

## APPENDIX D

### DOCUMENTATION OF AD HOC COMMITTEE MEETINGS

#### ***D.1 INTRODUCTION***

During the NEM Update, the Committee met on the following dates to discuss issues related to the NEM Update:

- October 6, 2020
- December 1, 2020
- March 2, 2021
- June 1, 2021
- October 5, 2021
- December 7, 2021
- March 1, 2022
- June 7, 2022
- October 4, 2022

For each meeting, the following documentation is included in this appendix:

- Meeting Agenda
- Meeting Minutes
- Presentation regarding NEM Update
- Proof of Publication

**D.2**  
**October 6, 2020**  
**Ad Hoc Committee Meeting**

**Key West International Airport  
Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, October 6<sup>th</sup>, 2020**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/98217483690>.

You can also participate via phone (audio only) by dialing (646) 518-9805  
and, when requested, enter the Webinar ID# 982-1748-3690.

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. March 5<sup>th</sup>, 2019
  - 2. October 1<sup>st</sup>, 2019
  - 3. March 3<sup>rd</sup>, 2020
- B. Award of FAA Grant 37-61-2020 in the amount of \$4,958,363.00
  - 1. Construction of KW BTS Building A - Part 1
  - 2. Construction management & administration of KW BTS Building A - Phase 1
  - 3. Preparation of final bid documents and bid process for KW BTS Building A - Phase 2
  - 4. Noise Exposure Maps Update
  - 5. Airport Noise Program Coordinator Services
- C. Discussion of NIP Implementation
  - 1. Building C Construction Update
  - 2. Building A - Phase 1 Bid Opening & Contract Award
  - 3. Building A - Phase 1 Construction Schedule
  - 4. Building A - Phase 2 Finalize Bid Documents and Bid
  - 5. Richard Strickland's Proposed Use of Funds Remaining in Grant 37-59-2019

*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".*

- D. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Reports
- E. Discussion of Meeting Schedule for 2021
- F. Other Discussion

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## **KWIA Ad-Hoc Committee on Noise October 6<sup>th</sup>, 2020 Meeting Minutes**

**Meeting called to order by Deborah Lagos at 2:12 P.M.**

### **ROLL CALL:**

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

Peter Horton  
Marlene Durazo (via telephone)  
Dr. Julie Ann Floyd (via telephone)  
Nick Pontocorvo

#### **Staff and Guests in Attendance:**

Deborah Lagos, DML & A, Noise Program Coordinator (via Zoom)  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Jethon Williams II, Monroe County TV/Multimedia Manager  
Bud Griner, EYW ATCT Manager  
Robert Gold, Old Town Homeowner (via Zoom)  
Rashon Lyons, Las Salinas Condominiums Property Manager (via Zoom)  
Elizabeth Brady, Las Salinas Condominiums Homeowner (via telephone)  
Don & Gina Clifford, Las Salinas Condominiums Homeowners (via telephone)  
Carolyn Winters, Las Salinas Condominiums Homeowner (via Zoom)  
Andrew Dulcey, Las Salinas Condominiums Homeowner (via Zoom)  
Zsuzsanna Rivera, Las Salinas Condominiums Homeowner (via telephone)  
Dave & Pam Meck, Las Salinas Condominiums Homeowners (via telephone)  
Petra Morum, Las Salinas Condominiums Homeowner (via Zoom)  
Michael Sean Sullivan, Las Salinas Condominiums Homeowner  
Michael Martin, Sunrise at Seaside Condominiums Homeowner

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

### **Review and Approval of Meeting Minutes for the March 5<sup>th</sup> and October 1<sup>st</sup>, 2019 and March 3<sup>rd</sup>, 2020 Ad Hoc Committee Meetings**

Since a quorum was not present, the minutes could not be approved. However, Deborah asked if there were any comments or corrections to the minutes. None were mentioned.

## **KWIA Ad-Hoc Committee on Noise October 6<sup>th</sup>, 2020 Meeting Minutes**

### **Award of FAA Grant 37-61-2020 in the amount of \$4,958,363.00**

Deborah briefly described the following projects that are included in the new grant:

1. Construction of KWBTs Building A - Part 1
2. Construction management & administration of KWBTs Building A - Phase 1
3. Preparation of final bid documents and bid process for KWBTs Building A - Phase 2
4. Noise Exposure Maps Update
5. Airport Noise Program Coordinator Services

### **Noise Exposure Maps Update**

Deborah outlined the tasks required to complete the NEM Update:

- Notify § 150.21 (b) "Consulted Parties"
- Update Aircraft Operations Data
- Validate Flight Tracks and Utilization
- Update Land Use, Zoning, Population, and Housing Data
- Update GIS Databases and Mapping
- Review Forecast Developed for the Airport Master Plan
- Develop Existing Condition Noise Contours
- Develop Future Condition Noise Contours
- Evaluate Impacts within Noise Contours
- Update NCP Program Areas
- Provide Opportunities for Public Review and Comment
- Submit Documentation to the FAA

She went on to describe the "Consulted Parties" in more detail and explained that a letter would be sent out shortly notifying these parties that the NEM Update was beginning.

She also explained the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations. Robert Gold asked what the process would be and whether it will be a public process. Pam Meck asked if information would be posted on the Ad Hoc Committee website. Deborah explained that progress reports would be provided to the committee at each meeting, and information that has been approved by the FAA would be posted on the website. Interim and/or deliberative information would not be posted.

## **KWIA Ad-Hoc Committee on Noise October 6<sup>th</sup>, 2020 Meeting Minutes**

Deborah explained that two sets of noise contours must be generated, one to represent the "existing" condition and the other to represent a "future" condition that must be at least five years out from the year the report is submitted to the FAA. So, the years would probably be 2020 and 2026. Peter Horton indicated that contours representing 2020 would be very narrow because of the reduced number of operations during the COVID-19 pandemic. Regina Clifford suggested using 2019 operations instead of 2020. Deborah mentioned that if we can use the aircraft operations forecast developed in the Master Plan, the future contours should be OK. She said she must discuss this with the FAA.

### **Discussion of NIP Implementation**

Steve Vecchi provided a Power Point Presentation including the following items:

1. KWBTs Building C Construction Update
2. KWBTs Building A - Phase 1 Bid Opening & Contract Award
3. KWBTs Building A - Phase 1 Construction Schedule
4. KWBTs Building A - Phase 2 Finalize Bid Documents and Bid
5. Proposed Use of Remaining Grant Funds in Grant 37-59-2019

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

Marlene Durazo asked if we had considered COVID delays in obtaining materials. Steve indicated we did not experience any delays during the Building C construction and were not anticipating any for Building A. Peter Horton was surprised that the FAA allowed us to include a contingency in the bid. Steve explained that is actually a line item dollar amount that is fixed in the bid sheet by the NIP Management Team, so the contractor does not bid that amount, and that is why the FAA is OK with it. Peter thought that was a great way to handle it.

### **Other Reports**

#### **Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

- Ten (10) calls to the Hotline
  - Two (2) repeat callers
- Three (3) calls directly to DML&A
  - Inquiring about participation in the NIP
- Two (2) emails directly to DML&A

# KWIA Ad-Hoc Committee on Noise October 6<sup>th</sup>, 2020 Meeting Minutes

## Airport Noise Report

The following articles were discussed:

- Vol 32, No. 16
  - Electric Commercial Aircraft
  - eVTOL
  - High Mach Commercial Aircraft
- Vol 32, No. 17
  - Delta retires the last MD-88 and MD-90
- Vol 32, No. 19
  - SST Noise Standards
  - Quiet SuperSonic Technology
- Vol 32, No. 20
  - DIA must pay \$33M for violation of noise levels
- Vol 32, No. 22
  - H.R. 2 — 116th Congress: Moving Forward Act
  - Establish a program to provide incentives to reduce airplane emissions and noise by transitioning commercial fleets to newer, quieter, less-polluting aircraft
  - Increases current AIP noise funding for airports from \$3.35 to \$4.0 Billion per year for FY'21 -FY'25
  - Authorizes supplemental funding for airports
  - Authorizes additional funding for the FAA's Center of Excellence for Alternative Jet Fuels & Environment
  - This bill passed in the House on July 1, 2020 and was received in the Senate on July 20, 2020
- Vol 32, No. 23
  - South FL Metroplex Project
- Vol 32, No. 24
  - Use of Spaciotemporal Population Data
- Vol 32, No. 26
  - Aviation must think 'strategically' on improving public engagement on noise
  - Stage 3 Phaseout would provide limited noise reduction
- Vol 32, No. 27
  - H.R. 7616 - 116<sup>th</sup> Congress  
*Dept. of Transportation Appropriations Act, 2021*
  - \$500M for Discretionary AIP (which includes noise)  
(President's budget request for Discretionary AIP was \$0.00)



## KWIA Ad-Hoc Committee on Noise October 6<sup>th</sup>, 2020 Meeting Minutes

- Priority consideration to applications to complete previously awarded projects
- Homes insulated prior to 1993 should be considered "unmitigated"
- This bill was introduced in the House on July 16, 2020; it has not been passed
- Vol 32, No. 28
  - AIP Noise Grants - City of Key West? No, Monroe County
  - ACRP Report #221 - *Measuring Quality of Life in Communities Surrounding Airports*
- Vol 32, No. 29
  - H.R. 7617 - 116<sup>th</sup> Congress  
*Department of Defense Appropriations Act, 2021*
    - \$50M to fund mitigation for military aircraft noise
    - Primarily driven by introduction of F-35 jets
    - This bill passed in the House on July 31, 2020, was received in the Senate on August 12, 2020, and referred to the Committee on Appropriations for consideration
- Vol 32, No. 30
  - Members of Congressional Quiet Skies Caucus Displeased with FAA's Report to Congress
    - Re-evaluate alternative metrics to DNL
    - Re-evaluate DNL 65 dB standard

### Discussion of Meeting Schedule for 2021

Since a quorum was not present, the schedule could not be officially approved. However, everyone agreed with the proposed dates:

- March 2, 2021
- June 1, 2021
- October 5, 2021
- December 7, 2021

### Any Other Discussion

Robert Gold explained he lives directly under the straight-in approach path to Runway 09, near the cemetery. He would like to see more of the VFR and discretionary IFR air traffic use alternate approach paths. He offered the following:

- Scheduling has prevented me from attending several meetings. Glad that we are meeting virtually, and hope that will continue.

## KWIA Ad-Hoc Committee on Noise October 6<sup>th</sup>, 2020 Meeting Minutes

- While I appreciate the importance of the NIP, that is not the only issue that this group has considered in the past.
- My neighbors are still concerned about arrival noise. In particular, the straight in approach via CHETS / ATNAW / BUSBY to runway 9 is the path that takes commercial IFR traffic over the most residential properties possible for any approach to the threshold to runway 9.
- In my earlier participation in Ad Hoc meetings, I made a case for 'spreading the pain' by encouraging VFR traffic to consider Garrison Bight and Fort Zach approaches instead of the straight in approach. Much traffic arriving from the eastern seaboard via the Garrison Bight would save considerable fuel compared with the straight-in approach.
- Earlier assurances were given that NOTAMs and other guidance would encourage (but not require) avoiding the straight-in approach. From my layman's perspective, it does not appear that any voluntary measures are being promoted. What notices would a pilot planning to arrive at EYW receive regarding voluntary approach pattern distribution?
- We previously received arrival track maps that showed the concentration of arrivals on the straight-in path. Are more current arrival track maps available? Can they be broken down by VFR and IFR? Commercial vs. GA? Aircraft type?
- I reiterate my earlier offers to serve on this board to represent the community, especially those in Old Town, and am disappointed that I was not invited to fill openings that have occurred.

Bud Griner explained that ATC gives clearance for short approaches when they are requested by the pilot. Nick Pontecorvo explained that the cemetery is only one mile from the threshold, and larger aircraft are unlikely to turn onto their final approach closer in than that. He also mentioned there are copies of the "handout/brochure" describing the Noise Abatement Procedures available at Signature. Bud Griner mentioned that the website FlightRadar24 was an excellent source of information.

Michael Martin, a Sunrise at Seaside Condominiums homeowner, asked if they were eligible for the NIP. When asked, he revealed the buildings were constructed in 2000. Steve and Deborah shared the FAA's policy that noncompatible structures must have been built prior to October 1, 1998 to be eligible.

Michael Sullivan, a Las Salinas Condominiums homeowner, asked why they were not eligible for the NIP since their building was constructed in 1990. Peter Horton explained that when he was Assistant County Administrator in 1990, Art Skelley was the Airport Manager. Art wrote a letter to Bob Butler, the developer of Las Salinas, informing him that if he proceeded to build, the residents would not be eligible for

## **KWIA Ad-Hoc Committee on Noise October 6<sup>th</sup>, 2020 Meeting Minutes**

noise mitigation, and encouraged him to disclose the proximity to the airport and the likelihood of aircraft noise and overflights.

Several Las Salinas Condominium homeowners, as well as the property manager Rayshon Lyons, voiced their opinion that Las Salinas should be eligible, since Bob Butler did not disclose the situation, and many of the current owners were not the original owners.

The meeting adjourned at approximately 4:05 PM.



**Key West**  
International Airport

Meeting of the  
Ad Hoc Committee on Noise  
  
Tuesday, October 6, 2020

1



**Key West**  
International Airport

Noise Exposure Maps Update

- Notify § 150.21 (b) "Consulted Parties"
- Update Aircraft Operations Data
- Validate Flight Tracks and Utilization
- Update Land Use, Zoning, Population, and Housing Data
- Update GIS Databases and Mapping
- Review Forecast Developed for the Airport Master Plan
- Develop Existing Condition Noise Contours
- Develop Future Condition Noise Contours
- Evaluate Impacts within Noise Contours
- Update NCP Program Areas
- Provide Opportunities for Public Review and Comment
- Submit Documentation to the FAA

2



## Noise Exposure Maps Update § 150.21 (b) "Consulted Parties"

- Agencies whose area, or any portion of whose area, of jurisdiction is within the DNL 65 dB noise contour
  - State agencies (e.g., FDOT, SFWMD, FDEP, SHPO)
  - Public agencies (e.g., City of KW, Monroe Co, KW Art & Historical Society)
  - Planning agencies (e.g., City of KW Planning Dept, Monroe Co Growth Management Division, South Florida Regional Planning Council)
- Federal Aviation Administration (FAA)
  - Orlando Airports District Office (ADO)
  - Air Traffic Organization (ATO)
  - Southern Region
- Other Federal Officials having local responsibility for land uses
  - US Navy, NOAA
- Regular Aeronautical Users of the airport
  - Airlines, Signature Flight Support, KW Seaplane Tours, FedEx, etc.

3



## Noise Exposure Maps Update Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.

4

# THE CITIZEN

KEY WEST

The Florida Keys Only Daily Newspaper, Est. 1876  
PO Box 1800, Key West FL 33041  
P: (305) 292-7777 ext. 219 F: (305) 295-8025  
legals@keysnews.com

MONROE CO DEPARTMENT OF AIRPORTS  
3491 S ROOSEVELT BLVD  
KEY WEST FL 33040

Account: 141789

Ticket: 358033 ✓

## PUBLISHER'S AFFIDAVIT

STATE OF FLORIDA  
COUNTY OF MONROE

Before the undersigned authority personally appeared

MICHAEL LEWIS who on oath says that he or she is

AN EMPLOYEE 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 MEETING 10.6 was published in said newspaper in the issues of:

Sunday, September 20, 2020

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspapers has heretofore been continuously published in said Monroe County, Florida every day, and has been entered as periodicals 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 or she 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]  
(Signature of Affiant)

Affirmed and subscribed before me this 24th day of September 2020

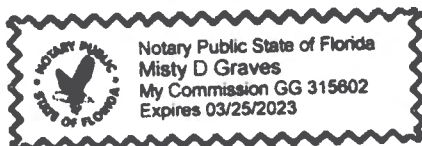
[Signature]  
(Notary Public Signature)

Misty Graves (Notary Public Printed Name) (Notary Seal)

My commission expires 03/25/2023

Personally Known X Produced Identification     

Type of Identification Produced     



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

Monroe County will host a Public Meeting on  
Tuesday, October 6th, 2020  
at 2:00 p.m.  
at the

HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs in the Commission Chambers  
Key West, Florida 33040

AND

via a virtual meeting connection at  
<https://mcbocc.zoom.us/j/98217483690>

Persons interested in this issue are invited to attend. Persons wishing to attend electronically can participate at <https://mcbocc.zoom.us/j/98217483690>. The public can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID# 982-1748-3690.

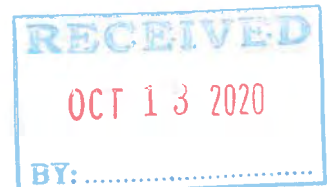
The public is further advised that some or all of the members of the Monroe County Commission, the Commission/Council members and/or their appointed representatives of the incorporated cities of Marathon, Key Colony Beach, Layton and the Village of Islamorada, representatives of the Tourist Development 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 18th Day of September 2020

Richard Strickland  
Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040  
09/19/20 Key West Citizen



**D.3**  
**December 1, 2020**  
**Ad Hoc Committee Meeting**

**Key West International Airport  
Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, December 1<sup>st</sup>, 2020**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/97935507009>.

You can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID# 979-3550-7009.

Roll Call

Sign In

- A. Review and Approval of Meeting Minutes
  - 1. March 5<sup>th</sup>, 2019
  - 2. October 1<sup>st</sup>, 2019
  - 3. March 3<sup>rd</sup>, 2020
  - 4. October 6<sup>th</sup>, 2020
- B. Discussion Regarding Environmental Assessment
  - 1. Purpose & Need
  - 2. Proposed Action
  - 3. Environmental Resources to be Considered
  - 4. 2019 Noise Contours
  - 5. 2024 Noise Contours
  - 6. 2029 Noise Contours
  - 7. Notice of Availability for Draft Environmental Assessment and Public Workshop (See Pages 22-24 of agenda package)

***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".***



- C. Discussion Regarding NEM Update
  - 1. Review of Most Recent 24 Months of Aircraft Operations
  - 2. A "Quick & Dirty" Analysis
  - 3. Consulted Parties were notified. (See sample letter and distribution list on Pages 26-32 of agenda package.)
  - 4. Public Participation
- D. Discussion of NIP Implementation
  - 1. Building C Project Summary
  - 2. Building A - Phase 1 Construction Update
  - 3. Building A - Phase 2 Bid Strategy
  - 4. Building A - Phase 2 Project Schedule
  - 5. Letter to KW BTS Building A Property Owners  
(See Pages 43-46 of agenda package.)
- E. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Reports
- F. Discussion of Meeting Schedule for 2021
- G. Other Discussion
  - 1. Letter regarding additional construction at Ocean Walk Apts.

***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".***

## **KWIA Ad-Hoc Committee on Noise December 1<sup>st</sup>, 2020 Meeting Minutes**

**Meeting called to order by Deborah Lagos at 2:06 P.M.**

### **ROLL CALL:**

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

Peter Horton  
Harvey Wolney  
Sonny Knowles  
Andrea Haynes  
Nick Pontocorvo  
Nat Harris (via Zoom)  
Marlene Durazo (via Zoom telephone)

#### **Staff and Guests in Attendance:**

Deborah Lagos, DML & A, Noise Program Coordinator (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Jethon Williams II, Monroe County TV/Multimedia Manager  
Michael Sullivan, Las Salinas Condominiums Homeowner  
Dr. William Quillen, Las Salinas Condominium Association Board Member  
Elizabeth Brady, Las Salinas Condominium Association Board Member  
Rashon Lyons, Las Salinas Condominium Association Property Manager  
Peter Green, FAA (via Zoom)  
Robert Gold, Old Town Homeowner (via Zoom)  
Andrew Dulcey, Las Salinas Condominiums Homeowner (via Zoom)  
Beth Schreier Las Salinas Condominiums Homeowner (via Zoom)  
Jamie Caballero, Residential Property Manager (via Zoom)  
Maureen O'Brien, Key West Homeowner (via Zoom)  
Melissa Paul Leto, City of Key West Planning Department (via Zoom)  
Sandy, Las Salinas Condominiums Homeowner (via Zoom)

A quorum was present. Deborah Lagos chaired the meeting.

## **KWIA Ad-Hoc Committee on Noise December 1<sup>st</sup>, 2020 Meeting Minutes**

### **Review and Approval of Meeting Minutes for the March 5<sup>th</sup> and October 1<sup>st</sup>, 2019, and March 6<sup>th</sup> and October 1<sup>st</sup>, 2020 Ad Hoc Committee Meetings**

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Marlene Durazo made a motion to approve the minutes; Andrea Haynes seconded the motion. The minutes were approved as presented.

### **Discussion Regarding Environmental Assessment**

Deborah described the Proposed Action and the Purpose and Need, which is the justification for the project. She showed a slide listing the environmental resources to be considered, one of which is noise and compatible land use. Then she presented three slides illustrating the noise contours for the existing condition, 2024 no action and proposed action, and 2029 no action and proposed action. While these contours are not to be used for the NEM Update, they do provide a clue as to what those contours might look like. She pointed out how much smaller these contours are compared to the previous NEMs and commented that it is mostly because of the changes in the types of aircraft using the airport, rather than a reduction in the number of operations.

Peter Green indicated that the FAA is coordinating with other agencies regarding the findings in the EA and any proposed mitigation. Marlene Durazo asked if the project will have a negative impact on birds and was assured that it would not. The timing of the project was described as follows: the EA should be completed within the next couple months, then the projects will be designed, and funding will be sought; construction will occur after that.

### **Noise Exposure Maps Update**

Deborah presented a slide showing airport operations over the past twenty-four months. Clearly the operations over the past twelve months have been negatively impacted by the pandemic but are starting to rebound. She mentioned that she is still working with the FAA to determine the operations to be used for modeling both the existing condition and the future condition. The FAA says we cannot ignore the impact of the pandemic, so we cannot use pre-pandemic numbers for the existing condition, and we cannot use the pre-pandemic forecast for the future condition.

She presented a slide illustrating what she called a "quick and dirty" analysis just to get an idea of what we would be looking at if we used operations from 2020. These contours were compared to those developed for the EA based on 2019 operations. The 2020 contours were slightly smaller than the 2019, but not as bad as she expected. Peter Horton indicated that the contours do not serve the public in illustrating the impact they experience. Michael Sullivan stated these contours are

## **KWIA Ad-Hoc Committee on Noise December 1<sup>st</sup>, 2020 Meeting Minutes**

inaccurate, and that sentiment was shared by many others in attendance. A lengthy discussion followed, including questions regarding field noise measurements, flight tracks, and number of operations. Deborah assured the committee that the NEM Update was being prepared in accordance with all FAA guidelines and requirements and would be as accurate as possible.

Finally, Deborah reviewed the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.

### **Discussion of NIP Implementation**

Deborah Lagos presented a Power Point Presentation, prepared by Steve Vecchi, including the following items:

1. KWBTs Building C - Project Summary
2. KWBTs Building A - Phase 1 Construction Update
3. KWBTs Building A - Phase 2 Bid Strategy
4. KWBTs Building A - Phase 2 Project Schedule

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

### **Other Reports**

#### **Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

- Four (4) calls from one caller to the Hotline regarding low-flying aircraft flying over La Brisa - DML failed to include in previous report.
- One (1) call directly to DML&A about 12<sup>th</sup> Ave, Stock Island overflights
- One (1) call regarding generator noise
- Two emails to DML&A about NIP participation

# KWIA Ad-Hoc Committee on Noise December 1<sup>st</sup>, 2020 Meeting Minutes

## Airport Noise Report

The following articles were briefly discussed:

- FAA approves P-150 Update Addressing Noise from F-35 Jets Now Based at BVT. Vermont Gas Co. to Provide Local Matching Funds. (Vol. 32, Nos. 31 & 35)
- Vol. 32, No. 32
  - Effects of Aviation Noise on Human Health
  - Aviation Noise During COVID Lockdown
- RDU and PTI Land Use Regulations (Vol. 32, No. 33)
- Electric Aircraft (Vol. 32, Nos. 31, 34, and 35)
- SSTs (Vol. 32, Nos. 31 & 36)

## **Discussion of Meeting Schedule for 2021**

Peter Horton made a motion to approve the schedule; Nick Pontecorvo seconded the motion. The schedule was approved as presented.

## **Any Other Discussion**

Several representatives from Las Salinas Condominiums voiced their opinion that Las Salinas should be eligible for the NIP. Peter Horton encouraged them not to lose hope, it took a lot of time and effort to get KWBTS approved. He mentioned that use of the DNL 60 dB contour, rather than the DNL 65, might happen in the future.

Peter Horton made a motion to adjourn; Nick Pontecorvo seconded the motion. The meeting adjourned at approximately 4:10 PM.




# Key West International Airport

## Meeting of the Ad Hoc Committee on Noise

### Tuesday, December 1<sup>st</sup>, 2020

1




## Noise Exposure Maps Update

### ATADS : Airport Operations : Standard Report

Date	Itinerant					Local			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total	
Nov-18	1,121	430	2,532	35	4,118	338	6	344	4,462
Dec-18	1,324	454	2,457	53	4,288	346	0	346	4,634
Jan-19	1,420	538	2,314	24	4,296	326	6	332	4,628
Feb-19	1,422	533	3,060	42	5,057	358	16	374	5,431
Mar-19	1,743	524	3,599	53	5,919	248	16	264	6,183
Apr-19	1,398	453	3,098	36	4,985	152	2	154	5,149
May-19	1,296	401	2,667	51	4,415	100	0	100	4,515
Jun-19	1,112	320	2,178	90	3,700	146	0	146	3,846
Jul-19	1,164	303	2,329	28	3,824	222	8	230	4,054
Aug-19	1,070	312	1,608	15	3,005	308	2	310	3,315
Sep-19	1,008	250	1,355	14	2,627	148	0	148	2,775
Oct-19	1,221	368	2,276	45	3,932	118	2	120	4,052
<b>Total:</b>	<b>15,299</b>	<b>4,906</b>	<b>29,475</b>	<b>486</b>	<b>50,166</b>	<b>2,820</b>	<b>58</b>	<b>2,878</b>	<b>53,044</b>
Nov-19	1,242	426	2,519	36	4,223	192	4	196	4,419
Dec-19	1,516	511	2,382	27	4,436	174	14	188	4,624
Jan-20	1,733	610	2,787	53	5,183	166	12	178	5,361
Feb-20	1,773	553	2,687	28	5,041	78	20	98	5,139
Mar-20	1,548	375	1,909	45	3,877	154	4	158	4,035
Apr-20	407	188	585	8	1,188	208	4	212	1,400
May-20	284	243	789	8	1,324	186	4	190	1,514
Jun-20	609	438	2,274	24	3,345	562	10	572	3,917
Jul-20	923	367	2,032	25	3,347	238	6	244	3,591
Aug-20	906	339	2,243	30	3,518	176	4	180	3,698
Sep-20	789	355	1,864	21	3,029	142	8	150	3,179
Oct-20	1,035	395	2,138	21	3,589	180	5	185	3,774
<b>Total:</b>	<b>12,765</b>	<b>4,800</b>	<b>24,209</b>	<b>326</b>	<b>42,100</b>	<b>2,456</b>	<b>95</b>	<b>2,551</b>	<b>44,651</b>


Report created on Mon Nov 23 11:13:04 EST 2020  
Sources: Air Traffic Activity System (ATADS)

2



## Noise Exposure Maps Update


	2019 FOR EA	OCT 2019 - SEPT 2020	SCALE FACTOR
Air Carrier/Air Taxi	20,113	17,744	0.88
General Aviation	32,419	26,743	0.82
Military	520	442	0.85
<b>TOTAL</b>	<b>53,052</b>	<b>44,929</b>	<b>0.85</b>



A "Quick & Dirty" Analysis

2019 EA vs 2020

3



## Noise Exposure Maps Update Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.

4



Key West Citizen - Florida Free Press - Paradise

The Daily Reflector - The Daily Advance - The Rocky Mount Telegram

Bertie Ledger - Chowan Herald - Duplin Times - Farmville Enterprise - Perquimans Weekly

Standard Laconic - Tarboro Weekly - Times Leader - Williamston Enterprise

PO Box 1967 Greenville NC 27835 - (252) 329-9500

Date: November 19, 2020

# - CLASSIFIED AD PROOF -

Thank you for advertising with us! This is the proof of your ad scheduled to run on the dates indicated below. If changes are needed, please contact Sue Stamper by phone at or email at [sstamper@keysnews.com](mailto:ssstamper@keysnews.com).

