,600 aircraft of the GA fleet the nation's largest "airline," flying more passengers than American Airlines, United Airlines, and Northwest Airlines combined.

None of this is possible without the more than 19,000 airports located in communities across the United States, including some 5,200 public-use airports.

To keep airports open, we must find ways for airports to be good neighbors within their local communities. The responsibility for being a good neighbor rests with everyone, starting with local governments and airport users.

In this book, you will find tools and information that can help you understand how airports and other members of the community can be better neighbors. You will also learn how communities can plan so that incompatible land use and encroachment never compromise their local airports.

"Part I: Airport Noise" focuses on the policies the Federal Aviation Administration has adopted to facilitate airport noise programs across the country and methods that we as pilots, flight instructors, fixed-base operators, and airport managers can adopt to become better neighbors. This section provides detail on the definition, measurement, and mitigation for airport-related noise.

"Part II: Airport Compatible Land Use," beginning on page 8, illustrates the various ways in which communities can effectively plan and prevent incompatible land use encroachment around their airports. Some of the most effective methods include creating detailed zoning ordinances, housing

and building codes, real estate disclosure documents, and land/air rights acquisition plans. Examples of these land use control methods, along with a detailed summary of the FAA's policy on noise mitigation measures, have been provided in the appendices.

PART 1: AIRPORT NOISE

Many of the problems at airports today are the direct result of poor or nonexistent planning for compatible land use. By the same token, almost every concern about airport noise and safety can be eliminated through responsible, long-term land use planning.

- ☐ When trying to determine the best ways to resolve noise complaints at your airport, there are a few key issues to keep in mind.
- ☐ A sound you love, like the drone of a piston airplane, may be an irritant to others.
- ☐ Complaints about noise may really be masking fears about the safety of having an airport nearby.
- ☐ It does not matter if the airport "was here first." Now that it has neighbors, their concerns must be taken seriously.
- ☐ Providing community members with a forum to express their concerns is important.
- ☐ Taking voluntary action, demonstrating goodwill, and encouraging community involvement with your airport can go a long way to creating positive relationships and reducing complaints.

SOUND OR NOISE: A MATTER OF PERCEPTION

"How could anyone dislike the sound of a light airplane droning across the sky on a summer day? It's music to my ears." If that is how you feel, you might take a moment to realize that the teenager whose car sound system pumps enough bass to rattle your windows and your teeth feels the same way about his "music."

After all, whether a sound is pleasant or a nuisance depends on the listener's associations with that sound. For many pilots, the sound of a General Aviation aircraft circling overhead conjures fond memories of past flights and excitement about future ones. For nonpilots living close to an airport, that sound may be just another irritating disturbance, putting it into the same category as squawking car alarms, blaring sirens, and yes, that teenager and his stereo. The sound is the same; the way the listener perceives it is very different.

That difference in perception extends to the nature of the problem itself. It is easy to complain about noise—it's tangible and measurable. It can be must harder for rational adults to admit fear. Fear is hard to identify and measure. Often we don't know exactly what we're afraid of or how to quantify the danger.

Many people who have no experience with General Aviation are afraid of light aircraft. They wonder if an airplane will crash into their home or their child's school. Often these people have no way to put their concerns into context. They don't know about the hundreds of thousands of safe flights made each and every year by General Aviation pilots, but they do know that they occasionally see television or newspaper accounts of emergency landings and accidents, some of them quite spectacular.

Addressing these concerns at the same time you address noise issues can go a long way to creating better relations with airport neighbors.

And, of course, when faced with noise complaints, it's all too easy to say, "The airport was here first." That may be true, but it's also completely irrelevant to the people who live adjacent to the airport now. Some of those people may have known about the airport when they moved in but underestimated the sounds associated with living nearby. Others may have purchased their homes without ever knowing there was a community airport half a mile away. Still others may have had no choice, especially in areas where there is a shortage of affordable housing.

Regardless of who was there first, airport noise complaints are a problem for airports and residents alike. They must be taken seriously. People who find aircraft noise offensive have mounted remarkably effect campaigns to restrict airport usage, leading to restrictions on aircraft operations and flight training, as well as night closings and curfews.

Finding ways to work with neighbors and address their concerns before they turn to drastic legal measures can be the difference between keeping an airport open and losing it forever.

UNDERSTANDING AND DEFINING NOISE

To understand how noise standards are created and applied, it's important to understand what makes a sound noisy.

Noise can be described as an unwanted or undesirable sound that interferes with speech or hearing. When it comes to airport noise, the following factors can play a role in determining the severity of the disturbance:

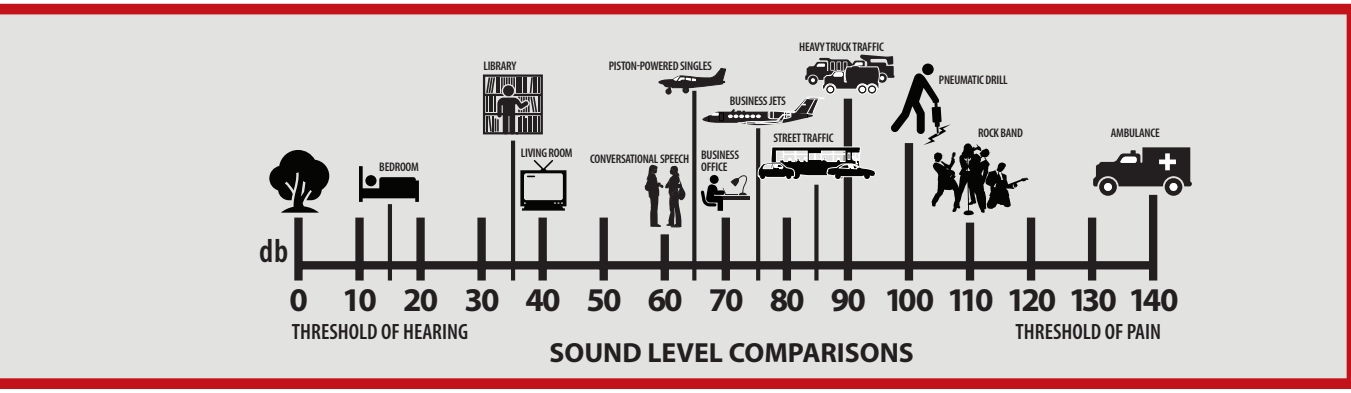
- ☐ Nature and intensity of sound;
- ☐ Time of day and duration of each sound event;
- ☐ Number and type of aircraft using the airport;
- ☐ Distribution of operations among runways;
- ☐ Arrival and departure patterns;
- ☐ Adjacent land uses – industrial vs. residential, for example;
- ☐ Background or ambient noise levels in adjacent communities, including noise produced by sources other than the airport, such as highway traffic.

While these factors affect the perception of noise, noise levels can also be quantified by any of about 25 different methods. However, the aviation industry uses five basic methodologies to measure and describe aircraft noise. They are dBA, EPNdB, SEL, Lmax, and Ldn/DNL1.

- ☐ dBA, also called A-weighted decibels, is a weighted sound level that uses a decibel base to measure the intensity of a sound compared to the lowest volume detectable to the human ear.
- ☐ EPNdB uses decibels to measure the "effective perceived noise level," in other words, a subjective assessment of the human perception of noisiness.
- ☐ SEL stands for "single event level," and measures the precise dBA of one noise event, such as an aircraft overflight, takeoff, or landing. This scale also takes into account the duration and frequency of the noise.
- ☐ Lmax, or "maximum noise level," is the greatest sound level, expressed in dBA, that occurs during a single noise event.

- ☐ Ldn/DNL1 is the day-night average sound level. It defines the average sound level during a 24-hour period. Sounds made at night, typically between 10 p.m. and 7 a.m., receive a 10-dBA penalty. This method measures all noise in an area, not just aircraft noise. Some states, including California, also use a measurement called CNEL or "community noise level" for environmental assessments. CNEL imposes the same 10-decibel penalty as DNL for nighttime noise and adds a 5-decibel penalty for noise occurring between 7 p.m. and 10 p.m.

To give you an idea how aircraft noise compares to other sounds, the illustration below lists a variety of common noises on a scale of 0, the threshold of human hearing, to 140, the threshold of pain. As you can see, a typical piston-powered single-engine airplane in flight generates about 65 decibels of sound compared to 85 for average street traffic and 140 for an electronic siren, such as an ambulance.



FAA NOISE ESTIMATES

AC-36H: ESTIMATED AIRPLANE NOISE LEVELS

The FAA has compiled aircraft noise levels for a variety of aircraft makes and models in both takeoff and approach configurations. These are listed in A-weighted decibels (dBA) in FAA Advisory Circular 36-3H. (The complete advisory circular is available on the FAA's website at: www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22945.) Information ranges from the noise generated by a Boeing 747-100 taking off (100.5 dBA) through light general aviation aircraft such as a Cessna 152 (59 dBA).

This advisory circular also dictates specific placement criteria for noise monitors used during the aircraft noise data collection process.

The noise levels presented in the circular are associated with the aircraft certification process and are not intended to be used by airport operators to restrict airport access to certain types of aircraft and are presented here as a point of information only.

14 CFR PART 150: AIRPORT NOISE STUDIES

Individual site-specific studies of airport noise are performed under the authority of Title 14 Code of Federal Regulations (CFR) Part 150 and are most often federally funded. As part of these studies, participants develop Noise Exposure Maps (NEMs) that illustrate the areas surrounding the airport that suffer the greatest impact from noise. A more detailed description of the Part 150 process is provided in the FAA's Final Policy on Part 150 Approval of Noise Mitigation Measures: Effect on the Use of Federal Grants for Noise Mitigation Projects. The FAA's Part 150 website (www.faa.gov/airports/environmental/airport_noise/) provides another valuable resource and includes this policy guidance.

Appendix A of 14 CFR Part 150 includes a table of land use compatibility with various sound levels. For example, residential land use is considered only compatible with noise levels less than 65 Ldn. Commercial land uses, such as bus transfer stations and retail spaces, can be compatible with higher noise levels between 70-75 Ldn. The loudest noise areas at 85 Ldn and above are only compatible with land uses such as mining and forestry.

Since most airports will not undergo a federally funded noise compatibility study, they must rely on land use planning tools and the cooperation of airport users to minimize the impact of noise on surrounding communities.

HOW WE CAN MAKE A DIFFERENCE

Reducing airport noise complaints and improving relationships with airport neighbors requires pilots and all airport users to do their part. By voluntarily taking steps to "fly friendly", we may be able to avoid onerous local legislation and even airport closure. AOPA has produced a valuable DVD, called Flying Friendly, to illustrate many of the key concepts.

Many noise control strategies are easy to implement and painless to use. They may include establishing designated group runup areas away from the perimeter of the airport; establishing preferred runways under certain conditions, such as using the runway farther from residential development at night and whenever weather conditions permit; creating and displaying maps of noise sensitive areas to educate pilots; implementing pattern procedures and altitudes that minimize noise impact on the ground; and asking pilots to use the maximum safe climb rate during takeoff.

Creating such voluntary noise abatement procedures starts with a decision to take action. Early in the process, it's a good idea to establish a working team comprising airport management, airport users, and community representatives, who can help identify the noise problem, obtain funding for the effort, develop a noise control plan, and implement it. Individual action cannot substitute for a collective effort involving airport users and neighbors. But, there are steps we, as individuals, can take to be good neighbors.

Pilots

- ☐ Be aware of noise-sensitive areas, especially residential communities, near airports.
- ☐ Avoid flying low, especially at high power settings, over these areas.
- ☐ Avoid high rpm settings in the pattern.
- ☐ Follow any voluntary noise abatement procedures for arrivals and departures
- ☐ On takeoff, reduce to climb power as soon as it is safe and practical to do so.
- ☐ On takeoff, climb at best angle of climb until you cross the airport threshold, and ten switch to best-rate climb.
- ☐ Depart from the runway end, rather than intersections, to give you the greatest altitude when leaving the airport threshold and flying over surrounding communities.
- ☐ Make a straight-ahead climb to 1,000 feet before making any turns (unless that path crosses a noise-sensitive area). Turning reduces the altitude gained in a climb.

- ☐ Avoid prolonged runups and, if possible, do them inside the airport, rather than at its perimeter.
- ☐ Use low power approaches when possible, and always avoid the low, dragged-in approach.
- ☐ If you want to practice night landings, stay away from residential airports. Practice at major fields where a smaller airplane's sound is less obtrusive.

Flight Instructors

- ☐ Teach noise abatement procedures to all students, including pilots you take up for a flight review or aircraft checkout.
- ☐ Know noise-sensitive areas, and point them out as you come and go with students.
- ☐ Make sure that your students fly at or above the recommended pattern altitude. Practice maneuvers over unpopulated areas and vary your practice areas so that the same locale is not constantly subjected to aircraft operations.
- ☐ During practice of ground-reference maneuvers, be particularly aware of houses, schools, or any other noise-sensitive areas in your flight path.
- ☐ Stress that high-rpm prop settings are reserved for takeoff and for short final but not for flying the pattern.
- ☐ If your field is noise sensitive, endorse your students' logbooks for landing at a more remote field, if available with a 25-nm range, to reduce touch-and-go activity at your airport.

Fixed-Base Operators

- ☐ Identify noise-sensitive areas near your airport and work with your instructors and customers to create voluntary noise abatement procedures.
- ☐ Post any noise abatement procedures prominently on the airport's website and remind pilots of the importance of adhering to them.
- ☐ Mail copies of noise abatement procedures with monthly hangar and tie down bills. Make copies available on counter space for transient pilots.
- ☐ Ensure your instructors are teaching safe noise abatement techniques.
- ☐ Call for use of the least noise-sensitive runways whenever wind conditions permit. Try to minimize night touch-and-go training at your airport if it is in a residential area. Encourage the use of nonresidential airports for this type of training.
- ☐ Initiate pilot education programs to teach and explain the rationale for noise abatement procedures and the value of positive community relations.

Airport Managers

- ☐ Send a copy of the noise abatement procedure established for your airport, along with a brief explanation of its purpose, to the local newspaper. Let the public know pilots are concerned.
- ☐ Ensure the pattern, approach, and departure paths are designated on official zoning and planning maps so real estate activity is conducted in full awareness of such areas.
- ☐ Lobby for land use zoning and building codes that are compatible with airport activity and will protect neighboring residents.
- ☐ Publicize and communicate the value of the airport to the community and how its operation adds to the safety, economy, and overall worth of the area.

- ☐ Sponsor "airport days" to involve nonfliers with the business and fun of aviation and possibly attract potential new pilots.
- ☐ Encourage beautification projects at the airport. Trees and bushes around runup and departure areas have proven effective in absorbing ground noise form airplanes.

FAA NOISE POLICIES

Since 1968, the FAA has been authorized to develop both noise regulations and standards. Under the legislation, the FAA had to respond to Congress and industry in three basic areas:

1. Control of aircraft noise
2. Control of air traffic into and out of airports.
3. Technical and financial assistance to airport sponsors for airport noise and compatible land use planning.

The success of any airport noise program is contingent upon a cooperative working relationship among the airport sponsor, local government, airport users, and airport neighbors. To this end, the FAA has developed guidelines and regulations to foster cooperation while establishing a systematic policy addressing the issue of controlling noise. A few of the major FAA regulations and advisory circulars include the following documents.

- ☐ Title 14 CFR Part 150, "Airport Noise Compatibility Planning." Established in 1983, this regulation implements Title I of the Airport Safety and Noise Abatement Act (ASNA) of 1979 by establishing regulations for airport operators who elect to develop an airport noise compatibility plan. It is available online at http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=426f883d6c42eb933785ff80a3ced26c&rgn=div5&view=text&node=14:3.0.1.3.21&idno=14
- ☐ 14 CFR Part 161 implemented provisions of the Airport Noise and Capacity Act of 1990 (ANCA) by establishing a national program for reviewing airport noise and access restrictions on Stage 2 and Stage 3 aircraft operations. Part 161 also advises airport operators on how ANCA and Part 161 apply to the airport noise compatibility planning process conducted under FAR part 150. This information is available at www.faa.gov/airports/environmental/airport_noise/
- ☐ Advisory Circular 150/5020-1, "Noise Control and Compatibility Planning for Airports" (1983). Available online at www.faa.gov/documentLibrary/media/advisory_circular/150-5020-1/150_5020_1.pdf
- ☐ Advisory Circular 36-1H, "Noise Levels for U.S. Certification and Foreign Aircraft" (2001). Available online at www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22942
- ☐ Advisory Circular 36-3H, "Estimated Airplane Noise Levels in A-Weighted Decibels" (2002). Available online at www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22945
- ☐ Advisory Circular 36-4C, "Noise certification Handbook" (2003). Available on at www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22947

- ☐ Advisory Circular 91-36D, "Visual Flight Rules (VFR) Near Noise-Sensitive Areas." (2004). Available online at www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/23156
- ☐ 14 CFR Part 36 specifies maximum noise levels for turbojet aircraft during approach, takeoff, and along the runway sideline. Available online at www.access.gpo.gov/nara/cfr/waisidx_11/14cfr36_11.html
- ☐ FAA Part 150 web site at www.faa.gov/airports/environmental/airport_noise/

PART II: AIRPORT COMPATIBLE LAND USE

The object of airport compatible land use planning is to ensure that the airport and surrounding community co coexist in peace. Failure to plan, and the resulting encroachment of incompatible development, such as homes and schools, too close to the airport is at the heart of most airport closures today. Effective planning can eliminate this conflict and ensure that airports remain open with the support of the communities they serve.

RESIDENTIAL ENCROACHMENT

Residential development too close to an airport is the single greatest encroachment threat community airports face today. It's almost always true that "the airport was here first." Most community airports are built far from other development precisely because airport sponsors know that they make unpopular neighbors. But the pressures of expanding populations and urban sprawl mean that an airport that was once "out in the boonies" may soon find itself in the center of town and at the heart of controversy over the best use of the land.

Depending on the requirements of individual states and localities, residents may or may not know that their homes are close to an airport when they purchase the property. Regardless of whether the residents knew about the airport or are surprised when they hear aircraft overhead, the result is the same – dozens, hundreds, or thousands of individual complaints about noise, safety, and other concerns.

Sometimes these concerns are based on misconceptions about small airplanes "falling out of the sky." At other times, there are relatively simple solutions, such as "flying friendly." But politicians may find it more expedient to bow to these complaints from their constituents than to evaluate the true value of the airport to the community and initiate necessary corrective action. The pressure of complaints combined with the lure of easy tax revenue from new development can be almost impossible for an airport to overcome.

The ideal solution, of course, is to avoid the problem in the first place through proper land use planning. For many communities, however, it is much too late. When their airports were built no one imagined the surrounding communities would grow as they have, closing in on the airport. In cases like these, the problem already exists and airport advocates must find ways to mitigate the concerns of neighbors and act to prevent new problems from arising in the future.

ZONING ON AND AROUND AIRPORTS

Both state and local governments can weigh in on airport zoning, and creating land use and development plans that meet state and local requirements can be the best way to protect your airport.

The goal of zoning laws affecting airports is to ensure that land use is compatible with airport operations. Such laws can benefit general taxpayers as well as airports, by protecting and preserving the airport and the public investment in that airport, and by preventing noise and safety concerns for surrounding communities.

Specifically, zoning laws should be crafted to prevent:

- ☐ Residential and other noise-sensitive land use. (e.g. churches, homes, schools)
- ☐ Large congregations of people in the approach and departure areas. (e.g. stadiums)
- ☐ Man-made or natural obstacles that can interfere with flight. (e.g. brightly lit sports facilities)
- ☐ Land uses that interfere with areas of airport needed for aviation activities. (e.g. allowing joggers to use taxiways or drag racing on runways)
- ☐ Land uses that attract wildlife. (e.g. landfills, certain agricultural uses)

Airports that accept Airport Improvement Program grants are required to accept a series of conditions, called grant assurances, that set out general standards for zoning, including protecting airspace, especially along approach and departure paths, and mitigating and preventing hazards. Specifically Assurance 20 and Assurance 21 set out the following conditions:

Assurance 20, Hazard Removal and Mitigation: [The airport owner] will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including establishing minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting, or otherwise mitigating existing airport hazards and by preventing the establishment or creating of future airport hazards.

Assurance 21, Compatible Land Use: [The airport owner] will take appropriate action, including the adoption of zoning laws, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use within its jurisdiction that will reduce with compatibility, with respect to the airport, of the noise compatibility measures upon which federal funds have been expended.

Under these grant assurances, it is up to the airport owner to make a written request to the local zoning authority, which may include the state, county, or city, asking that authority to establish adequate zoning restrictions to protect the airport.

If the zoning authority refuses to enact appropriate zoning to protect the airport, the airport authority must be prepared to acquire control of the necessary land, especially around approach areas. Clearly buying the land is more expensive than developing appropriate zoning and may involve expensive legal fees.

While these obligations only apply to airports that have received federal airport funding, some states, including California and Wisconsin, have their own aviation-related zoning requirements, many of which reiterate the principles of AIP requirements, including protecting airspace along approach paths.

ELEMENTS OF AIRPORT ZONING

The first step in airport zoning is to create an Airport Layout Plan (ALP) for your airport. The airport depicts land that the airport should own as well as any easements that may be needed. The ALP should include airspace drawings showing obstructions to navigation and indicate areas that may need to be regulated to prevent or remove those obstructions. Height limitations on development both on and around the airport may be needed to protect airport operations, especially along approach and departure paths. To assist with this process, the FAA has developed an advisory circular titled "A Modern Zoning Ordinance to Limit the Height of Objects Around Airports" (AC 150/5190-4A), available online at www.faa.gov/documentLibrary/media/advisory_circular/150-5190-4A/150_5190_4A.PDF

The ALP may be adopted by reference and use to limit the height of objects that would interfere with airport operations. Close coordination with city and county planning departments is essential for successful adoption and implementation of airport zoning.

While zoning to limit the height of objects around airports is vital, it isn't enough to prevent other forms of encroachment, including residential development. This requires exclusionary zoning. To help you determine what types of development may be incompatible with your airport, the FAA has developed the "Noise Control and Compatibility Planning for Airports" advisory circular (AC 150/5020-1), available online at www.faa.gov/documentLibrary/media/advisory_circular/150-5020-1/150_5020_1.pdf

Several states have also produced useful documents that may help you understand the zoning issues your airport might face. The Oregon Department of Transportation's "Airport Compatibility Guidelines" include an overview of most common zoning issues. Copies are available from the Oregon Aeronautics Division, 3040 25th St., S.E. Salem, OR 97310 or online at www.oregon.gov/Aviation/landuseguidebook.shtml. The Florida Department of Transportation's "Airport Compatible Land Use Guidance for Florida" is another valuable reference. It is available from the Aviation Office, 605 Suwanee St., MS 46, Tallahassee, FL 32399 or online at www.dot.state.fl.us/aviation/compland.shtm.

Remember that any zoning requests must comply with state statutes, and you may require a legal determination of the zoning authority for your airport. Consult your attorney for assistance in determining the appropriate zoning jurisdiction.

LAND USE CONTROLS

Once incompatible development is in place near an airport, there's no easy way to resolve the inevitable conflicts. But there are a number of common land use controls that may help. These include creating a comprehensive land use plan, zoning, housing, and building codes, real estate disclosures, and land and land/air rights acquisition.

COMPREHENSIVE PLANS

A community's Comprehensive Plan, sometimes called a "master plan" or "general plan", is a policy guide to help shape decisions affecting the development of land within the local jurisdiction. As a rule, a master plan should include land use planning, transportation planning, and facilities planning. All three of these elements of the master plan should mention the airport and its needs.

ZONING

The only federal regulation mandating compatible land use and height limits around airports comes with the AIP assurance requirements (see Zoning On and Around Airports, p. 9) And although the FAA has issued standards in Part 77 of the Federal Aviation Regulations and in Advisory Circular

150/510-4A, "A Model Zoning Ordinance to Limit Height of Objects Around Airports," these standards are not regulatory and therefore not enforceable. Rather, they are intended to demonstrate good practices that can be incorporated in local zoning regulations.

Instead, it is up to the states to grant local governments – often counties and cities – the power to create zoning requirements. Therefore, it is the states and local governments that have the responsibility to enact and enforce compatible land use legislation for airports.

A good example of state legislation comes from the State of Florida Statutes, Chapter 333.02 "Airport Zoning," which recognizes airport hazards and incompatible land uses.

(1) It is hereby found that an airport hazard endangers the lives and property of users of the airport and occupants of land in its vicinity and also, if of the obstruction type, in effect reduces the size of the area available for the taking off, maneuvering, or landing of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein. It is further found that certain activities and uses of land in the immediate vicinity of airports as enumerated in s. 333.03(2) are not compatible with normal airport operations, and may, if not regulated, also endanger the lives of the participants, adversely affect their health, or otherwise limit the accomplishment of normal activities. Accordingly, it is hereby declared:

a. That the creation or establishment of an airport hazard and the incompatible use of land in airport vicinities are public nuisances and injure the community served by the airport in question;

b. That it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards and incompatible land uses be prevented; and

c. That this should be accomplished, to the extent legally possible, by the exercise of the police power, without compensation.

d. It is further declared that the limitation of land uses incompatible with normal airport operations, the prevention of the creation or establishment of airport hazards, and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds and acquire land or property interests therein, or air rights there over.

Zoning regulations can only be effective if a community has implemented a Comprehensive Plan that takes into account the needs of the airport sponsor and its zoning authority, airport users, and the surrounding communities. With such a plan in place, zoning laws can legally dictate what uses are permitted for each parcel of land within the control of the local government body. Most cities and larger towns have zoning authority; many counties have limited or no zoning authority.

This can also be seen in Florida Statutes, Chapter 333, section 333.05, which specifies procedures for adoption of zoning regulations:

(1) Notice And Hearing. No airport zoning regulations shall be adopted, amended, or changed under this chapter except by action of the legislative body of the political subdivision in question, or the joint board provided in s. 333.03(1) (b) by the bodies therein provided and set forth, after a public hearing in relation thereto, at which parties in interest and citizens shall have an opportunity to be heard. Notice of the hearing shall be published at least once a week for 2 consecutive weeks in an official paper, or a paper of general circulation, in the political subdivision or subdivisions in which are located the airport areas to be zoned.

(2) Airport Zoning Commission. Prior to the initial zoning of any airport area under this chapter the political subdivision or joint airport zoning board which is to adopt the regulations shall appoint a commission, to be known as the airport zoning commission, to recommend the boundaries of the various zones to be established and the regulations to be adopted therefore. Such commission shall make a preliminary report and hold public hearings thereon before submitting its final report, and the legislative body of the political subdivision or the joint airport zoning board shall not hold its public hearings or take any action until it has received the final report of such commission, and at least 15 days shall elapse between the receipt of the final report of the commission and the hearing to be held by the latter board. Where a city plan commission or comprehensive zoning commission already exists, it may be appointed as the airport zoning commission.

Zoning is not a perfect solution, in part because it's not necessarily permanent. Also, most zoning laws allow for appeals that may result in the issuance of variances from zoning requirements. By far the biggest problem with zoning is inconsistency among different governing authorities. For example, in the 1960s and early 1970s, the City of San Francisco was suing the airport for more than $3 million at the same time the zoning authority was allowing new residential areas to be built near the airport.

HOUSING AND BUILDING CODES

Housing and building codes set minimum standards for construction, including setting interior noise limits for new and existing construction near airports. But because these are local laws, these codes can vary from city to city.

The FAA also has a program to reduce noise exposure and complaints by insulating homes near airports provided that the airport has completed at least a 14 CFR Part 150 noise study which demonstrated that noise exceeds acceptable federal levels..

REAL ESTATE DISCLOSURE

An increasingly number of states require real estate agents and developers to tell potential home buyers about the location and traffic pattern of any nearby airport.

Since each state sets its own disclosure requirements, they vary widely. In Michigan and Indiana, airport location is an actual item on the disclosure form. In Maryland, real estate disclosure documents include a section listing all landing facilities in the state. In Hawaii, it is up to the seller to disclose noise-exposure areas. Many other states use more generic language, requiring disclosure of potential disturbances that could include noise, crime, and routine inconveniences not disclosed elsewhere.

LAND AND LAND/AIR RIGHTS ACQUISITION

The airport sponsor can also control the surrounding land by purchasing it or by buying specific air or land rights. This method can be extremely costly for local residents and the airport, especially when applied as an afterthought to fix existing incompatible land uses.

In addition to purchasing property outright, the airport sponsor can attempt to purchase avigation easements or development rights to property around the airport. Buying development rights gives the airport sponsor the right to ensure that future development of the land is compatible with the airport, while leaving the property owner all other rights of ownership.

An avigation easement conveys specific property rights, restricting the property owner's use of the surface of the property and assuring the owner of the easement the right of a specific use identified in the easement. Avigation easements may include the right-of-flight of aircraft; the right to cause noise or dust; the right to remove all objects protruding into the airspace; the right to enter the property to exercise the other rights contained in the easement. While there are many variations on an avigation easement, the right-of-flight is the essence of this approach.

It is important to understand that other types of easements do not include the right-of-flight. For example, clearance easements provide protection from obscuration but do not include the right-of-flight. For more information on avigation easements, consult FAA Order 5100.37A, "Land Acquisition and Relocation Assistance for Airport Projects."

ADDITIONAL INFORMATION ABOUT LAND USE CONTROLS

All of these and other land use control methods, such as land banking, avigation easements, tax incentives, and development rights, are discussed in the FAA's "Land Use Compatibility and Airports" guidebook available online at: www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/planning_toolkit/media/III.B.pdf and the ACRP Report "Enhancing Airport Land Use Compatibility" at www.trb.org/Publications/Blurbs/163344.aspx.

YOUR ROLE AS AN AIRPORT USER

Airport users cannot afford to ignore noise problems. Each year the FAA spends millions of dollars of Airport Improvement Program funds to acquire land, soundproof homes, and pay for noise studies at airports with noise problems. More than 30% of the discretionary AIP funds are reserved for noise compatibility planning and implementing noise compatibility programs.

As an airport advocate, you should know what zoning and land use planning measures have been taken at your airport. Get a copy of the local zoning map, which will show how parcels of land near the airport are zoned. This can give you a good idea of where problems are likely to arise.

Work with airport officials and local authorities to develop a strategy to seek needed zoning changes before undeveloped areas become a problem.

You or other members of your airport support group should also attend planning commission meetings and be alert for requests for variances from existing zoning laws. It's a good idea to have your name added to the list of people who receive meeting agendas in advance. Be prepared to speak up at these meetings. Come armed with factual data that will persuade decision makers to protect the airport and surrounding areas.

Remember that preventing incompatible land uses is far easier than resolving the problems that result from failure to plan.

REFERENCES & RESOURCES

AOPA web page
www.aopa.org

FAA Airports Noise web page
www.faa.gov/airports/environmental/airport_noise/

ACRP Reports – Community Response to Airport Noise, Compatible Land Use Planning
www.trb.org/Publications/Public/PubsACRPProjectReportsAll.aspx

California Land Use Planning Handbook
www.dot.ca.gov/hq/planning/aeronaut/landuse.html

Florida Land Use Planning Guide
www.dot.state.fl.us/aviation/compland.shtm

Iowa Land Use Planning Handbook
www.iowadot.gov/aviation/studiesreports/compatibleland.html

Oregon Land Use Planning Handbook
www.oregon.gov/Aviation/landuseguidebook.shtml

Utah Land Use Planning
www.udot.utah.gov/main/uconowner.gf?n=200411180926131

Texas Land Use Planning Guide
ftp.dot.state.tx.us/pub/txdot-info/avn/avninfo/Airport_Compatibility_Guidelines.pdf

Washington Land Use Planning Handbook
www.wsdot.wa.gov/aviation/Planning/default.htm

Disclaimer: The information contained in this document is intended as a guide to help you understand the issues, rules, procedures, and policies that apply to airport noise and compatible land use planning. It is not intended to replace the necessary research and review of applicable law that may be required in a particular case, nor is it intended to give legal advice or take the place of an attorney who can advise with respect to a particular situation. While every care has been exercised in the preparation of this booklet, AOPA does not accept responsibility for an individual's reliance on its contents.

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Appendix K

Noncompatible Residential Units and Public Buildings in the 2013 NEM

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Noncompatible Residential Units and Public Buildings in the 2013 NEM

	PARCEL_NO	ADDRESS NUMBER	STREET_NAME	UNIT_OR_APT NUMBER	PROPERTY OWNER	TYPE	ELIGIBLE IN PREVIOUS NIP	NEW_OWNER SINCE NIP OFFERED	INTERESTED NOW
1.000000	65280.000708	1427.000000	12TH ST		GIBSON WILLIAM T	SF			
2.000000	65280.000707	1429.000000	12TH ST		ERSKINE LARRY R	SF			
3.000000	65280.000706	1431.000000	12TH ST		GILMARTIN MARC R AND JILLIAN A	SF			
4.000000	65280.000705	1433.000000	12TH ST		MPA OF KEY WEST LIMITED PARTNERSHIP c/o STELLER MURRAY H	SF			
5.000000	65280.000704	1435.000000	12TH ST		CONFIDENTIAL DATA F.S. 119.07	SF			
6.000000	65280.000703	1437.000000	12TH ST		DRESIE DAVID G	SF			
7.000000	65280.000702	1439.000000	12TH ST		CROOKS RICHARD AND NINA	SF			
8.000000	65280.000701	1441.000000	12TH ST		1441 12TH ST LLC	SF			
9.000000	63760.000000	1532.000000	5TH ST		HERCE TODD MITCHELL	SF	YES		
10.000000	63790.000000	1544.000000	5TH ST		FILER CHARLES R AND JANET L	SF	YES		YES
11.000000	70300.000000	1604.000000	BAHAMA DR		GREEN BRADLEY S AND MARIA E	SF	YES		
12.000000	65090.000000	2700.000000	FLAGLER AVE		CARROLL COLEMAN F B OF THE DIOC OF MIAMI ROM	MF(2)			
13.000000	65090.000000	2706.000000	FLAGLER AVE		CARROLL COLEMAN F B OF THE DIOC OF MIAMI ROM	MF(21)			
14.000000	64860.000000	2713.000000	FLAGLER AVE		GRACE LUTHERAN CHURCH U A C	CH & SCH			
15.000000	66850.000000	2801.000000	FLAGLER AVE		MELLIES NIEL S II AND ELIZABETH C	SF			
16.000000	66860.000000	2805.000000	FLAGLER AVE		ROMERO JORGE	SF			
17.000000	66870.000000	2809.000000	FLAGLER AVE		ANSELL CHARLES W II AND MARY L	SF			
18.000000	66880.000000	2815.000000	FLAGLER AVE		ROBERTS RICHARD DENNIS	SF			
19.000000	66890.000000	2819.000000	FLAGLER AVE		ROBINSON WILLIAM SANDS JR	SF			
20.000000	66900.000000	2825.000000	FLAGLER AVE		HERNDON JOHN AND GIANNINA C	SF			
21.000000	66910.000000	2831.000000	FLAGLER AVE		LYDA THERON ESTATE	SF			
22.000000	66920.000000	2835.000000	FLAGLER AVE	UNIT 1	IMBERT GEORGE A	MF (R3)			
23.000000	66920.000000	2835.000000	FLAGLER AVE	UNIT 2	IMBERT GEORGE A	MF (R3)			
24.000000	66920.000000	2835.000000	FLAGLER AVE	UNIT 3	IMBERT GEORGE A	MF (R3)			
25.000000	69240.000000	2910.000000	FLAGLER AVE		DOMINGUEZ RAFAEL	SF	YES		YES
26.000000	69220.000000	2918.000000	FLAGLER AVE		MENENDEZ JUAN AND AMBER	SF	YES	YES	YES
27.000000	69170.000000	3000.000000	FLAGLER AVE	UNIT 1	VICTOR MARIE Y	MF (R2)	YES		YES
28.000000	69170.000000	3000.000000	FLAGLER AVE	UNIT 2	VICTOR MARIE Y	MF (R2)	YES		YES
29.000000	66270.000000	3001.000000	FLAGLER AVE		MENDEZ OTNIEL AND MARITZA	SF			
30.000000	66280.000000	3005.000000	FLAGLER AVE		CATES CRAIG AND CHERYL	SF			
31.000000	66290.000000	3009.000000	FLAGLER AVE		SHIPLEY RONALD E	SF			
32.000000	69140.000000	3014.000000	FLAGLER AVE		PAZO LOUIS A AND CARIDAD S	SF	YES		
33.000000	66300.000000	3015.000000	FLAGLER AVE		MILSTEAD JAMES D AND JOYCE A	SF			
34.000000	66310.000000	3021.000000	FLAGLER AVE		BAILEY JERRY LEE	SF			
35.000000	66320.000000	3031.000000	FLAGLER AVE		BARRIOS AUGUSTO AND MARIA	SF			
36.000000	66330.000000	3041.000000	FLAGLER AVE		MEIVES JANE Z AND MICHAEL	SF			
37.000000	66340.000000	3051.000000	FLAGLER AVE		LACAYO OSCAR	SF			
38.000000	65280.000801	3075.000000	FLAGLER AVE	UNIT 1	AMBROSE GRETCHEN E	SF			
39.000000	65280.000810	3075.000000	FLAGLER AVE	UNIT 10	HENRIQUEZ LORI M	SF			
40.000000	65283.000818	3075.000000	FLAGLER AVE	UNIT 18	FERNANDEZ JORGE LUIS AND FRANCISCA	SF			
41.000000	65284.000819	3075.000000	FLAGLER AVE	UNIT 19	KEMEZYS DEANNA	SF			
42.000000	65280.000802	3075.000000	FLAGLER AVE	UNIT 2	YI SO TONG	SF			
43.000000	65285.000820	3075.000000	FLAGLER AVE	UNIT 20	THRIFT BRINSON C AND GRACE N	SF			
44.000000	65286.000821	3075.000000	FLAGLER AVE	UNIT 21	HAMILTON K PAIGE	SF			
45.000000	65287.000822	3075.000000	FLAGLER AVE	UNIT 22	VIDAL DARA M	SF			
46.000000	65288.000823	3075.000000	FLAGLER AVE	UNIT 23	HINKLE EDGAR H JR	SF			
47.000000	65289.000824	3075.000000	FLAGLER AVE	UNIT 24	COHEN KEITH AND CHERI LYNN	SF			

	PARCEL_NO	ADDRESS NUMBER	STREET_NAME	UNIT_OR_APT NUMBER	PROPERTY OWNER	TYPE	ELIGIBLE IN PREVIOUS NIP	NEW_OWNER SINCE NIP OFFERED	INTERESTED NOW
48.000000	65290.000825	3075.000000	FLAGLER AVE	UNIT 25	HOLIFIELD WENDY M	SF			
49.000000	65291.000826	3075.000000	FLAGLER AVE	UNIT 26	NULISCH JOY E	SF			
50.000000	65280.000803	3075.000000	FLAGLER AVE	UNIT 3	KNOWLES THEODORE MCCURDY	SF			
51.000000	65280.000804	3075.000000	FLAGLER AVE	UNIT 4	PISZKER MARY F	SF			
52.000000	65280.000805	3075.000000	FLAGLER AVE	UNIT 5	KOEHN JOY EMANUEL AND SHLOMO	SF			
53.000000	65280.000806	3075.000000	FLAGLER AVE	UNIT 6	TRENT TERESA ANN	SF			
54.000000	65280.000807	3075.000000	FLAGLER AVE	UNIT 7	WELLS ROBYN L	SF			
55.000000	65280.000808	3075.000000	FLAGLER AVE	UNIT 8	GARCIA JAIME J AND NARA J	SF			
56.000000	65280.000809	3075.000000	FLAGLER AVE	UNIT 9	JOHNSON THOMAS W AND CARRIE C	SF			
57.000000	70460.000000	1717.000000	JAMAICA DR		HALPERN MICHELLEN KEEVAN	SF	YES		YES
58.000000	69840.000000	2916.000000	RIVIERA DR	UNIT 1	AHRENS SCOTT	MF (R2)	YES	YES	YES
59.000000	69840.000000	2916.000000	RIVIERA DR	UNIT 2	AHRENS SCOTT	MF (R2)	YES	YES	YES
60.000000	69310.000000	2919.000000	RIVIERA DR		SALGADO RICHARD A AND OLGA	SF	YES		
61.000000	69320.000000	2923.000000	RIVIERA DR		HAMBRIGHT THOMAS L AND LYNDA M	SF	YES		
62.000000	69820.000000	2924.000000	RIVIERA DR		SHEEHAN KATHA D	SF	YES		
63.000000	69810.000000	2930.000000	RIVIERA DR		BAKER JOYCE	SF	YES	YES	YES
64.000000	69550.000000	3200.000000	RIVIERA DR		KOHEN SHLOMO AND JOY	SF	YES		
65.000000	65142.000100	2601.000000	S ROOSEVELT BLVD	APT 101B	MIANI PHILLIP N	SF			
66.000000	65143.000100	2601.000000	S ROOSEVELT BLVD	APT 101C	SELIG JULIAN WOOD JR AND BETSEY BLADES	SF			
67.000000	65142.000200	2601.000000	S ROOSEVELT BLVD	APT 102B	OLIVARES RAFAEL AND HILDA GENNI	SF			
68.000000	65143.000200	2601.000000	S ROOSEVELT BLVD	APT 102C	BOWNS JOHN L	SF			
69.000000	65142.000300	2601.000000	S ROOSEVELT BLVD	APT 103B	DUNN STUART M	SF			
70.000000	65143.000300	2601.000000	S ROOSEVELT BLVD	APT 103C	ELLIOTT ROBERT W III	SF			
71.000000	65143.000400	2601.000000	S ROOSEVELT BLVD	APT 104C	DOWER BARBARA M	SF			
72.000000	65142.000400	2601.000000	S ROOSEVELT BLVD	APT 105B	SELLIER PATRICIA	SF			
73.000000	65143.000500	2601.000000	S ROOSEVELT BLVD	APT 105C	NEAGLEY ROSS L AND BARBARA G	SF			
74.000000	65142.000500	2601.000000	S ROOSEVELT BLVD	APT 106B	HECHT EVA LEIGH	SF			
75.000000	65143.000600	2601.000000	S ROOSEVELT BLVD	APT 106C	SWEENEY ANNE	SF			
76.000000	65142.000600	2601.000000	S ROOSEVELT BLVD	APT 107B	SMITH RICHARD E	SF			
77.000000	65143.000700	2601.000000	S ROOSEVELT BLVD	APT 107C	GREENHILL BARRY TELSER AND AUDREY GAIL	SF			
78.000000	65142.000700	2601.000000	S ROOSEVELT BLVD	APT 108B	PAUL ROBERT E AND MARTHA P	SF			
79.000000	65143.000800	2601.000000	S ROOSEVELT BLVD	APT 108C	CHLEBOWSKI STANLEY R AND KATHRYN A	SF			
80.000000	65142.000800	2601.000000	S ROOSEVELT BLVD	APT 109B	DAHL RUTH S	SF			
81.000000	65143.000900	2601.000000	S ROOSEVELT BLVD	APT 109C	BROWN FAMILY C/O RIDDELL CATHERINE D	SF			
82.000000	65142.000900	2601.000000	S ROOSEVELT BLVD	APT 110B	HERMAN CARL M	SF			
83.000000	65143.001000	2601.000000	S ROOSEVELT BLVD	APT 110C	BERNAT GEORGE J	SF			
84.000000	65142.001000	2601.000000	S ROOSEVELT BLVD	APT 111B	MAY SUSANA	SF			
85.000000	65143.001100	2601.000000	S ROOSEVELT BLVD	APT 111C	MEADOWS DANIEL V AND KIMBERLY R	SF			
86.000000	65143.001200	2601.000000	S ROOSEVELT BLVD	APT 112C	MCDONALD RANDAL S AND ELIZABETH K	SF			
87.000000	65143.001301	2601.000000	S ROOSEVELT BLVD	APT 113C	NELSON JAN J	SF			
88.000000	65143.001400	2601.000000	S ROOSEVELT BLVD	APT 114C	SANDERS CHRISTOPHER AND SAMANTHA	SF			
89.000000	65143.001500	2601.000000	S ROOSEVELT BLVD	APT 115C	HILL BRIAN L AND SUSAN M	SF			
90.000000	65143.001600	2601.000000	S ROOSEVELT BLVD	APT 116C	DOOM DANNY C AND MARSHA L	SF			
91.000000	65143.001700	2601.000000	S ROOSEVELT BLVD	APT 117C	BRYANT LINDA D	SF			
92.000000	65143.001800	2601.000000	S ROOSEVELT BLVD	APT 118C	KLUSKA PAUL AND NATALIE	SF			
93.000000	65143.001900	2601.000000	S ROOSEVELT BLVD	APT 119C	BYWATER SHERMAN M	SF			
94.000000	65143.002000	2601.000000	S ROOSEVELT BLVD	APT 120C	HARDERS DOUGLAS B	SF			
95.000000	65143.002100	2601.000000	S ROOSEVELT BLVD	APT 121C	SCRIBNER ELIZABETH E	SF			
96.000000	65143.002200	2601.000000	S ROOSEVELT BLVD	APT 122C	LEHMANN MARTIN AND SHARON	SF			
97.000000	65143.002300	2601.000000	S ROOSEVELT BLVD	APT 123C	KEYZ REALTY TRUST	SF			

	PARCEL_NO	ADDRESS NUMBER	STREET_NAME	UNIT_OR_APT NUMBER	PROPERTY OWNER	TYPE	ELIGIBLE IN PREVIOUS NIP	NEW_OWNER SINCE NIP OFFERED	INTERESTED NOW
98.000000	65143.002400	2601.000000	S ROOSEVELT BLVD	APT 124C	MORGANTE MICHELLE	SF			
99.000000	65142.001100	2601.000000	S ROOSEVELT BLVD	APT 201B	WAYTENA JAMES R	SF			
100.000000	65143.002500	2601.000000	S ROOSEVELT BLVD	APT 201C	SCHENCK WILLIAM D JR AND HANNA	SF			
101.000000	65142.001200	2601.000000	S ROOSEVELT BLVD	APT 202B	DIXON GEORGE A AND MARIE L	SF			
102.000000	65143.002600	2601.000000	S ROOSEVELT BLVD	APT 202C	SHOULTZ JAMES C	SF			
103.000000	65142.001300	2601.000000	S ROOSEVELT BLVD	APT 203B	RAUM DAVID C AND HELEN E	SF			
104.000000	65143.002700	2601.000000	S ROOSEVELT BLVD	APT 203C	BONNER MICHAEL H AND JULIA	SF			
105.000000	65142.001400	2601.000000	S ROOSEVELT BLVD	APT 204B	KUHAR RITA M	SF			
106.000000	65143.002800	2601.000000	S ROOSEVELT BLVD	APT 204C	EDWARDS GORDON	SF			
107.000000	65142.001500	2601.000000	S ROOSEVELT BLVD	APT 205B	EADEH LESLIE W	SF			
108.000000	65143.002900	2601.000000	S ROOSEVELT BLVD	APT 205C	DONOHUE THOMAS R	SF			
109.000000	65142.001600	2601.000000	S ROOSEVELT BLVD	APT 206B	MITCHELL CALVIN H	SF			
110.000000	65143.003000	2601.000000	S ROOSEVELT BLVD	APT 206C	SCHAEFER JOSEPH AND DONNA	SF			
111.000000	65142.001700	2601.000000	S ROOSEVELT BLVD	APT 207B	BLACHE STEFAN C AND JAMIE L	SF			
112.000000	65143.003100	2601.000000	S ROOSEVELT BLVD	APT 207C	NEWBURY JAMES T	SF			
113.000000	65143.003200	2601.000000	S ROOSEVELT BLVD	APT 207SC	LIBERATORE STEVEN COLBETT	SF			
114.000000	65142.001800	2601.000000	S ROOSEVELT BLVD	APT 208B	ZINKEVICH JOHN C	SF			
115.000000	65143.003300	2601.000000	S ROOSEVELT BLVD	APT 208C	MCMACKIN CARL H AND PATRICIA L	SF			
116.000000	65142.001900	2601.000000	S ROOSEVELT BLVD	APT 209B	HALL BRIDGET AND MICHAEL JEREMY	SF			
117.000000	65143.003400	2601.000000	S ROOSEVELT BLVD	APT 209C	ARVANITIS JANNOULA	SF			
118.000000	65142.002000	2601.000000	S ROOSEVELT BLVD	APT 210B	SKILLINGTON GARY LEE	SF			
119.000000	65143.003500	2601.000000	S ROOSEVELT BLVD	APT 210C	DURAZO MARLENE L	SF			
120.000000	65142.002100	2601.000000	S ROOSEVELT BLVD	APT 211B	FASANO LEONARD A	SF			
121.000000	65143.003600	2601.000000	S ROOSEVELT BLVD	APT 211C	KEELER JILL R	SF			
122.000000	65143.003700	2601.000000	S ROOSEVELT BLVD	APT 212C	ROMANO ALBERT R	SF			
123.000000	65143.003800	2601.000000	S ROOSEVELT BLVD	APT 213C	MCDERMOTT JAMES T JR AND SUSAM M	SF			
124.000000	65143.003900	2601.000000	S ROOSEVELT BLVD	APT 214C	DIXON ROBERT W AND MADELON E	SF			
125.000000	65143.004000	2601.000000	S ROOSEVELT BLVD	APT 215C	LURSKI ROBERT B AND CHRISTINE M	SF			
126.000000	65143.004100	2601.000000	S ROOSEVELT BLVD	APT 216C	O'LEARY FAMILY	SF			
127.000000	65143.004200	2601.000000	S ROOSEVELT BLVD	APT 217C	BELL ROY M AND PHYLLIS H	SF			
128.000000	65143.004300	2601.000000	S ROOSEVELT BLVD	APT 217SC	DOBOS BETH A	SF			
129.000000	65143.004400	2601.000000	S ROOSEVELT BLVD	APT 218C	MURPHY PATRICK JOSEPH AND JUDITH ANN	SF			
130.000000	65143.004500	2601.000000	S ROOSEVELT BLVD	APT 219C	EPSTEIN MARINA J	SF			
131.000000	65143.004600	2601.000000	S ROOSEVELT BLVD	APT 220C	SCHWARTZ DOROTHY M	SF			
132.000000	65143.004700	2601.000000	S ROOSEVELT BLVD	APT 221C	REIF UDO AND DIANA	SF			
133.000000	65143.004800	2601.000000	S ROOSEVELT BLVD	APT 222C	HEUTON PAUL H AND LUCILLE M	SF			
134.000000	65143.004900	2601.000000	S ROOSEVELT BLVD	APT 223C	WILLIAMS GARY L AND DALE B	SF			
135.000000	65143.005000	2601.000000	S ROOSEVELT BLVD	APT 224C	MORRIS MARY S C/O SPICER K NEIL	SF			
136.000000	65142.002200	2601.000000	S ROOSEVELT BLVD	APT 301B	HARVEY STACEY	SF			
137.000000	65143.005100	2601.000000	S ROOSEVELT BLVD	APT 301C	BECH VENTURES	SF			
138.000000	65142.002300	2601.000000	S ROOSEVELT BLVD	APT 302B	MCMENAMIN MICHAEL J AND MONICA	SF			
139.000000	65143.005200	2601.000000	S ROOSEVELT BLVD	APT 302C	ZABLOCKI ROBERT E AND LOUISE L	SF			
140.000000	65142.002400	2601.000000	S ROOSEVELT BLVD	APT 303B	TOLLEN ROBERT R AND KAYLA R	SF			
141.000000	65143.005300	2601.000000	S ROOSEVELT BLVD	APT 303C	MCKAY JOSEPH A	SF			
142.000000	65142.002500	2601.000000	S ROOSEVELT BLVD	APT 304B	DURAZO MARLENE LUCILLE	SF			
143.000000	65143.005400	2601.000000	S ROOSEVELT BLVD	APT 304C	VAILLANT RICHARD C	SF			
144.000000	65142.002600	2601.000000	S ROOSEVELT BLVD	APT 305B	CANTLAY RUSSELL C AND AMY E	SF			
145.000000	65143.005500	2601.000000	S ROOSEVELT BLVD	APT 305C	EUBANK CRAIG H	SF			
146.000000	65142.002700	2601.000000	S ROOSEVELT BLVD	APT 306B	REID JULIE WINN	SF			
147.000000	65143.005600	2601.000000	S ROOSEVELT BLVD	APT 306C	KAPLAN MAE	SF			

	PARCEL_NO	ADDRESS NUMBER	STREET_NAME	UNIT_OR_APT NUMBER	PROPERTY OWNER	TYPE	ELIGIBLE IN PREVIOUS NIP	NEW_OWNER SINCE NIP OFFERED	INTERESTED NOW
148.000000	65142.002800	2601.000000	S ROOSEVELT BLVD	APT 307B	CASEY THOMAS FX AND NANCY A	SF			
149.000000	65143.005700	2601.000000	S ROOSEVELT BLVD	APT 307C	HALLBERG FAMILY	SF			
150.000000	65143.005800	2601.000000	S ROOSEVELT BLVD	APT 307SC	SHOAF PATRICIA RUTH	SF			
151.000000	65142.002900	2601.000000	S ROOSEVELT BLVD	APT 308B	YOUNG ANNE MARIE	SF			
152.000000	65143.005900	2601.000000	S ROOSEVELT BLVD	APT 308C	SUNDSTROM JAN LEON AND PATRICIA L	SF			
153.000000	65142.003000	2601.000000	S ROOSEVELT BLVD	APT 309B	WHALEN-DUNNING JANET	SF			
154.000000	65143.006000	2601.000000	S ROOSEVELT BLVD	APT 309C	LEBAR CHARLES S AND ELIZABETH	SF			
155.000000	65142.003100	2601.000000	S ROOSEVELT BLVD	APT 310B	POLIZZOTTO RICHARD J AND BRENDA L	SF			
156.000000	65143.006100	2601.000000	S ROOSEVELT BLVD	APT 310C	PINNEY RICHARD D	SF			
157.000000	65142.003200	2601.000000	S ROOSEVELT BLVD	APT 311B	ROLF JOAN W	SF			
158.000000	65143.006200	2601.000000	S ROOSEVELT BLVD	APT 311C	BRIZZI FRANCO LUCIO MARIO ANGELO	SF			
159.000000	65143.006300	2601.000000	S ROOSEVELT BLVD	APT 312C	SWITZER TODD M AND JOIE M ROLF-SWITZER	SF			
160.000000	65143.006400	2601.000000	S ROOSEVELT BLVD	APT 313C	TEIXEIRA JOANNE D	SF			
161.000000	65143.006500	2601.000000	S ROOSEVELT BLVD	APT 314C	KEY WEST BY THE SEA ASSOCIATION INC	SF			
162.000000	65143.006600	2601.000000	S ROOSEVELT BLVD	APT 315C	O'LEARY FAMILY	SF			
163.000000	65143.006700	2601.000000	S ROOSEVELT BLVD	APT 316C	BANK OF NEW YORK MELLON	SF			
164.000000	65143.006800	2601.000000	S ROOSEVELT BLVD	APT 317C	BIEDERMANN DORIS	SF			
165.000000	65143.006900	2601.000000	S ROOSEVELT BLVD	APT 317C	YOUNGMAN BARBARA	SF			
166.000000	65143.007000	2601.000000	S ROOSEVELT BLVD	APT 318C	LOREK CAROL	SF			
167.000000	65143.007100	2601.000000	S ROOSEVELT BLVD	APT 319C	LINDSAY THOMAS L	SF			
168.000000	65143.007200	2601.000000	S ROOSEVELT BLVD	APT 320C	TUCKER JOSEPH EDWARD AND LORRAINE ANNE	SF			
169.000000	65143.007300	2601.000000	S ROOSEVELT BLVD	APT 321C	WILLIAMS A LYNN	SF			
170.000000	65143.007400	2601.000000	S ROOSEVELT BLVD	APT 322C	COLLINS JOHN J	SF			
171.000000	65143.007500	2601.000000	S ROOSEVELT BLVD	APT 323C	PORTER WILLIAM M AND MARY CARLIN B	SF			
172.000000	65143.007600	2601.000000	S ROOSEVELT BLVD	APT 324C	WIGLE A ROGER	SF			
173.000000	65142.003300	2601.000000	S ROOSEVELT BLVD	APT 401B	HOWARD MARCIA	SF			
174.000000	65142.003400	2601.000000	S ROOSEVELT BLVD	APT 402B	PADRON MARTHA G	SF			
175.000000	65142.003500	2601.000000	S ROOSEVELT BLVD	APT 403B	WILLIAMS GARY L JR AND BARBARA DALE	SF			
176.000000	65142.003600	2601.000000	S ROOSEVELT BLVD	APT 404B	BATTY PETER H AND ELLEN D	SF			
177.000000	65142.003700	2601.000000	S ROOSEVELT BLVD	APT 405B	DRUCKER DAVID AND PENNY	SF			
178.000000	65142.003800	2601.000000	S ROOSEVELT BLVD	APT 406B	GODSEY H CARLETON	SF			
179.000000	65142.003900	2601.000000	S ROOSEVELT BLVD	APT 407B	HERL JAMES C	SF			
180.000000	65142.004000	2601.000000	S ROOSEVELT BLVD	APT 408B	COOKE DONALD P	SF			
181.000000	65142.004100	2601.000000	S ROOSEVELT BLVD	APT 409B	CALLAGHAN BRIAN E	SF			
182.000000	65142.004200	2601.000000	S ROOSEVELT BLVD	APT 410B	TROST GEORGE D AND MARIE C	SF			
183.000000	65142.004300	2601.000000	S ROOSEVELT BLVD	APT 411B	BARNHILL PAUL W	SF			
184.000000	65142.004400	2601.000000	S ROOSEVELT BLVD	APT 501B	STUBBLEFIELD ROBERT P SR	SF			
185.000000	65142.004500	2601.000000	S ROOSEVELT BLVD	APT 502B	HARDEJ ADRIAN AND DIANE	SF			
186.000000	65142.004600	2601.000000	S ROOSEVELT BLVD	APT 503B	FLENNER SHIRLEY ANN C LYNN	SF			
187.000000	65142.004700	2601.000000	S ROOSEVELT BLVD	APT 504B	FLENNER JAMES A AND SHIRLEY ANN LYNN	SF			
188.000000	65142.004800	2601.000000	S ROOSEVELT BLVD	APT 505B	CAPAS RAYMOND	SF			
189.000000	65142.004900	2601.000000	S ROOSEVELT BLVD	APT 506B	CAPAS RAYMOND	SF			
190.000000	65142.005000	2601.000000	S ROOSEVELT BLVD	APT 507B	HILTON MADELINE	SF			
191.000000	65142.005100	2601.000000	S ROOSEVELT BLVD	APT 508B	ROMANO ALBERT R	SF			
192.000000	65142.005200	2601.000000	S ROOSEVELT BLVD	APT 509B	SENLER OSMAN H	SF			
193.000000	65142.005300	2601.000000	S ROOSEVELT BLVD	APT 510B	CICCARELLI BENNY AND DINA	SF			
194.000000	65142.005400	2601.000000	S ROOSEVELT BLVD	APT 511B	ODAY WILLIAM L JR AND ELISA R	SF			
195.000000	65142.005500	2601.000000	S ROOSEVELT BLVD	APT 601B	WILLIAMS GARY L AND DALE B	SF			
196.000000	65142.005600	2601.000000	S ROOSEVELT BLVD	APT 602B	ROMANO ALBERT R	SF			
197.000000	65142.005700	2601.000000	S ROOSEVELT BLVD	APT 603B	HOPPS DENNIS R AND ROSEMARY P	SF			

	PARCEL_NO	ADDRESS NUMBER	STREET_NAME	UNIT_OR_APT NUMBER	PROPERTY OWNER	TYPE	ELIGIBLE IN PREVIOUS NIP	NEW_OWNER SINCE NIP OFFERED	INTERESTED NOW
198.000000	65142.005800	2601.000000	S ROOSEVELT BLVD	APT 604B	BLACK DYANNE L	SF			
199.000000	65142.005900	2601.000000	S ROOSEVELT BLVD	APT 605B	BOOTH NELLIE S	SF			
200.000000	65142.006000	2601.000000	S ROOSEVELT BLVD	APT 606B	BALBONTIN GLORIA	SF			
201.000000	65142.006100	2601.000000	S ROOSEVELT BLVD	APT 607B	MCGRATH PATRICIA L	SF			
202.000000	65142.006200	2601.000000	S ROOSEVELT BLVD	APT 608B	HILTON MADELEINE	SF			
203.000000	65142.006300	2601.000000	S ROOSEVELT BLVD	APT 609B	COOKE PAULINE K	SF			
204.000000	65142.006400	2601.000000	S ROOSEVELT BLVD	APT 610B	CORBETT R BRIAN AND NANCY	SF			
205.000000	65142.006500	2601.000000	S ROOSEVELT BLVD	APT 611B	ALEXIS BARBARA ELLEN	SF			
206.000000	67000.000000	2800.000000	STAPLES AVE		GIBSON GAYLE GORDON	SF			
207.000000	67020.000000	2807.000000	STAPLES AVE	UNIT 1	FORD KATHLEEN S	MF (R2)			
208.000000	67020.000000	2807.000000	STAPLES AVE	UNIT 2	FORD KATHLEEN S	MF (R2)			
209.000000	66990.000000	2808.000000	STAPLES AVE		MELNICK ALAN D	SF			
210.000000	67030.000000	2811.000000	STAPLES AVE		BENNETT LEE F AND MELAINE	SF			
211.000000	66980.000000	2812.000000	STAPLES AVE		MIRA RACHEL	SF			
212.000000	67040.000000	2815.000000	STAPLES AVE		RAMEY ROBERT E III	SF			
213.000000	66970.000000	2816.000000	STAPLES AVE		ANDERSON RUTH	SF			
214.000000	67050.000000	2819.000000	STAPLES AVE		CASTELLANOS DOMINGO G AND KELLY L	SF			
215.000000	66960.000000	2820.000000	STAPLES AVE		SWAN ANNE M	SF			
216.000000	66950.000000	2824.000000	STAPLES AVE		LASWELL JIMMY G AND NEDRA M	SF			
217.000000	67060.000000	2825.000000	STAPLES AVE		AMAR OLIVER M	SF			
218.000000	67070.000000	2827.000000	STAPLES AVE		LYHNE ROBERT H	SF			
219.000000	66940.000000	2828.000000	STAPLES AVE		PERKINS MARK T	SF			
220.000000	66930.000000	2832.000000	STAPLES AVE		ALEMDA ELMIRA L	SF			
221.000000	66430.000000	2903.000000	STAPLES AVE		HAWKINS RICHARD	SF			
222.000000	66440.000000	2907.000000	STAPLES AVE		WILSON MICHAEL C JR AND MELANIE B	SF			
223.000000	66410.000000	2908.000000	STAPLES AVE		RODRIGUEZ ANGEL IGNACIO AND DANIELA ORLINDA	SF			
224.000000	66450.000000	2911.000000	STAPLES AVE		RANDALL MARGARET	SF			
225.000000	66400.000000	2912.000000	STAPLES AVE		MOLLOT IRWIN	SF			
226.000000	66460.000000	2915.000000	STAPLES AVE		BOYLE JEAN M	SF			
227.000000	66390.000000	2916.000000	STAPLES AVE		MCCARTHY RITA W	SF			
228.000000	66470.000000	2919.000000	STAPLES AVE		GIBSON BARRY	SF			
229.000000	66380.000000	2920.000000	STAPLES AVE		WEITZ ANDREA RENEE	SF			
230.000000	66480.000000	2923.000000	STAPLES AVE		RICKS KEITH O AND LAURA E	SF			
231.000000	66370.000000	2924.000000	STAPLES AVE		MAKIMAA BRADLEY J AND RENEE C	SF			
232.000000	66360.000000	2928.000000	STAPLES AVE	UNIT 1	MIRA JAMES JR AND ROBERTA ANDREWS	MF (R2)			
233.000000	66360.000000	2928.000000	STAPLES AVE	UNIT 2	MIRA JAMES JR AND ROBERTA ANDREWS	MF (R2)			
234.000000	66350.000000	2932.000000	STAPLES AVE		DEPOO PAUL JULIO	SF			
235.000000	70780.000000	1603.000000	VENETIAN DR		VERNON JAMES P	SF	YES		
236.000000	70970.000000	2805.000000	VENETIAN DR		DURBIN SHARON G	SF	YES		
237.000000	70900.000000	2827.000000	VENETIAN DR		ROBINSON RAYMOND R	SF	YES		NO
238.000000	70810.000000	2929.000000	VENETIAN DR		RAYVAN CORP (RAYMOND VANYO)	SF	YES		

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Appendix L

Noncompatible Residential Units and Public Buildings in the Proposed Program Area

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APPENDIX L

L.1 KWIA PROPOSED PROGRAM AREA

FAA Order 5100.38D, *Airport Improvement Program (AIP) Handbook.* Appendix R provides guidance on Noise Compatibility Planning/Projects. Paragraph R-9 addresses Block Rounding, and says, ñIf a sponsor proposes to expand noise mitigation just beyond the DNL 65 dB contour to include otherwise ineligible parcels contiguous to the project area (referred to as block rounding), the FAA Airports District Office (ADO) has the option to approve this request if the requirements in Table R-2 are met.ò The applicable requirements in Table R-2 include:

- **DNL 65 dB Contour does not have a Reasonable End Point.** The block rounding must be necessary to reach a reasonable end point for noise insulation projects.
- **Sponsor Provides a Detailed List of Residences.** The sponsor must provide the ADO the proposed end point information, including a complete list of the specific residences (by address) that are proposed for block rounding.
- **Called Out on All Lists.** On all other lists of residences, these residences must be noted as included due to block rounding.
- **ADO Determination.** The ADO must review and either approve or disapprove including the proposed block rounding residences as part of the associated noise mitigation program. The ADO must document the determination and place a copy of the determination in the project file.
- **Logical Breakpoint.** In determining the reasonable end point for noise insulation projects, the ADO must ensure that the end point is a logical breakpoint (such as a neighborhood boundary, significant arterial surface street, highway, river, other physical or natural barrier or feature) or whether the end point extends unreasonably beyond a natural break. Neighborhood or street boundary lines may help determine what is a reasonable additional number of properties.
- **Interior Noise Levels Qualify.** Once a residence is approved for block rounding, its interior noise levels must meet the requirements in Paragraph R-7 in order for that particular residence to be eligible.

