
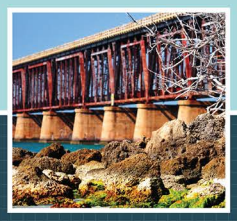

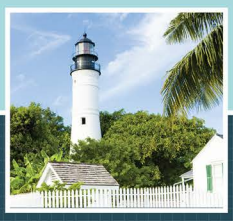

KEY WEST INTERNATIONAL AIRPORT

Airport Master Plan Update

2015-2035

Executive Summary

September 2019

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INTRODUCTION

Key West International Airport (EYW or the Airport) is the southernmost airport in the state of Florida and in the continental United States. EYW is located 160 miles southwest of Miami via State Road A1A and serves as the primary commercial service airport for the Florida Keys

Originally operating as a military base during World War II, Monroe County (the County) purchased the Airport in 1953 and later constructed the first passenger terminal. The facility plays a vital role in providing tourist access to Key West and several other Florida Keys.

The Airport's Master Plan Update (MPU) presents a framework for the development of EYW to meet the long-term air transportation needs for the Florida Keys. This summary highlights key elements of the plan's recommended development program; it is designed for stakeholders to gain an overview of the major issues addressed in the detailed MPU. While the Master Plan is a visionary document that sets out a 'road map' for the sustainable growth of the Airport, it is not an approval for any specific development or project. In addition, time frames for the projects shown in the plan are flexible and demand driven. The County will periodically update the plan to verify its compatibility with aviation industry and local development trends.

KEY WEST INTERNATIONAL AIRPORT LOCATION

THE MASTER PLAN PROCESS

The objective of the master planning process is to allow orderly development utilizing the framework of local, regional, and national economic as well as transport plans, while protecting the environment. The master planning process typically defines the airport facilities need and when development will be needed.

The Federal Aviation Administration (FAA) recommends airport master plans to be updated every five (5) years, or as necessary, to keep current. EYW's last master plan update was published in 2003. Since that study, growth and development have occurred, not only in the Key West community but also in the aviation industry. Some of the changes that have occurred at the Airport include: the operations of larger aircraft, including narrowbody jets, such as Boeing 737; a significant increase in passenger demand; the completion of a two-level passenger terminal; the installation of an Engineered Materials Arresting System (EMAS) on both runway ends; the construction of an automobile parking garage; and the acquisition of additional property.

This MPU was prepared under the direction of the Monroe County Department of Airports, with input and assistance from representatives of the airlines, U.S. Customs and Border Protection (CBP), Air Traffic Control, the fixed-base operators (FBOs), the FAA, the Florida Department of Transportation (FDOT), and the Monroe County Board of County Commissioners.

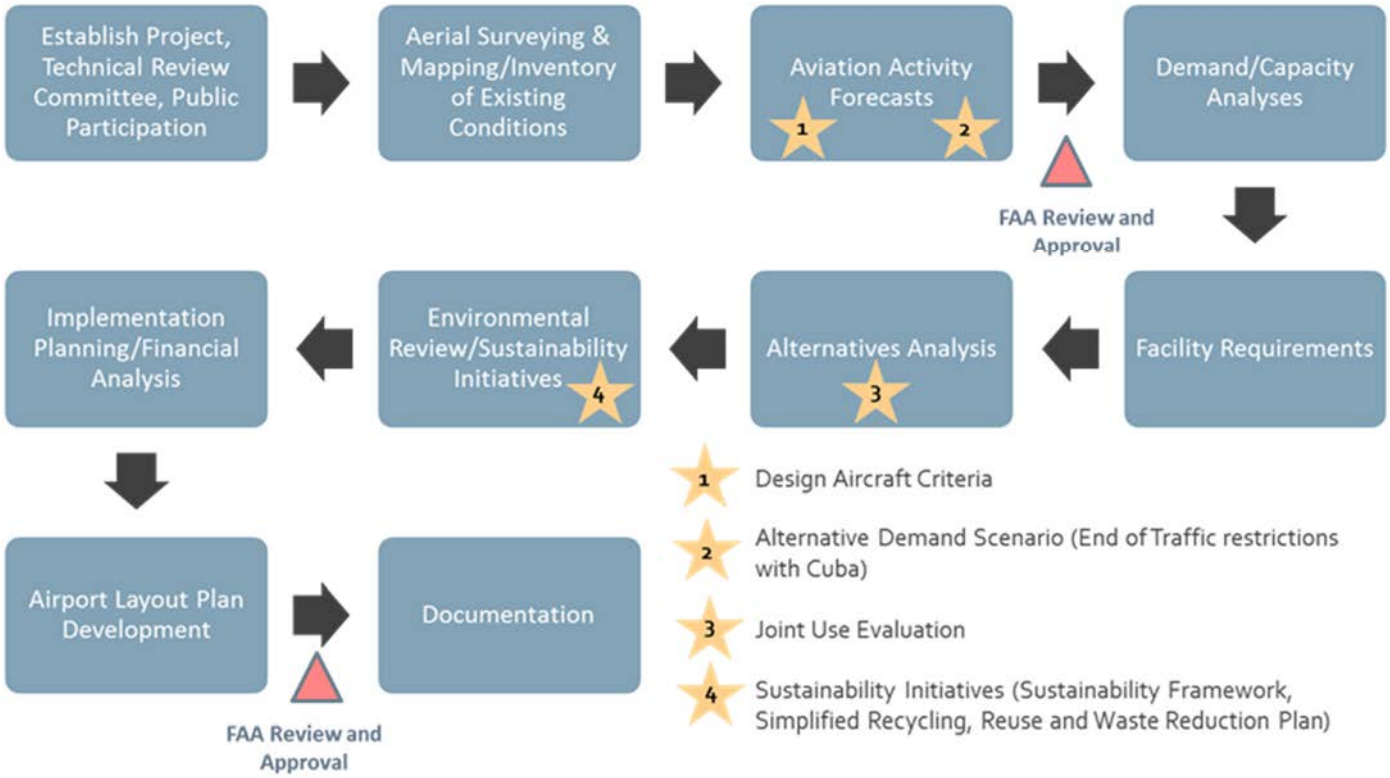
THE MASTER PLAN PROCESS *continued*

The MPU updates the 2003 study to reflect new facilities, current forecasts of Airport activity, and new environmental and other regulatory constraints, and it also plans for an appropriate mix of land uses to support projected aviation and non-aviation needs.