### CUSTOMER INFORMATION

Account #: 141789  
 Name: MONROE CO DEPARTMENT OF AIRPORTS  
 Address: 3491 S ROOSEVELT BLVD  
 KEY WEST FL 33040  
 Telephone: (305) 809-5239  
 Email: leto-beth@monroecounty-fl.gov

### AD INFORMATION

Ad ID: 367502  
 Run Dates: 11/22/20 to 11/22/20

Total Cost: \$199.20  
 # of Inserts: 2  
 # of Lines: 83  
 Ad Class: 56

Account Rep: Sue Stamper  
 Phone #: (305) 292-7777  
 Email: [legals@keysnews.com](mailto:legals@keysnews.com)

Publications	Start Date	End Date	# of Insertions
Key West Citizen	11/22/20	11/22/20	1
KeysNews.com	11/22/20	11/22/20	1

## Your ad

Ad shown is not actual print size

**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 49  
 CFR TITLE 14 PART 150  
 NOISE EXPOSURE MAPS

Monroe County will host a Public  
 Meeting on  
 Tuesday, December 1st, 2020  
 at 2:00 p.m.  
 at the

HARVEY GOVERNMENT CENTER  
 1200 Truman Avenue  
 Upstairs in the Commission Chambers  
 Key West, Florida 33040

AND

via a virtual meeting connection at  
<https://mcbocc.zoom.us/j/97935507009>

Persons interested in this issue are invited to attend. Persons wishing to attend electronically can participate at <https://mcbocc.zoom.us/j/97935507009>. The public can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID# 979-3550-7009.

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 21st  
 Day of November 2020

Richard Strickland  
 Senior Director of Airports  
 Key West International Airport  
 3491 S. Roosevelt Blvd.  
 Key West, FL 33040

11/21/20 Key West Citizen



**D.4**  
**March 2, 2021**  
**Ad Hoc Committee Meeting**

**Key West International Airport  
Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, March 2<sup>nd</sup>, 2021**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/92220947320>.

You can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID# 922-2094-7320.

Roll Call

Sign In

- A. Review and Approval of Meeting Minutes
  - 1. December 2<sup>nd</sup>, 2020
- B. Discussion Regarding NEM Update
  - 1. Aircraft Noise: How we measure it and assess its impact
  - 2. Aircraft Photos
  - 3. Flight track data from FlightRadar24
  - 4. Public Participation
- C. Discussion of NIP Implementation
  - 1. Building A - Phase 1 Construction Update
  - 2. Building A - Phase 2 Bid Schedule
  - 3. Building A - Phase 2 Project Schedule
- D. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Reports
- E. Discussion / Nomination of an Ad-Hoc Committee Member to represent the community.
- F. Other Discussion

***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".***

## **KWIA Ad-Hoc Committee on Noise March 2<sup>nd</sup>, 2021 Meeting Minutes**

**Meeting called to order by Deborah Lagos at 2:03 P.M.**

### **ROLL CALL:**

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

Commissioner Craig Cates  
Peter Horton  
Sonny Knowles  
Andrea Haynes  
Nick Pontocorvo  
Nathaniel Harris  
Marlene Durazo  
Norma Faraldo (via Zoom)  
Dr. Julie Ann Floyd (via Telephone)

#### **Staff and Guests in Attendance:**

Deborah Lagos, DML & A, Noise Program Coordinator (via Zoom)  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Jethon Williams II, Monroe County TV/Multimedia Manager  
George Webster, Las Salinas Condominiums Homeowner  
Dr. William "Sandy" Quillen, Las Salinas Condominium Association Board

#### **Member**

Elizabeth Brady, Las Salinas Condominium Association Board Member  
Rashon Lyons, Las Salinas Condominium Association Property Manager  
Dori Baldwin, Las Salinas Condominiums Homeowner  
Bruce Baldwin, Las Salinas Condominiums Homeowner  
Deborah Scardina, New Town Homeowner (via Zoom)  
Robert Gold, Old Town Homeowner (via Zoom)  
Amanda Leggett, Executive Assistant to Craig Cates (via Zoom)  
Jackie Calvano, New Town Homeowner (via Zoom)  
Susan Phillips, Riviera Shores Homeowner (via Zoom)  
Roberta DePiero, New Town Homeowner (via Zoom)  
Kathleen Shackle, KWBTs (via Zoom)  
David Rooney, Old Town Homeowner (via Telephone)

**A quorum was present. Deborah Lagos chaired the meeting.**

## **KWIA Ad-Hoc Committee on Noise March 2<sup>nd</sup>, 2021 Meeting Minutes**

### **Review and Approval of Meeting Minutes for the December 1<sup>st</sup>, 2020 Ad Hoc Committee Meetings**

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Marlene Durazo made a motion to approve the minutes; Nat Harris seconded the motion. The minutes were approved as presented.

### **Noise Exposure Maps Update**

Deborah presented a series of slides titled, "Aircraft Noise: How we measure it and assess its impact." She explained, step-by-step, how we get from the noise level we hear to the Day Night Average Sound Level (DNL) that is required by the FAA for the development of noise contours. She explained how the noise level and duration of each individual aircraft event, along with the time of day and number of events, are all used in the calculation of DNL.

She mentioned that she is still working with the FAA to determine the operations to be used for modeling both the existing condition and the future condition. The FAA says we cannot ignore the impact of the pandemic, so we cannot use pre-pandemic numbers for the existing condition, and we cannot use the pre-pandemic forecast for the future condition.

Deborah then presented a series of slides with photographs of the passenger and cargo aircraft operating at KWIA, and a map showing air carrier arrival flight tracks for January 1, 2020. She explained that she was just beginning to process the data, and this was just an example of the results. She indicated she would present additional data at the next meeting.

She presented a slide illustrating what she called a "quick and dirty" analysis just to get an idea of what we would be looking at if we used operations from 2020. These contours were compared to those developed for the EA based on 2019 operations. The 2020 contours were slightly smaller than the 2019. Deborah reassured the committee that the NEM Update was being prepared in accordance with all FAA guidelines and requirements and would be as accurate as possible.

Finally, Deborah reviewed the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.

# **KWIA Ad-Hoc Committee on Noise**

## **March 2<sup>nd</sup>, 2021 Meeting Minutes**

### **NIP Implementation**

Steve Vecchi presented a Power Point Slide Show, including the following topics:

1. KWBTS Project Update
2. KWBTS Building A - Phase 1 Construction Update
3. KWBTS Building A - Phase 2 Bid Process
4. KWBTS Building A - Phase 2 Project Schedule

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

### **Other Reports**

#### **Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

- One email regarding new 6 AM departure
- One email about NIP participation
- Three calls regarding noisy aircraft
- One call from Las Salinas about the NIP
- One call regarding FedEx C208 flying low over La Brisa.

#### **Airport Noise Report**

The following articles were briefly discussed:

- County approves homes in the 65 contour of updated Noise Map it is ignoring (Vol. 32, No. 38)
- Pilot Sound Insulation Program for properties impacted by military noise (Vol. 32, No. 44)
- 2/3 of people in 65 DNL are highly annoyed by aircraft noise (Vol. 33, No. 1)
- Survey shows FAA's method to measure noise is deeply flawed (Vol. 33, 4)
- Quiet Skies Caucus members reintroduce aircraft noise bills (Vol. 33, Nos. 4 & 6)

## **KWIA Ad-Hoc Committee on Noise March 2<sup>nd</sup>, 2021 Meeting Minutes**

### **Discussion/Nomination of New Member**

Peter Horton nominated Robert Gold. Marlene Durazo nominated Karyn Shepherd, and read a brief bio stating she was a software engineer and lives at KWBTS. Andrea Haynes nominated Sandy Quillen. Robert Gold said he is a retired consultant (clients including Mitre Corp), has an MBA from Northwestern, and considers himself an "aviation groupie." Dr. William "Sandy" Quillen said he is a retired Commander from the US Navy, retired professor, a pilot, and serves as a Director on the Las Salinas Condominium Association Board.

Nick Pontecorvo seconded the motion nominating Sandy Quillen.

A Roll Call vote was taken by Deborah, and the following six committee members (all who were still in attendance) voted "Yes." Andrea Haynes, Nick Pontecorvo, Peter Horton, Marlene Durazo, Sonny Knowles, and Norma Faraldo. The nominee will be presented to the BOCC for confirmation.

### **Other Discussion**

David Rooney spoke regarding the arrival path over Old Town and asked if there was any way the path could be varied from the "straight-in" approach, to provide some relief for folks living beneath that path. Peter Horton mentioned that in the past various approach paths have been tried (e.g., Garrison Bight, White Street Pier) but ended up causing more harm than good. Typically, air carrier arrivals are required to be on a stable, straight-in approach path prior to passing over the island's western boundary. Smaller aircraft can and do use a variety of approach paths, because they are frequently flying under Visual Flight Rules (VFR).

Nat Harris mentioned that since 1992 there were to be no commercial flights between 11:00 PM and 7:00 AM. There has been increasing noise at La Brisa.

Nick Pontecorvo quoted the following language from the FAA Airport/Facility Directory, "Extremely noise sensitive area. Urge no ops 0400-1200Z†. Use NBAA Noise Abatement procedures other times. Engine run-ups in designated area on Taxiway A between Taxiway A10 and Taxiway A11. 0400-1200Z† (11:00 PM -7:00 AM Local Time).

The military overflight last Saturday night was mentioned. Erick D'Leon explained it was a C-17 that landed at EYW. It was an international arrival and needed fuel and customs so it could not land at NAS KW.

Andrea Haynes made a motion to adjourn; Marlene Durazo seconded the motion. The meeting adjourned at approximately 4:10 PM.

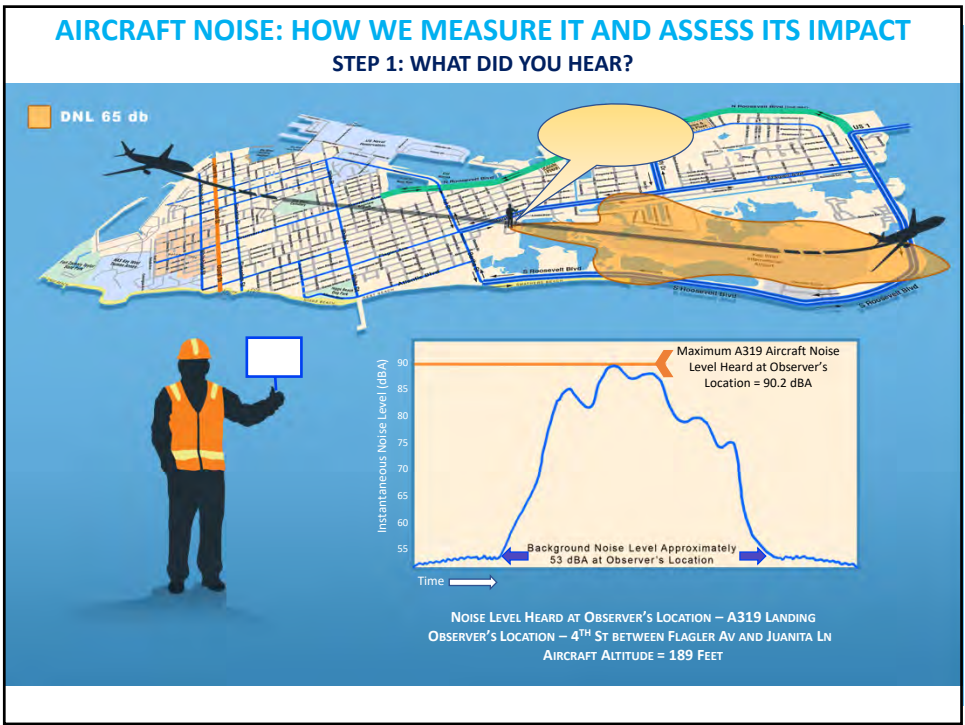


# Key West International Airport

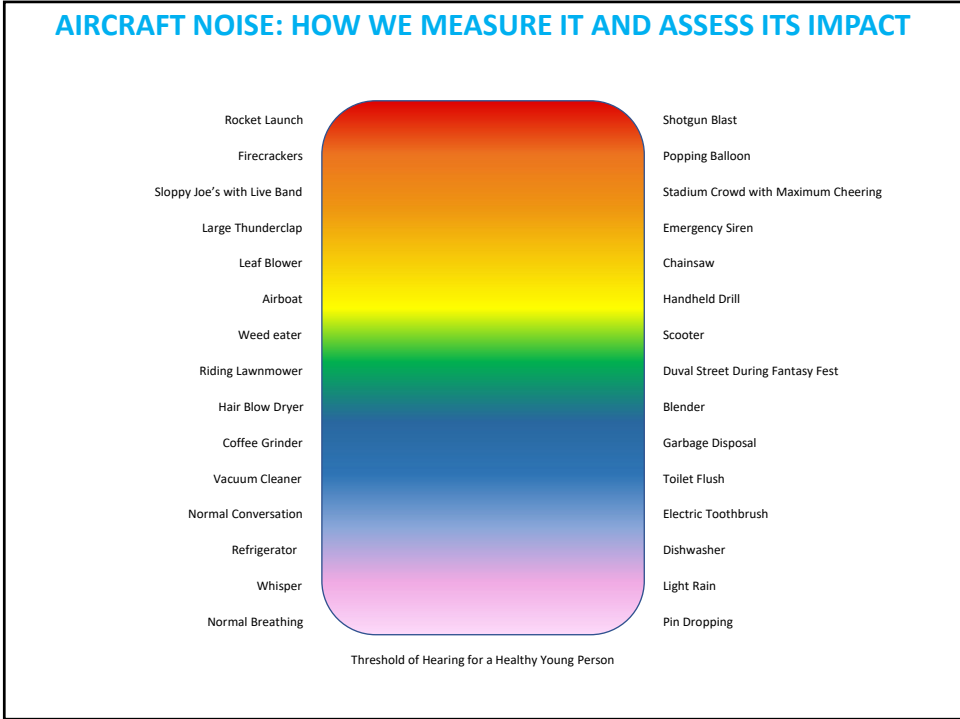
## Meeting of the Ad Hoc Committee on Noise

### Tuesday, March 2<sup>nd</sup>, 2021

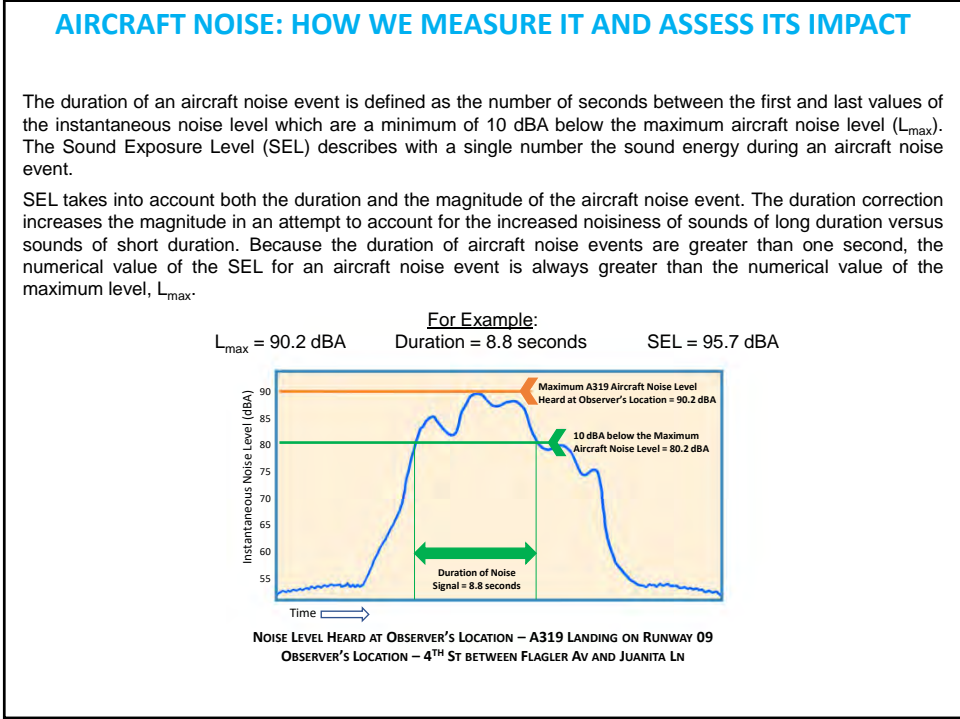
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**AIRCRAFT NOISE: HOW WE MEASURE IT AND ASSESS ITS IMPACT**

**DNL NOISE EXPOSURE = LEVEL OF NOISE + NUMBER OF OPERATIONS AND TIME OF DAY**

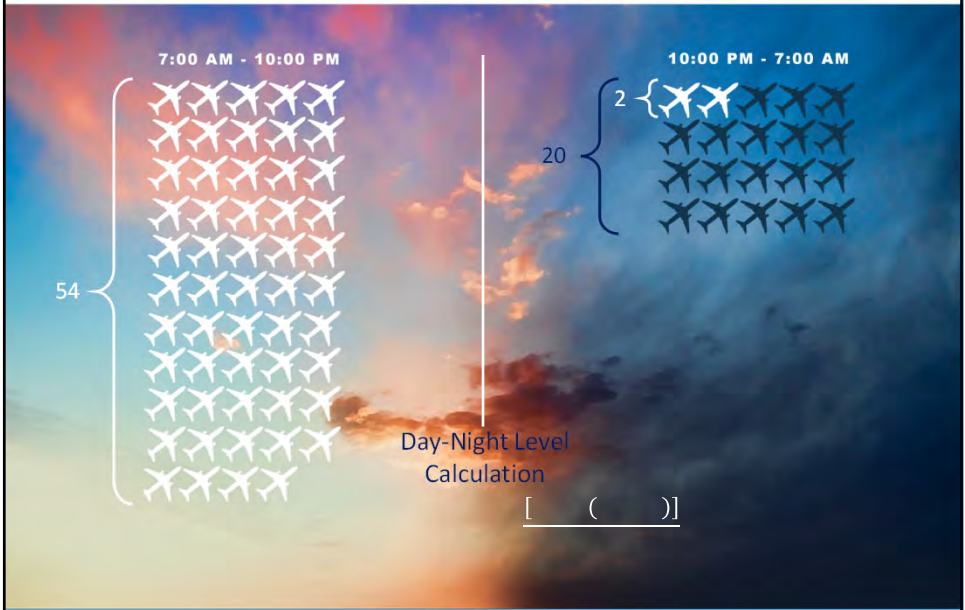
$$DNL = SEL + 10 \times \log \frac{[D + (10 \times N)]}{86,400}$$

- DNL = Day-Night Average Sound Level (in decibels)  
Represents an average 24-hour noise level, with a nighttime penalty to represent the added intrusiveness of noises at night. The DNL represents the long-term impact by averaging the periods of aircraft noise and no aircraft noise.
- SEL = Sound Exposure Level (in decibels) for one aircraft flight
- D = Number of daytime flights (between 7:00 a.m. and 10:00 p.m.)
- N = Number of nighttime flights (between 10:00 p.m. and 7:00 a.m.)  
Each nighttime flight is counted ten times (10 x N) to account for the added intrusiveness of noise occurring during nighttime hours (between 10:00 p.m. and 7:00 a.m.).
- 86,400 = Number of seconds in one day (24 hours x 60 minutes/hour x 60 seconds/minute = 86,400 seconds)  
Dividing the number of flights by 86,400 seconds per day, averages the periods of aircraft noise and no aircraft noise.

5

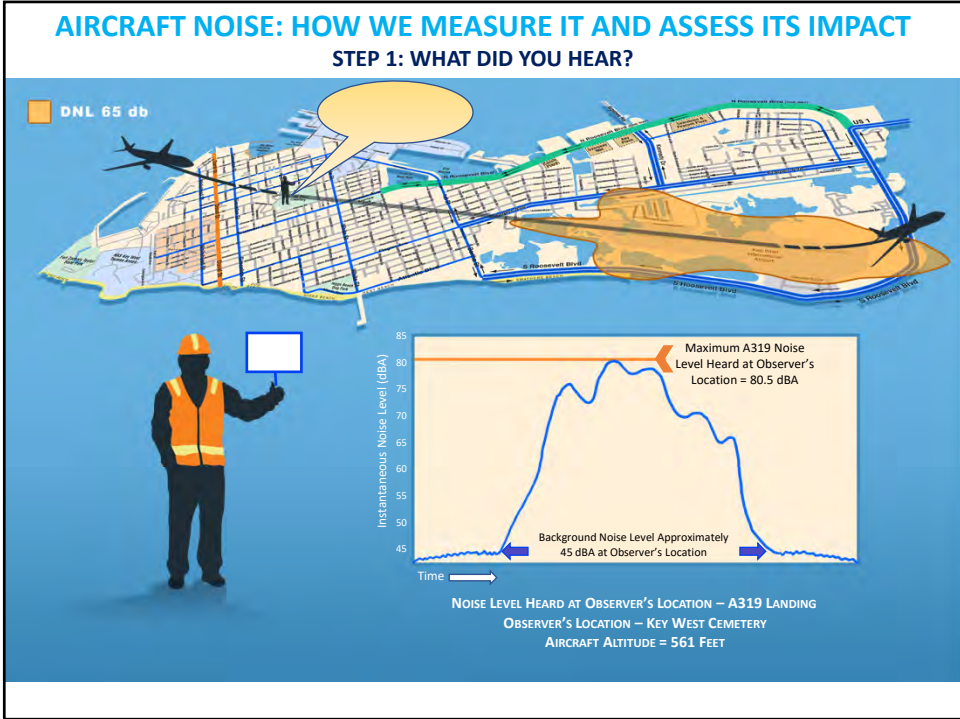
**AIRCRAFT NOISE: HOW WE MEASURE IT AND ASSESS ITS IMPACT**

**STEP 4: HOW OFTEN DID YOU HEAR IT?**

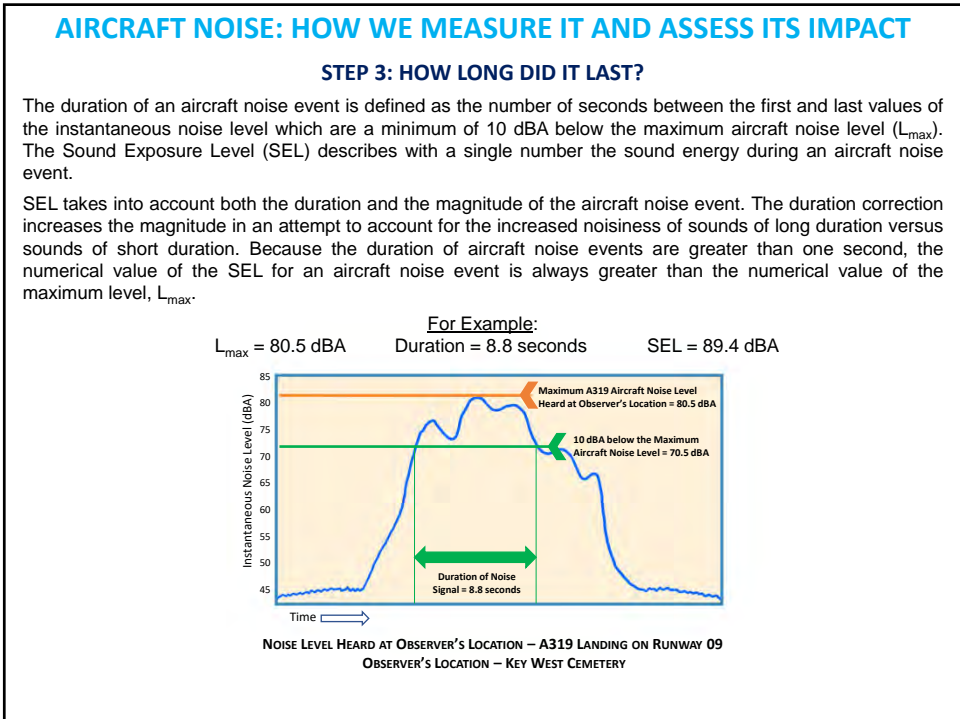


**DAY-NIGHT AVERAGE SOUND LEVEL SAMPLE CALCULATION**

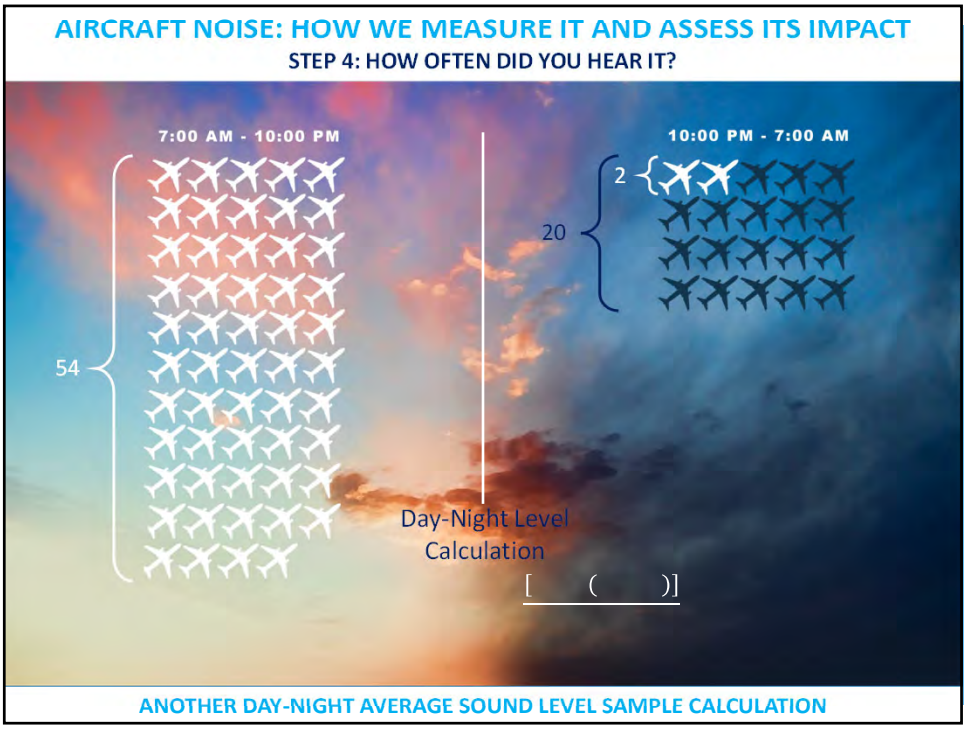
6



7



8



9



## Passenger and Cargo Aircraft Operating at KWIA



**American Airlines Airbus 319**

Photographer: [Eric Solard](#)  
 Taken with Nikon D90 on April 16, 2015  
[https://commons.wikimedia.org/wiki/File:American\\_Airlines\\_Airbus\\_A319-112XW1\\_180021\\_-\\_LAX\\_\(27793268892\).jpg](https://commons.wikimedia.org/wiki/File:American_Airlines_Airbus_A319-112XW1_180021_-_LAX_(27793268892).jpg)

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**American Eagle Embraer ERJ-175LR**

Photographer: [Venkat Mangudi](#)  
 Taken with Olympus OM-D E-M5 Mark II on January 16, 2016  
[https://commons.wikimedia.org/wiki/File:American\\_Eagle\\_Embraer\\_175\\_0416001\\_at\\_Key\\_West\\_International\\_Airport.jpg](https://commons.wikimedia.org/wiki/File:American_Eagle_Embraer_175_0416001_at_Key_West_International_Airport.jpg)

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## Passenger and Cargo Aircraft Operating at KWIA



**American Eagle Embraer ERJ-170-200LR**

Photographer: [Arno Vesterholm](#)  
 Taken with: Canon EOS 70D | Canon EF 100-400L on Feb 9, 2018  
<https://www.jetphotos.com/photos/8867826>  
 Permission to use this photograph was granted by the photographer on 13-November-2020.  
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**Delta Airlines Boeing 737-700**

Photographer: [James Wang](#)  
 Taken with: Nikon D40 on July 13, 2009  
[https://commons.wikimedia.org/wiki/File:Delta\\_737-700\\_N303BQ.jpg](https://commons.wikimedia.org/wiki/File:Delta_737-700_N303BQ.jpg)  
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## Passenger and Cargo Aircraft Operating at KWIA



**Delta Airlines Airbus 319**

Photographer: [David](#)  
 Taken with: Canon EOS 50D on April 26, 2013  
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**United Express Embraer EMB 170-100SE**

Photographer: [Colin Brown](#)  
 Taken on July 23, 2019  
[https://commons.wikimedia.org/wiki/File:N633RW\\_-\\_Embraer\\_ERJ-170SE\\_-\\_United\\_Express.jpg](https://commons.wikimedia.org/wiki/File:N633RW_-_Embraer_ERJ-170SE_-_United_Express.jpg)  
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## Passenger and Cargo Aircraft Operating at KWIA



**Silver Airways Saab 340B**

Photographer: [Arno Vesterholm](#)  
Taken with: Canon EOS 70D | Canon EF 100-400L on Feb 9, 2018  
<https://www.jetphotos.com/photo/8870777>  
 Permission to use this photograph was granted by the photographer on 13-November-2020.  
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**Silver Airways ATR 72-212A (600)**

Photographer: [Vishal Al Rangesammy](#)  
Taken on June 8, 2020  
<https://www.jetphotos.com/photo/9775593>  
 Image Copyright © Vishal Al Rangesammy