Figures L-1 through L-3 identify the KWIA proposed Program Areas for the recommended land use mitigation measures. **Table L-1** provides detailed information regarding the number of dwelling units and noncompatible public buildings within the Program Areas. This appendix also contains a listing of single- and multi-family dwelling units and noncompatible public buildings located within the Program Areas. The list indicates which dwelling units are included due to block rounding. The City of Key West is the local jurisdiction within the Program Areas.

TABLE L-1
NUMBER OF NONCOMPATIBLE DWELLING UNITS AND PUBLIC BUILDINGS WITHIN THE PROPOSED PROGRAM AREA

Noncompatible Dwelling Units or Public Buildings	Less than DNL 65 dB	DNL 65 to 70 dB	DNL 70 to 75 dB	DNL 75+ dB	Total
Single-Family Residential[1]	14	84	4	0	**102**
Low Density Multi-Family Residential	4	11	0	0	**15**
Key West by the Sea Condominiums	111	95	0	0	**206**
Catholic Charities[2]	0	2	0	0	**2**
Grace Lutheran Church & School[3]	0	5	0	0	**5**
Total Dwelling Units	**129**	**197**	**4**	**0**	**330**

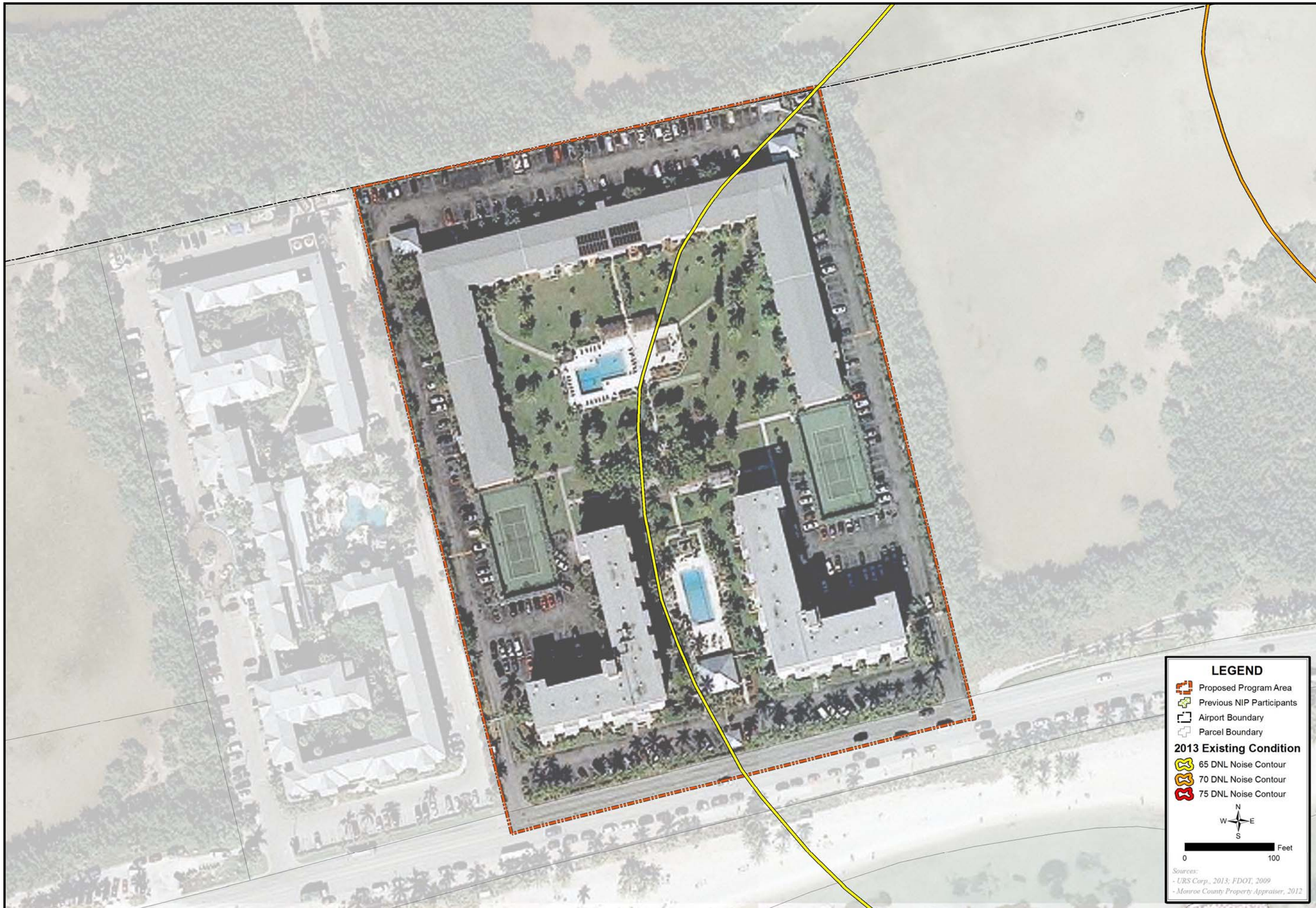
Notes: [1] Includes the two (2) parsonages associated with Grace Lutheran Church and School, the Lime Grove House, and the Flagler Court Townhomes.
[2] The two (2) buildings include ten (10) individual studio dwelling units in St. Bede's Apartment Complex, and three (3) semi-private rooms, two (2) dormitory rooms with eight (8) beds each, common living room, kitchen area, bathrooms, office, and health clinic in St. Francis House.
[3] Includes the Parish Hall and four (4) classroom buildings.
Sources: URS Corporation, 2014; Monroe County, 2013.

L.2 Corrective Land Use Actions

The following sections provide a cost estimate for the implementation of the recommended corrective land use measures for all eligible noncompatible dwelling units and public buildings with the Proposed Program Area.

There are two types of ***corrective land use actions*** that County of Monroe chose to recommend in the NCP for use in the vicinity of KWIA. They are:

- Noise insulation of noncompatible noise-sensitive structures, and
- Purchase of Avigation Easements.



NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

PROPOSED PROGRAM AREA
Key West by the Sea

FIGURE
L-1

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NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

PROPOSED PROGRAM AREA
4th and 5th Street

FIGURE
L-2

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NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

PROPOSED PROGRAM AREA
Flagler Avenue Area

FIGURE
L-3

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L.3 Noise Insulation of Noncompatible Structures

Noise insulation usually involves reducing aircraft noise levels inside noise-sensitive structures by decreasing the paths by which sound enters a building. Common noise insulation methods may include one or a combination of the following: window and door replacement, caulking, weather-stripping, and installing central air ventilation so that the windows can be kept closed if the structure does not already have a central air ventilation system. Usually, these types of modifications have the added benefit of conserving air conditioning and heating. Structures eligible for consideration include residences (single-family and multi-family), schools, churches, and other noncompatible structures located within the DNL 65 and 70 dB noise contours of the most recent FAA accepted NEM for an airport. Normally, unless extenuating circumstances dictate, noise insulation should not be considered for structures within a DNL 75 dB or greater noise contour since it is preferable to change the land use.

Noise insulation is not intended to compensate for inadequate maintenance, to bring nonconforming structures up to building code standards, or to improve the comfort or attractiveness of a building, although these benefits may result indirectly from the implementation of this measure. Because noise insulation is a capital improvement that is likely to increase the value of a property, the Airport Sponsor should work with the Monroe County Property Appraiserôs Office to develop an agreement to preclude increases in the propertyôs assessed value, so the homeownerôs property taxes will not rise as a result of the implementation of this measure.

An easement may be conveyed by the property owner in exchange for the sound insulation improvements provided. However, an AIP grant may not include a requirement that a property owner convey an easement (or other interest in the property) to the sponsor in exchange for sound insulation. The FAA encourages sponsors to work out such voluntary property agreements locally, exclusive of FAA grant stipulations. Monroe County required an avigation easement as a condition of participation in the previous NIP, and plans to maintain this requirement. To ensure easement rights remain enforceable, a mortgage holderôs interest in the property should be subordinated to the easement rights. Subordination assures the easement rights will survive a foreclosure action and mortgagee or trustee sale of the fee interest.

The purpose of noise insulation is to reduce the adverse impact of airport-related noise on building occupants or residents. Noise insulation reduces the interference of aircraft noise with household activities such as sleeping, talking on the telephone, and watching television, but it does not alter noise impacts outside the home. The noise insulation package must provide a reduction of at least 5 dB and bring the average interior noise level below 45 dB. Depending on the pre-insulation noise measurements, the 5 dB reduction may result in an interior noise level that is less than 45 dB.

The 45 dB standard has been adopted by the FAA for interior noise. This is based on 46 Federal Register 8316 (January 26, 1981), which established the interim rule for 14 CFR part 150 and included specific requirements regarding interior noise level. This was further clarified in 1992 by the Federal Interagency Committee on Noise (FICON) findings of 45 dB to be the interior noise level that will accommodate indoor conversations or sleep.

A noise-impacted noncompatible structure must be experiencing existing interior noise levels that are 45 dB or greater with the windows closed to be considered eligible. (For schools, the 45 dB measurement is based on the number of hours of the school day.)

The calculation of interior noise level must be based on the average noise level of only the habitable rooms or parts of school that are used for educational instruction. Habitable areas of residences are living, sleeping, eating or cooking areas (single family and multifamily) per the current version of *Advisory Circular 150/5000-9, Announcement of Availability Report No. DOT/FAA/PP/92-5, Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations*. Bathrooms, closets, halls, vestibules, foyers, stairways, unfinished basements storage or utility spaces are not considered to be habitable. For schools, noise insulation is limited to classrooms, libraries, fixed seat auditoriums, and educatorsôoffices.

Areas that are not allowed under local building codes are not considered habitable. For example, a resident has converted part of a carport to a bedroom and the bedroom conversion does not meet the building code requirements to be categorized as a bedroom. The converted bedroom is not considered habitable space. For schools, areas that are used for incidental instruction, such as hallways, gymnasiums and cafeterias, are not eligible.

By policy, the FAA does not recognize a lower local standard below 45 dB for interior noise levels.

Dwelling units and noncompatible public buildings located within the 2013 NEM would be eligible for testing to determine if noise mitigation is necessary. A noise insulation program (including eligibility testing, design, construction, and program management) may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAôs ROA for this NCP. **Table L-2** provides the estimated costs for noise insulation of these dwelling units and public buildings. Based on the costs incurred in the previous NIP, construction costs were estimated at $50,000 for each dwelling unit and administrative costs for noise insulation, including homeowner liaison, design, and construction phase services, were estimated at $25,000 for each dwelling unit. The unit costs for the previous NIP were for single-family and low-density multi-family dwelling units, not for condominiums. It is anticipated that the unit costs for condominiums and townhouses could be less than for single-family and low-density multi-family dwelling units, but rather than risk under estimating, the available unit costs were utilized for this cost estimate.

TABLE L-2
COST ESTIMATE FOR NOISE INSULATION OF NONCOMPATIBLE STRUCTURES

Description	# of Units	Noise Insulation	Noise Insulation Administration	Total
Single Family[1]	102	$5,100,000	$2,550,000	**$7,650,000**
Multi ï Family[2]	15	$750,000	$375,000	**$1,125,000**
KWBTS Condos	206	$10,300,000	$5,150,000	**$15,450,000**
Catholic Charities[3]	2	$1,150,000	$575,000	**$1,725,000**
Grace Lutheran Church and School[4]	5	$250,000	$125,000	**$375,000**
Total	**330**	**$17,550,000**	**$8,775,000**	**$26,325,000**

Note: [1] Includes the two (2) parsonages associated with Grace Lutheran Church and School, the Lime Grove House, and the Flagler Court Townhomes.
[2] Includes fifteen (15) dwelling units in seven (7) buildings
[3] The two (2) buildings include ten (10) individual studio dwelling units in St. Bede's Apartment Complex, and three (3) semi-private rooms, two (2) dormitory rooms with eight (8) beds each, common living room, kitchen area, bathrooms, office, and health clinic in St. Francis House.
[4] Includes the Parish Hall and four (4) classroom buildings.
Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2013.

It is not anticipated that, if offered, all of the property owners would choose participation in a noise insulation program. However, for the purpose of estimating maximum potential costs, all dwelling units and noncompatible public buildings within the Program Areas were included in the calculations in **Table L-2**.

Figures L-1 through **L-3** show the single- and multi-family dwellings and noncompatible public buildings located inside the Program Areas that would potentially be eligible for participation in a noise insulation program. **Table L-4** presented at the end of this appendix contains a listing of single- and multi-family dwelling units and noncompatible public buildings located within the Program Areas. The list indicates which dwelling units are included due to block rounding. The actual Program Area eligible for FAA funding is determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

The avigation easement established in the previous NIP for KWIA contained a maximum noise level limit, which if exceeded, would invalidate the avigation easement and trigger an update to the Part 150 Noise Compatibility Program. Initially, the avigation easement noise limit referenced the Year 2003 Future Condition NEM (which was significantly larger than the Year 1998 Existing Condition NEM). Following FAA acceptance of updated NEMs in 2008, the avigation easement noise limit referenced the Year 2013 Future Condition NEM. For this NCP, it was recommended that the avigation easement should remain valid until noise levels exceeded those shown on the Year 2013 Existing Condition NEM (which is slightly larger than the Year 2018 Future Condition NEM). Historically, an annual noise contour update was conducted to compare the annual noise contour to the NEM referenced in the avigation easement. Therefore, it is recommended that noise contours be updated periodically, as described in **Section 10.6**, for comparison with the Year 2013 Existing Condition NEM. **Appendix M** contains a sample avigation easement document that could be used for this measure.

L.4 Purchase of Avigation Easements

As discussed in **Section 9.3.2.3**, it may be appropriate for an airport sponsor to purchase avigation easements where residents do not wish to relocate, noise insulation is not feasible or desirable, or the cost of land acquisition and relocation are too high.

Easements are significantly less expensive to acquire than full fee-simple interest. However, valuation of an easement is a very difficult task. In Key West, market data is available within some of the Program Areas to document the difference (if any) between sales of homes with avigation easement vs. those without. However, there is an additional variable affecting the potential value difference, which is the presence of noise insulation in the homes that have avigation easements. Therefore, the analysis could indicate that the presence of an avigation easement has no negative impact on the sales price, and therefore has no value. Airport sponsors around the country have successfully valued avigation easements between $2,000 and $10,000 per household unit.

An avigation easement acquisition program for noncompatible dwelling units located within the 2013 NEM may be eligible for consideration of Federal funding through the noise set-aside component of the AIP if this measure is approved in the FAAôs ROA for this NCP. **Table L-3** provides the estimated costs for those parcels. For purposes of this cost estimate, $5,000 was utilized as the nominal value of an avigation easement. Administrative costs, including abstract of title, legal, and recording costs were estimated at $10,000 per parcel.

TABLE L-3
COST ESTIMATE FOR AVIGATION EASEMENT ACQUISITION

Residence Type	# of Units	Easement Value	Administrative	Total
Single-Family	102	$510,000	$1,020,000	**$1,530,000**
Multi-Family[1]	15	$75,000	$150,000	**$225,000**
KWBTS Condos	206	$1,030,000	$2,060,000	**$3,090,000**
Catholic Charities[2]	1	$5,000	$10,000	**$15,000**
Grace Lutheran Church and School[2]	1	$5,000	$10,000	**$15,000**
Total	**325**	**$1,625,000**	**$3,250,000**	**$4,875,000**

Note: [1] Includes fifteen (15) dwelling units in seven (7) buildings
[2] All facilities are located on a single parcel, and therefore eligible for only one avigation easement
Sources: URS Corporation, 2013; Monroe County Property Appraiser, 2012.

Table L-4 contains a listing of single- and multi-family dwelling units and noncompatible public buildings located within the Program Areas. The list indicates which dwelling units are included due to block rounding. The actual Program Area eligible for FAA funding is determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

Homeowners within the Program Areas who do not to participate in other offered measures could be offered the option to participate in an Avigation Easement Acquisition Program.

The avigation easement established in the previous NIP for KWIA contained a maximum noise level limit, which if exceeded, would invalidate the avigation easement and trigger an update to the Part 150 Noise Compatibility Program. Initially, the avigation easement noise limit referenced the Year 2003 Future Condition NEM (which was significantly larger than the Year 1998 Existing Condition NEM). Following FAA acceptance of updated NEMs in 2008, the avigation easement noise limit referenced the Year 2013 Future Condition NEM. For this NCP, the Ad-Hoc Committee decided that the avigation easement should remain valid until noise levels exceeded those shown on the Year 2013 Existing Condition NEM (which is slightly larger than the Year 2018 Future Condition NEM). Historically, an annual noise contour update was conducted to compare the annual noise contour to the NEM referenced in the avigation easement. Therefore, it is recommended that noise contours be updated periodically, as described in **Section 10.6**, for comparison with the Year 2013 Existing Condition NEM. **Appendix M** contains a sample avigation easement document that could be used for this measure.

L.5 Preliminary Implementation Plan

Primary responsibility for implementation of the above recommended measures rests with Monroe County, the Airport Sponsor. It is anticipated that the FAA will play an important and substantial role in funding the implementation of the remedial land use mitigation measures that are approved by the agency in its ROA for this NCP.

Monroe County intends to fund the implementation of grant-eligible, FAA-approved NCP measures through the utilization of Federal funding, if available, through the noise set-aside portion of the Airport Improvement Program (AIP). Monroe County anticipates that approximately $3 million per year in AIP funding will be needed for implementation of the approved measures. However, the FAAôs approval of the NCP does not constitute a commitment by the FAA to financially assist in the implementation of the approved measures nor a determination that all the approved measures in the NCP are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration. As a result, implementation of the approved measures will progress as federal funding becomes available. The *FAA Modernization and Reform Act of 2012* stipulates that the Federal share for eligible AIP projects is 90 percent, through Fiscal Year 2015. It is unknown if the Federal share will change after 2015. Monroe County will provide the 10 percent matching share through 2015. Historically, Monroe County has utilized Passenger Facility Charge (PFC) revenue to fund their matching share.

Because the demand for Federal funds exceeds the amount available, a priority system is used by FAA to evaluate projects on the basis of standardized criteria. Projects are then ranked according to their national priority to ensure that discretionary funds are used more effectively. For example, noise compatibility in the DNL 70 to 75 dB noise contour has a higher priority than noise compatibility in the DNL 65 to 70 dB noise contour.

Prior to implementation of Phase 1 of the NIP, it will be necessary to conduct an Initial Testing Phase (ITP), as described in FAA Order 5100.38D, Appendix R, Table R-4. In this phase, the dwelling units within the Program Areas will be characterized by housing type and location (i.e., exterior noise level). Differences in dwelling unit age, construction type (e.g., concrete block, wood frame with stucco, wood frame with siding), size, number of levels, and type of housing (e.g., single-family detached, single family attached, multi-family detached, multi-family attached) will be identified. Once the diversity of the dwelling units has been characterized, a representative sample of each type of dwelling unit will be selected for the ITP. The ITP will include a minimum of 10 percent of each identified dwelling unit type. Consistent with FAA Order 5100.38D, Appendix R, all habitable rooms within each selected dwelling unit will be tested. In addition, the noise testing will be consistent with FAA Advisory Circular 150/5000-9 in the areas of microphone placement, room averaging, etc. Unique noise insulation packages will then be designed to reduce the interior noise level of each identified dwelling unit type.

A ñproposed testing phase protocolò will be developed and submitted to the FAA Orlando Airports District Office for review. The ADO has the option to review the sampling protocol. After ADO review or after the ADO has indicated that the protocol will not be reviewed, noise insulation of the dwelling units in the ITP will occur. Upon completion of the construction, all habitable rooms within each selected dwelling unit will be re-tested in the same manner as they were prior to construction. A summary report will be prepared and submitted to the ADO detailing the effectiveness of the design packages for each identified dwelling unit type. The before and after interior noise level data will be included in the report. The report will also include recommendations for any changes to the packages.

Following FAAôs approval of the NCP, a detailed Implementation Plan will be developed, which will include re-evaluation and potential revision of the methodology described above. The preliminary phasing plan included in **Appendix P** will also be revised accordingly. This Implementation Plan will be developed in close coordination with the FAA ADO and Regional Office.

TABLE L-4

Noncompatible Residential Units and Public Buildings in the Proposed Program Area

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
1	00065143-002400	2601	S ROOSEVELT BLVD	APT 124C	MORGANTE MICHELLE	SF	NO
2	00065143-005000	2601	S ROOSEVELT BLVD	APT 224C	MORRIS MARY S TESTAMENTARY TRUST C/O SPICER K NEIL TRUSTEE	SF	NO
3	00065143-007600	2601	S ROOSEVELT BLVD	APT 324C	WILMA PARTNERS LP	SF	NO
4	00065143-002300	2601	S ROOSEVELT BLVD	APT 123C	KEYZ REALTY TRUST DTD 5-10-01	SF	NO
5	00065143-004900	2601	S ROOSEVELT BLVD	APT 223C	WILLIAMS GARY L AND DALE B	SF	NO
6	00065143-007500	2601	S ROOSEVELT BLVD	APT 323C	PORTER FAMILY REVOCABLE LIVING TRUST 12/11/1997 C/O PORTER WILLIAM M AND MARY CARLIN B TRUSTEES	SF	NO
7	00065143-002200	2601	S ROOSEVELT BLVD	APT 122C	LEHMANN MARTIN AND SHARON	SF	NO
8	00065143-004800	2601	S ROOSEVELT BLVD	APT 222C	HEUTON PAUL H AND LUCILLE M REVOCABLE TRUST 4/1/98	SF	NO
9	00065143-007400	2601	S ROOSEVELT BLVD	APT 322C	COLLINS JOHN J AMD REV DEC OF TRUST 1/12/2001	SF	NO
10	00065143-002100	2601	S ROOSEVELT BLVD	APT 121C	MILLER LILA JO R/S	SF	NO
11	00065143-004700	2601	S ROOSEVELT BLVD	APT 221C	REIF UDO AND DIANA	SF	NO
12	00065143-007300	2601	S ROOSEVELT BLVD	APT 321C	WILLIAMS A LYNN REV TR 3/12/1985	SF	NO
13	00065143-002000	2601	S ROOSEVELT BLVD	APT 120C	MUNOZ MONICA L	SF	NO
14	00065143-004600	2601	S ROOSEVELT BLVD	APT 220C	SCHWARTZ DOROTHY M TRUST	SF	NO
15	00065143-007200	2601	S ROOSEVELT BLVD	APT 320C	TUCKER JOSEPH EDWARD AND LORRAINE ANNE	SF	NO
16	00065143-001900	2601	S ROOSEVELT BLVD	APT 119C	BYWATER SHERMAN M	SF	NO
17	00065143-004500	2601	S ROOSEVELT BLVD	APT 219C	EPSTEIN MARINA J	SF	NO
18	00065143-007100	2601	S ROOSEVELT BLVD	APT 319C	LINDSAY THOMAS L	SF	NO
19	00065143-001800	2601	S ROOSEVELT BLVD	APT 118C	KLUSKA PAUL AND NATALIE	SF	NO
20	00065143-004400	2601	S ROOSEVELT BLVD	APT 218C	MARTINET JOSEPH T	SF	NO
21	00065143-007000	2601	S ROOSEVELT BLVD	APT 318C	MELENDEZ WILFREDO JR	SF	NO
22	00065143-001700	2601	S ROOSEVELT BLVD	APT 117C	BRYANT LINDA D L/E	SF	NO
23	00065143-004300	2601	S ROOSEVELT BLVD	APT 217SC	DOBOS BETH A	SF	NO
24	00065143-004200	2601	S ROOSEVELT BLVD	APT 217C	BELL ROY M AND PHYLLIS H	SF	NO
25	00065143-006800	2601	S ROOSEVELT BLVD	APT 317C	BIEDERMANN DORIS REV TRUST 9/1/1982	SF	NO
26	00065143-006900	2601	S ROOSEVELT BLVD	APT 317C	YOUNGMAN BARBARA	SF	NO
27	00065143-001600	2601	S ROOSEVELT BLVD	APT 116C	DOOM DANNY C AND MARSHA L	SF	NO
28	00065143-004100	2601	S ROOSEVELT BLVD	APT 216C	O'LEARY FAMILY DECLARATION OF TRUST 02/07/03	SF	NO
29	00065143-006700	2601	S ROOSEVELT BLVD	APT 316C	BANK OF NEW YORK MELLON	SF	NO
30	00065143-001500	2601	S ROOSEVELT BLVD	APT 115C	HILL BRIAN L AND SUSAN M	SF	NO
31	00065143-004000	2601	S ROOSEVELT BLVD	APT 215C	LURSKI ROBERT B AND CHRISTINE M	SF	NO
32	00065143-006600	2601	S ROOSEVELT BLVD	APT 315C	O'LEARY FAMILY DEC OF TRUST DTD 2/7/03	SF	NO
33	00065143-001400	2601	S ROOSEVELT BLVD	APT 114C	SANDERS CHRISTOPHER AND SAMANTHA	SF	NO
34	00065143-003900	2601	S ROOSEVELT BLVD	APT 214C	DIXON MADELON E ESTATE C/O KRUER WAYNE P/R	SF	NO
35	00065143-006500	2601	S ROOSEVELT BLVD	APT 314C	BATTAGLIA LOUIS R AND JULIE	SF	NO
36	00065143-001301	2601	S ROOSEVELT BLVD	APT 113C	NELSON JAN J	SF	NO
37	00065143-003800	2601	S ROOSEVELT BLVD	APT 213C	MCDERMOTT JAMES T JR AND SUSAM M	SF	NO

TABLE L-4

Noncompatible Residential Units and Public Buildings in the Proposed Program Area

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
38	00065143-006400	2601	S ROOSEVELT BLVD	APT 313C	TEIXEIRA JOANNE D	SF	NO
39	00065143-001200	2601	S ROOSEVELT BLVD	APT 112C	MCDONALD RANDAL S AND ELIZABETH K JT R TR 7/13/12	SF	YES
40	00065143-003700	2601	S ROOSEVELT BLVD	APT 212C	ROMANO ALBERT R	SF	YES
41	00065143-006300	2601	S ROOSEVELT BLVD	APT 312C	SWITZER TODD M AND JOIE M ROLF-SWITZER	SF	YES
42	00065143-001100	2601	S ROOSEVELT BLVD	APT 111C	MEADOWS DANIEL V AND KIMBERLY R	SF	YES
43	00065143-003600	2601	S ROOSEVELT BLVD	APT 211C	KEELER JILL R	SF	YES
44	00065143-006200	2601	S ROOSEVELT BLVD	APT 311C	BRIZZI FRANCO LUCIO MARIO ANGELO TRUSTEE	SF	YES
45	00065143-001000	2601	S ROOSEVELT BLVD	APT 110C	BERNAT GEORGE J LIVING TRUST 4/20/1992	SF	YES
46	00065143-003500	2601	S ROOSEVELT BLVD	APT 210C	DURAZO MARLENE L	SF	YES
47	00065143-006100	2601	S ROOSEVELT BLVD	APT 310C	PINNEY RICHARD D	SF	YES
48	00065143-000900	2601	S ROOSEVELT BLVD	APT 109C	BROWN THE FAMILY TRUST 8/24/2012 C/O RIDDELL CATHERINE D TRUSTEE	SF	YES
49	00065143-003400	2601	S ROOSEVELT BLVD	APT 209C	ARVANITIS JANNOULA	SF	YES
50	00065143-006000	2601	S ROOSEVELT BLVD	APT 309C	CARMICHAEL EUGENE	SF	YES
51	00065143-000800	2601	S ROOSEVELT BLVD	APT 108C	CHLEBOWSKI STANLEY R AND KATHRYN A	SF	YES
52	00065143-003300	2601	S ROOSEVELT BLVD	APT 208C	MCMACKIN CARL H AND PATRICIA L	SF	YES
53	00065143-005900	2601	S ROOSEVELT BLVD	APT 308C	TYRAN TIMOTHY	SF	YES
54	00065143-000700	2601	S ROOSEVELT BLVD	APT 107C	GREENHILL BARRY TELSER AND AUDREY GAIL	SF	YES
55	00065143-003200	2601	S ROOSEVELT BLVD	APT 207SC	LIBERATORE STEVEN COLBETT	SF	YES
56	00065143-003100	2601	S ROOSEVELT BLVD	APT 207C	NEWBURY JAMES T	SF	YES
57	00065143-005800	2601	S ROOSEVELT BLVD	APT 307SC	SHOAF PATRICIA RUTH	SF	YES
58	00065143-005700	2601	S ROOSEVELT BLVD	APT 307C	HALLBERG FAMILY 2009 TR 7/17/2009	SF	YES
59	00065143-000600	2601	S ROOSEVELT BLVD	APT 106C	SWEENEY ANNE	SF	YES
60	00065143-003000	2601	S ROOSEVELT BLVD	APT 206C	SCHAEFER JOSEPH AND DONNA	SF	YES
61	00065143-005600	2601	S ROOSEVELT BLVD	APT 306C	KAPLAN MAE	SF	YES
62	00065143-000500	2601	S ROOSEVELT BLVD	APT 105C	NEAGLEY ROSS L AND BARBARA G TRUST 10/11/95	SF	YES
63	00065143-002900	2601	S ROOSEVELT BLVD	APT 205C	DONOHUE THOMAS R	SF	YES
64	00065143-005500	2601	S ROOSEVELT BLVD	APT 305C	EUBANK CRAIG H	SF	YES
65	00065143-000400	2601	S ROOSEVELT BLVD	APT 104C	DOWER BARBARA M	SF	YES
66	00065143-002800	2601	S ROOSEVELT BLVD	APT 204C	MAURER SCOTT D AND CHARITY	SF	YES
67	00065143-005400	2601	S ROOSEVELT BLVD	APT 304C	VAILLANT RICHARD C	SF	YES
68	00065143-000300	2601	S ROOSEVELT BLVD	APT 103C	ELLIOTT ROBERT W III	SF	YES
69	00065143-002700	2601	S ROOSEVELT BLVD	APT 203C	BONNER MICHAEL H AND JULIA	SF	YES
70	00065143-005300	2601	S ROOSEVELT BLVD	APT 303C	MCKAY JOSEPH A	SF	YES
71	00065143-000200	2601	S ROOSEVELT BLVD	APT 102C	BOWNS JOHN L REV LIV TR 5/18/2004	SF	YES
72	00065143-002600	2601	S ROOSEVELT BLVD	APT 202C	JANGELES LLC	SF	YES
73	00065143-005200	2601	S ROOSEVELT BLVD	APT 302C	ZABLOCKI ROBERT E AND LOUISE L	SF	YES
74	00065143-000100	2601	S ROOSEVELT BLVD	APT 101C	SELIG JULIAN WOOD JR AND BETSEY BLADES	SF	YES
75	00065143-002500	2601	S ROOSEVELT BLVD	APT 201C	SCHENCK WILLIAM D JR AND HANNA	SF	YES

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Noncompatible Residential Units and Public Buildings in the Proposed Program Area

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
76	00065143-005100	2601	S ROOSEVELT BLVD	APT 301C	BECH VENTURES	SF	YES
77	00065142-006500	2601	S ROOSEVELT BLVD	APT 611B	NELSON THOMAS M AND KRISTINE	SF	NO
78	00065142-005400	2601	S ROOSEVELT BLVD	APT 511B	ODAY WILLIAM L JR AND ELISA R	SF	NO
79	00065142-004300	2601	S ROOSEVELT BLVD	APT 411B	BARNHILL PAUL W REVOCABLE TRUST	SF	NO
80	00065142-003200	2601	S ROOSEVELT BLVD	APT 311B	ROLF JOAN W TRUSTEE	SF	NO
81	00065142-002100	2601	S ROOSEVELT BLVD	APT 211B	FASANO LEONARD A	SF	NO
82	00065142-001000	2601	S ROOSEVELT BLVD	APT 111B	SELLIER DOMINIQUE	SF	NO
83	00065142-006400	2601	S ROOSEVELT BLVD	APT 610B	CORBETT R BRIAN AND NANCY	SF	NO
84	00065142-005300	2601	S ROOSEVELT BLVD	APT 510B	CICCARELLI BENNY AND DINA	SF	NO
85	00065142-004200	2601	S ROOSEVELT BLVD	APT 410B	TROST GEORGE D AND MARIE C	SF	NO
86	00065142-003100	2601	S ROOSEVELT BLVD	APT 310B	POLIZZOTTO RICHARD J AND BRENDA L	SF	NO
87	00065142-002000	2601	S ROOSEVELT BLVD	APT 210B	RHOADES CLIFFORD E JR TRUST 10/18/2006	SF	NO
88	00065142-000900	2601	S ROOSEVELT BLVD	APT 110B	HERMAN CARL M REVOCABLE LIVING TRUST 7/19/02	SF	NO
89	00065142-006300	2601	S ROOSEVELT BLVD	APT 609B	COOKE PAULINE K TRUST (UNDER THE WILL OF)	SF	NO
90	00065142-005200	2601	S ROOSEVELT BLVD	APT 509B	SENLER OSMAN H REVOCABLE TRUST DTD 12/28/1998	SF	NO
91	00065142-004100	2601	S ROOSEVELT BLVD	APT 409B	CALLAGHAN BRIAN E	SF	NO
92	00065142-003000	2601	S ROOSEVELT BLVD	APT 309B	WHALEN-DUNNING JANET	SF	NO
93	00065142-001900	2601	S ROOSEVELT BLVD	APT 209B	HALL BRIDGET AND MICHAEL JEREMY	SF	NO
94	00065142-000800	2601	S ROOSEVELT BLVD	APT 109B	DAHL RUTH S	SF	NO
95	00065142-006200	2601	S ROOSEVELT BLVD	APT 608B	HILTON MADELEINE	SF	NO
96	00065142-005100	2601	S ROOSEVELT BLVD	APT 508B	ROMANO ALBERT R	SF	NO
97	00065142-004000	2601	S ROOSEVELT BLVD	APT 408B	COOKE DONALD P REV TR 9/23/2010	SF	NO
98	00065142-002900	2601	S ROOSEVELT BLVD	APT 308B	YOUNG ANNE MARIE	SF	NO
99	00065142-001800	2601	S ROOSEVELT BLVD	APT 208B	ZINKEVICH JOHN C	SF	NO
100	00065142-000700	2601	S ROOSEVELT BLVD	APT 108B	PAUL ROBERT E AND MARTHA P	SF	NO
101	00065142-006100	2601	S ROOSEVELT BLVD	APT 607B	MCGRATH PATRICIA L	SF	NO
102	00065142-005000	2601	S ROOSEVELT BLVD	APT 507B	HILTON MADELINE	SF	NO
103	00065142-003900	2601	S ROOSEVELT BLVD	APT 407B	HERL JAMES C	SF	NO
104	00065142-002800	2601	S ROOSEVELT BLVD	APT 307B	BAGGETT ROBERT E AND BETTY SUE	SF	NO
105	00065142-001700	2601	S ROOSEVELT BLVD	APT 207B	BLACHE STEFAN C AND JAMIE L	SF	NO
106	00065142-000600	2601	S ROOSEVELT BLVD	APT 107B	SMITH RICHARD E	SF	NO
107	00065142-006000	2601	S ROOSEVELT BLVD	APT 606B	BALBONTIN GLORIA DEC OF TRUST 7/7/1999	SF	NO
108	00065142-004900	2601	S ROOSEVELT BLVD	APT 506B	CAPAS RAYMOND	SF	NO
109	00065142-003800	2601	S ROOSEVELT BLVD	APT 406B	GODSEY H CARLETON TRUST AGREEMENT	SF	NO
110	00065142-002700	2601	S ROOSEVELT BLVD	APT 306B	REID JULIE WINN	SF	NO
111	00065142-001600	2601	S ROOSEVELT BLVD	APT 206B	MITCHELL CALVIN H	SF	NO
112	00065142-000500	2601	S ROOSEVELT BLVD	APT 106B	HECHT EVA LEIGH	SF	NO
113	00065142-005900	2601	S ROOSEVELT BLVD	APT 605B	BOOTH NELLIE S	SF	NO
114	00065142-004800	2601	S ROOSEVELT BLVD	APT 505B	CAPAS RAYMOND	SF	NO
115	00065142-003700	2601	S ROOSEVELT BLVD	APT 405B	FOGARTY PETER AND LORI A	SF	NO

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Noncompatible Residential Units and Public Buildings in the Proposed Program Area

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
116	00065142-002600	2601	S ROOSEVELT BLVD	APT 305B	CANTLAY RUSSELL C AND AMY E	SF	NO
117	00065142-001500	2601	S ROOSEVELT BLVD	APT 205B	EADEH LESLIE W REV DEED TRUST 06/29/04	SF	NO
118	00065142-000400	2601	S ROOSEVELT BLVD	APT 105B	SELLIER PATRICIA	SF	NO
119	00065142-005800	2601	S ROOSEVELT BLVD	APT 604B	BLACK DYANNE L	SF	NO
120	00065142-004700	2601	S ROOSEVELT BLVD	APT 504B	FLENNER JAMES A AND SHIRLEY ANN LYNN	SF	NO
121	00065142-003600	2601	S ROOSEVELT BLVD	APT 404B	BATTY PETER H AND ELLEN D	SF	NO
122	00065142-002500	2601	S ROOSEVELT BLVD	APT 304B	DURAZO MARLENE LUCILLE	SF	NO
123	00065142-001400	2601	S ROOSEVELT BLVD	APT 204B	KUHAR RITA M	SF	NO
124	00065142-005700	2601	S ROOSEVELT BLVD	APT 603B	HOPPS DENNIS R AND ROSEMARY P	SF	NO
125	00065142-004600	2601	S ROOSEVELT BLVD	APT 503B	FLENNER SHIRLEY ANN C LYNN	SF	NO
126	00065142-003500	2601	S ROOSEVELT BLVD	APT 403B	WILLIAMS GARY L JR AND BARBARA DALE	SF	NO
127	00065142-002400	2601	S ROOSEVELT BLVD	APT 303B	TOLLEN ROBERT R AND KAYLA R	SF	NO
128	00065142-001300	2601	S ROOSEVELT BLVD	APT 203B	RAUM DAVID C AND HELEN E	SF	NO
129	00065142-000300	2601	S ROOSEVELT BLVD	APT 103B	DUNN STUART M REVOCABLE TRUST DTD 3/17/97	SF	NO
130	00065142-005600	2601	S ROOSEVELT BLVD	APT 602B	ROMANO ALBERT R	SF	NO
131	00065142-004500	2601	S ROOSEVELT BLVD	APT 502B	HARDEJ ADRIAN AND DIANE	SF	NO
132	00065142-003400	2601	S ROOSEVELT BLVD	APT 402B	PADRON MARTHA G LIVING TRUST 12/29/1994	SF	NO
133	00065142-002300	2601	S ROOSEVELT BLVD	APT 302B	MCMENAMIN MICHAEL J AND MONICA	SF	NO
134	00065142-001200	2601	S ROOSEVELT BLVD	APT 202B	DIXON GEORGE A AND MARIE L	SF	NO
135	00065142-000200	2601	S ROOSEVELT BLVD	APT 102B	OLIVARES RAFAEL AND HILDA GENNI	SF	NO
136	00065142-005500	2601	S ROOSEVELT BLVD	APT 601B	WILLIAMS GARY L AND DALE B	SF	NO
137	00065142-004400	2601	S ROOSEVELT BLVD	APT 501B	STUBBLEFIELD ROBERT P SR REV TRUST DTD 2/6/01	SF	NO
138	00065142-003300	2601	S ROOSEVELT BLVD	APT 401B	HOWARD MARCIA B REVOCABLE TRUST 9/24/2013	SF	NO
139	00065142-002200	2601	S ROOSEVELT BLVD	APT 301B	HARVEY STACEY	SF	NO
140	00065142-001100	2601	S ROOSEVELT BLVD	APT 201B	WAYTENA JAMES R DECLARATION OF TRUST	SF	NO
141	00065142-000100	2601	S ROOSEVELT BLVD	APT 101B	MIANI PHILLIP N	SF	NO
142	00065141-006500	2601	S ROOSEVELT BLVD	APT 611A	ROBINSON RICHARD R AND KATHERINE JUNE	SF	YES
143	00065141-005400	2601	S ROOSEVELT BLVD	APT 511A	GREEN BRUCE L AND ARLETTE P COLLIER (H/W)	SF	YES
144	00065141-004300	2601	S ROOSEVELT BLVD	APT 411A	GARBER PATRICK AND JULIE ANN	SF	YES
145	00065141-003200	2601	S ROOSEVELT BLVD	APT 311A	MAURER REBECCA	SF	YES
146	00065141-002100	2601	S ROOSEVELT BLVD	APT 211A	HERMAN CARL M REV LIV TRUST DTD 7/19/02	SF	YES
147	00065141-001000	2601	S ROOSEVELT BLVD	APT 111A	LUCE LAURE ANNE	SF	YES
148	00065141-006400	2601	S ROOSEVELT BLVD	APT 610A	CAWLEY THOMAS P DECLARATION OF TRUST 03/06/2007	SF	YES
149	00065141-005300	2601	S ROOSEVELT BLVD	APT 510A	DULBERGER JOHANNA	SF	YES
150	00065141-004200	2601	S ROOSEVELT BLVD	APT 410A	SATZ PERRY AND LINDA	SF	YES
151	00065141-003100	2601	S ROOSEVELT BLVD	APT 310A	VANTAGE IRA FBO STEVEN GOLLISH	SF	YES
152	00065141-002000	2601	S ROOSEVELT BLVD	APT 210A	MENDOLA BIQUETTE AND CHARLES J	SF	YES

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Noncompatible Residential Units and Public Buildings in the Proposed Program Area

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
153	00065141-000900	2601	S ROOSEVELT BLVD	APT 110A	WEST PATSY RUTH	SF	YES
154	00065141-006300	2601	S ROOSEVELT BLVD	APT 609A	HERBRUCK DIANE W TRUST	SF	YES
155	00065141-005200	2601	S ROOSEVELT BLVD	APT 509A	MURPHY PATRICK J AND JUDITH A	SF	YES
156	00065141-004100	2601	S ROOSEVELT BLVD	APT 409A	MCCOY WILLIAM H III AND MARILYN K	SF	YES
157	00065141-003000	2601	S ROOSEVELT BLVD	APT 309A	STANFORD MAUREEN A	SF	YES
158	00065141-001900	2601	S ROOSEVELT BLVD	APT 209A	ESQUIROL JORGE	SF	YES
159	00065141-000800	2601	S ROOSEVELT BLVD	APT 109A	TOLPA SUSAN M	SF	YES
160	00065141-006200	2601	S ROOSEVELT BLVD	APT 608A	ROSE PAUL EDWARD AND ADENE STRAW	SF	YES
161	00065141-005100	2601	S ROOSEVELT BLVD	APT 508A	ROMANO ALBERT R AND RACHELLE M	SF	YES
162	00065141-004000	2601	S ROOSEVELT BLVD	APT 408A	MURPHEY MARK H AND JOAN E	SF	YES
163	00065141-002900	2601	S ROOSEVELT BLVD	APT 308A	LAVERY JUDITH A	SF	YES
164	00065141-001800	2601	S ROOSEVELT BLVD	APT 208A	WOLNEY HARVEY P SR AND MARTA JEAN TR 12/17/2004	SF	YES
165	00065141-000700	2601	S ROOSEVELT BLVD	APT 108 A	OLIVARES RAFAEL A AND HILDA GENNI	SF	YES
166	00065141-006100	2601	S ROOSEVELT BLVD	APT 607A	AMSTAD ALOIS J	SF	YES
167	00065141-005000	2601	S ROOSEVELT BLVD	APT 507A	TEPPER STEVEN D	SF	YES
168	00065141-003900	2601	S ROOSEVELT BLVD	APT 407A	HENDERSON RAY C AND SHIRLEY A	SF	YES
169	00065141-002800	2601	S ROOSEVELT BLVD	APT 307A	MCGINN NEIL L AND BARBARA E JOINT REV TR AGR	SF	YES
170	00065141-001700	2601	S ROOSEVELT BLVD	APT 207A	TOWNSEND KATHLEEN E TRUST 5/17/1995	SF	YES
171	00065141-000600	2601	S ROOSEVELT BLVD	APT 107A	LEACH FRANCES H L/E	SF	YES
172	00065141-006000	2601	S ROOSEVELT BLVD	APT 606A	GATES CHRISTINE AND EDWARD W JR	SF	YES
173	00065141-004900	2601	S ROOSEVELT BLVD	APT 506A	CMIEL HOLLY R FAMILY TRUST	SF	YES
174	00065141-003800	2601	S ROOSEVELT BLVD	APT 406A	MANION MARTIN AND CAROL LLC	SF	YES
175	00065141-002700	2601	S ROOSEVELT BLVD	APT 306A	SEADEN GEORGE	SF	YES
176	00065141-001600	2601	S ROOSEVELT BLVD	APT 206A	WIDING DAVID	SF	YES
177	00065141-000500	2601	S ROOSEVELT BLVD	APT 106A	CUSHMAN VICTOR L AND JOAN E	SF	YES
178	00065141-005900	2601	S ROOSEVELT BLVD	APT 605A	ONDERDONK GARY R AND DIANE M	SF	YES
179	00065141-004800	2601	S ROOSEVELT BLVD	APT 505A	SILVER CAROL D REVOCABLE TRUST 11/17/09	SF	YES
180	00065141-003700	2601	S ROOSEVELT BLVD	APT 405A	ASHMORE ANDREW J C/O ASHMORE BRUCE V	SF	YES
181	00065141-002600	2601	S ROOSEVELT BLVD	APT 305A	CHICK ALICE	SF	YES
182	00065141-001500	2601	S ROOSEVELT BLVD	APT 205A	SCHUESSLER PAUL AND LINDA LEE	SF	YES
183	00065141-000400	2601	S ROOSEVELT BLVD	APT 105A	ELLIS CINDY ESTRIDGE	SF	YES
184	00065141-005800	2601	S ROOSEVELT BLVD	APT 604A	ROHRER RICHARD S AND DENISE Y	SF	YES
185	00065141-004700	2601	S ROOSEVELT BLVD	APT 504A	COOK DAVID H II	SF	YES
186	00065141-003600	2601	S ROOSEVELT BLVD	APT 404A	SUTTON DIANNA L	SF	YES
187	00065141-002500	2601	S ROOSEVELT BLVD	APT 304A	GASSER ROBERT E AND JUNE M TRUSTEE	SF	YES
188	00065141-001400	2601	S ROOSEVELT BLVD	APT 204A	ALBANO LOUIS J AND ELIZABETH E	SF	YES
189	00065141-005700	2601	S ROOSEVELT BLVD	APT 603A	ALLEN MARJORIE C	SF	YES
190	00065141-004600	2601	S ROOSEVELT BLVD	APT 503A	THIEL NANCY	SF	YES
191	00065141-003500	2601	S ROOSEVELT BLVD	APT 403A	FORD INGRID	SF	YES
192	00065141-002400	2601	S ROOSEVELT BLVD	APT 303A	BERKIN MICHAEL E LIVING TRUST 9/14/2012	SF	YES

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Noncompatible Residential Units and Public Buildings in the Proposed Program Area

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
193	00065141-001300	2601	S ROOSEVELT BLVD	APT 203A	NASET WALLACE J AND RUTH S	SF	YES
194	00065141-000300	2601	S ROOSEVELT BLVD	APT 103A	DACRA GLASS CO INC	SF	YES
195	00065141-005600	2601	S ROOSEVELT BLVD	APT 602A	YOUNG CHARLES J JR	SF	YES
196	00065141-004500	2601	S ROOSEVELT BLVD	APT 502A	THEIL NANCY M T/C	SF	YES
197	00065141-003400	2601	S ROOSEVELT BLVD	APT 402A	HUBBELL JAMES H	SF	YES
198	00065141-002300	2601	S ROOSEVELT BLVD	APT 302A	MCKEE ANN TRUSTEE	SF	YES
199	00065141-001200	2601	S ROOSEVELT BLVD	APT 202A	VORNHOLT CATHY	SF	YES
200	00065141-000200	2601	S ROOSEVELT BLVD	APT 102A	SHETZLEY GEORGE W AND MARIA H REV LIV TR 11/29/99	SF	YES
201	00065141-005500	2601	S ROOSEVELT BLVD	APT 601A	STANFORD LELAND C	SF	YES
202	00065141-004400	2601	S ROOSEVELT BLVD	APT 501A	COOK DAVID H III	SF	YES
203	00065141-003300	2601	S ROOSEVELT BLVD	APT 401A	CARLSON-HEIM PAIGE LEE	SF	YES
204	00065141-002200	2601	S ROOSEVELT BLVD	APT 301A	CORBETT MARIE	SF	YES
205	00065141-001100	2601	S ROOSEVELT BLVD	APT 201A	HALPERN MICHAEL	SF	YES
206	00065141-000100	2601	S ROOSEVELT BLVD	APT 101A	BLANFORD GEORGE	SF	YES
207	00069220-000000	2918	FLAGLER AVE		MENENDEZ JUAN AND AMBER	SF	NO
208	00066270-000000	3001	FLAGLER AVE		MENDEZ OTNIEL AND MARITZA	SF	NO
209	00066280-000000	3005	FLAGLER AVE		CATES CRAIG AND CHERYL	SF	NO
210	00066290-000000	3009	FLAGLER AVE		SHIPLEY RONALD E	SF	NO
211	00066300-000000	3015	FLAGLER AVE		MILSTEAD JAMES D AND JOYCE A	SF	NO
212	00066310-000000	3021	FLAGLER AVE		BAILEY JERRY LEE	SF	NO
213	00066320-000000	3031	FLAGLER AVE		BARRIOS AUGUSTO AND MARIA	SF	NO
214	00066330-000000	3041	FLAGLER AVE		MEIVES JANE Z AND MICHAEL	SF	NO
215	00066340-000000	3051	FLAGLER AVE		LACAYO OSCAR	SF	NO
216	00066430-000000	2903	STAPLES AVE		HAWKINS RICHARD	SF	NO
217	00066440-000000	2907	STAPLES AVE		WILSON MICHAEL C JR AND MELANIE B	SF	NO
218	00066410-000000	2908	STAPLES AVE		RODRIGUEZ ANGEL IGNACIO AND DANIELA ORLINDA	SF	NO
219	00066450-000000	2911	STAPLES AVE		RANDALL MARGARET	SF	NO
220	00066400-000000	2912	STAPLES AVE		MOLLOT IRWIN	SF	NO
221	00066460-000000	2915	STAPLES AVE		BOYLE JEAN M	SF	NO
222	00066390-000000	2916	STAPLES AVE		MCCARTHY RITA W	SF	NO
223	00066470-000000	2919	STAPLES AVE		GIBSON BARRY	SF	NO
224	00066380-000000	2920	STAPLES AVE		WEITZ ANDREA RENEE	SF	NO
225	00066480-000000	2923	STAPLES AVE		RICKS KEITH O AND LAURA E	SF	NO
226	00066370-000000	2924	STAPLES AVE		MAKIMAA BRADLEY J AND RENEE C	SF	NO
227	00066490-000000	2927	STAPLES AVE	UNITS 1 & 2	D'AMATO NANCY J	MF (R2)	YES
228	00066360-000000	2928	STAPLES AVE	UNITS 1 & 2	MIRA JAMES JR AND ROBERTA ANDREWS	MF (R2)	NO
229	00066350-000000	2932	STAPLES AVE		DEPOO PAUL JULIO	SF	NO
230	00066850-000000	2801	FLAGLER AVE		MELLIES NIEL S II AND ELIZABETH C	SF	NO
231	00066860-000000	2805	FLAGLER AVE		ROMERO JORGE	SF	NO
232	00066870-000000	2809	FLAGLER AVE		ANSELL CHARLES W II AND MARY L	SF	NO

TABLE L-4

Noncompatible Residential Units and Public Buildings in the Proposed Program Area

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
233	00066880-000000	2815	FLAGLER AVE		ROBERTS RICHARD DENNIS	SF	NO
234	00066890-000000	2819	FLAGLER AVE		ROBINSON WILLIAM SANDS JR	SF	NO
235	00066900-000000	2825	FLAGLER AVE		HERNDON JOHN AND GIANNINA C	SF	NO
236	00066910-000000	2831	FLAGLER AVE		LYDA THERON ESTATE	SF	NO
237	00066920-000000	2835	FLAGLER AVE	UNITS 1, 2, 3	IMBERT GEORGE A	MF (R3)	NO
238	00066930-000000	2832	STAPLES AVE		ALEMDA ELMIRA L	SF	NO
239	00066940-000000	2828	STAPLES AVE		PERKINS MARK T	SF	NO
240	00066950-000000	2824	STAPLES AVE		LASWELL JIMMY G AND NEDRA M	SF	NO
241	00066960-000000	2820	STAPLES AVE		SWAN ANNE M	SF	NO
242	00066970-000000	2816	STAPLES AVE		ANDERSON RUTH	SF	NO
243	00066980-000000	2812	STAPLES AVE		MIRA RACHEL	SF	NO
244	00066990-000000	2808	STAPLES AVE		MELNICK ALAN D	SF	NO
245	00067000-000000	2800	STAPLES AVE		GIBSON GAYLE GORDON	SF	NO
246	00067010-000000	2801	STAPLES AVE		FORD KATHLEEN S	SF	YES
247	00067020-000000	2807	STAPLES AVE	UNITS 1 & 2	FORD KATHLEEN S	MF (R2)	NO
248	00067030-000000	2811	STAPLES AVE		BENNETT LEE F AND MELAINE	SF	NO
249	00067040-000000	2815	STAPLES AVE		RAMEY ROBERT E III	SF	NO
250	00067050-000000	2819	STAPLES AVE		CASTELLANOS DOMINGO G AND KELLY L	SF	NO
251	00067060-000000	2825	STAPLES AVE		AMAR OLIVER M	SF	NO
252	00067070-000000	2827	STAPLES AVE		LYHNE ROBERT H	SF	NO
253	00066500-000000	1528	12TH ST	UNITS 1 & 2	MARCIAL INGE	MF (R2)	YES
254	00065280-000701	1441	12TH ST		1441 12TH ST LLC	SF	NO
255	00065280-000702	1439	12TH ST		CROOKS RICHARD AND NINA	SF	NO
256	00065280-000703	1437	12TH ST		DRESIE DAVID G	SF	NO
257	00065280-000704	1435	12TH ST		CONFIDENTIAL DATA F.S. 119.07	SF	NO
258	00065280-000705	1433	12TH ST		MPA OF KEY WEST LIMITED PARTNERSHIP c/o STELLER MURRAY H	SF	NO
259	00065280-000706	1431	12TH ST		GILMARTIN MARC R AND JILLIAN A	SF	NO
260	00065280-000707	1429	12TH ST		ERSKINE LARRY R	SF	NO
261	00065280-000708	1427	12TH ST		GIBSON WILLIAM T	SF	NO
262	00065280-000801	3075	FLAGLER AVE	UNIT 1	AMBROSE GRETCHEN E	SF	NO
263	00065280-000802	3075	FLAGLER AVE	UNIT 2	YI SO TONG	SF	NO
264	00065280-000803	3075	FLAGLER AVE	UNIT 3	KNOWLES THEODORE MCCURDY	SF	NO
265	00065280-000804	3075	FLAGLER AVE	UNIT 4	PISZKER MARY F	SF	NO
266	00065280-000805	3075	FLAGLER AVE	UNIT 5	KOEHN JOY EMANUEL AND SHLOMO	SF	NO
267	00065280-000806	3075	FLAGLER AVE	UNIT 6	TRENT TERESA ANN	SF	NO
268	00065280-000807	3075	FLAGLER AVE	UNIT 7	WELLS ROBYN L	SF	NO
269	00065280-000808	3075	FLAGLER AVE	UNIT 8	GARCIA JAIME J AND NARA J	SF	NO
270	00065280-000809	3075	FLAGLER AVE	UNIT 9	JOHNSON THOMAS W AND CARRIE C	SF	NO
271	00065280-00081	3075	FLAGLER AVE	UNIT 10	HENRIQUEZ LORI M	SF	NO
272	00065280-000811	3075	FLAGLER AVE	UNIT 11	HAZELTINE NAOMI L	SF	YES
273	00065280-000812	3075	FLAGLER AVE	UNIT 12	CAULEY CHRISTOPHER W	SF	YES

TABLE L-4

Noncompatible Residential Units and Public Buildings in the Proposed Program Area

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
274	00065280-000813	3075	FLAGLER AVE	UNIT 13	BARACK JERILYN G	SF	YES
275	00065280-000814	3075	FLAGLER AVE	UNIT 14	ANDRADE ADONIS M	SF	YES
276	00065280-000815	3075	FLAGLER AVE	UNIT 15	BERNAL HENRIQUEZ YOLIMA MILENA	SF	YES
277	00065281-000816	3075	FLAGLER AVE	UNIT 16	BOYER SHERRI ANN	SF	YES
278	00065282-000817	3075	FLAGLER AVE	UNIT 17	LAKE OVILDA V AND DANIEL L	SF	YES
279	00065283-000818	3075	FLAGLER AVE	UNIT 18	FERNANDEZ JORGE LUIS AND FRANCISCA	SF	NO
280	00065284-000819	3075	FLAGLER AVE	UNIT 19	KEMEZYS DEANNA	SF	NO
281	00065285-00082	3075	FLAGLER AVE	UNIT 20	THRIFT BRINSON C AND GRACE N	SF	NO
282	00065286-000821	3075	FLAGLER AVE	UNIT 21	HAMILTON K PAIGE	SF	NO
283	00065287-000822	3075	FLAGLER AVE	UNIT 22	VIDAL DARA M	SF	NO
284	00065288-000823	3075	FLAGLER AVE	UNIT 23	HINKLE EDGAR H JR	SF	NO
285	00065289-000824	3075	FLAGLER AVE	UNIT 24	COHEN KEITH AND CHERI LYNN	SF	NO
286	00065290-000825	3075	FLAGLER AVE	UNIT 25	HOLIFIELD WENDY M	SF	NO
287	00065291-000826	3075	FLAGLER AVE	UNIT 26	NULISCH JOY E	SF	NO
288	00064860-000000	2713	FLAGLER AVE	5 BUILDINGS	GRACE LUTHERAN CHURCH U A C	CH & SCH	NO
289	00067850-000000	2714	FLAGLER AVE		GRACE LUTHERAN CHURCH U A C	SF	YES
290	00067840-000000	2707	STAPLES AVE		GRACE LUTHERAN CHURCH U A C	SF	YES
291	00067820-000000	2712	STAPLES AVE		WILLIS VAUGHN LUTHER KEY	SF	YES
292	00067830-000000	2705	FLAGLER AVE		BOSCAMP KAREN L	SF	YES
293	00065090-000000	2706	FLAGLER AVE	2 BUILDINGS	CARROLL COLEMAN F B OF THE DIOC OF MIAMI ROMAN CATHOLIC CHURCH	MF (21)	NO
294	00063650-000000	1525	5TH ST		KUNTTI REGINALD LEON	SF	YES
295	00063760-000000	1532	5TH ST		HERCE TODD MITCHELL	SF	NO
296	00063790-000000	1544	5TH ST		FILER CHARLES R AND JANET L	SF	NO
297	00069140-000000	3014	FLAGLER AVE		PAZO LOUIS A AND CARIDAD S	SF	NO
298	00069170-000000	3000	FLAGLER AVE	UNITS 1 & 2	VICTOR MARIE Y	MF (R2)	NO
299	00069240-000000	2910	FLAGLER AVE		DOMINGUEZ RAFAEL	SF	NO
300	00069310-000000	2919	RIVIERA DR		SALGADO RICHARD A AND OLGA	SF	NO
301	00069320-000000	2923	RIVIERA DR		HAMBRIGHT THOMAS L AND LYNDA M	SF	NO
302	00069460-000000	3220	RIVIERA DR		RUSS STEPHEN J AND KATHLEEN A	SF	YES
303	00069550-000000	3200	RIVIERA DR		KOHEN SHLOMO AND JOY	SF	NO
304	00069810-000000	2930	RIVIERA DR		WEINER CARL AND NANCY	SF	NO
305	00069820-000000	2924	RIVIERA DR		SHEEHAN KATHA D	SF	NO
306	00069840-000000	2916	RIVIERA DR	UNITS 1 & 2	AHRENS SCOTT	MF (R2)	NO
307	00070300-000000	1604	BAHAMA DR		GREEN BRADLEY S AND MARIA E	SF	NO
308	00070460-000000	1717	JAMAICA DR		HALPERN MICHELLEN KEEVAN	SF	NO
309	00070780-000000	1603	VENETIAN DR		VERNON JAMES P	SF	NO
310	00070810-000000	2929	VENETIAN DR		RAYVAN CORP (RAYMOND VANYO)	SF	NO
311	00070900-000000	2827	VENETIAN DR		ROBINSON RAYMOND R	SF	NO
312	00070970-000000	2805	VENETIAN DR		DURBIN SHARON G	SF	NO

Appendix M

Sample Avigation Easement for Developed Property

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Prepared By and Return To:

AVIGATION EASEMENT
Key West International Airport

THIS EASEMENT AGREEMENT is entered into this ___ day of _____, **20___**, by **"HOMEOWNER(S)",** hereinafter referred to as ñthe Homeowner,ò in favor of the MONROE COUNTY BOARD OF COUNTY COMMISSIONERS, a body politic and corporate, hereinafter referred to as ñBOCC.ò

RECITALS:

A. The Homeowner is the fee simple titleholder to certain real property (ñthe Propertyò) located in Monroe County, Florida, more particularly described as follows:

"LEGAL DESCRIPTION"

also identified as street address: **"ADDRESS"**

B. The BOCC is the owner and operator of Key West International Airport (ñthe Airportò).

C. It is the purpose of this Easement Agreement to grant to the BOCC a perpetual avigation easement, on terms as hereinafter set forth.