The MPU was conducted in accordance with FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans, and the FDOT's Guidebook for Airport Master Planning. The MPU also relied on guidance from other relevant FAA ACs and Orders, publications from the Airport Cooperative Research Program (ACRP), Transportation Security Administration (TSA) regulations, and other aviation industry publications. It outlines a plan for the provision of future facilities to accommodate the forecast passenger and aircraft demand. This plan also ensures short-term actions and recommendations do not preclude long-range planning options.

The MPU process commenced in February 2016, and the aviation activity forecasts were completed in July 2016 and approved by the FAA in August 2016. The final technical analysis for the MPU was completed in June/July 2018. After stakeholder review, the final technical report and an Airport Layout Plan (ALP) drawing were presented to the Monroe County Department of Airports in August 2018. In addition, through the duration of the study, three (3) public meetings took place in November 2016, January 2018, and June 2018.

THE MASTER PLAN PROCESS



FUTURE AVIATION DEMAND

Forecasts through 2035 were developed and approved by the FAA for enplaned passengers, aircraft operations, and aircraft fleet mix. These forecasts and projections provide the basis for determining facility requirements and for performing the financial and other analyses necessary to update the Airport's Master Plan.

The forecasts, prepared in 2016, utilize calendar year 2015 as the base year, which is the latest year for which complete passenger data is available. While 2015 serves as the forecast base year, to most accurately represent the current state of the Airport at the time of the MPU's preparation, airline schedule data from 2016 is considered.

The aviation activity forecasts are based on assumptions about aviation activity in the Key West market area, as well as based on other factors that may affect future aviation demand at the Airport, including:

- National economy and trends
- Airline industry trends including mergers and acquisitions
- Operational capacity of the national airspace system
- Competing airports

Actual activity levels may vary from the forecast due to unforeseen events or changes in the operational characteristics of the Airport or economic or political uncertainties. In addition to the baseline forecasts, alternative forecast scenarios are developed to account for potential changes in air service patterns during the planning period (2015 through 2035). This included scenarios that accounted for the introduction of new nonstop service and potential recession events.

Enplanement Passenger Forecast

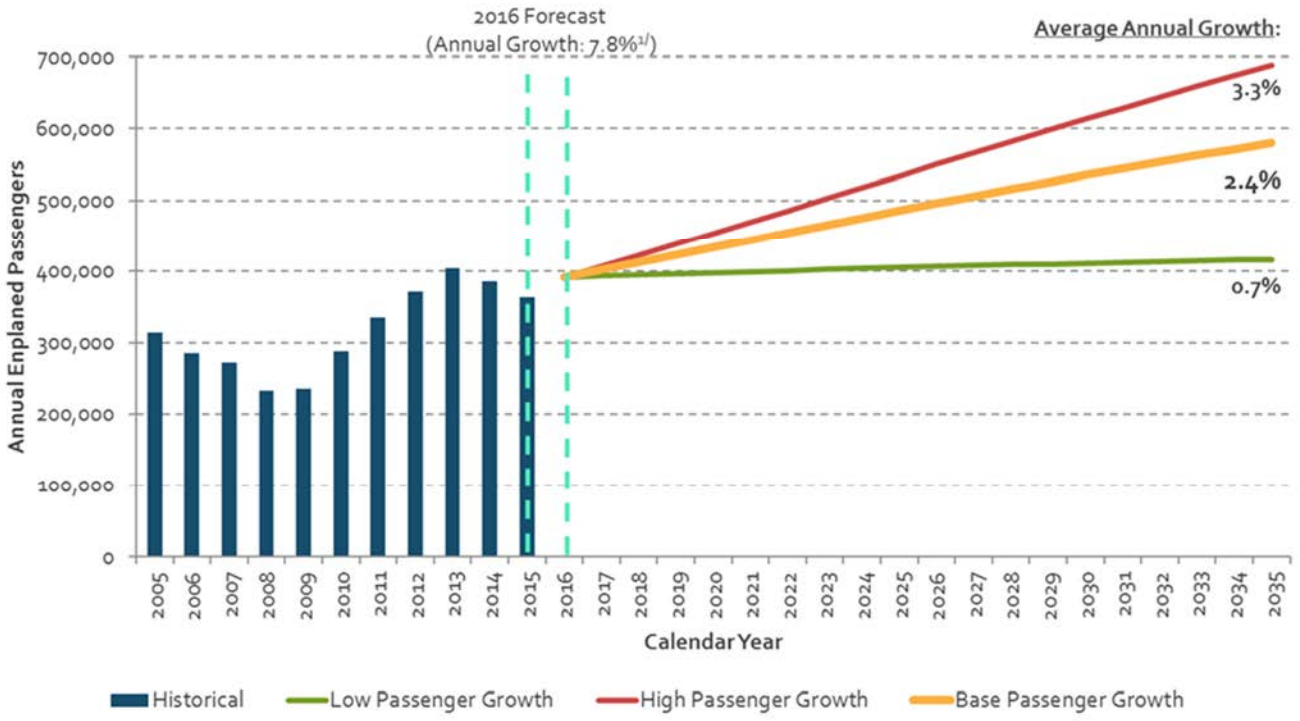
Throughout the last decade, EYW has been characterized by a fragmented market share, with nonstop air service provided to the hub airports of the various airlines serving the Airport and to several regional markets. Traffic at EYW is largely origin and destination (O&D), and it primarily consists of visiting or nonresident passengers.

It is expected that over the forecast period, EYW will continue to operate primarily as an O&D airport and that passenger demand growth will be accommodated by airline seat capacity and frequency growth mainly to and from existing nonstop destinations. Demand growth is expected to materialize because of socioeconomic demand-related market forces, both in top destination markets from the Airport and in the broader United States.