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## Passenger and Cargo Aircraft Operating at KWIA



**Silver Airways ATR 42-600**

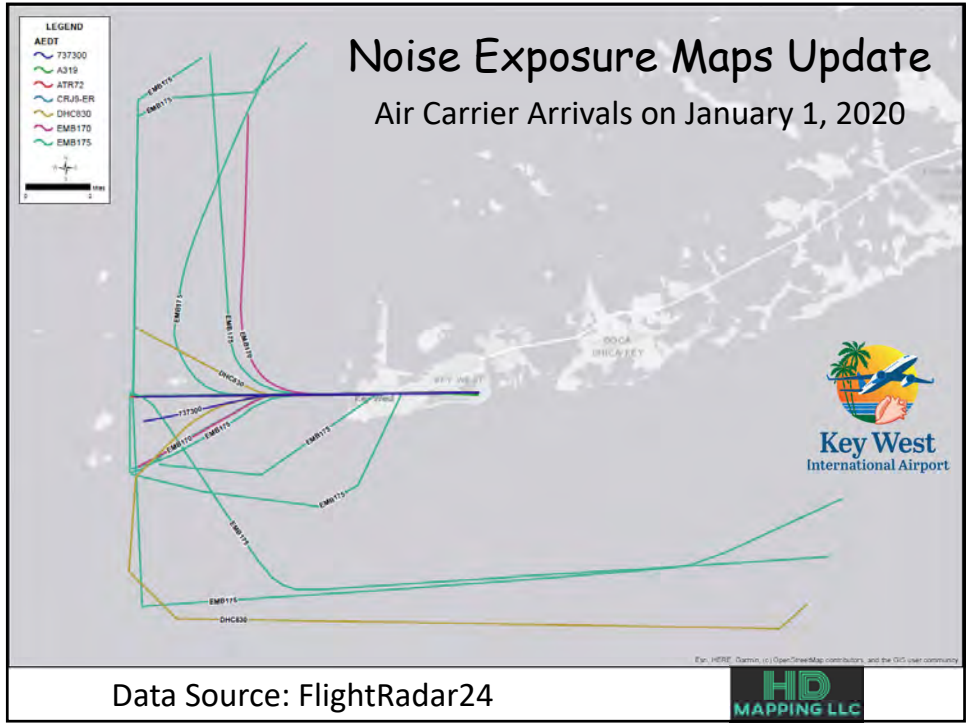
Photographer: [Matthew Calise](#)  
Taken with: NIKON D9500 on June 20, 2020  
 Permission to use this photograph was granted by the photographer on 3-December-2020.  
<https://www.jetphotos.com/photo/9771352>  
 Image Copyright © Matthew Calise



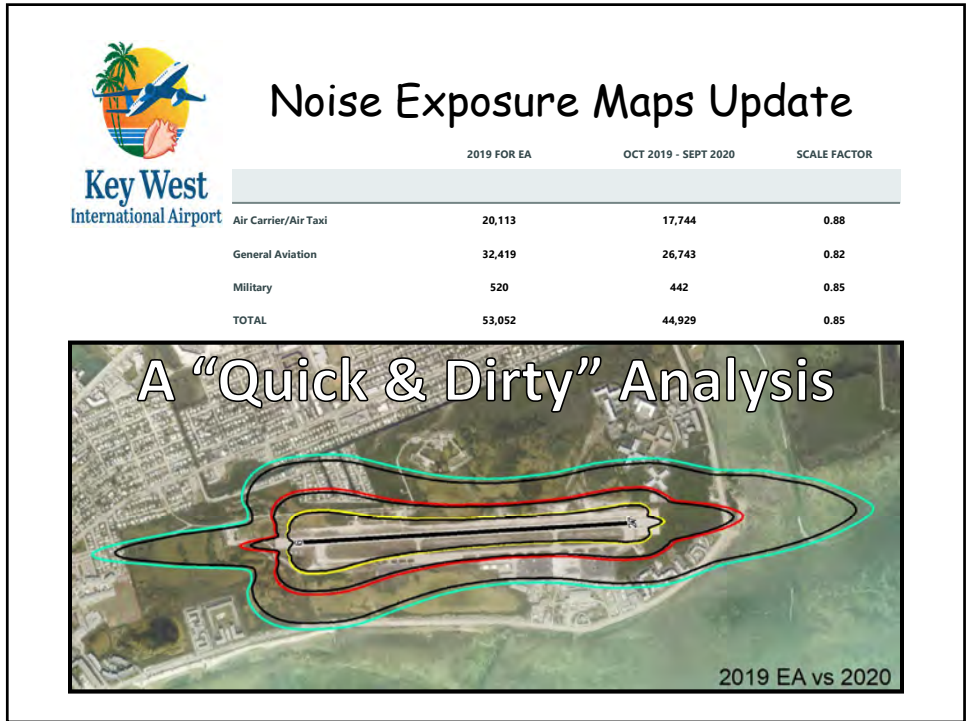
**Federal Express Cessna 208B Caravan**

Photographer: [Alan Wilson](#)  
Taken with NIKON D3200 on March 2, 2016  
[https://commons.wikimedia.org/wiki/File:Cessna\\_208B\\_Caravan\\_N781FE\\_FedEx\\_\(2824809892\).jpg](https://commons.wikimedia.org/wiki/File:Cessna_208B_Caravan_N781FE_FedEx_(2824809892).jpg)  
 This image was originally posted to Flickr by Hawkeye UK at <https://www.flickr.com/photos/65001151@N03/2824809892/>  
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## Noise Exposure Maps Update Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.



The Florida Keys Only Daily Newspaper, Est. 1876
PO Box 1800, Key West FL 33041
P: (305) 292-7777 ext. 219 F: (305) 295-8025
legals@keysnews.com

MONROE CO DEPARTMENT OF AIRPORTS
3491 S ROOSEVELT BLVD
KEY WEST FL 33040

Account: 141789

Ticket: 379566

PUBLISHER'S AFFIDAVIT

STATE OF FLORIDA
COUNTY OF MONROE

Before the undersigned authority personally appeared

MICHAEL LEWIS, who on oath says that he or she is
AN EMPLOYEE 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 MEETING 3.2 was
published in said newspaper in the issues of:

Friday, February 19, 2021

Affiant further says that the Key West Citizen is a newspaper published in Key
West, in said Monroe County, Florida and that the said newspapers has hereto-
fore been continuously published in said Monroe County, Florida every day, and
has been entered as periodicals 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 or she has
neither paid nor promised any person, firm or corporation any discount, rebate,
commission or refund for the purpose of securing this advertisement for publica-
tion in the said newspaper.

[Signature of Affiant]

(Signature of Affiant)

Affirmed and subscribed before me this 23rd day of February 2021

[Signature of Notary Public]

(Notary Public Signature)

Misty Weech

(Notary Public Printed Name)

(Notary Seal)

My commission expires 03/25/2023

Personally Known [X] Produced Identification [ ]

Type of Identification Produced [ ]



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 49
CFR TITLE 14 PART 150
NOISE EXPOSURE MAPS

Monroe County will host a Public
Meeting on
Tuesday, March 2, 2021 at 2:00 p.m.
at the

HARVEY GOVERNMENT CENTER
1200 Truman Avenue
Upstairs in the Commission Chambers
Key West, Florida 33040

AND

via a virtual meeting connection at
https://mcboccc.zoom.us/j/92220947320

Persons interested in this issue are invit-
ed to attend. Persons wishing to attend
electronically can participate at https://
mcboccc.zoom.us/j/92220947320. The
public can also participate via phone
(audio only) by dialing (646) 518-9805
and, when requested, enter the Webi-
nar ID# 922-2094-7320.

The public is further advised that some
or all of the members of the Monroe
County Commission, the Commission/
Council members and/or their appoint-
ed representatives of the incorporated
cities of Marathon, Key Colony Beach,
Layton and the Village of Islamorada,
representatives of the Tourist Develop-
ment Council and their area District Ad-
visory Committee member may attend
the meeting and discuss items that may
come before their respective commis-
sions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida
Statutes, notice is given that if a per-
son 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 pur-
pose, he may need to ensure that a
verbatim record of the proceedings is
made, which record includes the testi-
mony and evidence upon which the ap-
peal is to be based.

ADA Assistance: Any individual need-
ing special accommodations at this
meeting, due to a disability, should con-
tact the County Administrator's Office,
at (305) 292-4441, Monday through Fri-
day (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 hear-

ing or voice impaired, call "711".

Dated at Key West, Florida this 19th
Day of February, 2021.

Richard Strickland
Senior Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

02/19/21 Key West Citizen





Key West Citizen - Florida Free Press - Paradise

The Daily Reflector - The Daily Advance - The Rocky Mount Telegram

Bertie Ledger - Chowan Herald - Duplin Times - Farmville Enterprise - Perquimans Weekly

Standard Laconic - Tarboro Weekly - Times Leader - Williamston Enterprise

PO Box 1967 Greenville NC 27835 - (252) 329-9500

Date: February 16, 2021

# - CLASSIFIED AD PROOF -

Thank you for advertising with us! This is the proof of your ad scheduled to run on the dates indicated below. If changes are needed, please contact Sue Stamper by phone at or email at [sstamper@keysnews.com](mailto:ssstamper@keysnews.com).

### CUSTOMER INFORMATION

Account #: 141789  
 Name: MONROE CO DEPARTMENT OF AIRPORTS  
 Address: 3491 S ROOSEVELT BLVD  
 KEY WEST FL 33040  
 Telephone: (305) 809-5239  
 Email: leto-beth@monroecounty-fl.gov

### AD INFORMATION

Ad ID: 379566  
 Run Dates: 02/19/21 to 02/19/21

Total Cost: \$196.80  
 # of Inserts: 2  
 # of Lines: 82  
 Ad Class: 56

Account Rep: Sue Stamper  
 Phone #: (305) 292-7777  
 Email: [legals@keysnews.com](mailto:legals@keysnews.com)

Publications	Start Date	End Date	# of Insertions
Key West Citizen	02/19/21	02/19/21	1
KeysNews.com	02/19/21	02/19/21	1

# Your ad

Ad shown is not actual print size

**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 49  
 CFR TITLE 14 PART 150  
 NOISE EXPOSURE MAPS**

Monroe County will host a Public  
 Meeting on  
 Tuesday, March 2, 2021 at 2:00 p.m.  
 at the

HARVEY GOVERNMENT CENTER  
 1200 Truman Avenue  
 Upstairs in the Commission Chambers  
 Key West, Florida 33040

AND

via a virtual meeting connection at  
<https://mcbocc.zoom.us/j/92220947320>

Persons interested in this issue are invited to attend. Persons wishing to attend electronically can participate at <https://mcbocc.zoom.us/j/92220947320>. The public can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID# 922-2094-7320.

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 19th Day of February, 2021.

Richard Strickland  
 Senior Director of Airports  
 Key West International Airport  
 3491 S. Roosevelt Blvd.  
 Key West, FL 33040

02/19/21 Key West Citizen

**D.5**  
**June 1, 2021**  
**Ad Hoc Committee Meeting**

**Key West International Airport  
Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, June 1<sup>st</sup>, 2021**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/96449960014>

You can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID: 964 4996 0014.

Roll Call

Sign In

- A. Review and Approval of Meeting Minutes
  - 1. March 2<sup>nd</sup>, 2021
- B. Discussion Regarding NEM Update
  - 1. Aircraft Operations Development
  - 2. Flight Track Development
  - 3. Public Participation
- C. Discussion of NIP Implementation
  - 1. Building A - Phase 1 Construction Summary
  - 2. Building A - Phase 2 Update
  - 3. KWBTs - Final Phase Update
- D. FAA Grant Application for FY'21
- E. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Reports
- F. Discussion / Nomination of an Ad-Hoc Committee Member to represent aviation.
- G. Other Discussion

***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".***

**KWIA Ad-Hoc Committee on Noise  
June 1<sup>st</sup>, 2021 Meeting Minutes**

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

**ROLL CALL:**

**Committee Members in Attendance:**

Commissioner Craig Cates  
Peter Horton  
Marlene Durazo  
Dr. Julia Ann Floyd (via telephone)  
Andrea Haynes  
Nick Pontocorvo

**Staff and Guests in Attendance:**

Deborah Lagos, DML & A, Noise Program Coordinator  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Jethon Williams II, Monroe County TV/Multimedia Manager  
Michael Sullivan, Las Salinas Condominiums Homeowner  
Dr. William "Sandy" Quillen, Las Salinas Condominium Association Board Member (via Zoom)  
Rashon Lyons, Las Salinas Condominium Association Property Manager (via Zoom)  
Andrew Dulcey, owner of multiple properties in Key West  
Roberta DiPiero, Homeowner (via Zoom)  
Jaime Caballero, Key West Residential Property Management (via Zoom)  
Bud Griner, Air Traffic Manager, Key West Tower

A quorum was present. Deborah Lagos chaired the meeting.

**Review and Approval of Meeting Minutes for the March 2<sup>nd</sup>, 2021 Ad Hoc Committee Meetings**

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Peter Horton made a motion to approve the minutes; Nick Pontocorvo seconded the motion. The minutes were approved as presented.

# KWIA Ad-Hoc Committee on Noise

## June 1<sup>st</sup>, 2021 Meeting Minutes

### Noise Exposure Maps Update

#### 1. Aircraft Operations Development

Deborah presented a series of slides illustrating a comparison of 80dB(A)  $L_{max}$  single event noise footprints for various aircraft landing and taking off on Runway 09. The aircraft included 737-700 (AEDT substitution for A220), ATR-42 (substituted with DHC830 in AEDT), EMB-175, EMB-170, A319, CNA208, A220, SF-340, and ATR-72. Someone asked if the new noise contours would look like these. Deborah explained that this information is in the AEDT noise model and is used in the calculation of the DNL noise contours, but these contours are not DNL. The substitution of the 737-700 for the A220 in AEDT will be beneficial (i.e., will produce a larger DNL contour) in the future condition when there will be many A220 operations.

Deborah presented a slide showing aircraft operations reported by the FAA from the Air Traffic Activity System (ATADS) for October 1 through December 31, 2020. She then presented a series of slides summarizing data for the same period that were obtained from FlightRadar24. The analysis of the FlightRadar24 data included the number of operations by aircraft category, runway, day/night operations, departure/arrival/touch & go operations, and stage length for departure operations. A handout was provided to everyone including this information and additional similar information. She pointed out the Runway Utilization for this period was skewed very heavily to Runway 9, between 96 and 98 percent, depending on aircraft category. She explained that for previous NEMs, a Runway Utilization of 80% to 85% had been used for Runway 9. This information only represents three months and does not represent the average annual day.

She explained that 12 months of data from FlightRadar24 would be used to develop the average annual day input for AEDT, which would generate the noise contours for the existing condition. The airport has proposed using FY'21 operations (Oct 1, 2020 through September 30, 2021) to represent the existing condition. The FAA suggested using the most recent 12 months, but because of the impacts of the pandemic on aircraft operations the airport felt that did not represent normal operations.

The airport has proposed using the FAA's Terminal Area Forecast (TAF) for developing the future condition noise contours. Deborah presented a slide showing the APO Terminal Area Forecast Summary Report Issued in May 2021.

## KWIA Ad-Hoc Committee on Noise June 1<sup>st</sup>, 2021 Meeting Minutes

It included a forecast of operations for 2020 through 2030. We would probably use forecast operations for 2027 for the future condition.

The airport is awaiting the FAA's approval to use FY'21 operations for the existing condition and the TAF for the future condition.

Deborah presented a slide regarding the use of "Standing Take-offs." She indicated she had contacted each airline (Delta, American, and United) inquiring about their use of this procedure at EYW. She presented the response received from Delta, which is the only response she has received so far. Andrea Haynes said this is called a "Static Takeoff." Bud Griner responded that particularly A319s lock their brakes, spool up, and then release their brakes to take off. This was modeled in the previous NEMs.

Regarding the use of the full runway length for departures on Runway 09, Bud Griner stated that some of EMB170s and EMB175s and all Silver are asking to back-taxi to use the extra 271 feet more and more frequently. Peter Horton asked if the extra runway can be used for landing, or just take off.

### 2. Flight Track Development

Deborah presented a series of slides illustrating flight tracks of operations on Runway 09 from the same FlightRadar24 data. The tracks were shown by aircraft category and included AC-AT Jets, AC-AT Props, GA Props, and GA Jets. The slides illustrated, and Deborah explained, the process of developing AEDT flight tracks from the FlightRadar24 flight tracks. Sample AEDT flight tracks and an example noise contour from the Environmental Assessment were superimposed over the FlightRadar24 flight tracks to illustrate the area where the flight tracks would influence the noise contours. Deborah explained that it is important to accurately model the flight tracks in this area to make the contours as accurate as possible. The next step is to determine the flight track utilization, i.e., what percentage of operations use each track.

Bud Griner asked if the modeled tracks were developed visually or otherwise. Deborah explained that it was a combination of both, the tracks can be drawn by hand and digitized, or they can be developed in GIS. Peter Horton asked about the source of the flight tracks. Deborah explained these tracks came from FlightRadar24 collected using an ADSB receiver located on the airport. Peter asked about data from the Navy (like we requested in the past), and Deborah explained that it was very difficult to obtain any data from the Navy, and once we finally did, it was unusable. Deborah indicated that she would use all 12 months of data to make the final determination on the flight tracks and utilization. This

# **KWIA Ad-Hoc Committee on Noise**

## **June 1<sup>st</sup>, 2021 Meeting Minutes**

presentation was made to explain the process, and the tracks are subject to change. Marlene Durazo asked if this could be compared to the same period in 2019. Deborah indicated she did not have data for 2019.

### **3. Public Participation**

Finally, Deborah reviewed the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations. She emphasized that input from the committee and the public is very important to this process.

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

### **NIP Implementation**

Steve Vecchi presented a Power Point Slide Show, including the following topics:

1. KWBTs Building A - Phase 1 Construction Update
2. KWBTs Building A - Phase 2 Update
3. KWBTs Final Phase - Update

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

### **Other Reports**

#### **1. Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

- Two calls about NIP participation
- Five calls regarding noisy aircraft
- Six calls about aircraft flying over La Brisa.

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

The following articles were mentioned:

- Sound Insulation, NextGen (Vol. 33, No. 7)
- FAA Annoyance Survey, House Quiet Skies Caucus (Vol. 33, No. 8)
- Annoyance Survey (Vol. 33, No. 9)
- National Sleep Study (Vol. 33, 10)

## **KWIA Ad-Hoc Committee on Noise June 1<sup>st</sup>, 2021 Meeting Minutes**

- Special Report (Vol. 33, No. 11)
- Annoyance Survey (Vol. 33, No. 12)
- FAA Noise Policy (Vol. 33, No. 13)
- Noise Policy (Vol. 33, No. 14)
- NES (Vol. 33, No. 15)
- Aircraft Noise Policy (Vol. 33, No. 16)
- House Quiet Skies Caucus, Noise Policy Review (Vol. 33, No. 17)

### **Discussion/Nomination of New Member**

Peter Horton suggested James Seadler, American Airlines Properties Representative. However, Peter did not receive Mr. Seadler's bio prior to today's meeting, so the committee did not feel comfortable nominating him. This item is tabled until the next meeting.

### **Other Discussion**

Peter Horton asked about the timing for the new noise contours. Deborah stated she hoped they would be completed by June 2022 and the FAA will not fund any additional NIP, beyond KWBTs, until the new Noise Exposure Maps are completed. He also asked if the FAA would move beyond the DNL 65 dB contour at some point. Deborah said maybe someday, but unlikely any time soon.

Andrew Dulcey asked about the altitude of air carrier jet arrivals over Old Town. He was concerned that a couple "outliers" a day flew 10 to 20 feet lower than most others. Deborah indicated she would plot the altitude profiles for AC Jet arrivals on Runway 9 from the FlightRadar24 data. Bud Griner explained that the GPS approach to Runway 9 indicates the altitude at BUSBY, which is 4.5 nautical miles from the runway threshold, is 1500 feet. However, aircraft flying a visual approach may not be precisely on that path. They all fly a gradual descent, not a step down. Ultimately all pilots want to hit the touch down zone, which is about 1000 feet down the runway.

Bud Griner went on to explain the interaction between EYW and NAS KW. He stated that a restriction is placed on aircraft departing on Runway 09 (and Runway 27 if applicable) regarding their climb profile. The 2000 ft restriction on the initial altitude for instrument departures was instituted by the previous Navy ATC Officer NAS Key West. That is the altitude that the Navy departure controller protects along the route of flight that the airplane will follow. He must separate all his (Navy) air traffic from the route and altitude of the Key West departure as it quickly gets into Navy airspace immediately after taking off from Key West Runway 9. It is the



## **KWIA Ad-Hoc Committee on Noise June 1<sup>st</sup>, 2021 Meeting Minutes**

same for Key West airplanes departing off runway 27. Once he sees that departure on his radar and radar identifies it and gets in radio contact with the departure, he will issue further climb instructions based on the traffic at that point. We will be trying to convince the Navy to change that maximum initial altitude to a higher value soon. They are authorized to give us a higher initial altitude upon request if they have no conflicting traffic.

Deborah mentioned that this might impact the noise contours, and she will investigate it further. Custom profiles may need to be created to account for the altitude restriction.

The meeting adjourned at approximately 4:00 PM.




# Key West International Airport

## Meeting of the Ad Hoc Committee on Noise


### Tuesday, June 1<sup>st</sup>, 2021

1




## Noise Exposure Maps Update

### Comparison of 80 dB(A) $L_{max}$ Single Event Noise Footprints Landing and Takeoff on Runway 09




737-700 (Substitution for A220)

2




Noise Exposure Maps Update

Comparison of 80 dB(A)  $L_{max}$   
Single Event Noise Footprints  
Landing and Takeoff on Runway 09




ATR-42 (Substituted with DHC830)

3




Noise Exposure Maps Update

Comparison of 80 dB(A)  $L_{max}$   
Single Event Noise Footprints  
Landing and Takeoff on Runway 09




EMB-175

4


 Noise Exposure Maps Update

Comparison of 80 dB(A)  $L_{max}$   
Single Event Noise Footprints  
Landing and Takeoff on Runway 09




EMB-170

5

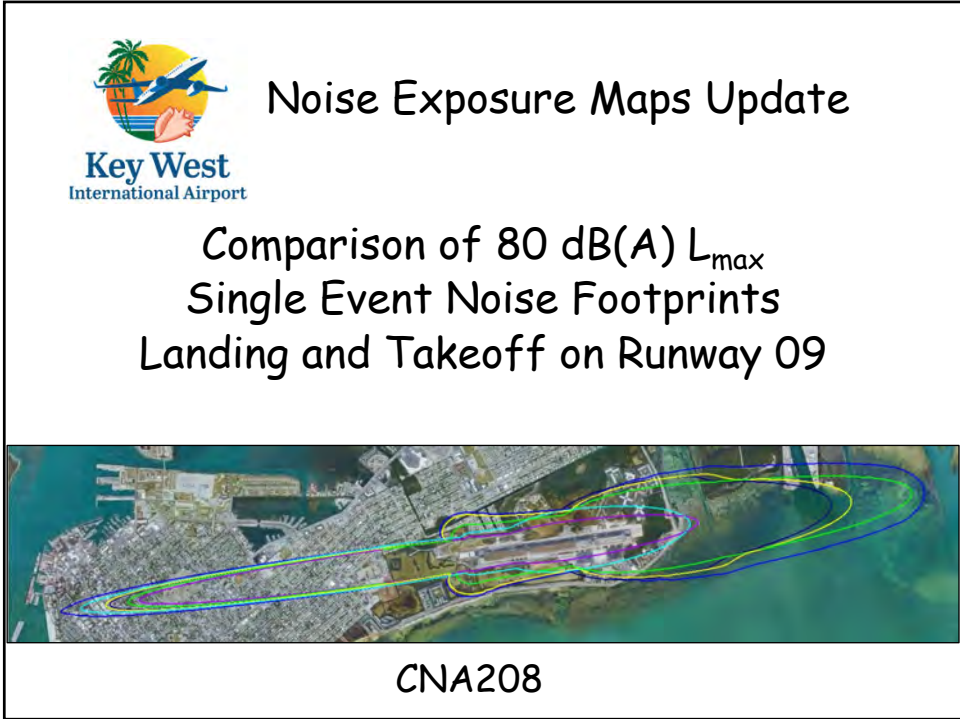
 Noise Exposure Maps Update

Comparison of 80 dB(A)  $L_{max}$   
Single Event Noise Footprints  
Landing and Takeoff on Runway 09

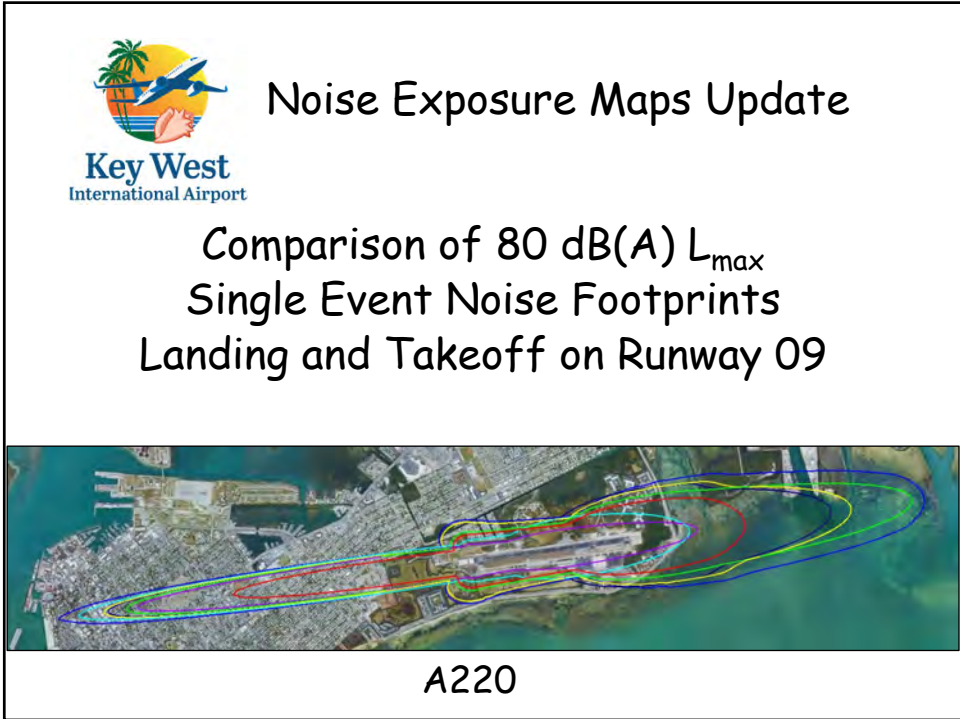


A319

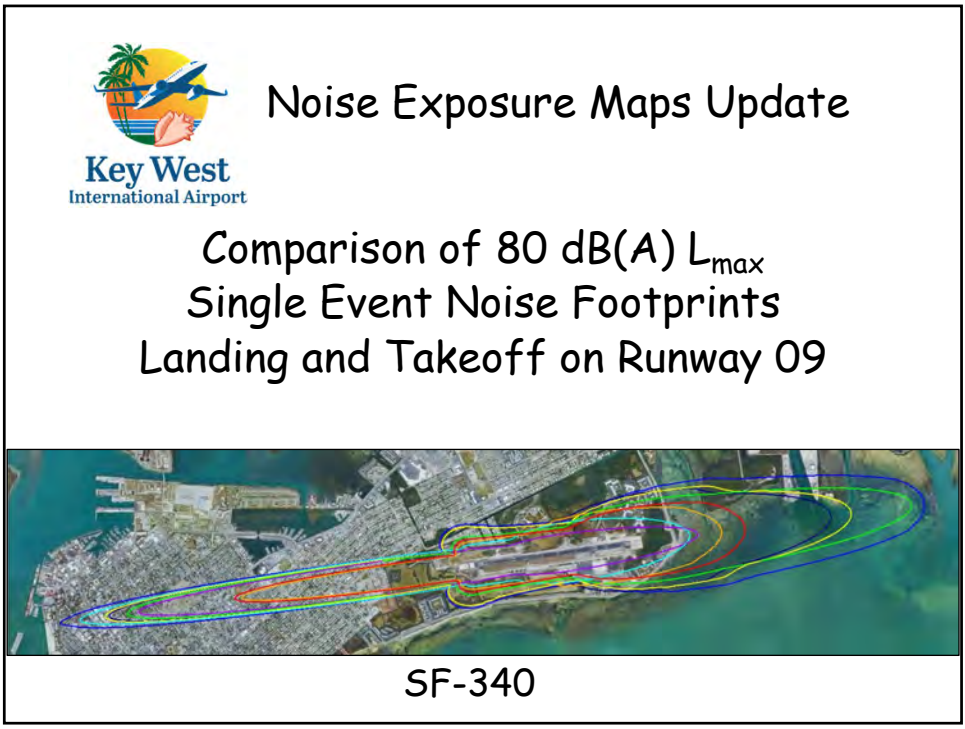
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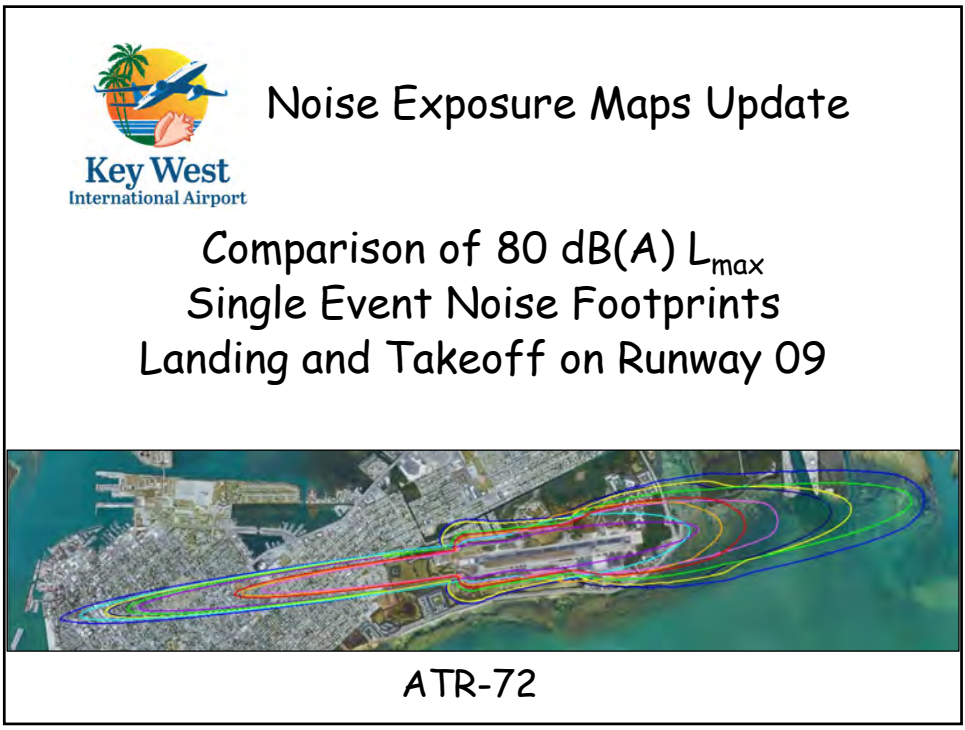
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8