NOW THEREFORE, for and in consideration of the sum of Ten Dollars and other valuable considerations, the receipt and adequacy of which is hereby acknowledged by both parties, the Homeowner and the BOCC agree as follows:

1. The Homeowner on behalf of the Homeowner and its heirs, assigns and all successors in interest, does hereby grant, bargain, sell and convey to the BOCC, its successors and assigns, a perpetual avigation easement over the Property. The use of the easement shall include the right to generate and emit noise, and to cause other effects as may be associated with aircraft landing and taking off at the Airport. This easement shall apply to all such aircraft activity at the Airport, with a maximum applicable noise level as projected on the Year 2013 Existing Condition Noise Exposure Map, (see attached), and it being the intent of the parties that all such Airport activity shall be deemed to be included within the purview of this easement so long as the noise level does not exceed the referenced maximum (Year 2013 Existing Condition Noise Exposure Map).

2. This easement shall be perpetual in nature and shall bind and run with the title to the Property and shall run to the benefit of the BOCC or its successor in interest as owner and operator of the Airport.

3. The Homeowner on behalf of the Homeowner, its heirs, assigns and successors in interest, does hereby release the BOCC, and any and all related parties of the BOCC, including but not limited to BOCC members, officers, managers, agents, servants, employees and lessees, from any and all claims, demands, damages, debts, liabilities, costs, attorneyôs fees or causes of action of every kind or nature for which the Homeowner or its heirs, assigns, or successors currently have, have in the past possessed, or will in the future possess, as a result of normal Airport operations or normal aircraft activities and noise levels related to or generated by normal Airport activity, or may hereafter have as a result of use of this easement, including but not limited to damage to the above-mentioned property or contiguous property due to noise, and other effects of the normal operation of the Airport or of aircraft landing or taking off at the Airport.

4. Should either party hereto or any of their successors or assigns in interest retain counsel to enforce any of the provisions herein or protect its interest in any matter arising under this Agreement, or to recover damages by reason of any alleged breach of any provision of this Agreement, the prevailing party shall be entitled to all costs, damages and expenses incurred including, but not limited to, attorneyôs fees and costs incurred in connection therewith, including appellate action.

5. No provision of this Agreement is to be interpreted for or against any party because that party or that party's legal representative drafted such provision. This agreement shall be interpreted and construed according to the laws of the State of Florida.

6. No breach of any provision of this Agreement may be waived unless in writing. Waiver of any one breach of any provision of this Agreement shall not be deemed to be a waiver of any other breach of the same or any other provision of this Agreement. This Agreement may be amended only by written instrument executed by the parties in interest at the time of the modification. In the event that any one or more covenant, condition or provision contained herein is held invalid, void or illegal by any court of competent jurisdiction, the same shall be deemed severable from the remainder of this Agreement and shall in no way affect, impair or invalidate any other provision hereof so long as the remaining provisions do not materially alter the rights and obligations of the parties. If such condition, covenant or other provision shall be deemed invalid due to this scope or breadth, such covenant, condition or other provision shall be deemed valid to the extent of the scope or breadth permitted by law.

7. In the event the Airport shall be subdivided into more than one parcel, or the Airport or a portion thereof becomes subject to operation, management or administration by a party in addition to or in lieu of the BOCC, then and in that event the parties agree that same shall not terminate or otherwise affect this Agreement so long as a portion of the Airport continues to operate for standard airport flight purposes, and that any such successor in interest to the BOCC shall be entitled to all of the benefits running to the BOCC hereunder.

8. If the maximum applicable noise level as projected on the Year 2013 Existing Condition Noise Exposure Map (see attached), is exceeded, then the BOCC will, upon simple demand in writing from the Homeowner, cancel this Agreement from the public records.

This Easement Agreement is executed as of the date first above written.

Witnesses:

MONROE COUNTY
BOARD OF COUNTY COMMISSIONERS

_____

By: _____
Mayor

_____

_____
"HOMEOWNER"

_____

_____
"HOMEOWNER"

STATE OF FLORIDA
COUNTY OF MONROE

The foregoing instrument was acknowledged before me this ____ day of _____, 20___ by _____ as Mayor of the Monroe County Board of County Commissioners, a body politic and corporate.

_____
Notary Public
My Commission Expires:

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____day of _____, 20___ by _____.
Homeowner(s)

_____
Notary Public
My Commission Expires:

_____

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NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

2013 EXISTING CONDITION
NOISE EXPOSURE MAP

FIGURE
7-1

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Appendix N

Sample Avigation Easement for Undeveloped Property

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Prepared By and Return To:

AVIGATION EASEMENT
Key West International Airport

THIS EASEMENT AGREEMENT is entered into this ___ day of _____, **20___**, by **"PROPERTY OWNER(S)",** hereinafter referred to as ñthe Property Owner,ò in favor of the MONROE COUNTY BOARD OF COUNTY COMMISSIONERS, a body politic and corporate, hereinafter referred to as ñBOCC.ò

RECITALS:

A. The Property Owner is the fee simple titleholder to certain real property (ñthe Propertyò) located in Monroe County, Florida, more particularly described as follows:

"LEGAL DESCRIPTION"

also identified as street address: **"ADDRESS"**

B. The BOCC is the owner and operator of Key West International Airport (ñthe Airportò).

C. It is the purpose of this Easement Agreement to grant to the BOCC a perpetual avigation easement, on terms as hereinafter set forth.

NOW THEREFORE, for and in consideration of the sum of Ten Dollars and other valuable considerations, the receipt and adequacy of which is hereby acknowledged by both parties, the Property Owner and the BOCC agree as follows:

1. The Property Owner on behalf of the Property Owner and its heirs, assigns and all successors in interest, does hereby grant, bargain, sell and convey to the BOCC, its successors and assigns, a perpetual avigation easement over the Property. The use of the easement shall include the right to generate and emit noise, and to cause other effects as may be associated with aircraft landing and taking off at the Airport. This easement shall apply to all such aircraft activity at the Airport, with a maximum applicable noise level as projected on the Year 2013 Existing Condition Noise Exposure Map, (see attached), and it being the intent of the parties that all such Airport activity shall be deemed to be included within the purview of this easement so long as the noise level does not exceed the referenced maximum (Year 2013 Existing Condition Noise Exposure Map).

2. The Property Owner on behalf of the Property Owner and its heirs, assigns and all successors in interest, shall not permit the construction of any facility or improvement on the Property, or permit any use of the Property, that will reduce the compatibility of the Property as defined in Key West International Airportôs *Noise*

DRAFT

Exposure Maps and Supporting Documentation and *Noise Compatibility Program*. Measures to achieve outdoor-to-indoor noise level reduction (NLR) of at least 25 dB must be incorporated in the design and construction of all structures that will be used for noise-sensitive uses, including, but not necessarily limited to: residential (including transient lodgings), hospitals, nursing homes, places of worship, auditoriums, concert halls, and/or educational uses of any kind. Mobile homes, outdoor music shells, and amphitheaters are prohibited.

3. This easement shall be perpetual in nature and shall bind and run with the title to the Property and shall run to the benefit of the BOCC or its successor in interest as owner and operator of the Airport.

4. The Property Owner on behalf of the Property Owner, its heirs, assigns and successors in interest, does hereby release the BOCC, and any and all related parties of the BOCC, including but not limited to BOCC members, officers, managers, agents, servants, employees and lessees, from any and all claims, demands, damages, debts, liabilities, costs, attorneyôs fees or causes of action of every kind or nature for which the Property Owner or its heirs, assigns, or successors currently have, have in the past possessed, or will in the future possess, as a result of normal Airport operations or normal aircraft activities and noise levels related to or generated by normal Airport activity, or may hereafter have as a result of use of this easement, including but not limited to damage to the above-mentioned property or contiguous property due to noise, and other effects of the normal operation of the Airport or of aircraft landing or taking off at the Airport.

5. Should either party hereto or any of their successors or assigns in interest retain counsel to enforce any of the provisions herein or protect its interest in any matter arising under this Agreement, or to recover damages by reason of any alleged breach of any provision of this Agreement, the prevailing party shall be entitled to all costs, damages and expenses incurred including, but not limited to, attorneyôs fees and costs incurred in connection therewith, including appellate action.

6. No provision of this Agreement is to be interpreted for or against any party because that party or that party's legal representative drafted such provision. This agreement shall be interpreted and construed according to the laws of the State of Florida.

7. No breach of any provision of this Agreement may be waived unless in writing. Waiver of any one breach of any provision of this Agreement shall not be deemed to be a waiver of any other breach of the same or any other provision of this Agreement. This Agreement may be amended only by written instrument executed by the parties in interest at the time of the modification. In the event that any one or more covenant, condition or provision contained herein is held invalid, void or illegal by any court of competent jurisdiction, the same shall be deemed severable from the remainder of this Agreement and shall in no way affect, impair or invalidate any other provision hereof so long as the remaining provisions do not materially alter the rights and obligations of the parties. If such condition, covenant or other provision shall be deemed invalid due to this scope or breadth, such covenant, condition or other provision shall be deemed valid to the extent of the scope or breadth permitted by law.

DRAFT

8. In the event the Airport shall be subdivided into more than one parcel, or the Airport or a portion thereof becomes subject to operation, management or administration by a party in addition to or in lieu of the BOCC, then and in that event the parties agree that same shall not terminate or otherwise affect this Agreement so long as a portion of the Airport continues to operate for standard airport flight purposes, and that any such successor in interest to the BOCC shall be entitled to all of the benefits running to the BOCC hereunder.

9. If the maximum applicable noise level as projected on the Year 2013 Existing Condition Noise Exposure Map (see attached), is exceeded, then the BOCC will, upon simple demand in writing from the Property Owner, cancel this Agreement from the public records.

This Easement Agreement is executed as of the date first above written.

Witnesses:

MONROE COUNTY
BOARD OF COUNTY COMMISSIONERS

_____

By: _____
Mayor

_____

_____
"PROPERTY OWNER"

_____

_____
"PROPERTY OWNER"

STATE OF FLORIDA
COUNTY OF MONROE

The foregoing instrument was acknowledged before me this ____ day of _____, 20___ by _____ as Mayor of the Monroe County Board of County Commissioners, a body politic and corporate.

_____
Notary Public
My Commission Expires:

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____day of _____, 20___ by _____.
Property Owner(s)

_____
Notary Public
My Commission Expires:

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NOISE COMPATIBILITY PROGRAM
PART 150
NOISE COMPATIBILITY STUDY

2013 EXISTING CONDITION
NOISE EXPOSURE MAP

FIGURE
7-1

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Appendix O

Information Regarding Program Management Measures

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whispertrack™ FLY THE QUIET ROUTE™

What is Whispertrack?

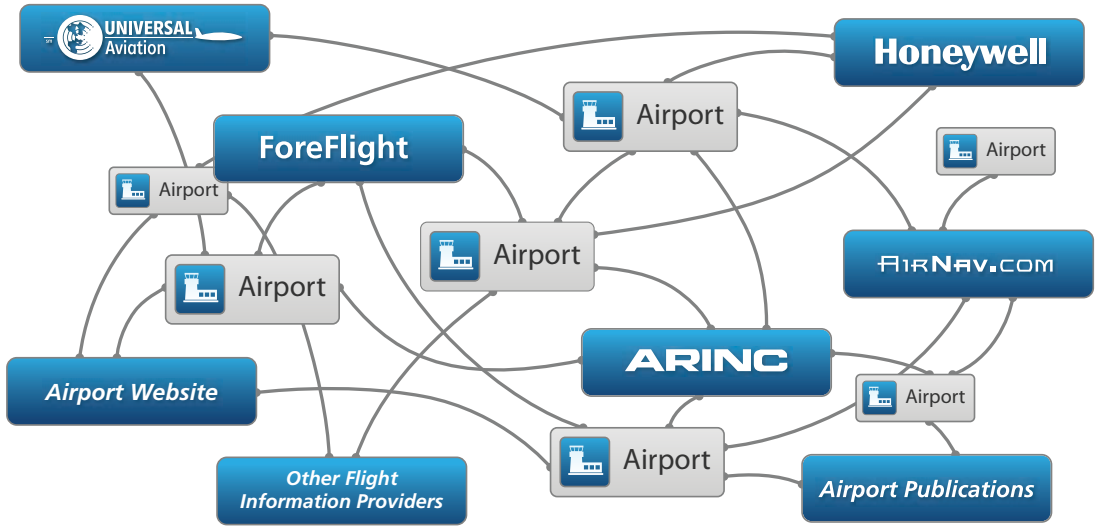
Whispertrack is a robust Content Management System (CMS) that centralizes and standardizes Noise Abatement Procedures for airports worldwide. Its powerful, yet intuitive interface makes it perfect for the pilot community while ensuring it's easy for airport administrators to manage. Up-to-the minute data about your airport is distributed on-demand through Whispertrack to pilots and through dispatchers with powerful database driven tools.

NAP Management Made Simple

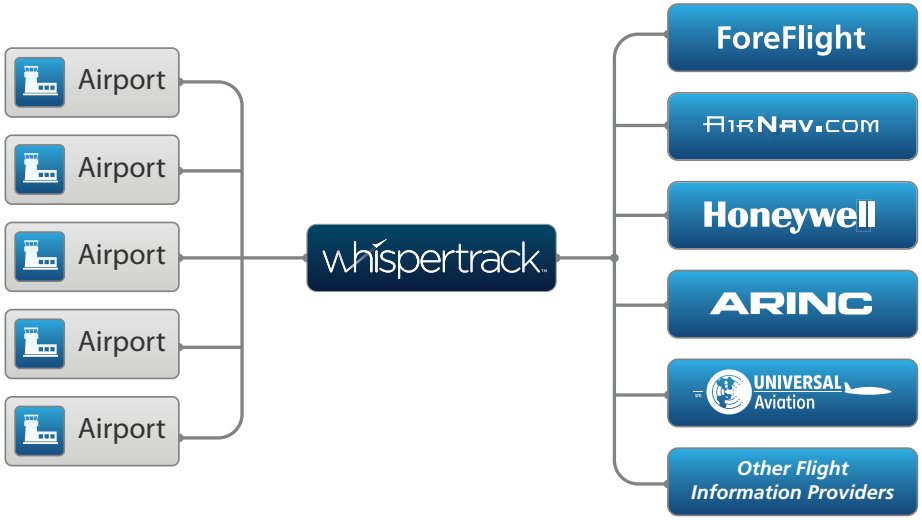
The Whispertrack Content Management System offers a standard, easy-to-use data entry interface for airports to upload images/diagrams, textual procedures, and airport contact information specific to their Noise Abatement Procedures. Finally, Whispertrack presents a solution that brings a robust tool built just for airport administrators and noise officers.

FEATURES	BENEFITS
DATABASE DRIVEN CMS	Manage data in an intuitive way and easily change only parts of your data
STANDARDIZED DATA ENTRY	Manager can easily find and upload data in text or image/graphical formats
ON-DEMAND PUBLISHING	✓ Airport owns the data unlike today with multiple parties managing airport data (Jeppesen, Boeing Noise, etc...) ✓ Airport controls when the data is published and controls the content ✓ Current data instantly delivered automatically
DELEGATION CAPABLE	Airports can delegate the management of NAP maintenance to any individual in the organization
INTUITIVE INTERFACE	Allows airport managers to update data themselves or delegate to a subordinate to manage the data without web developers or IT coordination

Current Noise Abatement Programs are expensive and ineffective

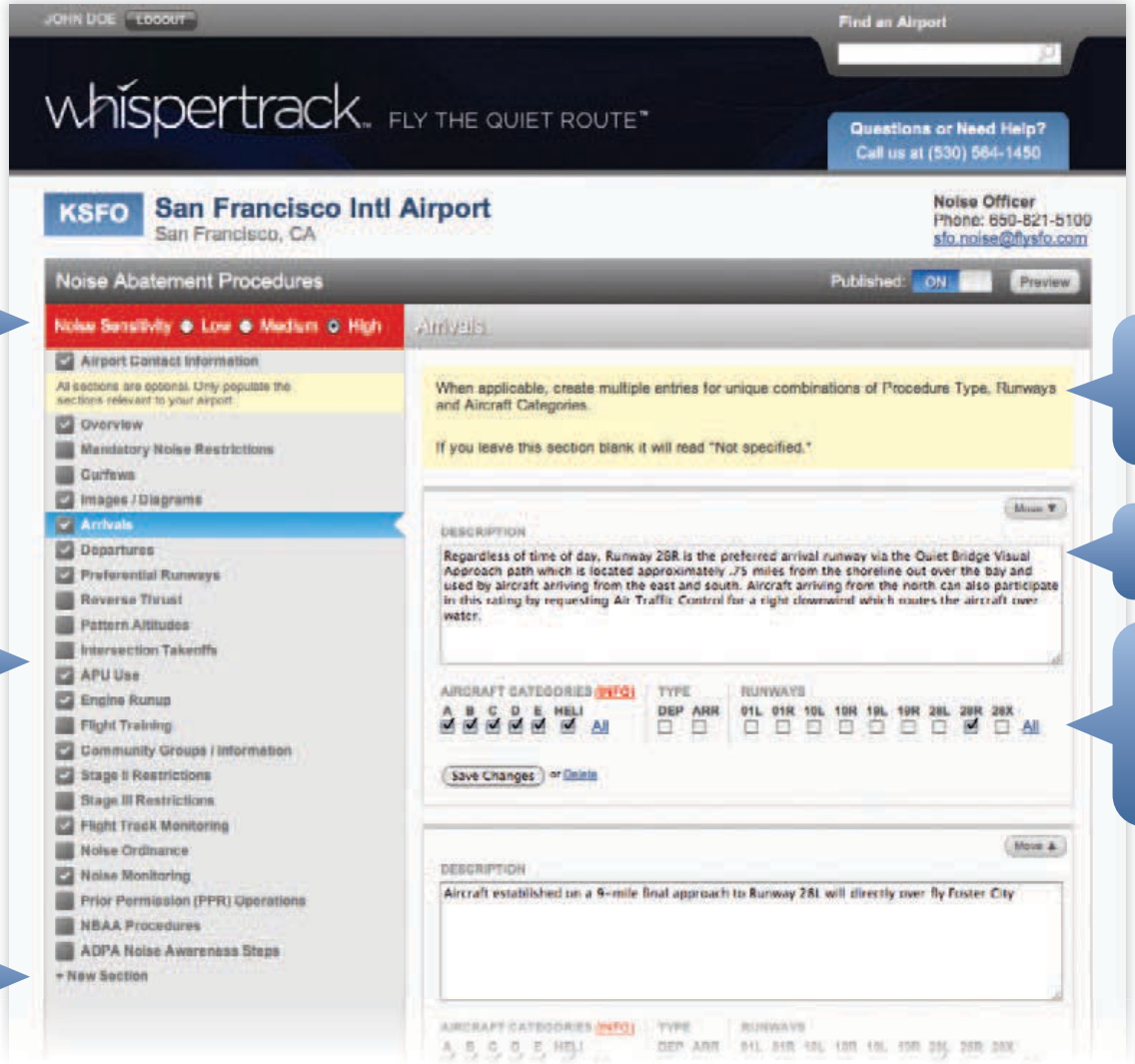


Whispertrack Makes Noise Abatement Programs More Effective and Less Expensive



Powerful Yet Intuitive

Whispertrack's CMS features powerful tools for managing your airport's noise abatement procedures and packages them into an intuitive interface.



Set Your Noise Sensitivity

Intuitive Data Organization

Add custom sections to meet your airport's specific needs

Helpful tips and instructions for each category to help make your data effective and standardized

Multiple data formats accepted (images and text)

Set text and images for specific aircraft categories, procedure types, and runways for easy searching of data by pilots and dispatchers

Built to Meet Your Needs

Whispertrack was built from the ground up to be a powerful Data Distribution Service, which includes unlimited downloads and distribution of airport data through the Whispertrack website and printed WhisperPlates™, and integration into the world's dispatch and flight planning services.

FEATURES	BENEFITS
HOSTED SOLUTION	✓ Eliminate cumbersome maintenance of your own NAP pages (web or print) ✓ Unlimited access to a centralized database for pilots and the dispatch community
ON-DEMAND PUBLISHING WITH WHISPERPLATES™	✓ Eliminate expensive production of glossy Noise Abatement Brochures that are immediately out of date ✓ Do small print jobs that keep data current ✓ Easily allow pilots to print current data at FBOs in a standard format
DESIGNED FOR MOBILE APPS	iPad and Smart Phone design makes current airport Whisperdata easily available when pilots need it

Powered by whispertrack
FLY THE QUIET ROUTE

Find An Airport

DEBORAH LAGOS LOGOUT

KEYW

Key West Intl Airport

Key West, Florida, United States

Get the most out of Whispertrack

Upgrade Now

PROCEDURES | STAFF | SUBSCRIPTION | MY PROFILE

Noise Abatement Procedures

Published: OFF Preview

Noise Sensitivity Low Medium High

- Airport Contact Information

All sections are optional. Only populate the sections relevant to your airport.

- Overview
- Temporary Information
- Mandatory Restrictions
- Curfews
- Images / Diagrams
- Arrivals
- Departures
- Preferential Runways
- Preferential Instrument Procedures
- Reverse Thrust
- Pattern Altitudes
- Intersection Takeoffs
- APU Use
- Engine Runup
- Flight Training
- Community Groups/Info
- Stage II
- Stage III
- Flight Track Monitoring
- Noise Ordinance
- Noise Monitoring
- Prior Permission (PPR) Operations
- NBAA Procedures
- AOPA Noise Awareness Steps

+ New Section

Airport Contact Information

FIRST NAME

LAST NAME

TITLE

ADDRESS 1

ADDRESS 2

CITY

STATE

ZIP CODE

PHONE

MOBILE PHONE

FAX

NOISE HOTLINE

EMAIL

WEB ADDRESS

NOISE COMPLAINT URL

Submit

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KEYW

Key West Intl Airport

Key West, Florida, United States

PROCEDURES | STAFF | SUBSCRIPTION | MY PROFILE

Features	Current Plan **Basic** Free	**Pro** $195/mo Upgrade Now
Procedure Management System Manage and update your NAPs through Whispertrack's easy-to-use online tools.	✓	✓
Online Procedure Publishing Your airport's NAPs are available to everyone on Whispertrack's website.	✓	✓
Whisperplate PDF Distribution Noise abatement brochures allow pilots to easily print your procedures during their flight planning process.		✓
Unlimited Industry Distribution Instantly and automatically load your procedures into aviation services during the flight planning process.		✓
ForeFlight		✓
ARINC		✓
Honeywell		Coming Soon
AirNav.com		Coming Soon
UNIVERSAL Aviation		Coming Soon

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SKYTRAK

AIRCRAFT FLIGHT TRACKING

BN 0745

SkyTrak

Aircraft Flight Tracking

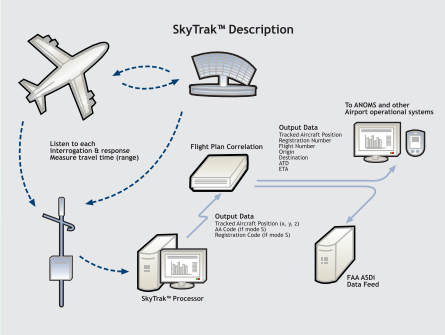
FEATURES SUMMARY

- Live situation displays to streamline operations
- Operations analysis to optimize capacity
- Faster, more accurate landing fee invoices
- Enhanced community communications
- Accurate FIDS to keep passengers and public informed
- Improved ground handling data
- Instant emergency response
- Improved airport and reporting data efficiently

IMPROVED OPERATIONS, REVENUE ENHANCEMENT, BETTER COMMUNITY COMMUNICATIONS...

Airports are always required to improve operations, enhance revenue and better community communications and relations. With Lochard's SkyTrak solution, you will have the ability to make sure every stakeholder and aspect of your airport operations work hand-in-hand towards a common goal: to operate your airport at peak operational capacity.

SkyTrak is Lochard's own Mode S passive radar system, powered by Dimensions International™ technology and infused with Flight Explorer™ enroute tracking.



Track flights from take-off to touchdown with live, detailed information to share with airport neighbors readily via the web. Quality, accurate data designed to streamline an airport's operations and increase revenue.

www.bksv.com/SkyTrak

A member of the
Brüel & Kjær group

LOCHARD

Brüel & Kjær
Incorporating LDS and Lochard

SkyTrak
Aircraft Flight Tracking

WHAT SKYTRAK CAN DO FOR YOUR AIRPORT

Every stakeholder at your airport will get visibility of what's happening in their airspace.

LIVE SITUATION DISPLAYS TO STREAMLINE OPERATIONS

- Monitor aircraft from enroute to touchdown
- Accurate ETAs to optimize resources and minimize delays
- See live weather conditions unfold

OPERATIONS ANALYSIS TO OPTIMIZE CAPACITY

- Detailed operational analysis
- Peak throughput analysis
- Delay analysis including weather impact

FASTER, MORE ACCURATE LANDING FEE INVOICES

- Accurate billing data
- Same day data - invoice earlier and more accurately
- Recoup operations infrastucture investment, quicker

ENHANCED COMMUNITY COMMUNICATIONS

- Engage your community through live web sites
- Self serve investigation of noise concerns
- Rich web functionality with integrated noise

INSTANT EMERGENCY RESPONSE

- Live in-cabin situational displays pinpointing distressed aircraft
- Last known position and heading
- Estimated touchdown location

OPEN THE DOOR TO A NEW WORLD OF ADDITIONAL AIRPORT EFFICIENCY TOOLS INCLUDING:

- Operations staff - live PDA displays in real time
- Security - ensure your security team has up to date displays
- Stand allocation - feed your system with an accurate operations picture
- Runway maintenance - identify appropriate windows for maintenance

Airports need every advantage to achieve more with less. Neighbors demand live aircraft movements information and airports require flight data in real time. SkyTrak delivers.

Lochard provides solutions that help optimize an airport's efficiency and minimize the environmental impact whilst building continuous bridges with the local communities.

HOW SKYTRAK WORKS

TAKE-OFF TO TOUCHDOWN

- Unique combination of precise terminal area passive radar with the power of Flight Explorer enroute to deliver the total picture
- Live national weather feeds and displays

LIVE FLIGHT PLANS AND MODE S TAIL NUMBERS

- Accurate flight identification in real time
- No waiting for the next day to identify airframes

NO HIDDEN COSTS

- No extra sensors needed to achieve pinpoint accuracy
- No expensive "off-airport" equipment sites needed
- Low communications requirements and power costs

FLEXIBLE INSTALLATION

- Low impact installation
- Same equipment works for more than one location

TRUSTED SUPPLIER

- It's from Lochard, the world's leading and most experienced in Noise and Flight Track Monitoring

www.bksv.com/SkyTrak

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Local representatives and service organisations worldwide

Brüel & Kjær
Incorporating LDS and Lochard

Products

- Overview
- Airports
  - Pulse Landing Fee Management
  - Tarmac Delay Monitor
  - PASSUR OPSnet
  - RightETA
  - Portal
  - PASSUR inSight
  - FlightPerform
  - AirportMonitor
  - Noise Operations Management
  - Business Intelligence Reports
- Airlines
- FBOs

InFlight™

A Flight Track Monitoring System that enables advanced visualization, analysis and reporting of airport flight operations. This software monitors compliance with noise abatement departure procedures, runway usage, and responds to noise issues in the surrounding communities and assists in airspace analysis. Flight tracks are collected from one of many supported radar systems and stored in a relational database in four dimensions (X, Y, Altitude and Time) along with flight identification.

These can be viewed over a base map in two or three dimensions. Flight tracks can be selected for analysis by time-of-day, arrival/departure mode, runway, airline, aircraft type, or any combination. Graphical and tabular exporting functions interface easily with external tools such as Microsoft Office.

Noise Abatement Flight Path Procedures

Gate analysis is an effective tool for monitoring arrival and departure procedures in and around the airport. Gate computations produce the following measurements:

- Flight track identification
- Time of penetration
- Altitude, latitude, longitude
- Deviation from center of gate
- Compass heading
- Gate penetration graphs offer a 3D view of the crossings, allowing for a more detailed analysis of groups of flight tracks

Gate crossing data can be exported to a spreadsheet for further analysis, and gate penetration graphs can be exported as a graphic for seamless integration with MS Office documents and presentations

Analyzing Community Effects

Spheres and cylinders can be created specifying a particular airspace for study and analysis. Both shapes can be located over any point on the map, including a house, school or any other building with a street address. Both shapes have a user-defined radius, and the cylinder has floor and ceiling altitudes.

Air Traffic Density Plots

Visualizing thousands of flight tracks at once yields a spaghetti display which provides very little understanding as to where the majority of the tracks are flying. InFLIGHT is able to generate air traffic density plots as a way to extract information from a large number of flights. These density plots are a meaningful communication mechanism in dealing with community concerns, developing/modifying arrival and departure procedures, and even developing model tracks for the FAA's Integrated Noise Model (INM).

All flight track filtering capabilities can be applied yielding density plots representing varying weather conditions and runway configurations, aircraft fleet mix differences, and day/evening/night comparisons.

Filtering

InFlight provides the ability to select flight tracks from the database using a variety of selection parameters such as:

- Any range of dates and times
- Specific flight modes such as arrivals or departures
- Specific airports and runways
- Airline lists
- Aircraft type lists

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Appendix P

Potential Noise Insulation Program Participants by Phase

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NIP PHASE 1

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
1	00065143-002400	2601	S ROOSEVELT BLVD	APT 124C	MORGANTE MICHELLE	SF	NO
2	00065143-005000	2601	S ROOSEVELT BLVD	APT 224C	MORRIS MARY S TESTAMENTARY TRUST C/O SPICER K NEIL TRUSTEE	SF	NO
3	00065143-007600	2601	S ROOSEVELT BLVD	APT 324C	WILMA PARTNERS LP	SF	NO
4	00065143-002300	2601	S ROOSEVELT BLVD	APT 123C	KEYZ REALTY TRUST DTD 5-10-01	SF	NO
5	00065143-004900	2601	S ROOSEVELT BLVD	APT 223C	WILLIAMS GARY L AND DALE B	SF	NO
6	00065143-007500	2601	S ROOSEVELT BLVD	APT 323C	PORTER FAMILY REVOCABLE LIVING TRUST 12/11/1997 C/O PORTER WILLIAM M AND MARY CARLIN B TRUSTEES	SF	NO
7	00065143-002200	2601	S ROOSEVELT BLVD	APT 122C	LEHMANN MARTIN AND SHARON	SF	NO
8	00065143-004800	2601	S ROOSEVELT BLVD	APT 222C	HEUTON PAUL H AND LUCILLE M REVOCABLE TRUST 4/1/98	SF	NO
9	00065143-007400	2601	S ROOSEVELT BLVD	APT 322C	COLLINS JOHN J AMD REV DEC OF TRUST 1/12/2001	SF	NO
10	00065143-002100	2601	S ROOSEVELT BLVD	APT 121C	MILLER LILA JO R/S	SF	NO
11	00065143-004700	2601	S ROOSEVELT BLVD	APT 221C	REIF UDO AND DIANA	SF	NO
12	00065143-007300	2601	S ROOSEVELT BLVD	APT 321C	WILLIAMS A LYNN REV TR 3/12/1985	SF	NO
13	00065143-002000	2601	S ROOSEVELT BLVD	APT 120C	MUNOZ MONICA L	SF	NO
14	00065143-004600	2601	S ROOSEVELT BLVD	APT 220C	SCHWARTZ DOROTHY M TRUST	SF	NO
15	00065143-007200	2601	S ROOSEVELT BLVD	APT 320C	TUCKER JOSEPH EDWARD AND LORRAINE ANNE	SF	NO
16	00065143-001900	2601	S ROOSEVELT BLVD	APT 119C	BYWATER SHERMAN M	SF	NO
17	00065143-004500	2601	S ROOSEVELT BLVD	APT 219C	EPSTEIN MARINA J	SF	NO
18	00065143-007100	2601	S ROOSEVELT BLVD	APT 319C	LINDSAY THOMAS L	SF	NO
19	00065143-001800	2601	S ROOSEVELT BLVD	APT 118C	KLUSKA PAUL AND NATALIE	SF	NO
20	00065143-004400	2601	S ROOSEVELT BLVD	APT 218C	MARTINET JOSEPH T	SF	NO
21	00065143-007000	2601	S ROOSEVELT BLVD	APT 318C	MELENDEZ WILFREDO JR	SF	NO
22	00065143-001700	2601	S ROOSEVELT BLVD	APT 117C	BRYANT LINDA D L/E	SF	NO
23	00065143-004300	2601	S ROOSEVELT BLVD	APT 217SC	DOBOS BETH A	SF	NO
24	00065143-004200	2601	S ROOSEVELT BLVD	APT 217C	BELL ROY M AND PHYLLIS H	SF	NO
25	00065143-006800	2601	S ROOSEVELT BLVD	APT 317C	BIEDERMANN DORIS REV TRUST 9/1/1982	SF	NO
26	00065143-006900	2601	S ROOSEVELT BLVD	APT 317C	YOUNGMAN BARBARA	SF	NO
27	00065143-001600	2601	S ROOSEVELT BLVD	APT 116C	DOOM DANNY C AND MARSHA L	SF	NO
28	00065143-004100	2601	S ROOSEVELT BLVD	APT 216C	O'LEARY FAMILY DECLARATION OF TRUST 02/07/03	SF	NO
29	00065143-006700	2601	S ROOSEVELT BLVD	APT 316C	BANK OF NEW YORK MELLON	SF	NO

NIP PHASE 1

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
30	00065143-001500	2601	S ROOSEVELT BLVD	APT 115C	HILL BRIAN L AND SUSAN M	SF	NO
31	00065143-004000	2601	S ROOSEVELT BLVD	APT 215C	LURSKI ROBERT B AND CHRISTINE M	SF	NO
32	00065143-006600	2601	S ROOSEVELT BLVD	APT 315C	O'LEARY FAMILY DEC OF TRUST DTD 2/7/03	SF	NO
33	00065143-001400	2601	S ROOSEVELT BLVD	APT 114C	SANDERS CHRISTOPHER AND SAMANTHA	SF	NO
34	00065143-003900	2601	S ROOSEVELT BLVD	APT 214C	DIXON MADELON E ESTATE C/O KRUER WAYNE P/R	SF	NO
35	00065143-006500	2601	S ROOSEVELT BLVD	APT 314C	BATTAGLIA LOUIS R AND JULIE	SF	NO
36	00065143-001301	2601	S ROOSEVELT BLVD	APT 113C	NELSON JAN J	SF	NO
37	00065143-003800	2601	S ROOSEVELT BLVD	APT 213C	MCDERMOTT JAMES T JR AND SUSAM M	SF	NO
38	00065143-006400	2601	S ROOSEVELT BLVD	APT 313C	TEIXEIRA JOANNE D	SF	NO
39	00065143-001200	2601	S ROOSEVELT BLVD	APT 112C	MCDONALD RANDAL S AND ELIZABETH K JT R TR 7/13/12	SF	YES
40	00065143-003700	2601	S ROOSEVELT BLVD	APT 212C	ROMANO ALBERT R	SF	YES
41	00065143-006300	2601	S ROOSEVELT BLVD	APT 312C	SWITZER TODD M AND JOIE M ROLF-SWITZER	SF	YES
42	00065143-001100	2601	S ROOSEVELT BLVD	APT 111C	MEADOWS DANIEL V AND KIMBERLY R	SF	YES
43	00065143-003600	2601	S ROOSEVELT BLVD	APT 211C	KEELER JILL R	SF	YES
44	00065143-006200	2601	S ROOSEVELT BLVD	APT 311C	BRIZZI FRANCO LUCIO MARIO ANGELO TRUSTEE	SF	YES
45	00065143-001000	2601	S ROOSEVELT BLVD	APT 110C	BERNAT GEORGE J LIVING TRUST 4/20/1992	SF	YES
46	00065143-003500	2601	S ROOSEVELT BLVD	APT 210C	DURAZO MARLENE L	SF	YES
47	00065143-006100	2601	S ROOSEVELT BLVD	APT 310C	PINNEY RICHARD D	SF	YES
48	00065143-000900	2601	S ROOSEVELT BLVD	APT 109C	BROWN THE FAMILY TRUST 8/24/2012 C/O RIDDELL CATHERINE D TRUSTEE	SF	YES
49	00065143-003400	2601	S ROOSEVELT BLVD	APT 209C	ARVANITIS JANNOULA	SF	YES
50	00065143-006000	2601	S ROOSEVELT BLVD	APT 309C	CARMICHAEL EUGENE	SF	YES
51	00065143-000800	2601	S ROOSEVELT BLVD	APT 108C	CHLEBOWSKI STANLEY R AND KATHRYN A	SF	YES
52	00065143-003300	2601	S ROOSEVELT BLVD	APT 208C	MCMACKIN CARL H AND PATRICIA L	SF	YES

NIP PHASE 2

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
1	00065143-005900	2601	S ROOSEVELT BLVD	APT 308C	TYRAN TIMOTHY	SF	YES
2	00065143-000700	2601	S ROOSEVELT BLVD	APT 107C	GREENHILL BARRY TELSER AND AUDREY GAIL	SF	YES
3	00065143-003200	2601	S ROOSEVELT BLVD	APT 207SC	LIBERATORE STEVEN COLBETT	SF	YES
4	00065143-003100	2601	S ROOSEVELT BLVD	APT 207C	NEWBURY JAMES T	SF	YES
5	00065143-005800	2601	S ROOSEVELT BLVD	APT 307SC	SHOAF PATRICIA RUTH	SF	YES
6	00065143-005700	2601	S ROOSEVELT BLVD	APT 307C	HALLBERG FAMILY 2009 TR 7/17/2009	SF	YES
7	00065143-000600	2601	S ROOSEVELT BLVD	APT 106C	SWEENEY ANNE	SF	YES
8	00065143-003000	2601	S ROOSEVELT BLVD	APT 206C	SCHAEFER JOSEPH AND DONNA	SF	YES
9	00065143-005600	2601	S ROOSEVELT BLVD	APT 306C	KAPLAN MAE	SF	YES
10	00065143-000500	2601	S ROOSEVELT BLVD	APT 105C	NEAGLEY ROSS L AND BARBARA G TRUST 10/11/95	SF	YES
11	00065143-002900	2601	S ROOSEVELT BLVD	APT 205C	DONOHUE THOMAS R	SF	YES
12	00065143-005500	2601	S ROOSEVELT BLVD	APT 305C	EUBANK CRAIG H	SF	YES
13	00065143-000400	2601	S ROOSEVELT BLVD	APT 104C	DOWER BARBARA M	SF	YES
14	00065143-002800	2601	S ROOSEVELT BLVD	APT 204C	MAURER SCOTT D AND CHARITY	SF	YES
15	00065143-005400	2601	S ROOSEVELT BLVD	APT 304C	VAILLANT RICHARD C	SF	YES
16	00065143-000300	2601	S ROOSEVELT BLVD	APT 103C	ELLIOTT ROBERT W III	SF	YES
17	00065143-002700	2601	S ROOSEVELT BLVD	APT 203C	BONNER MICHAEL H AND JULIA	SF	YES
18	00065143-005300	2601	S ROOSEVELT BLVD	APT 303C	MCKAY JOSEPH A	SF	YES
19	00065143-000200	2601	S ROOSEVELT BLVD	APT 102C	BOWNS JOHN L REV LIV TR 5/18/2004	SF	YES
20	00065143-002600	2601	S ROOSEVELT BLVD	APT 202C	JANGELES LLC	SF	YES
21	00065143-005200	2601	S ROOSEVELT BLVD	APT 302C	ZABLOCKI ROBERT E AND LOUISE L	SF	YES
22	00065143-000100	2601	S ROOSEVELT BLVD	APT 101C	SELIG JULIAN WOOD JR AND BETSEY BLADES	SF	YES
23	00065143-002500	2601	S ROOSEVELT BLVD	APT 201C	SCHENCK WILLIAM D JR AND HANNA	SF	YES
24	00065143-005100	2601	S ROOSEVELT BLVD	APT 301C	BECH VENTURES	SF	YES
25	00065142-006500	2601	S ROOSEVELT BLVD	APT 611B	NELSON THOMAS M AND KRISTINE	SF	NO
26	00065142-005400	2601	S ROOSEVELT BLVD	APT 511B	ODAY WILLIAM L JR AND ELISA R	SF	NO
27	00065142-004300	2601	S ROOSEVELT BLVD	APT 411B	BARNHILL PAUL W REVOCABLE TRUST	SF	NO
28	00065142-003200	2601	S ROOSEVELT BLVD	APT 311B	ROLF JOAN W TRUSTEE	SF	NO

NIP PHASE 2

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
29	00065142-002100	2601	S ROOSEVELT BLVD	APT 211B	FASANO LEONARD A	SF	NO
30	00065142-001000	2601	S ROOSEVELT BLVD	APT 111B	SELLIER DOMINIQUE	SF	NO
31	00065142-006400	2601	S ROOSEVELT BLVD	APT 610B	CORBETT R BRIAN AND NANCY	SF	NO
32	00065142-005300	2601	S ROOSEVELT BLVD	APT 510B	CICCARELLI BENNY AND DINA	SF	NO
33	00065142-004200	2601	S ROOSEVELT BLVD	APT 410B	TROST GEORGE D AND MARIE C	SF	NO
34	00065142-003100	2601	S ROOSEVELT BLVD	APT 310B	POLIZZOTTO RICHARD J AND BRENDA L	SF	NO
35	00065142-002000	2601	S ROOSEVELT BLVD	APT 210B	RHOADES CLIFFORD E JR TRUST 10/18/2006	SF	NO
36	00065142-000900	2601	S ROOSEVELT BLVD	APT 110B	HERMAN CARL M REVOCABLE LIVING TRUST 7/19/02	SF	NO
37	00065142-006300	2601	S ROOSEVELT BLVD	APT 609B	COOKE PAULINE K TRUST (UNDER THE WILL OF)	SF	NO
38	00065142-005200	2601	S ROOSEVELT BLVD	APT 509B	SENLER OSMAN H REVOCABLE TRUST DTD 12/28/1998	SF	NO
39	00065142-004100	2601	S ROOSEVELT BLVD	APT 409B	CALLAGHAN BRIAN E	SF	NO
40	00065142-003000	2601	S ROOSEVELT BLVD	APT 309B	WHALEN-DUNNING JANET	SF	NO
41	00065142-001900	2601	S ROOSEVELT BLVD	APT 209B	HALL BRIDGET AND MICHAEL JEREMY	SF	NO
42	00065142-000800	2601	S ROOSEVELT BLVD	APT 109B	DAHL RUTH S	SF	NO
43	00065142-006200	2601	S ROOSEVELT BLVD	APT 608B	HILTON MADELEINE	SF	NO
44	00065142-005100	2601	S ROOSEVELT BLVD	APT 508B	ROMANO ALBERT R	SF	NO
45	00065142-004000	2601	S ROOSEVELT BLVD	APT 408B	COOKE DONALD P REV TR 9/23/2010	SF	NO
46	00065142-002900	2601	S ROOSEVELT BLVD	APT 308B	YOUNG ANNE MARIE	SF	NO
47	00065142-001800	2601	S ROOSEVELT BLVD	APT 208B	ZINKEVICH JOHN C	SF	NO
48	00065142-000700	2601	S ROOSEVELT BLVD	APT 108B	PAUL ROBERT E AND MARTHA P	SF	NO
49	00065142-006100	2601	S ROOSEVELT BLVD	APT 607B	MCGRATH PATRICIA L	SF	NO
50	00065142-005000	2601	S ROOSEVELT BLVD	APT 507B	HILTON MADELINE	SF	NO
51	00065142-003900	2601	S ROOSEVELT BLVD	APT 407B	HERL JAMES C	SF	NO
52	00065142-002800	2601	S ROOSEVELT BLVD	APT 307B	BAGGETT ROBERT E AND BETTY SUE	SF	NO

NIP PHASE 3

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
1	00065142-001700	2601	S ROOSEVELT BLVD	APT 207B	BLACHE STEFAN C AND JAMIE L	SF	NO
2	00065142-000600	2601	S ROOSEVELT BLVD	APT 107B	SMITH RICHARD E	SF	NO
3	00065142-006000	2601	S ROOSEVELT BLVD	APT 606B	BALBONTIN GLORIA DEC OF TRUST 7/7/1999	SF	NO
4	00065142-004900	2601	S ROOSEVELT BLVD	APT 506B	CAPAS RAYMOND	SF	NO
5	00065142-003800	2601	S ROOSEVELT BLVD	APT 406B	GODSEY H CARLETON TRUST AGREEMENT	SF	NO
6	00065142-002700	2601	S ROOSEVELT BLVD	APT 306B	REID JULIE WINN	SF	NO
7	00065142-001600	2601	S ROOSEVELT BLVD	APT 206B	MITCHELL CALVIN H	SF	NO
8	00065142-000500	2601	S ROOSEVELT BLVD	APT 106B	HECHT EVA LEIGH	SF	NO
9	00065142-005900	2601	S ROOSEVELT BLVD	APT 605B	BOOTH NELLIE S	SF	NO
10	00065142-004800	2601	S ROOSEVELT BLVD	APT 505B	CAPAS RAYMOND	SF	NO
11	00065142-003700	2601	S ROOSEVELT BLVD	APT 405B	FOGARTY PETER AND LORI A	SF	NO
12	00065142-002600	2601	S ROOSEVELT BLVD	APT 305B	CANTLAY RUSSELL C AND AMY E	SF	NO
13	00065142-001500	2601	S ROOSEVELT BLVD	APT 205B	EADEH LESLIE W REV DEED TRUST 06/29/04	SF	NO
14	00065142-000400	2601	S ROOSEVELT BLVD	APT 105B	SELLIER PATRICIA	SF	NO
15	00065142-005800	2601	S ROOSEVELT BLVD	APT 604B	BLACK DYANNE L	SF	NO
16	00065142-004700	2601	S ROOSEVELT BLVD	APT 504B	FLENNER JAMES A AND SHIRLEY ANN LYNN	SF	NO
17	00065142-003600	2601	S ROOSEVELT BLVD	APT 404B	BATTY PETER H AND ELLEN D	SF	NO
18	00065142-002500	2601	S ROOSEVELT BLVD	APT 304B	DURAZO MARLENE LUCILLE	SF	NO
19	00065142-001400	2601	S ROOSEVELT BLVD	APT 204B	KUHAR RITA M	SF	NO
20	00065142-005700	2601	S ROOSEVELT BLVD	APT 603B	HOPPS DENNIS R AND ROSEMARY P	SF	NO
21	00065142-004600	2601	S ROOSEVELT BLVD	APT 503B	FLENNER SHIRLEY ANN C LYNN	SF	NO
22	00065142-003500	2601	S ROOSEVELT BLVD	APT 403B	WILLIAMS GARY L JR AND BARBARA DALE	SF	NO
23	00065142-002400	2601	S ROOSEVELT BLVD	APT 303B	TOLLEN ROBERT R AND KAYLA R	SF	NO
24	00065142-001300	2601	S ROOSEVELT BLVD	APT 203B	RAUM DAVID C AND HELEN E	SF	NO
25	00065142-000300	2601	S ROOSEVELT BLVD	APT 103B	DUNN STUART M REVOCABLE TRUST DTD 3/17/97	SF	NO
26	00065142-005600	2601	S ROOSEVELT BLVD	APT 602B	ROMANO ALBERT R	SF	NO
27	00065142-004500	2601	S ROOSEVELT BLVD	APT 502B	HARDEJ ADRIAN AND DIANE	SF	NO
28	00065142-003400	2601	S ROOSEVELT BLVD	APT 402B	PADRON MARTHA G LIVING TRUST 12/29/1994	SF	NO

NIP PHASE 3

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
29	00065142-002300	2601	S ROOSEVELT BLVD	APT 302B	MCMENAMIN MICHAEL J AND MONICA	SF	NO
30	00065142-001200	2601	S ROOSEVELT BLVD	APT 202B	DIXON GEORGE A AND MARIE L	SF	NO
31	00065142-000200	2601	S ROOSEVELT BLVD	APT 102B	OLIVARES RAFAEL AND HILDA GENNI	SF	NO
32	00065142-005500	2601	S ROOSEVELT BLVD	APT 601B	WILLIAMS GARY L AND DALE B	SF	NO
33	00065142-004400	2601	S ROOSEVELT BLVD	APT 501B	STUBBLEFIELD ROBERT P SR REV TRUST DTD 2/6/01	SF	NO
34	00065142-003300	2601	S ROOSEVELT BLVD	APT 401B	HOWARD MARCIA B REVOCABLE TRUST 9/24/2013	SF	NO
35	00065142-002200	2601	S ROOSEVELT BLVD	APT 301B	HARVEY STACEY	SF	NO
36	00065142-001100	2601	S ROOSEVELT BLVD	APT 201B	WAYTENA JAMES R DECLARATION OF TRUST	SF	NO
37	00065142-000100	2601	S ROOSEVELT BLVD	APT 101B	MIANI PHILLIP N	SF	NO
38	00065141-006500	2601	S ROOSEVELT BLVD	APT 611A	ROBINSON RICHARD R AND KATHERINE JUNE	SF	YES
39	00065141-005400	2601	S ROOSEVELT BLVD	APT 511A	GREEN BRUCE L AND ARLETTE P COLLIER (H/W)	SF	YES
40	00065141-004300	2601	S ROOSEVELT BLVD	APT 411A	GARBER PATRICK AND JULIE ANN	SF	YES
41	00065141-003200	2601	S ROOSEVELT BLVD	APT 311A	MAURER REBECCA	SF	YES
42	00065141-002100	2601	S ROOSEVELT BLVD	APT 211A	HERMAN CARL M REV LIV TRUST DTD 7/19/02	SF	YES
43	00065141-001000	2601	S ROOSEVELT BLVD	APT 111A	LUCE LAURE ANNE	SF	YES
44	00065141-006400	2601	S ROOSEVELT BLVD	APT 610A	CAWLEY THOMAS P DECLARATION OF TRUST 03/06/2007	SF	YES
45	00065141-005300	2601	S ROOSEVELT BLVD	APT 510A	DULBERGER JOHANNA	SF	YES
46	00065141-004200	2601	S ROOSEVELT BLVD	APT 410A	SATZ PERRY AND LINDA	SF	YES
47	00065141-003100	2601	S ROOSEVELT BLVD	APT 310A	VANTAGE IRA FBO STEVEN GOLLISH	SF	YES
48	00065141-002000	2601	S ROOSEVELT BLVD	APT 210A	MENDOLA BIQUETTE AND CHARLES J	SF	YES
49	00065141-000900	2601	S ROOSEVELT BLVD	APT 110A	WEST PATSY RUTH	SF	YES
50	00065141-006300	2601	S ROOSEVELT BLVD	APT 609A	HERBRUCK DIANE W TRUST	SF	YES
51	00065141-005200	2601	S ROOSEVELT BLVD	APT 509A	MURPHY PATRICK J AND JUDITH A	SF	YES

NIP PHASE 4

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
1	00065141-004100	2601	S ROOSEVELT BLVD	APT 409A	MCCOY WILLIAM H III AND MARILYN K	SF	YES
2	00065141-003000	2601	S ROOSEVELT BLVD	APT 309A	STANFORD MAUREEN A	SF	YES
3	00065141-001900	2601	S ROOSEVELT BLVD	APT 209A	ESQUIROL JORGE	SF	YES
4	00065141-000800	2601	S ROOSEVELT BLVD	APT 109A	TOLPA SUSAN M	SF	YES
5	00065141-006200	2601	S ROOSEVELT BLVD	APT 608A	ROSE PAUL EDWARD AND ADENE STRAW	SF	YES
6	00065141-005100	2601	S ROOSEVELT BLVD	APT 508A	ROMANO ALBERT R AND RACHELLE M	SF	YES
7	00065141-004000	2601	S ROOSEVELT BLVD	APT 408A	MURPHEY MARK H AND JOAN E	SF	YES
8	00065141-002900	2601	S ROOSEVELT BLVD	APT 308A	LAVERY JUDITH A	SF	YES
9	00065141-001800	2601	S ROOSEVELT BLVD	APT 208A	WOLNEY HARVEY P SR AND MARTA JEAN TR 12/17/2004	SF	YES
10	00065141-000700	2601	S ROOSEVELT BLVD	APT 108 A	OLIVARES RAFAEL A AND HILDA GENNI	SF	YES
11	00065141-006100	2601	S ROOSEVELT BLVD	APT 607A	AMSTAD ALOIS J	SF	YES
12	00065141-005000	2601	S ROOSEVELT BLVD	APT 507A	TEPPER STEVEN D	SF	YES
13	00065141-003900	2601	S ROOSEVELT BLVD	APT 407A	HENDERSON RAY C AND SHIRLEY A	SF	YES
14	00065141-002800	2601	S ROOSEVELT BLVD	APT 307A	MCGINN NEIL L AND BARBARA E JOINT REV TR AGR	SF	YES
15	00065141-001700	2601	S ROOSEVELT BLVD	APT 207A	TOWNSEND KATHLEEN E TRUST 5/17/1995	SF	YES
16	00065141-000600	2601	S ROOSEVELT BLVD	APT 107A	LEACH FRANCES H L/E	SF	YES
17	00065141-006000	2601	S ROOSEVELT BLVD	APT 606A	GATES CHRISTINE AND EDWARD W JR	SF	YES
18	00065141-004900	2601	S ROOSEVELT BLVD	APT 506A	CMIEL HOLLY R FAMILY TRUST	SF	YES
19	00065141-003800	2601	S ROOSEVELT BLVD	APT 406A	MANION MARTIN AND CAROL LLC	SF	YES
20	00065141-002700	2601	S ROOSEVELT BLVD	APT 306A	SEADEN GEORGE	SF	YES
21	00065141-001600	2601	S ROOSEVELT BLVD	APT 206A	WIDING DAVID	SF	YES
22	00065141-000500	2601	S ROOSEVELT BLVD	APT 106A	CUSHMAN VICTOR L AND JOAN E	SF	YES
23	00065141-005900	2601	S ROOSEVELT BLVD	APT 605A	ONDERDONK GARY R AND DIANE M	SF	YES
24	00065141-004800	2601	S ROOSEVELT BLVD	APT 505A	SILVER CAROL D REVOCABLE TRUST 11/17/09	SF	YES
25	00065141-003700	2601	S ROOSEVELT BLVD	APT 405A	ASHMORE ANDREW J C/O ASHMORE BRUCE V	SF	YES
26	00065141-002600	2601	S ROOSEVELT BLVD	APT 305A	CHICK ALICE	SF	YES
27	00065141-001500	2601	S ROOSEVELT BLVD	APT 205A	SCHUESSLER PAUL AND LINDA LEE	SF	YES
28	00065141-000400	2601	S ROOSEVELT BLVD	APT 105A	ELLIS CINDY ESTRIDGE	SF	YES

NIP PHASE 4

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
29	00065141-005800	2601	S ROOSEVELT BLVD	APT 604A	ROHRER RICHARD S AND DENISE Y	SF	YES
30	00065141-004700	2601	S ROOSEVELT BLVD	APT 504A	COOK DAVID H II	SF	YES
31	00065141-003600	2601	S ROOSEVELT BLVD	APT 404A	SUTTON DIANNA L	SF	YES
32	00065141-002500	2601	S ROOSEVELT BLVD	APT 304A	GASSER ROBERT E AND JUNE M TRUSTEE	SF	YES
33	00065141-001400	2601	S ROOSEVELT BLVD	APT 204A	ALBANO LOUIS J AND ELIZABETH E	SF	YES
34	00065141-005700	2601	S ROOSEVELT BLVD	APT 603A	ALLEN MARJORIE C	SF	YES
35	00065141-004600	2601	S ROOSEVELT BLVD	APT 503A	THIEL NANCY	SF	YES
36	00065141-003500	2601	S ROOSEVELT BLVD	APT 403A	FORD INGRID	SF	YES
37	00065141-002400	2601	S ROOSEVELT BLVD	APT 303A	BERKIN MICHAEL E LIVING TRUST 9/14/2012	SF	YES
38	00065141-001300	2601	S ROOSEVELT BLVD	APT 203A	NASET WALLACE J AND RUTH S	SF	YES
39	00065141-000300	2601	S ROOSEVELT BLVD	APT 103A	DACRA GLASS CO INC	SF	YES
40	00065141-005600	2601	S ROOSEVELT BLVD	APT 602A	YOUNG CHARLES J JR	SF	YES
41	00065141-004500	2601	S ROOSEVELT BLVD	APT 502A	THEIL NANCY M T/C	SF	YES
42	00065141-003400	2601	S ROOSEVELT BLVD	APT 402A	HUBBELL JAMES H	SF	YES
43	00065141-002300	2601	S ROOSEVELT BLVD	APT 302A	MCKEE ANN TRUSTEE	SF	YES
44	00065141-001200	2601	S ROOSEVELT BLVD	APT 202A	VORNHOLT CATHY	SF	YES
45	00065141-000200	2601	S ROOSEVELT BLVD	APT 102A	SHETZLEY GEORGE W AND MARIA H REV LIV TR 11/29/99	SF	YES
46	00065141-005500	2601	S ROOSEVELT BLVD	APT 601A	STANFORD LELAND C	SF	YES
47	00065141-004400	2601	S ROOSEVELT BLVD	APT 501A	COOK DAVID H III	SF	YES
48	00065141-003300	2601	S ROOSEVELT BLVD	APT 401A	CARLSON-HEIM PAIGE LEE	SF	YES
49	00065141-002200	2601	S ROOSEVELT BLVD	APT 301A	CORBETT MARIE	SF	YES
50	00065141-001100	2601	S ROOSEVELT BLVD	APT 201A	HALPERN MICHAEL	SF	YES
51	00065141-000100	2601	S ROOSEVELT BLVD	APT 101A	BLANFORD GEORGE	SF	YES

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PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
1	00069220-000000	2918	FLAGLER AVE		MENENDEZ JUAN AND AMBER	SF	NO
2	00066270-000000	3001	FLAGLER AVE		MENDEZ OTNIEL AND MARITZA	SF	NO
3	00066280-000000	3005	FLAGLER AVE		CATES CRAIG AND CHERYL	SF	NO
4	00066290-000000	3009	FLAGLER AVE		SHIPLEY RONALD E	SF	NO
5	00066300-000000	3015	FLAGLER AVE		MILSTEAD JAMES D AND JOYCE A	SF	NO
6	00066310-000000	3021	FLAGLER AVE		BAILEY JERRY LEE	SF	NO
7	00066320-000000	3031	FLAGLER AVE		BARRIOS AUGUSTO AND MARIA	SF	NO
8	00066330-000000	3041	FLAGLER AVE		MEIVES JANE Z AND MICHAEL	SF	NO
9	00066340-000000	3051	FLAGLER AVE		LACAYO OSCAR	SF	NO
10	00066430-000000	2903	STAPLES AVE		HAWKINS RICHARD	SF	NO
11	00066440-000000	2907	STAPLES AVE		WILSON MICHAEL C JR AND MELANIE B	SF	NO
12	00066410-000000	2908	STAPLES AVE		RODRIGUEZ ANGEL IGNACIO AND DANIELA ORLINDA	SF	NO
13	00066450-000000	2911	STAPLES AVE		RANDALL MARGARET	SF	NO
14	00066400-000000	2912	STAPLES AVE		MOLLOT IRWIN	SF	NO
15	00066460-000000	2915	STAPLES AVE		BOYLE JEAN M	SF	NO
16	00066390-000000	2916	STAPLES AVE		MCCARTHY RITA W	SF	NO
17	00066470-000000	2919	STAPLES AVE		GIBSON BARRY	SF	NO
18	00066380-000000	2920	STAPLES AVE		WEITZ ANDREA RENEE	SF	NO
19	00066480-000000	2923	STAPLES AVE		RICKS KEITH O AND LAURA E	SF	NO
20	00066370-000000	2924	STAPLES AVE		MAKIMAA BRADLEY J AND RENEE C	SF	NO
21	00066490-000000	2927	STAPLES AVE	UNITS 1 & 2	D'AMATO NANCY J	MF (R2)	YES
22	00066360-000000	2928	STAPLES AVE	UNITS 1 & 2	MIRA JAMES JR AND ROBERTA ANDREWS	MF (R2)	NO
23	00066350-000000	2932	STAPLES AVE		DEPOO PAUL JULIO	SF	NO
24	00066850-000000	2801	FLAGLER AVE		MELLIES NIEL S II AND ELIZABETH C	SF	NO
25	00066860-000000	2805	FLAGLER AVE		ROMERO JORGE	SF	NO
26	00066870-000000	2809	FLAGLER AVE		ANSELL CHARLES W II AND MARY L	SF	NO

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PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
27	00066880-000000	2815	FLAGLER AVE		ROBERTS RICHARD DENNIS	SF	NO
28	00066890-000000	2819	FLAGLER AVE		ROBINSON WILLIAM SANDS JR	SF	NO
29	00066900-000000	2825	FLAGLER AVE		HERNDON JOHN AND GIANNINA C	SF	NO
30	00066910-000000	2831	FLAGLER AVE		LYDA THERON ESTATE	SF	NO
31	00066920-000000	2835	FLAGLER AVE	UNITS 1, 2, 3	IMBERT GEORGE A	MF (R3)	NO
32	00066930-000000	2832	STAPLES AVE		ALEMDA ELMIRA L	SF	NO
33	00066940-000000	2828	STAPLES AVE		PERKINS MARK T	SF	NO
34	00066950-000000	2824	STAPLES AVE		LASWELL JIMMY G AND NEDRA M	SF	NO
35	00066960-000000	2820	STAPLES AVE		SWAN ANNE M	SF	NO
36	00066970-000000	2816	STAPLES AVE		ANDERSON RUTH	SF	NO
37	00066980-000000	2812	STAPLES AVE		MIRA RACHEL	SF	NO
38	00066990-000000	2808	STAPLES AVE		MELNICK ALAN D	SF	NO
39	00067000-000000	2800	STAPLES AVE		GIBSON GAYLE GORDON	SF	NO
40	00067010-000000	2801	STAPLES AVE		FORD KATHLEEN S	SF	YES
41	00067020-000000	2807	STAPLES AVE	UNITS 1 & 2	FORD KATHLEEN S	MF (R2)	NO
42	00067030-000000	2811	STAPLES AVE		BENNETT LEE F AND MELAINE	SF	NO
43	00067040-000000	2815	STAPLES AVE		RAMEY ROBERT E III	SF	NO
44	00067050-000000	2819	STAPLES AVE		CASTELLANOS DOMINGO G AND KELLY L	SF	NO
45	00067060-000000	2825	STAPLES AVE		AMAR OLIVER M	SF	NO
46	00067070-000000	2827	STAPLES AVE		LYHNE ROBERT H	SF	NO

NIP PHASE 6

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
1	00066500-000000	1528	12TH ST	UNITS 1 & 2	MARCIAL INGE	MF (R2)	YES
2	00065280-000701	1441	12TH ST		1441 12TH ST LLC	SF	NO
3	00065280-000702	1439	12TH ST		CROOKS RICHARD AND NINA	SF	NO
4	00065280-000703	1437	12TH ST		DRESIE DAVID G	SF	NO
5	00065280-000704	1435	12TH ST		CONFIDENTIAL DATA F.S. 119.07	SF	NO
6	00065280-000705	1433	12TH ST		MPA OF KEY WEST LIMITED PARTNERSHIP c/o STELLER MURRAY H	SF	NO
7	00065280-000706	1431	12TH ST		GILMARTIN MARC R AND JILLIAN A	SF	NO
8	00065280-000707	1429	12TH ST		ERSKINE LARRY R	SF	NO
9	00065280-000708	1427	12TH ST		GIBSON WILLIAM T	SF	NO
10	00065280-000801	3075	FLAGLER AVE	UNIT 1	AMBROSE GRETCHEN E	SF	NO
11	00065280-000802	3075	FLAGLER AVE	UNIT 2	YI SO TONG	SF	NO
12	00065280-000803	3075	FLAGLER AVE	UNIT 3	KNOWLES THEODORE MCCURDY	SF	NO
13	00065280-000804	3075	FLAGLER AVE	UNIT 4	PISZKER MARY F	SF	NO
14	00065280-000805	3075	FLAGLER AVE	UNIT 5	KOEHN JOY EMANUEL AND SHLOMO	SF	NO
15	00065280-000806	3075	FLAGLER AVE	UNIT 6	TRENT TERESA ANN	SF	NO
16	00065280-000807	3075	FLAGLER AVE	UNIT 7	WELLS ROBYN L	SF	NO
17	00065280-000808	3075	FLAGLER AVE	UNIT 8	GARCIA JAIME J AND NARA J	SF	NO
18	00065280-000809	3075	FLAGLER AVE	UNIT 9	JOHNSON THOMAS W AND CARRIE C	SF	NO
19	00065280-00081	3075	FLAGLER AVE	UNIT 10	HENRIQUEZ LORI M	SF	NO
20	00065280-000811	3075	FLAGLER AVE	UNIT 11	HAZELTINE NAOMI L	SF	YES
21	00065280-000812	3075	FLAGLER AVE	UNIT 12	CAULEY CHRISTOPHER W	SF	YES
22	00065280-000813	3075	FLAGLER AVE	UNIT 13	BARACK JERILYN G	SF	YES
23	00065280-000814	3075	FLAGLER AVE	UNIT 14	ANDRADE ADONIS M	SF	YES
24	00065280-000815	3075	FLAGLER AVE	UNIT 15	BERNAL HENRIQUEZ YOLIMA MILENA	SF	YES
25	00065281-000816	3075	FLAGLER AVE	UNIT 16	BOYER SHERRI ANN	SF	YES

NIP PHASE 6

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
26	00065282-000817	3075	FLAGLER AVE	UNIT 17	LAKE OVILDA V AND DANIEL L	SF	YES
27	00065283-000818	3075	FLAGLER AVE	UNIT 18	FERNANDEZ JORGE LUIS AND FRANCISCA	SF	NO
28	00065284-000819	3075	FLAGLER AVE	UNIT 19	KEMEZYS DEANNA	SF	NO
29	00065285-00082	3075	FLAGLER AVE	UNIT 20	THRIFT BRINSON C AND GRACE N	SF	NO
30	00065286-000821	3075	FLAGLER AVE	UNIT 21	HAMILTON K PAIGE	SF	NO
31	00065287-000822	3075	FLAGLER AVE	UNIT 22	VIDAL DARA M	SF	NO
32	00065288-000823	3075	FLAGLER AVE	UNIT 23	HINKLE EDGAR H JR	SF	NO
33	00065289-000824	3075	FLAGLER AVE	UNIT 24	COHEN KEITH AND CHERI LYNN	SF	NO
34	00065290-000825	3075	FLAGLER AVE	UNIT 25	HOLIFIELD WENDY M	SF	NO
35	00065291-000826	3075	FLAGLER AVE	UNIT 26	NULISCH JOY E	SF	NO
36	00069140-000000	3014	FLAGLER AVE		PAZO LOUIS A AND CARIDAD S	SF	NO
37	00069170-000000	3000	FLAGLER AVE	UNITS 1 & 2	VICTOR MARIE Y	MF (R2)	NO
38	00069240-000000	2910	FLAGLER AVE		DOMINGUEZ RAFAEL	SF	NO
39	00069310-000000	2919	RIVIERA DR		SALGADO RICHARD A AND OLGA	SF	NO
40	00069320-000000	2923	RIVIERA DR		HAMBRIGHT THOMAS L AND LYNDA M	SF	NO
41	00069460-000000	3220	RIVIERA DR		RUSS STEPHEN J AND KATHLEEN A	SF	YES
42	00069550-000000	3200	RIVIERA DR		KOHEN SHLOMO AND JOY	SF	NO
43	00069810-000000	2930	RIVIERA DR		WEINER CARL AND NANCY	SF	NO
44	00069820-000000	2924	RIVIERA DR		SHEEHAN KATHA D	SF	NO
45	00069840-000000	2916	RIVIERA DR	UNITS 1 & 2	AHRENS SCOTT	MF (R2)	NO

NIP PHASE 7

PRELIMINARY

#	PARCEL NO	ADDRESS NUMBER	STREET NAME	UNIT OR APT NUMBER	PROPERTY OWNER	TYPE	INCLUDED DUE TO BLOCK ROUNDING
1	00064860-000000	2713	FLAGLER AVE	5 BUILDINGS	GRACE LUTHERAN CHURCH U A C	CH & SCH	NO
2	00067850-000000	2714	FLAGLER AVE		GRACE LUTHERAN CHURCH U A C	SF	YES
3	00067840-000000	2707	STAPLES AVE		GRACE LUTHERAN CHURCH U A C	SF	YES
4	00067820-000000	2712	STAPLES AVE		WILLIS VAUGHN LUTHER KEY	SF	YES
5	00067830-000000	2705	FLAGLER AVE		BOSCAMP KAREN L	SF	YES
6	00065090-000000	2706	FLAGLER AVE	2 BUILDINGS	CARROLL COLEMAN F B OF THE DIOC OF MIAMI ROMAN CATHOLIC CHURCH	MF (21)	NO
7	00063650-000000	1525	5TH ST		KUNTTI REGINALD LEON	SF	YES
8	00063760-000000	1532	5TH ST		HERCE TODD MITCHELL	SF	NO
9	00063790-000000	1544	5TH ST		FILER CHARLES R AND JANET L	SF	NO
10	00070300-000000	1604	BAHAMA DR		GREEN BRADLEY S AND MARIA E	SF	NO
11	00070460-000000	1717	JAMAICA DR		HALPERN MICHELLEN KEEVAN	SF	NO
12	00070780-000000	1603	VENETIAN DR		VERNON JAMES P	SF	NO
13	00070810-000000	2929	VENETIAN DR		RAYVAN CORP (RAYMOND VANYO)	SF	NO
14	00070900-000000	2827	VENETIAN DR		ROBINSON RAYMOND R	SF	NO
15	00070970-000000	2805	VENETIAN DR		DURBIN SHARON G	SF	NO

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Key West by the Sea

Building C

MONROE COUNTY PROPERTY
APPRAISER OFFICE

THIS PROPERTY LOCATION MAP HAS BEEN COMPILED FOR INTERNAL OFFICE USE AS AN AID IN THE PREPARATION OF THE MONROE COUNTY TAX ROLL. IT IS NOT A SURVEY AND THE OWNERSHIP INFORMATION DEPICTED THEREON SHOULD NOT BE RELIED UPON FOR TITLE PURPOSES. NEITHER MONROE COUNTY NOR THE OFFICE OF THE PROPERTY APPRAISER ASSUMES RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS.