The forecasting analyses provided multiple growth scenarios based on market share and regression methodologies, which are traditional forecasting models used in aviation planning. From these various growth scenarios, a preferred or "base" enplaned passenger forecast was selected and used for further analysis.

For the period from 2015 to 2035, enplaned passengers were forecast to increase at a Compounded Annual Grow Rate (CAGR) of 2.4% to reach 580,474 in 2035.

EMPLANED PASSENAGER (ANNUAL)



Note: 1/ Scheduled departing seats are expected to increase 6.8% in 2016 from 2015, mostly on carriers with high historic load factors. Total scheduled departing seats in 2016 are expected to be near 2013 levels, when the Airport had its most enplaned passengers.

SOURCES: U.S. DOT T-100, March 2016; FAA 2015 TAF, March 2016; Ricondo & Associates, Inc., March 2016 (analysis).

PREPARED BY: Ricondo & Associates, Inc., June 2016.

Aircraft Operations Forecast

Operations across all aircraft categories are forecast to grow by 1.3% over the forecast period, through 2035. Growth is more heavily weighted in the shorter term, primarily due to passenger airline operations growth as airlines are expected to accommodate growing demand in that period through higher frequency of service. Later in the forecast period, passenger airline operations are expected to grow at a slower rate, mostly due to the use of larger aircraft.

Air carrier or passenger airline operations are forecast to increase from 18,651 in 2015 to 24,498 in 2035. This increase results in a CAGR of 1.4%. As passenger demand increases, it is expected that airlines will add flights on larger aircraft to hub destinations. Overall, the forecast proportion of operations on small or medium narrowbody aircraft with 101 to 150 seats is expected to be approximately 26.0% in 2035, up from approximately 14.0% in 2015. Similar to the short- and medium-term periods, average load factors are forecast to remain constant between 77.5% and 78.0%, as airlines are not expected to add capacity beyond the demand in the market.

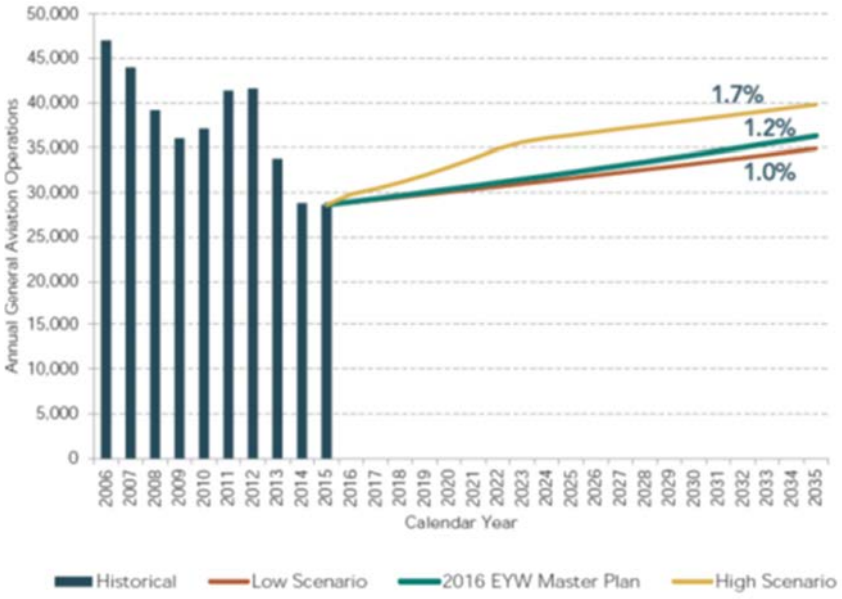
PASSENGER AIRLINE OPERATIONS (ANNUAL)

Air taxi operations are forecast to increase from 4,880 in 2015 to 6,693 in 2035, resulting in a 1.6% CAGR.

General aviation (GA) operations are forecast to increase from 28,612 in 2015 to 36,321 in 2035, resulting in a 1.2% CAGR.

Annual all-cargo operations are forecast to grow from 729 in 2015 to 1,247 in 2035, representing a CAGR of 2.7%.

GENERAL AVIATION OPERATIONS (ANNUAL)



SOURCES: U.S. DOT T-100, March 2016; FAA 2015 TAF, March 2016; Ricondo & Associates, Inc., March 2016 (analysis).
PREPARED BY: Ricondo & Associates, Inc., June 2016.

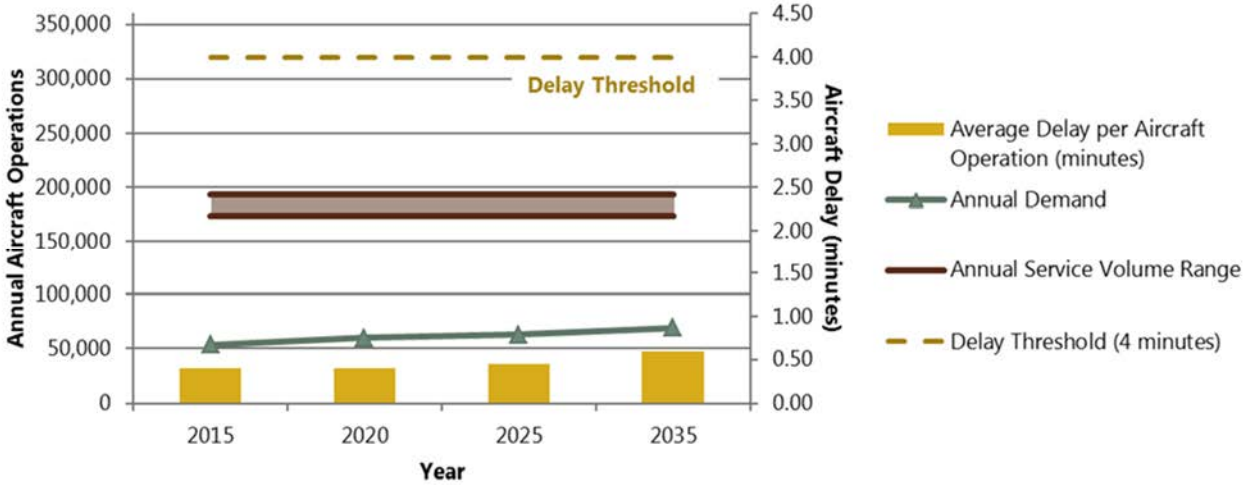
FACILITY REQUIREMENTS

The demand/capacity analysis for the MPU indicated the capacity required in the Airport facilities to meet future demand conditions, which was based on forecast air traffic and other demand characteristics, as well as the extent to which existing facilities need to be expanded or upgraded.