9



10



## Noise Exposure Maps Update

Aircraft Operations Reported by the FAA  
October 1 – December 31, 2021


### ATADS : Airport Operations : Standard Report

From 10/2020 To 12/2020 | Facility=EYW

Date	Air Carrier	Itinerant				Local			Total Operations
		Air Taxi	General Aviation	Military	Total	Civil	Military	Total	
Oct-20	1,035	395	2,138	21	3,589	180	5	185	3,774
Nov-20	1,218	466	1,960	17	3,661	95	4	99	3,760
Dec-20	1,596	517	2,734	31	4,878	202	11	213	5,091
<b>Total:</b>	<b>3,849</b>	<b>1,378</b>	<b>6,832</b>	<b>69</b>	<b>12,128</b>	<b>477</b>	<b>20</b>	<b>497</b>	<b>12,625</b>

Report created on Sun May 23 12:13:26 EDT 2021  
Sources: Air Traffic Activity System (ATADS)

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## Noise Exposure Maps Update

Aircraft Operations on Runway 09  
Reported by FlightRadar24  
October 1 – December 31, 2021

RUNWAY	DAY/NIGHT	OP TYPE	STAGE LENGTH	OCT - DEC 2020 COUNT OF FIXED-WING AIRCRAFT BY CATEGORY					TOTAL FIXED-WING OPS
				AC/AT JET	AC/AT PROP	GA	GA JET	MIL	
09	DAY	DEP	1	207	560	875	302	0	1,944
09	NIGHT	DEP	1	1	1	6	1	0	9
09	DAY	DEP	2	906	27	71	195	0	1,199
09	NIGHT	DEP	2	2	0	0	0	0	2
09	DAY	DEP	3	224	1	2	97	1	325
09	NIGHT	DEP	3	0	0	0	2	0	2
09	DAY	DEP	4	0	0	0	17	0	17
09	NIGHT	DEP	4	0	0	0	0	0	0
09	DAY	DEP	5	0	0	0	0	0	0
09	NIGHT	DEP	5	0	0	0	0	0	0
09	DAY	DEP	6	0	0	0	0	0	0
09	NIGHT	DEP	6	0	0	0	0	0	0
		DEP SUBTOTAL		1,340	589	954	614	1	3,498
09	DAY	ARR	NA	1,295	626	1,139	751	1	3,812
09	NIGHT	ARR	NA	52	2	5	1	0	60
		ARR SUBTOTAL		1,347	628	1,144	752	1	3,872
09	DAY	T&G	NA	12	4	115	6	0	137
09	NIGHT	T&G	NA	0	0	0	0	0	0
		T&G SUBTOTAL		12	4	115	6	0	137
<b>RUNWAY 09 TOTALS</b>				<b>2,699</b>	<b>1,221</b>	<b>2,213</b>	<b>1,372</b>	<b>2</b>	<b>7,507</b>

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## Noise Exposure Maps Update

Aircraft Operations on Runway 27  
Reported by FlightRadar24  
October 1 – December 31, 2021

RUNWAY	DAY/NIGHT	OP TYPE	STAGE LENGTH	OCT - DEC 2020 COUNT OF FIXED-WING AIRCRAFT BY CATEGORY					TOTAL FIXED-WING OPS
				AC/AT JET	AC/AT PROP	GA	GA JET	MIL	
27	DAY	DEP	1	15	44	51	10	0	120
27	NIGHT	DEP	1	0	0	0	0	0	0
27	DAY	DEP	2	59	1	3	15	0	78
27	NIGHT	DEP	2	0	0	0	0	0	0
27	DAY	DEP	3	14	0	1	7	0	22
27	NIGHT	DEP	3	0	0	0	0	0	0
27	DAY	DEP	4	0	0	0	1	0	1
27	NIGHT	DEP	4	0	0	0	0	0	0
27	DAY	DEP	5	0	0	0	0	0	0
27	NIGHT	DEP	5	0	0	0	0	0	0
27	DAY	DEP	6	0	0	0	0	0	0
27	NIGHT	DEP	6	0	0	0	0	0	0
		DEP SUBTOTAL		88	45	55	33	0	221
27	DAY	ARR	NA	125	44	67	48	0	284
27	NIGHT	ARR	NA	4	0	2	0	0	6
		ARR SUBTOTAL		129	44	69	48	0	290
27	DAY	T&G	NA	7	0	7	1	0	15
27	NIGHT	T&G	NA	0	0	0	0	0	0
		T&G SUBTOTAL		7	0	7	1	0	15
<b>RUNWAY 27 TOTALS</b>				<b>224</b>	<b>89</b>	<b>131</b>	<b>82</b>	<b>0</b>	<b>526</b>

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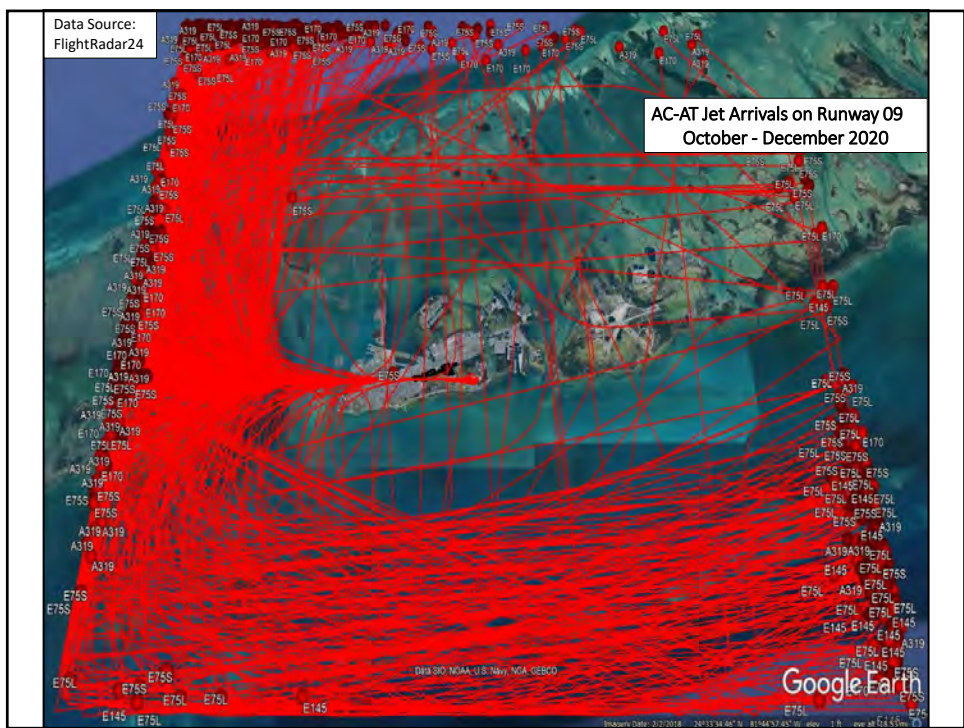
## Noise Exposure Maps Update

Runway Utilization  
Reported by FlightRadar24  
October 1 – December 31, 2021

	OCT - DEC 2020 RUNWAY UTILIZATION BY AIRCRAFT CATEGORY					Grand Total
	AC/AT JET	AC/AT PROP	GA	GA JET	MIL	
<b>RUNWAY 09</b>						
<b>DAY</b>						
PERCENTAGE OF ARRIVALS	91%	93%	94%	94%	100%	93%
PERCENTAGE OF DEPARTURES	94%	93%	95%	95%	100%	94%
RW 09 DAY TOTALS	2,644	1,225	2,305	1,410	2	7,586
RW 09 DAY PERCENTAGES	92%	93%	94%	94%	100%	93%
<b>NIGHT</b>						
PERCENTAGE OF ARRIVALS	93%	100%	71%	100%	#DIV/0!	91%
PERCENTAGE OF DEPARTURES	100%	100%	100%	100%	#DIV/0!	100%
RW 09 NIGHT PERCENTAGES	93%	100%	85%	100%	#DIV/0!	92%
RUNWAY 09 PERCENTAGES	97%	96%	97%	98%	100%	97%
<b>RUNWAY 27</b>						
<b>DAY</b>						
PERCENTAGE OF ARRIVALS	9%	7%	6%	6%	0%	7%
PERCENTAGE OF DEPARTURES	6%	7%	5%	5%	0%	6%
RW 27 DAY PERCENTAGES	8%	7%	6%	6%	0%	7%
<b>NIGHT</b>						
PERCENTAGE OF ARRIVALS	7%	0%	29%	0%	#DIV/0!	9%
RW 27 NIGHT PERCENTAGES	7%	0%	15%	0%	#DIV/0!	8%
RUNWAY 27 PERCENTAGES	3%	4%	3%	2%	0%	3%

14

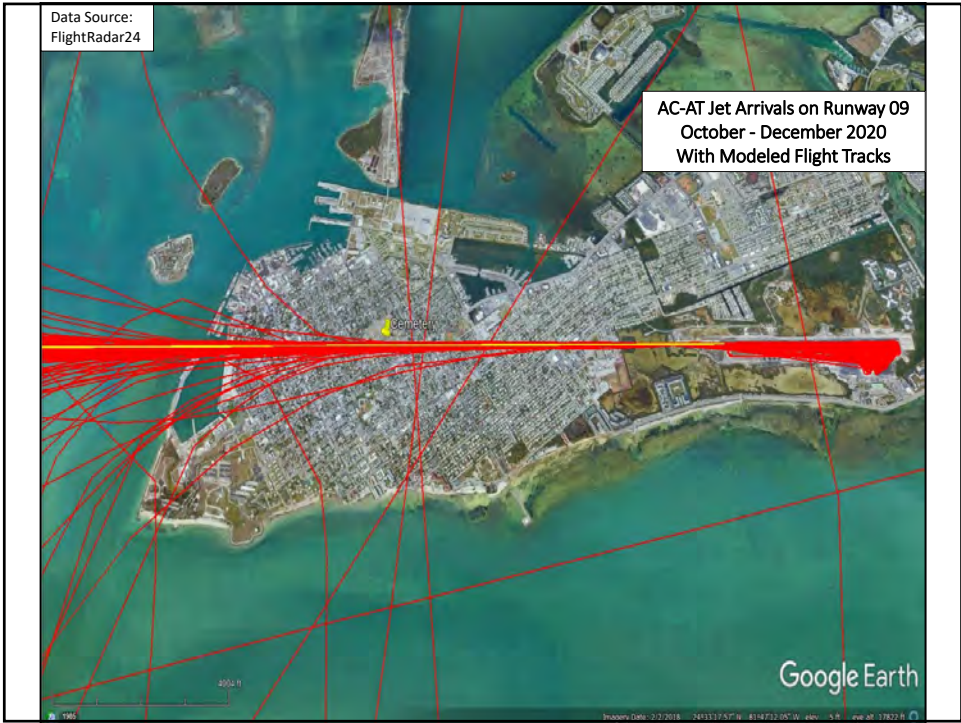




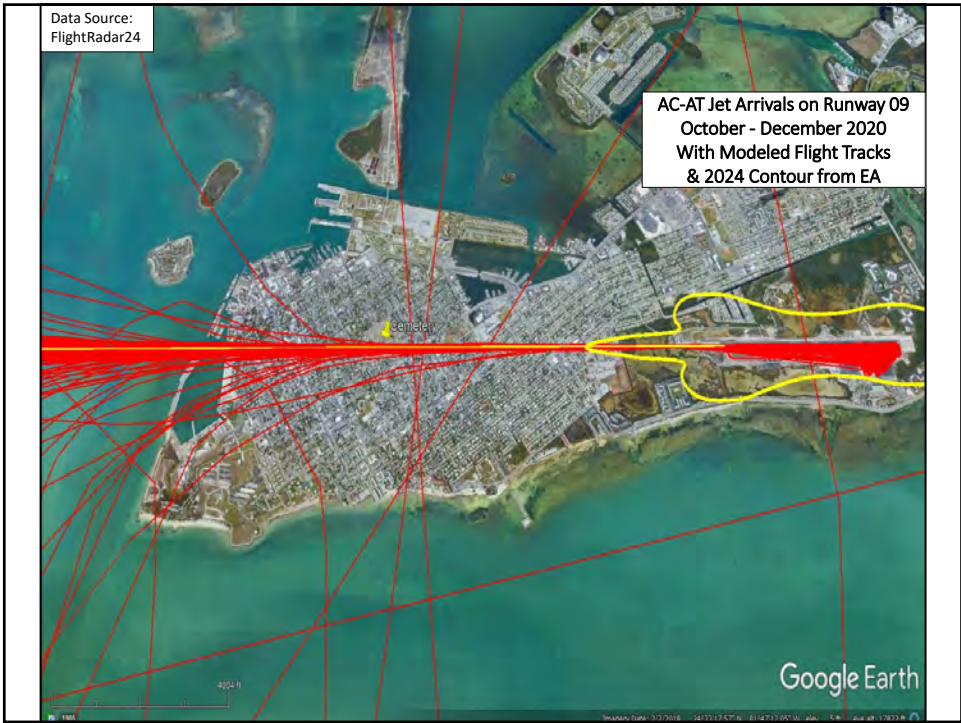
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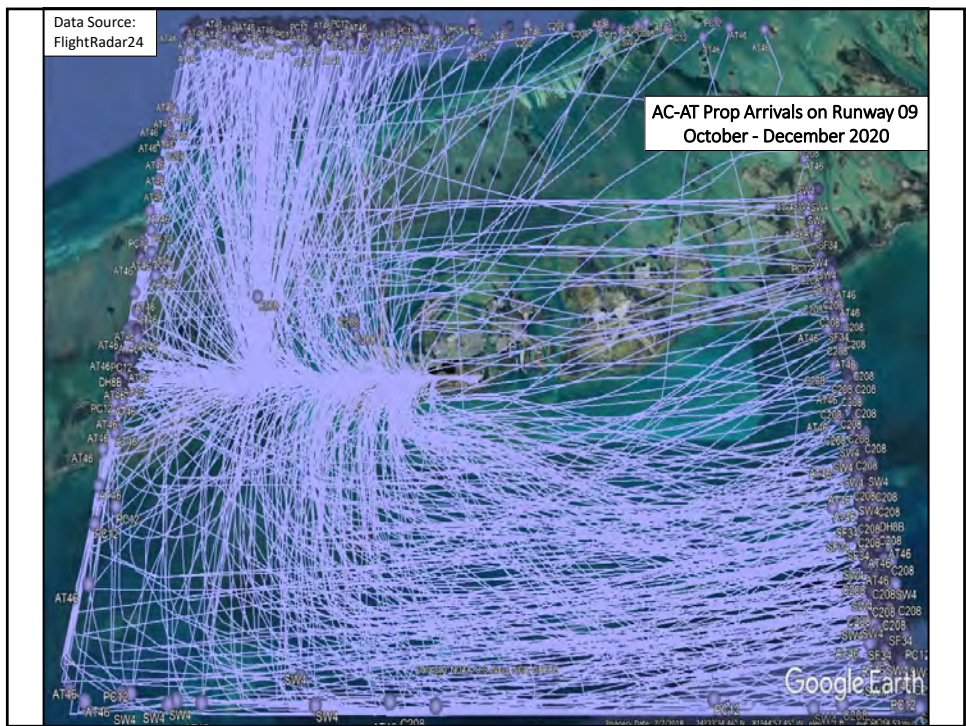
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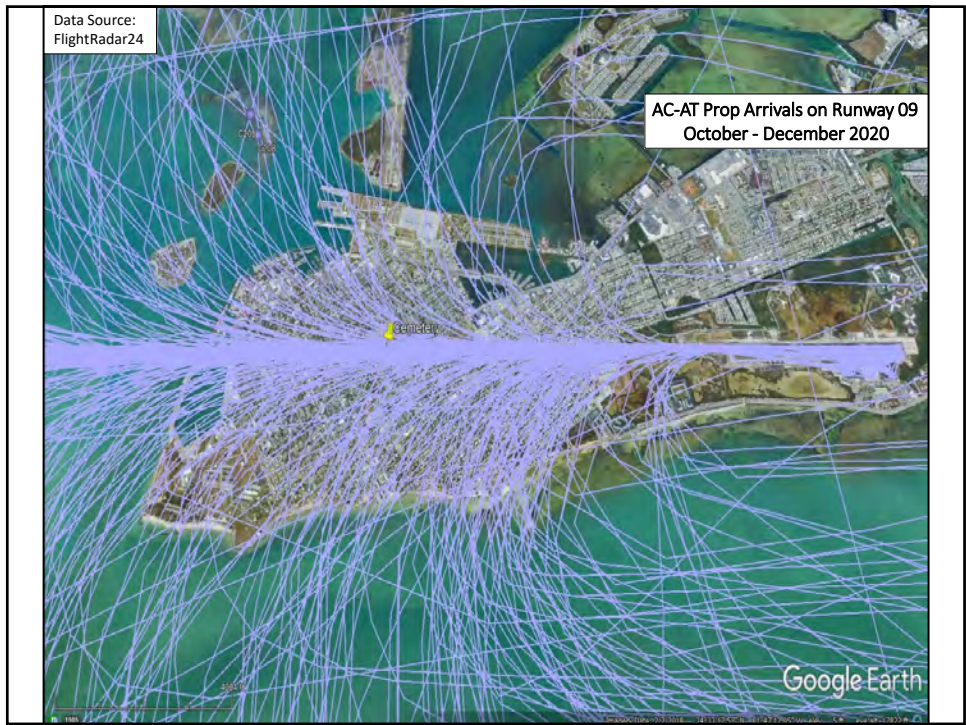
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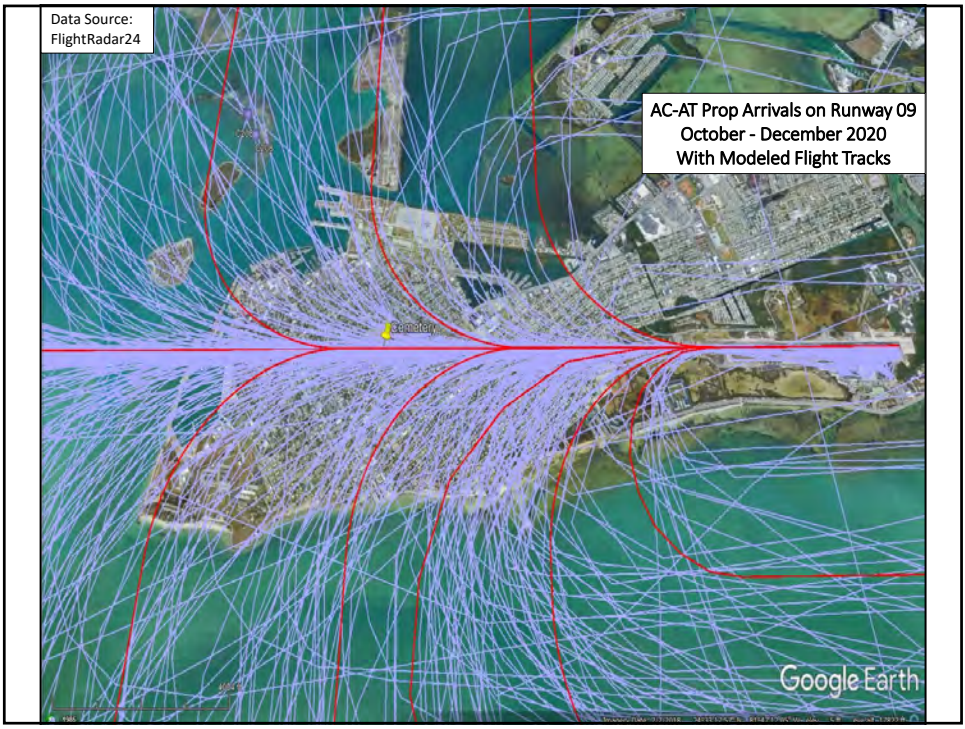
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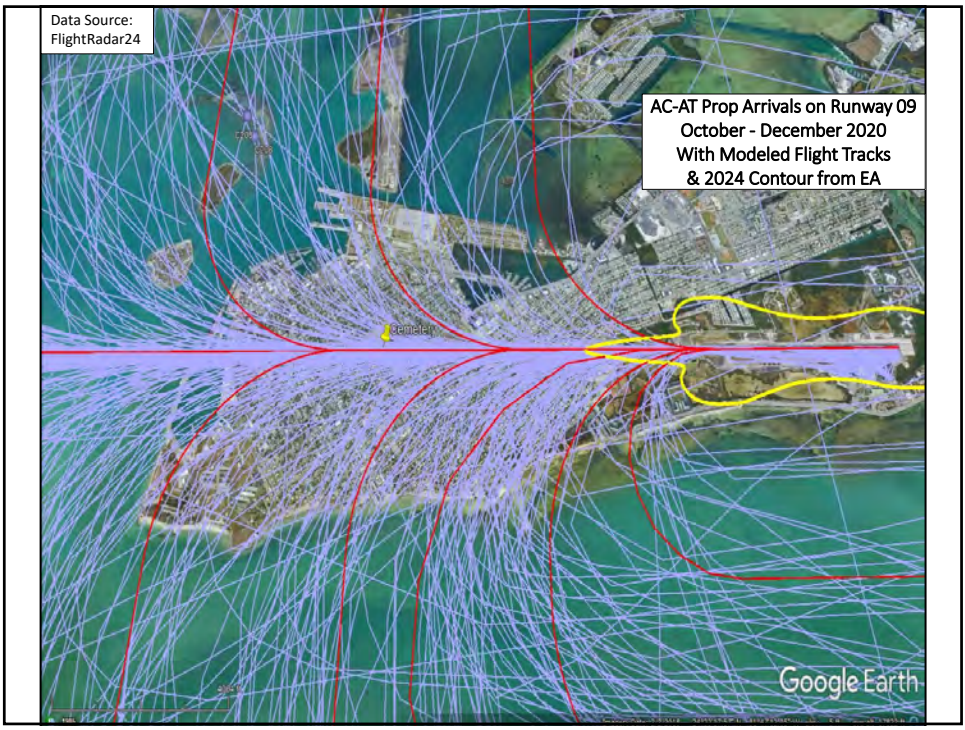
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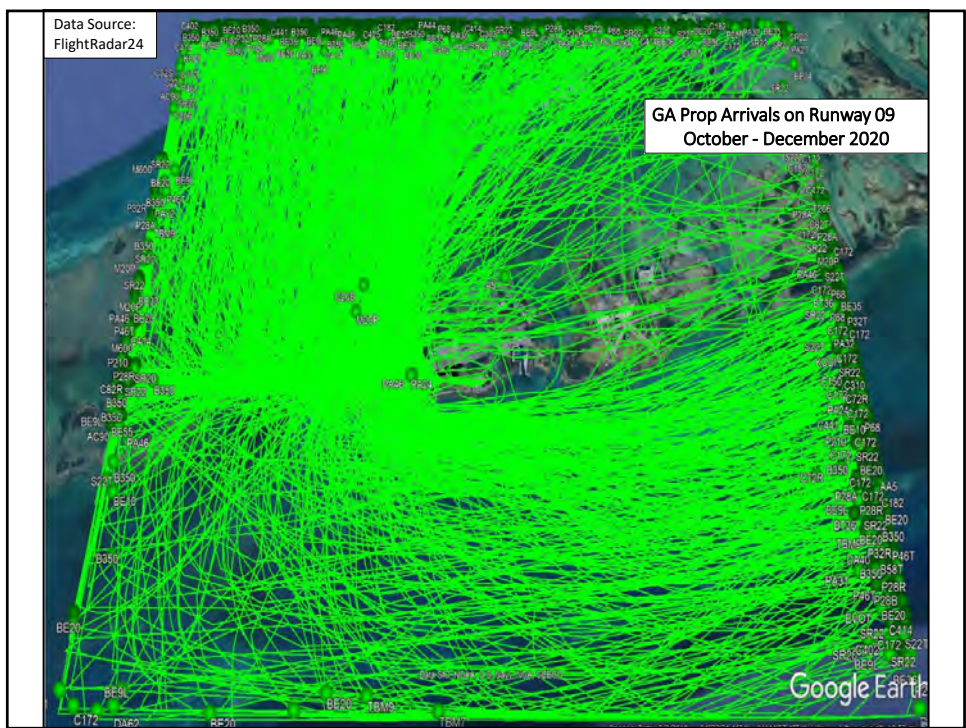
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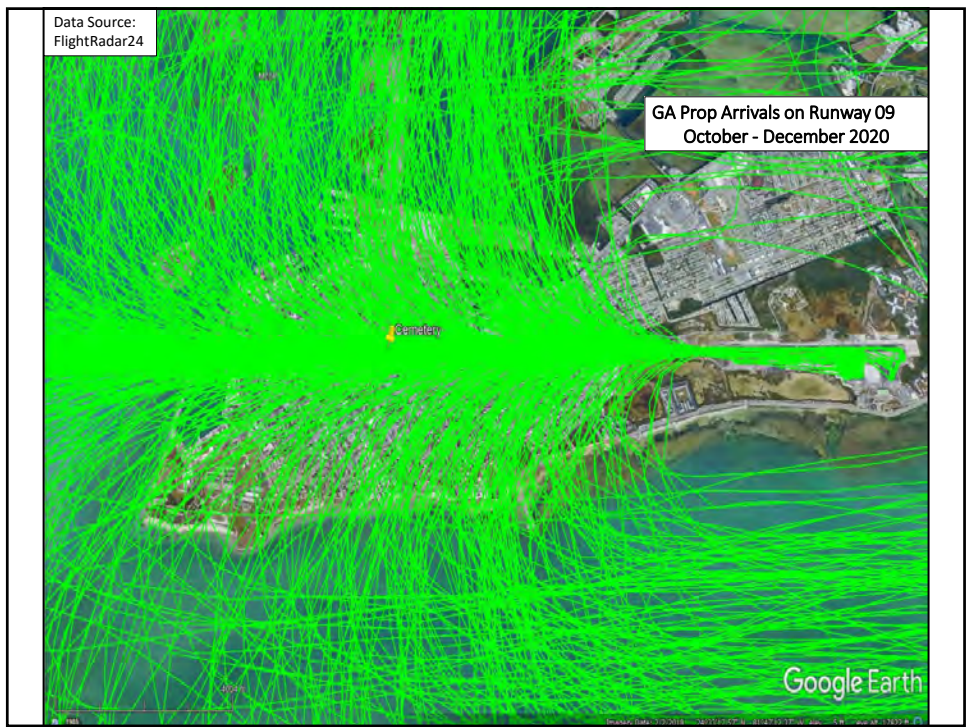
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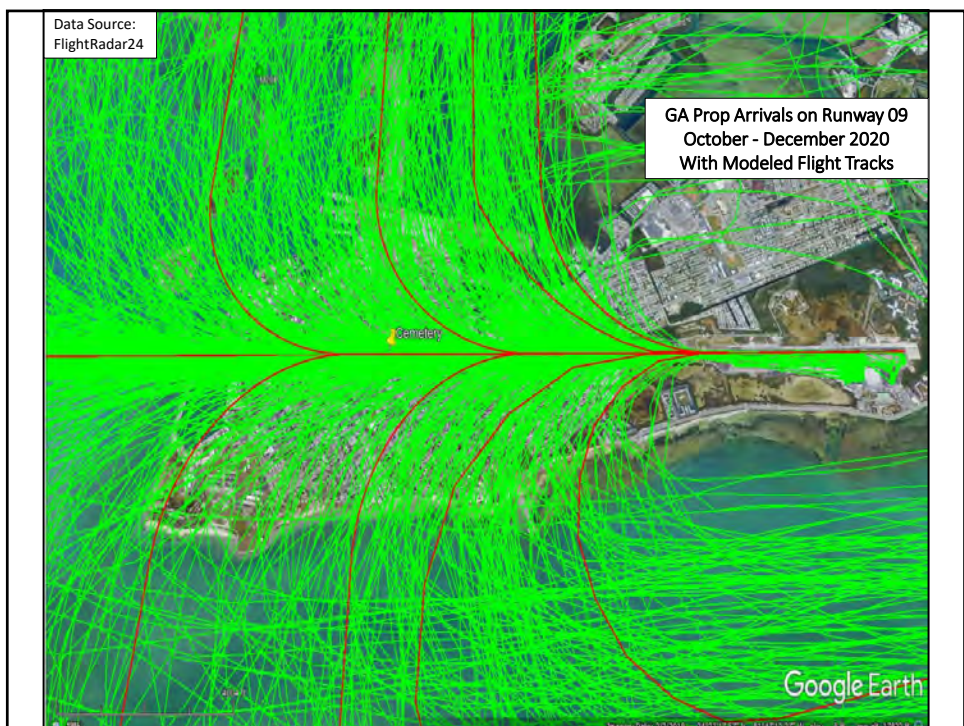
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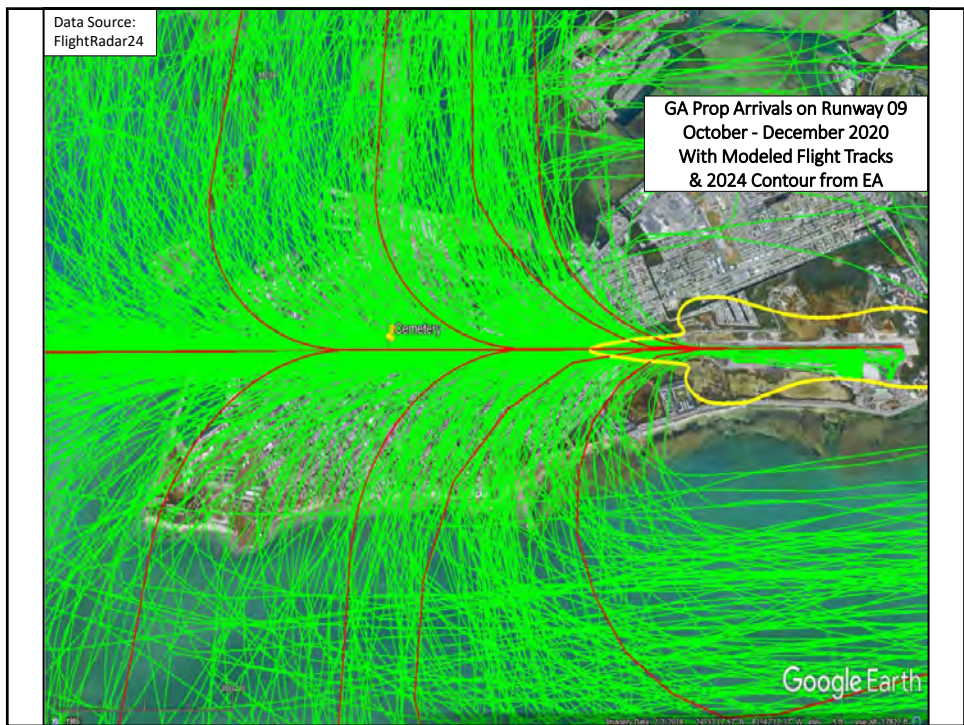
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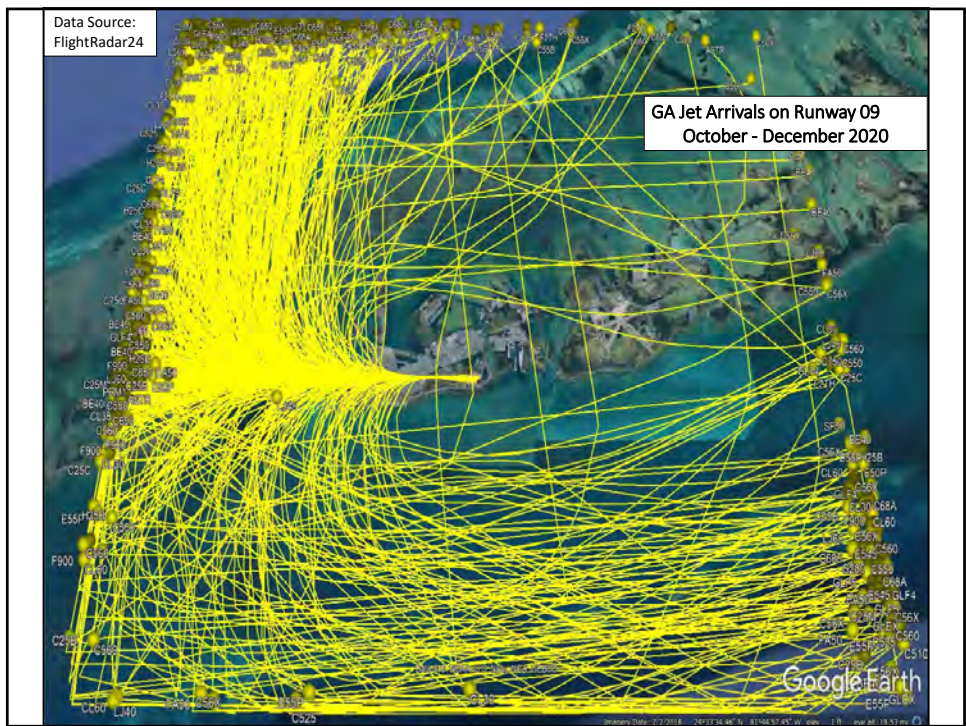
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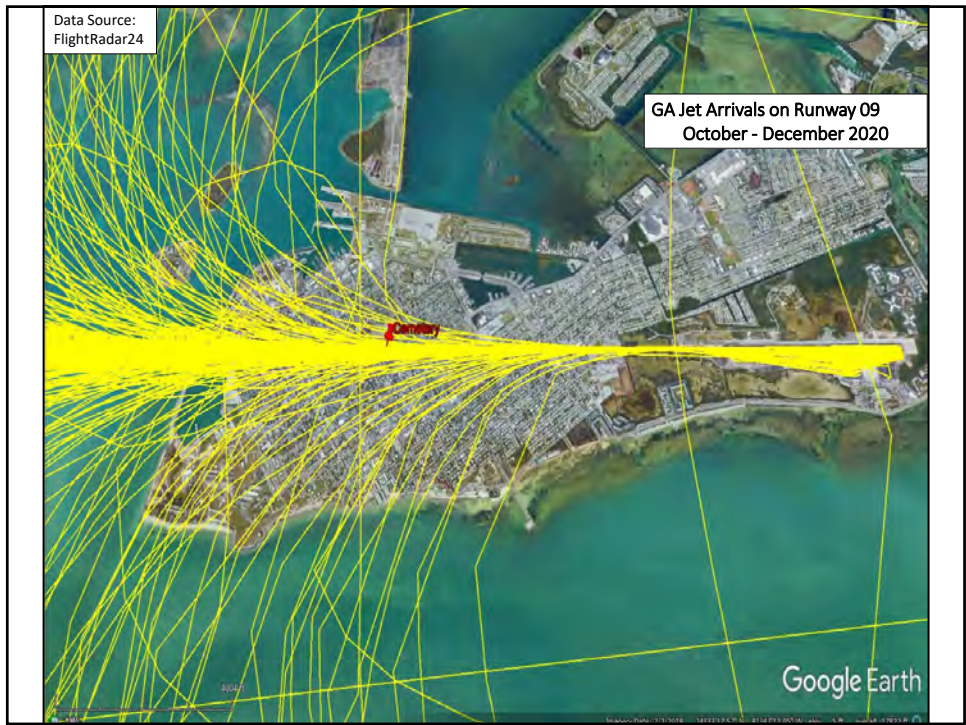
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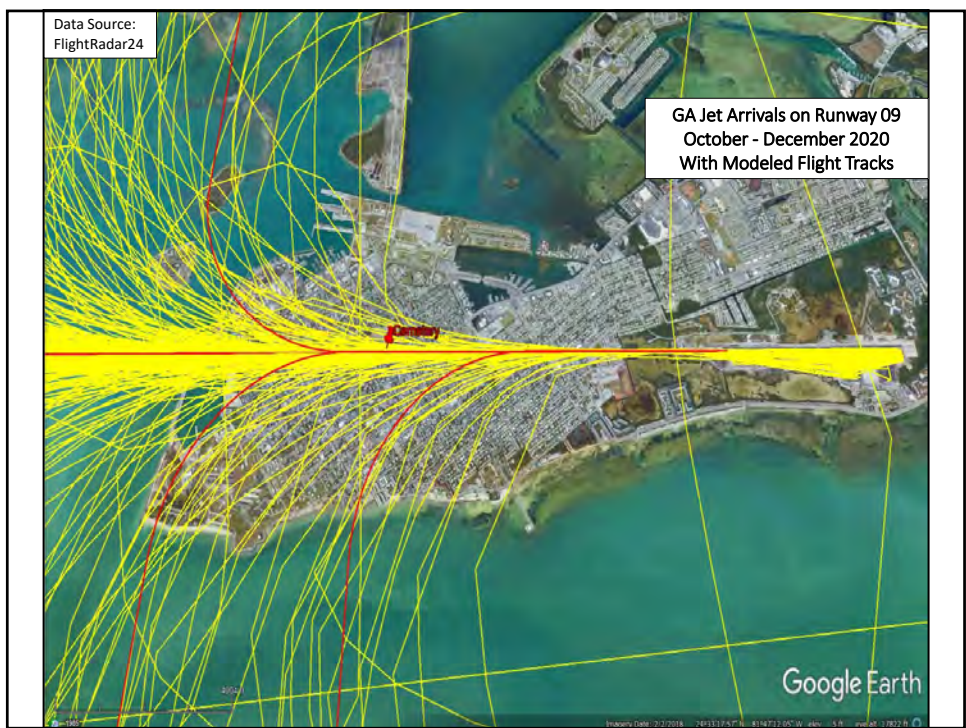
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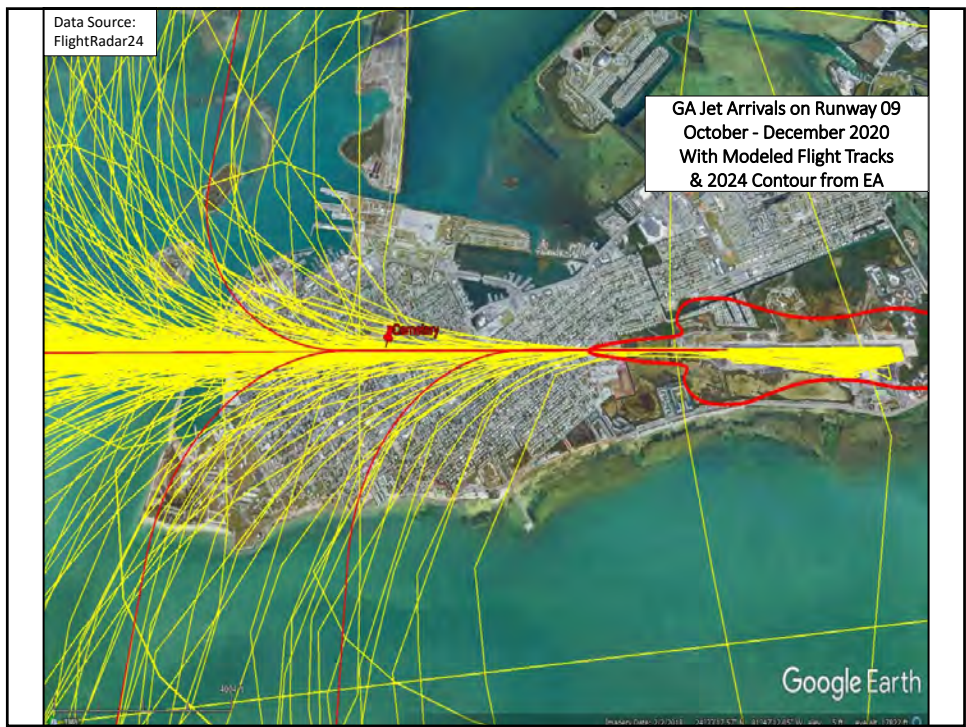
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28