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Date: 4/13/2015

Key West by the Sea

Buildings A & B

MONROE COUNTY PROPERTY
APPRAISER OFFICE

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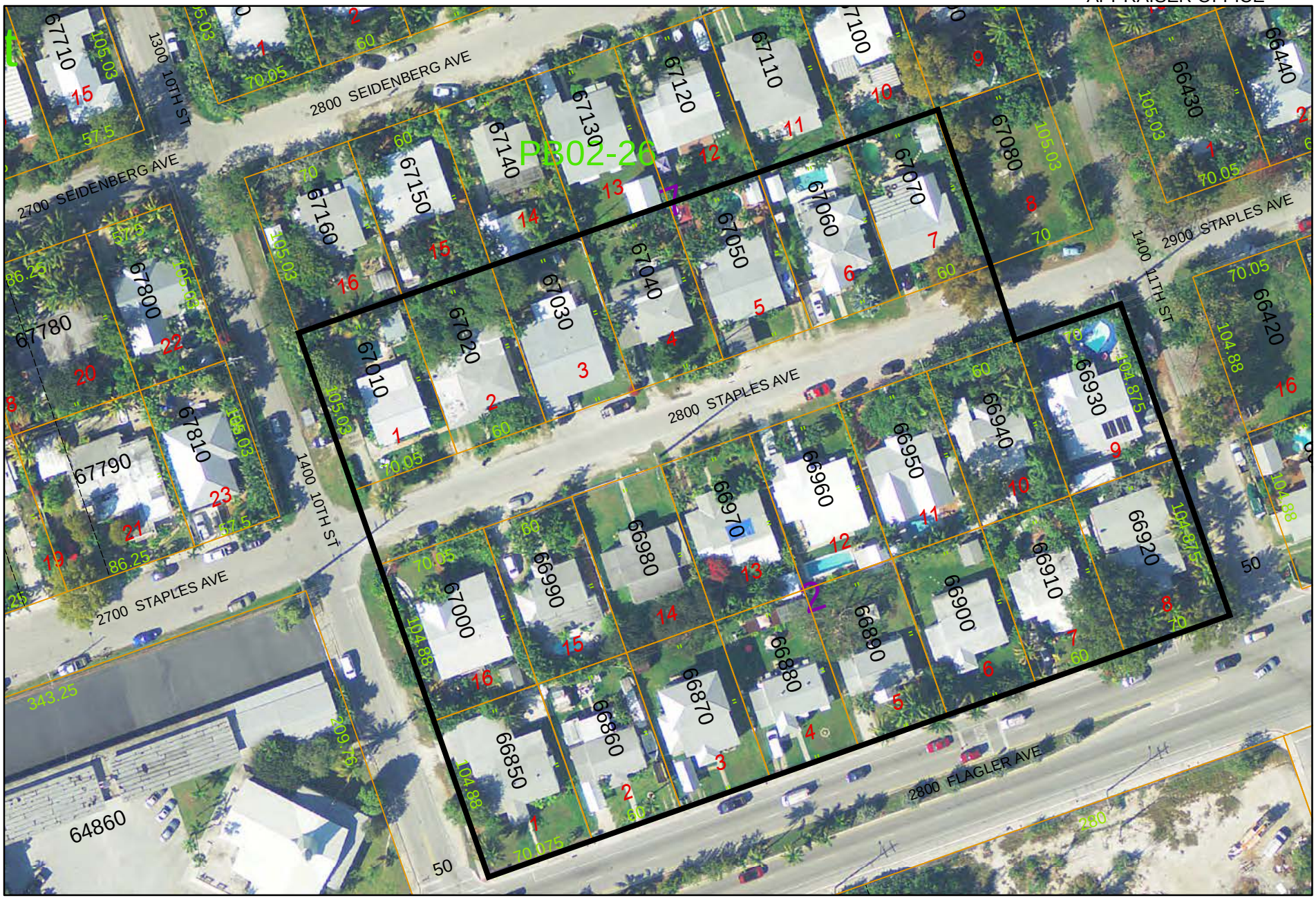
1:692

Date: 4/13/2015

MONROE COUNTY PROPERTY
APPRAISER OFFICE



THIS PROPERTY LOCATION MAP HAS BEEN COMPILED FOR INTERNAL OFFICE USE AS AN AID IN THE PREPARATION OF THE MONROE COUNTY TAX ROLL. IT IS NOT A SURVEY AND THE OWNERSHIP INFORMATION DEPICTED THEREON SHOULD NOT BE RELIED UPON FOR TITLE PURPOSES. NEITHER MONROE COUNTY NOR THE OFFICE OF THE PROPERTY APPRAISER ASSUMES RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS.

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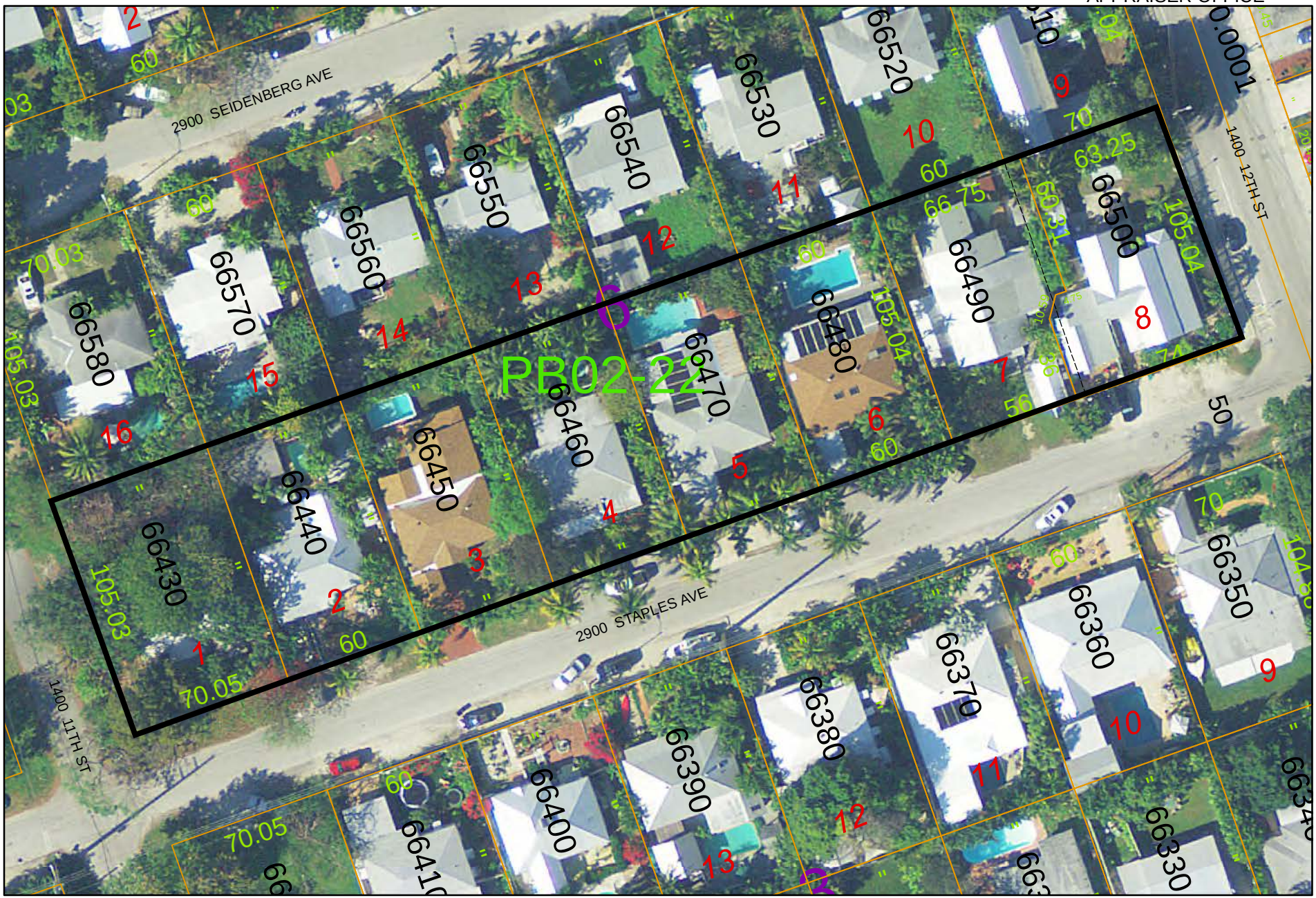
Date: 5/29/2013

MONROE COUNTY PROPERTY
APPRAISER OFFICE



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1:744

Date: 6/12/2013

MONROE COUNTY PROPERTY
APPRAISER OFFICE

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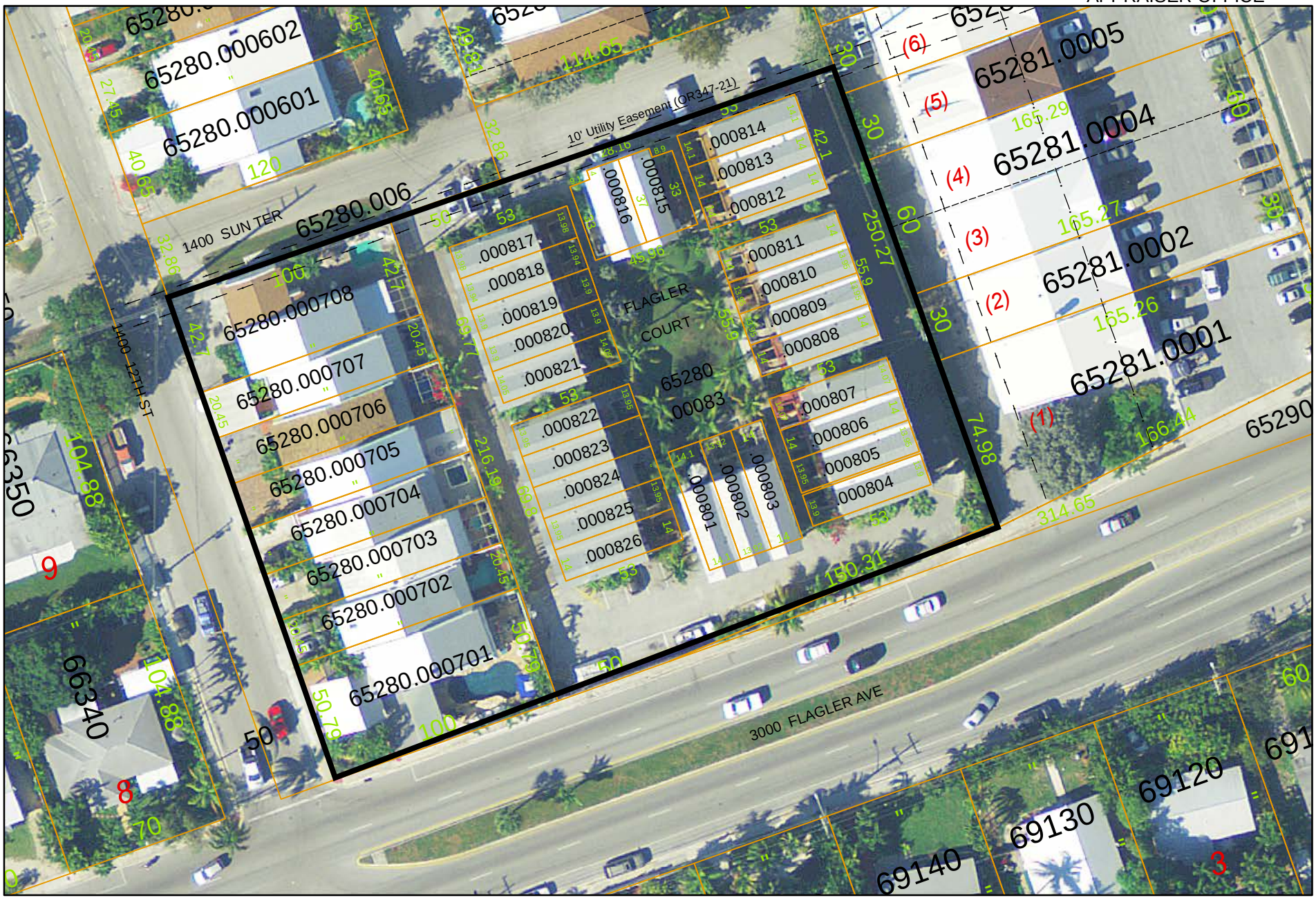
1:1,117

Date: 6/12/2013

MONROE COUNTY PROPERTY
APPRAISER OFFICE



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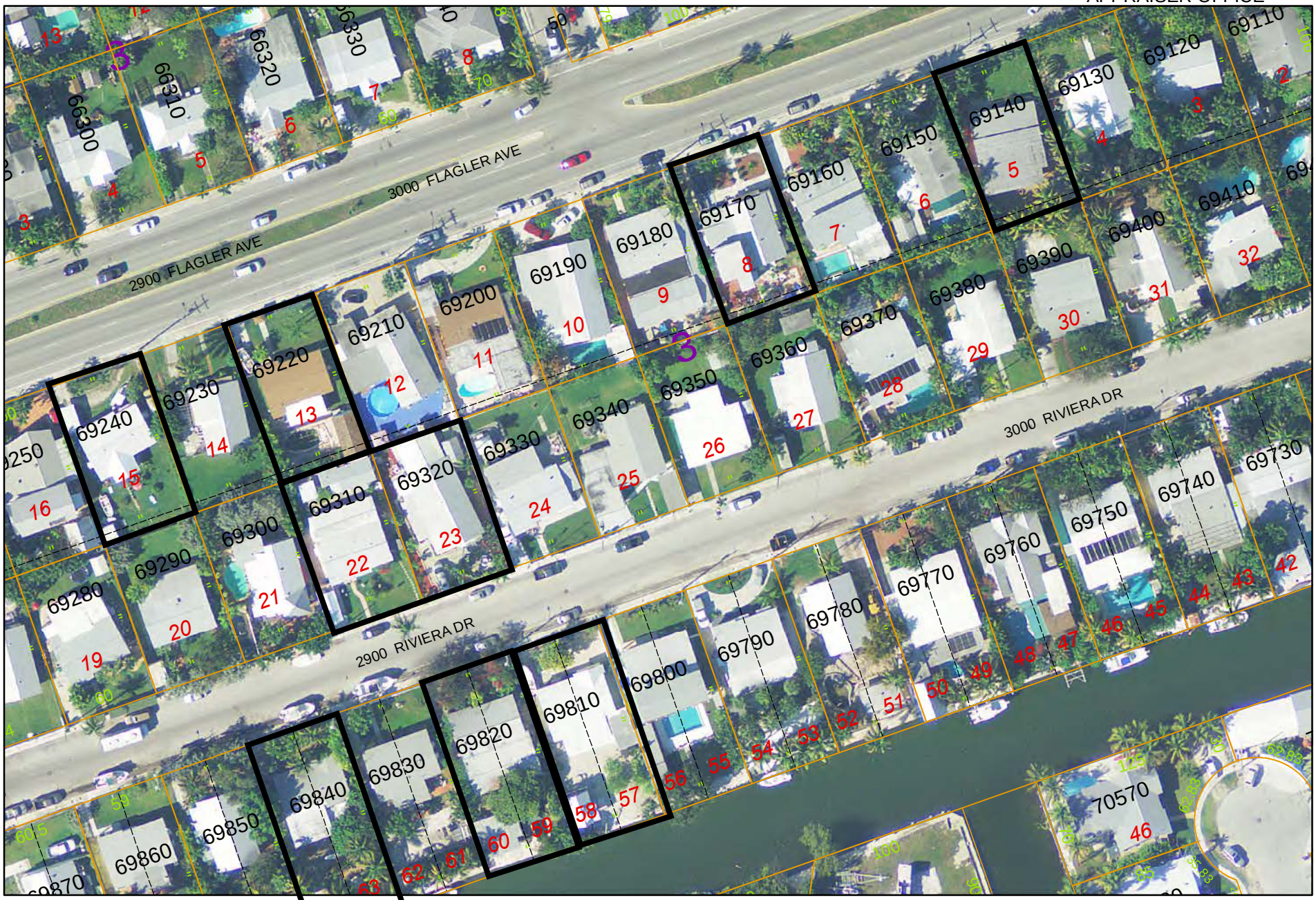
1:744

Date: 5/29/2013

MONROE COUNTY PROPERTY
APPRAISER OFFICE



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1:1,117

Date: 6/12/2013

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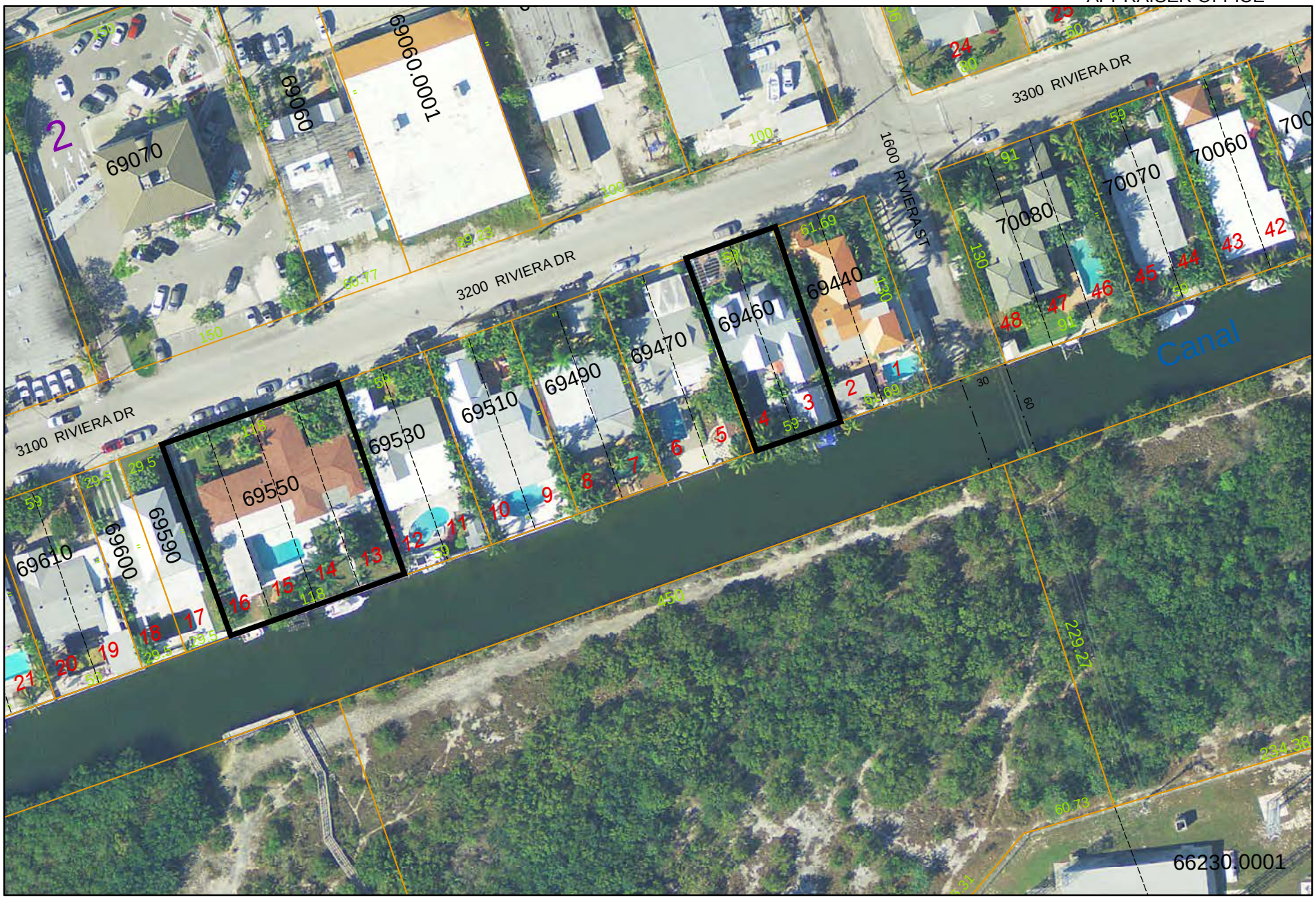

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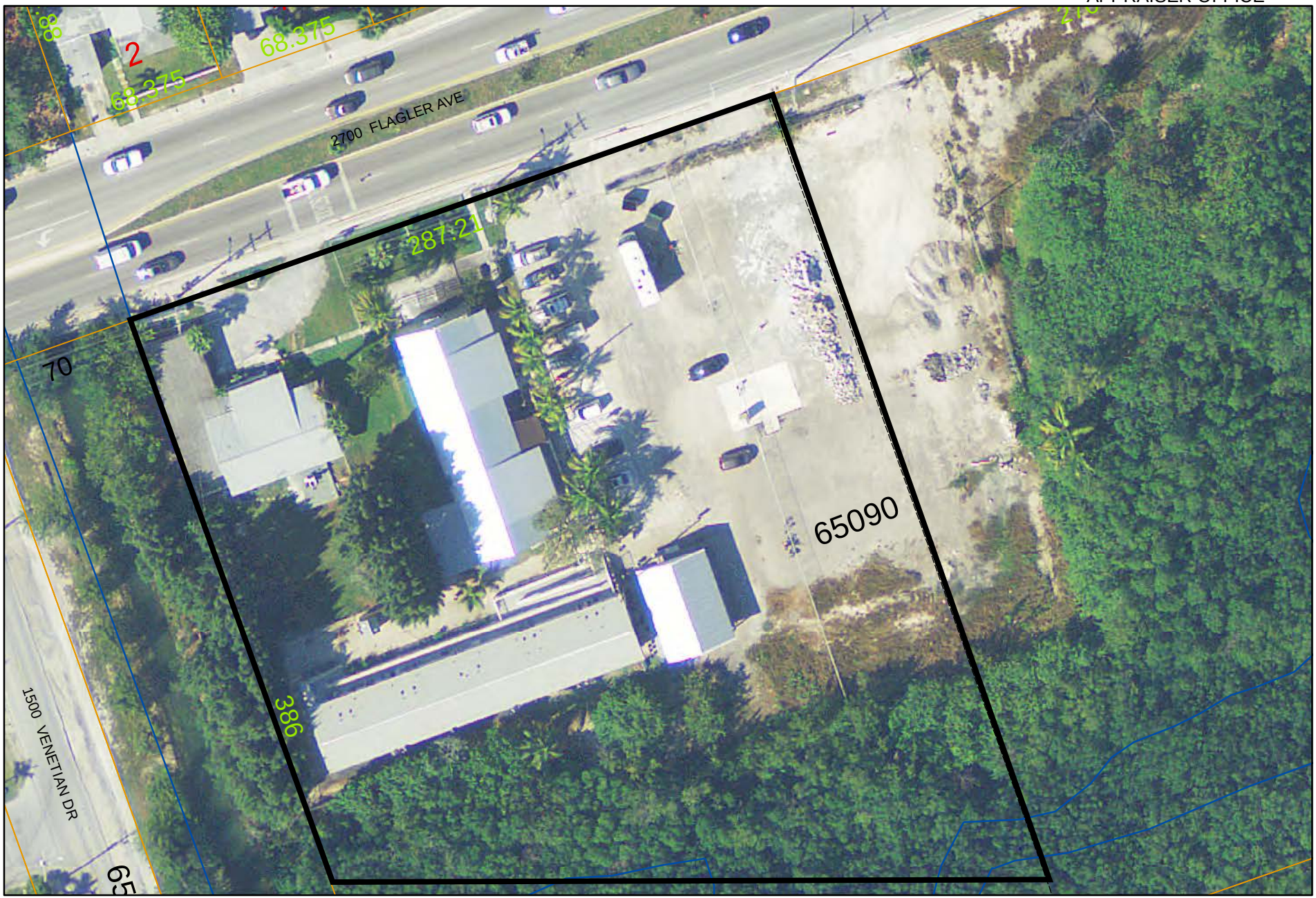

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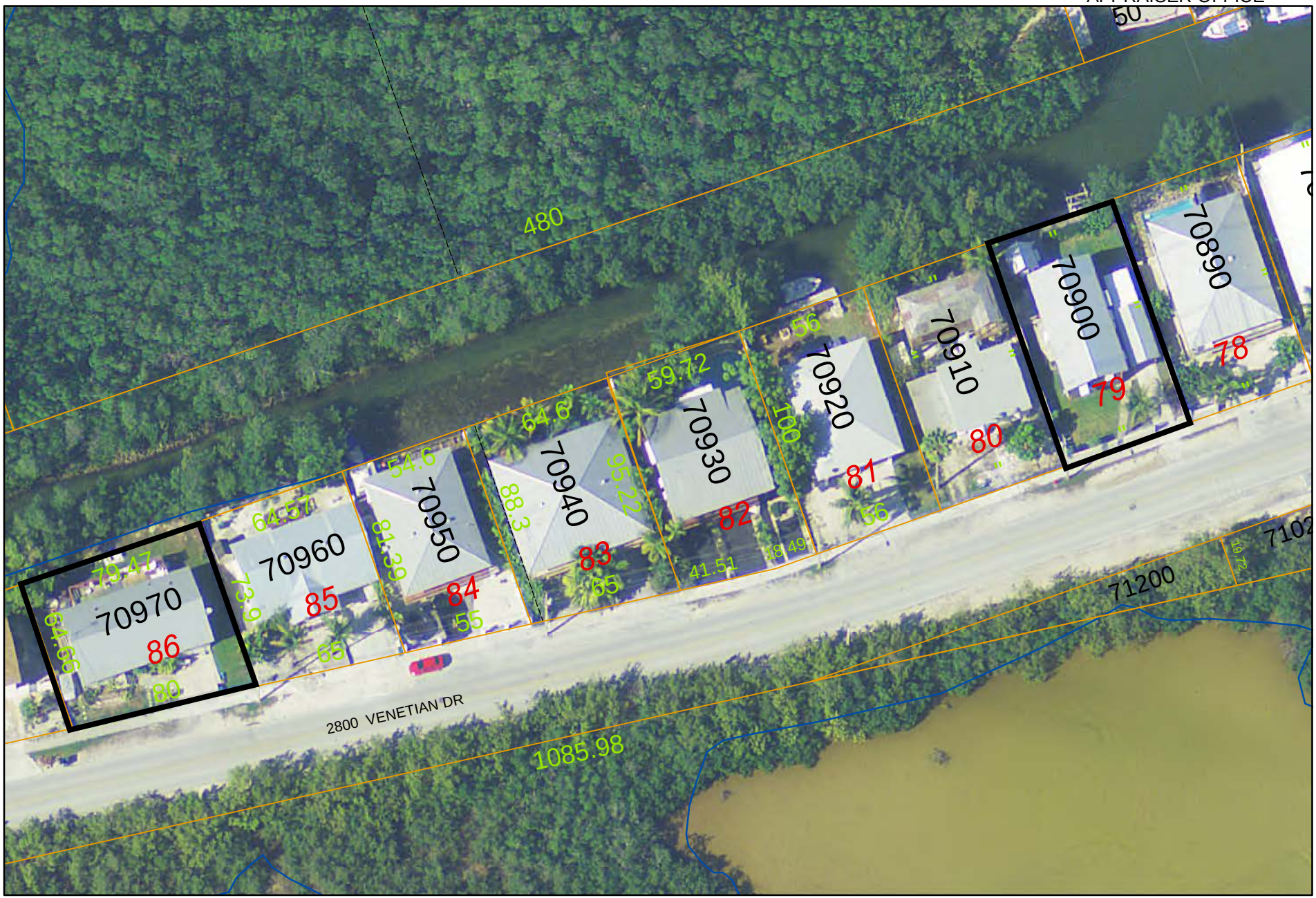

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1:1,489

Date: 6/12/2013

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Appendix Q

Consulted Parties

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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	April 3, 2012	June 5, 2012
August 7, 2012	October 2, 2012	December 4, 2012
February 5, 2013	April 2, 2013	June 4, 2013
August 6, 2013	October 1, 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 Airportôs Part 150 NEM Update, please feel free to contact the undersigned at (813) 675-6507 or by e-mail at dan.botto@urs.com. **If you would like to be on included on the distribution list for the Ad Hoc Committee agenda packages please provide an e-mail address to dan.botto@urs.com.**

Sincerely,

URS Corporation,

Daniel Botto, Deputy Project Manager

CC: Peter J. Horton, Director of Airports

URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
Tel: 813.636.2445
Fax: 813.636.2400
www.urscorp.com

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June 20, 2013

[NAME], [TITLE]
[ORGANIZATION]
[STREET ADDRESS]
[CITY], [STATE] [ZIP]

RE: Key West International Airport Part 150 Noise Compatibility Planning Study Update Public Hearing

Dear [NAME],

The County of Monroe would like to inform you of a public hearing to be held regarding the ongoing Noise Compatibility Planning Study Update currently underway for the Key West International Airport. This hearing will be held on Wednesday July 17, 2013 at 3:00 p.m. in the Harvey Government Center Commission Chambers, located upstairs at 1200 Truman Avenue, Key West.

The County of Monroe, as owner and operator of the Key West International Airport, is completing work on a title 14 Code of Federal Regulations part 150 Noise Compatibility Planning 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 has provided updates to the local community and interested parties throughout the study period at the regularly-scheduled Ad Hoc Committee on Noise meetings. These meetings were held on the following dates in 2012 and 2013:

February 14, 2012	April 3, 2012	June 5, 2012
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Additional meetings are currently scheduled for the following dates in 2013.

August 6, 2013	October 1, 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 and is under review by the FAA for acceptance.

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.

URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
Tel: 813.636.2445
Fax: 813.636.2400
www.urscorp.com

If you have any questions regarding the Key West International Airportôs Part 150 Study Update, please feel free to contact the undersigned at (813) 675-6507 or by e-mail at dan.botto@urs.com. **If you would like to be on included on the distribution list for the Ad Hoc Committee agenda packages please provide an e-mail address to dan.botto@urs.com.**

Sincerely,

Daniel Botto, Deputy Project Manager
URS Corporation

CC: Peter J. Horton, Director of Airports

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7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
Tel: 813.636.2445
Fax: 813.636.2400
www.urscorp.com

The Parties Consulted by the Airport Operator:

FAA Officials

Allan Nagy, Environmental Program Specialist
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822-5024
Phone: (407) 812-6331
Fax: (407) 812-6978

Dana Perkins
Environmental Program Specialist
Federal Aviation Administration
Atlanta Airports District Office
1701 Columbia Ave
Suite 2-260
College Park, GA 30337
Phone: (404) 305-7152
Fax: (404) 305-7155

FAA Key West Work Station
3491 South Roosevelt Boulevard
Key West, FL 33040
Tom Frost: (305) 684-4796
Kevin Graniela: (305) 684-4792
Ted Williamson: (305) 684-4798

Billy Haia, Tower Chief
FAA Airport Traffic Control Tower
3479 S. Roosevelt Blvd.
Key West, FL 33040
Phone: (305) 294-2549
Phone: (305) 294-3834
Email: eyw@rvainc.com

State Officials

Sergey Kireyev, Manager
Airspace and Land Use
FDOT Aviation Office
605 Suwannee Street, Mail Station 46
Tallahassee, Florida 32399-0450
Phone: (850) 414-4502

Andy Keith
Aviation Planning
FDOT Aviation Office
605 Suwannee Street, Mail Station 46
Tallahassee, Florida 32399-0450
Phone: (850) 414-4516
Fax: (850) 414-4508
Email: andy.keith @dot.state.fl.us

Kenneth Robertson
Contracts Administrator, District VI
Florida Department of Transportation
1000 NW 111th Avenue, Room 6105
Miami, FL 33172
Phone: (305) 377-5912
E-mail: Kenneth.Robertson@dot.state.fl.us

Lauren P. Milligan
Florida State Clearinghouse
Office of Intergovernmental Programs
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-2900
Phone: (850) 245-2161
Fax: (850) 245-2190
Email: 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

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

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

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

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

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

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

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

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

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

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

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

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

Key West Seaplane Tours
Julie Ann Floyd
3471 South Roosevelt Boulevard
Key West, FL 33040
Phone: (305) 293-9300
Email: info@keywestseaplanecharters.com

Island Aeroplane Tours (M&F Flying, Inc.)
Susan Cabanas
3469 South Roosevelt Boulevard
Key West, FL 33040
Phone: (305) 294-8687
Home: (305) 296-5720
Email: administrator@keywestairtours.com
Web: 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

Other Interested Parties

Last Stand
Mark Songer, President
PO Box 146
Key West, FL 33041
Phone: (305) 296-3335
Email: info@last-stand.org

Ongoing Communication with Consulted Parties and Other Interested Parties

Over the course of the Part 150 Study, the following individuals requested to be kept informed of the activities related to the Part 150 Study. They were placed on an e-mail distribution list, and provided advance copies of the Ad-Hoc Committee Agenda Packages.

Name	Representing
Al Sullivan	Last Stand
Allan Nagy	FAA, Orlando Airports District Office
Ashley Monnier	Naval Air Station, Key West
Brendon Cunningham	City of Key West Planning Department
Abdul Hatim	FDOT Aviation Office
Dionne G. Henry	FDOT Aviation Office
Jessica Wallace	Manager, Key West by the Sea
Jeremy Hall	Resident, Key West by the Sea
Joyce Baker	Resident, Riviera Drive
Kevin Talbort	Resident, Johnson Street
Mark Songer	Last Stand
Monica Munoz	Resident, Key West by the Sea
Patrick Murphy	Resident, Key West by the Sea
Robert S Gold	Resident, Old Town
Ron Demes	Naval Air Station, Key West
Shane Halvorson	Resident, Flagler Avenue

From:	Murphy, Deborah
To:	Demes, Ron A CIV CNRSE, N02
Cc:	Botto, Dan; Horton-Peter; Monnier, Ashley CIV NAVFAC SE, PWD Key West
Subject:	RE: Navy Radar Flight Tracks
Date:	Thursday, May 17, 2012 2:09:59 PM
Attachments:	@

Ron,

Thank you for your assistance with this. It is hard for us to track the personnel changes.

I have attached a printable version of the latest FAA-accepted Noise Exposure Map for EYW. If you would like it in an electronic format (e.g., GIS, CAD, NMPlot) please let me know.

Dan Botto will be forwarding the information he sent to Will.

Thanks again for your assistance!

Best Regards,
Deborah

Deborah Murphy Lagos
Senior Project Manager
Air Transportation
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462

813.636.2445 (direct)
727.698.0242 (mobile)
deborah.murphy@urs.com

-----Original Message-----
From: Demes, Ron A CIV CNRSE, N02 [mailto:ron.demes@navy.mil]
Sent: Thursday, May 17, 2012 2:00 PM
To: Murphy, Deborah
Cc: Botto, Dan; Horton-Peter; Monnier, Ashley CIV NAVFAC SE, PWD Key West
Subject: RE: Navy Radar Flight Tracks

Deborah: I will work the issue with you since were so many changes recently.

Will Knetge was an interim fill for Gail Kenson.

Ashley Monnier has replaced Gail Kenson and is the new Community Plans and Liaison Officer 305.293.2633.

Our ATCFO has changed as well from LCDR Tee Mintz to LCDR Mike Therrien.

The tapes are not an easy thing to get but I will follow up on the effort as I have done it in the past when I was engineering director long ago. The files are not something that are processed locally. Please send me what you sent Will and I will follow up with the new players.

Also: Please sent me a printable version of the latest noise contours around Key West International so I can analyze the cumulative impacts of the overlap of our noise contours. I would appreciate receiving this as soon as possible for a project I am working on with our compatibility criteria.

V/r, ron

R. A. DEMES
Executive Director/Business Manager
Naval Air Station
P. O. Box 9001
Key West, Florida 33040-9001
305.293.2866 Executive Suite
305.293.2488 XD/BM desk
305.293.2230 Fax
305.797.0158 XD/BM Cell
mailto:ron.demes@navy.mil

-----Original Message-----
From: Murphy, Deborah [mailto:deborah.murphy@urs.com]
Sent: Wednesday, May 16, 2012 11:27
To: Horton-Peter
Cc: Demes, Ron A CIV CNRSE, N02; Botto, Dan
Subject: RE: Navy Radar Flight Tracks

Peter,

We have been trying to get the radar data for several of months. Dan has been coordinating with William Knetge (who replaced Gail Kenson as the Community Plans and Liaison Officer). In March, Dan sent William a sample of the data we had obtained from NAS KW in 2008. We have not heard from William since then.

If Ron Demes can assist, we would be very appreciative.

THANKS!
Deborah

Deborah Murphy Lagos
Senior Project Manager
Air Transportation
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462

813.636.2445 (direct)
727.698.0242 (mobile)
deborah.murphy@urs.com

-----Original Message-----
From: Horton-Peter [mailto:Horton-Peter@MonroeCounty-FL.Gov]
Sent: Wednesday, May 16, 2012 11:05 AM
To: Murphy, Deborah
Cc: ron.demes@navy.mil

Subject: Navy Radar Flight Tracks

Hi Deborah.

I saw Ron Demes today at the BOCC meeting today and he was wondering if and when you would be needing Navy Radar Flight Tracks for the Part 150 project.

Please contact him.

Thanks.

Peter.

Sent from my iPhone

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<<

Figure 4.7, 2008 Existing Condition Noise Exposure Map -reduced file size.pdf (1.9MB)

(1.9MB)

>>

From: Botto, Dan
To: Monnier, Ashley CIV NAVFAC SE, PWD Key West; ron.demes@navy.mil
Cc: Murphy, Deborah
Subject: NAS Key West Questions
Date: Tuesday, September 18, 2012 11:23:32 AM

Good Afternoon Ron and Ashley,

In our documentation for the Part 150 Study, we discuss items regarding the operations at NAS Key West. Can you pleased validate these items?
They are as follows:

- The NASKW ATCT and radar/approach control are operational from 0700 to 2400 hours
- USN aircraft training launches are typically at 0730, 0930, 1230, 1330, and 1530 hours.

Please let me know if these statements are still accurate or correct them as necessary.

Thank you and appreciate the assistance.
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

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From: Hatim, Abdul [mailto:Abdul.Hatim@dot.state.fl.us]
Sent: Tuesday, January 31, 2012 1:18 PM
To: Botto, Dan
Cc: Henry, Dionne G.; Keith, Andy
Subject: Key West International Airport Part 150 NEM Update

Dan,

Please include me and Dionne Richardson at FDOT D6 on the distribution list for the Ad Hoc Committee agenda packages on the Key West International Airport Part 150 NEM Update.

Thanks,

Abdul Hatim

Aviation Program Development Manager

FDOT Aviation Office

605 Suwannee Street, MS 46

Tallahassee, FL 32399-0450

Phone: (850) 414-4504

Fax: (850) 414-4508

Email: abdul.hatim@dot.state.fl.us

Buckle Up and Drive/Fly Safe

From:	Jeremy Hall
To:	Murphy, Deborah
Cc:	Brian Corbett
Subject:	Key West 150
Date:	Wednesday, January 18, 2012 5:36:11 PM

Hi Deborah,

We live at KWBTS and you have kindly corresponded with me in the past and answered my questions.(You may remember I provided you with 'Arrival and Departure' logs.)

I believe there is a '150 study' underway. I am not sure of the protocol but would like to have a couple of suggestions considered:

- The bi-planes that provide rides for hire frequently fly at low altitude over KWBTS as they approach runway 09. There is no excuse for this as there are uninhabited mangroves to the east and to the west of KWBTS and the base leg of a circuit should be at 90° to the final approach, **not** 45°. . Some helicopters are also guilty of this behaviour. This is simply poor Airmanship.
- Propeller aircraft perform 'run-ups' for departure on 09 just before taxiing to position for take-off. Thus the run-up occurs as close to KWBTS as it can be. I can see no reason why the run-ups cannot be performed equidistant from the bay of 09 and the terminal - again next to the uninhabited mangroves.
- The noisiest of all are the older jets: I have seen noise deflecting/absorbing walls and wonder if these have been considered?

Thank you for your attention.

Sincerely

Jeremy Hall

From: Murphy, Deborah
To: Jeremy Hall
Cc: Botto, Dan; Murphy, Deborah
Subject: RE: Key West 150
Date: Tuesday, January 31, 2012 1:31:37 PM
Attachments: @

Hello Jeremy,

My apologies for the delay in responding this time. I understand your concern about how your suggestions will be treated. My intention is that your suggestions will be evaluated within the text of the report, in the section entitled "Operational Noise Abatement Measures." In addition, your e-mail proposing the suggestions will be included in an appendix to the document that includes all public comments received over the course of the study.

Since it is already a matter of public record, because it was included in the BOCC agenda package when our contract was approved in October 2011, I am attaching a copy of our Scope of Work, so you can see the process that we will follow. Task 12 addresses the evaluation of Operational Noise Abatement Measures. Tasks 7 and 16 address Consultation and Public Involvement.

THANKS!

From: Jeremy Hall [mailto:hall_jeremy@yahoo.com]
Sent: Thursday, January 19, 2012 1:35 PM
To: Murphy, Deborah
Subject: Re: Key West 150

Thank you for your prompt response.

When you say 'include these suggestions in the study', does that mean in the body of the report or in the appendix? Hopefully the former!

I would also be interested if this report will be available for public review before it is recommended for approval by your company?

Again my thanks

Jeremy Hall

On 2012-01-18, at 5:38 PM, Murphy, Deborah wrote:

Hello Jeremy,

It is good to hear from you! We will definitely include these suggestions in the study.

THANKS!
<image001.png>

Deborah Murphy Lagos
INCE BD. CERT.
Senior Project Manager
Air Transportation
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
Office Phone: 813-636-2445
Cell Phone: 727-698-0242
FAX: 813-636-2400

NEW E-MAIL: deborah.murphy@urs.com

From: Jeremy Hall [mailto:hall_jeremy@yahoo.com]
Sent: Wednesday, January 18, 2012 5:36 PM
To: Murphy, Deborah
Cc: Brian Corbett
Subject: Key West 150

Hi Deborah,

We live at KWBTS and you have kindly corresponded with me in the past and answered my questions.(You may remember I provided you with 'Arrival and Departure' logs.)

I believe there is a '150 study' underway. I am not sure of the protocol but would like to have a couple of suggestions considered:

- The bi-planes that provide rides for hire frequently fly at low altitude over KWBTS as they approach runway 09. There is no excuse for this as there are uninhabited mangroves to the east and to the west of KWBTS and the base leg of a circuit should be at 90° to the final approach, **not** 45°. . Some helicopters are also guilty of this behaviour. This is simply poor Airmanship.
- Propeller aircraft perform 'run-ups' for departure on 09 just before taxiing to position for take-off. Thus the run-up occurs as close to KWBTS as it can be. I can see no reason why the run-ups cannot be performed equidistant from the bay of 09 and the terminal - again next to the uninhabited mangroves.
- The noisiest of all are the older jets: I have seen noise deflecting/absorbing walls and wonder if these have been considered?

Thank you for your attention.

Sincerely

Jeremy Hall

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<<

image001.png (4.8KB)
EYW Part 150 Scope 5-30-11 (corrected).pdf (162.9KB)

(167.6KB)

>>

From: Shane Halvorson
To: Murphy, Deborah
Subject: Key West Noise Reduction Program
Date: Tuesday, September 10, 2013 11:14:38 AM

Good morning Deborah. Your name was given to me as a contact for questions regarding the Noise Reduction Program in Key West.

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 past 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?

Thank you for your time.

Best regards,

Shane Halvorson
Fullers Insurance
1432 Kennedy Dr
Key West, FL 33040
Phone: 305-294-6677
Fax: 305-292-4641
FullersInsurance.com
Shane@FullersInsurance.com

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*****PLEASE NOTE THAT COVERAGE CANNOT BE BOUND OR ALTERED BY EMAIL*****

From: Shane Halvorson
To: Botto, Dan
Cc: Murphy, Deborah
Subject: RE: Key West Noise Reduction Program
Date: Monday, September 16, 2013 1:50:40 PM

Thank you so much for providing the information and including me in future emails. I do appreciate you taking the time to respond to me.

From: Botto, Dan [mailto:dan.botto@urs.com]
Sent: Monday, September 16, 2013 9:19 AM
To: shane@fullersinsurance.com
Cc: Murphy, Deborah
Subject: FW: Key West Noise Reduction Program

Good Morning Shane,

Here is a map with your home highlighted in relation to the noise contours. As you can see, you are outside the area of direct effect, but there are recommendations in the Noise Compatibility Program that include requesting helicopters arrive and depart from the south when time and safety allow.

Our next Ad-Hoc committee meeting is October 1st at 2 pm in the Harvey Government Center. The agenda package will be going out later in the week and you have been added to the Email list.

Please let me know if you have additional questions or comments, and I will be happy to try and answer them for you.

Have a nice 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

From: Edgar, Dale
Sent: Friday, September 13, 2013 10:05 AM
To: Botto, Dan
Subject: RE: Key West Noise Reduction Program

Sincerely,
Dale Edgar
GIS Analyst

URS Corporation
7650 Courtney Campbell Causeway
Tampa, FL 33607-1462
Tel: 813.286.1711
Direct: 813.636.2117
Fax 813.636.2400
E-mail: **dale.edgar@urs.com**

From: Botto, Dan
Sent: Friday, September 13, 2013 7:57 AM
To: Edgar, Dale
Subject: FW: Key West Noise Reduction Program

Please map this address for Key West with the program boundary and contour

Thanks
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

From: Shane Halvorson [mailto:shane@fullersinsurance.com]
Sent: Tuesday, September 10, 2013 2:58 PM
To: Botto, Dan
Subject: RE: Key West Noise Reduction Program

Dan, thank you so much for the reply. My address is 3814 Flagler Avenue.

From: Botto, Dan [mailto:dan.botto@urs.com]
Sent: Tuesday, September 10, 2013 2:48 PM
To: shane@fullersinsurance.com
Cc: Murphy, Deborah
Subject: FW: Key West Noise Reduction Program

Good Afternoon Shane

Deborah forwarded me your Email regarding the Key West International Airport Part 150 program. The program is currently under FAA review and a hard copy is available at the local public library

for your review.
I will add your name to the Ad-hoc Committee on Airport Noise bi-monthly Email list so you will receive the agenda package and any new information regarding the program.

If you will provide your home address, I will have your home highlighted on the noise contour map and we can see if you are included in the proposed mitigation program.

Thank you and have a nice 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

From: Murphy, Deborah
Sent: Tuesday, September 10, 2013 12:44 PM
To: Botto, Dan
Subject: Fwd: Key West Noise Reduction Program

Sent from my iPhone

Deborah

Begin forwarded message:

> **From:** Shane Halvorson <shane@fullersinsurance.com>
> **Date:** September 10, 2013, 10:13:32 AM CDT
> **To:** <Deborah_Murphy@URSCorp.com>
> **Subject: Key West Noise Reduction Program**
> **Reply-To:** <shane@fullersinsurance.com>
>
> Good morning Deborah. Your name was given to me as a contact for questions regarding the Noise Reduction Program in Key West.
>
> 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 past 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?

Thank you for your time.

Best regards,

Shane Halvorson
Fullers Insurance
1432 Kennedy Dr
Key West, FL 33040
Phone: 305-294-6677
Fax: 305-292-4641
FullersInsurance.com
Shane@FullersInsurance.com

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From:	Horton-Peter
To:	Murphy, Deborah
Subject:	RE: Noise abatement
Date:	Tuesday, April 17, 2012 4:36:46 PM

Thanks, Deborah.

Peter.

From: Murphy, Deborah [mailto:deborah.murphy@urs.com]
Sent: Tuesday, April 17, 2012 3:54 PM
To: 'Brad Troxel'
Cc: Horton-Peter
Subject: RE: Noise abatement

Hello Brad,

To the best of my knowledge, there are no "customized" noise abatement procedures for EYW. I believe the reference you saw was to the generic NBAA close-in noise abatement departure procedure.

However, if you need any information regarding the location of noise-sensitive land uses surrounding EYW, so that you can develop your own procedure, please let me know.

By the way, one of your pilots used to work for me as an airport noise consultant, and he worked with me at EYW a few years ago. His name is Tom Clarke. He might be of assistance, since he is familiar with EYW, and has flown in and out of EYW as a private pilot.

Please let me know if I can be of any additional assistance. We certainly appreciate your interest in observing the noise abatement procedures at EYW!

Best Regards,
Deborah Murphy Lagos
Senior Project Manager
Air Transportation
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607

813.636.2445 (direct)
727.698.0242 (mobile)

From: Horton-Peter [Horton-Peter@MonroeCounty-FL.Gov]
Sent: Thursday, April 12, 2012 9:09 AM
To: 'Brad Troxel'
Cc: Murphy, Deborah
Subject: RE: Noise abatement

Hi Brad.

I'm going to refer your question to our Noise Consultant, Deborah Murphy-Lagos.

Thanks.

Peter.

From: Brad Troxel [mailto:Brad.Troxel@wnco.com]
Sent: Thursday, April 12, 2012 8:42 AM
To: Horton-Peter
Cc: Bob Strahm
Subject: RE: Noise abatement

Hi Mr. Horton,

I'm working with Bob Strahm at Southwest Airlines to evaluate operations to Key West. I know Bob has been in contact with you regarding ramp and runway conditions, etc. As we've been looking over information on EYW, we noticed some charts mention to utilize NBAA close in noise abatement procedures. We haven't been able to find any for Key West. Can you point us in the right direction?

Thanks!
Brad

Brad Troxel
Senior Analyst, Flight Safety Programs
Southwest Airlines
214.792.6865
brad.troxel@wnco.com

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Deborah Lagos <deborah.murphy.lagos@gmail.com>

Key West Int'l Airport Noise Compatibility Program (NCP)

6 messages

Deborah Lagos <deborah.murphy.lagos@gmail.com> Tue, Feb 3, 2015 at 7:51 AM
To: eyw@rvainc.com
Cc: DeGraw-Donald <DeGraw-Donald@monroecounty-fl.gov>

Good Morning Mr. Haia,

Thank you for agreeing to meet this morning to discuss the proposed operational recommendations in the Part 150 study. I have attached a copy of Section 8, Operational Measures, for your review, at your convenience.

We would like to discuss ATC's willingness to, and role in, implementing several of the proposed measures.

If you have any questions, please feel free to contact me.

Best Regards,
Deborah

Deborah Murphy Lagos & Associates, LLC
4635 Alisa Circle NE
Saint Petersburg, FL 33703
727.631.1553
deborah.murphy.lagos@gmail.com

Section 8 from Key West Noise Compatibility Program_08-14.pdf
1934K

Deborah Lagos <deborah.murphy.lagos@gmail.com> Tue, Feb 3, 2015 at 9:23 AM
To: steves-sarah@monroecounty-fl.gov
Cc: DeGraw-Donald <DeGraw-Donald@monroecounty-fl.gov>

Good Morning Sarah,

Thank you for meeting with me and Billy Haia this morning to discuss the proposed operational recommendations in the Part 150 study. I have attached a copy of Section 8, Operational Measures, for your review, at your convenience.

I appreciate your willingness to assist in implementing the proposed measures, as appropriate in your role as the Airport Operations Manager.

If you have any questions, please feel free to contact me.

Best Regards,
Deborah

Deborah Murphy Lagos & Associates, LLC
4635 Alisa Circle NE
Saint Petersburg, FL 33703
727.631.1553
deborah.murphy.lagos@gmail.com

Section 8 from Key West Noise Compatibility Program_08-14.pdf
1934K

Steves-Sarah <Steves-Sarah@monroecounty-fl.gov> Tue, Feb 3, 2015 at 9:24 AM
To: Deborah Lagos <deborah.murphy.lagos@gmail.com>

Deborah,

Thank you for the meeting/discussion this morning about the proposed noise abatement procedures and policies. On behalf of the airport Operations department we fully support these actions and feel they are very much attainable. We look forward to working with you on these issues.

Thank you,

Have a great day!

Sarah Steves

Airport Operations Manager/ Alternate ASC

Key West International Airport

Office (305) 809-5214

Cell (305) 587 3258

"There are no short cuts to any place worth going." ~Beverly Sills

From: Deborah Lagos [mailto:deborah.murphy.lagos@gmail.com]
Sent: Tuesday, February 03, 2015 9:23 AM
To: Steves-Sarah
Cc: DeGraw-Donald
Subject: Key West Int'l Airport Noise Compatibility Program (NCP)

[Quoted text hidden]

EYW ATCT <eyw@rvainc.com> Fri, Feb 6, 2015 at 8:38 AM

To: Deborah Lagos <deborah.murphy.lagos@gmail.com>

Good Morning Deborah,

Hope you had a great time while you were here in Key West!

I discussed what we went over in the meeting with the other controllers and we will continue to do our part.

Thanks and Take Care, Billy

From: Deborah Lagos [mailto:deborah.murphy.lagos@gmail.com]
Sent: Tuesday, February 03, 2015 7:52 AM
To: eyw@rvainc.com
Cc: DeGraw-Donald
Subject: Key West Int'l Airport Noise Compatibility Program (NCP)

Good Morning Mr. Haia,

[Quoted text hidden]

Deborah Lagos <deborah.murphy.lagos@gmail.com> Fri, Feb 6, 2015 at 8:42 AM
To: Steves-Sarah <Steves-Sarah@monroecounty-fl.gov>

THANKS!

Deborah Murphy Lagos & Associates, LLC
4635 Alisa Circle NE
Saint Petersburg, FL 33703
727.631.1553
deborah.murphy.lagos@gmail.com

[Quoted text hidden]

Deborah Lagos <deborah.murphy.lagos@gmail.com> Fri, Feb 6, 2015 at 8:43 AM
To: EYW ATCT <eyw@rvainc.com>

THANKS!