This MPU offers the following set of recommendations for implementation through the 2035 planning horizon and beyond. The recommendations are based on the analyses undertaken through the course of the forecast and the results of Airport stakeholder consultation. The recommendations are separated into five main categories: airfield, passenger terminal, landside, general aviation, and airline/Airport support facilities.

The requirements evaluation of the existing **airfield** showed the existing runway provides sufficient airfield capacity to accommodate the number of forecast operations through the planning horizon, without causing significant aircraft delay. However, several airfield improvements are recommended to comply with FAA design standards. The expansion of the commercial terminal apron and the construction of an overflow aircraft parking ramp are also recommended to accommodate additional aircraft during peak periods and irregular operations.

RELATIONSHIP OF DEMAND, CAPACITY, AND DELAY (BASELINE FORECAST)



Note: 1/Minutes of delay reflects runway component only.
SOURCES: Federal Aviation Administration, Advisory Circular 150/5060-5, Airport Capacity and Delay (Change 2), December 1, 1995; Ricondo & Associates, Inc., August 2016.
PREPARED BY: Ricondo & Associates, Inc., August 2016.

Programmed requirements for **passenger terminal** facilities focused on the number of aircraft gates and the passenger terminal building. A new airside terminal, providing an additional 7,000 square feet of holdroom space, is recommended. This second floor holdroom would support the parking of six jet aircraft near the terminal that can be accessed via passenger boarding bridges. The existing landside building needs to be expanded by a minimum of 1,800 square feet to allow for the expansion of the existing passenger security screening checkpoint. Finally, the existing airside terminal building needs to be expanded to provide additional outbound baggage makeup area for cart staging; to accommodate a new domestic baggage claim device in the western portion of the existing holdroom; and to modernize the rental car customer service area in the Arrivals Hall.

Recommended **landside** improvements include the realignment of Faraldo Circle to allow the roadway to maintain two (2) lanes along its entire length; the construction of a new FBO/GA facility access roadway to provide a direct connection between South Roosevelt Boulevard and the existing FBO automobile parking lot; the relocation of the Greyhound bus stop and associated office; and the rearrangement of the existing vehicle curb to provide additional parking for taxicabs, commercial vehicles, and public buses. Additional public parking capacity will be needed as passenger levels grow. Thus, a new parking facility will be required. Additionally, a consolidated rental car facility is recommended to increase the number of ready lot spaces available and to free up spaces for additional employee and/or passenger parking.

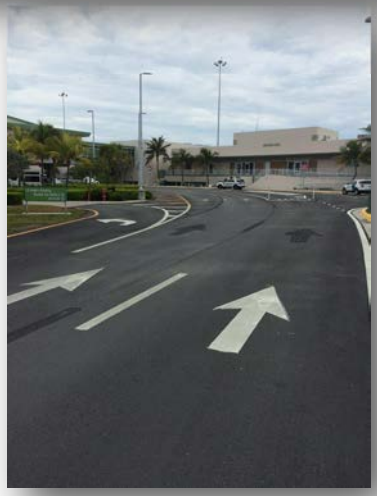
General aviation development will be driven by the long-term need to separate GA operations from large commercial aircraft operations, as well as the desire to develop new facilities. GA facility requirements include the need for additional apron areas, and, possibly, a new expanded FBO terminal.

Recommended **airline/airport support facilities** include the construction of a consolidated airport maintenance facility, the demolition of the former NWS balloon facility, the construction of a new security fence along the north boundary of the Airport, the relocation of a service road, and the replacement of the existing airport beacon.

PROPOSED DEVELOPMENT PLAN

One of the goals of the master planning process is to identify the best options available for meeting the future development needs at EYW. Based on the results of the analysis and coordination with the County, Air Traffic Control, the FBOs, and CBP representatives, a recommended Airport development plan was selected.

The recommended development plan for EYW is graphically depicted on Page 10. This development plan provides a vision for the growth and development of the Airport over the next 20 years, and it establishes a framework for the development of EYW facilities. However, it is not an approval for any specific development or project. Actual development may not mirror what is shown on the development plan due to factors such as changing demand, funding availability, or future environmental constraints. The Airport development plan consists of projects in the following categories:



Airfield

Proposed airfield improvements are as follows:

- Taxiway A Rehabilitation, Geometry Improvements, and Lighting: The age of the pavement combined with the increased traffic and aircraft size has resulted in the pavement showing signs of distress and being a potential generator of foreign-object debris on the taxiways. The rehabilitation of the pavement will include a mill and overlay. Improvements to the pavement geometry along Taxiway A are needed to comply with FAA design standards. Geometry improvements include widening the Taxiway A connectors to allow for cockpit-over-centerline taxiing; removing excess pavement at both the Runway 9 and Runway 27 entrances from Taxiway A; and installing a no-taxi island south of Taxiway C to prevent direct access from the apron to the runway. Rehabilitation of the taxiway lighting system includes the replacement of taxiway edge light fixtures, isolation transformers, and circuitry back to the airfield lighting vault.
- Taxiway 'A' Extension: Taxiway A will be extended to the west to provide access to the runway end. A full-length parallel taxiway will provide additional takeoff runway length without back taxiing on the runway.
- Commercial Apron Expansion: Expanding the commercial terminal apron is necessary to accommodate additional aircraft during peak periods and during irregular operations. This apron will also be used to park large GA aircraft that the existing GA apron cannot accommodate. In addition, an expanded terminal apron will allow for aircraft utilizing the existing easternmost apron parking positions, and aircraft utilizing the future designated CBP parking area, to power-in and power-out, rather than utilize an aircraft tug. The commercial apron expansion will also provide additional capacity during the expansion of the terminal.
- Overflow Aircraft Parking Ramp: This project consists of the construction of approximately 29,000 square yards of ramp to provide additional aircraft parking positions. This ramp will be used to park aircraft that cannot be accommodated on the existing apron areas.
- Taxiway D Relocation: This project provides for the relocation of Taxiway D 150 feet west to mitigate the direct access from the apron to the runway (in compliance with FAA AC 150/5300-13A).
- Runway 27 Bypass Taxiway and Safety Improvements: The extension of the runway by 200 feet to the east would allow for the construction of a bypass taxiway to help mitigate potential delay at the Runway 27 end. This project also includes the construction of an Engineered Material Arresting System (EMAS) to provide a level of safety that is generally equivalent to a full RSA built to the dimensional standards in FAA AC 150/5300-13A, Airport Design.

Passenger Terminal

Terminal Expansion and Renovation: A second-floor concourse to the north of the existing terminal facility is proposed. This concourse will accommodate new holdrooms, concession spaces, restrooms, and six boarding bridges, and it will connect the existing landside terminal and the proposed building via the existing departure bridge. The existing terminal will be improved and renovated to meet forecast demand with the addition of a new baggage claim, an expanded baggage makeup area, and the creation of a turboprop holdroom. An 1,800-square-foot extension of the existing passenger processing building will be added at the security screening checkpoint to accommodate a new security checkpoint lane.

Landside

- Terminal Arrivals Curb Modifications: This project consists of improvements to Faraldo Circle to maintain two (2) lanes through the terminal core and to eliminate the existing merge lane. This project also includes modifications of curbsides and landscaping, as well as 1,334 square yards of pavement construction and restriping.
- GA Area Access Road: This project consists of the construction of a new access roadway to the GA area and Airport support facilities directly from South Roosevelt Boulevard. In addition, this project will eliminate two (2) existing access points on S. Roosevelt Boulevard and will provide dedicated access to the existing Department of Motor Vehicles from the newly constructed roadway. This project would eliminate trips on the arrival curbside roadway generated by fuel tankers and waste management trucks, improving safety and security at EYW.
- Bus Station Relocation: This project involves relocating the bus pickup/drop-off currently leased to Greyhound, as well as the associated office at the Airport.
- Rental Car Facilities – Phase 1: This project includes the planning, design, and construction of a consolidated rental car (CONRAC) facility. The location of and concession program for the proposed facilities will be defined as part of the planning phase for this new CONRAC facility.
- Public Parking Lot – Surface Parking (Phase 1): This project consists of the planning, design, and construction of a new public parking lot and/or garage with approximately 150 parking spaces. The location of the proposed public parking facilities will be established once the location of the CONRAC facilities is set.