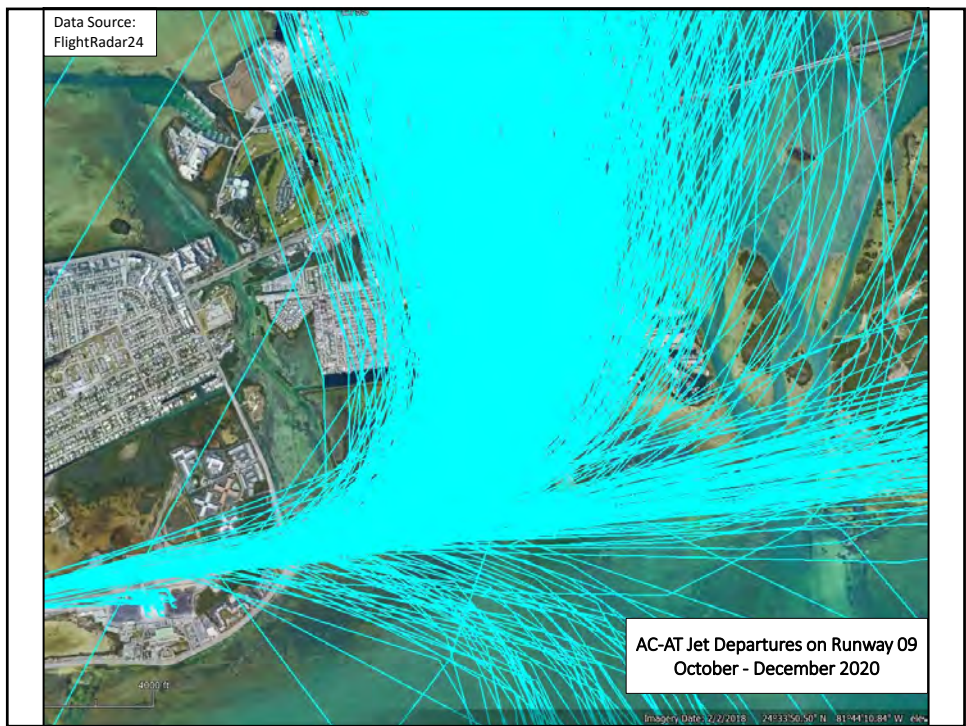


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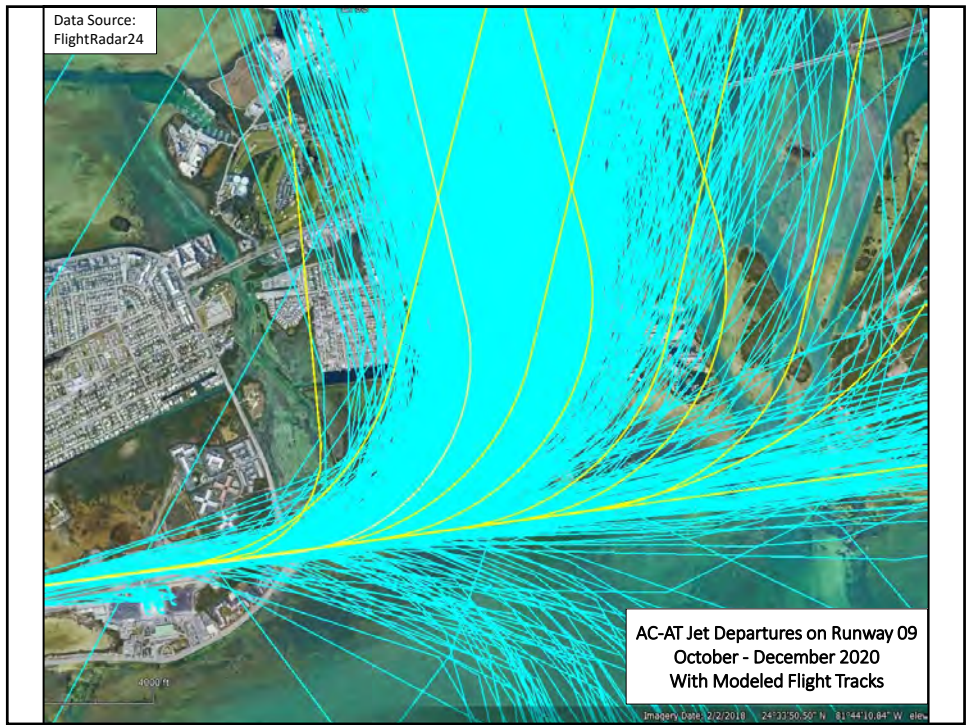


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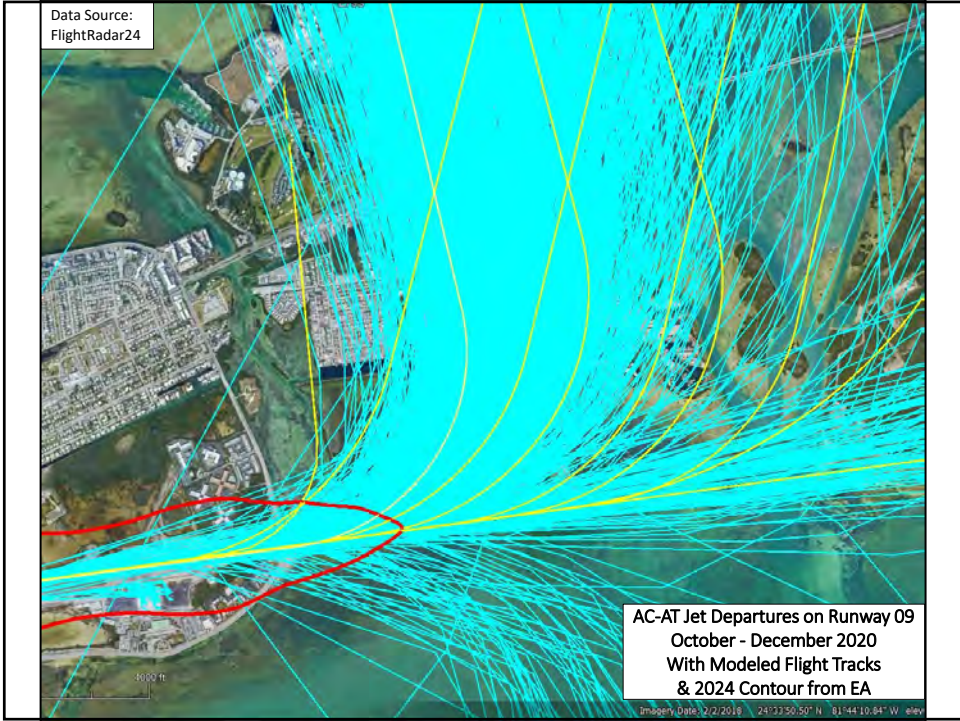




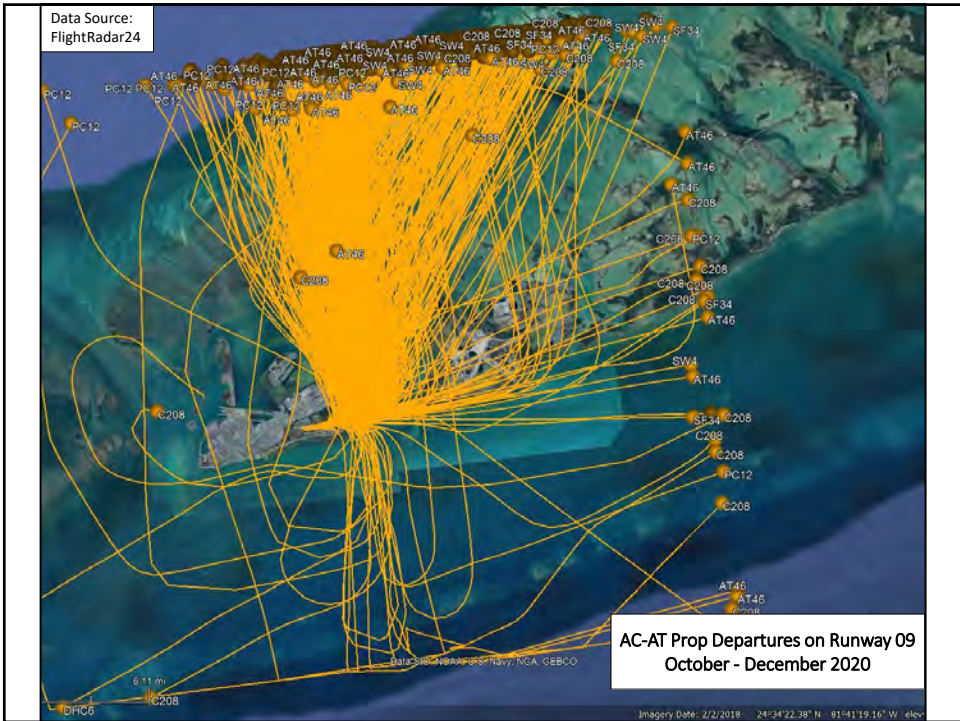
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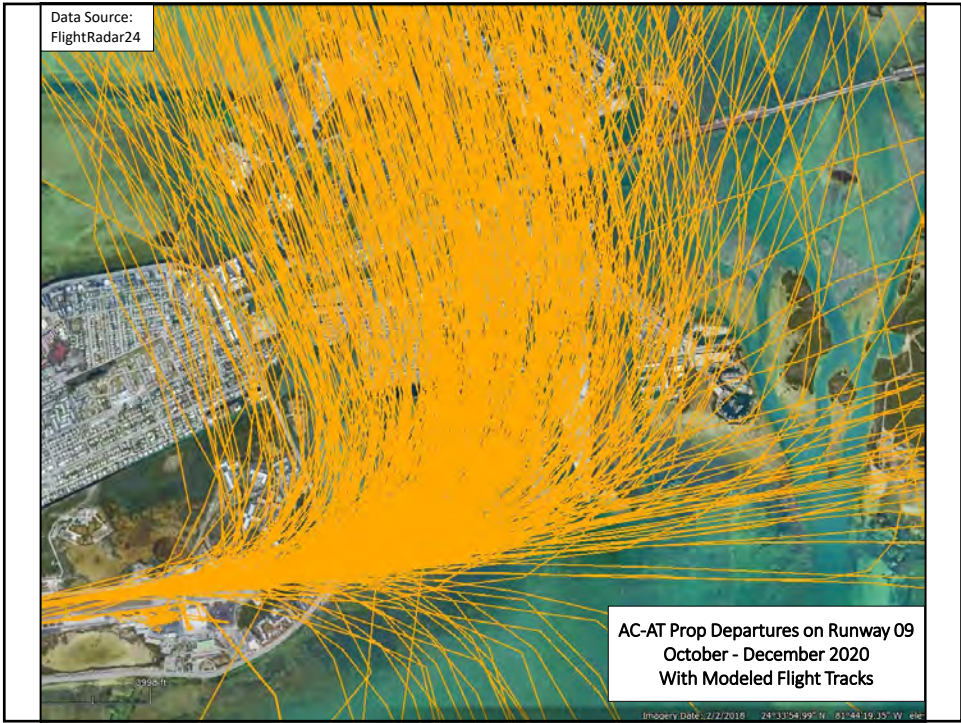
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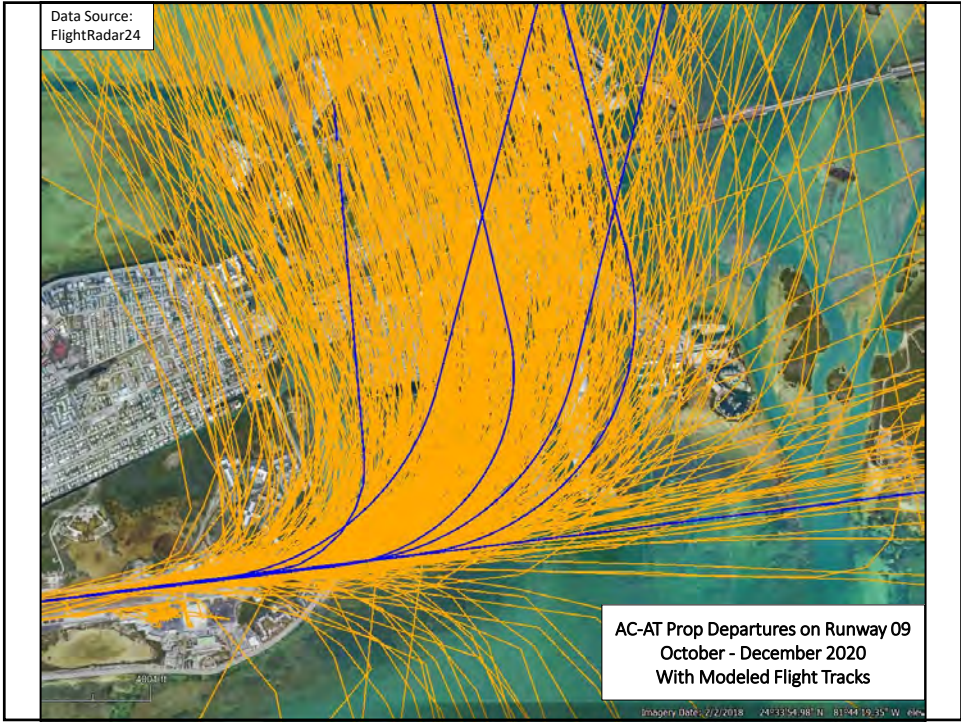
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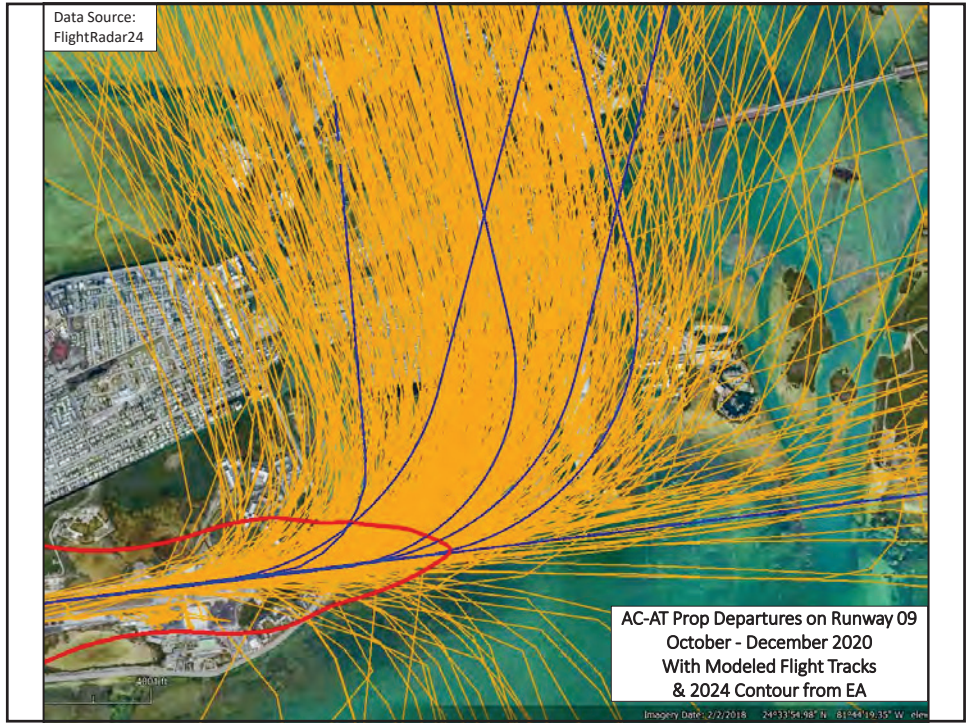
34




35



36



37



## Noise Exposure Maps Update

APO Terminal Area Forecast Summary Report  
Forecast Issued May 2021

FISCAL YEAR	ITINERANT OPERATIONS					LOCAL OPERATIONS			TOTAL OPS
	Air Carrier	Air Taxi	GA	Military	Total	GA	Military	Total	
2019	15,282	4,831	29,497	464	50,074	2,922	56	2,978	53,052
2020	12,951	4,793	24,349	350	42,443	2,394	92	2,486	44,929
2021	18,779	5,608	30,248	350	54,985	2,399	92	2,491	57,476
2022	20,657	6,561	30,373	350	57,941	2,404	92	2,496	60,437
2023	22,256	7,088	30,498	350	60,192	2,409	92	2,501	62,693
2024	23,887	7,618	30,623	350	62,478	2,414	92	2,506	64,984
2025	24,958	7,975	30,750	350	64,033	2,419	92	2,511	66,544
2026	25,654	8,216	30,876	350	65,096	2,424	92	2,516	67,612
2027	26,124	8,414	31,004	350	65,892	2,429	92	2,521	68,413
2028	26,553	8,635	31,131	350	66,669	2,435	92	2,527	69,196
2029	26,991	8,849	31,260	350	67,450	2,440	92	2,532	69,982
2030	27,401	9,038	31,388	350	68,177	2,445	92	2,537	70,714

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## Noise Exposure Maps Update "Standing Take-offs"

From the 2013 NEM Update: "...due to the length of the runway at KWIA, the air carrier and commuter jet aircraft perform an engine spool-up prior to brake release. The noise modeling assumes all Boeing 737, Airbus A319, and CRJ/700/900 aircraft will perform this operation prior to departure."