Deborah Murphy Lagos & Associates, LLC
4635 Alisa Circle NE
Saint Petersburg, FL 33703
727.631.1553
deborah.murphy.lagos@gmail.com

[Quoted text hidden]

Deborah Lagos <deborah.murphy.lagos@gmail.com>

Key West Int'l Airport Noise Compatibility Program (NCP)

1 message

Deborah Lagos <deborah.murphy.lagos@gmail.com> Fri, Jan 30, 2015 at 2:31 PM
To: kbond@cityofkeywest-fl.gov
Cc: DeGraw-Donald <DeGraw-Donald@monroecounty-fl.gov>, "Bowker, Christopher" <Christopher.Bowker@jacobs.com>

Good Afternoon Kevin,

I thought it might be helpful for you to have the attached information to review prior to our meeting next Tuesday at 10:00 AM. It is Section 9 from the airport's proposed NCP. In particular, Section 9.4.1 describes the measure that has been proposed that involves the City of Key West.

I am also attaching exhibits showing the latest noise contours, which were accepted by the FAA in December 2013. Would you like these in GIS and/or AutoCAD format?

As I mentioned during our telephone conversation yesterday, I am interested in learning more about the City's approval of the eight (8) detached single-family residences at 2800 Flagler Avenue (corner of Flagler Avenue and 11th Street). I am particularly interested in the stipulations regarding noise attenuation to be incorporated into the construction of the buildings.

I am also interested in discussing the City's upcoming review and approval of the proposed 29-room supportive housing at the Catholic Charities facility on Flagler Avenue. It would be great if the City could include similar requirements for noise attenuation as you have for 2800 Flagler Avenue.

I look forward to meeting you in person, and discussing these items in more detail. Thank you for agreeing to meet with me.

Best Regards,
Deborah

Deborah Murphy Lagos & Associates, LLC
4635 Alisa Circle NE
Saint Petersburg, FL 33703
727.631.1553
deborah.murphy.lagos@gmail.com

3 attachments

Section 9 from Key West Noise Compatibility Program_08-14.pdf
967K

2018 Future Condition Noise Exposure Map.pdf
1119K

2013 Existing Condition Noise Exposure Map.pdf
1120K

Deborah Lagos <deborah.murphy.lagos@gmail.com>

Our Meeting on 3-Feb-15 and Revised NCP Section 9.4.1

1 message

Deborah Lagos <deborah.murphy.lagos@gmail.com> Thu, Feb 5, 2015 at 2:38 PM
To: kbond@cityofkeywest-fl.gov
Cc: DeGraw-Donald <DeGraw-Donald@monroecounty-fl.gov>

Hello Kevin,

Thank you again for meeting with me and Don DeGraw on Tuesday to discuss the mutually-beneficial ways the City of Key West, Key West International Airport, and Monroe County can work together to achieve compatibility between the airport and the surrounding community.

I have revised Section 9.4.1 of the proposed Noise Compatibility Program (NCP) to reflect our discussion on Tuesday morning.

Could you please take a look at the attached document, and let me know if it accurately reflects our discussion, or whether I need to make any changes?

I have requested the GIS shapefiles for the Noise Exposure Maps, and will forward them to you you as soon as I receive them.

Best Regards,
Deborah

Deborah Murphy Lagos & Associates, LLC
4635 Alisa Circle NE
Saint Petersburg, FL 33703
727.631.1553
deborah.murphy.lagos@gmail.com

Revised Section 9.4.1 Zoning.pdf
157K

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Appendix R

Ad-Hoc Committee Information

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KWIA Ad Hoc Committee on Noise

The Monroe County Board of County Commissioners established the Ad Hoc Committee on Noise on 5/16/95 by board motion. The committee is composed of airport neighbors and representatives of the airline industry. Members serve for the duration of the committee. Ad Hoc Committee meetings provide an opportunity to directly experience the viewpoints, ideas and concerns about noise at Key West International Airport. The Ad Hoc Committee generally meets on a bi-monthly basis.

Each of the members represents one or more constituent interests: neighborhood residents, public agencies and aviation users. The committee members act as a conduit for information to and from their constituents on issues related to airport and aircraft noise.

Documents:

- Key West International Airport Noise Exposure Maps (NEMs) and Supporting Documentation, October 2013
- Key West International Airport Noise Compatibility Program (NCP), August 2014

Agendas

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Minutes

Most Recent | View All

ADA Assistance: If you are a person with a disability who needs special accommodations in order to participate in these proceedings, 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." Accommmodation Request Form

Members

Aviation Representatives

Alfred "Sonny" Knowles
Paul DePoo, Jr.
Dr. Julie Ann Floyd
Amy Kehoe

Community Representatives

Kay Miller
Robert Padron
Marlene Durazo
Harvey Wolney, Sr.

Monroe County BOCC

Danny Kolhage

Alternates

Tina Mazzorana, Community
Nikali Pontecorvo, Aviation

Contact

Don Degraw
Director of Airports
email

KW International Airport
3491 W. Roosevelt Blvd.
Key West, FL 33040

Ph: (305) 809-5200
Fx: (305) 292-3578

Deborah Lagos
Airport Noise Program Coordinator
Email

Deborah Murphy Lagos & Associates, LLC
4635 Alisa Circle NE
Saint Petersburg, FL 33703

Ph: (727)631-1553

Meetings: 02/03/2015

Time: 2:00 PM
Harvey Gov. Center
Commission Chambers
1200 Truman Avenue
2nd Floor
Key West, FL 33040

Schedule:

Meeting Schedule

Key West International Airport Noise Hotline

Ph: (305)294-9595

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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 4th, 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

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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

Key West Citizen, November 27th, 2011

THE CITIZEN KEY WEST
The Florida Keys Only Daily Newspaper, Est. 1876
Cooke Communications, LLC
Florida Keys

Danielle Cleghorn
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Key West Fl 33041
Office....305-292-7777
Extension.....x219
Fax.....305-295-8025
legals@keysnews.com

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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

Middle Keys Office
6363 Overseas Hwy
Marathon, FL (MM 52.5)
33050-3342
Tel 305-743-8766
Fax 305-743-9977
marathon@keysnews.com

Upper Keys Office
91731 Overseas Hwy
Tavernier, FL 33070
Tel 305-853-7277
Fax 305-853-0556
freepress@floridakeys.com

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

Public Meeting
Key West International Airport

was published in said newspaper in the issue(s) of

November 27, 2011.

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 27th day of November, 2011

Notary Public:

CHRISTINE JONES
Notary Public - State of Florida
My Comm. Expires Dec 28, 201
Commission # EE 51986

Christine Jones

Expires: 12/28/14 Notary Seal

Personally Known x Produced Identification _____
Type of Identification Produced _____

KWIA Ad-Hoc Committee on Noise
December 6th, 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 4th, 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

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 6th, 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

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.

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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.

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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

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 4th 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

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.

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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 where 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, where constructed in such a way that they already met an interior level of 45 or below and they were questioning why those where 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.

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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

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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 4th [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 6th, 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, ooucnils, 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

February 1, 2012 Key West Citizen 319198

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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 Committee on Noise 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

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NOTARY PUBLIC
STATE OF FLORIDA
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Notary Seal

Personally Known x Produced Identification _____
Type of Identification Produced _____

KWIA Ad-Hoc Committee on Noise
February 14th, 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

<u>Review and Approval of Meeting Minutes for the December 6th, 2011 Ad Hoc Committee Meeting</u>

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.

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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

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.

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 a 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

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 14th, 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.

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

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

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

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 3rd.

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

↓

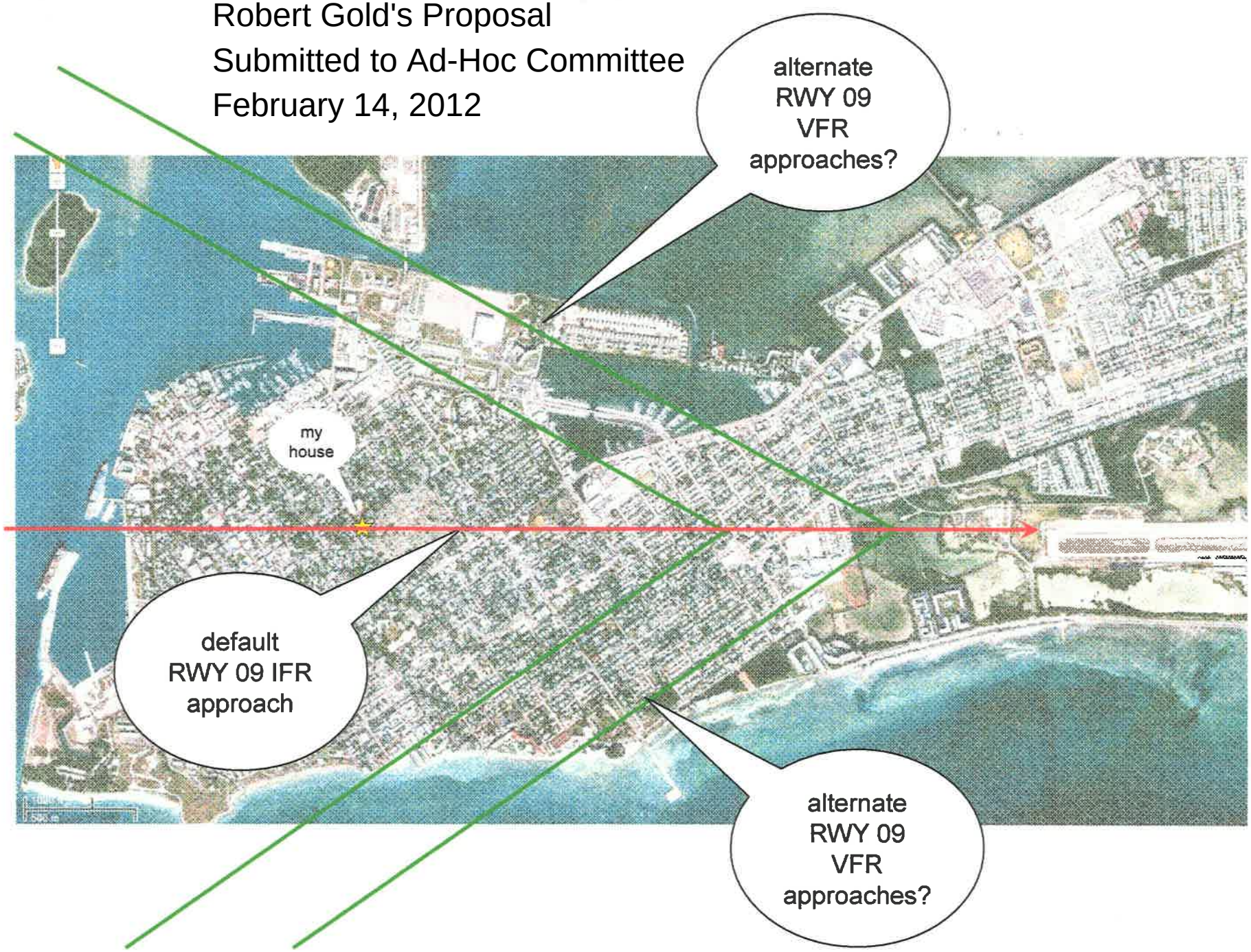
Public Hearing

↓ *FAA Review - 180 Days*

FAA Record of Approval

URS

Robert Gold's Proposal
Submitted to Ad-Hoc Committee
February 14, 2012



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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 3rd, 2012

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Review and Approval of Meeting Minutes

   1. For February 14th, 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 5th, 2012

<u>2012 Schedule of Meetings</u>

February 14th	April 3rd	June 5th
August 7th	October 2nd	December 4th

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 item 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) 292-3441, 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 28th day of March, 2012.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, Fl. 33040

www.fkkt.com Key West Citizen 3/29/12

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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
AD-Hoc Committee on Noise

was published in said newspaper in the issue(s) of

March 30, 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 30 day of March, 2012

Notary Public:

DAWN KAWZINSKY
NOTARY PUBLIC
STATE OF FLORIDA
Comm# EE187233
Expires 1/4/2016

Expires: 1/4/16

Notary Seal

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

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 (KWBTS) be compared to the previous noise monitoring results at KWBTS 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 KWBTS 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

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

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

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

were lower than DNL 65, it can be pretty much assured that farther out where Robert lives the nose 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

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

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 Turnbill 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

URS

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 3rd , 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 7th, 2012

<u>2012 Schedule of Meetings</u>

February 14th	April 3rd	June 5th
August 7th	October 2nd	December 4th

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, 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.

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 22nd Day of May, 2012.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, Fl 33040

May 24, 2012 Key West Citizen 374439

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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 Meeting
KW Airport Ad-Hoc Committee on Noise

was published in said newspaper in the issue(s) of

May 24, 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.

RG Erickson
Signature of Affiant

Sworn and subscribed before me this 24 day of May, 2012

Notary Public:

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
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 3rd, 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

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 5th member of the committee entered the room. There is now a quorum present, allowing for Roll Call, and Review and Approval of the April 3rd, 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 is 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

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

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 3rd, 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.

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

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 they 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. Blazevic 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.

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. AAAE 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.

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

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

URS

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 5th, 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 2nd, 2012

<u>2012 Schedule of Meetings</u>

February 14th	April 3rd	June 5th
August 7th	October 2nd	December 4th

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

July 28, 2012 Key West Citizen

377344

THE CITIZEN KEY WEST
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Fax 305-853-0556
freepress@floridakeys.com

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 Meeting
Key West Airport AD-Hoc Committee on Noise

was published in said newspaper in the issue(s) of

July 28, 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 28 day of July, 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
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

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.

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.

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.

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.

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

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 in 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 thought 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

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 2nd.

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

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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

URS

October 2, 2012

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Key West International Airport

Ad-hoc Committee on Airport Noise

Agenda for Tuesday, October 2nd, 2012

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Review and Approval of Meeting Minutes

   1. For August 7th, 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 4th, 2012

<u>2012 Schedule of Meetings</u>

February 14th	April 3rd	June 5th
August 7th	October 2nd	December 4th

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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.

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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

September 22, 2012 Key West Citizen 366823

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STATE OF FLORIDA
COUNTY OF MONROE

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Notice of Public Meeting
Key West Airport AD-Hoc Committee- Noise

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September 22, 2012.

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Signature of Affiant

Sworn and subscribed before me this 22 day of September, 2012

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

FLORIDA NOTARY ASSOCIATION SINCE 1976
DAWN KAWZINSKY
NOTARY PUBLIC
STATE OF FLORIDA
Comm# EE157233
Expires 1/4/2016

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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 toady. 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

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

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

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.

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

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.

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 KWBTS, that each and every unit should be included in the NIP and let the FAA accept or reject each one.

Marlene Durazo mentioned that KWBTS 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.

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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December 4, 2012

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Key West International Airport

Ad-hoc Committee on Airport Noise

Agenda for Tuesday, December 4th, 2012

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Review and Approval of Meeting Minutes

   1. For October 2nd, 2012

B. Discussion of Part 150 Study Update –

   1. Role of the FAA and the Part 150 Process
   2. Section 1, 2, and Forecast Comments
   3. Operations Data and Flight Tracks

C. Other Reports:

   1. Noise Hotline and Contact Log
   2. Airport Noise Report

D. Any Other Discussion

E. Next meeting: February 5th, 2013

<u>2013 Schedule of Meetings</u>

February 5th	April 2nd	June 4th
August 6th	October 1st	December 3rd

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, December 4th 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 21st Day of November, 2012.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

371860

November 26, 2012 Key West Citizen

THE CITIZEN KEY WEST
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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
Airport Ad-Hoc Committee on Noise

was published in said newspaper in the issue(s) of

November 26, 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 26 day of November, 2012

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

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KWIA Ad-Hoc Committee on Noise
December 4, 2012 Meeting Minutes

Meeting called to order by Commissioner Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:
- Commissioner Danny Kolhage
- Sonny Knowles
- Dr. Julie Ann Floyd
- Marvin Hunt

Staff and Guests in Attendance:
- Peter Horton, KWIA.
- Deborah Lagos, URS Corp.
- Dan Botto, URS Corp.
- R. L. Blazevic, Resident
- Ashley Monnier, NASKW
- AL Sullivan, Last Stand

A quorum was not present.

Review and Approval of Meeting Minutes for the October 2nd, 2012 Ad Hoc Committee Meeting

Commissioner Kolhage indicated that with no quorum present, the minutes for the previous meeting could not be approved. Before Commissioner Kolhage could move to the next item in the agenda, Peter Horton mentioned that Nikali Pontecorvo will be nominated for the open position on the committee at the January BOCC meeting. Sonny Knowles asked if we were missing one for a quorum, and Peter responded that we are missing one for a quorum, and the committee is short one member.

Discussion of Part 150 Study Update

Commissioner Kolhage began the discussion of the Part 150 Study Update.

Before the discussion began, Peter Horton mentioned that the study is currently in the data gathering portion, the most "arduous portion." Peter indicated that the

Part 150 has been completed twice before at KWIA, in 1990 and 1999. The only way the FAA will allow noise mitigation practices to be put into effect, or at least the ones the FAA will fund, is through the Part 150 process. The Part 150 project is 95 percent funded by the FAA. The team has gone through all the historical data regarding the operational characteristics of the airport, including flight tracks, aircraft types. The next step is to put this information into the Noise Exposure Maps (NEMs) or contours. Contours were produced on a yearly basis; the last contours were produced in 2010. The NEMs show where the contours are and what the impacts are, by decibel. Once that is finished, and then we go to the most difficult work, producing the Noise Compatibility Program (NCP), where we come up with ideas to mitigate noise, including a Noise Insulation Program (NIP), and flight track adjustments, amongst other things. There are certain items we cannot look at, such as limiting the number of flights or implementing a noise curfew. These can be done voluntary and be included in the NCP. Many times these voluntary programs are implemented by the pilots whenever possible. This is the stage that input from this committee and the public is needed.

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 each recommendation based on the Part 150 requirements.

Section 1, 2, and the Forecast of the NEM Documentation

Dan Botto asked if everyone had a chance to review the Sections 1, 2, and the forecast that were provided at the previous meetings, and if there were any comments. Peter Horton mentioned that after we go through all of these sections, they will be compiled in a single document, the NEM documentation, and will be provided again for all to review.

Dan Botto provided a pre-draft version of Section 3, explaining that it is basically an inventory of the characteristics of KWIA, weather, arrival and departure procedures, other area airports, for review, with the understanding that it is currently under FAA review.

Dan asked that comments on all sections be received by January 4th, 2013.

Operations Data and Flight Tracks

Dan Botto provided the existing flight tracks obtained from the analysis of radar data, to be used in the noise modeling, including a comparison to the previous Part 150 Study. Dan explained that there are more tracks this time, as this is representative of the radar data. Dan also explained that the noise modeling uses representative tracks instead of using all of the radar tracks, as it would be impossible to make flight track adjustments for mitigation purposes if the radar tracks were used.

Peter Horton asked what the percentage of each track and runway is used. Dan asked everyone to look at their arrival and departure flight track utilization page that was provided at the start of the meeting. Dan said he did not provide the committee with a general utilization percentages, as the percentages provided are the numbers to be used in the modeling. There was some additional discussion on what tracks were used to the greater percentages.

Peter mentioned that most of the night operations come in over Fleming Key, and Dr. Floyd agreed, stating this is due to the location of the VOR. Dr. Floyd suggested we move the VOR. Peter responded that they are looking at moving the NDB, so moving the VOR, while a longshot, is not out of the question. Sonny Knowles indicated the VOR approach has been decommissioned. Dr. Floyd mentioned that flying the VOR approach, in its current location, is the safest at night.

Sonny and Dr. Floyd mentioned that some pilots, especially in conditions where there is low light, approached to the center of the pattern. Dr. Floyd also mentioned that the pattern tracks appear to be too wide.

Peter Horton mentioned that this is one of the few airports that still have a right hand pattern. Sonny Knowles said that the right hand pattern is used unless the Navy is recovering aircraft.

Dr. Floyd asked Dan Botto how the touch and go patterns influence the noise contours. Dan explained that these are low altitude flights that fly near areas of concern and may affect the contours. Dan asked Dr. Floyd and Sonny Knowles to mark up their exhibits to show the correct position of the pattern tracks. These changes would be input into INM for the modeling.

Dan Botto then discussed the INM substitution lists, as there are only 150 + aircraft in the model, the list provides the INM aircraft that are used in place of specific aircraft. Deborah Lagos explained that there are so many aircraft types, particularly GA aircraft that we have to develop a list of representative aircraft. Dan gave the ATR 72 as an example of aircraft that is not in INM, and the official substitution is the SF 340.

Dan explained that in the future, based on currently-available information, the number of certain aircraft types will increase and other aircraft types will decrease or be removed entirely. Deborah mentioned that the Stage 1 and 2 business jets will be eliminated due to the mandated phase out of these aircraft. Deborah continued that this will be difficult to model as we are unsure how the re-

engineed or hush-kitted business jets will be modeled as there is no substitution information at this time.

Dan Botto also provided the existing condition fleet mix percentage based on the INM substitution list and the radar data. Peter Horton mentioned that the 737-500 and -800 do not fly into KWIA. Dan said the 500 is a substitution for the EMB170, and he will check on the accuracy of the -800 in the data, as it is from the landing fee reports.

R.L. Blazevic asked if the helicopters that fly into KWIA for the boat races are included in the modeling. Dan Botto explained that there are helicopters in the modeling, based on the available data.

Commissioner Kolhage asked if the mosquito control aircraft are included in the modeling. Dan Botto responded that the aircraft may be in the fleet mix but their specific flight tracks after departure are probably not included.

Deborah Lagos asked that everyone review the material provided and provide comments.

Other Reports

Hotline & Contact Log

Deborah Lagos reported that the hotline had one call over the last two months; and that there was one email complaint that was not included in the hotline log. Deborah also mentioned that apparently the number is not well advertised or easily identifiable on the website. Peter Horton provided the number to those in attendance, 305-294-9595.

Airport Noise Report

Deborah Lagos mentioned that there were a number of articles in the ANR concerning the FAA's update to their recent Program Guidance Letter on how Noise Insulation Programs will be implemented. The articles mentioned that multiple aviation groups were questioning the FAA's guidance and believed that the

answers provided did not provide enough clarification, especially concerning how the testing for eligibility would be implemented. The programs that are currently active will be the ones that have to work through these issues. One of the most difficult issues will dealing with homeowners that were previously notified that they are in a NIP, that are determined to be ineligible after they have been tested.

Other Discussion

Peter mentioned that the schedule for the 2013 meetings has been provided and the room has been reserved.

Commissioner Kolhage asked if there was any other discussion, and there was none.

The meeting adjourned at 2:47 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 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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February 5, 2013

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Key West International Airport

Ad-hoc Committee on Airport Noise

Agenda for Tuesday, February 5th, 2013

Call to Order 2:00 pm Harvey Government Center
Roll Call

A. Review and Approval of Meeting Minutes

1. For October 2nd, 2012
2. For December 4th, 2012.
3. Approve Meeting Schedule for 2013

B. Discussion of Part 150 Study Update –

1. Role of the FAA and the Part 150 Process
2. Section 1, 2, and Forecast Comments
3. Sections 4 and 5
4. Noise Exposure Maps

C. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Report

D. Any Other Discussion

E. Next meeting: April 2nd, 2013

<u>2013 Schedule of Meetings</u>

February 5th	April 2nd	June 4th
August 6th	October 1st	December 3rd

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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, February 5th, 2013 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 18th Day of January, 2013.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

January 26, 2013 Key West Citizen

361105

THE CITIZEN KEY WEST
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Florida Keys

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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
Airport Ad-Hoc Committee on Noise

was published in said newspaper in the issue(s) of

JANUARY 26, 2013.

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 26 day of JANUARY, 2013

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

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KWIA Ad-Hoc Committee on Noise
February 5, 2013 Meeting Minutes

Meeting called to order by Commissioner Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:
- Commissioner Danny Kolhage
- Sonny Knowles
- Dr. Julie Ann Floyd
- Marlene Durazo
- Marvin Hunt
- Harvey Wolney (Alternate)

Staff and Guests in Attendance:
- Peter Horton, KWIA.
- Deborah Lagos, URS Corp.
- Dan Botto, URS Corp.
- R. L. Blazevic,
- Bob Tepper. Resident
- AL Sullivan, Last Stand
- Tina Mazzorana, Resident
- T. J. Menendez

A quorum was present.

Review and Approval of Meeting Minutes for the October 2nd and December 4th, 2012 Ad Hoc Committee Meetings

Commissioner Kolhage asked if there were comments on the meeting minutes for either the October or December meetings. No comments were volunteered. Motion to approve minutes was made by Marvin Hunt and seconded by Marlene Durazo. There were no objections and the motion carried.

Dan Botto noted that Tina Mazzorana's name was missing from the attendance list in the approved, December meeting minutes. He stated that he would make the correction and post the revised minutes to the website. He asked that the approval of the December minutes be contingent on the revision. The committee agreed and approved the minutes with the contingency.

KWIA Ad-Hoc Committee on Noise
February 5, 2013 Meeting Minutes

Review and Approval of Meeting Schedule

Commissioner Kolhage asked if the committee had issues with the meeting schedule. Peter Horton commented that it was the same schedule as the previous year, with meetings falling on the first Tuesday of every other month. Motion to approve meeting schedule was made by Marvin Hunt and seconded by Marlene Durazo. There were no objections and the motion carried.

Discussion of Part 150 Study Update

Role of the FAA

Dan Botto reported to the committee that sections 4 and 5 have been submitted to the FAA. He continued that from this point forward the FAA's review will be more serious than assuring the noise exposure maps are in compliance, as they will either approve or disapprove the Noise Compatibility Program (NCP) recommendations. Dan said we are asking for ideas for [noise mitigation] measures to include in the program, realizing that those ideas could be disapproved by FAA.

The question was asked by R.L. Blazevic on how high up in the FAA organization does the review goes. Deborah Lagos answered that it ultimately goes as high as FAA Headquarters in Washington D.C. after the initial reviews that are performed at the district and regional levels. Deborah added, in response to a follow up statement on how the levels of review flow, that it starts at the bottom (district) and goes to the top (Headquarters), and then comes back to the bottom. Marlene Durazo asked if the district and regional FAA will forward the reviews up to the next level even if their recommendation is to disapprove one or more of the proposed measures. Deborah Lagos said that they would, and that ultimately, Headquarters would have the final say. She continued that any disagreements on the proposed measures between different levels of the review would be discussed and resolved within the FAA.

Marlene Durazo asked if the committee would have the opportunity to speak in support of the proposed program measures if the district recommends disapproval of any of the measures, and would the district let the committee know of their position on the proposed program. Deborah Lagos answered that we will most likely know of the district's stance when they do their informal review and can try to work with them on resolving any issues. Deborah continued that we can go higher in the FAA organization if we disagree with the district's position. Dan Botto

added that often the potential issues can be resolved by adjusting the wording of the recommendation(s) such that the district would approve the measure(s). Deborah added that once we start submitting formal recommendations, the FAA will get more involved in the process.

Commissioner Kolhage requested that URS staff give the committee an update on the maps. Dan Botto said the Noise Exposure Maps (NEMs) have been submitted to the FAA for their initial review, and that we are waiting for their comments. Deborah Lagos added that the committee would be discussing those maps as part of today's meeting and that they are in their preliminary draft form which is how they were submitted to the FAA. Commissioner Kolhage asked if anyone here has seen them. Deborah indicated that the committee has not seen them, and that they would see them today.

Peter Horton stated that, referring to the maps, the committee would love what they saw. Peter requested that the maps be passed out to the committee. While the maps were being passed out, Peter asked the committee to recall how four years ago, when the noise contours showed Key West by-the-Sea (KWBTS) inside the contour, the FAA responded that our data was too old. He continued that FAA requested that the airport perform a Part 150 study to update the maps which they would (and did) fund, and that if KWBTS was still inside the new noise contour, it could be addressed in the NCP.

Section 1, 2, 3, and Forecast Comments

Dan Botto asked if there were any comments to Sections 1, 2, 3, and the Forecast which were previously submitted to the committee. Deborah Lagos commented that Marlene Durazo had previously shared one comment. No other comments were made by the committee.

Sections 4 and 5 & Noise Exposure Maps

Peter Horton briefed the committee on the work that URS performed that was necessary to generate the noise contours. He continued that the "meat" of the information was on Figure 4.7, which shows the existing condition, and Figure 5.1, which shows the future (base study year plus five years) noise contour. Peter

stated that the important thing is that he could see three building of KWBTS that fall within the existing contours and continue to be within the contours in the future. Deborah Lagos added that [a portion of] Flagler Avenue was also within the contour. Peter continued that the results are preliminary, and the FAA will be reviewing the methodology as well as the results, but he was confident that the methodology and results are sound. Commissioner Kolhage made the comment that he lived nearby, and the contours looked reasonable to him. Peter continued that several blocks in the area between Staples and Flagler and from 10th thru 12th [Streets] would be in the contour for the first time, which represents a good number of houses.

Commissioner Kolhage asked if the funding [for noise mitigation] was restricted to areas within the noise contours. Deborah Lagos answered that that is yet to be determined. Peter Horton added that they [FAA] generally approve mitigation in blocks. Harvey Wolney asked if that means the Part 150 will repeat in the next five years. Peter answered that it would not, and that Part 150 studies are generally good for ten years. He gave the example using the last cycle of the 1999 study and this Current study starting in 2011. We have pulled all new data to perform this update.

Sonny Knowles asked Peter Horton what he thought the odds were for getting the noise program going again after the study. Peter deferred to the URS staff, saying he thought the odds were good unless FAA has a cut back on funding. Deborah Lagos states that they have not cut back on funding, but the committee has to bear in mind that the FAA has clarified the rules on how to determine if houses are eligible, and this includes condominiums. In the former program, all seven phases, a sample, or about ten percent, of the homes were tested for noise levels before they were insulated, mainly so they could be retested after the noise insulation was installed. This was strictly done to see how much of an improvement had been achieved.

Deborah Lagos said that the FAA has clarified the rules so that eligibility is now a two-step process. Where before, a house was deemed eligible if it was within the DNL 65 dBA noise contour (one step process), now a house also has to exhibit an interior sound level of DNL 45 dBA or greater (second step) to qualify as eligible. So, the testing requirements for determining eligibility have increased.

Deborah Lagos continued that the FAA does not require 100 percent testing, and they have suggestions for grouping homes of similar characteristics [age, building material, etc.] so that a certain percentage of each group can be tested. If those homes qualify, then all homes in that group qualify. If not then, potentially, all homes in that group would not qualify. Deborah added that it is still early in the implementation of these new requirements and there are no field testing results that would tell us how to implement these guidelines.

Sonny Knowles asked if the testing is done with the windows open or closed. Deborah Lagos said that testing is performed with the windows closed. A brief discussion took place on how that would be implemented in the case of condominiums. Deborah commented that it will be an interesting discussion with the FAA about how the determination of eligibility will work in the case of a condominium complex. She continued that methodologies, such as what kind of sound/noise source is used to test each housing unit, have yet to be determined. Further discussion regarding possible methodology of testing and grouping of residences continued.

Peter Horton concluded that this [preliminary noise results] is just the important first step, and there is a lot of work left to do before the committee can decide on what gets included in the program (NCP). He continued that there is also the question of if and what kind of a cleanup phase can be done for homes in the previous NCP. He commented that we would be "nowhere" if KWBTS was not solidly within the noise contours.

Mr. Menendez asked if his home would be included in the clean-up phase. Deborah Lagos stated his house is within the contour so he has nothing to worry about. Houses that were within the previous NCP that were not insulated and are within the current Part 150 NEM would have the chance to receive noise insulation under the new NCP. However, it is unclear if houses that were within the previous NCP that were not insulated and are <u>not</u> within the current study's NEM would have the chance to receive noise insulation under the new NCP. That is the question of the cleanup phase for the previous NCP. Deborah stated and Dan Botto affirmed that the only houses that fall within this category are those on Linda Avenue. Deborah responded to Sonny Knowles on whether or not the houses on Linda Avenue had

already been offered sound insulation measures saying that they had, but for various reasons some had not been insulated.

Peter Horton cautioned that we need to remember the lessons learned in the last study, where just because a home was in the noise contour, doesn't mean it will be determined eligible for sound insulation. He continued that 306 or 307 houses were submitted for consideration in the previous NCP, and the FAA approved all of them and suggested notifying each homeowner that they were a part of the program. He continued that by the time the airport got around to insulating some of those homes, the FAA said that they were no longer eligible.

Sonny Knowles asked for the reason the FAA took the homes out of the program. Deborah Lagos explained that it was due to the smaller size of the annual noise contours that were generated subsequent to the Part 150 NEM. The homes in question were not within those updated contours. Peter Horton recalled that Linda Avenue was an example of this situation.

R.L. Blazevic asked if an empty lot that was built upon after the noise contours were published would be eligible. Deborah Lagos stated that according to current Federal law, if there was a published set of noise contours, that home would not be eligible. FAA set the cut-off date for construction as October 1, 1998. Peter Horton commented that a good example of post cut-off construction is the La Salinas/Ocean Walk complex which is not eligible for that reason, and they constructed the complex with that in mind. There was a brief discussion of the effectiveness of the soundproofing that was built into the complex.

Peter Horton commented that later in the study, work would shift to focus on what the community wants to see included in the NCP. He continued that we really need to get into that work and that today is an overview, but at the next meeting in April, the committee will need to identify what kind of measures we want to propose. He added that the NCP is what the FAA would need to approve, and if they don't, they are not going to fund it.

Peter Horton led a discussion on noise mitigation measures that can be included in the NCP. He brought up measures from the past NCP process that included both measures that were approved and those that were not. Among the measures that

did not get approved were restrictions on non-stage three jet operations and restrictions on the airport's hours of operations (shut down the airport from midnight to 6 AM), both of which would require a Part 161 Study. Peter mentioned that the non stage 3 jet aircraft would be banned from operation across the country by 2016. What the FAA did approve were measures to: provide noise insulation in exchange for avigation easements, this is the NIP at an average cost of $75,000 per home. This was completed with the FAA covering 95 percent of the cost. They also approved the purchase of homes which were then to be sound insulated, and then resold with an avigation easement, this was not done as the costs were too high and no one really wanted to participate. FAA also approved updating the noise contours annually, which has been done; rezone vacant parcels around the airport, establish compatible land use zoning, both of which are the responsibility of the City of Key West; and acquire 2 large vacant parcels, one of which will be completed very soon. Peter mentioned that over the years the airport has tried a variety of other measures including adjusting flight tracks and creating noise buffers. He reiterated that the committee needs to consider all these types of measures when coming up with what goes in the new NCP.

Deborah Lagos added there are a lot of different measures that need to be considered including the land use and operational measures that Peter Horton mentioned. Deborah added that some of the measures, like the operational curfew that Peter mentioned, are very difficult to get FAA to approve. We still need to consider all of them and document why we deem it as appropriate or not appropriate for the airport. We can come to the end of the analysis and determine that there are no measures that are appropriate.

Deborah Lagos continued that there is a third category of measures that needs to be considered called Program Management Measures. This includes measures such as the installation of a permanent noise and flight track monitoring system, the hiring of a noise abatement officer, the development of a "Fly Quiet" program, and the development of a community participation and/or public involvement program. These are measures that are designed to help the community deal with the noise, rather than reduce the noise. Some of these may be appropriate for Key West, and some are not, but they need to be looked at. Deborah reiterated that all measures need to be looked at and then documented as to the appropriateness of each measure for Key West. Deborah continued, saying that each of the

recommended measures will be looked at and either approved or disapproved by the FAA. Dan Botto added that on page two of the agenda package there is a list of what the FAA looks at in determining whether or not a proposed measure gets approved or not.

There was a brief discussion between R.L. Blazevic and Peter Horton about the possibility of the city purchasing a vacant parcel on 11th Street, close to the boat ramp. R.L. would like the property purchased for a place to park boat trailers on the weekend. Peter Horton explained that the City was looking at making that property a park, but the city did not want to spend the money to maintain an additional park. It was also discussed that it would become a magnet for the homeless people in the area.

Tina Mazzorana asked if changes to flight tracks can be discussed at the April meeting. Deborah Lagos said that it can be discussed and that it is difficult to get those types of measures approved, but that kind of thinking is along the right line for discussion point at the next meeting. Deborah added that because FAA considers houses outside the DNL 65 dBA noise contour to be compatible, even if you have aircraft flying over your house on a daily basis, the FAA does not consider your house to be impacted. So the FAA would only consider approving such measures if they benefit homes that are impacted.

Dan Botto asked that the committee review the documentation included in the agenda package, and come up with ideas on potential noise mitigation measures for discussion at the next meeting. Commissioner Kolhage asked if there was a menu [list] of possible measures to consider that would help the committee come up with ideas. Dan Botto and Deborah Lagos said that there is a list of measures that have to be considered, but it is not very descriptive. Peter Horton offered to get that list out to the committee as well as anyone else who would like a copy. Commissioner Kolhage explained that the reason for his question is a concern that people might spend a lot of time coming up with ideas that have little chance of success. Dan explained that having worked with FAA over the years that there are a number of measures on which we can forego analysis and come up with reasoning on why it is not appropriate for the airport. Dan added that someone could come up with a viable measure that has not been thought of before.

KWIA Ad-Hoc Committee on Noise
February 5, 2013 Meeting Minutes

R.L. Blasevic asked that with all the other cities that have similar airport noise issues and on which we have data, could we generate a list of measures that have the best chance of success. Dan Botto responded that we do use the lessons learned at other airports to help with ongoing studies. The problem is that Key West has residential land use on three sides and the ocean on the remaining side with the navy's flight paths that constrain the list of potential measures. Dan continued that the airport is also constraint by the weather, with the wind blowing 80% of the time such that the planes have to come in across the island. Also, the FAA will not approve moving the noise from one area to another area that does not currently experience noise.

Other Reports

Noise Hotline and Contact Log

Dan Botto reported that there were three calls the noise hotline. One was from KWBTS, and Dan said that all calls came in on the same day, and it looked like they were on a day with a west flow. Dan reported that there were four entries on the contact log. Three were about being included in the NIP, and the other was from Helen Heitzeman asking about the noise monitor report from the noise monitoring completed in October of last year.

Airport Noise Report

Dan Botto stated and Deborah Lagos agreed that they did not see anything of interest in the Airport Noise Reports. Peter Horton said that an article on page 40 on improving helicopter noise modeling caught his eye because the airport is seeing more helicopter traffic. There was a brief discussion about modeling helicopter noise and the characteristics of helicopter operations that lead to noise complaints.

Any Other Discussion

Committee Member Nominations

Peter Horton introduced the topic of the need to select a new committee member and alternate. Deborah Lagos explained that with the resignation of Dan McMahon we have an open spot for a full committee member from the community. Deborah

made the suggestion that Harvey Wolney could be promoted from an alternate to a full committee member. That would result in the need for recruiting a new community alternate. At the previous meeting it was mentioned there was an vacant committee position for an aviation representative alternate. However, if Paul Depoo resigns, we could have a full aviation position available as well.

Commissioner Kolhage asked for a motion to promote Harvey. Marlene Durazo made the motion and Sonny Knowles seconded the motion. There were no objections and the motion carried. Commissioner Kolhage asked for a motion to officially nominate Nick Pontecorvo for the aviation representative alternate. Marlene made the motion and Sonny Knowles seconded the motion. There were no objections and the motion carried. Deborah Lagos said that there are several options for the open community representative alternate. The first is the new manager of KWBTS, Jessica Wallace. Marlene stated that she didn't think Jessica would accept as she was too busy. The second possible nominee is Robert Gold, who has expressed a possible interest. Sonny Knowles asked if there were requirements as to where in the community the new committee member needed to reside. Deborah answered was that there is no such requirement. Sonny Knowles nominated Tina Mazzorana. Harvey Wolney seconded the nomination. There were no objections and the motion carried. There was a brief discussion on what was required to make the committee membership official (appointment by the BoCC).

New 4 and Stage 5 Noise Requirements

Deborah Lagos brought up what is currently being discussed internationally with respect to the new stage 4 and stage 5 noise rated aircraft requirements. She said that a number of the newer aircraft already meat the stage 4 criteria. She continued that stage 5 criteria are currently under discussion internationally. The likely outcome would be that stage 5 criteria will be 9 dB quieter than the stage 4 criteria. Deborah added that the stage 5 criteria would likely be required for aircraft certificated after the year 2020. So these would apply to future designed aircraft.

Commissioner Kolhage asked if there was any other business. No additional business was brought up to the committee. Commissioner Kolhage adjourned the meeting at 3:03 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 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

URS

April 2, 2013

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Key West International Airport

Ad-hoc Committee on Airport Noise

Agenda for Tuesday, April 2nd, 2013

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Welcome New Members

1. Tina Mazzorana and Nikali Pontecorvo

B. Review and Approval of Meeting Minutes

1. For February 5th, 2013

C. Discussion of Part 150 Study Update –

1. Role of the FAA and the Part 150 Process
2. NEM Documentation Comments
3. Noise Compatibility Program

D. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Report

E. Any Other Discussion

1. By-Laws

F. Next meeting: June 4th, 2013

<u>2013 Schedule of Meetings</u>

February 5th	April 2nd	June 4th
August 6th	October 1st	December 3rd

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KEY WEST INTERNATIONAL AIRPORT
AD-HOC COMMITTEE ON NOISE

On
Tuesday, April 2nd, 2013 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.

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Dated at Key West, Florida this 20th Day of March, 2013.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

March 23, 2013 Key West Citizen 382503

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freepress@floridakeys.com

STATE OF FLORIDA
COUNTY OF MONROE

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

Notice of Public Meeting
Key West Airport Ad-hoc Committee on Noise

was published in said newspaper in the issue(s) of

March 23, 2013.

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 23 day of March, 2013

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

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DAWN KAWZINSKY
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KWIA Ad-Hoc Committee on Noise
April 2, 2013 Meeting Minutes

Meeting called to order by Commissioner Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:
- Commissioner Danny Kolhage
- Marlene Durazo
- Marvin Hunt
- Harvey Wolney
- Tina Mazzorana (Alternate)

Staff and Guests in Attendance:
- Peter Horton, KWIA.
- Deborah Lagos, URS Corp.
- Dan Botto, URS Corp.
- R. L. Blazevic, Resident
- Robert Gold, Resident
- Ashley Monnier, NAS Key West
- Inocente Santiago, Jr., Resident

A quorum was not present.

Review and Approval of Meeting Minutes for the February 5th, 2013 Ad Hoc Committee Meetings

Review and approval of the February 5th Ad Hoc Committee meeting minutes has been postponed due to lack of a quorum. Dan Botto mentions that this actually works to the committee's favor as there was an issue getting the agenda package delivered to the members living at Key West by the Sea (KWBTS). After a discussion of when other members received their packages, it was determined that KWBTS members would have their packages hand delivered as there is an issue with mail delivery to KWBTS.

Welcome to the New Members

Commissioner Kolhage welcomed the two new members, Tina Mazzorana and Nick Pontecovo.

KWIA Ad-Hoc Committee on Noise
April 2, 2013 Meeting Minutes

Discussion of Part 150 Study Update

Role of the FAA and the Part 150 Process

Dan Botto reported to the committee that Peter Horton had signed the transmittal letter and Sponsor's Certification for the NEM. The NEM with the transmittal letter and Sponsor's Certification will be sent to the FAA for review and official acceptance of the noise contours.

Dan Botto explained that the alternatives analysis for the NCP has begun and some local inspection was performed while Dan and Deborah Lagos were in Key West for the Ad Hoc meeting.

Dan went on to explain that this is the area where the FAA takes a greater role as they will approve or disapprove any recommended mitigation measures that the NCP and the Ad Hoc committee recommend.

Commissioner Kolhage asked about a public review of the Noise Exposure Maps and when does that happen. Deborah Lagos explained that these Ad Hoc meeting are the public review. Commissioner Kolhage then asked if there was no general dissemination of this information. Peter Horton and Dan Botto mentioned that the meetings were advertised as open to the public for the Part 150 Study in the local papers. Commissioner Kolhage then asked if there was a public hearing process. Deborah Lagos explained that there is a public hearing requirement at the end for the NCP, but there is not a public hearing requirement for the NEMs. Deborah continued that just because there is no requirement for a public hearing, the committee can elect to hold one anyway. Commissioner Kolhage then clarified that the public review in the Part 150 process refers to the Ad Hoc committee meetings. Deborah explained that was the case, but before the NCP can go to the FAA for review, there is a public hearing requirement. Commissioner Kolhage asked if by the time we get to the public hearing isn't the NCP pretty much a done deal. Peter Horton explained that any comments received at the public hearing have to be included and responded to before the NCP goes to the FAA.

Commissioner Kolhage explained that he felt there was something wrong with this process but he was unsure if we could change it. Peter Horton mentioned that we could discuss this more as we go through the NCP.

Commissioner Kolhage then asked how is the Ad Hoc meeting advertised. Peter Horton explained that it was a public notice placed in the Key West Citizen. Commissioner Kolhage then asked if the ad mentioned that we were going to consider the Noise Exposure Maps. Peter Horton believes that the ad, while mentioning the ongoing Part 150 Study, did not specifically mention the NEMs. Robert Gold mentioned that he found out about the meetings through the Monroe County Website. Deborah Lagos and Peter Horton indicated that there is a separate website available specifically for the Ad Hoc committee that contains all the historical and current noise and Part 150 information. Dan Botto mentioned that at another airport letters were sent directly to the homes within the contours, but it was dealing with a much smaller number of homes. Commissioner Kolhage asked if there is a process that must be followed. Deborah Lagos explained that the regulations are vague and provide very little regarding specifics. Commissioner Kolhage asked if we publish an ad that does not specifically mention the NEM maps, how does that meet the standards. Deborah thought we had specifically changed the ad mentioning the Part 150 and the NEMs as topics for the Ad Hoc meeting. Dan Botto said he will check the advertisements, and any future ads will contain more specific information about the purpose of the meeting.

Dan Botto discussed that at the last meeting, the committee asked for a list of items that are required to be analyzed during the Part 150 Study. This information along with the items the FAA uses for determination of acceptability was emailed to all that provided email addresses.

NEM Documentation

Dan Botto mentioned that we have already covered the NEM documentation update and he reviewed the information provided before. Dan also provided a copy of the Executive Summary that was provided to the FAA.

Commissioner Kolhage asked how long of a review time does the FAA have. Deborah Lagos explained that there is no time limit for the review of the NEM, but as the FAA has already seen the document by sections, there should not be a large number of new comments. Peter Horton and Deborah explained that while we are waiting on the comments from the FAA, the NCP is not on hold and work

continues forward. Furthermore, unless there are significant comments on the NEM, the FAA will provide a letter to the airport, and will place a notice in the Federal Register that the noise contours have been accepted. Then the airport will publish a notice in the local papers indicating the contours have been accepted and they are made available for viewing in the local libraries.

Dan Botto asked if there were any comments on Sections 1, 2, 3, and the Forecast which were previously submitted to the committee. Deborah Lagos commented that Marlene Durazo had previously shared one comment. No other comments were made by the committee.

NCP

Each member of the committee and all guests were provided a handout containing noise abatement information from 12 different airports around the nation that are similar in size and operational characteristics to EYW. Deborah explained that this information was obtained from a Boeing airports website. She said we have provided this information so the committee can see what other airports have done to deal with noise and to give the committee some idea of what can be looked at for EYW. Deborah also explained that there will be some restrictions that due to the passage of the Airport Noise and Capacity Act, passed by Congress in 1990, are no longer available.

Deborah went on to discuss each different airport covered in the handout. The following restrictions were mentioned and specifically discussed:

Auxiliary Power Units (APUs) and Ground Power Units (GPUs):

Deborah Lagos mentioned that there are not specific complaints regarding APU usage, but along Riviera Drive there have been complaints about airport but not aircraft noise. Deborah mentioned that it would be quieter if the aircraft use GPUs instead of APUs. Marvin Hunt thinks the APUs at the airport are not that noisy since most aircraft are smaller aircraft. Deborah felt that while there are no specific complaints about APU noise, use of GPUs may results in a general reduction of airport noise. Deborah asked Peter Horton what is the current situation regarding GPUs at the airport. Peter believed that all airlines but Silver Air has access to a GPU. Marvin informed the committee that US Airways must use the GPU to save the fuel that the APU uses, unless there is a quick turn like

Southwest performs. Peter Horton felt that during the busy times, it would be hard to distinguish APU noise from the noise as a whole, but that during the average day there are some very loud APUs in the GA business jet fleet. While there are GPUs available for the GA side, many of the older business jets will be phased out anyway. Peter suggested that a voluntary request to use GPUs whenever possible be included in the NCP. Peter continued, with Marvin Hunt's agreement, that GPU usage also saves a considerable amount of jet fuel. Marvin asked if this would be mandatory for the airlines, but Peter Horton explained that this would be a voluntary. Marvin felt that making it mandatory might lead to additional chances for mistakes if they have to hook-up a GPU.

Marlene Durazo asked if the GPU produces a different level of air pollution compared to the APUs. Peter Horton explained that while he did not know for sure, it sure seemed like the GPU produces less exhaust then an APU. Dan Botto guessed that strictly on the basis of the GPU using less fuel in the same time period as the APU would result in less air pollution.

Use of NBAA Close in Departure and Arrival Procedures:
For use when noise sensitive areas are close to the airport, asking the aircraft to obtain maximum altitude as quickly as possible on departure. EYW could apply this departure procedure to departures from Runway 27, and arrival procedure to arrivals to Runway 09. Peter Horton suggests we recommend putting these procedures into the Airport Facilities Directory. Robert Gold asked if the arrival procedures would also be put in for arrivals to Runway 09. Robert Gold and Tina Mazzorana mentioned that they are looking for arrival track variability to Runway 09. Peter Horton explained that while the airport had previously looked into additional arrival routes, the resultant outcry from neighborhoods newly experiencing noise caused them to be removed as a recommended route.

Marlene Durazo asked if we had a pamphlet that outlines the noise abatement policies at EYW that we can compare to the ones of other airports provided at this meeting. Deborah Lagos explained that there currently is not one, but that was going to be another suggestion for the NCP. Deborah also explained that in the most recent Airport Noise Report, that will be in the June 2013 Ad Hoc agenda package, there was an article about a new app that pilots can use that would provide all of the noise abatement requests electronically, instead of having to cart

around large amounts of paper, that they have to obtain and print out. In other words, the information will be much more readily available to the airport users.

Quiet Flying Page:
Hayward Executive has a Fly Quiet page with specific procedures for jet aircraft and for helicopters. Deborah Lagos mentioned that EYW could examine the idea of having all helo operations arrive and depart from the south side of the airport, US Navy operations permitting. Peter Horton felt that helo operations could be requested to fly to the south as their operating altitude would be below what the Navy is operating.

Deborah continued discussing that Hayward also has a "Propeller and Power Adjustment" recommendation that could be implemented at EYW. Peter Horton believed that would work on arrivals, but not so much on departures.

Intersection Takeoffs:
Deborah Lagos mentioned that at Boca Raton, they prohibit intersection takeoffs, and she inquired of Peter Horton if they perform intersection takeoffs at EYW. Deborah asked if the departures from Runway 09 could move to the next taxiway for take offs. Peter Horton felt that this could be done and would be beneficial in two ways. It could possibly reduce departure noise at KWBTS and would reduce fuel usage because aircraft would not have to taxi to the end of the runway. Dan Botto mentioned that we should not allow intersection takeoffs on Runway 27 to force aircraft higher as they pass by KWBTS.

Robert Gold and Marlene Durazo expressed their surprise that EYW does not have a documented set of noise abatement procedures for EYW. Deborah Lagos explained that the Airport Facilities Directory (AFD) does contain the information, the airport has just not put together a slick presentation of it, but this will be suggested in the NCP, to place in the pilot's lounge. Robert Gold asked if they could get a copy of the AFD for EYW. Peter Horton mentioned using Google for the online AFD. Robert also asked that the previous test of the Garrison Bight Approach had any documentation available. Deborah Lagos explained that we have the Approach Procedure Study, but the only documentation we have is from the previous Ad Hoc meetings where the residents affected by the new tracks attended to express their displeasure. Peter Horton and Harvey Wolney

mentioned that there had been handouts provided to the pilots requesting they use the Garrison Bight Approach. Robert Gold said that even if this reduced the arrivals over his home from 30 ops a day to 15, that it would make a huge improvement.

Robert Gold felt the biggest problem is the small tour/sightseeing aircraft that fly all over the island at low altitudes. Peter Horton explained that that is much easier to remedy than the large air carrier aircraft. Peter felt that these operations can be adjusted with a simple request for voluntary compliance.

Avoidance of Noise Sensitive Area and AOPA Noise Awareness Steps:
Deborah discussed 2 other airports that have published flight procedures to avoid noise sensitive areas and to apply Aircraft Owners and Pilots Association (AOPA) Noise Awareness Steps. Marlene Durazo asked if the next meeting will have the recommendations of what would and would not work at EYW. Deborah said that the plan is to have these recommendations customized by the next meeting. Peter Horton mentioned that EYW used to have a Noise Abatement Officer at the airport, funded by the FAA, to work with the pilots and homeowners to increase interaction and application of noise abatement procedures. Peter suggested that the NCP recommend that the airport renew this position to manage this noise program.

Flight Track Restrictions:
Deborah Lagos discussed the radical flight tracks that are being used in Sun Valley to avoid noise sensitive areas.

Approach Procedures:
Peter Horton began the discussion of approach procedures by discussing how limited the airport is due to the proximity of NAS Key West. Peter explained the various approaches currently in place at EYW and how they interact with NASKW. He also discussed the right hand pattern at EYW and the interaction with NASKW traffic. Peter then mentioned the approaches that have been previously examined, including coming in at White Street Pier and the Garrison Bight Approach. He discussed that the GB approach was suggested to aircraft that could make the turn, and many aircraft began to use this approach, which led to noise complaints from areas that had not been previously experiencing noise. Additionally, the

approach became so popular due to fuel/time savings that Cape Air, the Beech 1900s, and Gulfstream began using it. Even the ATR aircraft began using it, which is the noisiest aircraft arriving to EYW.

Peter Horton explained that the southern approach does not work because of the interaction with NASKW, and the shifting of noise to new areas. Peter also explained that the jets and regional jets very much prefer to have the 3 mile stabilized approach for safety.

Robert Gold asked if a document like this would have an affect on pilots' usage of approach procedures. Peter Horton explained that it would work on local pilots as the Noise Abatement Officer would be knocking on their hanger door to re-explain the requested procedures.

Robert Gold continued saying just a small variability in flight tracks would have a noticeable effect on those homeowners on the runway centerline.

Commissioner Kolhage asked that in reality, the aircraft don't really follow the "tracks" indicated in the NEM, but already have some variability. Peter Horton explained that if you examine the radar track figures, it is recognizable that there is some variability already in the flight of aircraft due to weather, aircraft type, and pilot skill. Commissioner Kolhage mentioned that therefore there already is operator variability in the flight tracks.

Tina Mazzorana mentioned that while KWBTS is getting the brunt of the departure noise, Old Town is receiving the brunt of the arrival noise. Peter Horton explained that there is not a lot that can be done because they are on the runway centerline, but as Commissioner Kolhage said, there is already much variability in arrival tracks as seen in the radar data.

Robert Gold felt the best news he heard at today's meeting is the development of a concise set of noise abatement procedures to be provided to the pilots.

Noise Barriers and Taxiway Signs:
Tina Mazzorana mentioned that at Columbus International Airport website has their full noise abatement program details, which includes noise abatement wall

that reduces noise in nearby neighborhoods by up to 10 dB. She indicated that while this may not help her area, it may buffer some of the areas directly surrounding the airport. Peter Horton mentioned that EYW has done a study on this and determined that putting the vegetative buffer had a better benefit compared to the wall as the wall would have been much more restrictive on the area residents and a wall has a habit of bouncing the noise back in other directions and onto other areas. Peter mentioned that in addition to the vegetative buffer, they also have insulated many of the homes for which a barrier would have a benefit. Marlene Durazo mentioned that at KWBTS they already experience sound bouncing among the buildings. R.L Blazevic mentioned that since the last hurricane, the mangroves surrounding the airport have become much denser. Dan Botto explained that the mangroves are a much better barrier than a wall because they tend to absorb the sound whereas a wall reflects the sound.

Deborah Lagos asked Peter Horton if there are already taxiway signs in place asking pilots to follow noise abatement procedures. Peter explained that the airport does have a few, but could do a much better job, especially if the airport recommends the use of NBAA procedures.

Tina Mazzorana mentioned that the airport should look at a soft curfew limiting some types of operations as specific times. Deborah Lagos indicated that EYW currently does have a voluntary curfew limiting operations between 11 pm and 7 am, but these voluntary restrictions could be better publicized. Peter Horton explained that this is voluntary and occasionally flights do come in after hours when they really have no other option.

Other Reports

Noise Hotline and Contact Log

Dan Botto reported that there were nine calls to the noise hotline, six from Patrick Murphy. Dan responded directly to Mr. Murphy and he is now receiving the agenda package and has been invited directly to the Ad Hoc meetings. Commissioner Kolhage asked what where the dates of his calls to see if the calls coincided with the airshow. These were not the dates of the airshow. Commissioner Kolhage was surprised there were no calls during the airshow, but Peter Horton said they did a great job notifying the public that the airshow was going on.

KWIA Ad-Hoc Committee on Noise
April 2, 2013 Meeting Minutes

Airport Noise Report

Dan Botto stated that he did not find any articles in this batch of ANR's that were applicable to EYW.

Any Other Discussion

Dan Botto was going to discuss by-laws but without a quorum, there is no point this time.

Commissioner Kolhage informed the committee that he will not be at the June 2013 meeting.

Marvin Hunt informed the committee that he may not be at the June meeting as US Air does not operate during the summer.

Commissioner Kolhage asked if there was any other business. No additional business was brought up to the committee. Commissioner Kolhage adjourned the meeting at 3:30 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 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

URS

From: Tina Mazzorana [mailto:mazzorana@hotmail.com]
Sent: Thursday, March 21, 2013 10:14 PM
To: Botto, Dan; Peter Horton
Subject: Recommendations for Noise Abatement Meeting on April 2

Good evening Peter and Dan:

As a take away from our February 2013 meeting, we were to prepare some suggestions on how we could mitigate or manage noise for the April 2013 meeting. Based on some research and reading, I am attaching the recommendations on some possible noise abatement options. I wanted you both to have a look at the recommendations in advance in case there is something you would like to discuss prior to sharing with the Committee.

As a reminder, I won't be able to attend in person but am able to dial in to present these options if you would like me to and listen to the conversation surrounding them, if possible.

If this is ok "as is", please feel free to distribute to the Committee. If you have any questions, please feel free to call or email me.

Thank you,

Tina Mazzorana

860-729-2825

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

Noise Committee - Recommendations 2013 March 18.pdf
54K

#	Recommendations	Category	Recommendation Details
1	Resident \ Tina Mazzorana	Alternate Traffic Patterns	A recommendation would be to alternate traffic patterns over residential areas on approach to reduce redundant noise directly over the 95% approach line (09A07, 09A05, 09A09, 09A08, 09A06 and 09A03) and have the local air tower manage traffic patterns to the other two approved approaches: (1) 09A04, 09A02 and (2) 09A11. While the residences who have received noise proofing previously in the near runway approach will not benefit from this, it would help reduce the concentration of the noise over the 95% approach line. This would support efforts towards local noise management by evenly distributing the noise disturbance among the surrounding two approved traffic patterns.
2	Resident \ Tina Mazzorana	Curfew	A recommendation would be to implement an airport curfew to mitigate noise disturbances after a specified time. A recent study by ICAS.ORG indicates airports across the globe are considering curfews to support the increased airplane traffic, irport xpansions and residents living within those airports proximity. The options include: 1) No Changes 2) Arrivals allowed, no departures (ex. San Diego Airport) 3) No scheduled arrivals or departures (ex. LaGuardia, NY) 4) Scheduled operations but stricter conditions apply The benefit of implementing a curfew would allow some relief to the residents within a specified window of time but also reinforce the airport and airlines commitments to the residents of Key West. For example, if we were to consider option 3, this may pose a little hardship on initial start for the commercial airlines but after sometime, we would find some common offenders and be able to potentially move to option 4. Today, a commercial airline (to remain nameless), continues to have their Atlanta flight depart late possibly in an effort to save costs for waiting out connections, reuse of flight crew or overuse of the plane origin coming in late but that direct airline savings impacts the quality of residential lives.
3	Resident\ Tina Mazzorana	Noise Abatement Walls	A recommendation on installation of sound barrier walls with noise absorption material to mitigate noise from taxing, take offs and landings. Most airports have these walls as a means to mitigate\offset noise for local residents. This would directly benefit surrounding areas.
4	Resident \ Tina Mazzorana	Taxiway signs	A recommendation to install signs on taxiways to warn pilots of noise sensitive areas. This would allow pilots to be aware of the proximity of residents. This would directly benefit surrounding areas.

June 4, 2013

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Key West International Airport

Ad-hoc Committee on Airport Noise

Agenda for Tuesday, June 4th, 2013

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Review and Approval of Meeting Minutes

1. For February 5th, 2013
2. For April 2nd, 2013

B. Discussion of Part 150 Study Update –

1. Role of the FAA and the Part 150 Process
2. Noise Compatibility Program

C. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Report

D. Any Other Discussion

1. By-Laws

E. Next meeting: August 6th, 2013

<u>2013 Schedule of Meetings</u>

February 5th	April 2nd	June 4th
August 6th	October 1st	December 3rd

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
title 14 CFR part 150
NOISE EXPOSURE MAPS and
NOISE COMPATIBILITY PROGRAM

Monroe County will host a Public Meeting on

June 4, 2013 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 member 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: Any individual needing special accommodations at this meeting, due to a disability, should contact the County Administrator's Office, at (305) 292-4441, Monday through Friday (excluding holidays), between the hours of 8:30 a.m. and 5:00 p.m. and no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".

Dated at Key West, Florida this 25 Day of May, 2013.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

May 25, 2013 Key West Citizen

379002

THE CITIZEN KEY WEST
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RECEIVED
JUN 10 2013
MH

STATE OF FLORIDA
COUNTY OF MONROE

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

Notice of Public Meeting
Key West Airport Ad-Hoc Committee on Noise

was published in said newspaper in the issue(s) of

May 25, 2013.

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 25 day of May, 2013

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

FLORIDA NOTARY ASSOCIATION SINCE 1978
DAWN KAWZINSKY
NOTARY PUBLIC
STATE OF FLORIDA
Comm# EE157233
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Notary Seal

Personally Known x Produced Identification _____
Type of Identification Produced _____

KWIA Ad-Hoc Committee on Noise
June 4, 2013 Meeting Minutes

Meeting called to order by Commissioner Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:
- Commissioner Danny Kolhage
- Kay Miller
- Robert Padron
- Sonny Knowles
- Marlene Durazo
- Dr Julie Ann Floyd
- Harvey Wolney

Staff and Guests in Attendance:
- Peter Horton, KWIA.
- Deborah Lagos, URS Corp.
- Dan Botto, URS Corp.
- Matt Herum
- R. L. Blazevic, Resident
- Robert Gold, Resident
- Brent Robbins, Resident
- Stewart Andrews, Resident
- Brendan Cunningham, City of Key West

A quorum was present.