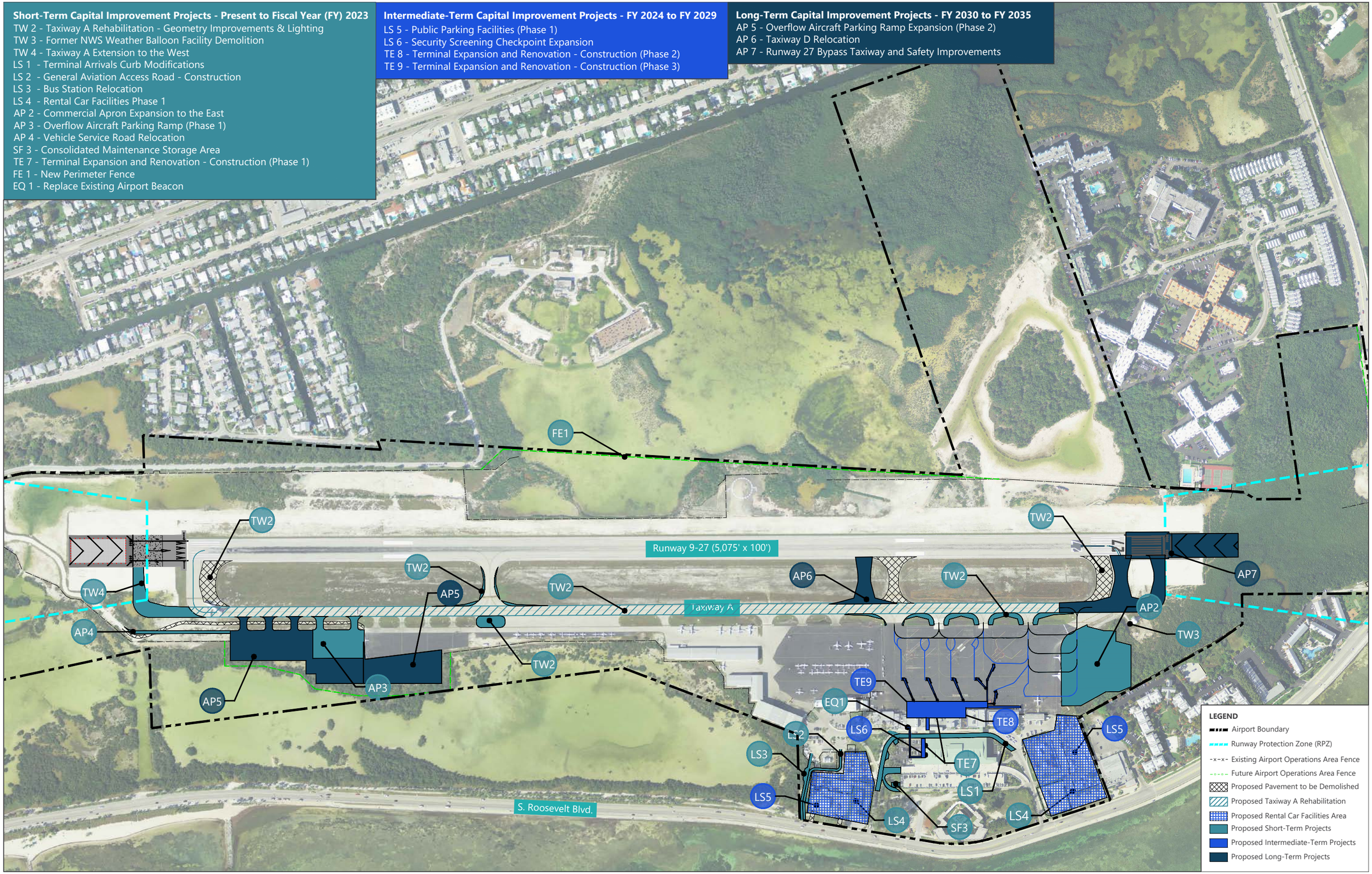
Airline/Airport Support Facilities

- Consolidated Maintenance Building: This project includes the consolidation of all Airport maintenance facilities into one building, which will be constructed as an extension to the west side of the existing employee parking garage. This site will be built above the stormwater retention area to avoid impacts to the retention area.
- Former National Weather Service (NWS) Balloon Facility Demolition: This project includes the demolition of the former NWS Balloon facility which is currently located within the Runway 9-27 Runway Object Free Area (ROFA).
- New Perimeter Fence: The project includes the construction of a new Air Operations Area (AOA) fence along the north Airport boundary (including earthwork and infill of the salt ponds and wetland areas). This project would also include the removal of the existing fence located within the Runway Safety Area (RSA), as well as environmental reviews and approvals.
- Vehicle Service Road Relocation: This project provides for the relocation of the service road located south of Taxiway 'A' and west of the existing GA ramp. Specifically, the service road will be relocated outside of the runway and taxiway object free areas in compliance with FAA airport design standards, as stipulated in Advisory Circular 150/5300-13A.
- Replace Existing Airport Beacon: This project includes the replacement of the existing airfield's rotating beacon, pole, and foundation. The existing beacon has reached the end of its serviceable life and it is not easily maintained. The existing beacon will be replaced with a beacon and pole system to allow for maintenance to occur without the need for the EYW to rent a boom truck.

Short-Term Capital Improvement Projects - Present to Fiscal Year (FY) 2023
TW 2 - Taxiway A Rehabilitation - Geometry Improvements & Lighting
TW 3 - Former NWS Weather Balloon Facility Demolition
TW 4 - Taxiway A Extension to the West
LS 1 - Terminal Arrivals Curb Modifications
LS 2 - General Aviation Access Road - Construction
LS 3 - Bus Station Relocation
LS 4 - Rental Car Facilities Phase 1
AP 2 - Commercial Apron Expansion to the East
AP 3 - Overflow Aircraft Parking Ramp (Phase 1)
AP 4 - Vehicle Service Road Relocation
SF 3 - Consolidated Maintenance Storage Area
TE 7 - Terminal Expansion and Renovation - Construction (Phase 1)
FE 1 - New Perimeter Fence
EQ 1 - Replace Existing Airport Beacon

Intermediate-Term Capital Improvement Projects - FY 2024 to FY 2029
LS 5 - Public Parking Facilities (Phase 1)
LS 6 - Security Screening Checkpoint Expansion
TE 8 - Terminal Expansion and Renovation - Construction (Phase 2)
TE 9 - Terminal Expansion and Renovation - Construction (Phase 3)

Long-Term Capital Improvement Projects - FY 2030 to FY 2035
AP 5 - Overflow Aircraft Parking Ramp Expansion (Phase 2)
AP 6 - Taxiway D Relocation
AP 7 - Runway 27 Bypass Taxiway and Safety Improvements



PROGRAM PHASING

The purpose of each periodic update to an airport's master plan is to assist in the development of 5-year, 10-year, and 20-year capital programs for the Airport. This information is used to work with the FAA and the FDOT to formulate short-range and long-range funding plans. The proposed Capital Improvement Program (CIP) for the Airport include airfield, landside, and other general airport improvements necessary to accommodate forecast aviation activity and to address the County's development goals for EYW.

Actual growth and requirements for the delivery of Airport infrastructure and capacity development are dependent on economic and industry trends, initiatives, and global influences. This is not expected to affect the development strategies presented in this MPU; however, it will affect the timing of investments in elements of the plan. The general order of priority for the implementation of these improvements, based on forecast Airport activity growth, has been divided into three phases:

Short Term - Present to Fiscal Year (FY) 2023

- Taxiway 'A' Rehabilitation, Geometry Improvements, and Lighting – Design and Construction
- Former NWS Weather Balloon Facility Demolition
- Taxiway 'A' Extension – Design, Permitting, and Construction
- Terminal Arrivals Curb Modifications
- General Aviation Access Road – Construction
- Bus Station Relocation
- Rental Car Facilities Phase 1 – Planning and Programming
- Commercial Apron Expansion – Design, Permitting and Construction
- Overflow Aircraft Parking Ramp (Phase 1) – Design, Permitting and Construction
- Vehicle Service Road Relocation
- Consolidated Maintenance Storage Area – Design and Construction
- Terminal Expansion and Renovation – Design and Construction (Phase 1)
- New Perimeter Fence
- Replace Existing Airport Beacon
- Environmental Assessment – Taxiway 'A', Commercial Apron Expansion, Overflow Aircraft Parking Ramp, and Vehicle Service Road Relocation

Intermediate Term - FY 2024 to FY 2029

- Public Parking Facilities (Phase 1) – Design and Construction
- Security Screening Checkpoint Expansion
- Terminal Expansion and Renovation – Construction (Phase 2)
- Terminal Expansion and Renovation – Construction (Phase 3)
- Overflow Aircraft Parking Ramp Expansion Phase 2 – Environmental Assessment and Design
- Airport Master Plan Update