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## Noise Exposure Maps Update "Standing Take-offs"

Response from Delta: "We are working on this, but data is difficult to come by. Standing takeoffs were mandatory on our 737-700 fleet but recommended on the A319. On the CRJ-700 fleet, it looks like we dispatch with a standing takeoff instruction based on a load factor of 80% or greater. I'm trying to nail down frequency of occurrence for both mainline and CRJ-700 fleets. I haven't heard from Republic about the E-Jets."

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## Noise Exposure Maps Update Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.



The Florida Keys Only Daily Newspaper, Est. 1876
PO Box 1800, Key West FL 33041
P: (305) 292-7777 ext. 219 F: (305) 295-8025
legals@keysnews.com

MONROE CO DEPARTMENT OF AIRPORTS
3491 S ROOSEVELT BLVD
KEY WEST FL 33040

Account: 141789

Ticket: 391100

PUBLISHER'S AFFIDAVIT

STATE OF FLORIDA
COUNTY OF MONROE

Before the undersigned authority personally appeared

MICHAEL LEWIS who on oath says that he or she is
AN EMB FLOYD 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 MEETING 6.1 was
published in said newspaper in the issues of:

Sunday, May 23, 2021

Affiant further says that the Key West Citizen is a newspaper published in Key
West, in said Monroe County, Florida and that the said newspapers has hereto-
fore been continuously published in said Monroe County, Florida every day, and
has been entered as periodicals 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 or she has
neither paid nor promised any person, firm or corporation any discount, rebate,
commission or refund for the purpose of securing this advertisement for publica-
tion in the said newspaper.

(Signature of Affiant)

Affirmed and subscribed before me this 4th day of June 2021

(Notary Public Signature)

Misty Weech (Notary Seal)

My commission expires 03/25/2023

Personally Known X Produced Identification

Type of Identification Produced



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 49
CFR TITLE 14 PART 150
NOISE EXPOSURE MAPS

Monroe County will host a Public
Meeting on
Tuesday, June 1, 2021 at 2:00 p.m.
at the

HARVEY GOVERNMENT CENTER
1200 Truman Avenue
Upstairs in the Commission Chambers
Key West, Florida 33040

AND

via a virtual meeting connection at
https://mchoccc.zoom.us/j/96449960014

Persons interested in this issue are invit-
ed to attend. Persons wishing to attend
electronically can participate at https://
mchoccc.zoom.us/j/96449960014. The
public can also participate via phone
(audio only) by dialing (646) 518-9805
and, when requested, enter the Webi-
nar ID# 964-4996-0014.

The public is further advised that some
or all of the members of the Monroe
County Commission, the Commission/
Council members and/or their appoint-
ed representatives of the incorporated
cities of Marathon, Key Colony Beach,
Layton and the Village of Islamorada,
representatives of the Tourist Develop-
ment Council and their area District Ad-
visory Committee member may attend
the meeting and discuss items that may
come before their respective commis-
sions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida
Statutes, notice is given that if a per-
son 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 pur-
pose, he may need to ensure that a
verbatim record of the proceedings is
made, which record includes the testi-
mony and evidence upon which the ap-
peal is to be based.

ADA Assistance: Any individual need-
ing special accommodations at this
meeting, due to a disability, should con-
tact the County Administrator's Office,
at (305) 292-4441, Monday through Fri-
day (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 hear-

ing or voice impaired, call 711.

Dated at Key West, Florida this 22nd
Day of May, 2021.

Richard Strickland
Senior Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040
05/22/21 Key West Citizen

**D.6**  
**October 5, 2021**  
**Ad Hoc Committee Meeting**



**Key West International Airport**  
**Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, October 5<sup>th</sup>, 2021**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/88022353838>

You can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID: 880 2235 3838.

Roll Call

A. Review and Approval of Meeting Minutes

1. June 1<sup>st</sup>, 2021

B. Discussion Regarding NEM Update

1. Aircraft Operations Development
2. Flight Track Development
3. Progress and Future Tasks
4. Public Participation
5. NEM Documents Sections 1, 2 & 3 for Public Review

C. Discussion of NIP Implementation

1. NIP Status To-date
2. KWBTs Project Recap
3. Building A - Phase 1: Construction Summary
4. Building A - Phase 2: Construction
5. KWBTs - Final Phase: Bid Process
6. Rough Schedule for the Current and Future NIP

D. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Reports

E. Nomination of an Ad-Hoc Committee Member to represent aviation.

F. Other Discussion

***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."***

# **KWIA Ad-Hoc Committee on Noise**

## **October 5<sup>th</sup>, 2021 Meeting Minutes**

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

### **ROLL CALL:**

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

Commissioner Craig Cates  
Peter Horton  
Andrea Haynes  
Marlene Durazo  
Dr. Sandy Quillen (via Zoom)  
Nick Pontocorvo

#### **Staff and Guests in Attendance:**

Deborah Lagos, DML & A, Noise Program Coordinator  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Jethon Williams II, Monroe County TV/Multimedia Manager  
Roberta DiPiero, Homeowner

A quorum was present. Deborah Lagos chaired the meeting.

### **Review and Approval of Meeting Minutes for the June 1<sup>st</sup>, 2021 Ad Hoc Committee Meetings**

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Peter Horton made a motion to approve the minutes; Sandy Quillen seconded the motion. The minutes were approved as presented.

### **Noise Exposure Maps Update**

#### **1. Aircraft Operations Development**

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

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

## **KWIA Ad-Hoc Committee on Noise October 5<sup>th</sup>, 2021 Meeting Minutes**

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

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

### **2. Flight Track Development**

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

### **3. Public Participation**

Deborah presented the current timeline for completion of the NEM Update, and highlighted opportunities for public input and opportunities for the public to review and provide comments on draft document sections. She emphasized the importance of the public's input since the FAA would be monitoring the level of public participation in the process.

Finally, Deborah reviewed the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations. She emphasized that input from the committee and the public is very important to this process.

## **KWIA Ad-Hoc Committee on Noise October 5<sup>th</sup>, 2021 Meeting Minutes**

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

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

### **NIP Implementation**

Steve Vecchi presented a Power Point Slide Show, including the following topics:

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

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

Deborah presented a rough schedule for the current and future NIP, based on current information and the schedule for completion of the NEM Update.

### **Other Reports**

#### **1. Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

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

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

The following articles were mentioned:

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

## **KWIA Ad-Hoc Committee on Noise October 5<sup>th</sup>, 2021 Meeting Minutes**

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

### **Discussion/Nomination of New Member**

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

### **Other Discussion**

The meeting adjourned at approximately 3:25 PM.




# Key West International Airport

## Meeting of the Ad Hoc Committee on Noise

### Tuesday, October 5<sup>th</sup>, 2021

1




## Noise Exposure Maps Update Existing Condition

Aircraft Operations Reported by the FAA  
October 1, 2020 – August 31, 2021

Date	Air Carrier	Air Taxi	Itinerant			Local			Total Operations
			General Aviation	Military	Total	Civil	Military	Total	
Oct-20	1,035	395	2,138	21	3,589	180	5	185	3,774
Nov-20	1,218	466	1,960	17	3,661	95	4	99	3,760
Dec-20	1,596	517	2,734	31	4,878	202	11	213	5,091
Jan-21	1,809	620	3,207	45	5,681	222	14	236	5,917
Feb-21	1,592	659	3,356	32	5,639	206	1	207	5,846
Mar-21	2,229	774	3,730	61	6,794	254	8	262	7,056
Apr-21	2,258	768	3,361	22	6,409	248	10	258	6,667
May-21	2,286	633	3,556	44	6,519	412	18	430	6,949
Jun-21	2,254	525	2,544	41	5,364	292	6	298	5,662
Jul-21	2,097	504	2,381	20	5,002	128	2	130	5,132
Aug-21	1,863	374	2,140	20	4,397	40	4	44	4,441
<b>Total:</b>	<b>20,237</b>	<b>6,235</b>	<b>31,107</b>	<b>354</b>	<b>57,933</b>	<b>2,279</b>	<b>83</b>	<b>2,362</b>	<b>60,295</b>

2



## Noise Exposure Maps Update


Day/Night Split  
Reported by FlightRadar24  
October 1, 2020 – August 31, 2021

CATEGORY	DEPARTURES		ARRIVALS		OVERALL	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
AC/AT JET	76%	24%	96%	4%	85%	15%
AC/AT PROP	81%	19%	100%	0%	90%	96%
GA	80%	20%	99%	1%	89%	11%
GA JET	78%	22%	99%	1%	88%	12%
HELO	77%	23%	89%	11%	89%	11%
MIL	71%	29%	83%	17%	77%	23%

DAY = 07:00 AM THROUGH 9:59 PM  
NIGHT = 10:00 PM THROUGH 06:59 AM

ANALYSIS RESULTS SUBJECT TO CHANGE

3



## Noise Exposure Maps Update

Runway Utilization  
Reported by FlightRadar24  
October 1, 2020 – August 31, 2021


DEPARTURES	AC/AT JET	AC/AT PROP	GA	GA JET	MIL	OVERALL
RUNWAY 09 DEPARTURE PERCENTAGE	90%	89%	89%	89%	83%	89%
RUNWAY 27 DEPARTURE PERCENTAGE	10%	11%	11%	11%	17%	11%
TOTAL DEPARTURE PERCENTAGE	100%	100%	100%	100%	100%	100%

ARRIVALS	AC/AT JET	AC/AT PROP	GA	GA JET	MIL	OVERALL
RUNWAY 09 ARRIVAL PERCENTAGE	86%	88%	88%	86%	100%	87%
RUNWAY 27 ARRIVAL PERCENTAGE	14%	12%	12%	14%	0%	13%
TOTAL ARRIVAL PERCENTAGE	100%	100%	100%	100%	100%	100%

ANALYSIS RESULTS SUBJECT TO CHANGE

4




## Noise Exposure Maps Update Future Condition

APO Terminal Area Forecast Summary Report  
Forecast Issued May 2021

FISCAL YEAR	ITINERANT OPERATIONS					LOCAL OPERATIONS			TOTAL OPS
	Air Carrier	Air Taxi	GA	Military	Total	GA	Military	Total	
2019	15,282	4,831	29,497	464	50,074	2,922	56	2,978	53,052
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2030	27,401	9,038	31,388	350	68,177	2,445	92	2,537	70,714

5



## Noise Exposure Maps Update

### AEDT Stage Lengths

Stage Length represents the flight distance from takeoff to landing and is a proxy for the aircraft weight.

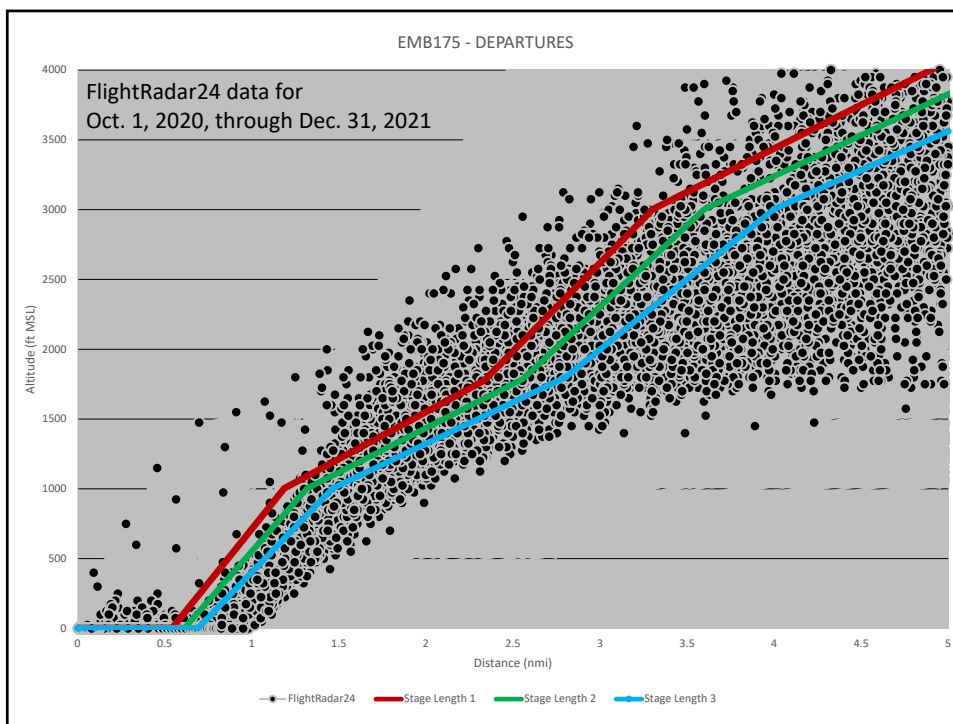
The weight associated with the stage length is based on a load factor of 65% and the amount of fuel needed for the flight distance.

Destination	Airport Code	Distance from EYW		Stage Length
		Statute Miles	Nautical Miles	
Ft. Lauderdale	FLL	144.9	125.9	1
Miami	MIA	125.4	108.9	1
Orlando	MCO	268.1	233.0	1
Tampa	TPA	240.2	208.8	1
Atlanta	ATL	645.8	561.2	2
Charlotte	CLT	735.7	639.3	2
Dallas	DFW	1089.1	946.4	2
Washington, DC	IAD	1022.9	888.9	2
Chicago	ORD	1251.4	1087.4	3
Newark	EWR	1195.6	1038.9	3

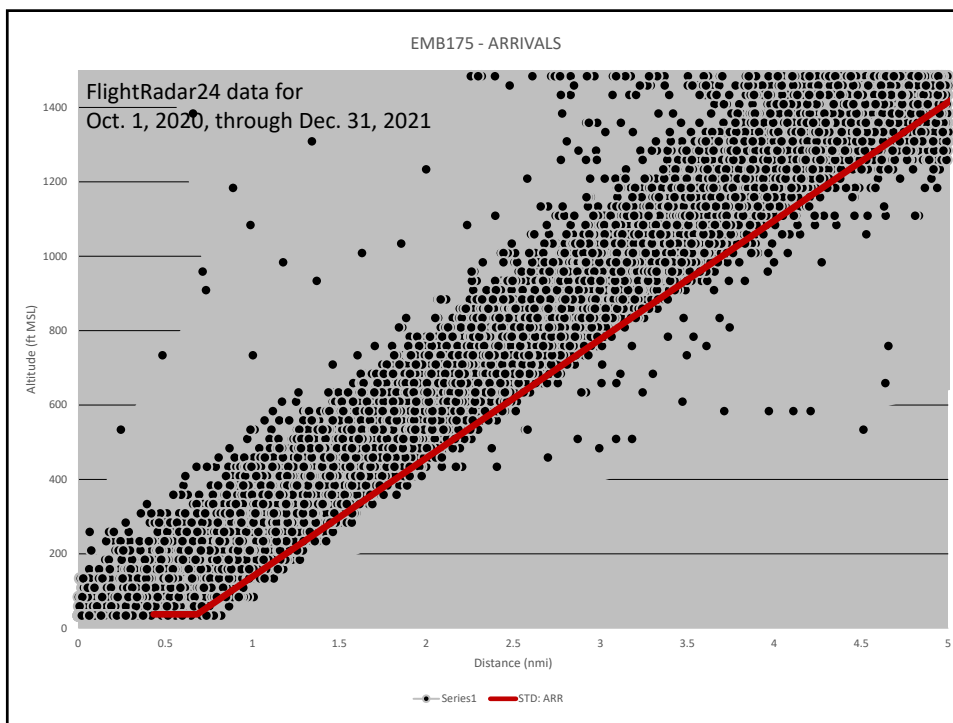
Note: The use of radar-based trajectory data alone to estimate an aircraft's takeoff weight is not recommended.