Review and Approval of Meeting Minutes for the February 5th and April 2nd, 2013 Ad Hoc Committee Meetings

Commissioner Kolhage asked if there were any comments on the meeting minutes for either the February or April meetings. No comments were volunteered. Kay Miller motioned for approval and Marlene Durazo seconded the motion. There were no objections and the motion carried.

KWIA Ad-Hoc Committee on Noise
June 4, 2013 Meeting Minutes

Discussion of Part 150 Study Update

Role of the FAA and the Part 150 Process

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 each recommendation based on the Part 150 requirements.

Dan continued that we are currently in the NCP process and will be discussing items for recommendation in today's meeting. Deborah Lagos mentioned that the handout provided at every meeting lists the criteria or filter that the FAA uses when reviewing the recommended mitigation measures. Deborah further explained that the goal is to make recommendations that will be approved by the FAA.

Robert Gold asked if there is an opportunity for public comment on this document. Peter Horton explained that the NCP has been placed on the agenda for the July Monroe County Board of County Commissioners (BOCC) monthly meeting as a Public Hearing. Dan explained further that today's meeting is also a place for public comments.

Noise Compatibility Program

Deborah Lagos explained that the NCP contains information that had previously been discussed in the Ad Hoc meetings and the NCP was attempting to document those recommendations. Furthermore, if the recommendations do not clearly

present the ideas of this committee, please provide your comments here and any item will be revised.

Operational Alternatives:

Deborah began by discussing the first section, "Consideration of Operational Alternatives." The previous meetings provided many good ideas, and we put those ideas into the proper format for the NCP. Also, there are items included that are required and if we are not recommending them, the documentation must describe why they are not being recommended.

Dan Botto began the discussion of specific items covered in the Operational Alternatives section.

Barriers and Acoustic Shielding: Dan Botto mentioned that a previous study to determine the applicability of noise barrier at Key West had determined that the distance between the noise producer and noise receptor is too great for the barrier to have any noticeable effect. The NCP is not recommending this alternative.

Ground Power Units: Dan Botto indicated that this was discussed at previous meetings. No definitive research shows the use of GPUs reduce noise, but as the noise source is positioned lower to the ground than the onboard power unit, it may result in less annoyance. Furthermore, there is a reduction in air quality emissions. The voluntary use of GPUs is recommended, when time and safety permits.

Aircraft Run-up Location: Dan Botto explained that there is currently mandatory use between 11 pm and 7 am, and voluntary for the rest of the day. The NCP recommends that this policy remain in place, with the addition of improved education of airport users, including lighted signs on the runway, handouts and Jeppeson inserts. Kay Miller asked if this if primarily for the GA pilots. Dan responded by mentioning a conversation with the Delta station chief where she said that the pilots are constantly being rotated on and off the Key West flights and may not be aware of current noise abatement procedures. Deborah Lagos mentioned that this is more applicable to GA than commercial since most commercial aircraft do not require a preflight warm-up.

Runway Utilization: Dan Botto said that with a single runway system, runway utilization is based on prevailing winds and KWIA is oriented so that prevailing winds produce the most favorable utilization regarding aircraft noise. Aircraft primarily arrive and depart from Runway 09, with quieter arrival operations occurring from the west over the island and louder departure operations occurring

to the east over water. Furthermore, any utilization change would be minimal as wind dictates flight direction.

Robert Gold questioned the statement at the top of page 8-5 in the NCP discussing that the increased use of Runway 27 would increase the amount of noncompatible land use, therefore there is no benefit of shifting operations to Runway 27. Mr. Gold stated that this was a hasty and not quantified conclusion. Robert says he understands that there are areas that would receive greater impact but there are larger areas that would have reduced impacts. The language implies that there would be no net change. Robert continued that he does not believe this to be true, and that similar logic is used in the Alternate Approach in Section 8-4. Robert also said he would register the strongest disagreement with the logic being used. Robert's interpretation is that if anyone would receive a higher noise level due to a change, this is a rational for ruling out the use of the alternative, but he feels there is significant opportunity to "spread the pain" in a way that would reduce noise levels for more than would receive higher noise levels.

Dr. Julia Ann Floyd believes that the use of noise levels as a reason to not recommend a change in runway use does not even need to be included in the document because runway use is so dictated by wind conditions that changing runway utilization is not a viable option. Robert Gold suggests that with no statistics to backup that information, operations should land on Runway 27 whenever wind permits. Sonny Knowles explained that the only time this would be an option would be when wind is below 5 knots, and this would result in departures from 27 creating more noise over the island because the ATCT would not be able to operate flights head to head (arrive 27 and depart 09). Dr. Floyd mentioned that calm winds occur very infrequently at KWIA, and when the winds do resume the airport would have to be reconfigured (operationally) to handle into the wind operations, which would most likely result in using Runway 09. Robert Gold stated that his objection is that the language used in the NCP implies that if any person experiences more noise as the result of an alternative, then the alternative is rejected. He objects to the logic of that statement.

Deborah Lagos explained the FAA is going to look at the DNL 65 dB (and above) contour and that is their criteria to determine if an alternative is improving the situation or not, then there is everything outside the 65. There could be changes that show no positive change within the 65 but have changes outside the 65. Unfortunately the FAA does not consider those areas in their decision making. For any type of operational measure that is recommended for approval, we have to show that there is either a reduction in the size of the 65 contour or the shape shifts so there are less people included in the 65 contour. Deborah continued that

we can rewrite the recommendation so that it does not imply that there couldn't be a benefit, but unfortunately any modeled scenario would show an increase in size or number of impacted people if we increased departures off Runway 27. Departures are louder than arrivals and reversing the flow will immediately cause the contour to enlarge along the departure path.

Mr. Gold reiterates that it is the logic not the strategy of the Runway 27 usage that he objects to. Kay Miller asked what is the solution. Commissioner Kolhage asked what difference does it make if it doesn't change the conclusion. Sonny Knowles interjected that he feels the entire 8-3 section was intended for airports with multiple runways and was not designed for airports with a single runway. Deborah Lagos indicated that the text will be changed to indicate that for a single runway airport, this is not really a viable or appropriate option. Commissioner Kolhage asked if the change will still come to the same conclusion. Deborah Lagos said that the change will be along the lines of "because this is a single runway airport, it is not practical to implement a preferential runway use." Peter Horton continued that this is not a viable option especially when you consider KWIA has concentric airspace with NAS Key West. Dan Botto mentioned that the previous paragraph discusses the other mitigating factors such as wind conditions and interactions with NASKW. Peter Horton also indicated that the 737 and larger aircraft find it safer to arrive to 09 with the 3 mile stabilized approach instead of landing to 27 with possible conflicts with US Navy aircraft. Sonny Knowles mentioned that even if the flights come in east of the Navy there would still be airspace conflicts. Peter Horton said from an operational side, he would not want to see Runway 27 as the preferred arrival runway.

Kay Miller asked Mr. Gold if he accepts these changes. Mr. Gold agreed and said that the text as it stands does not prove the conclusion that current runway utilization "generates the least noise impact."

<u>Intersection Departures</u>: Dan Botto discussed that one of the items from the previous meeting was for smaller aircraft to use the taxiway C intersection for departures. The NCP recommends that smaller aircraft, when weather and safety permit, use the taxiway C intersection, instead of the Runway 09 end, for departures. This change would move single noise events caused by the smaller aircraft approximately 1,000 feet to the east, away from the residential areas off the end of Runway 09. Sonny Knowles indicated that there are currently some aircraft, including one of the island tour biplanes, that use this when possible, which does keep noise away from the residential areas. Dr. Floyd mentioned that one of the first thing you learn when flying is to use all the available runway in case there is a mechanical problem. If you were to lose an engine, you would much

rather have flat runway in front of you instead of water or a salt pond. The pilots look at what is more safe versus less safe, and the pilots would not like to operate if they had to use the taxiway C intersection departure. Dan Botto pointed out that this would strictly be a voluntary procedure. Sonny Knowles said it is definitely more safe to use the whole runway, but it is sometimes more convenient to use the taxiway C intersection.

Modification of Flight Tracks: Dan Botto explained that Section 8-4 discusses the ability to modify flight tracks and then provides figures indicating that currently aircraft do not follow any single flight track into KWIA. Commercial aircraft and jet aircraft prefer to use a 3 mile final, but other aircraft fly the most convenient route, weather, traffic, aircraft handling, and pilot skill permitting. Sonny Knowles indicates that many times the pilot wants to make a short approach to save time and/or fuel and the tower will extend your base leg due to traffic.

Robert Gold mentioned the text on page 8-7, "previously KWIA instituted an alternative voluntary approach from the north for smaller aircraft." Robert continued that the language used in the text does not quantify the level of impact caused by the implementation of the Garrison Bight Approach. Without quantification of the noise complaints then increasing from 1 to 10 complaints could be viewed as the same as increasing from 10 to 100 complaints. The way the language is, any increase in complaints results in the alternative being discounted. Mr. Gold feels that there is a false equation being presented here. Robert believes that there are far fewer homes under the Garrison Bight Approach than under the scenic straight-in approach, and while he does understand that commercial and jet traffic will use the 3 mile final, he is advocating that there are voluntary procedures for the smaller aircraft to mix up the approach paths. Mr. Gold also believes that the figures indicating flight tracks do not relay any useful information and is misleading since most aircraft still use the straight in approach. Robert believes that the information provided does not sufficiently close the issue of alternate approach paths. Dan Botto mentioned that during the analysis of the Garrison Bight Approach; there was a noticeable bulge in the contour along the GB approach path, with the corresponding increase in noncompatible land use. When the suggested use of the GB approach was rescinded, the contour was reduced thereby indicating that the random dispersion already in place resulted in fewer noncompatible land uses then the voluntary use of the GB Approach. Dan continued that due to the density of residential land uses around KWIA, there are not any viable options to direct aircraft flights that will not result in an increase in impacted noncomaptible land.

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Robert Gold remarked that he believes the DNL 65 dB noise contour skews the results with respect to the number of homes affected. There certainly will be people under the GB Approach that will experience a higher noise level, but the trade-off will be an equal reduction in noise over a lot more homes on the straight in approach.

Robert Gold continued that he believes that the way in which this has been modeled obscures a more careful analysis and the language precludes voluntary guidelines for noncommercial VFR traffic to mix up their flight paths. Robert feels that the language in the NCP closes the discussion.

Peter Horton commented that the figures of the arrival radar tracks show many aircraft still use the GB Approach, but the tracks also show many aircraft follow the VOR to Fleming Key and then make a left turn to the runway. The departure flight track figure also show many aircraft depart over Garrison Bight, usually in response to direction from the Tower.

Peter continued that, based on his history at KWIA, Mr. Gold's assumption is flawed if he thinks the citizens of Key West will be willing to share the pain. He has yet to have someone approach him and ask to have aircraft fly over their home to relieve others of some of the noise. Mr. Gold responded that the roll of government is to impose burdens on society when society is unwilling to impose those burdens themselves.

Robert continued saying he believes the straight-in approach covers the greatest number of homes of any possible flight track into KWIA. Peter Horton agreed with him. Mr. Gold also wanted to augment his comments to include the business jets and the air tour biplanes to limit the flights of both of these types over Old Town.

Commissioner Kolhage asked where are the noise complaints primarily emanating from. Dan Botto responded that recently there are very few noise complaints, but they tend to be clustered from Linda Avenue, Key West by the Sea, and the areas directly off the end of the runway. Deborah Lagos mentioned the areas between Fourth and Harris, and Stewart Andrews indicated that he has called from his home on Staples Avenue.

Mr. Gold asked if there is any discussion in the NCP of the corporate jets or the air tour biplanes, as these are both louder than the 737's. Dan Botto mentioned that in a later section there is a discussion regarding the phasing out of the older noise stage 1 and 2 corporate jets. Sonny Knowles indicated that the air tours don't fly the straight in approach. They circle the island and then try to get onto

the ground as quickly as possible to pick up the next tour. If they are on the straight-in approach, it is at the request of the Tower.

Robert Gold then asked if there was any way to help document the noise from the biplanes because it doesn't seem like they are just passing over, but they are actually circling his neighborhood. Marlene Durazo explained that it seems like they do that around Key West by the Sea also. Peter Horton asked that in Section 11 we specifically address the biplane operators and ask them to fly in the most noise sensitive method. Sonny believes that the operators would be more than happy to comply when possible. Peter continues that monitoring their flight paths would be part of the role of the noise compliance officer recommended in Section 11. Peter explained that these are not just strategies that we want to try, but are recommendations of the NCP. Robert Gold believes that the biplane pilots don't know how much noise they produce, or they know and don't care; he believes it is that they know and don't care. He believes that without official policy they will not abide by any requests.

Marlene Durazo asked where would the biplane discussion be placed in the NCP. Deborah Lagos said will put it in as Section 8.4.4, and will be included in Section 11 as a recommended measure. Dan Botto asked what are the biplanes doing. Sonny Knowles said they do air tours, banner towing and aerobatics, but the aerobatics are performed away from the island in a designated area. Dan Botto indicated that the section will be a discussion of air tour and banner towing operations.

Peter Horton indicated that there are multiple pilots that are flying these tours, and the owner is responsible to tell his pilots about the areas to avoid. Peter continued that the airport has been getting complaints about the biplanes for years, so a simple discussion with the operators will not last and there must be an ongoing process. Dan Botto mentioned that as part of the program management measures, better education of the pilots using KWIA regarding noise sensitive areas and noise mitigation methods has been included in the recommendations. Deborah Lagos indicated the NCP will add these particular users to that discussion also.

<u>Helicopter Operations</u>: Dan Botto indicated that there have been complaints regarding helicopters operating to the north of the airport. Because of the ability of the helicopters to fly below areas of US navy activity, the NCP recommends that when conditions permit, helicopters should arrive and depart to the south of the airport. This would be a voluntary recommendation, and obviously would not apply to Coast Guard, Life Flight, and other official and emergency operations. Sonny Knowles felt that was certainly a reasonable request for the helicopter

operators to avoid noise sensitive areas, but there are times when they are photographing particular areas of real estate and may not be able to avoid these areas. Mr. Blazevic mentioned that the visiting helicopters use the easiest route in and out which is from the north. Commissioner Kolhage indicated that some of the flights could be Mosquito Control and are not going to change.

Airport Use Restrictions: Dan explained that these are ways to limit the louder aircraft from using the airport, or times that the airport may be used.

Denial of use to aircraft not meeting Federal noise standards: All of the commercial aircraft currently meet Federal noise standards and as of December 31, 2015 all of the small business jets and privately owned jets will have to meet the Federal noise standards. There are currently no noise standards for small piston aircraft. Use restrictions based on noise levels are not recommended.

Capacity limitation based on relative noisiness: The louder aircraft will be fully phased out within 2 years, and to limit would require a Part 161 study which could cost upwards of a million dollars. Robert Gold asked what will be the effect of the phase out. Sonny Knowles said there are not many of the older business jets flying into Key West. Dan Botto mentioned that while some of the aircraft will be replaced, re-engined, or hush-kitted, many will just be retired as the owners will not be able to afford to meet the new standards.

Marlene Durazo asked about the effect of opening Cuba up to direct flights. Dan Botto said the aircraft will still have to meet the noise standards whereever they come in from. Sonny Knowles said that there has been a reduction in flights due to fuel costs and that can be expected to continue.

Required use of noise abatement takeoff and/or approach procedures: KWIA already uses the voluntary close-in departure procedures, and the NCP will recommend voluntary use of the NBAA close-in arrival procedures and the propeller and power adjustment procedure, when safety permits. This information will be provided to local and visiting pilots.

Landing fees based on noise levels or time of arrival: Any restrictions based on noise levels or landing fees would require a Part 161 analysis, and due to cost is not being recommended for the NCP.

Partial or complete curfews: Currently KWIA has a voluntary curfew between 11 pm and 7 am. The NCP will recommend that this continues and would be included in the education of local and visiting pilots. Peter Horton said that the monitoring of this would be part of the noise coordinator's job.

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Deborah Lagos mentioned an article that was provided to the committee regarding two California airports that have tried to implement mandatory curfews for years and have not been successful. Burbank Airport says they have spent millions of dollars over a decade to perform a Part 161 Study to approve a curfew. There is now a congressman trying to get this brought up again for Burbank and Van Nuys. Dr. Floyd mentions that these curfews can interfere with flights that may be family emergencies. These late night flights are not usually somebody wanting to go party in Miami Beach. How would you feel if one of these curfews would impact your family, or affected the safety of the flight?

Land Use Alternatives:

Deborah Lagos began the discussion of the Land Use Alternatives, Section 9 of the NCP. The NCP looks at measures that look at existing impacts and preventative measures. The biggest item of land use measures will be the NIP [Noise Insulation Program], but we want to draw your attention to Section 9.2 with the description of the various type of land uses that are not compatible with the noise level, and the description of why some of those particular places are not being considered for the mitigation program, and why some are included, for example, the condominiums at Ocean Walk and Las Salinas, and the Doubletree Hotel. These facilities were warned before they were constructed that they were in a noise impact area. Peter Horton explained that they receive very few complaints from these areas as they were constructed with the noise in mind. Peter asked if transient lodging [hotels] were considered compatible land use. Deborah explained that they are not compatible, but they are not typically mitigated. Deborah mentioned the specific condominiums, apartments, and hotels that are not being included in the mitigation, all along the eastern end of the airport. Deborah also mentioned that the high school is not included in the mitigation because they were part of the previous Part 150 mitigation.

Robert Padron mentioned that the data for Key West by the Sea may not be accurate; it should be 206 units, not 203, which Dan Botto explained that the information was correct in the tables, but had not been changed in the text. Robert pardon also believed the year built and acreage may be off. Deborah asked if anyone had documentation of this information to please send it along, as her only source was the Monroe County Tax Assessor's website.

Deborah Lagos also mentioned the other areas within the contour that are not compatible, such as Grace Lutheran School and parts of the Catholic Charities property. Ray Blazevic asked if this means they are eligible for some form of noise mitigation. Deborah informed him that yes they will be.

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Stewart Andrews said that the building on the back of the Catholic Charities properties are new and should not be included in the NIP. Ray Blazevic also reminded the Committee that these building had previously been a church and now were residences.

Peter Horton asked if there are 346 units to be NIP'ed and Deborah explained that the number might change based on this discussion and other eligibility determinations.

Deborah Lagos directed the Committee to look at Figure 9.1 to see the noise contour with the areas to be included in mitigation identified. Keep in mind that many properties in the mitigation areas have been mitigated previously. Deborah continued describing how the areas were chosen and how the "Block Rounding" was developed.

Stewart Andrews also believes that the townhomes in the Sun Terrace area are new, but Deborah indicates that this area was not in the previous contour so they would still be eligible.

Deborah asked the Committee if they thought there were other areas that should be included o if they thought there were any areas included that should not be included.

Peter Horton asked if all of Key West by the Sea is included in the mitigation. Dan Botto and Deborah discussed altering the mitigation map in the NCP because the areas to be included were not completely clear.

Marlene Durazo asked if the map would be revised before submittal to FAA. Deborah said that it would be revised to show more clearly the areas to be mitigated.

Deborah mentioned that Table 9-1 quantifies all the housing units in the mitigation areas.

Deborah explained that we are not going to go over the land use measures that are not being recommended. Deborah continued that the Land Use Recommendations consist of the Noise Insulation Program, which will be similar to the previous NIP, with the difference of nonparticipants, either by choice or because it is determined that their house does not meet eligibility standards, being offered the purchase of an avigation easement. It is a onetime monetary payment. Kay Miller asked how much the easement would be purchased for. Deborah said they should be in the neighborhood of $5,000 each. Commissioner Kolhage asked what is the

purpose of the easement and Deborah explained that the easement is for the acknowledgement of the noise and that the homeowner will not seek damages for noise. Commissioner Kolhage asked what is the homeowner supposed to do with the money or is it just compensation for the noise. Deborah explained that it is just compensation.

Dr. Floyd asked if the easement held up or did people come after the airport at a later date anyway. Kay Miller explained that the Avigation Easements stand up pretty well to legal challenges.

Commissioner Kolhage asked if the new FAA guidance will require every unit in Key West by the Sea to be tested. Deborah explained that the guidance is not completely clear on the testing procedures. Currently the methodology seems to be to group the units by construction type, age, number of stories, and any other number of parameters that can be identified. Then we will quantify the number of units in each category and select a minimum of 10 % of each category will be pretested. The mitigation will be designed based on the pretest, and the test homes will be post tested to determine if the mitigation is effective or if it needs to be adjusted to meet noise reduction standards. Deborah continued that there is a down side to this testing, if a house in any category tests as already having the desired outdoor to indoor noise levels, that house and all the others in that category could be denied mitigation. Deborah explained that the FAA has only recently come out with this guidance and the process will probably evolve as the methodology is actually put into practice.

Stewart Andrews asked if there is a certain level of noise reduction that must be met. Deborah Lagos explained that a minimum of 5 dB is required. She continued that if it is already quiet enough inside then the home could be ruled ineligible.

Deborah asked if the Committee was in favor of offering the easement option. Kay Miller felt that if the people did not want to participate in the NIP, they would most likely appreciate the easement. Dr. Floyd suggested that some homeowners would rather not have the easement because then if they sell their house the next owner has no recourse.

Deborah continued that the NCP will offer a NIP with an avigation easement or strictly the purchase of an avigation easement to the eligible home. She also reminded the Committee that we will review the eligibility of the Catholic Charities facilities.

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Deborah asked the Committee what is their feeling about including Grace Lutheran School. The consensus was that it was an old facility for the most part and should be included.

Deborah continued with the preventative land use measures. She continued that in the previous Part 150, it was recommended that a couple of parcels be rezoned to prevent noncompatible land uses. These recommendations were not completed by the City. The Airport is currently in negotiations to purchase the parcel at the east end of the runway, but the NCP will recommend the purchase of an avigation easement for the vacant lot on Flagler Avenue.

Deborah mentioned that in the previous NCP, it was recommended that the City add compatible land use zoning regulations, but this did not happen. In this NCP, we are recommending they just modify a paragraph in the existing zoning regulations that will make reference to the Airport noise contours and instead of the wording saying "avoid encroaching on the airport hazard zone" and change to "noncompatible land use proposed within the KWIA DNL 65 dB noise contour is prohibited."

Commissioner Kolhage felt that this would probably not be approved by the BOCC since it is prohibiting use of the land, it is almost a taking of the property. Peter Horton suggests it say "prohibited or must be built in a compatible manner." Deborah said she will reword this using language from the Part 150 regulations.

Deborah explained that the other approved recommendations from the previous NCP that were not implemented are being requested to be rescinded so they are no long on the books.

Program Management Measures:

Deborah mentioned that the NCP will recommend that the Airport hire an airport noise coordinator, who would be responsible for overseeing the NIP, monitor compliance with noise abatement procedures, and the education and notification of the pilot community. Peter Horton said that this does not have to be an airport staff person, since there will be a NIP program, and the Ad Hoc committee will continue, and the annual contour update will continue, this could be an outside consultant, as the FAA may pay for it either way. Deborah explained that this will be reworded to be an either airport staff or outside consultant for this position.

Deborah explained that the NCP recommend that the Ad Hoc Committee be continued through the NIP

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She continued that the NCP will recommend that the Airport develop a brochure, Jeppeson insert and other material to assist in the pilot education program regarding noise abatement procedures at KWIA. Stewart Andrews asked if this included the App for electronic access to this information. Deborah explained that this is the Whispertrack© system that the Airport will subscribe to and goes out to all the flight planning services so pilots can get this on their tablets.

The NCP is also recommending informational boards be put into all the accessible pilot's lounges.

Deborah continues that the Airport will install lighted airfield signs to remind the pilots about the noise abatement procedures.

The NCP will also recommend the purchase of a flight tracking and noise monitoring system, which is eligible for FAA funding.

The NCP will recommend the continuation of the annual contour update to keep tabs on the validity of the avigation easement and the boundaries of the noise mitigation program.

Deborah explained that Section 11 is a summary of only the recommendations of the NCP. She asked that the Committee open to page 11-19 showing that the entire NCP mitigation will cost approximately $25 million; the implementation plan on page 11-20 provides the timeline for the entire mitigation program.

Sonny Knowles asked if current government spending issues are a problem. Peter Horton explained that this comes from a special pot of money from Airport Improvement Program set aside.

Deborah explained that Appendix J lists every single parcel that is in the program area, and Appendix M shows the proposed implementation plan by address. Included in Phase 1 are the 4 homes that did not choose to participate the first time around but now have new owners. If they chose not to participate and still own the property, they are in Phase 8.

The Committee voted to submit the NCP with the changes discussed to the BOCC, Sonny Knowles made the motion and Kay Miller seconded the motion. The "ayes' were unanimous.

The Commissioner adjourned the meeting at 4:00 p.m.

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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August 6, 2013

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Key West International Airport

Ad-hoc Committee on Airport Noise

Agenda for Tuesday, August 6th, 2013

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Review and Approval of Meeting Minutes

1. For June 4th, 2013

B. Discussion of Part 150 Study Update –

1. Role of the FAA and the Part 150 Process
2. Noise Exposure Maps
3. Noise Compatibility Program
4. NCP Implementation Plan

C. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Report

D. Any Other Discussion

1. By-Laws

E. Next meeting: October 1st, 2013

<u>2013 Schedule of Meetings</u>

February 5th	April 2nd	June 4th
August 6th	October 1st	December 3rd

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
title 14 CFR part 150
NOISE EXPOSURE MAPS and
NOISE COMPATIBILITY PROGRAM

Monroe County will host a Public Meeting on

August 6th, 2013 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 member 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: Any individual needing special accommodations at this meeting, due to a disability, should contact the County Administrator's Office, at (305) 292-4441, Monday through Friday (excluding holidays), between the hours of 8:30 a.m. and 5:00 p.m. and no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

July 27, 2013 Key West Citizen

357716

THE CITIZEN KEY WEST
The Florida Keys Only Daily Newspaper, Est. 1876
Cooke Communications, LLC
Florida Keys

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Key West Fl 33041
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STATE OF FLORIDA
COUNTY OF MONROE

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

Notice of Public Meeting
KW Airport Ad-Hoc Committee on Noise

was published in said newspaper in the issue(s) of

July 27, 2013.

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 27 day of July, 2013

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

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DAWN KAWZINSKY
NOTARY PUBLIC
STATE OF FLORIDA
Comm# EE157233
Expires 1/4/2016

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Type of Identification Produced _____

KWIA Ad-Hoc Committee on Noise
August 6, 2013 Meeting Minutes

Meeting called to order by Commissioner Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:
- Commissioner Danny Kolhage
- Kay Miller
- Marlene Durazo
- Dr Julie Ann Floyd

Staff and Guests in Attendance:
- Peter Horton, KWIA.
- Deborah Lagos, URS Corp.
- R. L. Blazevic, Resident
- Ashley Monnier, NASKW

A quorum was not present.

Review and Approval of Meeting Minutes for the June 4th, 2013 Ad Hoc Committee Meetings

Deborah Lagos explained that as there is no quorum present, approval of the June 4th, 2013 minutes will be delayed until the October meeting. Deborah also asked if there were any comments at this time from those present. Kay Miller asked if comments could be emailed prior to the next meeting. Deborah indicated that emailing comments was acceptable.

Discussion of Part 150 Study Update

<u>Noise Compatibility Program</u>

Peter Horton explained that the NCP, the second element of the Part 150 has gone to the BOCC and was approved for submittal to the FAA. Deborah indicated that the Draft NCP has been submitted to the FAA and we are awaiting comments. Peter Horton continued that he knew it had been submitted because KWIA has received indication from the FAA that the NIP for this Part 150 will begin with Phase 1, not as a continuation of the previous NIP (Phase 8). The FAA also indicated that they may be able to fund the NIP in the upcoming fiscal year

starting this October as opposed to the following fiscal year starting in October 2014. The FAA further indicated that the $3.6 million of FAA money for year one has been programmed for this upcoming October (2013). This is contingent on the KWIA being able to accept this grant by July 15 of 2014.

Peter explained that this is important for the project because we are looking at a total of 337 homes with construction costs estimated at approximately $26 million; with 206 units in Key West by the Sea (KWBTS). Peter explained that they were hoping to perform the work at KWBTS for approximately $50k per unit.

Peter further explained that while KWBTS is in the document and included in the program recommendations, that does not mean it is approved for the NIP until full approval of the NCP comes from the FAA.

Deborah Lagos mentioned that this is a very encouraging sign from the FAA that they feel the recommendations are valid.

Kay Miller asked if the cost for KWBTS would be around $10 million alone. Peter said just based on current information, without the design and engineering, they would expect the condos would be cheaper than single family homes due to economy of scale. Peter continued that if the cost exceeds that, the funding would still be available. Deborah Lagos explained that in the NCP, she used the $75K per unit for both single family and multi-family residences to be on the safe side with our estimates.

Peter Horton reiterated that the funding is there, but the NCP has not been approved as of yet. Peter asked what does the Committee need to do to finish the project. Deborah Lagos explained that we are in the waiting mode currently. The NCP has been submitted to the FAA for the preliminary review and when comments are provided, we will incorporate those comments and resubmit the NCP for formal review and approval. Kay Miller asked if it needs to go back to the BOCC at that time. Deborah indicated that as long as there are no substantial changes, it will not need to be re-approved by the BOCC. If the comments are substantial, then the document will probably come back to the committee and the BOCC. Deborah continued that the only item that may be questioned would be where the boundary

lines of the program area were drawn, in particular Building A of KWBTS which is not in the contour at all.

Peter Horton explained that we made a strong case that this is a complex and we need to noise insulate the entire complex.

Kay Miller asked if we may not see a big enough differential in the noise levels inside the unit before and after the insulation. Deborah Lagos explained that we must see a 5 dB improvement and also, the inside must currently be above 45 dB.

Deborah Lagos continued that this would not affect the overall approval of the NCP, but would exclude units that do not meet this standard. Deborah explained that the NCP has proposed a testing phase initially to test representative samples of the houses and condos to indicate which units are or are not eligible for inclusion in the program. Commissioner Kolhage asked how much time would this phase require. Deborah explained that once we resubmit the NCP for final review and approval, the FAA has 180 days to review and approve. Kay Miller asked how long will the preliminary review take. Deborah mentioned that it was submitted around the beginning of July and she expects comments back the beginning of September. With a one month turn-around, URS could have it back to them and expect final approval in March or April of 2014. Peter Horton indicated that this would allow KWIA to have all the grant information in by the July 2014 deadline.

Peter Horton also explained that KWIA has this Email and can use it to expedite the review process by reminding the FAA that we don't want to wait another year now that they have programmed the grant money. Peter also explained that the FAA is in the middle of grant season right now, and that KWIA has programmed their JACIP money.

Mr. R.L. Blazevic asked what was the status of the vacant lot on 11th street. Deborah Lagos responded that the NCP recommended that the airport purchase an avigation easement on the property limiting the use to compatible land use or be built to achieve interior noise levels of 45 dB or less.

Deborah Lagos continued that the handout provided to the committee and attending public is a summary of all the recommended mitigation measures in the

NCP; including the estimated cost and proposed timeline. Deborah also explained that there are other recommendations involved in the NCP that have costs associated with them, such as the pilot education program and the hiring of an airport noise coordinator, and the committee should look at putting some of the initial grant money towards these items.

Peter Horton explained that we will have to put NIP money towards doing the contours every year, and when the NIP is ongoing there will need to be a coordinator, which was URS for the previous NIP. Peter explained that the airport may need to have an employee at the airport for this, but a lot of the cost can be covered by the grant money.

Deborah Lagos explained that other items with costs will need to be covered, like the pilot education, which is not expensive, but the costs will need to be covered. These items are important and should not be brushed aside, although not necessarily putting the noise monitoring system as a priority at this time. Peter Horton felt that most of these items would be eligible for either AIP or PFC funding. KWIA has just received their PFC allocation reports for this year and next year; KWIA expects to receive $2.5 million this year for capital projects, and for next year, based on 2012 enplanements, KWIA should be getting $2.9 million in AIP funds and another $1.5 million in PFCs. Therefore, these modest expenditures can be worked through and there is FDOT money available, and there may be FDOT money for the NIP due to the size of this project. As long as enplanements continue to increase, the costs in the proposed NIP are not onerous for the airport.

Peter also mentioned that the airport has received approval to install EMAS at the other end of the runway, with construction starting this year. R.L. Blazevic asked what is the cost of the EMAS. Peter explained that it is approximately $6 million.

R.L. Blaazevic asked who will monitor the noise as recommended by the NCP. Peter Horton explained that URS performed this task for the airport previously and that KWIA would like to continue this arrangement.

KWIA Ad-Hoc Committee on Noise
August 6, 2013 Meeting Minutes

Other Reports

Noise Hotline and Contact Log

Deborah Lagos reported that there were only four calls and nothing significant to the Noise Hotline, and one call to the contact log regarding the NCP.

Airport Noise Report

Deborah Lagos asked if there were any comments on the Airport Noise Report that were of interest. Kay Miller mentioned that she did not see anything of interest this time.

Deborah mentioned the article in the first issue that discussed that there were no AIP grants in the first 8 months of the year, which was interesting. Peter Horton indicated maybe that is why there is money available at this time.

R.L. Blazevic asked if there is an increase in passengers and is that may be why there is money available. Peter Horton explained that KWIA has seen a continual growth over the last few years at levels that are probably higher than expected and while not continuing at the current pace, he expects KWIA passenger levels to continue to increase in the foreseeable future.

Peter Horton explained that the arrival area construction and expansion is almost complete, and will increase capacity in the arrival area. Peter continues that the next expansion in the five year plan is to move the rental cars across the street to allow more space for arriving passengers.

Deborah Lagos mentioned an article on page 36 discussing a legal case which indicated that noise complaints, if substantiated by names and dates, can be used for enacting aircraft noise restriction. Deborah also mentioned an article also on page 36 discussing the final rule banning stage 1 and 2 jets under 75,000 pounds.

Any Other Discussion

By-Laws

KWIA Ad-Hoc Committee on Noise
August 6, 2013 Meeting Minutes

Deborah Lagos indicated that Monroe County was suggesting that this committee should have a set of By-Laws in place. Commissioner Kolhage and Peter Horton indicated that this may not be necessary. Deborah continued that the County has sent URS copies of by-laws from other Monroe County committees to use as a go-by. Commissioner Kolhage asked that the committee allow himself and Peter Horton to look into this subject further before proceeding. Peter explained that this committee has been operating for 15 years without by-laws and would like to continue.

Kay Miller moved to adjourn the meeting
The Commissioner adjourned the meeting at 2:40 p.m.

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

URS

April 1, 2014

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Key West International Airport

Ad-hoc Committee on Airport Noise

Agenda for Tuesday, April 1st, 2014

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Review and Approval of Meeting Minutes

1. For June 4th, 2013
2. For August 6th, 2013

B. Discussion of Part 150 Study Update –

1. Role of the FAA and the Part 150 Process
2. Noise Exposure Maps
3. Noise Compatibility Program
   i. Mitigation
4. Mitigation

C. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Report

D. Other Discussion

1. <u>Meeting Schedule for 2014</u>

~~February 4th~~	April 1st	June 3rd
August 5th	October 7th	December 2nd

E. Next meeting: June 3rd, 2014

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 title 14 CFR part 150 NOISE EXPOSURE MAPS and NOISE COMPATIBILITY PROGRAM

Monroe County will host a Public Meeting on

April 1st 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 member 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: Any individual needing special accommodations at this meeting, due to a disability, should contact the County Administrator's Office, at (305) 292-4441, Monday through Friday (excluding holidays), between the hours of 8:30 a.m. and 5:00 p.m. and no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".

Dated at Key West, Florida this 24th Day of March, 2014.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

March 24, 2014 Key West Citizen 389095

THE CITIZEN KEY WEST
The Florida Keys Only Daily Newspaper, Est. 1876
Cooke Communications, LLC
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STATE OF FLORIDA
COUNTY OF MONROE

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

Notice of Public Hearing
KW Airport Ad-Hoc Committee on Noise

was published in said newspaper in the issue(s) of

March 24, 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.

Signature of Affiant

Sworn and subscribed before me this 24 day of March, 2014

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

FLORIDA NOTARY ASSOCIATION SINCE 1978
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
April 1, 2014 Meeting Minutes

Meeting called to order by Commissioner Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:
- Commissioner Danny Kolhage
- Kay Miller
- Sonny Knowles
- Marlene Durazo
- 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
- Robert Gold, Old Town Homeowners

A quorum was present.

Chairman Kolhage called the meeting to order at 2 p.m.

Review and Approval of Meeting Minutes for the June 4th and August 6th, 2013 Ad Hoc Committee Meetings

Commissioner Kolhage asked if there any comments or corrections of the June 4th, or August 6th 2013 minutes. There were no comments raised. Kay Miller motioned to approve the minutes and Marlene Durazo seconded. The minutes were approved as written.

Discussion of Part 150 Study Update

<u>Role of the FAA and the Part 150 Process</u>

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 each recommendation based on the Part 150 requirements.

Noise Exposure Maps

Dan Botto explained that the FAA has officially accepted the NEMs and have published that fact in the Federal Register. He continued that KWIA is required to publish this in the local papers three (3) times and once URS gets the proof of publication from the newspaper, URS will publish the final NEM.

Noise Compatibility Program

Deborah Lagos informed the Ad Hoc Committee that the reason we have not had a meeting in six (6) months is because the NCP has been submitted to the FAA and we were awaiting comments. URS and KWIA felt it was unnecessary to continue the meetings as planned without having anything new to report or discuss.

Deborah continued that there were over 100 comments, and KWIA and URS went to Orlando to discuss these comments with the FAA to work out details on the FAA comments so the FAA would be ready to approve the NCP. Peter Horton added that there were 138 FAA comments that the FAA boiled down to four (4) primary comments, with the block rounding being the most significant issue.

Peter further explained what block rounding was and how the FAA did not want to include block rounding in the body of the document. There was a compromise

worked out that the block rounding discussion will be maintained, but would be contained in the appendix. Peter continued discussing how the implementation of noise insulation programs has changed and that the FAA wants to be very careful when including any homes outside the DNL 65 dB contour.

Peter also praised the efforts of URS and the FAA to work out the compromises, and that the NCP is ready to move on and be resubmitted for FAA approval.

Peter then went on to discuss that the funding will be in the pre-application for the funding next January.

Deborah elaborated that the compromise worked out at the working meeting with the FAA at least maintained the proposed block rounding in the document.

Kay Miller asked if there is a final date for the submittal of the final NCP. Deborah explained that the FAA could provide comments on the next version of the NCP, and then there is still a 180-day review period for actual approval.

Other Reports

Noise Hotline and Contact Log

Dan Botto reported that there were only seven calls since August 2013, with one call regarding a helicopter operating locally. Peter Horton mentioned that this call came into the county website as well as the noise hotline, at which time Peter investigated the incident. Peter called the FAA to determine if the helicopter was flying improperly, and was informed that the helicopter was flying within proscribed regulations. The helo operator was contacted and determined that he was performing some aerial surveying and was a one-time occurrence. Peter then went on to mention that in the batch of Airport Noise Reports included with the agenda package, there were many mentions of the FAA looking into regulating helicopter operations.

Peter Discussed complaints of aircraft flying directly over homes on departure, and the public needs to remember that during the winter, winds shift and cause the use of Runway 27, but this only occurs about 20 percent of the time.

KWIA Ad-Hoc Committee on Noise
April 1, 2014 Meeting Minutes

Peter explained that while passenger traffic has increased at KWIA, but aircraft traffic has continued to decrease.

Robert Gold inquired as to what affect the pull out of Southwest airlines would have on the airport and what were the factors for their pull out. Mr. Gold felt that this event will cause a significant increase in operations as there are more passengers coming to Key West, but fewer 737s operating. Peter Horton explained that the operations numbers have been decreasing even before the pull-out was announced. Peter expects Delta to increase operations to fill the void. Peter also explained that he thought the SW decision was due to the poor performance of the EYW to New Orleans route, and he felt it was a poor route to start as it is a destination to destination route. Another reason for the pull-out is runway length according to Peter. Peter expects this to reduce pax numbers in the first year, but would rebound with Delta taking up the slack.

Robert Gold asked if the SW load factors were limited by the runway length issue, or poor sales, and also asked if American Airlines might change to the 737 to also pick up the SW passenger demand. Peter felt it was primarily the effect of the runway length and does expect the other airlines to change their operating model at EYW.

Airport Noise Report

Dan Botto mentions that the collection of Airport Noise Reports have many articles discussing the new research being funded for different noise metrics and different ways to measure and monitor noise. Dan also mentions there are a few articles about the FAA examining additional helicopter regulations.

Dan and peter both mention the article on NAS Key West.

Marlene Durazo pointed out the article about FAA funding.

Kay Miller asked about the new WebTrak MY Neighbourhood to provide accurate and current data for the local residents to obtain noise and operations information. Peter Horton explained that this system would only work if KWIA had its own radar system, but KWIA is dependent on NASKW's radar.

KWIA Ad-Hoc Committee on Noise
April 1, 2014 Meeting Minutes

Peter Horton asked everyone to look at page 61 of the agenda package. The article explains that the FAA is not going to back down on the ban of stage 1 and 2 jet aircraft under 75,000 pounds by December 31, 2015.

Peter then mentioned the funding for noise projects was on page 105 for last year [2013] and the FAA is still funding NIP projects.

Any Other Discussion

Next Steps

There were questions on NEXTGEN and Robert Gold mentioned he read where NETGEN is supposed to be fully operational by 2025.

Marlene Durazo asked when the next version of the NCP would be submitted to the FAA. Dan Botto explained the way the NCP will be revised with regards to the FAA comments and discussion and would take a few weeks. Marlene Durazo asked if all the information on Key West by the Sea would still be included. Dan explained that everything in the document would still be there, but if the property is outside the contour it will only be included in the appendix.

Deborah further explained that the next battle is the FAA is balking at replacing AC units in homes in a NIP.

Kay Miller moved to adjourn the meeting.
The Commissioner adjourned the meeting at 2:48 p.m.

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The Role of the FAA in the Part 150 Process:

Noise Exposure Maps

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- 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

URS

October 7, 2014

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Key West International Airport

Ad-hoc Committee on Airport Noise

Agenda for Tuesday, October 7th, 2014

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Review and Approval of Meeting Minutes

1. For April 1st, 2014

B. Discussion of Part 150 Study Update –

1. Role of the FAA and the Part 150 Process
2. Noise Compatibility Program
3. Next Step - Mitigation Plan

C. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Report

D. Other Discussion

1. Meeting Schedule for 2014

~~February 4th~~	April 1st	~~June 3rd~~
~~August 5th~~	October 7th	December 2nd

E. Next meeting: December 2nd, 2014

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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 title 14 CFR part 150 NOISE EXPOSURE MAPS and NOISE COMPATIBILITY PROGRAM

Monroe County will host a Public Meeting on

October 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 member 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 16th Day of September, 2014.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

September 27, 2014 Key West Citizen 393365

THE CITIZEN KEY WEST
The Florida Keys Only Daily Newspaper, Est. 1878
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Florida Keys

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Fax 305-853-0556
freepress@floridakeys.com

STATE OF FLORIDA
COUNTY OF MONROE

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

Key West Airport
Ad-Hoc Committee on Noise Update Meeting

was published in said newspaper in the issue(s) of

September 27, 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.

Signature of Affiant

Sworn and subscribed before me this 27 day of September, 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 _____

KWIA Ad-Hoc Committee on Noise
October 7, 2014 Meeting Minutes

Meeting called to order by Peter Horton at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:
- Paul dePoo
- Marlene Durazo
- Dr. Julie Ann Floyd
- Harvey Wolney
- Tina Mazzorana (via telephone)

Staff and Guests in Attendance:
- Peter Horton, Monroe County Director of Airports #1
- Don DeGraw, Monroe County Director of Airports #2
- Sarah Steves, KWIA Airport Operations
- Deborah Lagos, DML & Associates
- Chris Bowker, Jacobs Engineering
- Amy Kehoe, Delta Global Services
- Robert S. Gold, Old Town Homeowners
- R. L. Blazevic, Resident
- Dottie Harden, Resident
- Page Haverty, Resident

A quorum was present.

Peter Horton explained that both the Chairperson, Danny Kolhage, and the Vice-Chair, Kay Miller, were unable to attend today's meeting. Therefore, if there were no objections, Peter would steward the meeting today.

Review and Approval of Meeting Minutes for the April 1st, 2014 Ad Hoc Committee Meetings

Peter Horton asked if there were any comments or corrections to the April 1st, 2014 minutes. There were no comments or corrections. Marlene Durazo made a motion to approve the minutes and Julie Ann Floyd seconded the motion. The minutes were approved as presented.

KWIA Ad-Hoc Committee on Noise
October 7, 2014 Meeting Minutes

Introductions

Peter Horton informed the Committee that Deborah Murphy Lagos is no longer with URS, and is now out on her own. She will continue to serve as the Airport Noise Program Coordinator through Jacobs Engineering, the airport's general consultant. Peter then introduced Chris Bowker of Jacobs Engineering, and Sarah Steves, a new member of the airport staff, who is the Operations Manager, both of whom were sitting in the audience. He also introduced Don DeGraw, who has been with the County for over a year now, but has been at Marathon. Don is Peter's replacement, since Peter is retiring effective January 15, 2015. Peter also introduced Amy Kehoe who has been designated to replace Marvin Hunt on the Ad Hoc Committee representing aviation. She is the Station Manager for Delta Airlines and works for Delta Global Services.

Discussion of Part 150 Study Update

Deborah reviewed the chart that shows the Part 150 Process, and indicated that we are at the final step in the process, waiting for FAA to issue their Record of Approval. It has been a long process, over three years to get to this point, but we are almost finished. She also reviewed the Role of the FAA in the Part 150 Process. The FAA requested that we include these two documents in the agenda package of every meeting during the time that the Part 150 Study is underway. The FAA's role at this point in the process is to review and approve/disapprove the Noise Compatibility Program and issue their Record of Approval. The FAA's Record of Approval will indicate whether they approve or disapprove each individual measure recommended by the airport.

The good news is that the document is finally at a point where the ADO has no more questions or comments that would require another revision of the document. Several revisions were required to incorporate all of FAA's comments and to get to the point where FAA was willing to accept the document for formal review and approval. The document has been sent to the Regional Office in Atlanta, as well as to Headquarters in Washington, D.C. The FAA issued a Federal Register Notice on September 15, 2014 indicating their receipt of the Noise Compatibility Program and announcing their formal review of the proposed program. The official 180-day review began on September 15, 2014, and will be completed by March 15, 2015. The

FAA has indicated they expect to issue the Record of Approval in December 2014 or January 2015, and they expect to approve most, if not all, of the recommendations. That is the good news.

Peter then explained that the other news is that FAA is requiring an additional step in the process that wasn't required in the previous NIP. Deborah proceeded to explain the FAA's Program Guidance Letter and the two-step eligibility process.

1. *Property must be located within the 65 DNL contour or FAA-approved Program Boundary, and*
2. *Property must have an average interior DNL value of 45 DNL or greater.*

Properties must meet both of the above criteria or they will not be eligible to participate in the Noise Insulation Program.

The FAA has indicated that the next steps in the process are (1) to develop a NIP Implementation Plan and Proposed Testing Protocol, and (2) to conduct the Initial Testing Phase. The Program Guidance Letter describes a process for characterizing the diversity of the residences in the Program Areas and developing a property classification protocol, selecting a representative sample of each type of similarly-constructed residences for testing, and performing pre-testing of the representative sample of residences to determine eligibility of each property classification. We believe this methodology will probably work OK for Key West by the Sea since the construction of all the condos is pretty consistent. However, for the single family houses this may present a challenge since their construction is generally more unique.

The timeline we anticipate is to submit a grant application to the FAA in March 2015 in order to obtain funding in August 2015. We are meeting with the FAA to discuss the possibility of including the Implementation Plan, Testing Program, and Design of Phase 1 in that grant. The FAA has suggested that funding for Design of Phase 1 will not occur until August 2016. We are hoping to convince them that we can complete the Implementation Plan, Testing Program, and Design of Phase 1 all in one year, rather than two years. We are trying to make up some of the time we lost because the Part 150 Study has taken so long to complete.

Robert Gold asked about the funding source for the Implementation Plan and Testing Program. Deborah confirmed that the FAA would pay for those tasks and they would be funded in the grant in August 2015.

Ray Blazevic commented that the noise levels at KWBTS will vary considerably at the different buildings, on different sides of the buildings, and between the ground floor and top floor. Deborah responded that when the representative sample of units is selected it will need to take this into consideration and include units from each building and each floor. The number of units to be included is subject to approval by the FAA. The Program Guidance Letter caps the number of units to be tested at 30%. The selection of the units to be tested will be critical because the results of this testing will determine the eligibility for all the units.

Marlene Durazo expressed concern regarding the time of year the testing would be conducted because of the variation in the aircraft traffic between summer and winter. Deborah explained that the testing utilizes an artificial noise source, not real-time aircraft noise, so that the noise will be consistent for the testing. The noise source is placed outside the unit, and microphones are placed outside and inside the unit, in several rooms. The test measures the difference in noise level between the outside and inside of the unit.

Page Haverty questioned what would prevent developers from building new houses with sub-standard noise attenuation, with the expectation that the FAA would then pay for replacement of windows and doors. Deborah explained that the FAA has established a date of constructive notice of the existence of aircraft noise, and houses built inside the airport noise contours after that date are not eligible for insulation. The date is October 1, 1998. If houses are built outside of the noise contours after that date, and then the contours change and they are then inside the contour, then they would be eligible.

Ray Blazevic mentioned that houses are about to be built on the large vacant parcel at the corner of Flagler and 11th Street. He indicated that those houses would have to be constructed with appropriate noise attenuation. Peter indicated that the City of Key West has done a good job in the past of checking to see what our noise contours look like before they issue permits in those areas, and our assumption is that they will continue to do that in the future.

Julie Ann Floyd expressed concern regarding the sampling and testing process and its potential to result in challenges from homeowners who were not included in the sampled group. She felt it will be important to establish a distinct appeals process for homes that are ruled ineligible as a result of the sampling process. Deborah responded that we hope to convince the FAA that 100% testing will be needed for the single family homes, because those homes have been remodeled and/or added on to over time to the point that no two houses are alike.

Peter indicated he thought we all agreed early on that the emphasis will be on Key West by the Sea, because that is 206 units of the 325 or so units in the entire project. He believes the phasing will be to do KWBTS first, before we go on to the others. For a little historical perspective, our previous 150 Study was approved in 1999. Between 1999 and 2009 we did approximately 300 homes at a cost of about $20 million. We don't yet know how much money the FAA will put toward this project, and in what increments. They've indicated $4 million to start. If we look at KWBTS, we're talking about $10 to $15 million to do all of those 206 units, depending on what savings can be made in economies of scale and so forth, and how much testing and so forth must be completed before the actual construction starts. The grant cycle begins in January of next year with submission of a pre-application, followed by an application in March, and the money usually arrives in August or September. We were hoping to get $4 million to complete the Plans & Specifications for Phase 1, however, we don't have a feel for how this new testing phase is going to impact the process.

Ray Blazevic asked who makes the decision about the phasing plan, is it the FAA or the airport? Peter responded that we submitted a phasing plan to the FAA as part of the NCP document, and the emphasis was on KWBTS. After we get the ROA back from the FAA, then this Committee will vote on a formal phasing plan and then we'll put that into operation.

Marlene Durazo asked how many sets of testing units will be operating simultaneously, because if it is done one at a time, it could take a lot of time. Deborah responded that because of the potential for interference if multiple tests are conducted simultaneously, there would only be one condo unit tested at a time. However, the testing for each unit doesn't take much time, and quite a few units can be done per day. Marlene asked if there would be back-up equipment

available, in case of equipment failure. Deborah responded that there would be back-up equipment available. Marlene also asked who would pay for this equipment, and Deborah responded that the FAA will pay for the equipment and the testing.

Page Haverty asked about approaches and departures at low altitudes over Garrison Bight, where he lives. He believes it is generally private pilots flying twin engine aircraft. He has also seen helicopters such as the Coast Guard at very low altitudes. Peter explained the history of the Garrison Bight Approach, and the attempt to provide some relief for people living under the straight-in approach. Paul dePoo explained the aircraft are at a higher altitude than 500 feet, probably closer to 800 feet.

Robert Gold asked about the status of the Part 150 study operational recommendations. Deborah responded by reviewing all of the recommendations that were included in the NCP that was submitted to the FAA.

1. Measures Recommended by the Airport Sponsor Requiring FAA Approval
    - Provide noise insulation for noncompatible structures in exchange for avigation easements
    - Purchase avigation easements
    - Rescind approval of the 1999 ROA measure to purchase homes, provide noise insulation, and then resell the homes with avigation easements
    - Rescind approval of the 1999 ROA measure to rezone two vacant parcels
    - Rescind approval of the 1999 ROA measure to acquire the vacant parcel at the corner of Flagler Avenue and 11th Street
    - Purchase an avigation easement from the owner of the vacant parcel at the corner of Flagler Avenue and 11th Street
    - Rescind approval of the measure to establish airport noise and public safety compatible land use zoning
    - Hire staff or utilize a consultant to fulfill the role of Airport Noise Program Coordinator
    - Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures
    - Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal

- Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures
- Establish a noise and flight track monitoring program by acquiring two portable noise monitors and an FAA-approved flight track monitoring system
- Update noise contours annually

2. Measures Recommended by the Airport Sponsor that do not Require FAA Approval

- Voluntary use of Ground Power Units when time and safety permit
- Continue voluntary and mandatory use of designated aircraft run-up location
- Voluntary use of intersection departures on Runway 09
- Continue use of a wide variety of flight paths on approach to Runway 09
- Voluntary southerly helicopter arrival and departure tracks
- Adherence to voluntary practices for air tour and aerial advertising flights
- Continue voluntary avoidance of direct flight over Key West by the Sea Condominiums by pilots of air tours and aerial advertising flights
- Continue voluntary use of noise abatement arrival and departure procedures
- Continue voluntary curfew of aircraft activity between 11:00 p.m. and 7:00 a.m.
- Amend land development regulations to prohibit noncompatible land uses within the DNL 65+ dB noise contour
- Continue holding meetings of Monroe County's Ad Hoc Committee on Noise
- Subscribe to Whispertrack™ to facilitate distribution of voluntary noise abatement procedures

Robert Gold asked if the document was public. Deborah responded that she would check to make sure the latest version of the document is posted on the Ad Hoc Committee website.

Other Reports

Noise Hotline and Contact Log

Deborah Lagos reported that there was only one call to the Noise Hotline, and two calls to the contact log regarding the NCP.

Airport Noise Report

Peter indicated that KWIA is featured in the latest issue of the Airport Noise Report. It is not included in this meeting's agenda package, but will be in the next package.

Deborah Lagos shared the following articles from the Airport Noise Report that she thought were of interest:

- Vol 26, No. 9 - Need for science-based methodology to determine eligibility
- Vol 26, No. 11 - Use of complaints as a basis for alteration of flight tracks
- Vol 26, No. 15 - Living near airport increases waistline size
- Vol 26, No. 18 - Increased lung disease, less cardiovascular disease
- Vol 26, No 19 and No. 26 - Update annoyance survey
- Vol 26, No 19 - Air quality impacts at LAX
- Vol 26, No 21 and No 26 - First Part 161 restriction on Stage 3 aircraft
- Vol 26, No 23 - VNOMS can identify GA aircraft

Any Other Discussion

Ray Blazevic asked about increased military operations. Peter indicated that next year it is a possibility that we will get T-6 Texan trainers from the military. Don shared that they were looking at a January through March time period with about 150 student pilots and 25 aircraft. It is not definite that this will happen because of potential conflicts with the current mission of NAS Key West.

Ray Blazevic asked about military aircraft operations at KWIA. Peter and Paul indicated that military aircraft often use KWIA when NAS Key West is closed, such as on the weekends, especially holiday weekends.

Page Haverty asked about the use of Boca Chica for commercial aircraft operations. Peter and Don explained the history and future potential. Ray Blazevic also shared some interesting history.

Next meeting December 2, 2014.

Paul dePoo moved to adjourn the meeting; Dr. Julie Ann Floyd seconded the motion. The meeting adjourned at 3:10 p.m.

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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

URS

December 2, 2014

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Key West International Airport

Ad-Hoc Committee on Airport Noise

Agenda for Tuesday, December 2nd, 2014

Call to Order 2:00 pm Harvey Government Center

Roll Call

A. Welcome New Member Amy Kehoe representing Aviation

B. Review and Approval of Meeting Minutes

1. For October 7th, 2014

C. Discussion of Part 150 Study Update –

1. Role of the FAA and the Part 150 Process
2. Status of NCP ROA
3. Implementation Plan

D. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Report

E. Other Discussion

1. Approval of Meeting Schedule for 2015

February 3rd	April 7th	June 2nd
August 4th	October 6th	December 1st

F. Next meeting: February 3rd, 2015

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that a meeting will be held of

KEY WEST INTERNATIONAL AIRPORT
AD-HOC COMMITTEE ON NOISE
REGARDING THE UPDATE OF THE
title 14 CFR part 150
NOISE EXPOSURE MAPS and
NOISE COMPATIBILITY PROGRAM

Monroe County will host a Public Meeting on
December 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 member may attend the meeting and discuss items that may come before their respective commissions, councils, or advisory boards.

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Dated at Key West, Florida this 18th Day of November, 2014.

Peter J. Horton
Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

November 20, 2014 Key West Citizen 398223

THE CITIZEN KEY WEST
The Florida Keys Only Daily Newspaper, Est. 1876
Cooke Communications, LLC
Florida Keys

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Tel 305-853-7277
Fax 305-853-0556
freepress@floridakeys.com

STATE OF FLORIDA
COUNTY OF MONROE

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

Notice of Meeting
Key West Airport Ad Hoc Committee on Noise

was published in said newspaper in the issue(s) of

November 20, 2014.

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Signature of Affiant

Sworn and subscribed before me this 20 day of November, 2014

Notary Public:

FLORIDA NOTARY ASSOCIATION SINCE 1978
DAWN KAWZINSKY
NOTARY PUBLIC
STATE OF FLORIDA
Comm# EE157233
Expires 1/4/2016

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

Notary Seal

Personally Known x Produced Identification _____
Type of Identification Produced _____

KWIA Ad-Hoc Committee on Noise
December 2, 2014 Meeting Minutes

Meeting called to order by Peter Horton at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:
- Commissioner Danny Kolhage
- Kay Miller
- Sonny Knowles
- Marlene Durazo
- Dr. Julie Ann Floyd
- Harvey Wolney
- Amy Kehoe
- Tina Mazzorana (via telephone)

Staff and Guests in Attendance:
- Peter Horton, Monroe County Director of Airports #1
- Don DeGraw, Monroe County Director of Airports #2
- Deborah Lagos, DML & Associates
- John Mafera, McFarland Johnson
- Robert S. Gold, Old Town Homeowners (via telephone)

A quorum was present.

Welcome New Member Amy Kehoe representing Aviation.

Amy Kehoe was approved as an official member of the Ad-Hoc Committee by the Board of County Commissioners at their November meeting. She is the Station Manager for Delta Airlines and works for Delta Global Services. She has provided her Oath of Office, which will be transmitted to Monroe County. We welcome her to the committee.

Review and Approval of Meeting Minutes for the October 7th, 2014 Ad Hoc Committee Meetings

Commissioner Kolhage asked if there were any comments or corrections to the October 7th, 2014 minutes. There were no comments or corrections. Kay Miller made a motion to approve the minutes and Amy Kehoe seconded the motion. The minutes were approved as presented.

Discussion of Part 150 Study Update

Deborah indicated that she did not really have a lot of new information regarding the status of the Part 150 Update.

Deborah reviewed the chart that shows the Part 150 Process, and indicated that we are at the final step in the process, waiting for FAA to issue their Record of Approval. It has been a long process, over three years to get to this point, but we are almost finished. She also reviewed the Role of the FAA in the Part 150 Process. The FAA requested that we include these two documents in the agenda package of every meeting during the time that the Part 150 Study is underway. The FAA's role at this point in the process is to review and approve/disapprove the Noise Compatibility Program and issue their Record of Approval. The FAA's Record of Approval will indicate whether they approve or disapprove each individual measure recommended by the airport.

We have been informed by the FAA that the document is finally at a point where the ADO has no more questions or comments that would require another revision of the document. Several revisions were required to incorporate all of FAA's comments and to get to the point where FAA was willing to accept the document for formal review and approval. The document has been sent to the Regional Office in Atlanta, as well as to Headquarters in Washington, D.C. The FAA issued a Federal Register Notice on September 15, 2014 indicating their receipt of the Noise Compatibility Program and announcing their formal review of the proposed program. The official 180-day review began on September 15, 2014, and will be completed by March 15, 2015. The FAA has indicated they expect to issue the Record of Approval in December 2014 or January 2015, and they expect to approve most, if not all, of the recommendations.

Deborah (along with Chris Bowker from Jacobs) met with the FAA in Orlando at the end of October to discuss how they would like us to proceed following their approval of the NCP. The FAA indicated that the next steps in the process are (1) to develop a NIP Implementation Plan and Proposed Testing Protocol, and (2) to conduct the Initial Testing Phase. FAA's guidance describes a process for characterizing the diversity of the residences in the Program Areas and developing a property classification protocol, selecting a representative sample of each type of similarly-constructed residences for testing, and performing pre-testing of the

representative sample of residences to determine eligibility of each property classification. We believe this methodology will probably work OK for Key West by the Sea since the construction of all the condos is pretty consistent. However, for the single family houses this may present a challenge since their construction is generally more unique.

The timeline we anticipate is to submit a grant application to the FAA in March 2015 in order to obtain funding in August 2015. When we met with the FAA, we discussed the timeline for the NIP moving forward. At this time it looks like we will receive a grant in August 2015 that will fund development of the Implementation Plan, selection and testing of the homes in the Initial Testing Phase, and development of generic design packages for the various housing categories that are identified. For example, we would develop a generic design package for a concrete block home, a frame home, a 3-bedroom unit at KWBTS, a 1-bedroom unit at KWBTS, etc. That would complete the work for that grant. The second grant, which would be in August 2016, would fund the development of detailed design packages for each individual home that was included in the Initial Testing Phase. The third grant, which would be in August of 2017, would fund the construction of the homes in the Initial Testing Phase, as well as the post-construction acoustical testing of those homes. The post-construction testing results will be used to determine if the design packages need to be adjusted in order to achieve the desired/required results.

We are hoping to convince the FAA to include the design of homes in Phase 1 in the August 2017 grant as well. There is a chance they will not approve that, and then the funding for that task will slip to August 2018. Once we get to that point, the process should continue in a similar way to the previous NIP, where we did the Construction for Phase 1 and the Design for Phase 2 simultaneously, and then the following year we would do the Construction for Phase 2 and Design for Phase 3, and so on.

Kay Miller asked about the status of homes that were eligible in the previous NIP, but did not participate for one reason or another. Deborah explained FAA has tentatively agreed that homes that are still within the DNL 65 dB contour (or the FAA-approved Program Area) will remain eligible. Priority could be given to homes that were in foreclosure during the previous NIP, but homeowners who just refused participation should be placed at the end of the list in the last phase. Kay asked

what, if anything, she should tell the residents on Linda Avenue. Deborah advised that at a minimum, we should wait until the FAA approves the NCP, and maybe wait until the Initial Testing Phase is completed, before raising expectations.