Long Term - FY 2030 to FY 2035

- Overflow Aircraft Parking Ramp Expansion Phase 2 – Construction
- Taxiway D Relocation
- Runway 27 Bypass Taxiway and Safety Improvements

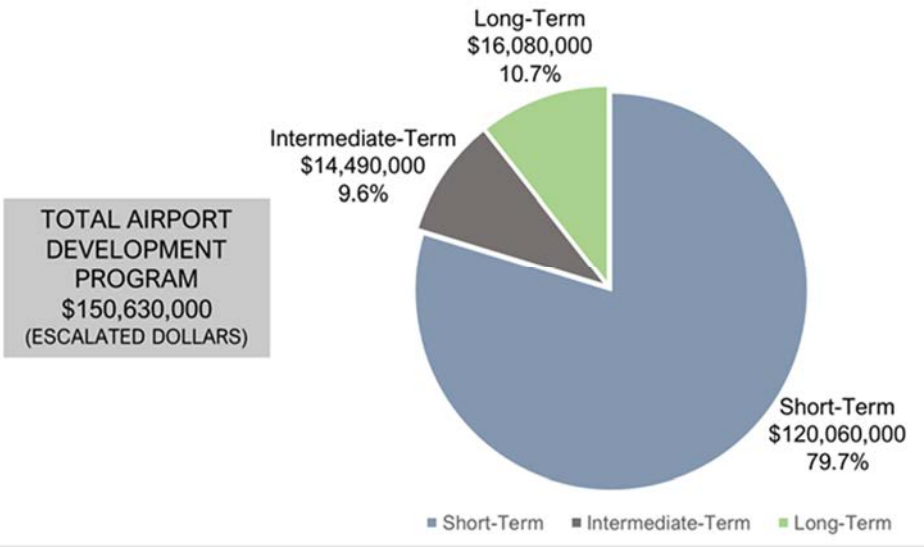
Note: The above lists only include key projects and des not include the Noise Mitigation/Sound Insulation Program.

FINANCIAL PLAN

A financial plan was developed to determine the financial feasibility of implementing the proposed CIP. Separate from the projects recommended in the MPU, the County plans to undertake several additional projects. The proposed MPU projects were combined with projects included in the existing CIP to develop a total long-term CIP from which to assess the financial feasibility of the proposed development plan. The cost of the projects included in the recommended CIP for the Airport totals over $150 million.

The proposed funding strategy for the recommended development plan includes a variety of funding sources. The proposed funding does not include using any local tax dollars. Actual financing strategies used will be determined as implementation approaches.

CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION COST BREAKDOWN - BY TIMEFRAME



SOURCES: Monroe County Department of Airports, March 2019.
PREPARED BY: Ricondo & Associates, Inc., March 2019.

Federal Grants

The primary source of FAA-related funds is the Airport Improvement Program (AIP). Funds obligated for the AIP are drawn from the Airport and Airway Trust Fund, which is supported by user fees, fuel taxes, and other similar revenue sources. Funds deposited into the Airport and Airway Trust Fund are distributed to eligible airports throughout the United States and its territories through FAA grants under appropriations limits established by Congress.

In general, airport sponsors can use AIP grants for most airfield capital improvements or repairs. AIP grants cannot be used for exclusive-use areas in terminals, revenue-producing areas of terminals, hangars, or non-aviation development. Any professional services that are necessary for eligible projects, such as planning, surveying, and design, are also eligible; however, operating expenses associated with AIP projects are not eligible. Aviation demand at an airport must justify the projects, which must also meet federal environmental and procurement requirements. The FAA distributes grants under the AIP to airport operators in two ways: entitlement grants and discretionary grants. Entitlement grants are distributed based on the number of enplaned passengers served at airports on an annual basis. Discretionary grants are distributed for individual projects based on funding availability and the priority of projects at airports nationwide. Approximately $71.3 million in escalated project costs are expected to utilize funding from the federal entitlement and discretionary programs.

State Grants

The Airport is included in the Joint Automated Capital Improvement Program, a coordinated process between the FAA and the FDOT to plan airport capital improvements and expenditures. If the project receives federal funding, then the FDOT is expected to contribute approximately 5 percent of the funding. The FDOT will provide up to 80 percent of the funding for most non-FAA-supported airport development projects; however, only 50 percent funding is provided if the project is directly related to economic development. Approximately $7.2 million in escalated project costs are expected to receive state funding.

Passenger Facility Charges (PFC) Revenues

Passenger Facility Charges (PFC) revenues may be used on a "Pay-As-You-Go" (PAYGO) basis or leveraged to pay debt service on bonds or other debt used to pay for PFC-eligible projects. Because airport sponsors may use PFC revenues for the local matching share of AIP grants, PFCs can help airport sponsors implement AIP-financed projects sooner than they would be able to otherwise. PFCs may be used for any AIP-eligible project; although, PFC eligibility is generally broader than AIP eligibility. A total of approximately $6.2 million of future CIP projects were assumed to be funded on a PAYGO basis. In addition, PFC revenues were assumed to be used to pay debt service on bonds for certain PFC-eligible projects.