6

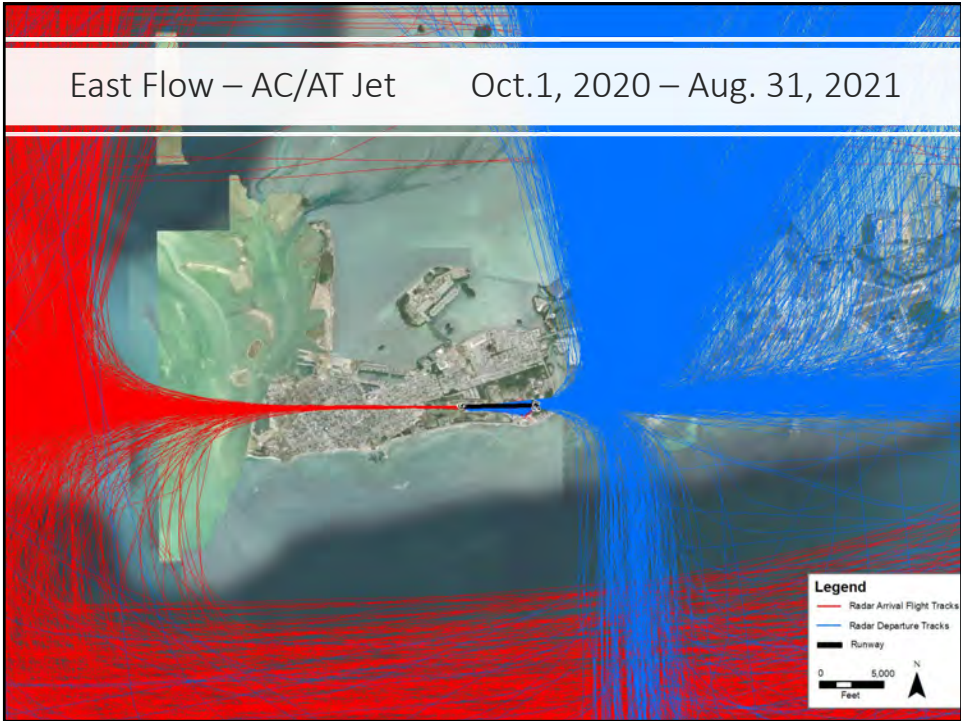




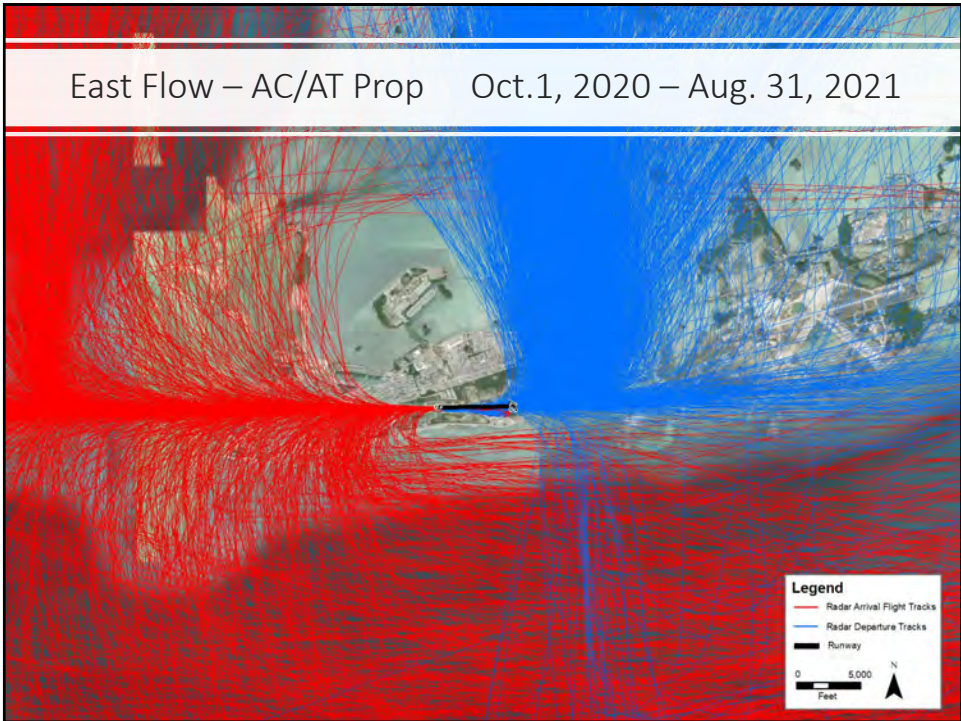
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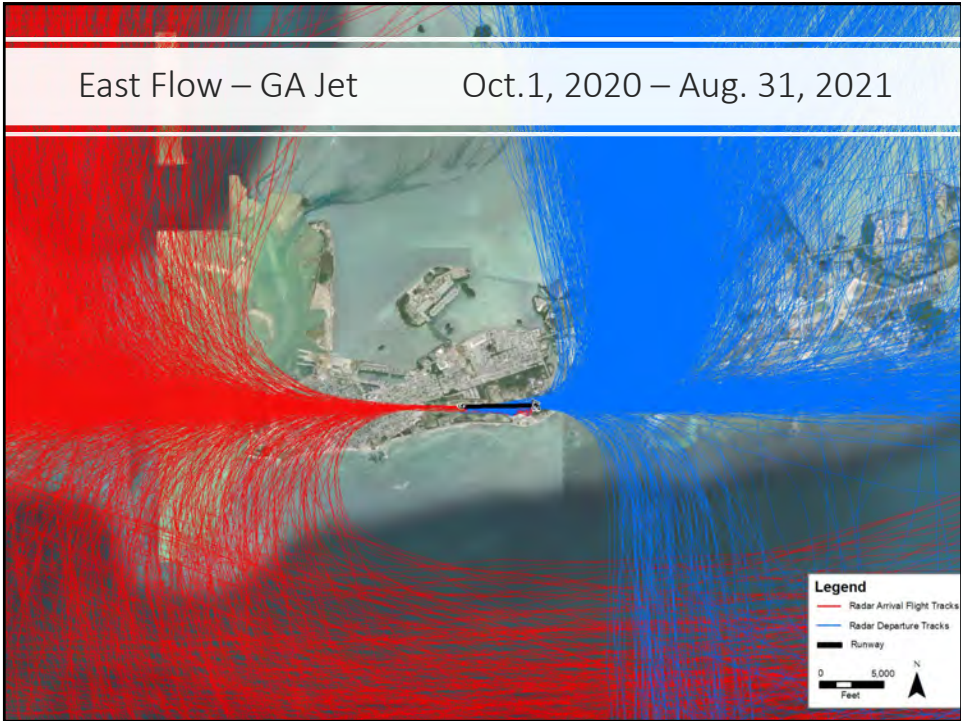
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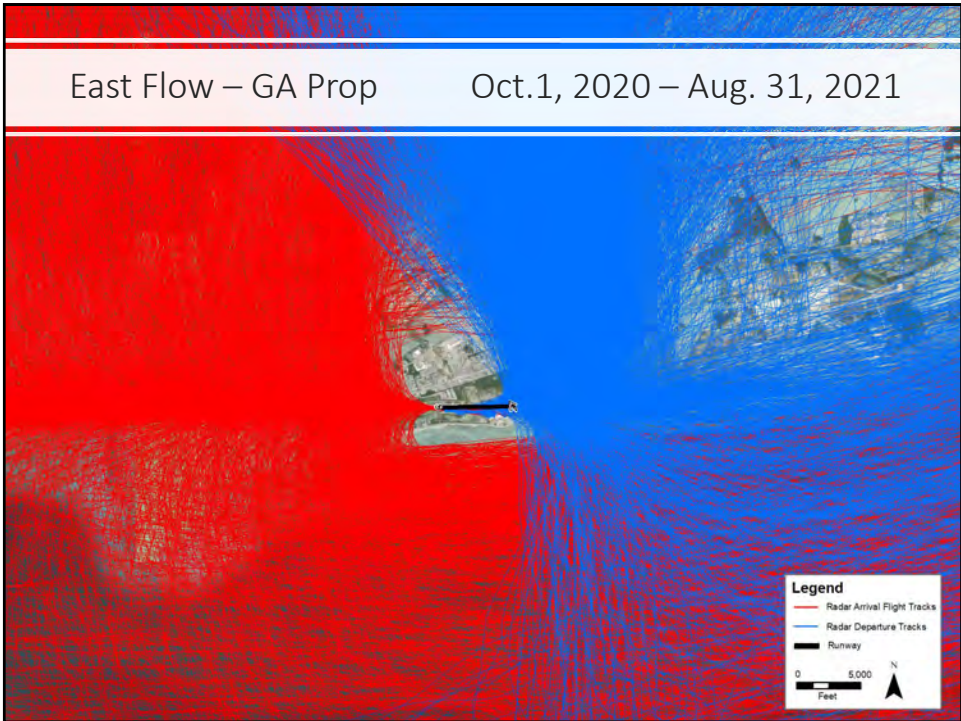
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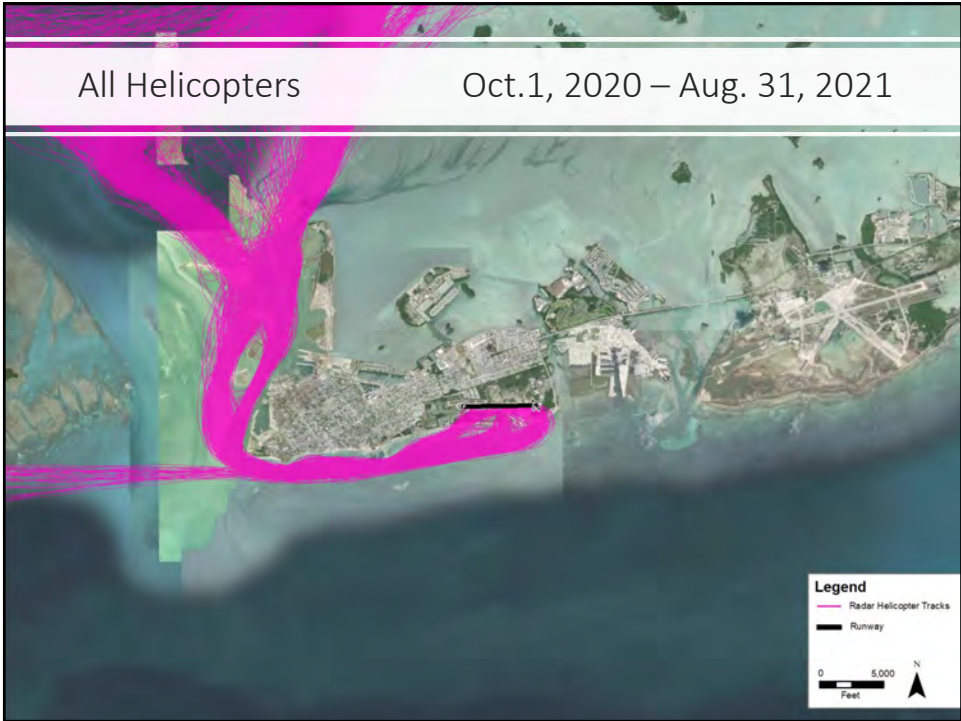
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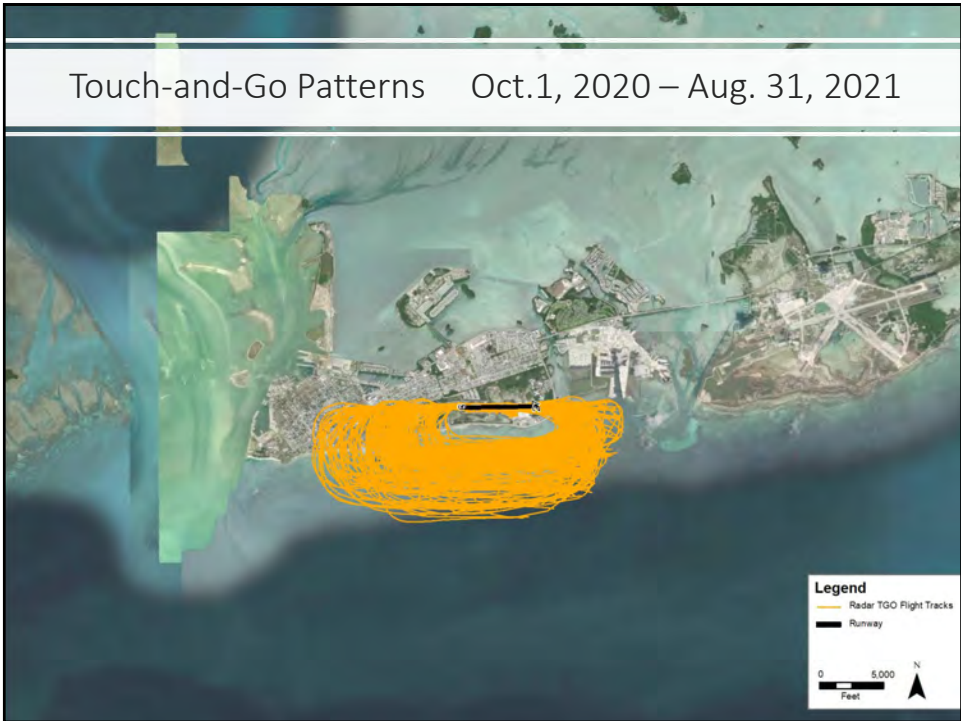
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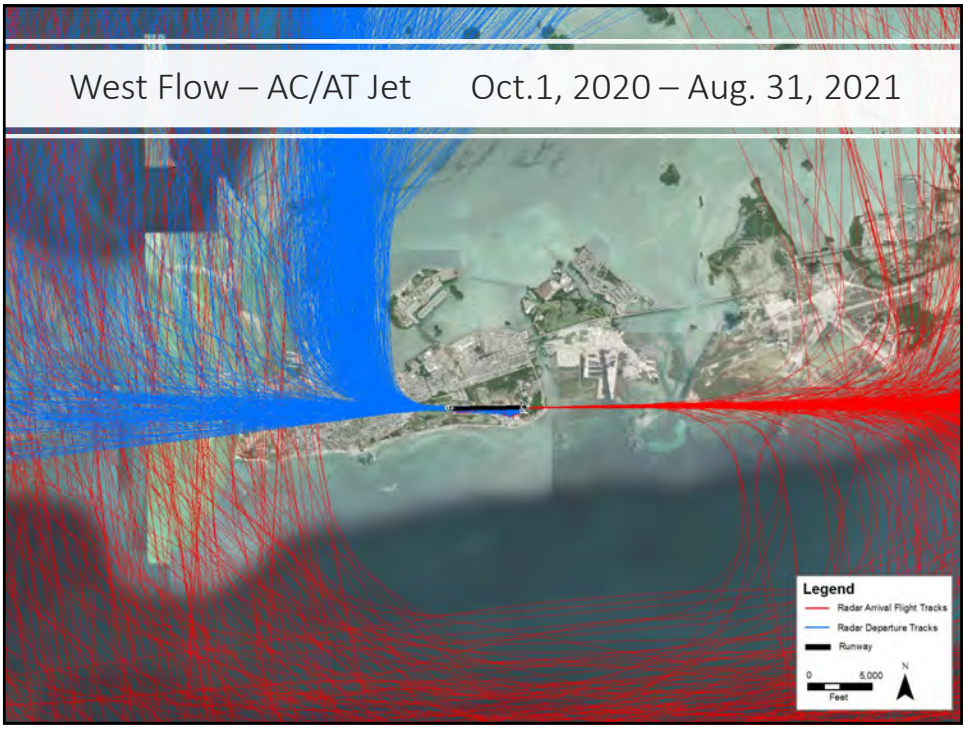
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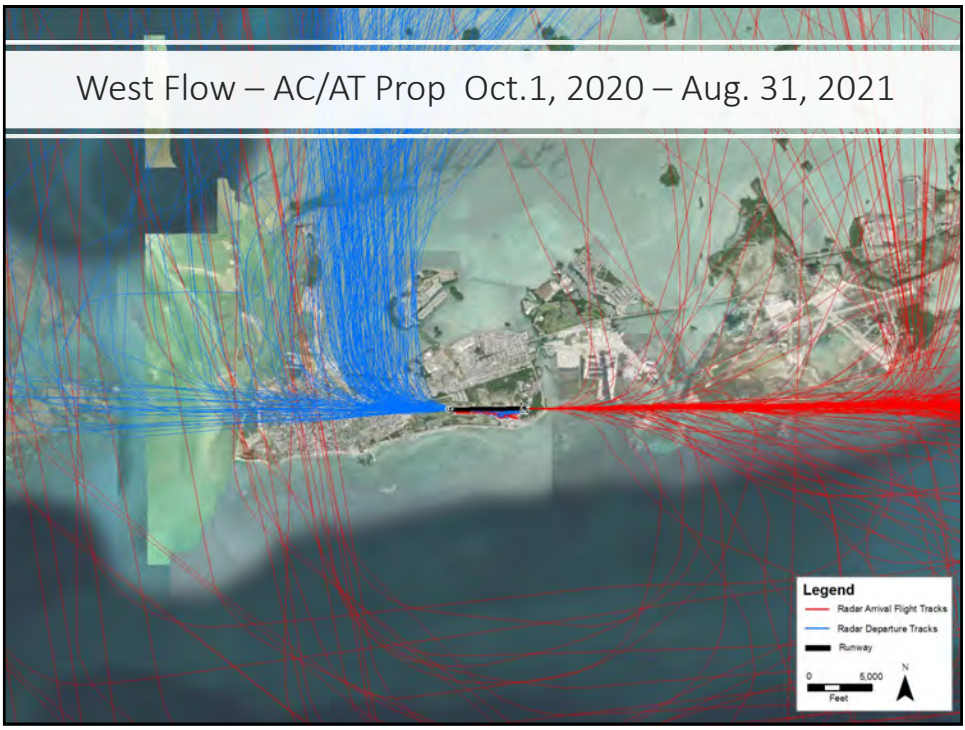
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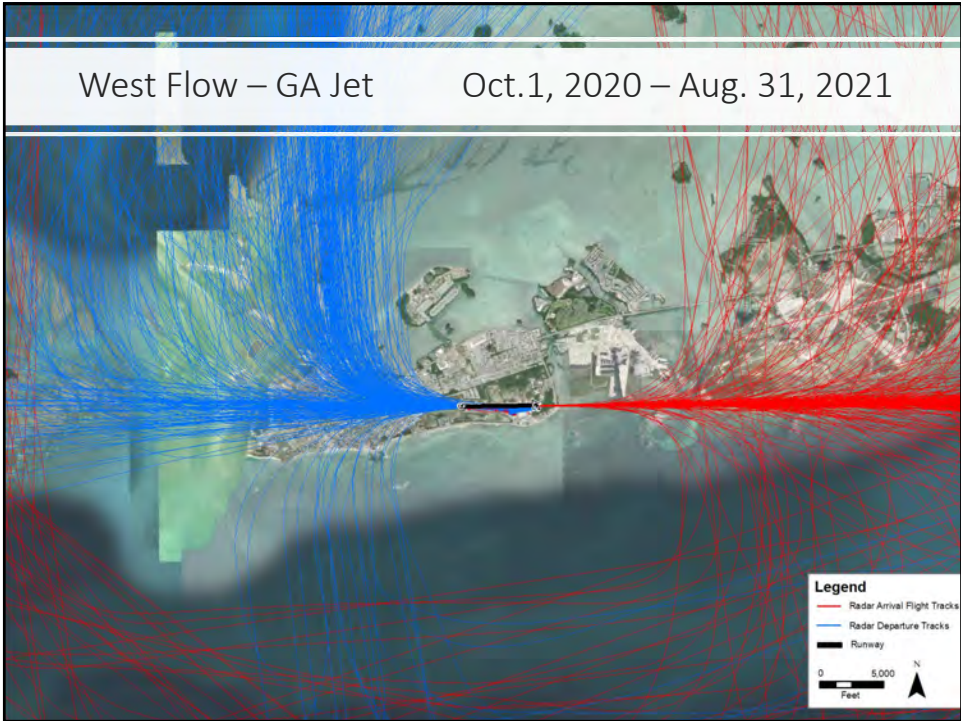
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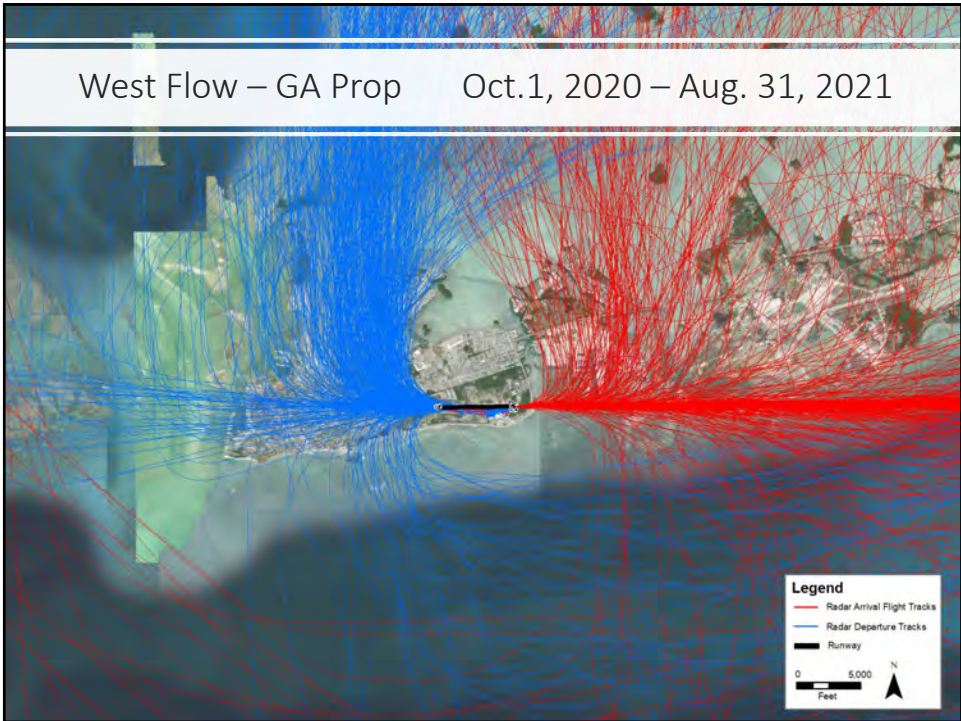
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18



## Noise Exposure Maps Update Progress

- Draft v2 NEM Sections 1, *Introduction*, 2, *Jurisdictions and Land Use* were transmitted to the FAA on August 19<sup>th</sup>, 2021, for their review and comment.
- Draft v2 NEM Section 3, *Airport and Airspace Considerations* was transmitted to the FAA on September 15<sup>th</sup>, 2021, for their review and comment.
- The FAA provided comments on Draft v2 NEM Sections 1, *Introduction*, 2, *Jurisdictions and Land Use*, and Section 3, *Airport and Airspace Considerations* on September 17<sup>th</sup>, 2021.
- Comments were incorporated and Draft v3 NEM Sections 1, 2, and 3 were resubmitted to the FAA for final review Sept. 20-23.
- Presenting Draft v3 NEM Sections 1, 2, and 3 to the Ad-Hoc Committee on October 5<sup>th</sup> for public review and comment. Public Review & Comment on Sections 1, 2, and 3 is scheduled for Oct. 5<sup>th</sup> - Nov. 8<sup>th</sup>.

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## Noise Exposure Maps Update Future Tasks /Schedule

- FlightRadar24 data for FY'21 has been purchased, and data has been processed for October 1, 2020, through August 31, 2021. September 2021 will be processed after FR24 data is available (early October).
- AEDT flight tracks are being developed using radar-based trajectory data from FR24.
- Preliminary Fleet Mix, Runway Use, Day/Night Split have been developed based on October 1, 2020, through August 31, 2021, FR24 data. Will be finalized following addition of September 2021 FR24 data.
- Future Fleet Mix is being developed with input from Richard Strickland regarding known/anticipated changes in aircraft fleet.
- Plan to present Preliminary Aircraft & Airport Operations Data during the Ad-Hoc Committee Meeting on December 7<sup>th</sup>, 2021. Public Review & Comment on Preliminary AC & Airport Ops Data is scheduled for Dec 7<sup>th</sup> - Jan 10<sup>th</sup>.

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## Noise Exposure Maps Update Future Tasks /Schedule

- Development of the Existing Condition Noise Contours and Evaluation of Impacts is scheduled for completion by January 24<sup>th</sup>, 2022.
- Development of Future Condition Noise Contours and Evaluation of Impacts is scheduled for completion by February 25<sup>th</sup>, 2022.
- Preparation of Draft v1 NEM Section 4, *Existing Condition Noise Exposure* is scheduled for completion by February 7<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 4 is scheduled for February 14<sup>th</sup> - March 18<sup>th</sup>, 2022.
- Preparation of Draft v1 NEM Section 5, *Future Condition Noise Exposure* is scheduled for completion by March 11<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 5 is scheduled for March 14<sup>th</sup> - April 15<sup>th</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks /Schedule

- Plan to present Preliminary Existing & Future Condition Noise Contours (not Document Sections 4 & 5) to the Ad-Hoc Committee on March 1<sup>st</sup> for public review and comment. Public Review & Comment on Preliminary Existing & Future Condition Noise Contours is scheduled for March 1<sup>st</sup> - April 4<sup>th</sup>.
- Preparation of Draft v1 NEM Section 6 *Updated Program Areas* is scheduled for completion by April 1<sup>st</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 6 is scheduled for April 4<sup>th</sup> - May 6<sup>th</sup>, 2022.
- Preparation of Draft v1 NEM Section 7, *Consultation and Public Involvement* is scheduled for completion by April 15<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 7 is scheduled for April 18<sup>th</sup> - May 20<sup>th</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks / Schedule

- Preparation of Draft v1 NEM Section 7, *Consultation and Public Involvement* is scheduled for completion by April 15<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 7 is scheduled for April 18<sup>th</sup> - May 20<sup>th</sup>, 2022.
- Plan to present Draft v3 NEM Sections 4, 5, 6 and 7 to the Ad-Hoc Committee on June 7<sup>th</sup> for public review and comment. Public Review & Comment on Sections 4, 5, 6 and 7 is scheduled for June 7<sup>th</sup> - July 15<sup>th</sup>.
- Preparation of NEM Version 1 (all six sections and associated appendices) is scheduled for completion by July 1<sup>st</sup>, 2022.
- Consultants, Airport Staff, and FAA review and comment on NEM v1 is scheduled for July 5<sup>th</sup> - August 5<sup>th</sup>, 2022.
- Consultants, Airport Staff, and FAA review and comment on NEM v2 is scheduled for August 22<sup>nd</sup> - September 16<sup>th</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks / Schedule

- Advertisement of Availability of NEM Document for Public Review is scheduled for the week of September 26<sup>th</sup>, 2022.
- Plan to present NEM v3 to the Ad-Hoc Committee on October 4<sup>th</sup> for public review and comment. Public Review & Comment on NEM v3 is scheduled for October 1<sup>st</sup> - 31<sup>st</sup>, 2022. An electronic copy will be posted on the airport website. A hard copy will be available at the Key West library.
- Update of Section 7 *Consultation and Public Involvement* (to include documentation of Ad Hoc Committee meeting and public review and comment) is scheduled for completion by November 25<sup>th</sup>, 2022.
- Plan to discuss NEM v3 with the Ad-Hoc Committee again on December 6<sup>th</sup>, 2022. Additional public review & comment on NEM v3 is scheduled for December 6<sup>th</sup> - 31<sup>st</sup>, 2022.
- Preparation of NEM v4 for BOCC approval is scheduled for completion by December 31<sup>st</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks / Schedule

- NEM v4 for the BOCC Agenda Package will be provided electronically by Tuesday, January 3<sup>rd</sup>, 2023.
- BOCC Meeting Wednesday, January 18<sup>th</sup>, 2023. BOCC must approve submitting the NEM document to the FAA for formal review.
- Update of Section 7 Consultation and Public Involvement (to include documentation of BOCC meeting and additional public review and comment) and NEM v5 are scheduled for completion by February 3<sup>rd</sup>, 2023.
- FAA Formal Review of NEM Document is scheduled for February 6<sup>th</sup> - May 5<sup>th</sup>, 2023.
- Preparation of Grant Application for NIP based upon Updated NEMs is schedule for completion by May 31<sup>st</sup>, 2023.

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## Noise Exposure Maps Update Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.

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## Noise Exposure Maps Update NEM Section 1

### 1.0 INTRODUCTION

- 1.1 The Part 150 Process
- 1.2 Key West International Airport NEM Update
- 1.3 History and Summary of the Noise Compatibility Planning Process at KWIA
- 1.4 Noise Exposure Map Checklist

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## Noise Exposure Maps Update NEM Section 2

### 2.0 MUNICIPAL JURISDICTIONS AND LAND USE

- 2.1 Introduction
- 2.2 Existing Land Use
  - 2.2.1 Residential
  - 2.2.2 Community Facilities
  - 2.2.3 Parks and Recreational Properties
  - 2.2.4 Historical Resources
- 2.3 Future Land Use
- 2.4 Demographics
- 2.5 Land Use Controls
  - 2.5.1 City of Key West
  - 2.5.2 County of Monroe
- 2.6 Land Use Compatibility Guidelines

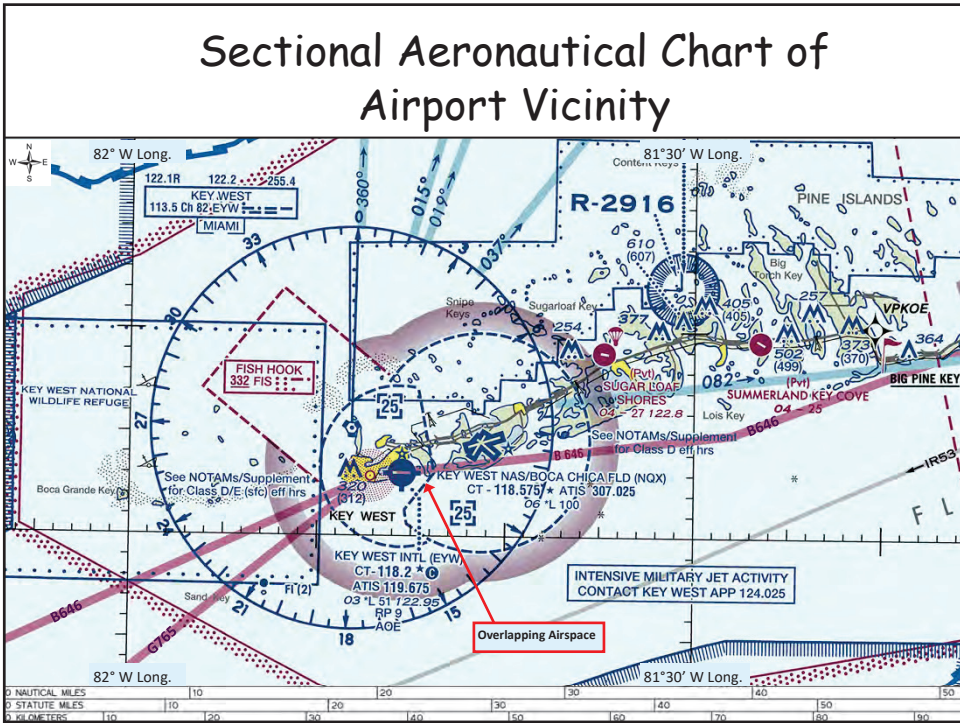
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## Noise Exposure Maps Update NEM Section 3

- 3.0 AIRPORT AND AIRSPACE CONSIDERATION
  - 3.1 Introduction
  - 3.2 Airfield Configuration
  - 3.3 Airspace/Air Traffic Control Procedures
    - 3.3.1 Neighboring Airport
    - 3.3.2 Operational Procedures
    - 3.3.3 Flight Corridors
    - 3.3.4 Existing Published Approaches
  - 3.4 Meteorological Data

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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 49 CFR TITLE 14 PART 150 NOISE EXPOSURE MAPS**

**Monroe County will host a Public Meeting on  
Tuesday, October 5, 2021 at 2:00 p.m.  
at the**

**HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs in the Commission Chambers  
Key West, Florida 33040**

**AND**

**via a virtual meeting connection at  
<https://mcbocc.zoom.us/j/88022353838>**

Persons interested in this issue are invited to attend. Persons wishing to attend electronically can participate at <https://mcbocc.zoom.us/j/88022353838>. The public can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID# 880 2235 3838.

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 20th Day of September, 2021.**

**Richard Strickland  
Senior Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040**

**D.7**  
**December 7, 2021**  
**Ad Hoc Committee Meeting**

**Key West International Airport**  
**Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, December 7<sup>th</sup>, 2021**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/82369077969>

You can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID: 823 6907 7969.

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. October 5<sup>th</sup>, 2021
- B. Discussion Regarding NEM Update
  - 1. Existing Condition Aircraft Operations Development
    - i. Number of Operations
    - ii. Day/Night Split
    - iii. Runway Utilization
    - iv. Stage Length Distribution
    - v. Use of Back Taxi on Runway 09
    - vi. Use of Standing Takeoff Procedure
  - 2. Existing Condition Fleet Mix and Flight Track Development
    - i. AC/AT Jet
    - ii. AC/AT Prop
    - iii. GA Jet
    - iv. GA Prop
    - v. Helicopters
    - vi. Touch-and-Go
  - 3. 2,000-ft Hold Down Procedure
  - 4. Progress and Future Tasks
  - 5. Public Participation

***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."***

- C. Discussion of NIP Implementation
  - 1. KWBTs Project Recap
  - 2. Building A - Phase 1: Construction Summary
  - 3. Building A - Phase 2: Construction
  - 4. US Supply Shortages & "Buy American" Challenges
  - 5. KWBTs - Final Phase: Bid Process
  - 6. Rough Schedule for the Current and Future NIP
- D. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Reports
- E. Approval of Meeting Schedule for 2022
- F. Other Discussion

***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 "7 11".***



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

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

## **ROLL CALL:**

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

Peter Horton  
Andrea Haynes  
Marlene Durazo  
Dr. Sandy Quillen

### **Staff and Guests in Attendance:**

Deborah Lagos, DML&A, Airport Noise Program Coordinator  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Peter Green, FAA ADO (via Zoom)  
Jethon Williams II, Monroe County TV/Multimedia Manager  
Roberta DiPiero, Homeowner  
John Genthert, Homeowner  
Joanne Tarantino, Homeowner  
David Langley, Homeowner (via Zoom)  
Susan Phillips, Homeowner (via Zoom)

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

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

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

## **Noise Exposure Maps Update**

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

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

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

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

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

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

### **ii. Day/Night Split**

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

### **iii. Runway Utilization**

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

### **iv. Stage Length Distribution**

Deborah described how "Stage Length" is used in the AEDT model to represent the flight distance from takeoff to landing and is a proxy for the aircraft weight. Based on analysis of the FR24 data from October 1, 2020 through September 30, 2021, she presented a table showing the distribution operations by stage length by aircraft category.

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

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

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

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

### vi. Use of Standing Takeoff Procedure

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

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

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

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

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

### 4. Progress and Future Tasks

Deborah presented the current timeline for completion of the NEM Update, and highlighted opportunities for public input and opportunities for the public to review and provide comments on draft document sections. Preliminary noise contours are scheduled for presentation at the next meeting.

### 5. Public Participation

Finally, Deborah reviewed the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations. She emphasized the importance of the public's input since the FAA would be monitoring the level of public participation in the process.

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

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

## **NIP Implementation**

Steve Vecchi presented a Power Point Slide Show, including the following topics:

1. KWBTs Project Recap
2. KWBTs Building A - Phase 1: Construction Summary
3. KWBTs Building A - Phase 2: Construction
4. US Supply Shortages & "Buy American" Challenges
5. KWBTs Final Phase: Bid Process

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

Deborah presented a rough schedule for the current and future NIP, based on current information and the schedule for completion of the NEM Update.

## **Other Reports**

### **1. Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

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

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

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

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

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

The next meeting is March 1, 2022.

## **Other Discussion**

The meeting adjourned at approximately 3:50 PM.



**Key West**  
International Airport

Meeting of the  
Ad Hoc Committee on Noise  
Tuesday, December 7<sup>th</sup>, 2021

1




**Key West**  
International Airport

Noise Exposure Maps Update  
Existing Condition

FAA's OPSNET (aka ATADS)

- OPSNET is the official source of FAA air traffic operations.
- Data is reported to OPSNET by the Airport Traffic Control Tower (ATCT) and can be viewed on the FAA Operations & Performance Data Web site.
- Airport Operations are defined as all arrivals and departures at an airport (overflights are not included).
- Overflights are defined as Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) operations performed by an aircraft that originates outside the towers' airspace and enters and exits the tower's or TRACON's airspace without landing.
- Overflights also include helicopter operations that land or depart from an airport non-movement area or from an off-airport location.
- These definitions were considered when comparing OPSNET to FlightRadar24 data.
- OPSNET separates operations into Itinerant and Local.
- Itinerant operations are separated into four categories: Air Carrier, Air Taxi, General Aviation, and Military.
- Local operations are separated into two categories: Civil and Military.

2




## Noise Exposure Maps Update Existing Condition

Aircraft Operations Reported by the FAA  
October 1, 2020 – September 30, 2021

Date	Itinerant					Local			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total	
Oct-20	1,035	395	2,138	21	3,589	180	5	185	3,774
Nov-20	1,218	466	1,960	17	3,661	95	4	99	3,760
Dec-20	1,596	517	2,734	31	4,878	202	11	213	5,091
Jan-21	1,809	620	3,207	45	5,681	222	14	236	5,917
Feb-21	1,592	659	3,356	32	5,639	206	1	207	5,846
Mar-21	2,229	774	3,730	61	6,794	254	8	262	7,056
Apr-21	2,258	768	3,361	22	6,409	248	10	258	6,667
May-21	2,286	633	3,556	44	6,519	412	18	430	6,949
Jun-21	2,254	525	2,544	41	5,364	292	6	298	5,662
Jul-21	2,097	504	2,381	20	5,002	128	2	130	5,132
Aug-21	1,863	374	2,140	20	4,397	40	4	44	4,441
Sep-21	1,326	358	2,057	2	3,743	90	0	90	3,833
<b>Total:</b>	<b>21,563</b>	<b>6,593</b>	<b>33,164</b>	<b>356</b>	<b>61,676</b>	<b>2,369</b>	<b>83</b>	<b>2,452</b>	<b>64,128</b>

ATADS : Airport Operations : Standard Report From 10/2020 To 09/2021 | Facility=EYW

3




## Noise Exposure Maps Update Existing Condition

OPSNET Definition of Variables

- Air Carrier. (AC) Aircraft with seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, carrying passengers or cargo for hire or compensation.
- Air Taxi. (AT) Aircraft designed to have a maximum seating capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation.
- Civil. Operations by all classes of private and commercial takeoffs and landings at FAA and Federal Contract Tower (FCT) facilities.
- General Aviation. (GA) Takeoffs and landings of all civil aircraft, except for air carriers or air taxis.
- Itinerant. Operations performed by aircraft that land at an airport arriving from outside the airport area or depart from an airport and leave the airport area.
- Local. Operations performed by aircraft that remain in the local traffic pattern, execute simulated instrument approaches or low passes at the airport, and operations to or from the same airport within a designated practice area within a 20-miles radius of the tower.
- Military. (MIL) Operations by all classes of military takeoffs and landings at FAA and FCT facilities.

4



## Noise Exposure Maps Update Existing Condition


Developed from the Flightradar24 and FAA OPSNET Data  
October 1, 2020 – September 30, 2021

	Air Carrier	Air Taxi	General Aviation	Military	Total Operations
OPSNET	21,563	6,593	35,533	439	64,128
FR24	18,236	7,400	18,988	12	44,636
Proportionality Constant	1.18	0.89	1.87	36.58	1.44

Sources: FAA OPSNET, 2021, FlightRadar24, 2021.