Julie Ann Floyd expressed concern, as she had at the previous meeting, regarding the sampling and testing process and its potential to result in challenges from homeowners who were not included in the sampled group. Deborah indicated that we will need to work very closely with the FAA during development of the Implementation Plan and Testing Protocol, because the FAA has not had much experience with this new approach, and therefore there is going be a learning curve on everyone's part. Julie Ann Floyd expressed concern that the Ad-Hoc Committee has worked very hard, for a very long time, to get this NIP approved, and she believes we need to do everything possible to ensure the fair and equitable treatment of all the homes. She stated that even though her home is not included, she wants to make sure those that are included are given the opportunity to participate.

Peter Horton expressed that this will be a long and expensive process to complete the next 325 dwelling units, probably somewhere around $20 million. The good news is that the money should be available because it comes from a fund that is generated by ticket taxes, and there is a special set-aside just for dealing with noise issues. We'll be looking for $4 to $5 million per year. FAA will only be paying 90% of the cost, and the other 10% will come from the airport's Passenger Facility Charges. It would be helpful to also seek money from the FDOT (Florida Department of Transportation), because otherwise, the airport will have to come up with $400 - $500,000 per year from PFCs. FDOT may pay half (i.e., 5%), such that the airport only has to contribute $200 - $250,000 per year from PFCs. FDOT never participated in the previous NIP, but at that time FAA was paying 95%. The latest FAA Reauthorization reduced FAA's participation to 90%. Peter cautioned that the next FAA Reauthorization will be occurring soon, and it is unknown what the level of participation will be.

Danny Kolhage asked about the timeline for implementation of the other recommended measures, once FAA approval is obtained. Deborah explained that the other measures that required FAA funding were included in the Capital Improvement Program (CIP) over the course of several years. For example, in FY'16 we requested money to purchase the avigation easement for the vacant parcel, the pilot education

information, and installation of the airfield signs. In FY'18 we requested money to purchase the noise and flight track monitoring system.

Other Reports

Noise Hotline and Contact Log

There were no calls to report. Peter was glad to go out on that note. Obviously, we've come a long way.

Airport Noise Report

Amy Kehoe mentioned the article in the Airport Noise Report (Volume 26, Number 39) that describes legislation proposed in Illinois and Kentucky that would provide property tax breaks to homeowners living in high noise areas around airports. In Illinois, the proposed legislation would double the homestead exemption for property within the DNL 65+ dB contour of Chicago O'Hare International Airport. In Kentucky, the proposed legislation would provide a refundable tax credit for 100 percent of the costs of sound insulation paid for by homeowners in the DNL 60+ dB contour of airports in the state. Audubon Park, Kentucky, passed an ordinance prohibiting residents from signing avigation easements, which were required for participation in the Louisville insulation program, because they didn't want residents to have to give up an avigation easement as a condition of receiving sound insulation. The City of Audubon Park then fined Louisville Airport Authority $13,000 for 13 alleged violations of the ordinance. The Airport Authority then sued the City. Amy felt that other states and airports may seek to do something similar.

Danny Kolhage mentioned that in Florida the homestead exemption is in the State constitution, and therefore, would be more difficult to change.

It will be interesting to see how this plays out.

Any Other Discussion

Kay Miller moved to approve the meeting dates for 2015. Marlene Durazo seconded the motion. The motion passed unanimously. The meeting dates for 2015 were approved as follows:

February 3rd	April 7th	June 2nd
August 4th	October 6th	December 1st

Next meeting February 3rd, 2015.

Amy Kehoe moved to adjourn the meeting. The meeting adjourned at 2:45 p.m.

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

URS

Appendix S

Public Hearing Documentation

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BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY

Meeting Date: 6/19/2013 Division: County Administrator

Bulk Item: Yes Department: Airports

Staff Contact Person/Phone #: Peter Horton, 809-5200

AGENDA ITEM WORDING: Approval to advertise for a public hearing to be held at 3:00 p.m. on July 17, 2013 at the Regularly-scheduled BOCC Meeting in Key West, to receive comments on the Noise Compatibility Program for the Key West International Airport Part 150 Noise Study.

ITEM BACKGROUND: The Key West International Airport Ad Hoc Committee on Noise has been working on an FAA Part 150 Noise Study for more than a year. The Noise Compatibility Program (NCP) has been prepared to set forth the measures that the Airport proposes to take in order to minimize and reduce noise impacts.

PREVIOUS RELEVANT BOCC ACTION: 10-19-2011 - Item C12 - Ratification of FAA Grant #3-12-0037-045-2011 providing funding to "Conduct Noise Compatibility Plan Study (Part 150 Noise Study)" at the Key West International Airport. 10-19-2011 – Item C14 – Approval of Purchase Service Order #11-12-02 with URS for "Title 14 CFR Part 150 Study Update" at the Key West International Airport.

CONTRACT/AGREEMENT CHANGES: NA

STAFF RECOMMENDATION: Approval.

TOTAL COST: $0 **INDIRECT COST:** NA **BUDGETED:** Yes

DIFFERENTIAL OF LOCAL PREFERENCE: NA

COST TO COUNTY: None **SOURCE OF FUNDS:** _____

COST TO AIRPORT: None

COST TO PFC: None

REVENUE PRODUCING: Yes __ No _X_ **AMOUNT PER YEAR:** NA

APPROVED BY: County Attorney NA OMB/Purchasing NA Risk Management NA

DOCUMENTATION: Included ____ Not Required X

DISPOSITION: _____ **AGENDA ITEM #** _____

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URS

LETTER OF TRANSMITTAL

Date: 6-26-2013

TO:	Ms. Angelica Sweeting Sr. Administrative Assistant Key West International Airport 3491 South Roosevelt Blvd. Key West, FL 33040	FROM:	Dan Botto 7650 West Courtney Campbell Cswy Tampa, FL 33607 813-675-6507
		Attention:	
		JOB No.:	12010302.00001

RE: NCP DOCUMENTATION

The following items are being sent: ☒ Attached ☐ Under separate cover by

☐ Shop Drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications ☐ Copy of Letter

☐ Other

Item	Copies	Date	Description
1	4	June 26, 2013	Hard copy of Part 150 NCP
2	4	June 26, 2013	CD copy with Word and PDF
3	10	June 26, 2013	CD copy with PDF only
4			
5			

Transmittals for reasons checked:

☐ For Your Approval ☐ No Exceptions Taken ☐ Resubmit copies for approval

☒ For Your Use ☐ Make Corrections Noted ☐ Submit copies for distribution

☐ As Requested ☐ Amend and Resubmit ☐ Return corrected prints

☐ For Review and Comment ☐

Remarks: Angelica,

Here are hard copies and CD copies of the revised NCP.
Please send one of the CD copies with the PDF only to each of the members of the AD Hoc Committee
Please send a hard copy and a CD with both the word and pdf to Commissioner Kolhage
Please place 2 of the hard copies in the Key West Public Library.
Please give Peter 1 hard copy and 1 CD copy for his own use.
Peter explained that the BOCC only needs CD versions of the document, so those are the remaining 2 CDs with the WORD and PDF version.
Please ask peter who these should be provided to for submission to the BOCC

If you have any questions please give me a call
Thank you and have a wonderful day
Dan

Copies:

Name: Dan Botto

813-675-6507

URS Corporation

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NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN TO WHOM IT MAY CONCERN that on **July 17, 2013 at 3:00 P.M.** at the **Harvey Government Center, 1200 Truman Ave, Key West, Monroe County, Florida,** the Board of County Commissioners of Monroe County, Florida, intends to review and receive comments concerning the following:

Noise Compatibility Program
Key West International Airport
Part 150 Noise Study

This public hearing is being conducted to afford adequate opportunity for review and comment on the Noise Compatibility Program which is the result of the active and direct participation of the States, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, the airport operator, and the general public who submitted their views, data, and comments on the formulation and adequacy of the Program.

Pursuant to Section 286.0105, 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 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., no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".

Dated at Key West, Florida, this 26th day of June, 2013.

AMY HEAVILIN, Clerk of the Circuit Court and ex officio Clerk of the Board of County Commissioners of Monroe County, Florida

June 28, 2013
Key West Citizen

THE CITIZEN KEY WEST
The Florida Keys Only Daily Newspaper, Est. 1876
Cooke Communications, LLC
Florida Keys

PO Box 1800
Key West Fl 33041
Office....305-292-7777
Extension...x219
Fax.....305-295-8025
legals@keysnews.com

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33040-1800
Tel 305-292-7777
Fax 305-294-0768
citizen@keywest.com

Internet Division

Tel 305-292-1880
Fax 305-294-1699
sales@keywest.com

Upper Keys Office
91731 Overseas Hwy
Tavernier, FL 33070
Tel 305-853-7277
Fax 305-853-0556
freepress@floridakeys.com

STATE OF FLORIDA
COUNTY OF MONROE

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

Notice of Public Hearing
Noise Compatibility Program - Keywest Airport

was published in said newspaper in the issue(s) of

June 28, 2013.

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 28 day of June, 2013

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

FLORIDA NOTARY ASSOCIATION SINCE 1978
DAWN KAWZINSKY
NOTARY PUBLIC
STATE OF FLORIDA
Comm# EE157233
Expires 1/4/2016

Notary Seal

Personally Known x Produced Identification _____
Type of Identification Produced _____

RECEIVED
JUL 10 2013
BY: Amy

KWFA

REVISED AGENDA

MONROE COUNTY BOARD OF COUNTY COMMISSIONERS

Any person who wishes to be heard shall provide the Clerk with his or her name and residence and the agenda item on which he or she wishes to be heard. Such information shall be on a card provided by the County. Once public input begins, there will be no further speaker cards allowed to be submitted to the Clerk for that subject. An individual has three minutes and a person representing an organization has five minutes to address the Board (except that individuals wishing to speak during public hearings pertaining to land use issues will have five minutes). The first person representing the organization will be allowed the five minutes. Subsequently, all other speakers on behalf of that organization have three minutes to address the Board. Once an individual has addressed the Board, he or she will not be permitted to return to the podium for follow-up comments, unless the issue involved is quasi judicial in nature. In that case, the applicant may return to the podium to conclude his or her position at the end of the public hearing.

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".

Pleas note that all time approximate items are listed in bold.

Wednesday, July 17, 2013
The Harvey Government Center
at Historic Truman School
1200 Truman Avenue
Key West, Florida

9:00 A.M. - Regular Meeting

9:30 A.M. - Fire & Ambulance District 1 Board of Governors

3:00 P.M. - Public Hearings

TIME APPROXIMATE **REGULAR MEETING**

9:00 A.M. CALL TO ORDER
SALUTE TO FLAG

A. ADDITIONS,CORRECTIONS, DELETIONS
B. PRESENTATION OF AWARDS
   1. Presentation Of Mayor's Proclamation Declaring Monroe County As The Southernmost County In The United States Honoring Purple Heart Recipients On This Day Of July 17, 2013.

      Documents: B1.PDF
C. BULK APPROVALS - COMMISSIONER CARRUTHERS

   1. Approval To Advertise A Public Hearing For An Ordinance Amending Section 21-72 To Authorize County Administrator Designee To Suspend Or Revoke Specialty Hauler License And Amending Section 21-77 To Also Allow Enforcement Of Violations Relating To Specialty Haulers By The County Code Compliance Department.

Documents: C1.PDF

2. Approval Of Resolution To Authorize The Submission Of The Consolidated Small County Waste Management Grant Application To The Florida Department Of Environmental Protection (DEP) For Fiscal Year 2013/2014.

   Documents: C2.PDF

3. Approval Of Resolution To Adopt Tentative Residential Solid Waste Collection, Disposal And Recycling Rates For Fiscal Year 2013/14.

   Documents: C3.PDF

4. Approval Of A Resolution To Adopt Tentative Solid Waste Collection, Disposal And Recycling Rates For Commercial Waste Generators For Fiscal Year 2013/14.

   Documents: C4.PDF

5. Approval To Advertise For Bids To Install New Tile And Carpet Within The Marathon Government Center.

   Documents: C5.PDF

6. Approval Of Consent To Assignment Agreement With Best Janitorial & Supplies, Inc., Hereafter ASSIGNOR And Miami Janitorial Supplies, Inc., Hereafter ASSIGNEE For Janitorial Services At The Big Pine Key Library.

   Documents: C6.PDF

7. Approval Of Consent To Assignment Agreement With Best Janitorial & Supplies, Inc., Hereafter ASSIGNOR And Miami Janitorial Supplies, Inc., Hereafter ASSIGNEE For Janitorial Services At The George Dolezal Library - Marathon.

   Documents: C7.PDF

8. Approval Of Consent To Assignment Agreement With Best Janitorial & Supplies, Inc., Hereafter ASSIGNOR And Miami Janitorial Supplies, Inc., Hereafter ASSIGNEE For Janitorial Services At The Islamorada Library.

   Documents: C8.PDF

9. Approval Of Consent To Assignment Agreement With Best Janitorial & Supplies, Inc., Hereafter ASSIGNOR And Miami Janitorial Supplies, Inc., Hereafter ASSIGNEE For Janitorial Services At The Key Largo Library.

   Documents: C9.PDF

10. Approval To Award Bid And Enter Into A Contract With Maverick United Elevator LLC For Complete Elevator Service Maintenance For Monroe County.

    Documents: C10.PDF

11. Approval To Award Contract To American Bridge Company In The Amount Of $630,415.26 For The Old SR 940 Leg A (Watson Boulevard) Bridge Repair Project. This Project Is Funded By Florida Department Of Transportation (FDOT) Through A Local Agency Program (LAP) Agreement.

    Documents: C11.PDF

12. Approval Of A Contract With Parsons Brinckerhoff, Inc. For Construction Engineering And Inspection (CEI) Services For The Old SR 940 Leg A (Watson Boulevard) Bridge Repair Project. This Project Is Funded By Florida Department Of Transportation (FDOT) Through A Local Agency (LAP) Agreement.

    Documents: C12.PDF

13. Approval To Ratify A Contract With American Bridge Company In The Amount Of $29,019.20 For The Truman Bridge Emergency Repairs Project.

    Documents: C13.PDF

14. Approval Of Modification #8 To The State Funded Subgrant Agreement For The Design And Construction Of The Proposed Emergency Operations Center In Marathon To Extend Federal Funding From June 30, 2013 To June 30, 2014.

Documents: C14.PDF

15. Approval Of The Higgs Beach Development Agreement In The Same Form As Approved By The City Of Key West. This Item Is To Correct Scrivener's Errors In The Agreement Passed By The County And To Conform The Documents To Each Other As Originally Intended.

Documents: C15.PDF

16. Approval Of A First Amendment To The Agreement With Pedro Falcon Electrical Contractors, Inc. For ADA Compliance Segment #4, Correcting A Scriveners Error In The Original Scope Of Work.

Documents: C16.PDF

17. Approval Of A 1st Amendment To Contract With Currie Sowards Aguila Architects For The Lobby Expansion At The Main Entrance Of The Freeman Justice Center. This Project Is Funded By Ad Valorem.

Documents: C17.PDF

18. Receipt Of Monthly Report On Change Orders Reviewed By The County Administrator's Office.

Documents: C18.PDF

19. Approval For Expansion Of The Upper Sugarloaf Central Sewer Collection System To Include An Additional Six (6) Parcels At A Cost Of $122,010 ($20,335/EDU) Less The Assessment Revenue Of $27,000.

Documents: C19.PDF

20. Approval For Submission Of An FDEP Variance From The Requirement For A Certified Survey As Part Of A Class V, Group 3 Wastewater Disposal Well Abandonment.

Documents: C20.PDF

21. Approval For Use Of County Owned Parcel RE# 00169200-000000 By FKAA For Installation Of A Neighborhood Lift Station, BOCC Direction To The County Attorney To Prepare Appropriate Documents Permitting That Use, And Approval For The County Administrator To Execute Those Documents.

Documents: C21.PDF

22. Approval Of A Resolution Of The Board Of County Commissioners Of Monroe County, Florida, Providing A Revised Method For Collection Of Wastewater Capacity Fees In The Big Coppitt/Duck Key And Cudjoe Regional Centralized Wastewater Treatment Systems For Those Properties Not Already Included In The Final Assessment Resolution For Their Service Area, And Providing For Repeal Of Section 3.0 In Each Of The Following Previously Enacted Capacity Fee Resolutions: 365-2011, 331-2012, And 125-2013.

Documents: C22.PDF

23. Approval To Negotiate A Contract With CSA Central, Inc., Who Was The Highest Ranked Respondent To The Request For Qualifications (RFQ) For Construction Engineering And Inspection (CEI) Services For The All American Road Wayfinding Sign Project.

Documents: C23.PDF

24. Approval Of Purchase/Service Order # PSO 2013-1 With Feher Environmental Consulting, Inc. For RSA Wetlands Mitigation Monitoring (Fiscal Year 2014)

Documents: C24.PDF

25. Approval Of Agreement For The Purchase Of Lands At The East End Of The Key West International Airport Runway.

Documents: C25.PDF

26. Approval Of Lease Buyout Agreement Between Robert W. Carew And Monroe County.

Documents: C26.PDF

27. Approval Of Lease Buyout Agreement Between Steven Strobbe And Monroe

County.

Documents: C27.PDF

28. Approval Of Hangar Lease Agreement Between Robert W. Carew And Monroe County In Reference To The Replacement Hangars At The Florida Keys Marathon Airport.

Documents: C28.PDF

29. Approval Of Hangar Lease Agreement Between Steven Strobbe And Monroe County In Reference To The Replacement Hangars At The Florida Keys Marathon Airport.

Documents: C29.PDF

30. Approval To Continue The Contract With Jayne's Cleaning Service On A Month To Month Basis Until A Contract Renewal Agreement Can Be Drafted.

Documents: C30.PDF

31. Approval Of Various Resolutions For The Transfer Of Funds And Resolutions For The Receipt Of Unanticipated Revenue.

Documents: C31.PDF

32. . Approval Of A Resolution Authorizing The Submission Of Grant Application To The Florida Department Of Law Enforcement (FDLE) For The Edward Byrne Memorial FY 2013-14 Justice Assistance Grant (JAG) And Approval Of Allocation Of The Clerk's Drug Abuse Trust Fund (DATF) Amount, Based Upon The Recommendations Of The Substance Abuse Policy Advisory Board, And Authorization For The County Administrator To Execute The Applications.

Documents: C32.PDF

33. Authorization For The Mayor To Execute The Edward Byrne Memorial Justice Assistance Funding Distribution Letter With The Florida Department Of Law Enforcement For Fiscal Year 2013-2014 (Oct. 1, 2013 Through Sept. 30, 2014), Whereby Monroe County Agrees To The Distribution Of $78,864 In Program Funds In The County.

Documents: C33.PDF

34. Approval To Submit Application U.S Department Of Justice For FY13 Edward Byrne Memorial Justice Assistance Grant Program Local Solicitation Award For $12,096 On Behalf Of The Monroe County Drug Court And For County Administrator To Execute Required Documents And Contract When/If Awarded.

Documents: C34.PDF

35. Request To Issue A Request For Proposal (RFP) For Purchasing Medical Supplies And Pharmaceuticals.

Documents: C35.PDF

36. Approval Of An Emergency Management Performance Grant FY13 Federally Funded Subgrant Agreement 14-FG- -11-54-01-111 In The Amount Of $65,115.00, Fully Grant Funded And No County Match, And Authorization For The County Administrator To Execute Any Other Required Documentation In Relation To The Application Process.

Documents: C36.PDF

37. Approval Of An Agreement With The State Of Florida, Division Of Emergency Management Concerning An Emergency Management Base Grant (Contract # 14-BG- -11-54-01-044) In The Amount Of $105,806, Fully Grant Funded And No County Match; And Authorization For The County Administrator To Execute Any Other Required Documentation In Relation To The Application Process.

Documents: C37.PDF

38. Approval Of Modification #1 To The FY10 State Homeland Security Grant

Program Agreement (SHSGP) 11DS-9Z-11-54-01-330 To Extend Expiration Date To July 30, 2013 And To Accept Additional Funds In The Amount Of $48,000.00, No County Match; And Authorization For The County Administrator To Execute Any Other Required Documentation In Relation To The Application Process.

Documents: C38.PDF

39. Issuance (Renewal) Of A Certificate Of Public Convenience And Necessity (COPCN) To National Health Transport, Inc. For The Operation Of An ALS Transport Ambulance Service For The Period August 17, 2013 Through August 16, 2015.

Documents: C39.PDF

40. Approval Of A Three (3) Year Renewal Term For Microsoft Volume License Agreement U0275474/01E73214 Under The State Of Florida Contract# 252-001-09-1 From SID International Corp.as Provided In Quotation #6748804. Total Cost For 36 Month Term Is $272,000.22.

Documents: C40.PDF

41. Approval Of A Three (3) Year Renewal Term For Microsoft Volume License Agreement Under The State Of Florida Contract# 252-001-09-1 From SHI International Corp. As Provided In Quotation #6707604 For Fire Rescue And Emergency Management. Total Cost For 36 Month Term Is $37,695.

Documents: C41.PDF

42. Request Approval To Terminate Agreement For Disposal Of Remains Dated 2/21/2001 Between Monroe County And Martin-Vegue And McCluney Funeral Home, And To Allow Sheryl Graham, Director Of Social Services To Create And Sign The Official Written Termination Notice.

Documents: C42.PDF

43. Approval Of Modification #009 To The Weatherization Assistance Program, American Recovery And Reinvestment Act Sub-Grant Agreement (ARRA WAP), Contract # 10WX-7X-11-54-01-719 Between Monroe County Board Of County Commissioners (Community Services/Social Services) And The State Of Florida, Department Of Economic Opportunity To Extend Contract End Date To 08/15/2013.

Documents: C43.PDF

44. Approval Of Modification #005 To The Weatherization Assistance Program, Low Income Home Energy Assistance Program (WAP-LIHEAP), Contract # 12LH-9Z-11-54-01-039 Between Monroe County Board Of County Commissioners (Community Services/Social Services) And The State Of Florida, Department Of Economic Opportunity To Extend Contract End Date To 08/31/2013.

Documents: C44.PDF

45. Approval For Monroe County Bayshore Manor To Re-Enroll In A Provider Agreement For Participation In The Title XIX Institutional Florida Medicaid Program.

Documents: C45.PDF

46. Request Approval To Terminate Agreement For Disposal Of Remains Dated 08/21/2002, As Amended On 2/18/2004, Between Monroe County And Seven Seas Funeral Home, Cemetery And Cremation Services, Inc., And To Allow Sheryl Graham, Director Of Social Services To Create And Sign The Official Written Termination Notice.

Documents: C46.PDF

47. Approval Of Amendment #005 Of The Alliance For Aging, Inc Standard Contract, Older Americans Act (OAA) Contrcat AA-1329 Between The Alliance For Aging, Inc. (AAA) And The Monreo County Board Of County Commissioners (Social Services/In Home And Nutrition Programs) For The

Current Contract Period Of 1/1/13 To 12/31/13

Documents: C47.PDF

D. TOURIST DEVELOPMENT COUNCIL

1. Approval Of An Amendment To Agreement With Upper Keys Community Pool, Inc. To Revise Exhibit A Scope Of Services; Compensation, And Termination Date Of The Agreement.

Documents: D1.PDF

E. STAFF REPORTS

1. AIRPORTS
2. BUDGET & FINANCE
3. EMERGENCY SERVICES
4. EMPLOYEE SERVICES
5. PUBLIC WORKS
6. GROWTH MANAGEMENT
7. INTERGOVERNMENTAL AFFAIRS
8. INFORMATION TECHNOLOGY

F. FIRE & AMBULANCE DISTRICT 1 BOARD OF GOVERNORS - 9:30 A.M.

1. Report
2. Request To Issue A Request For Proposal (RFP) For Purchasing Medical Supplies And Pharmaceuticals.

Documents: F2.PDF

G. MONROE COUNTY TAX COLLECTOR

1. Approval Of The Recap Of The 2012 Tax Roll And The List Of Errors And Insolvencies For The 2012 Tax Roll, And Approval To Extend The 2013 Tax Roll And The Bills Be Mailed Prior To Completion Of Value Adjustment Board Hearings.

   Time approximate of 2:00 P.M.

Documents: G1.PDF

H. DIVISION OF GROWTH MANAGEMENT - BULK APPROVALS

1. Approval Of A Grant Task Assignment With Florida Fish & Wildlife Conservation Commission (FFWCC) To Receive A $50,000 Grant For The Removal Of Invasive Exotic Plants From Conservation Lands That Are Owned Or Managed By Monroe County.

   Documents: H1.PDF

2. Approval Of A Grant Task Assignment With Florida Fish & Wildlife Conservation Commission (FFWCC) To Receive A $75,000 Grant That Will Allow The County To Continue Employing Part-Time, Temporary Invasive Exotic Plant Control Technicians To Treat Invasive Exotic Plants On Conservation Lands That Are Owned Or Managed By Monroe County.

   Documents: H2.PDF

3. Approval Of An Inter-Local Agreement (ILA) Between Monroe County And The Village Of Islamorada (City) Reimbursing The City In An Amount Up To $20,000 From Boating Improvement Funds (BIF) For Costs To Be Incurred By The City During Fy'14 For Regulatory Buoy Maintenance.

   Documents: H3.PDF

4. Approval Of An Inter-Local Agreement (ILA) Between Monroe County And The City Of Marathon (City) Reimbursing The City In An Amount Up To $25,000 From Boating Improvement Funds (BIF) For Costs To Be Incurred By The City During FY'14 For Improvements To The Dodge Lake Boat Ramp.

   Documents: H4.PDF

5. Approval Of Correction Of A Drafting Error Contained Within The Text Of

Ordinance #003-2013, Concerning Off-Street Parking Requirements

Documents: H5.PDF

6. Approval Of An Agreement Between Monroe County, Florida And Little Palm Cottages, LLC To Reserve Affordable Housing ROGO Allocations, Formalize An Alternative Compliance To The Inclusionary Housing Requirements, Linkage Of Project Plan, And Provide Little Palm Cottages, LLC With Authorization To Qualify Applicants For Affordable Housing Occupancy.

Documents: H6.PDF

7. Approval Of Reservation Of Nineteen (19) Affordable Housing Allocations For Little Palm Cottages LLC For Off-Site Affordable Housing Units Until December 31, 2021

Documents: H7.PDF

8. Approval Of Selection Of A Boating Improvement Funds (BIF) Funding Request Submitted By Key West Totaling $37,100 And Direction For Staff To Draft An Inter-Local Agreement With The City Of Key West Providing For Reimbursement For Mooring Field Related Work To Be Performed In FY′14.

Documents: H8.PDF

9. Approval To File An Action In Circuit Court Seeking An Injunction To Compel The Property Owner Magnolia 101 LLC, Brian Lindback Manager, And Atlantic Trash & Transfer LLC, Brian Lindback Manager, To Comply With Various County Ordinances, Cease Prohibited Unlawful Activities, Secure Necessary Approvals And Correct The Code Violations Of Code Enforcement Case(S) CE10070169; CE10070148; CE10070167 And CE13050096.

Documents: H9.PDF

10. Approval Of Amendment No.2 To The Agreement Between Monroe County (County) And Pumpout USA, Inc. (Contractor) For Keys-Wide Mobile Vessel Pumpout Service, Continuing To Provide Quarterly Payments, But Deleting The Required Monthly And Quarterly Pumpout Quota And Associated Per Unit Pumpout Price, Providing For A Slip For The Contractor′s Pumpout Boat At The Murray Nelson Government Center In Key Largo, And Providing For Evaluation Of The Contractor′s Performance In January, 2014.

Documents: H10.PDF

I. DIVISION OF GROWTH MANAGEMENT

1. Discussion And Direction On The Requirement Of Administration Commission Rule To Adopt The Tier Overlay Zoning Maps Into The Comprehensive Plan.

Documents: I1.PDF

2. A Discussion And Direction To Consider Adoption Of A Proposed County Ordinance Amending Section 17-2 And Section 17-6, Of The Monroe County Code To Clarify Prohibitions Regarding The Parking And Storage Of Vehicles; Watercraft; And/Or Wrecked, Inoperative Or Partially Dismantle Vehicles And Watercraft On County Roads, Rights-Of-Ways, On Private Property And In Residential Districts Throughout Monroe County.

Documents: I2.PDF

J. WASTEWATER

1. Approval For Amendment #7 For The Interlocal Agreement (ILA) With The Florida Keys Aqueduct Authority To Establish A Revised Method For Determining The Cash Advance Scheduling For The Project.

   Time approximate of 11:00 A.M.

Documents: J1.PDF

2. Update On Construction And Financial Status Of The Cudjoe Regional Wastewater Project

Documents: J2.PDF

K. SUPERVISOR OF ELECTIONS

1. Approval To Advertise For Request For Proposal For Purchase Of New Voting Tabulation Equipment, Hardware And Software, Necessary For The Supervisor Of Elections. Present Voting Equipment Needs To Be Replaced. The Cost For Voting Equipment Shall Be Paid From The Supervisor Of Elections Budget.

   Documents: K1.PDF

L. CLOSED SESSIONS

1. An Attorney-Client Closed Session In The Matter Of Monroe County Board Of County Commissioners Vs. Gonzalez Architects, Et Al, Case No.07-CA-1428K/2008-CA-458-K Consolidated At The July 17, 2013 BOCC Meeting.
   Time approximate of 1:30 P.M.

   Documents: L1.PDF

M. COMMISSIONERS' ITEMS

1. MAYOR NEUGENT – Approval Of A Resolution Of Support, Endorsement, And Recognition That The Establishment Of Coral Reef Nurseries As Zoological Parks In Florida Keys National Marine Sanctuary Waters Nurturing And Growing Coral For The Replanting Of Reefs Which Have Be Decimated By Run-Off, Nutrient Loaded Waters, Ship Groundings And Other Damaging Impacts. The Monroe County Board Of County Commissioners Recognizes The Negative Impact To Tourism That An Unhealthy Coral Reef System Could Have On Our Visiting Tourist Bed Tax And Impact To Our Overall Keys Economy.

   Documents: M1.PDF

2. COMMISSIONER MURPHY - Approval To Reappoint Captain Mike Nealy To The Florida Keys Council For People With Disabilities Committee. His Term Will Expire May 1, 2016.

   Documents: M2.PDF

3. COMMISSIONER MURPHY - Approval To Reappoint Anna Nickerson To The Community Development Block Grant (CDBG) CATF. Her Term Will Expire January 1, 2017.

   Documents: M3.PDF

4. COMMISSIONER MURPHY - Approval To Reappoint Mimi Stafford To The Marine & Port Advisory Committee. Her Term Will Begin July 1, 2013 And Expire November 1, 2016.

   Documents: M4.PDF

N. COUNTY CLERK

1. Report
2. Official Approval Of The Board Of County Commissioners Minutes From The May 15, 2013 Regular Meeting (Previously Distributed).
3. Approval Of Warrants For The Month Of June, 2013.

   Documents: N3.PDF

4. Approval Of Tourist Development Council Expenditures For The Month Of June, 2013.

   Documents: N4.PDF

5. Approval To Remove Surplus Equipment From Inventory Via Disposal Or Advertise For Bid.

   Documents: N5.PDF

O. COUNTY ADMINISTRATOR

1. Report

   Documents: O1.PDF

2. Approval To Reschedule The September 18, 2013 BOCC Regular Meeting To

Tuesday, September 17, 2013.

Documents: O2.PDF

3. Approve Of The Resolution Endorsing The Southeast Florida Mayors' Climate Action Pledge, Urging Municipal Mayors In Monroe County To Join The Action Pledge, And Reaffirming Support For The Southeast Florida Regional Climate Change Compact And Collaborative Implementation Of The Regional Climate Action Plan.

   Documents: O3.PDF

4. Approval To Adopt The Clean Air Act Resolution For 2013.

   Documents: O4.PDF

5. Approval To Advertise A Request For Proposals For Development Of A Comprehensive Sustainability Action Plan With Climate Change And Energy Savings Initiatives.

   Documents: O5.PDF

6. Approval And Ratification Of A Settlement Agreement With The FL Department Of Environmental Protection (FDEP) For Work Performed Under Grant S0640 For Bathymetric Surveys And Collection And Analysis Of Soil Samples.

   Documents: O6.PDF

7. Approval Of Monroe County RESTORE Act Local Advisory Committee's Project Funding Application Form And Timetable.
   Time approximate of 10:00 A.M.

   Documents: O7.PDF

8. Approval To Submit County Projects For RESTORE Act Funding In Local And Consortium Pots.

   Documents: O8.PDF

9. Approval For The Running Of The 5th Annual Key Largo Bridge Run For Saturday, November 9, 2013 From 5:15 A.M. To 10:45 A.M. And To Waive The Toll Fees At The Card Sound Bridge During This Time Period.

   Documents: O9.PDF

10. Presentation & Overview For The Proposed Fiscal Year 2014 Budget.
    Time approximate of 9:10 A.M.

P. COUNTY ATTORNEY

1. Report
2. Approval Of Contract With Erin L Deady, P.A. As Outside Legal Counsel For Issues Related To The RESTORE Act And Other Issues As Specifically Assigned In Writing By The County Attorney. This Contract Has A Ceiling Of Fifteen Thousand Dollars And No/Cents ($15,000) For Attorney Fees. Any Additional Fees Must Be Accomplished By Written Amendment Approved By The Board Of County Commissioners.

   Documents: P2.PDF

Q. PUBLIC HEARING - 3:00 P.M.

1. Public Hearing To Adopt The Final Assessment Resolution (FAR) Describing The Method Of Assessment For Properties In The Big Coppitt/Duck Key Supplemental Assessment Area. This Item Has Been Continued From The June 19, 2013 Meeting So That Some Properties In The Duck Key Area That Were Overlooked With The Original Mailing Could Receive Their 1st Class Notices And Be Notified Of The 3:00 Pm Public Hearing At The July 17th Meeting.

   Documents: R1.PDF

2. A Public Hearing To Consider An Ordinance Amending Monroe County Code (MCC) Section 130-160 Pertaining To Transferable Development Rights (TDR's) By Revising The Provisions Of The Section To Be Consistent With

Monroe County Comprehensive Plan (CP) Policy 101.13.4.

Documents: R2.PDF

3. A Public Hearing To Consider An Ordinance Establishing Monroe County Code Section 130-102, Horses And Other Livestock, Establishing Regulations Related To The Keeping Of Horses And Other Livestock In Monroe County.

Documents: R3.PDF

4. A Public Hearing To Consider A County Ordinance Amending Monroe County Code, Chapter 6, Section 6-23 Clarifying The Definition Of Normal Maintenance Or Ordinary Minor Repair Work; Amending Monroe County Code, Chapter 6, Section 6-100(A) Increasing The Dollar Amount Of The Building Permit Exception For Minor Repairs From The Current Amount Of $1,000 To $2,500; Clarifying The Applicability And Limitations Of This Section; Clarifying The Exception For Work In Areas Subject To Floodplain Management Requirements; Removing Tool Sheds From The Listed Exceptions With An Effective Date Of July 1, 2013; And Removing Shutters From The Listed Exceptions.

Documents: R4.PDF

5. A Public Hearing To Consider A County Ordinance Amending Monroe County Code, Chapter 6, Section 6-237(A)(1) Clarifying The Method In Which A Contractor's Certificate Of Competency May Be Obtained; And Providing Deadlines For An Applicant To Take And Pass All Required Examinations (S) For His/Her Desired Discipline.

Documents: R5.PDF

6. A Public Hearing To Consider A County Ordinance Amending Monroe County Code, Chapter 6, Sections 6-240(A); 6-240(B) And 6-242 Clarifying The Powers And The Duties Of The Contractors' Examining Board (CEB) Regarding License Renewals And Reinstatement Of Lapsed Certificates Of Competency; Providing For A Grace Period And Late Renewal Penalty.

Documents: R6.PDF

7. [redacted]

[redacted]s: R7.PDF

8. A Public Hearing To Consider Adoption Of An Ordinance Creating Sec. 2-28, Monroe County Code Setting The Public Official Bond Amounts For County Commissioners And Constitutional Officers Pursuant To Chapters 137, 28 And 30, Florida Statutes And Providing An Insurance Alternative If Insurance Coverage Is Purchased In Excess Of The Public Official Bond Amount Required.

Documents: R8.PDF

9. A Public Hearing To Consider An Ordinance Creating Monroe County Code Chapter 23-42, Creating An Additional Homestead Exemption To Certain Persons 65 Or Older, As Allowed Pursuant To F.S. 196.075, As Voted On By The Citizens Of Florida In The November 2012 Elections.

Documents: R9.PDF

10. A Public Hearing For An Ordinance Amending Section 19-33 Of The Monroe County Code To Provide An Exception For Homeowner's Associations To Obtain A Permit For Limited Landscaping Around Wastewater Lift Stations In County Public Right-Of-Way When The Homeowner's Association Agrees To Be Responsible For The Maintenance Of The Landscaping.

Documents: R10.PDF

3:00 P.M. Public Hearing

BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY

Meeting Date: 7/17/2013 Division: County Administrator

Bulk Item: Yes Department: Airports

Staff Contact Person/Phone #: Peter Horton, 809-5200

AGENDA ITEM WORDING: A public hearing to receive comments on the Noise Compatibility Program for the Key West International Airport Part 150 Noise Study.

ITEM BACKGROUND: The Key West International Airport Ad Hoc Committee on Noise has been working on an FAA Part 150 Noise Study for more than a year. The Noise Compatibility Program (NCP) has been prepared to set forth the measures that the Airport proposes to take in order to minimize and reduce noise impacts.

PREVIOUS RELEVANT BOCC ACTION: 10-19-2011 - Item C12 - Ratification of FAA Grant #3-12-0037-045-2011 providing funding to "Conduct Noise Compatibility Plan Study (Part 150 Noise Study)" at the Key West International Airport. 10-19-2011 – Item C14 – Approval of Purchase Service Order #11-12-02 with URS for "Title 14 CFR Part 150 Study Update" at the Key West International Airport. 6-19-2013 – Item C27-Approval to Advertise for a Public Hearing approved by the BOCC.

CONTRACT/AGREEMENT CHANGES: NA

STAFF RECOMMENDATION: Approval.

TOTAL COST: $00 **INDIRECT COST:** NA **BUDGETED:** Yes

DIFFERENTIAL OF LOCAL PREFERENCE: NA

COST TO COUNTY: None **SOURCE OF FUNDS:** _____

COST TO AIRPORT: None

COST TO PFC: None

REVENUE PRODUCING: Yes __ No _X_ **AMOUNT PER YEAR:** NA

APPROVED BY: County Attorney NA OMB/Purchasing NA Risk Management NA

DOCUMENTATION: Included X Not Required _____

DISPOSITION: _____ **AGENDA ITEM #** _____

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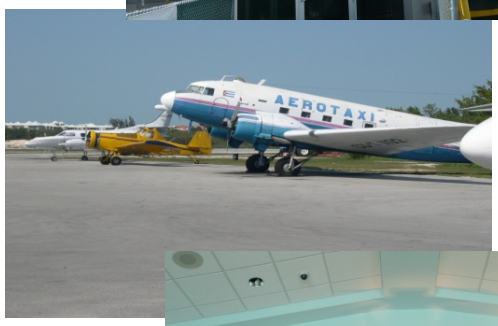
NOTE: The entire NCP was included in the Agenda Item Summary



NOISE COMPATIBILITY PROGRAM

FOR THE

PART 150 STUDY

PREPARED FOR:

MONROE COUNTY BOARD OF COUNTY COMMISSIONERS

OPERATOR OF:

KEY WEST INTERNATIONAL AIRPORT

PREPARED BY:

URS CORPORATION

July 2013

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MINUTES
OF THE MONROE COUNTY
BOARD OF COUNTY COMMISSIONERS

Regular Meeting
Board of County Commissioners
Wednesday, July 17, 2013
Key West, Florida

A Regular Meeting of the Monroe County Board of County Commissioners convened at 9:00 A.M., at the Harvey Government Center. Present and answering to roll call were Commissioner Heather Carruthers, Commissioner Danny Kolhage, Commissioner Sylvia Murphy, Commissioner David P. Rice and Mayor George Neugent. Also present at the meeting were Roman Gastesi, County Administrator; Bob Shillinger, County Attorney; Amy Heavilin, County Clerk; Vitia Fernandez, Deputy Clerk; County Staff, members of the press and radio; and the general public.

ADDITIONS, CORRECTIONS, DELETIONS

Item A Motion was made by Commissioner Rice and seconded by Commissioner Carruthers granting approval of the Additions, Corrections and Deletions to the Agenda. Motion carried unanimously.

PRESENTATION OF AWARDS

Item B1 Presentation of Mayor's Proclamation declaring Monroe County as the southernmost county in the United States honoring Purple Heart recipients on this day of July 17, 2013.

The Board of County Commissioners also presented Cathy Tuell with the Honorary Conch and Citizen Award for her many years of service and dedication to the Florida Keys Children's Shelter.

BULK APPROVALS

Motion was made by Commissioner Carruthers and seconded by Commissioner Murphy granting approval of the following items by unanimous consent:

Item C1 Board granted approval to advertise a Public Hearing for an Ordinance amending Section 21-72 to authorize County Administrator designee to suspend or revoke specialty hauler license and amending Section 21-77 to also allow enforcement of violations relating to specialty haulers by the County Code compliance department.

Item C2 Board granted approval of Resolution to authorize the submission of the Consolidated Small County Waste Management Grant Application to the Florida Department of Environmental Protection (DEP) for Fiscal Year 2013/2014.

RESOLUTION NO. 187-2013
Said Resolution is incorporated herein by reference.

Item C3 Board granted approval of Resolution to adopt tentative Residential Solid Waste Collection, Disposal and Recycling rates for Fiscal Year 2013/14.

RESOLUTION NO. 188-2013
Said Resolution is incorporated herein by reference.

Item C4 Board granted approval of a Resolution to adopt tentative Solid Waste Collection, Disposal and Recycling rates for commercial waste generators for Fiscal Year 2013/14.

RESOLUTION NO. 189-2013
Said Resolution is incorporated herein by reference.

Item C5 Board granted approval to advertise for bids to install new tile and carpet within the Marathon Government Center.

Item C6 Board granted approval of Consent to Assignment Agreement with Best Janitorial & Supplies, Inc., hereafter ASSIGNOR and Miami Janitorial Supplies, Inc., hereafter ASSIGNEE for janitorial services at the Big Pine Key Library.

Item C7 Board granted approval of Consent to Assignment Agreement with Best Janitorial & Supplies, Inc., hereafter ASSIGNOR and Miami Janitorial Supplies, Inc., hereafter ASSIGNEE for janitorial services at the George Dolezal Library - Marathon.

Item C8 Board granted approval of Consent to Assignment Agreement with Best Janitorial & Supplies, Inc., hereafter ASSIGNOR and Miami Janitorial Supplies, Inc., hereafter ASSIGNEE for janitorial services at the Islamorada Library.

Item C9 Board granted approval of Consent to Assignment Agreement with Best Janitorial & Supplies, Inc., hereafter ASSIGNOR and Miami Janitorial Supplies, Inc., hereafter ASSIGNEE for janitorial services at the Key Largo Library.

Item C10 Board granted approval to award bid and enter into a contract with Maverick United Elevator LLC for complete elevator service maintenance for Monroe County.

Item C11 Board granted approval to award Contract to American Bridge Company in the amount of $630,415.26 for the Old SR 940 Leg A (Watson Boulevard) Bridge repair project. This project is funded by Florida Department of Transportation (FDOT) through a Local Agency Program (LAP) Agreement.

Item C12 Board granted approval of a Contract with Parsons Brinckerhoff, Inc. for Construction Engineering and Inspection (CEI) services for the Old SR 940 Leg A (Watson

Boulevard) Bridge repair project. This project is funded by Florida Department of Transportation (FDOT) through a Local Agency (LAP) Agreement.

Item C13 Board granted approval to ratify a Contract with American Bridge Company in the amount of $29,019.20 for the Truman Bridge Emergency Repairs project.

Item C14 Approval of Modification #8 to the State Funded Subgrant Agreement for the Design and Construction of the proposed Emergency Operations Center in Marathon to extend Federal funding from June 30, 2013 to June 30, 2014.

Item C16 Board granted approval of a First Amendment to the Agreement with Pedro Falcon Electrical Contractors, Inc. for ADA Compliance Segment #4, correcting a scriveners error in the original Scope of Work.

Item C17 Board granted approval of a 1st Amendment to Contract with Currie Sowards Aguila Architects for the Lobby Expansion at the main entrance of the Freeman Justice Center. This project is funded by Ad Valorem.

Item C18 Board granted approval of receipt of monthly report on Change Orders reviewed by the County Administrator's Office.

Item C20 Board granted approval for submission of an FDEP variance from the requirement for a certified survey as part of a Class V, Group 3 wastewater disposal well abandonment.

Item C21 Board granted approval for use of County owned parcel RE# 00169200-000000 by FKAA for installation of a neighborhood lift station, BOCC direction to the County Attorney to prepare appropriate documents permitting that use, and approval for the County Administrator to execute those documents.

Item C22 Board granted approval of a Resolution of the Board of County Commissioners of Monroe County, Florida, providing a revised method for collection of wastewater capacity fees in the Big Coppitt/Duck Key and Cudjoe Regional Centralized Wastewater Treatment Systems for those properties not already included in the Final Assessment Resolution for their service area, and providing for repeal of Section 3.0 in each of the following previously enacted capacity fee resolutions: 365-2011, 331-2012, and 125-2013.

RESOLUTION NO. 190-2013

Said Resolution is incorporated herein by reference.

Item C23 Board granted approval to negotiate a Contract with CSA Central, Inc., who was the highest ranked respondent to the Request for Qualifications (RFQ) for Construction Engineering and Inspection (CEI) Services for the All American Road Wayfinding Sign Project.

Item C24 Board granted approval of Purchase/Service Order # PSO 2013-1 with Feher Environmental Consulting, Inc. for RSA Wetlands Mitigation Monitoring (Fiscal Year 2014).

Item C25 Board granted approval of Agreement for the Purchase of Lands at the east end of the Key West International Airport runway.

Item C26 Board granted approval of Lease Buyout Agreement between Robert W. Carew and Monroe County.

Item C27 Board granted approval of Lease Buyout Agreement between Steven Strobbe and Monroe County.

Item C28 Board granted approval of Hangar Lease Agreement between Robert W. Carew and Monroe County in reference to the replacement hangars at the Florida Keys Marathon Airport.

Item C29 Board granted approval of Hangar Lease Agreement between Steven Strobbe and Monroe County in reference to the replacement hangars at the Florida Keys Marathon Airport.

Item C30 Board granted approval to continue the Contract with Jayne's Cleaning Service on a Month to Month basis until a contract renewal agreement can be drafted.

Item C31 Board granted approval of various Resolutions for the transfer of funds and resolutions for the receipt of unanticipated revenue.

Transfer of Funds (OMB Schedule Item No. 1).
RESOLUTION NO. 191-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 1A).
RESOLUTION NO. 192-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 2).
RESOLUTION NO. 193-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 3).
RESOLUTION NO. 194-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 4).
RESOLUTION NO. 195-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 5).
RESOLUTION NO. 196-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 6).
RESOLUTION NO. 197-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 7).
RESOLUTION NO. 198-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 8).
RESOLUTION NO. 199-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 9).
RESOLUTION NO. 200-2013
Said Resolution is incorporated herein by reference.

Transfer of Funds (OMB Schedule Item No. 10).
RESOLUTION NO. 201-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 11).
RESOLUTION NO. 202-2013
Said Resolution is incorporated herein by reference.

Transfer of Funds (OMB Schedule Item No. 12).
RESOLUTION NO. 203-2013
Said Resolution is incorporated herein by reference.

Transfer of Funds (OMB Schedule Item No. 13).
RESOLUTION NO. 204-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 14).
RESOLUTION NO. 205-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 15).
RESOLUTION NO. 206-2013
Said Resolution is incorporated herein by reference.

Receipt of Unanticipated Funds (OMB Schedule Item No. 16).
RESOLUTION NO. 207-2013
Said Resolution is incorporated herein by reference.

Item C32 Board granted approval of a Resolution authorizing the submission of grant application to the Florida Department of Law Enforcement (FDLE) for the Edward Byrne Memorial FY 2013-14 Justice Assistance Grant (JAG) and approval of allocation of the Clerk's Drug Abuse Trust Fund (DATF) amount, based upon the recommendations of the Substance Abuse Policy Advisory Board, and authorization for the County Administrator to execute the applications.

RESOLUTION NO. 208A-2013

Said Resolution is incorporated herein by reference.

Item C33 Board granted authorization for the Mayor to execute the Edward Byrne Memorial Justice Assistance funding distribution letter with the Florida Department of Law Enforcement for fiscal year 2013-2014 (Oct. 1, 2013 through Sept. 30, 2014), whereby Monroe County agrees to the distribution of $78,864 in program funds in the County.

Item C34 Board granted approval to submit application U.S Department of Justice for FY13 Edward Byrne Memorial Justice Assistance Grant Program Local Solicitation award for $12,096 on behalf of the Monroe County Drug Court and for County Administrator to execute required documents and contract when/if awarded.

Item C35 Board granted approval of request to issue a Request for Proposal (RFP) for Purchasing Medical Supplies and Pharmaceuticals.

Item C36 Board granted approval of an Emergency Management Performance Grant FY13 Federally Funded Subgrant Agreement 14-FG- -11-54-01-111 in the amount of $65,115.00, fully grant funded and no county match, and authorization for the County Administrator to execute any other required documentation in relation to the application process.

Item C37 Board granted approval of an Agreement with the State of Florida, Division of Emergency Management concerning an Emergency Management Base Grant (Contract # 14-BG- -11-54-01-044) in the amount of $105,806, fully grant funded and no county match; and authorization for the County Administrator to execute any other required documentation in relation to the application process.

Item C38 Board granted approval of Modification #1 to the FY10 State Homeland Security Grant Program Agreement (SHSGP) 11DS-9Z-11-54-01-330 to extend expiration date to July 30, 2013 and to accept additional funds in the amount of $48,000.00, no county match; and authorization for the County Administrator to execute any other required documentation in relation to the application process.

Item C39 Board granted approval of issuance (renewal) of a Certificate of Public Convenience and Necessity (COPCN) to National Health Transport, Inc. for the operation of an ALS transport ambulance service for the period August 17, 2013 through August 16, 2015.

Item C40 Board granted approval of a three (3) year renewal term for Microsoft Volume License Agreement U0275474/01E73214 under the State of Florida Contract# 252-001-09-1

from SID International Corp.as provided in quotation #6748804. Total cost for 36 month term is $272,000.22.

Item C41 Board granted approval of a three (3) year renewal term for Microsoft Volume License Agreement under the State of Florida Contract# 252-001-09-1 from SHI International Corp. as provided in quotation #6707604 for Fire Rescue and Emergency Management. Total cost for 36 month term is $37,695.

Item C42 Board granted approval of request to terminate Agreement for Disposal of Remains dated 2/21/2001 between Monroe County and Martin-Vegue and McCluney Funeral Home, and to allow Sheryl Graham, Director of Social Services to create and sign the official written termination notice.

Item C43 Board granted approval of Modification #009 to the Weatherization Assistance Program, American Recovery and Reinvestment Act Sub-grant Agreement (ARRA WAP), Contract # 10WX-7X-11-54-01-719 between Monroe County Board of County Commissioners (Community Services/Social Services) and the State of Florida, Department of Economic Opportunity to extend contract end date to 08/15/2013.

Item C44 Board granted approval of Modification #005 to the Weatherization Assistance Program, Low Income Home Energy Assistance Program (WAP-LIHEAP), Contract # 12LH-9Z-11-54-01-039 between Monroe County Board of County Commissioners (Community Services/Social Services) and the State of Florida, Department of Economic Opportunity to extend contract end date to 08/31/2013.

Item C45 Board granted approval for Monroe County Bayshore Manor to re-enroll in a Provider Agreement for participation in the Title XIX Institutional Florida Medicaid Program.

Item C46 Board granted approval of request to terminate Agreement for Disposal of Remains dated 08/21/2002, as Amended on 2/18/2004, between Monroe County and Seven Seas Funeral Home, Cemetery and Cremation Services, Inc., and to allow Sheryl Graham, Director of Social Services to create and sign the official written termination notice.

Item C47 Board granted approval of Amendment #005 of the Alliance for Aging, Inc Standard Contract, Older Americans Act (OAA) Contract AA-1329 Between the Alliance For Aging, Inc. (AAA) and the Monroe County Board of County Commissioners (Social Services/In home and nutrition programs) for the current contract period of 1/1/13 to 12/31/13.

TOURIST DEVELOPMENT COUNCIL

Item D1 Board granted approval of an Amendment to Agreement with Upper Keys Community Pool, Inc. to revise Exhibit A scope of services; compensation, and termination date of the agreement.

DIVISION OF GROWTH MANAGEMENT

Item H1 Board granted approval of a grant task assignment with Florida Fish & Wildlife Conservation Commission (FFWCC) to receive a $50,000 grant for the removal of invasive exotic plants from conservation lands that are owned or managed by Monroe County.

Item H2 Board granted approval of a grant task assignment with Florida Fish & Wildlife Conservation Commission (FFWCC) to receive a $75,000 grant that will allow the County to continue employing part-time, temporary invasive exotic plant control technicians to treat invasive exotic plants on conservation lands that are owned or managed by Monroe County.

Item H3 Board granted approval of an Inter-Local Agreement (ILA) between Monroe County and the Village of Islamorada (City) reimbursing the City in an amount up to $20,000 from Boating Improvement Funds (BIF) for costs to be incurred by the City during Fy'14 for regulatory buoy maintenance.

Item H4 Board granted approval of an Inter-Local Agreement (ILA) between Monroe County and the City of Marathon (City) reimbursing the City in an amount up to $25,000 from Boating Improvement Funds (BIF) for costs to be incurred by the City during FY'14 for improvements to the Dodge Lake boat ramp.

Item H5 Board adopted the following Ordinance of correction of a drafting error contained within the Text of Ordinance #003-2013, concerning off-street parking requirements.

ORDINANCE NO. 024A-2013

Said Ordinance is incorporated herein by reference.

Item H6 Board granted approval of an Agreement between Monroe County, Florida and Little Palm Cottages, LLC to reserve affordable housing ROGO allocations, formalize an alternative compliance to the inclusionary housing requirements, linkage of project plan, and provide Little Palm Cottages, LLC with authorization to qualify applicants for affordable housing occupancy.

Item H7 Board adopted the following Resolution of reservation of nineteen (19) affordable housing allocations for Little Palm Cottages LLC for off-site affordable housing units until December 31,
2021.

RESOLUTION NO. 208A-2013

Said Resolution is incorporated herein by reference.

Item H8 Board granted approval of selection of a Boating Improvement Funds (BIF) funding request submitted by Key West totaling $37,100 and direction for staff to draft an Inter-Local Agreement with the City of Key West providing for reimbursement for mooring field related work to be performed in FY'14.

Item H9 Board granted approval to file an Action in Circuit Court seeking an Injunction to compel the property owner Magnolia 101 LLC, Brian Lindback Manager, and Atlantic Trash & Transfer LLC, Brian Lindback Manager, to comply with various county ordinances, cease prohibited unlawful activities, secure necessary approvals and correct the code violations of Code Enforcement Case(s) CE10070169; CE10070148; CE10070167 and CE13050096.

SUPERVISOR OF ELECTIONS

Item K1 Board granted approval to advertise for Request for Proposal for purchase of new voting Tabulation Equipment, hardware and software, necessary for the Supervisor of Elections. Present voting equipment needs to be replaced. The cost for voting equipment shall be paid from the Supervisor of Elections Budget.

COMMISSIONER'S ITEMS

Item M2 Board granted approval of Commissioner Murphy's re-appointment of Captain Mike Nealy to the Florida Keys Council for People with Disabilities Committee with term beginning July 17, 2013 through May 1, 2016.

Item M3 Board granted approval of Commissioner Murphy's re-appointment of Anna Nickerson to the Community Development Block Grant (CDBG) CATF with term beginning July 17, 2013 through January 1, 2017.

Item M4 Board granted approval of Commissioner Murphy's re-appointment of Mimi Stafford to the Marine & Port Advisory Committee with term beginning July 1, 2013 through November 1, 2016.

Item M5 Board granted approval of Commissioner Carruthers appointment of Julie Fondriest to the Tourist Development Council, replacing District 3 (TDC District 1) Doug Wright, with term beginning on July 17, 2013 through September, 2014.

COUNTY CLERK

Item N2 Board granted official approval of the Board of County Commissioners minutes from the May 15, 2013 regular meeting (previously distributed).

Item N3 Board granted approval of Warrants for the month of June, 2013.

Item N4 Board granted approval of Tourist Development Council expenditures for the month of June, 2013.

Item N5 Board granted approval to remove surplus equipment from inventory via disposal or advertise for bid.

COUNTY ADMINISTRATOR

Item O2 Board granted approval to reschedule the September 18, 2013 BOCC regular meeting to Tuesday, September 17, 2013.

Item O4 Board granted approval to adopt the Clean Air Act resolution for 2013.

RESOLUTION NO. 209-2013

Said Resolution is incorporated herein by reference.

Item O5 Board granted approval to advertise a Request for Proposals for development of a comprehensive Sustainability Action Plan with climate change and energy savings initiatives.

Item O9 Board granted approval for the running of the 5th Annual Key Largo Bridge Run for Saturday, November 9, 2013 from 5:15 A.M. to 10:45 A.M. and to waive the toll fees at the Card Sound Bridge during this time period.

COUNTY ATTORNEY

Item P2 Board granted approval of contract with Erin L Deady, P.A. as outside legal counsel for issues related to the RESTORE Act and other issues as specifically assigned in writing by the County Attorney. This contract has a ceiling of Fifteen Thousand Dollars and No/cents ($15,000) for attorney fees. Any additional fees must be accomplished by written amendment approved by the Board of County Commissioners.

COUNTY ADMINISTRATOR

Item O10 Roman Gastesi, County Administrator gave a Presentation & Overview for the Proposed Fiscal Year 2014 Budget. The document entitled Fiscal Year 2014 Proposed Annual & Capital Budget was provided to the Board.

FIRE & AMBULANCE DISTRICT 1
BOARD OF GOVERNORS

The Board of Governors for the Fire and Ambulance District I convened. Present and answering to roll call were Commissioner Danny Kolhage, Commissioner David P. Rice, Mayor George Neugent, Councilman Clark Snow and Councilwoman Kate Scott.

Item F2 James Callahan, Fire Chief asked the Board to issue a Request for Proposal (RFP) for Purchasing Medical Supplies and Pharmaceuticals. After discussion, a motion was made by Commissioner Rice and seconded by Councilman Snow to approve the item. Motion carried unanimously.

Item F1 Report - James Callahan, Fire Chief updated the Board regarding the Grand Opening of the new Conch Key Fire House on September 17th, 2013.

There being no further business, the meeting of Board of Governors for the Fire and Ambulance District I was adjourned.

MICELLANEOUS BULK APPROVALS

Item C15 Board discussed the approval of the Higgs Beach Development Agreement in the same form as approved by the City of Key West. This item is to correct scrivener's errors in the agreement passed by the County and to conform the documents to each other as originally intended. After discussion, a motion was made by Commissioner Carruthers and seconded by Commissioner Kolhage. Motion carried unanimously.

Item C19 Kevin Wilson, Public Works & Engineering Director addressed the Board concerning the approval for expansion of the Upper Sugarloaf Central Sewer collection system to include an additional six (6) parcels at a cost of $122,010 ($20,335/EDU) less the assessment revenue of $27,000. After discussion, a motion was made by Commissioner Rice and seconded by Commissioner Kolhage. Roll call vote was taken with the following results:

Commissioner Carruthers	No
Commissioner Kolhage	Yes
Commissioner Murphy	Yes
Commissioner Rice	Yes
Mayor Neugent	Yes

Motion carried.

STAFF REPORTS

Item E1 Airports - Peter Horton, Director of Airports addressed the Board concerning the Environmental Assessment that was sent to FAA. Mr. Horton gave the Board three (3) options on how to handle the Public Hearing concerning the above-mentioned assessment. The Board directed Mr. Horton and the staff to hold a Special Meeting at the Marathon Government Center sometime in September 2013.

Item E6 Growth Management - Christine Hurley, Growth Management Director updated the Board regarding Rhonda Norman, Director of Code Compliance and her work with the Department of Environmental Protection (DEP) on eliminating illegal structures on Card Sound Road. DEP is taking a proactive approach on the South Side of Card Sound Road where those structures are on their Submerged Land; simultaneously, some of those structures expand to the Right-of-way. The Growth Management Division and Public Works are partnering with DEP to assist them on this project. They are also a substantial amount of structures on the North Side of Card Sound Road that are on the Right-of-way. Bob Shillinger, County Attorney addressed the Board concerning an Authorization Letter that DEP has requested while they are cleaning-up structures on their Bay Bottom that may incidentally cross over the Right-of-way.

Item E5 Public Works/Engineering/Project Management - Kevin Wilson, Public Works & Engineering Director requested the Board's agreement to participate in a FDOT program to

discourage people of texting while driving. FDOT would like to use the County's Logo and add it to their poster as they travel the state promoting their program; they also would like for someone to operate as the point of contact and coordinate events to promote "No Texting While Driving" in our County. Mr. Wilson and Teresa Aguiar, Director of Employee services recommended Mark Gongre, Safety Officer to be the Point of Contact for this program. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Rice to approve the request of Agreement to participate in the FDOT program. Motion carried unanimously.

Mr. Wilson updated the Board concerning the Pavement Evaluation, which is currently in the phase of establishing the GIS database of all streets in the county. After the field work is done, they would be able start working on the Pavement Evaluation and produce reports of priorities throughout the County. The Pavement Evaluation and Recommendation should be available in October or November, 2013.

Mr. Wilson also updated the Board concerning the Space Utilization Plan. At this time they are holding one on one meetings with the departments they identified having major issues. After they meet with these departments, they will hold a Public Hearing regarding this issue at the Board of County Commissioners' Meeting in August or September, 2013 to adopt the Plan.

Mr. Wilson presented the Board of County Commissioners with a skateboard panel signed by members of a Skateboarding Group in Key Largo thanking the Board for resurfacing the Key Largo Community Skate Park.

COUNTY ADMINISTRATOR

Lisa Tennyson, Director of Legislative Affairs & Grants Acquisition addressed the Board concerning the following items:

Item O7 Approval of Monroe County RESTORE Act Local Advisory Committee's project funding application form and timetable.

Item O8 Approval to submit County projects for RESTORE Act funding in local and consortium potjs.

After discussion, a motion was made by Commissioner Kolhage and seconded by Commissioner Murphy to approve both items. Motion carried unanimously.