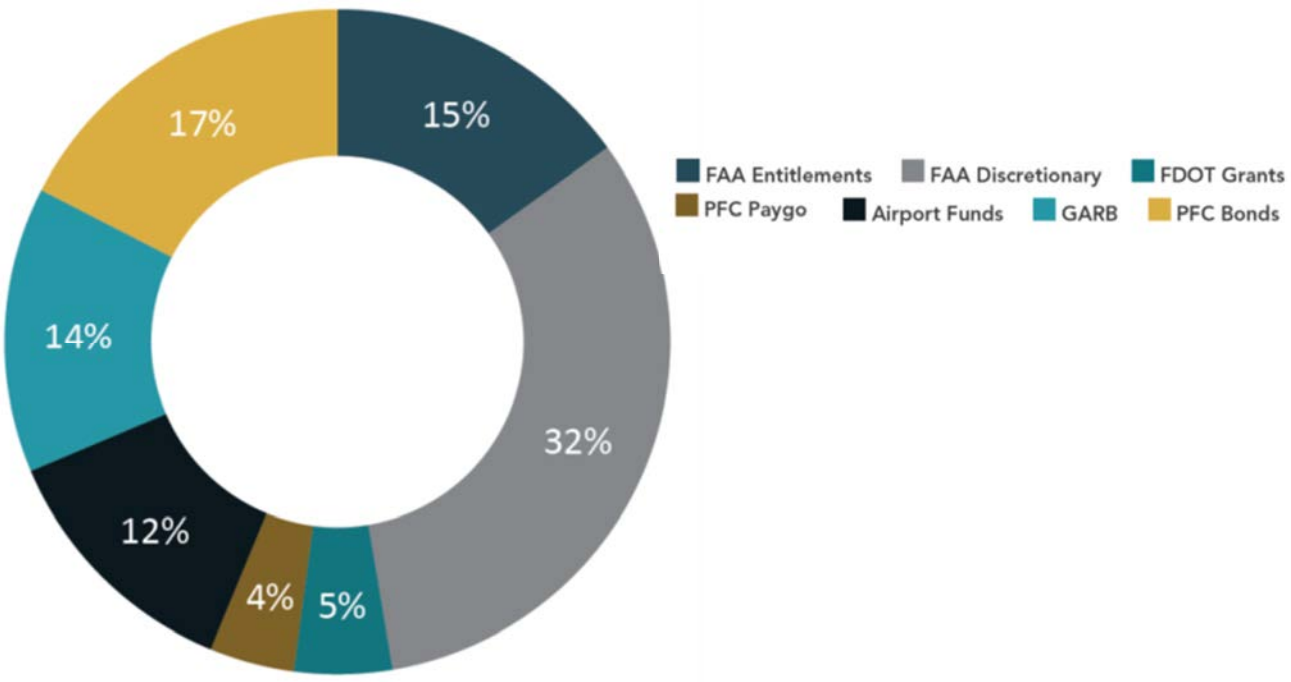
Revenue Bond Proceeds

Proceeds from the issuance of General Airport Revenue Bonds (GARBs) and PFC Bonds can be used to fund projects included in the CIP. Future GARB and PFC debt service associated with the CIP projects are estimated based on industry standards over a bond term of 30 years. Approximately $21.0 million of CIP project costs are assumed to be funded with GARBs, and approximately $26.3 million of CIP project costs are assumed to be funded with PFC Bonds.

Sponsor Funding / Local Share

The net remaining amount of funding required for the CIP will be derived from the County's revenues or other sources. The County's revenues are typically generated through user fees charged for the facilities and the services provided. These user fees are typically established by Airport management based on market conditions in the area. Approximately $18.7 million in escalated project costs are expected to be funded with local funds.

CAPITAL IMPROVEMENT PROGRAM FUNDING SOURCES



Notes: 1. Total does not add up to 100% due to rounding.
2. FAA-Federal Aviation Administration, FDOT-Florida Department of Transportation, and PFC-Passenger Facility Charge
SOURCES: Monroe County Department of Airports, March 2019.
PREPARED BY: Ricondo & Associates, Inc., March 2019.

ENVIRONMENTAL OVERVIEW

A general overview of the potential environmental consequences and environmental review requirements associated with the CIP projects recommended as part of the preferred development plan for the Airport was conducted as part of the MPU. Potential impacts associated with such development projects typically include consideration of areas exposed to significant levels of aircraft noise, as well as areas where the ground would be disturbed due to the development of the projects themselves.

Based on the recommended development plan for the Airport, the following potential environmental impacts have been preliminarily identified. Prior to project implementation, the potential environmental effects of these projects will need to be reviewed in accordance with National Environmental Protection Agency (NEPA) requirements and implementing guidance in FAA Orders 1050.1F, Environmental Impacts: Policies and Procedures, and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, or the latest versions of those Orders at the time of environmental processing.

A project is considered ready for NEPA evaluation when the construction is expected to be initiated within a few years (i.e., construction should begin within 3 years of the FAA's issuance of a finding). The level of environmental documentation required for a proposed action depends on the type of project(s), the potential environmental effects of the project(s), and the types of environmental resources that could be affected.

POTENTIAL ENVIRONMENTAL IMPACTS

RESOURCE CATEGORY	POTENTIAL IMPACT
Water Resources	
Wild and Scenic Rivers	Not Applicable
Wetlands	Construction projects with potential impacts include the Taxiway A extension, the Runway 9 south and west apron expansions, the hangar expansion, the bus station relocations, the public parking expansion, the commercial ramp expansion, and the new runway exists. National Environmental Protection Agency (NEPA) evaluation and coordination with U.S. Fish and Wildlife Service (USFWS) recommended.
Surface Water Quality	Coordination may be necessary with the City of Key West and the Federal Department of Environmental Protection to ensure water quality standards are not affected by future Airport development.
Floodplains	The entire Airport is referred to as inundated by 100-year flood zones "AE and "VE" with velocity hazard (wave action).
Department of Transportation Act, Section 4(f)	None
Farmlands	Not Applicable
Air Quality	Temporary impacts related to construction. Necessary permits should be obtained, and Best Management Practices should be implemented.
Historical, Architectural, Archeological Resources, and Cultural Resources	None
Biotic Resources (including fish, wildlife, and plants)	Activities that involve federal permitting must determine if a proposed action under its purview would affect a federally listed species or habitat critical to the species.
Hazardous Materials, Solid Waste, and Pollution Prevention	Increased solid waste will be generated during construction. Landfills are located outside of Monroe County; however, Best Management Practices would reduce the potential release of hazardous materials.
Construction Impacts	Construction traffic, noise, air pollution, and water pollution would be temporary and required to be evaluated as part of NEPA analysis.
Socioeconomic Impacts	None
Noise and Compatible Land Use	An increased area would be affected by the day-night average sound level (DNL) 65 A-weighted decibels (dBA) noise contour due to a modest increase in operational activity.