GROWTH MANAGEMENT – BULK APPROVALS

Item H10 Rich Jones, Sr. Administrator of Marine Resources addressed the Board concerning the approval of Amendment No. 2 to the Agreement between Monroe County (County) and Pumpout USA, Inc. (Contractor) for Keys Wide Mobile Vessel Pumpout Service, continuing to provide quarterly payments, but deleting the required monthly and quarterly pumpout quota and associated per unit pumpout price, providing for a slip for the Contractor's pumpout boat at the Murray Nelson Government Center in Key Largo, and providing for

evaluation of the Contractor's performance in January, 2014. After discussion, a motion was made by Commissioner Kolhage and seconded by Commissioner Murphy requesting the Clerk of Courts, Amy Heavilin, to perform an audit at the end of the first Fiscal Period to ascertain what the costs actually are, to determine any subsequent contracts. Motion carried unanimously.

GROWTH MANAGEMENT

Item I1 Mayte Santamaria, Assistant Director of Planning and Environmental Resources and Christine Hurley, Growth Management Director addressed the Board concerning the requirement of Administration Commission Rule to adopt the Tier Overlay Zoning Maps into the Comprehensive Plan. After discussion, a motion was made by Commissioner Kolhage and seconded by Commissioner Carruthers to direct staff and County Attorney to proceed to request for the Administration Committee to change the Rule and eliminate the requirements that the County adopted as the Tier Overlay Zoning Map into the Comprehensive Plan. Motion carried unanimously.

WASTEWATER ISSUES

Item J1 Kevin Wilson, Public Works & Engineering Director addressed the Board concerning the approval for Amendment #7 for the Interlocal Agreement (ILA) with the Florida Keys Aqueduct Authority to establish a revised method for determining the cash advance scheduling for the project. *(This item was postponed for a later time in the meeting so FKAA staff could be present.)*

GROWTH MANAGEMENT

Item I2 Christine Hurley, Growth Management Director addressed the Board concerning adoption of a proposed County Ordinance amending Section 17-2 and Section 17-6, of the Monroe County Code to clarify prohibitions regarding the parking and storage of vehicles; watercraft; and/or wrecked, inoperative or partially dismantle vehicles and watercraft on County roads, rights-of-ways, on private property and in residential districts throughout Monroe County. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Carruthers to direct staff to bring back an Ordinance. Motion carried unanimously.

COUNTY ADMINISTRATOR

Item O3 Rhonda Haag, Sustainability Program Manager addressed the Board concerning the approval of the Resolution endorsing the Southeast Florida Mayors' Climate Action Pledge, urging municipal mayors in Monroe County to join the Action Pledge, and reaffirming support for the Southeast Florida Regional Climate Change Compact and collaborative implementation of the Regional Climate Action Plan. After discussion, a motion was made by Commissioner Kolhage and seconded by Commissioner Rice to adopt the following Resolution. Motion carried unanimously.

RESOLUTION NO. 210-2013

Said Resolution is incorporated herein by reference.

Item O6 Rhonda Haag, Sustainability Program Manager addressed the Board concerning the approval and ratification of a Settlement Agreement with the FL Department of Environmental Protection (FDEP) for work performed under Grant S0640 for bathymetric surveys and collection and analysis of soil samples. After discussion, a motion was made by Commissioner Kolhage and seconded by Commissioner Rice to approve the item. Motion carried unanimously.

COUNTY ATTORNEY

Item P1 Report – Bob Shillinger, County Attorney updated the Board regarding the case between Thomas Collins vs. Monroe County and requested to hold an Attorney Client-Closed Session regarding this case on the next Board of County Commissioners' meeting on August 21st, 2013 at 1:30p.m. Mr. Shillinger further updated the Board regarding the Public Record Suit with respect to the Engineering Report; a hearing is scheduled in front of Judge Audlin July 24th, 2013.

COUNTY ADMINISTRATOR

Item O1 Report - Roman Gastesi, County Administrator congratulated the Budget and Finance staff for their effort on preparing the Budget. Mr. Gastesi updated the Board on possibly bringing an item to the next Board of County Commissioners' meeting to start the Legislative Package. Mr. Gastesi further advised the Board regarding the Mayfield situation. Mr. Gastesi addressed the Board regarding the Affordable Health Care; Mr. Gastesi will bring all the details concerning this issue to the Board of County Commissioner's Budget meetings on July 29th & 30th, 2013.

WASTEWATER ISSUES

Item J1 Approval for Amendment #7 for the Interlocal Agreement (ILA) with the Florida Keys Aqueduct Authority to establish a revised method for determining the cash advance scheduling for the project.

Item J2 Update on construction and financial status of the Cudjoe Regional Wastewater project.

The following individual addressed the Board: Bill Hunter, representing Sugarloaf Shores Property Owners Association; Walter Drabinski, Larry Francisco, representing Cudjoe Gardens Property Owners Association and Deb Curlee. Kevin Wilson, Public Works & Engineering Director and Bob Shillinger, County Attorney addressed the Board. After discussion, Mayor Neugent directed Bob Shillinger, County Attorney to investigate the questions regarding the ILA and notices.

CLOSED SESSION

Item L1 Bob Shillinger, County Attorney announced an Attorney-Client Closed Session in the matter of Monroe County Board of County Commissioners vs. Gonzalez Architects, et al, Case No. 07-CA-1428K/2008-CA-458-K Consolidated at the July 17th, 2013 BOCC meeting. The persons attending the meeting will be the County Commissioners, County Administrator Roman Gastesi; Bob Shillinger, County Attorney; Assistant County Attorney Nat Cassel; Special Litigation Counsel Ira Libanoff; and a certified court reporter.

The open session of the meeting was adjourned for the Closed Session. The Closed Session was adjourned and returned to the open session

MONROE COUNTY TAX COLLECTOR

Item G1 Danise Henriquez, Monroe County Tax Collector addressed the Board concerning the approval of the recap of the 2012 tax roll and the list of errors and insolvencies for the 2012 tax roll, and approval to extend the 2013 tax roll and the bills be mailed prior to completion of Value Adjustment Board Hearings. After discussion, a motion was made by Commissioner Rice and seconded by Commissioner Kolhage to approve the item. Motion carried unanimously.

COMMISSIONERS' ITEMS

Item M1 Approval of a resolution of support, endorsement, and recognition that the establishment of coral reef nurseries as zoological parks in Florida Keys National Marine Sanctuary waters nurturing and growing coral for the replanting of reefs which have be decimated by run-off, nutrient loaded waters, ship groundings and other damaging impacts. The Monroe County Board of County Commissioners recognizes the negative impact to tourism that an unhealthy coral reef system could have on our visiting tourist bed tax and impact to our overall Keys economy. The following individuals addressed the Board: Dr. David Vaughan, representing the Mote Tropical Research Lab; Chris Bergh, representing The Nature Conservancy; Billy Causey, representing NOAA Southeast Region National Marine Sanctuary Program. Bob Shillinger, County Attorney addressed the Board. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Rice to approve the following Resolution.

RESOLUTION NO. 211-2013

Said Resolution is incorporated herein by reference.

Roll call vote was taken with the following results:

Commissioner Carruthers	No
Commissioner Kolhage	No
Commissioner Murphy	Yes
Commissioner Rice	Yes
Mayor Neugent	Yes

Motion carried.

The Board discussed the negative impact to tourism that an unhealthy coral reef system could have on our visiting tourist bed tax and impact to our overall Keys economy. Bob Shillinger, County Attorney addressed the Board. After discussion, a motion was made by Commissioner Carruthers and seconded by Commissioner Murphy to direct staff to draft a letter seeking the Attorney General's opinion regarding this matter. Motion carried unanimously.

PUBLIC HEARINGS

Item R1 A Public Hearing to adopt the Final Assessment Resolution (FAR) describing the method of assessment for properties in the Big Coppitt/Duck Key Supplemental Assessment area. This item has been continued from the June 19, 2013 meeting so that some properties in the Duck Key area that were overlooked with the original mailing could receive their 1st class notices and be notified of the 3:00 pm Public Hearing at the July 17th meeting. There was no public input. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Rice to approve the following Resolution. Motion carried unanimously.

RESOLUTION NO. 212-2013

Said Resolution is incorporated herein by reference.

Item R2 A Public Hearing to consider an Ordinance amending Monroe County Code (MCC) Section 130-160 pertaining to transferable development rights (TDR's) by revising the provisions of the section to be consistent with Monroe County Comprehensive Plan (CP) Policy 101.13.4. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Rice to approve the following ordinance. Motion carried unanimously.

ORDINANCE NO. 025-2013

Said Ordinance is incorporated herein by reference.

Item R3 A Public Hearing to consider an Ordinance establishing Monroe County Code Section 130-102, Horses and other livestock, establishing regulations related to the keeping of horses and other livestock in Monroe County. The following individual addressed the Board: Bud Cornell. Joe Haberman, Planning & Development review Manager, Christine Hurley, Director of Growth Management and Bob Shillinger, County Attorney addressed the Board. After discussion, a motion was made by Commissioner Kolhage and seconded by Commissioner Carruthers to continue the Public Hearing at the next Board of County Commissioners' meeting on August 21st, 2013. Motion carried unanimously.

Item R4 A Public Hearing to consider a County Ordinance amending Monroe County Code, Chapter 6, Section 6-23 clarifying the definition of normal maintenance or ordinary minor repair work; amending Monroe County Code, Chapter 6, Section 6-100(a) increasing the dollar amount of the building permit exception for minor repairs from the current amount of $1,000 to $2,500; clarifying the applicability and limitations of this section; clarifying the exception for work in areas subject to floodplain management requirements; removing tool sheds from the listed exceptions with an effective date of July 1, 2013; and removing shutters from the listed

exceptions. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Rice to approve the following Ordinance. Motion carried unanimously.

ORDINANCE NO. 026-2013

Said Ordinance is incorporated herein by reference.

Item R5 A Public Hearing to consider a County Ordinance amending Monroe County Code, Chapter 6, Section 6-237(a)(1) clarifying the method in which a contractor's Certificate of Competency may be obtained; and providing deadlines for an applicant to take and pass all required examinations (s) for his/her desired discipline. After discussion, a motion was made by Commissioner Rice and seconded by Commissioner Murphy to approve the following Ordinance. Motion carried unanimously.

ORDINANCE NO. 027-2013

Said Ordinance is incorporated herein by reference.

Item R6 A Public Hearing to consider a County Ordinance amending Monroe County Code, Chapter 6, Sections 6-240(a); 6-240(b) and 6-242 clarifying the powers and the duties of the Contractors' Examining Board (CEB) regarding license renewals and reinstatement of lapsed Certificates of Competency; providing for a grace period and late renewal penalty. There was no public input. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Carruthers to approve the following. Motion carried unanimously.

ORDINANCE NO. 028-2013

Said Ordinance is incorporated herein by reference.

Item R8 A Public Hearing to consider adoption of an Ordinance creating Sec. 2-28, Monroe County Code setting the public official bond amounts for County Commissioners and Constitutional Officers pursuant to Chapters 137, 28 and 30, Florida Statutes and providing an insurance alternative if insurance coverage is purchased in excess of the public official bond amount required. There was no public input. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Rice to approve the following Ordinance. Motion carried unanimously.

ORDINANCE NO. 029-2013

Said Ordinance is incorporated herein by reference.

Item R9 A Public Hearing to consider an Ordinance creating Monroe County Code Chapter 23-42, creating an additional homestead exemption to certain persons 65 or older, as allowed pursuant to F.S. 196.075, as voted on by the citizens of Florida in the November 2012 elections. There was no public input. After discussion, a motion was made by Commissioner

Murphy and seconded by Commissioner Kolhage to approve the following Ordinance. Motion carried unanimously.

ORDINANCE NO. 030-2013

Said Ordinance is incorporated herein by reference.

Item R10 A Public Hearing for an Ordinance amending Section 19-33 of the Monroe County Code to provide an exception for homeowner's associations to obtain a permit for limited landscaping around wastewater lift stations in County public right-of-way when the homeowner's association agrees to be responsible for the maintenance of the landscaping. There was no public input. After discussion, a motion was made by Commissioner Murphy and seconded by Commissioner Kolhage to approve the following Ordinance. Motion carried unanimously.

ORDINANCE NO. 031-2013

Said Ordinance is incorporated herein by reference.

There being no further business, the meeting of the Board of County Commissioners was adjourned.

Amy Heavilin, CPA, Clerk
and ex-officio Clerk to the
Board of County Commissioners
Monroe County, Florida
Vitia Fernandez, D.C.

Appendix T

FAA Submittal and Acceptance / Approval Documentation

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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 0 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 Aviaition 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 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 theon-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*, 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
The Florida Keys Only Daily Newspaper, Est. 1876
Cooke Communications, LLC
Florida Keys

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Fax 305-853-0556
freepress@floridakeys.com

STATE OF FLORIDA
COUNTY OF MONROE

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.

Signature of Affiant

Sworn and subscribed before me this 23 day of March, 2014

Notary Public:

Dawn Kawzinsky

Dawn Kawzinsky
Expires: 1/4/16

FLORIDA NOTARY ASSOCIATION SINCE 1978
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

March 9, 16, 23, 2014 The Key West Citizen 388474

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

March 9, 16, 23, 2014 The Key West Citizen 388474

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice Before Waiver With Respect To Land at Hanover County Municipal Airport, Hanover, Virginia

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The FAA is publishing notice of proposed release of 2.94 acres of land at the Hanover County Airport, Hanover, Virginia to the Virginia Department of Transportation for construction of the I–95 and Lewistown Road Intersection improvements. An additional 1.07 Acres will be permanently utilized by Virginia Department of Transportation & Dominion Power within utility, and drainage easements. There are no adverse impacts to the airport and the land is not needed for airport development as shown on the Airport Layout Plan. Fair Market Value of the land has been established and will be provided to the County of Hanover for use on future AIP eligible airport development. The airport will benefit from the improvements associated with the I–95 and Lewistown Road Interchange with the enhanced northern access to the airport.

DATES: Comments must be received on or before October 23, 2014.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Matthew J. Thys, Manager, FAA Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Richard Henry Rempe, Airport Manager, Hanover County Municipal Airport, at the following address: Richard Henry Rempe, Airport Manager, Hanover County Municipal Airport, P.O. Box 470, Hanover, VA 23069–0470.

FOR FURTHER INFORMATION CONTACT: Mr. Matthew J. Thys, Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166; telephone (703) 661–1354, fax (703) 661–1370, email *Matthew.Thys@faa.gov.*

SUPPLEMENTARY INFORMATION: The Wendell H. Ford Aviation investment and Reform Act for the 21st Century, Public Law 10–181 (Apr. 5, 2000; 114 Stat. 61) (AIR 21), as amended, requires that a 30-day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Issued in Dulles, Virginia, on September 12, 2014.

Matthew J. Thys,

Manager, Washington Airports District Office, Eastern Region.

[FR Doc. 2014–22602 Filed 9–22–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Hazardous Materials Safety Program

AGENCY: Federal Aviation Administration.

ACTION: Notice of Public Meeting.

DATES: *Time and Date:* The public meeting will be held on Tuesday, October 14, 2014 from 9 a.m. until 12 p.m.

SUMMARY: In preparation for the International Civil Aviation Organization's (ICAO) Dangerous Goods Panel's (DGP's) meeting to be held October 20–24, 2014, in Rio de Janeiro, Brazil, the FAA's Office of Hazardous Materials Safety and the Pipeline and Hazardous Materials Safety Administration's (PHMSA) Office of Hazardous Materials Safety announce a public meeting.

ADDRESSES: The public meeting will be held at FAA Headquarters (FOB 10A), Bessie Coleman Conference Center, 2nd Floor, 800 Independence Avenue SW., Washington, DC 20591.

Participants are requested to register by using the following email address: *9-AWA-ASH-ADG-HazMat@faa.gov.*

Please include your name, organization, email address, and indicate whether you will be attending in person or participating via conference call. Conference call connection information will be provided to those who register and indicate that they will participate via conference call.

FOR FURTHER INFORMATION CONTACT: Questions regarding the meeting can be directed to Ms. Janet McLaughlin, Deputy Director, Office of Hazardous Materials Safety, ADG–2, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267–7530. Email: *9-AWA-ASH-ADG-HazMat@faa.gov.* Questions in advance of the meeting for PHMSA can be directed to Mr. Shane Kelley, Assistant International Standards Coordinator, Pipeline and Hazardous Materials Safety Administration, PHH–10, 1200 New Jersey Ave. SE., Washington, DC 20590, telephone (202) 366–8553, Email: *shane.kelley@dot.gov.*

We are committed to providing equal access to this meeting for all participants. If you need alternative formats or other reasonable accommodations, please call (202) 267–7530 or email *9-AWA-ASH-ADG-HazMat@faa.gov* with your request by close of business on October 6, 2014.

Information and viewpoints provided by stakeholders are requested as the United States delegation prepares for the International Civil Aviation Organization's Dangerous Goods Panel's (ICAO DGP's) Working Group 14 Meeting.

Papers relevant to this ICAO DGP meeting can be viewed at the following Web page: *http://www.icao.int/safety/DangerousGoods/Pages/DGP.aspx.*

A panel of representatives from the FAA and PHMSA will be present. The meetings are intended to be informal, non-adversarial, and to facilitate the public comment process. No individual will be subject to questioning by any other participant. Government representatives on the panel may ask questions to clarify statements. Unless otherwise stated, any statement made during the meetings by a panel member should not be construed as an official position of the US government.

The meeting will be open to all persons, subject to the capacity of the meeting room and phone lines available for those participating via conference call. Every effort will be made to accommodate all persons wishing to attend. The FAA and PHMSA will try to accommodate all speakers, subject to time constraints.

Issued in Washington, DC, on September 16, 2014.

Christopher Glasow,

Director, Office of Hazardous Materials Safety.

[FR Doc. 2014–22603 Filed 9–22–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review; Key West International Airport, Key West, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed Noise

Compatibility Program that was submitted for Key West International Airport under the provisions of 49 U.S.C. 47504 et. Seq (the Aviation Safety and Noise Abatement Act hereinafter referred to as ''the Act'') and 14 CFR part 150 by Monroe County. This program was submitted subsequent to a determination by FAA that the associated Noise Exposure Maps submitted under 14 CFR part 150 for Key West International Airport were in compliance with applicable requirements effective December 19, 2013, and was published in the **Federal Register** on December 27, 2013. The proposed Noise Compatibility Program will be approved or disapproved on or before March 14, 2015.

DATES: *Effective Date:* The effective date of the start of FAA's review of the associated noise compatibility program is September 15, 2014. The public comment period ends November 14, 2014.

FOR FURTHER INFORMATION CONTACT: Allan Nagy, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Drive, Suite 400, Orlando, Florida 32822, (407) 812–6331. Comments on the proposed Noise Ccompatibility Program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed Noise Compatibility Program for Key West International Airport which will be approved or disapproved on or before March 14, 2015. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of Title 14 Code of Federal Regulations (CFR) part 150, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the Noise Compatibility Program for Key West International Airport, effective on September 15, 2014. The airport operator has requested that the FAA review this material and that the noise mitigation measures to be implemented jointly by the airport and surrounding communities, be approved as a Noise Compatibility Program under Section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of Noise Compatibility Programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before March 14, 2015.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the Noise Exposure Maps, the FAA's evaluation of the maps, and the proposed Noise Compatibility Program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Drive, Suite 400, Orlando, Florida 32822.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida, on September 15, 2014.

Bart Vernace,

Manager, Orlando Airports District Office.

[FR Doc. 2014–22600 Filed 9–22–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement in Buncombe County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescinding of Draft Environmental Impact Statement.

SUMMARY: The FHWA is issuing this notice to advise the public that we are rescinding the Draft Environmental Impact Statement (DEIS) for proposed I–26 Connector from I–40 to US 19–23–70 in Buncombe County, North Carolina. A notice of availability for the DEIS was published in the **Federal Register** on April 11, 2008.

FOR FURTHER INFORMATION CONTACT: For FHWA: Clarence W. Coleman, P.E., Preconstruction and Environment Director, Federal Highway Administration, 310 New Bern Avenue, Ste. 410, Raleigh, North Carolina 27601–1418; Telephone: (919) 747- 7014; email: *clarence.coleman@dot.gov.* FHWA North Carolina Division Office's normal business hours are 8 a.m. to 5 p.m. (Eastern Time). For the North Carolina Department of Transportation (NCDOT): Richard Hancock, P.E., Environmental Director, Project Development and Environmental Analysis, North Carolina Department of Transportation (NCDOT), PDEA—Century Center Bldg. A, 1000 Birch Ridge Drive, Raleigh, North Carolina 27610 (Delivery), 1548 Mail Service Center, Raleigh, North Carolina 27699–1548 (Mail); Telephone (919) 707–6000; email: *RWHancock@ncdot.gov.* NCDOT—Project Development and Environmental Analysis Branch Office's normal business hours are 8 a.m. to 5 p.m. (Eastern Time).

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), is rescinding the DEIS for a proposed multi-lane freeway, part on new location, from I–40 to US 19–23–70 in Buncombe County, North Carolina. On April 11, 2008, FHWA issued a notice of availability for the DEIS for this proposed project requesting that resource agencies and the public provide input and comments as part of the project development process. The Draft EIS evaluated several alternatives, including: (1) No Build, (2) Transportation Systems Management (TSM), (3) Transportation Demand Management (TDM), (4) Mass Transit, and (5) Build Alternatives. A public hearing was held following the completion of the Draft EIS on September 16, 2008. Based on the comments received from various Federal and state agencies and the public, a recent decision to add one build alternative and eliminate one build alternative and updates to many of the supporting technical studies, the FHWA and NCDOT have agreed to rescind the DEIS approved in April 2008.

FHWA and NCDOT plan to prepare a new Draft EIS for the proposed project. A notice of availability for the new DEIS will be issued subsequent to this rescinding notice. Comments or questions concerning the decision to rescind the DEIS approved in April 2008, should be directed to NCDOT or

SPONSOR'S CERTIFICATION

The Noise Compatibility Program (NCP) for Key West International Airport, hereby submitted in accordance with title 14 CFR part 150, was prepared with the best available information and is certified as true and complete to the best of my knowledge and belief.

The NCP was developed and prepared in consultation with FAA regional officials, the officials of the state, and of any public agencies and planning agencies whose area of jurisdiction, or any portion thereof, is within the DNL 65 dB contour depicted on the Noise Exposure Maps. The consultation also included any other federal officials having local responsibility for land uses depicted on the map. This consultation included regular aeronautical users of the airport, including air carriers and other aircraft operators.

It is further certified that prior to and during the development of the NCP, and prior to submission of the resulting draft program to the FAA, Monroe County and the Key West International Airport afforded adequate opportunity for the active and direct participation of the states, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, and the general public to submit their views, data, and comments on the formulation and adequacy of the Draft NCP. Prior to submitting this NCP to the FAA, the Monroe County Board of County Commissioners held a public hearing.

This document constitutes the official Noise Compatibility Program for Key West International Airport, as recommended by the Monroe County Board of County Commissioners.

2-2-15

Date of Signature

Donald DeGraw

Donald DeGraw
Director of Airports
Monroe County

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COUNTY of MONROE
KEY WEST FLORIDA 33040
(305) 294-4641

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

February 9, 2015

Mr. Jim Byers
Environmental Specialist
Federal Aviation Administration National Headquarters
Office of Airport Planning & Programming
National Planning and Environmental Division
Orville Wright Bldg. (FOB10A)
800 Independence Ave., SW, Room 616
Washington, DC 20591

RE: 14 CFR PART 150 NOISE COMPATIBILITY PROGRAM SUBMITTAL FOR FAA APPROVAL

Dear Mr. Byers:

Enclosed is one (1) hard copy and one (1) CD of the Noise Compatibility Program (NCP) for Key West International Airport. Additional copies are being provided directly to:

1. Allan Nagy, Southern Region - Orlando, Florida - Airports District Office
2. Dana Perkins, Southern Region - Atlanta, Georgia - Airports District Office
3. Michael Fineman, Airports and Environmental Law Division

This NCP is 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 this NCP for appropriate Federal Aviation Administration (FAA) determination.

FAA's comments, provided on January 8, 2015, have been addressed in the enclosed document.

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,

Donald DeGraw
Director of Airports

Enclosures

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COUNTY of MONROE
KEY WEST FLORIDA 33040
(305) 294-4641

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

February 9, 2015

Ms. Dana Perkins
Environmental Program Specialst
Federal Aviation Administration
Atlanta Airports District Office
1701 Columbia Avenue
Suite 2-260
College Park, GA 30337

RE: 14 CFR PART 150 NOISE COMPATIBILITY PROGRAM SUBMITTAL FOR FAA APPROVAL

Dear Ms. Perkins:

Enclosed is one (1) hard copy and one (1) CD of the Noise Compatibility Program (NCP) for Key West International Airport. Additional copies are being provided directly to:

1. Allan Nagy, Southern Region - Orlando, Florida - Airports District Office
2. Michael Fineman, Airports and Environmental Law Division
3. Jim Byers, Office of Airport Planning & Programming - National Planning and Environmental Division

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Sincerely,

Donald DeGraw

Donald DeGraw
Director of Airports

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Sylvia J. Murphy, District 5

February 9, 2015

Mr. Michael Fineman
Airports and Environmental Law Division
Environmental Law Branch
Federal Aviation Administration
Southern Regional Office
1701 Columbia Avenue
College Park, GA 30337

RE: 14 CFR PART 150 NOISE COMPATIBILITY PROGRAM SUBMITTAL FOR FAA APPROVAL

Dear Mr. Fineman:

Enclosed is one (1) hard copy and one (1) CD of the Noise Compatibility Program (NCP) for Key West International Airport. Additional copies are being provided directly to:

1. Allan Nagy, Southern Region - Orlando, Florida - Airports District Office
2. Dana Perkins, Southern Region - Atlanta, Georgia - Airports District Office
3. Jim Byers, Office of Airport Planning & Programming - National Planning and Environmental Division

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KEY WEST FLORIDA 33040
(305) 294-4641

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

February 9, 2015

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 COMPATIBILITY PROGRAM SUBMITTAL FOR FAA APPROVAL

Dear Mr. Nagy:

Enclosed is one (1) hard copy and one (1) CD of the Noise Compatibility Program (NCP) for Key West International Airport. Additional copies are being provided directly to:

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Sincerely,

Donald DeGraw

Donald DeGraw
Director of Airports

Enclosures

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

ORLANDO AIRPORTS DISTRICT OFFICE
Phone: (407) 813-6331 Fax: (407) 812-6978

March 17, 2015

Donald P. DeGraw
Director of Airports
Monroe County Florida
3491 S. Roosevelt Blvd.
Key West, FL 33040

Dear Mr. DeGraw

RE: Key West International Airport, Key West, Florida
Noise Compatibility Program Update Record of Approval

The Federal Aviation Administration (FAA) has evaluated the Noise Compatibility Program (NCP) Update for Key West International Airport contained in the Noise Compatibility Program for the Part 150 Study and related documents submitted to this office under the provisions of 49 United States Code [U.S.C.] §47504. The recommended NCP Update proposed by the Monroe County Board of County Commissioners is identified by action element number on pages 11-1 through 11-11 in the Noise Compatibility Program for the Part 150 Study. Each airport NCP developed in accordance with 14 Code of Federal Regulations [CFR] Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport operator with respect to which measures should be recommended for action.

I am pleased to inform you that the Regional Airports Division Manager has approved thirteen (13) of the twenty-five (25) proposed action measures in the NCP Update in full with comment. The specific FAA action for each approved NCP measure is set forth in the enclosed Record of Approval (ROA). The effective date of this approval is March 12, 2015.

At the request of the Sponsor, no FAA action was taken on twelve (12) measures included in the Noise Compatibility Program Update for the Part 150 Study. These twelve measures along with the thirteen (13) approved measures are more fully explained in the enclosed ROA.

The FAA's approval or disapproval of each specific measure proposed by an airport sponsor in an NCP or NCP Update is determined by applying approval criteria prescribed in 14 CFR §150.35(b) as follows:

- The NCP was developed in accordance with the provisions and procedures of 14 CFR Part 150;

- Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

- Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

- Program measures relating to the use of flight procedures can be implemented within the period covered by the Program without derogating safety, adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Only measures that meet the approval criteria can be approved and considered for Federal funding eligibility. FAA approval or disapproval of a measure only indicates whether that measure would, if implemented, be consistent with the purposes of 14 CFR Part 150. When a measure is disapproved by the FAA, airport sponsors are encouraged to work with their communities and the FAA, outside of the Part 150 process as necessary, to implement initiatives that provide noise benefits for the surrounding community.

Specific limitations with respect to FAA's approval of an airport NCP are delineated in 14 CFR §150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute a commitment by FAA to implement specific noise compatibility measures.

FAA approval of some measures may require preparation of an environmental assessment. Further, approval of a plan does not commit FAA to financially assist in the implementation of the program nor are all measures covered by the program necessarily eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants should be submitted to the FAA Airports District Office. Funding eligibility is determined based on the noise exposure level at the time of the funding request.

Sincerely,

Bart Vernace, Manager
Orlando Airports District Office

1 Enclosure

cc:
ARP-612
APP-400
ASO-610
ASO-7

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

Key West International Airport
Key West, Florida

Randy Hyman

Regional Counsel, ASO-7

CONCUR ✓ NONCONCUR

10 March 2015

Date

Airports Division Manager
Southern Region

APPROVED ✓ DISAPPROVED

3-11-15

Date

RECORD OF APPROVAL
Key West International Airport
Key West, Florida

The Key West International Airport (EYW or KWIA), Key West, Florida is owned and operated by Monroe County, Florida (Sponsor). In accordance with Title 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning, the Sponsor developed a Noise Compatibility Program (NCP) that describes current and future noncompatible land uses around the Airport. This Part 150 study is an update and consists of the Sponsor's recommendations to implement 25 program measures. Of these 25 program measures, the Sponsor has only requested FAA approval of 13, including 7 Land Use measures and 6 Program Management measures (see NCP Section 11.2).

This NCP update was submitted subsequent to a determination by FAA that the associated Noise Exposure Maps (NEMs) submitted for EYW were in compliance with applicable requirements of 14 CFR Part 150 on December 19, 2013, as published in the Federal Register on December 27, 2013. The NCP update was prepared by the Sponsor due to changes in operational activity levels and aircraft fleet mix operating at the airport affecting the NEMs. The update was prepared to review the existing NCP measures in the context of the updated NEMs to determine if existing measures are still applicable and effective as previously written to best accomplish the goals of the EYW Part 150 program and to consider new measures to improve the effectiveness of the Sponsor's program.

The measures listed herein are those on which the Sponsor requests FAA action. The FAA approves or disapproves each specific Sponsor proposed measure in an ROA for which FAA action is requested by applying approval criteria prescribed in 14 CFR §150.35(b). Only measures meeting the approval criteria can be approved and considered for Federal funding eligibility. FAA approval indicates only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150.

The FAA has provided technical advice and assistance to the Sponsor to ensure approved operational elements are feasible (see 14 CFR §150.23(c)) as of the date of submittal. Nevertheless, approval of a measure does not constitute a FAA funding commitment or decision to implement the measure. While the NCP measure itself may not be time specific, the location of the NEM noise contour can change over time. The FAA will make funding eligibility determinations in accordance with FAA Order 5100-38, AIP Handbook, when the Sponsor requests funds supported by NEMs accepted by the FAA as accurately reflecting the noise environment at that time. Later decisions concerning possible implementation of measures approved in this ROA are subject to

all applicable environmental compliance and other procedures and requirements including, but not limited to, the National Environmental Policy Act and Section 106 of the National Historic Preservation Act.

When a measure is disapproved by the FAA, airport sponsors are encouraged to work with their communities and the FAA, outside of the Part 150 process as necessary, to implement initiatives that provide noise benefits for the surrounding community.

Because this ROA was prepared to support an NCP update, it includes Attachment A which lists measures for which the Sponsor did not request FAA action during this update. This is done to provide a comprehensive depiction of the EYW NCP program since the program's inception in 1999.

There follows a summary of the Land Use and Program Management measures proposed by the Sponsor in the NCP for which FAA action is requested. The land use control and program management measures below summarize as closely as possible the Sponsor's recommendations in the NCP and are cross-referenced to the program. The statements contained within the summarized measures and before the indicated FAA approval, disapproval, or other determinations are derived from the Sponsor's NCP and do not represent the opinions or decisions of the FAA.

LAND USE MEASURES

LU-1. Provide noise insulation for noncompatible structures in exchange for avigation easements

It is recommended that owners of noncompatible dwelling units and certain other noise sensitive structures located within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM be offered the opportunity to participate in a Noise Insulation Program (NIP), as described in Section 9.3.3. The NIP shall include noncompatible single- and multi-family dwelling units located within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM, which includes Key West by the Sea Condominiums, the Flagler Court Townhomes, as well as the noise sensitive Grace Lutheran Church and School and the Catholic Charities Facility that are determined to be noncompatible in accordance with FAA Order 5100.38d, Appendix R. See Figures 11-1, 11-2 and 11-3 for the location of these noise sensitive receptors.

Appendix L provides the dwelling and noise sensitive sites that are within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM as well as those that EYW would like to include due to block rounding. Appendix L also contains a graphical representation of these locations.

The actual Program Area eligible for FAA funding is determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

Property owners will be required to grant avigation easements to Monroe County in exchange for noise insulation. The avigation easement will remain valid until noise levels exceed those shown on the Year 2013 Existing Condition Noise Exposure Map, at which point the easement is no longer binding. Appendix M contains a draft of this avigation easement. (NCP, pages 7-3, 7-5, 9-5, 9-14 – 9-19, 9-28 – 9-30, 11-1 – 11-7, Appendix L, Appendix M).

2015 FAA Action: Approved. While the FAA does not require that an easement be given in exchange for sound insulation, the Sponsor has the discretion to impose such a requirement. The measure itself need not be tied specifically to the 2013 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the request for FAA funding. The Sponsor shall seek FAA approval of the final language of any avigation easement(s) acquired under this measure prior to execution of such

easement(s). Additionally, the Sponsor's above measure description incorrectly indicates that land use compatibility is defined in FAA Order 5100.38, Airport Improvement Program (AIP) Handbook, Appendix R. To clarify, the applicable version of the AIP Handbook in its entirety (i.e., not limited to version D nor to Appendix R), sets forth guidance on the administration of Airport Improvement Program. Its applicability or use by the FAA, in the context of a Part 150 study, is for making funding eligibility determinations when evaluating Sponsor project funding applications. The actual project or program area eligible for FAA funding is determined by the FAA at the time the Sponsor submits each grant application. FAA funding can only be used for structures that meet FAA funding eligibility criteria at the time of the grant application. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

Measure History:
In the Original NCP the Sponsor submitted this measure for FAA approval:

> *Provide Noise Insulation in Exchange for Avigation Easements:*
> *A program for noise insulation of existing noncompatible structures 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, With Program Implementation, 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, Without Program Implementation. Eligible homeowners will be given the option of participating in either this program or the purchase program in Measure 4 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 (NRL) 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. (pgs 7-10 to 7-13, 8-2, 8-3 and 8-6; Tables 7-2 and 8-1; Figures 5.2, 6.3 and 8.1; Appendices A and B; and supplemental information dated 02/09/99).*

In its 1999 Record of Approval, the FAA approved this measure with no additional verbiage

Since approval in 1999, the Sponsor has successfully implemented the measure from 2000 to 2012. Key West High School was rebuilt with noise attenuation measures incorporated in the design and construction of the buildings. A total of 296 out of 338 eligible participants participated in the residential noise insulation program, which represents a participation rate of 88 percent (Section 9.3.3 of the NCP).

LU-2. Purchase avigation easements

It is recommended that owners of noncompatible dwelling units and other noise sensitive structures located within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM that do not participate in the NIP be offered the opportunity to participate in the Avigation Easement Acquisition Program, as described in NCP Section 9.3.2.3. The Avigation Easement Acquisition Program shall include noncompatible single- and multi-family dwelling units located within the DNL 65+ dB noise contour of the 2013 Existing Condition NEM as well as Grace Lutheran Church and School, and the Catholic Charities Facility that are determined to be noncompatible in accordance with FAA Order 5100.38D Appendix R. See Figures 11-1, 11-2, and 11-3 for the location of these noise sensitive receptors.

Appendix L provides the dwelling and noise sensitive sites that are within the DNL 65+ noise contour of the NEM as well as those that KWIA would like to include due to block rounding. Appendix L also contains a graphical representation of these locations.

The actual Program Area eligible for FAA funding is determined by the FAA at the time each grant application is submitted for Federal funding consideration. FAA funding can only be used for structures that meet FAA funding eligibility criteria. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.
(NCP, pages 7-3, 7-5, 9-5, 9-8, 9-10 – 9-13, 9-28 – 9-30, 11-2 – 11-7, Appendix L, Appendix M)

2015 FAA Action: Approved. This measure need not be tied specifically to the 2013 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the request for FAA funding. The Sponsor shall seek FAA approval of the final language of any avigation easement(s) acquired under this measure prior to execution of such easement(s). Additionally, the Sponsor's above measure description incorrectly indicates that land use compatibility is defined in FAA Order 5100.38, Airport Improvement Program (AIP) Handbook, Appendix R. To clarify, the applicable version of the AIP Handbook in its entirety (i.e., not limited to version D nor to Appendix R), sets forth guidance on the administration of Airport Improvement Program. Its applicability or use by the FAA, in the context of a Part 150 study, is for making funding eligibility determinations when evaluating Sponsor project funding applications. The actual project or program area eligible for FAA funding is determined by the FAA at the time the Sponsor submits each grant application. FAA funding can only be used for structures that meet FAA funding eligibility criteria at the time of the grant application. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

Measure History:
None. This is a new measure introduced in 2015.

LU-3. Rescind approval of the 1999 ROA measure to purchase homes, provide noise insulation, and then resell the homes with avigation easements.

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved a measure to purchase homes, provide noise insulation, and resell the homes with an avigation easement. It is recommended that approval of this measure be rescinded due to the successful implementation of the NIP, and the high cost of implementing such a measure, as described in Section 9.3.2.4.
(NCP, pages 9-13 – 9-14, 9-28 – 9-30, 11-2)

2015 FAA Action: Approved. At the Sponsor's request and in accordance with 14 CFR Part 150.35(d)(5), the FAA withdraws its 1999 approval for the following measure originally published in the 1999 ROA:

> ***Purchase Homes, Provide Noise Insulation, then Resell with Easements.*** *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, With Program Implementation. 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, Without Program Implementation. Eligible homeowners will be given the option of participating in either this program or the noise insulation program in Measure 3 above. If funding is not adequate to implement both programs simultaneously, Measure 3 will be offered first. (pgs 7-8 to 7-10, 8-3, 8-4 and 8-6; Tables 7.2 and 8.1; Figures 5.2, 6.3 and 8.1; Appendices A and B; and supplemental information dated 02/09/99).*

Measure History:
In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved the above measure with no further verbiage.

Since approval in 1999, the Sponsor has not implemented the measure.

LU-4. Rescind approval of the 1999 ROA measure to rezone two vacant parcels

In its May 7, 1999 Record of Approval of the Key West NCP, the FAA approved a measure to rezone two vacant parcels to prevent noncompatible development. These

properties are located at the corner of Flagler Avenue and 11th Street, and on South Roosevelt Boulevard adjacent to airport property. It is recommended that approval of this measure be rescinded. It will be replaced with a new local measure, LU-6, that is under the jurisdiction of Monroe County, rather than the City of Key West, as described in Section 9.4.1.

(NCP, pages 7-3, 7-5, 9-5, 9-20 – 9-30, 11-2)

2015 FAA Action: Approved. Because the City of Key West has not agreed to rezone the two subject parcels, at the Sponsor's request and in accordance with 14 CFR Part 150.35(d)(5), the FAA withdraws its 1999 approval for the following measure originally published in the 1999 ROA:

> ***Rezone Vacant Parcels.***
> *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). (pgs 7-15, 7-16 and 8-4; Tables 7.2 and 8.1; and Figure 8.2).*

Measure History:
In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved the above measure with no further verbiage.

Since approval in 1999, this measure was not implemented by the Airport Sponsor because the City of Key West did not agree to rezone the two parcels. Monroe County has acquired the vacant parcel on South Roosevelt Boulevard to prevent noncompatible development.

LU-5. Rescind approval of the 1999 ROA measure to acquire the vacant parcel at the corner of Flagler Avenue and 11th Street

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved a measure to acquire the vacant parcel, located at the corner of Flagler Avenue and 11th Street, as shown on Figure 9-2, to prevent noncompatible development. It is recommended that approval of this measure be rescinded. It will be replaced with new local measure LU-6 that is under the jurisdiction of Monroe County, rather than the City of Key West, as described in Section 9.4.2.
(NCP, pages 7-3, 7-5, 9-5, 9-20 – 9-30, 11-7, 11-9)

2015 FAA Action: Approved. At the Sponsor's request and in accordance with 14 CFR Part 150.35(d)(5), the FAA withdraws its 1999 approval for the following measure originally published in the 1999 ROA:

> ***Acquire Vacant Parcel.***
> *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. (pgs 715, 7-16, 8-5 and 8-6; Tables 7.2 and 8.1; and Figure 8.2).*

Measure History:
In its May 7, 1999 Record of Approval of the Key West NCP, the FAA approved the above measure stating:

> *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 this 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.*

Since approval in 1999, this measure was not implemented by the Airport Sponsor because the City of Key West did not agree to rezone the two parcels. As previously indicated a new measure, LU-6, is proposed in this ROA under the jurisdiction of Monroe County rather than the City of Key West.

LU-6. Purchase an avigation easement from the owner of the vacant parcel at the corner of Flagler Avenue and 11th Street

It is recommended that the owner of the vacant parcel located at the corner of Flagler Avenue and 11th Street, shown on Figure 9-2, (Parcel ID: 00065090-000100) be offered the opportunity to sell an avigation easement to Monroe County, as described in Section 9.4.2. In addition to permitting aircraft overflight and associated noise, this avigation easement will specifically prohibit noncompatible development on this parcel. Appendix N contains a draft of this avigation easement.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

(NCP, pages 7-3, 7-5, 9-5, 9-23 – 9-27, 9-30, 11-7, 11-9, Appendix N)

2015 FAA Action: Approved. Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:
None. This is a new measure introduced in 2015.

LU-7. Rescind approval of the measure to establish airport noise and public safety compatible land use zoning

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved a measure directing Monroe County and the City of Key West to develop airport noise and public safety compatible land use zoning to prevent noncompatible development in the vicinity of the airport. It is recommended that approval of this measure be rescinded. It will be replaced with a new local measure, AM-10, as described in Section 9.4.2.(NCP pages 7-3, 7-5, 9-5, 9-20 – 9-27, 11-9)

2015 FAA Action: Approved. As a matter of clarification, in its 1999 ROA, the FAA did not "direct" Monroe County and the City of Key West to do anything. The FAA simply approved the measure as written by Monroe County. At the Sponsor's request and in accordance with 14 CFR Part 150.35(d)(5), the FAA withdraws its 1999 approval for the following measure originally published in the 1999 ROA:

> ***Establish Compatible Land Use Zoning.***
> *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 compliance land use zoning. (pgs 7-16 to 7-18 and 8-5; Tables 7.2 and 8.1; and Figure 8.3).*

Measure History:
In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved the above measure with no further verbiage.

Since approval in 1999, this measure was not implemented by the Airport Sponsor because the City of Key West did not agree to rezone the two parcels.

PROGRAM MANAGEMENT MEASURES

PM-1. Continue to utilize a consultant to fulfill the role of Airport Noise Program Coordinator

It is recommended that Monroe County continue to utilize a contractor to fulfill the role of Airport Noise Program Coordinator, as described in Section 10.2.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP, pages 10-1 – 10-2, 10-7 – 10-9)

2015 FAA Action: Approved. Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:
None. This is a new measure introduced in 2015.

PM-3. Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures

It is recommended that KWIA prepare, print, and distribute a full color informational insert in a format that is compatible with the Jeppesen Sanderson manual that provides a description of all components of KWIA's voluntary operational noise abatement program. This would be useful for educating both citizens and pilots. It is recommended that KWIA provide color copies of the pilot handout to the FBO and airline station managers, and ask that they be placed in accessible locations at the FBO and distributed to pilots. This measure is described in Section 10.4. Prior to release, language in the pilot handout should be reviewed for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP pages 10-3 – 10-4, 10-7 – 10-9)

2015 FAA Action: Approved. Prior to release, language in the pilot handout must be reviewed and approved for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:
None. This is a new measure introduced in 2015.

PM-4. Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal

It is recommended that KWIA provide a framed, weatherproof, large scale version of the pilot handout to the FBO to be posted on the airside where it can be seen by pilots as they enter and exit the FBO, as described in Section 10.4. It is also recommended that KWIA post a framed, weatherproof, large scale version of the pilot handout on the airside at the airline terminal where it can be seen by commercial service pilots as they enter and exit the terminal, as described in Section 10.4.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP pages 10-3 – 10-4, 10-7 – 10-9)

2015 FAA Action: Approved. Prior to publication and release, the language in the large scale pilot handout must be reviewed and approved for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:
None. This is a new measure introduced in 2015.

PM-6. Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures

It is recommended that that KWIA purchase lighted information signs to be installed on the airfield to promote the use of noise abatement procedures, as described in Section 10.4. These signs will replace the existing signs. Prior to purchase and installation, the proposed language on signage must be reviewed and approved by the FAA. The signs must be designed and installed in accordance with FAA Advisory Circular 150/5340-18E, *Standards for Airport Sign Systems*.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP pages 10-3 – 10-4, 10-7 – 10-9)

2015 FAA Action: Approved. Prior to purchase and installation, the proposed language on signage, which must clearly indicate that the noise abatement procedures are voluntary, must be reviewed and approved by the appropriate FAA office and the signs must be designed and installed in accordance with current version of FAA Advisory Circular 150/5340-18, *Standards for Airport Sign Systems*, at the time of the request regardless of the funds source.

Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:
None. This is a new measure introduced in 2015.

PM-7. Establish a noise and flight track monitoring program by acquiring two portable noise monitors and an FAA-approved flight track monitoring system:

It is recommended that KWIA establish a noise and flight track monitoring program, and acquire two portable noise monitors and an FAA-approved flight track monitoring system, as described in Section 10.5. The noise and flight track monitoring system will not be used for enforcement purposes either by in-situ measurement of any preset noise thresholds or for mandatory enforcement of any voluntary noise abatement measure.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP pages 10-4 – 10-5, 10-7 – 10-9)

2015 FAA Action: Approved. However, for purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds and shall not be used for mandatory enforcement of any voluntary measure.

Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

None. This is a new measure introduced in 2015.

PM-8. Update noise contours as needed:

In order to identify and disclose any significant changes in the size or shape of the noise contours it is recommended that the County of Monroe update the KWIA noise contours for comparison to the *Year 2013 Existing Condition Noise Exposure Map*, if certain criteria are met as described in Section 10.6. These criteria can be monitored and documented using the noise and flight track monitoring system.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP pages 10-5 – 10-9)

2015 FAA Action: Approved. Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The FAA requires sponsors update their NEMs in accordance with 14 CFR Part 150.21(d)(1) – (4). The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

In the Original NCP the Sponsor submitted this measure for FAA approval:

> ***Update Noise Contours Annually.***
> *In order to monitor compliance with the avigation easement noise level limit in measures 3 and 4 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. (pgs 7-9, 7-10, 7-13, 8-4 and 8-6; Tables 7.2 and 8.1; and Figure 5.2).*

In its 1999 Record of Approval, the FAA approved this measure with no additional verbiage.

ATTACHMENT A

Attachment to 2015 ROA, 2014 NCP Update, Key West International Airport, Key West Florida (EYW):

Previously Existing and New NCP Measures for which the Sponsor Requests no 2015 FAA Action

PREVIOUSLY ADDRESSED OPERATIONAL MEASURES

(1999 NCP) Conduct a Part 161 analysis of an access restriction prohibiting the operation of non-Stage 3 jet aircraft weighing less than 75,000 pounds at the airport.
An FAR Part 161 analysis is recommended to further study an access restriction prohibiting the operation of non-Stage 3 private/corporate jet aircraft weighing less than 75,000 pounds maximum gross weight at Key West International Airport to reduce existing noncompatible land uses and impacted populations. The access restriction to be studied includes a transition program that would initially prohibit such aircraft operations between the hours of 9:00 p.m. and 7:00 a.m. Two years later, all such operations would be prohibited from operating at the airport. This access restriction is not being recommended as an operational noise abatement measure at this time. The access restriction is recommended for further study, a Part 161 analysis, and integration into a Part 150 update. (pgs. 6-5 to 6-7, 8-1 and 8-6; Tables 6.2 and 8.1; and supplemental information dated 02/09/99).

1999 FAA Action: Disapproved for purposes of Part 150. With full implementation of the land use measures in this NCP, the airport operator can accomplish 100 percent compatible land uses within the DNL 65dB contour. The proposal to perform a FAR Part 161 study is not considered to be an eligible noise project under Part 150 because it does not meet criteria described in FAA's policy statement issued in the Federal Register on September 16, 1996. More specifically, the Part 161 proposed study does not meet Part 150 approval criteria of reducing noncompatible land uses beyond achievements gained by the nonrestrictive measures that are approved in this NCP. This disapproval for purposes of Part 150 does not preclude the airport operator from pursuing a Part 161 analysis outside the scope of the Part 150 process.

(1999 NCP) Conduct an FAR Part 161 analysis to further study an access restriction prohibiting aircraft from operating at the airport between the hours of midnight and 6:00 a.m.
An FAR Part 161 analysis is recommended to further study an access restriction prohibiting aircraft from operating at Key West International Airport between the hours of midnight and 6:00 a.m. to reduce neighborhood disturbance during these hours. This access restriction is not being recommended as an operational noise abatement measure at this time. The access restriction is recommended for further study, a Part 161 analysis, and integration into a Part 150 update. (pgs. 6-10 to 6-12, 8-2 and 8-6; Tables 6.2 and 8.1; and supplemental information dated 02/09/99).

1999 FAA Action: Disapproved for purposes of Part 150. With full implementation of the land use measures in this NCP, the airport operator can accomplish 100 percent compatible land uses within the DNL 65dB contour. The proposal to perform a FAR Part 161 study is not considered to be an eligible noise project under Part 150 because it does not meet criteria described in FAA's policy statement issued in the Federal Register on September 16, 1996. More specifically, the Part 161 proposed study does not meet Part 150 approval criteria of reducing noncompatible land uses beyond achievements gained by the nonrestrictive measures that are approved in this NCP. This disapproval for purposes of Part 150 does not preclude the airport operator from pursuing a Part 161 analysis outside the scope of the Part 150 process.

NEW OPERATIONAL MEASURES FOR WHICH FAA ACTION IS NOT REQUESTED

(2015 NCP) OM-1. Voluntary use of Ground Power Units when time and safety Permit.
It is recommended that aircraft make voluntary use of available Ground Power Units (GPUs) in place of the on-board aircraft Auxiliary Power Units (APUs) when time and safety permit, as described in Section 8.2.1. The use of GPUs may reduce ground noise associated with the operation of the airport, and will reduce air emissions and fuel usage by aircraft.

(2015 NCP) OM-2. Continue use of designated aircraft run-up locations.
It is recommended that Key West International Airport continue use of the designated run-up locations as described in Section 8.2.2.

(2015 NCP) OM-3. Voluntary use of intersection departures on Runway 09.
It is recommended that aircraft departing from Runway 09 use an intersection departure at Taxiway C, safety, weather and aircraft performance permitting, as described in Section 8.3.1. The use of the Taxiway C intersection departure will reduce departure noise at noise sensitive locations west of Runway 09.

(2015 NCP) OM-4. Continue use of a wide variety of flight paths on approach to Runway 09.
It is recommended that smaller aircraft continue to use a variety of flight paths during daytime hours as they approach to land on Runway 09, as described in Section 8.4.2.

(2015 NCP) OM-5. Voluntary southerly helicopter arrival and departure tracks.
It is recommended that rotary wing aircraft (helicopters) depart and arrive to the south to avoid low overflights of noise sensitive land uses directly north of the airport, as described in Section 8.4.3. The helicopters have the ability to safely operate at altitudes below those at which the NASKW aircraft are transitioning through the airspace, and as a voluntary measure, would not apply to the “first responder” helicopter operations that occur at KWIA.

(2015 NCP) OM-6. Adherence to voluntary practices for air tour and aerial advertising flights.
It is recommended that pilots of all air tour and/or aerial advertising flights adhere to the voluntary practices set forth in FAA AC 91-36D and/or the Community Operational Sensitivity standards included in the “Aerial Media Code of Conduct,” as described in Section 8.4.4.

(2015 NCP) OM-7. Continue voluntary avoidance of direct flight over Key West by the Sea Condominiums by pilots of air tours and aerial advertising flights.
It is recommended that KWIA continue to discourage pilots of air tours and aerial advertising flights from flying directly over Key West by the Sea Condominiums, as described in Section 8.4.4.

(2015 NCP) OM-8. Continue voluntary use of noise abatement arrival and departure procedures.
It is recommended that KWIA continue to encourage pilots to use the voluntary NBAA close-in noise abatement departure procedure. Further, it is recommended that VFR aircraft continue the voluntary use of specific departure procedures requiring maintaining runway heading until reaching the airport boundary. In addition, it is recommended that the appropriate arriving and departing aircraft use voluntary propeller and power adjustments, as safety allows. These measures are described in Section 8.5.3.

(2015 NCP) OM-9. Continue voluntary curfew of aircraft activity between 11:00 p.m. and 7:00 a.m.
It is recommended that KWIA continue to encourage pilots to observe the voluntary curfew on aircraft activity between 11:00 p.m. and 7:00 a.m. as described in Section 8.5.5.

NEW LAND USE MEASURES FOR WHICH FAA ACTION IS NOT REQUESTED

(2015 NCP) LU-8. Work with the City of Key West to adopt policies to encourage compatible development.
As described in Section 9.4.1, the Airport Sponsor and the City of Key West agreed to work together to adopt policies to encourage compatible development around the Key West International Airport. The proposed policies would require new (or substantial improvement to existing) noise-sensitive structures located within the DNL 65+ dB noise contour to incorporate noise attenuation measures to achieve appropriate outdoor-to-indoor Noise Level Reduction (NLR). These measures can be incorporated into the design and construction of certain types of buildings, such as homes, schools, hospitals, and churches. For sites that fall between the DNL 65 and 70 dB contours, the recommended NLR is a minimum of 25 dB. For sites that fall between the DNL 70 and 75 dB contours, the recommended NLR is a minimum of 30 dB.

NEW PROGRAM MANAGEMENT MEASURES FOR WHICH FAA ACTION IS NOT REQUESTED

(2015 NCP) PM-2. Continue holding meetings of Monroe County's Ad-Hoc Committee on Noise.

It is recommended that Monroe County and KWIA continue holding meetings of the Ad-Hoc Committee on Noise, as described in Section 10.3. The Ad-Hoc Committee on Noise has been a valuable forum for interacting with the public and disseminating information about KWIA's noise program. Ad-Hoc Committee meetings provide the public with an opportunity to express their viewpoints, ideas and concerns about aircraft noise resulting from aircraft operations to and from Key West International Airport.

(2015 NCP) PM-5. Subscribe to Whispertrack™ to facilitate distribution of voluntary noise abatement procedures.

It is recommended that KWIA purchase a subscription to Whispertrack™ to facilitate distribution of voluntary noise abatement procedures, as described in Section 10.4.

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Indonesia, Singapore, South Korea, Switzerland, Taiwan, and the United Kingdom) have cooperated fully with the United States, or have taken adequate steps on their own, to achieve full compliance with the goals and objectives established by the 1988 United Nations Convention Against Illicit Traffic in Narcotic Drugs and Psychotropic Substances.

This determination and certification shall be published in the **Federal Register**, and copies shall be provided to the Congress together with the accompanying Memorandum of Justification.

Dated: March 13, 2015.

Antony J. Blinken,

Deputy Secretary.

[FR Doc. 2015–07845 Filed 4–3–15; 8:45 am]

BILLING CODE 4710–17–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program Update, Key West International Airport, Key West, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program Update submitted by the Monroe County Board of County Commissioners under the provisions of 49 U.S.C. 47501 *et seq.* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as ''the Act'') and 14 CFR part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96–52 (1980). On December 19, 2013, the FAA determined that the Noise Exposure Maps submitted by the Monroe County Board of County Commissioners under Part 150 were in compliance with applicable requirements. On March 11, 2015, the FAA approved the Key West International Airport Noise Compatibility Program Update. All of the recommendations of the program that requested FAA approval were approved. No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.

DATES: The effective date of the FAA's approval of the Key West International Airport Noise Compatibility Program Update is March 11, 2015.

FOR FURTHER INFORMATION CONTACT: Allan Nagy, Environmental Program Specialist, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Orlando, Florida 32822, phone number: (407) 812–6331. Documents reflecting this FAA action may be reviewed at this same location by appointment with the above contact.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program Update for Key West International Airport, effective March 11, 2015.

Under Section 47504 of the Act, an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport Sponsor for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport Noise Compatibility Program developed in accordance with Title 14 Code of Federal Regulations (CFR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport Sponsor with respect to which measures should be recommended for action. The FAA's approval or disapproval of each specific measure proposed by an airport Sponsor in a Record of Approval (ROA) is determined by applying approval criteria prescribed in 14 CFR 150.35(b).

The Administrator approves programs under this part, if:

(1) It is found that the program measures to be implemented would not create an undue burden on interstate or foreign commerce (including any unjust discrimination) and are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and of preventing the introduction of additional noncompatible land uses;

(2) The program provides for revision if made necessary by the revision of the Noise Exposure Map (NEM); and

(3) 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:

(i) Reducing the level of aviation safety provided;

(ii) Derogating the requisite level of protection for aircraft, their occupants and persons and property on the ground;

(iii) Adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems; or

(iv) 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.

Approval of a first time NCP or NCP Update is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental review of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Orlando, Florida.

The Monroe County Board of County Commissioners submitted to the FAA on October 29, 2013, the Noise Exposure Maps for the Key West International Airport. The Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on December 19, 2013. Notice of this determination was published in the **Federal Register** on December 27, 2013.

On September 15, 2014, the Monroe County Board of County Commissioners submitted to the FAA the descriptions of the Sponsor's proposed noise compatibility measures and other documentation produced during the Noise Compatibility Program Update study conducted from November, 2011 through February 11, 2015.

The Key West International Airport study contains a proposed Noise Compatibility Program Update comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from September 15, 2014 beyond the year 2015. It was requested that FAA evaluate and approve this material as a Noise Compatibility Program Update as described in Section 47504 of the Act. The FAA began its review of the Noise Compatibility Program Update on September 15, 2014, and was required by provisions of the Act to approve or disapprove the program within 180 days

(other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program Update contained twenty-five (25) proposed actions for noise mitigation both on and off the Airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and 14 CFR part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective March 11, 2015.

Outright approval was granted for thirteen (13) the specific program elements. No FAA action was requested or given for twelve (12) of the twenty-five (25) specific program elements.

These elements are the sole responsibility of the Monroe County Board of County Commissioners to both implement and fund.

These determinations are set forth in detail in a Record of Approval signed by the FAA on March 11, 2015. When a measure is disapproved by the FAA, airport Sponsors are encouraged to work with their local communities, governments and the FAA, outside of the formal Part 150 process as necessary, to implement initiatives that provide noise benefits for the surrounding community.

The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative office of the Key West International Airport. The Record of Approval will also be available on-line at: *http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/part_150/states/.*

Issued in Orlando, Florida on March 19, 2015.

Bart Vernace,

P.E., Manager, Orlando Airports District Office.

[FR Doc. 2015–07732 Filed 4–3–15; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Federal Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Charter renewal.

SUMMARY: The FAA is issuing this notice to advise the public of the renewal of the RTCA Charter (FAA Order 1110.77V) for two years, effective April 1, 2015. The administrator is the sponsor of the committee. The FAA and seven other government agencies use RTCA as a federal advisory committee. On January 2, 1976, the FAA, the major government user of RTCA products, assumed sponsorship on behalf of all government agencies. RTCA brings together representatives of the government and industry to form special committees and steering committees to provide advice and recommendations on key operational and technological issues that impact the Next Generation Air Transportation System (NextGen) implementation and the Air Traffic Management System. The Secretary of Transportation has determined that that information and use of committee are necessary in the public interest in connection with the performance of duties imposed on the FAA by law.

FOR FURTHER INFORMATION CONTACT: The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, or by telephone at (202) 833–9339, fax at (202) 833–9434, or Web site at *http://www.rtca.org.*

SUPPLEMENTARY INFORMATION: Steering Committee and Special Committee meetings are open to the public and announced in the **Federal Register**, except as authorized by Section 10(d) of the Federal Advisory Committee Act.

Issued in Washington, DC, on April 1, 2015.

Mohannad Dawoud,

Management Analyst, Program Oversight and Administration, ANG–A15, Federal Aviation Administration.

[FR Doc. 2015–07854 Filed 4–3–15; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Intent To Prepare an Environmental Impact Statement: Dane County, Wisconsin

AGENCY: Wisconsin Department of Transportation (WisDOT), Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Federal notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The FHWA is issuing this notice to advise the public that an EIS will be prepared for a proposed freeway interchange improvement project on I–39/90 from the County N interchange in the south to the I–39/90/94/WIS 30 interchange (Badger Interchange) in the north and on US 12/18 from the West Broadway interchange in the west to the County AB intersection in the east in Dane County in south-central Wisconsin. Along US 12/18, improvements at the US 51 (Stoughton Road) interchange will also be evaluated from the Voges Rd./Terminal Dr. intersection in the south and to the Broadway intersection at the north.

FOR FURTHER INFORMATION CONTACT: Tracey Blankenship, Major Projects Program Manager, Federal Highway Administration, 525 Junction Road, Suite 8000, Madison, Wisconsin, 53717–2157, Telephone: (608) 829–7510.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Wisconsin Department of Transportation (WisDOT), will prepare an EIS for proposed improvements at the I–39/90/US 12/18 interchange (Beltline Interchange) and adjacent local road systems, a distance of approximately 13.2 miles. The purpose of the project is to provide efficient transportation system linkages, address substandard geometrics, accommodate future traffic to an acceptable level, and improve overall safety. The EIS will evaluate a range of alternatives for the Beltline Interchange, adjacent roads, and connections to the local road network. The EIS will be prepared in accordance with 23 U.S.C. 139, 23 CFR 771, and 40 CFR 1500–1508. Completion of the Draft EIS (DEIS) and Final EIS (FEIS) are expected in 2016.

Public involvement is a critical component of the National Environmental Policy Act (NEPA) and will occur throughout the development of the DEIS and FEIS. All environmental documents will be made available for review by federal and state resource agencies and the public. Specific efforts to encourage involvement by, and solicit comments from, minority and low-income populations in the project study area will be made, with public involvement meetings held throughout the environmental document process. Public notice will be given as to the time and place of public involvement meetings. A public hearing will be held after the completion of the DEIS.

Inquiries about the EIS can be sent to *Craig.Pringle@dot.wi.gov.* A public Web site will be maintained for the EIS to provide information about the project and allow for online public comment; visit the I–39/90 Expansion Project Web site, *www.i39-90.wi.gov,* under the Resources tab and Environmental section. To ensure the full range of issues related to the proposed action are