ANALYSIS RESULTS SUBJECT TO CHANGE

5



## Noise Exposure Maps Update


Day/Night Split  
Calculated from FlightRadar24  
October 1, 2020 – September 30, 2021

Aircraft Category	Departures		Arrivals	
	Daytime	Nighttime	Daytime	Arrivals
AC/AT JET	99.0%	1.0%	95.9%	4.1%
AC/AT PROP	99.4%	0.6%	99.6%	0.4%
GA PROP	99.2%	0.8%	99.3%	0.7%
GA JET	99.2%	0.8%	99.2%	0.8%
OVERALL	99.1%	0.9%	98.0%	2.0%

DAY = 07:00 AM THROUGH 9:59 PM  
NIGHT = 10:00 PM THROUGH 06:59 AM

ANALYSIS RESULTS SUBJECT TO CHANGE

6



## Noise Exposure Maps Update


Departure Runway Utilization  
Calculated from FlightRadar24  
October 1, 2020 – September 30, 2021

Aircraft Category	Runway 09		Runway 27	
	Daytime	Nighttime	Daytime	Arrivals
AC/AT JET	88.7%	81.8%	11.3%	18.2%
AC/AT PROP	87.2%	81.8%	12.8%	18.2%
GA PROP	88.1%	87.2%	11.9%	12.8%
GA JET	88.9%	94.1%	11.1%	5.9%
<b>OVERALL</b>	<b>88.4%</b>	<b>85.2%</b>	<b>11.6%</b>	<b>14.8%</b>

OVERALL  
Runway 09: 88.4%  
Runway 27: 11.6%

**ANALYSIS RESULTS SUBJECT TO CHANGE**

7



## Noise Exposure Maps Update

Arrival Runway Utilization  
Calculated from FlightRadar24  
October 1, 2020 – September 30, 2021


Aircraft Category	Runway 09		Runway 27	
	Daytime	Nighttime	Daytime	Arrivals
AC/AT JET	85.2%	84.9%	14.8%	15.1%
AC/AT PROP	87.1%	93.3%	12.9%	6.7%
GA PROP	87.0%	82.4%	13.0%	7.6%
GA JET	85.1%	82.4%	14.9%	17.6%
<b>OVERALL</b>	<b>85.9%</b>	<b>84.8%</b>	<b>14.1%</b>	<b>15.2%</b>

OVERALL  
Runway 09: 85.9%  
Runway 27: 14.1%

**ANALYSIS RESULTS SUBJECT TO CHANGE**

8





## Noise Exposure Maps Update

Stage Length Distribution


Aircraft Category	Stage Length 1	Stage Length 2	Stage Length 3	Stage Length 4	Stage Length 5
AC/AT JET	15.6%	59.2%	25.1%	0%	0%
AC/AT PROP	89.9%	9.2%	0.8%	0%	0%
GA	95.5%	4.4%	0.1%	0%	0%
GA JET	51.7%	33.2%	13.6%	1.5%	0.1%

Stage Length	Distance (nm)
1	0-500
2	501-1,000
3	1,001-1,500
4	1,501-2,500
5	2,501-3,500


ANALYSIS RESULTS SUBJECT TO CHANGE

9



## Noise Exposure Maps Update


Use of Back Taxi on Runway 09  
Calculated from FlightRadar24  
October 1, 2020 – September 30, 2021



Aircraft Category	Back Taxi to Use Full Runway Length	Depart From Taxiway B Intersection
AC/AT JET	32%	68%
AC/AT PROP	44%	56%
GA JET	8%	92%

ANALYSIS RESULTS SUBJECT TO CHANGE

10



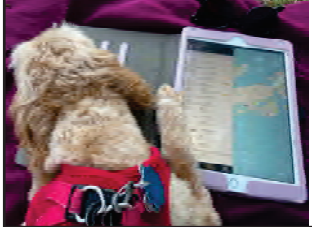

## Noise Exposure Maps Update

Use of Standing Takeoff Procedure  
Response from Delta Airlines  
and Consultant's Field Observation


Delta Airlines: "The procedure is recommended for the A319, but not mandated. Republic (Delta Connection) reported their manuals do not mandate use of the procedure, so they felt it probably wasn't used very often."

Consultant's Field Observation:

- Monday, December 6<sup>th</sup>
- Tuesday, December 7<sup>th</sup>
- Wednesday, December 8<sup>th</sup>
- Thursday December 9<sup>th</sup>

11




## Noise Exposure Maps Update

Use of Standing Takeoff Procedure  
Consultant's Field Observation  
Results So Far  
Based on 50 Departure Operations

Aircraft Type	Number of Ops	Number of Standing Takeoffs	Percent of Standing Takeoffs
A319	17	13	76%
ATR	8	3	37.5%
E170	7	2	28.6%
E175	11	8	72.7%
E190	4	2	50%
CRJ7	2	2	100%
H25B (Private)	1	1	100%

ANALYSIS RESULTS SUBJECT TO CHANGE

12



**Key West**  
International Airport

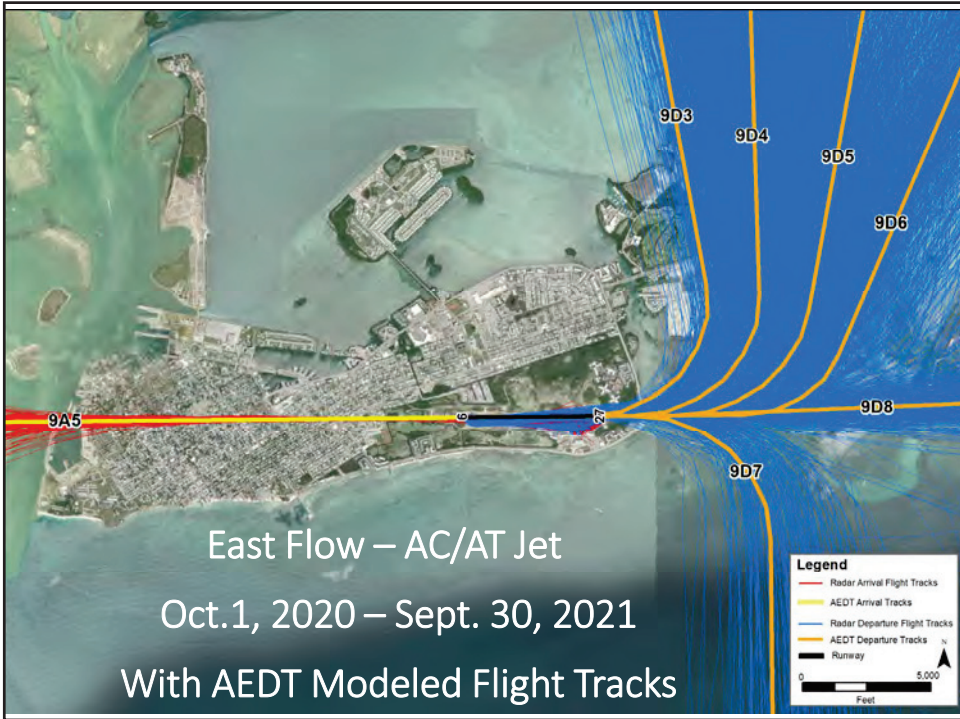
## Noise Exposure Maps Update

### AC/AT Jet Fleet Mix and Operations

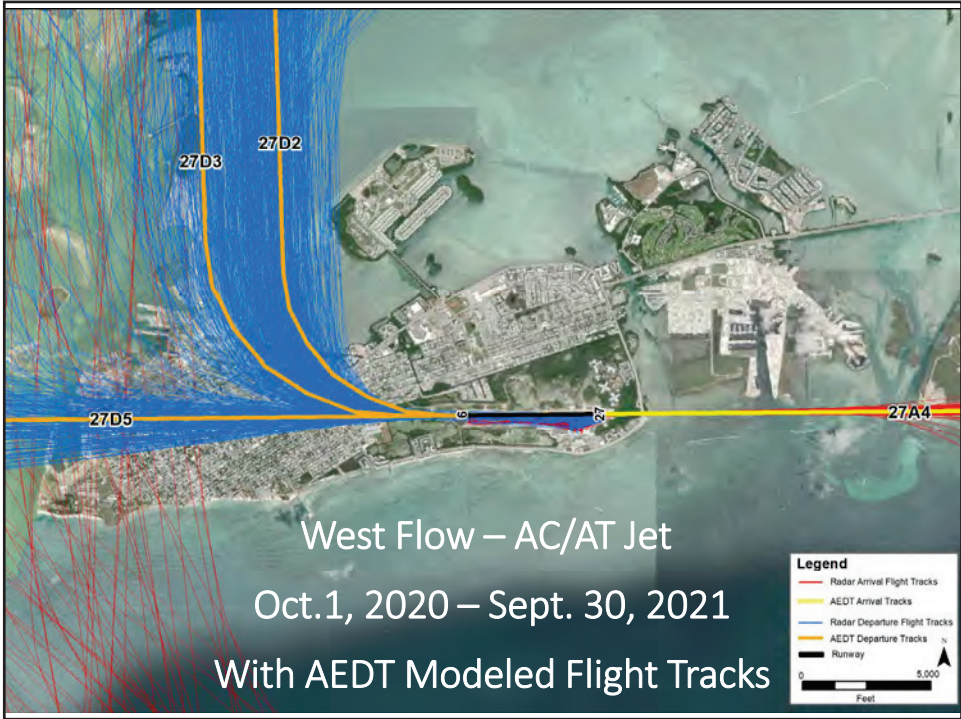
  

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
A319	A319-131	7,285	19.96
E135, E35L, E145	EMB145	95	0.26
E170	EMB170	3,465	26.79
E75L, E75S	EMB175	9,780	26.79
E190	EMB190	938	2.57
Total Operations		21,563	76.37


13



14



15

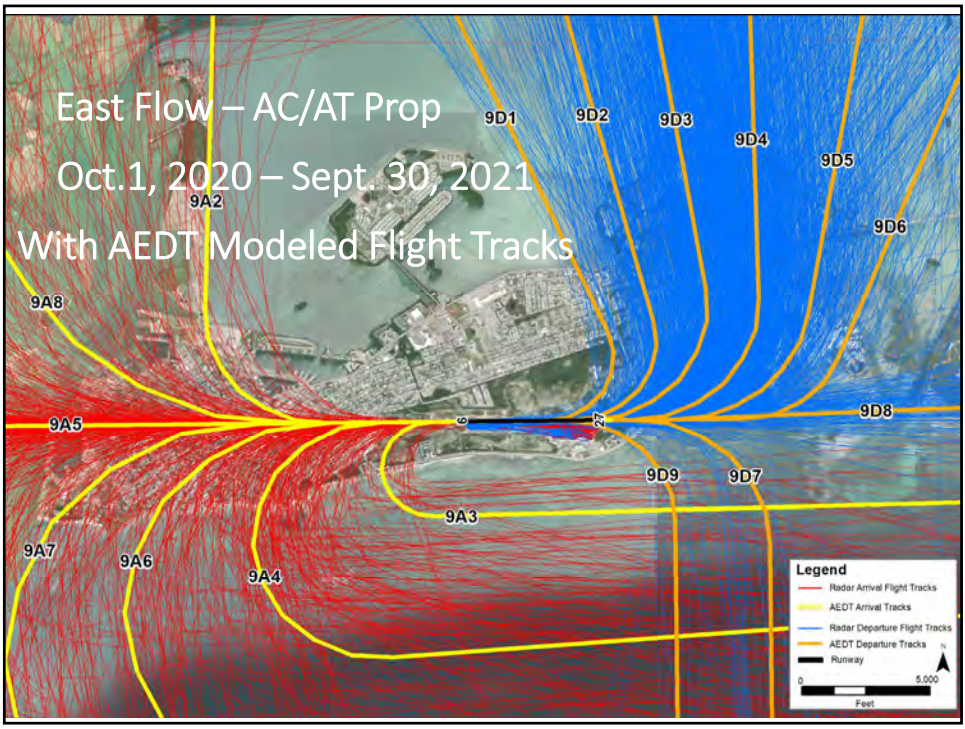


## Noise Exposure Maps Update

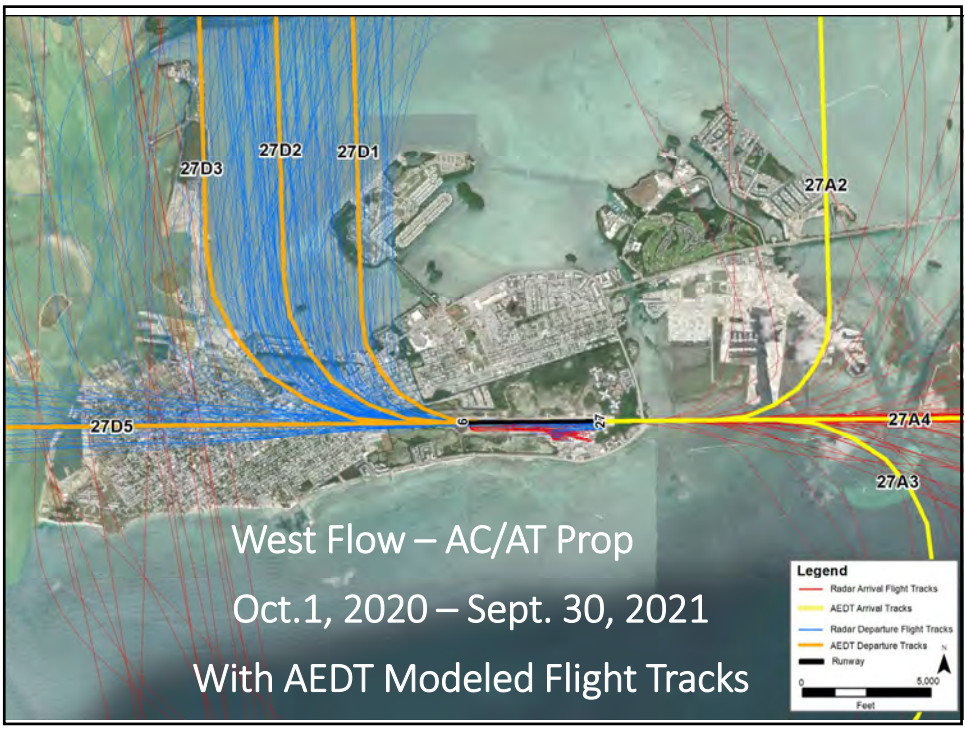
### AC/AT Prop Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
B190	1900D	4	0.01
AT46, CVLP, DH8A	DHC8	2,457	6.73
AT76, DH8B, DH8D	DHC830	27	0.07
C208, KODI, PA11, PC12, TBM7, TBM9, TEX2	CNA208	1,826	5.00
D328	DO328	18	0.05
AC90, ACAM, B350, BE10, BE20, BE30, BE95, BE99, BE9L, BE9T, C2, DHC2, DHC3, DHC6, E110, JS31, M28, MU2, P180, SW2, SW3, SW4	DHC6	2,051	5.62
CN35, SF34	SF340	107	0.29
SH36	SD330	103	0.28
Total Operations		6,593	18.05


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17



18

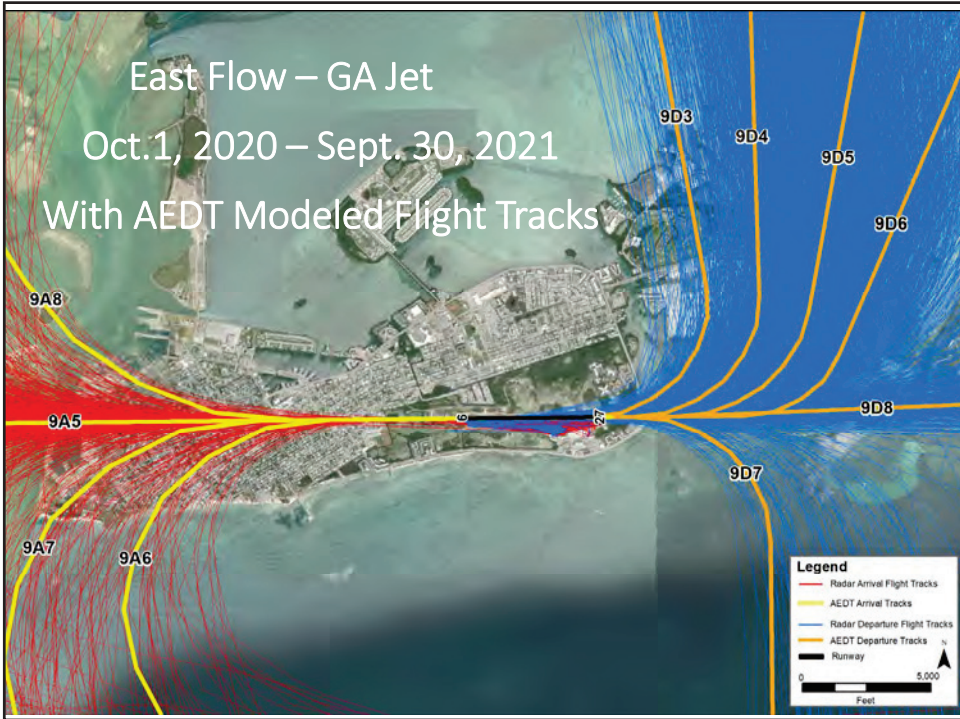


## Noise Exposure Maps Update

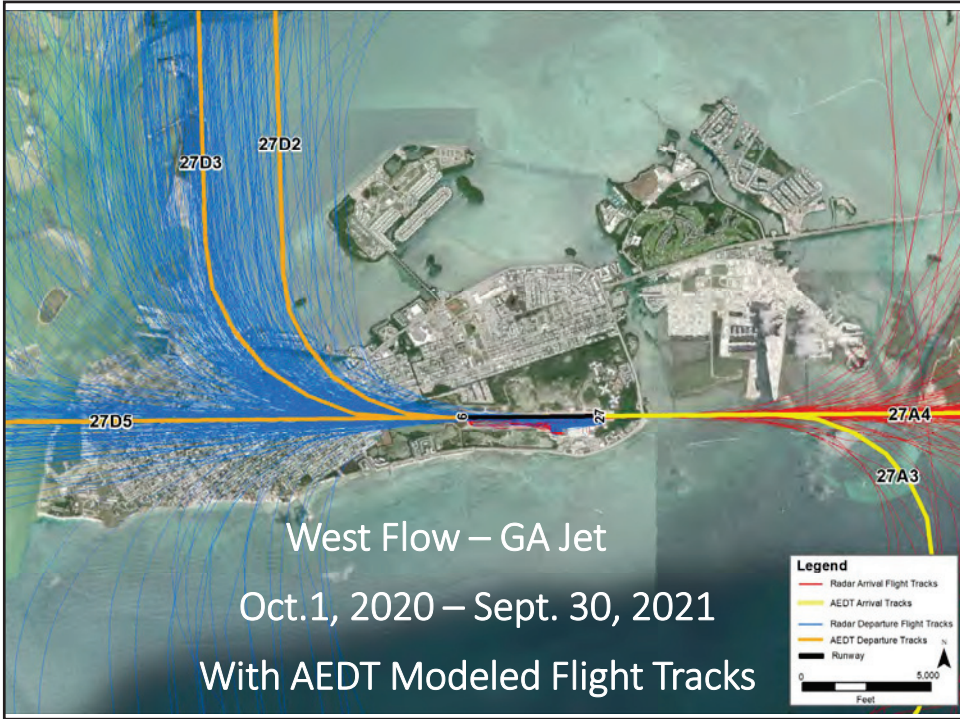
### GA Jet Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
GL5T, GLEX	BD-700-1A10	116	0.32
C25M	C525C	221	0.61
C650	CIT3	135	0.37
CL30, CL35, CL60	CL600	1,188	3.25
C25A, C25B, C500, C501, C525	CNA500	1,557	4.27
C510, E50P, E54S, E55P, SF50	CNA510	2,113	5.79
C25C	CNA525C	168	0.46
BE4W, C550, C551, C55B, PC24	CNA55B	827	2.27
BE4, BE40	CNA560E	649	1.78
C560	CNA560U	945	2.59
C56X	CNA560XL	1,482	4.06
C680, C68A, C700, HDJT	CNA680	1,418	3.88
C750, CN7, F2TH, F2, GLF2, HA4T, J328	CNA750	687	1.88
E550, EA50	ECLIPSE500	168	0.46
F900, FA50, FA7X	FAL900EX	825	2.26
GLF3	GIIB	9	0.02
GLF4	GIV	395	1.08
GA5C, GA6C, GLF5, GLF6	GV	429	1.18
ASTR, G150, G280, GALX, WW24	IA1125	326	0.89
FA10, H25B, H25C, LJ31, LJ35, LJ40, LJ45, LJ55, LJ60, LJ70, LJ75, SBR1	LEAR35	2,231	6.11
MU30, PRM1	MU3001	298	0.82
	<b>Total Operations</b>	<b>16,187</b>	<b>44.35</b>


19



20



21

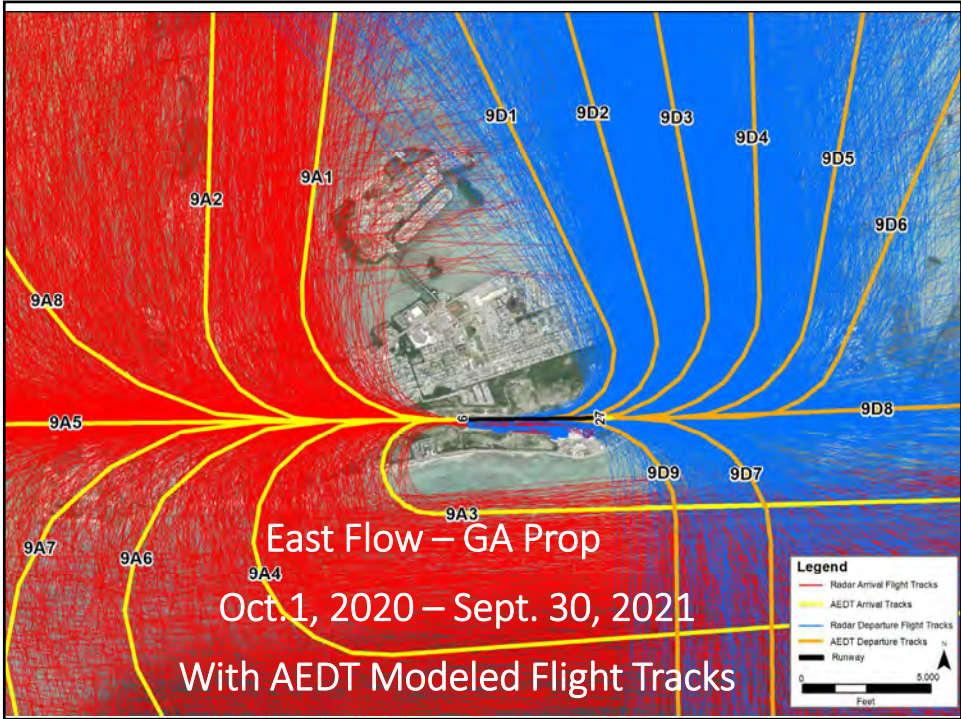


## Noise Exposure Maps Update

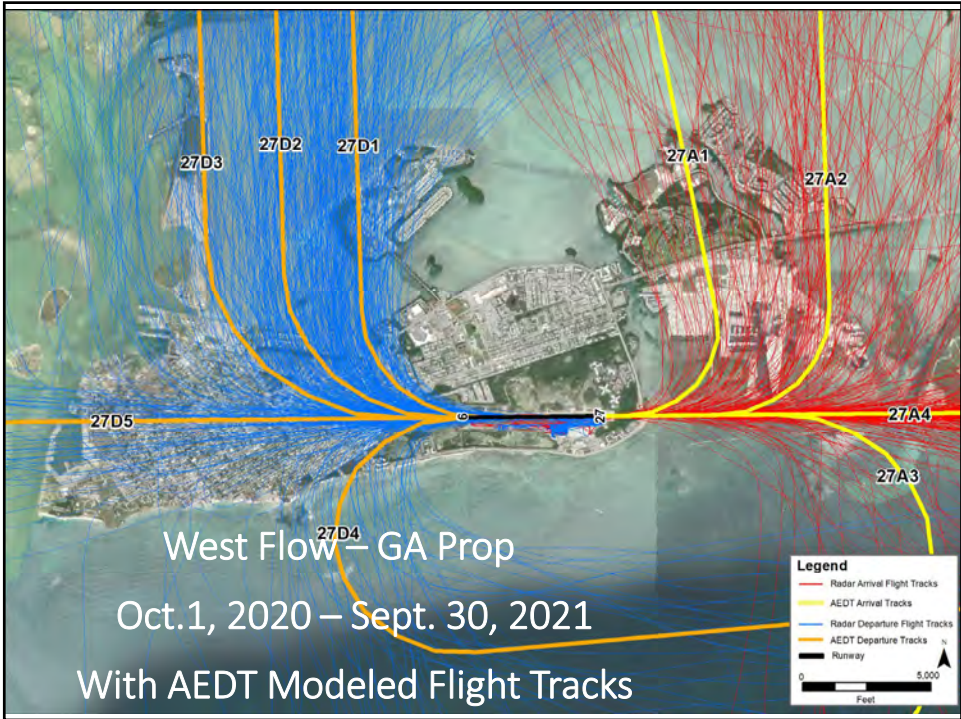
### GA Prop Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
AC50, AC56, AC68, AEST, B8T, BE50, BE55, BE58, BE60, BE76, BN2P, BN2T, C303, C335, C337, C340, C402, C404, C414, C421, NAVI, PA23, PA27, PA31, PA34, T337	BEC58P	3,095	8.48
C170, C172, C177, C72R, C82R, C82S, HUSK, PA22, PAT	CNA172	1,351	3.70
C182, C185	CNA182	784	2.15
C206	CNA 206	191	0.52
C82T, P210, T206	CNA20T	281	0.77
C425, C441, M600, TBM8	CNA441	492	1.35
AA1, C140, C162, C207, CC19, CH7A, CH7B, CRUZ, E300, E500, FDCT, FOX, GC1, GLST, LA4, LGEZ, LNP4, M200, M5, MITE, NG5, PA14, PA18, PA38, PP3, PREN, R400, RV12, S22T, SLG2, SR20, SR22, SX30, TRF1, ULAC, WH4	COMSEP	3,088	8.46
AS, PETR, SREY	DHC-2FLT	64	0.18
AA5, BE19, BE23, BE24, C150, C152, DA40, GA7, M20P, P28A, P28R, P28S, P28T, P28U, RV7, RV8, RV9, RV10, VELO, VR7	GASEPF	1,276	3.50
AC11, B36T, BE33, BE35, BE36, BL17, BT36, C180, C205, C210, C240, C77R, COL3, COL4, EVOT, GA8, GLAS, LEG2, LNC4, M20T, P32R, P32T, P46, P46T, PA24, PA32, PA46, RV6, T210, TB20, TOBA	GASEPV	4,328	11.86
DA42, DA62, P68, PA30, PA44	PA30	1,847	5.06
P06T, P208, P212, PAY1, PAY2, PAY3, PAY4, TWEN	PA42	180	0.49
Total Operations		19,346	46.52

22



23



24



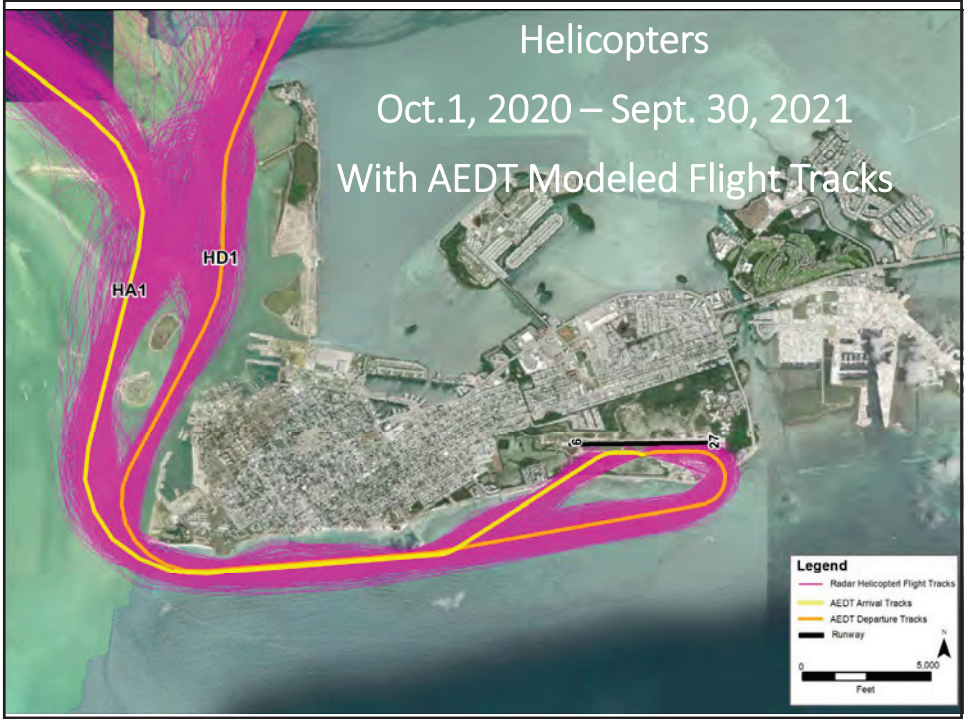


## Noise Exposure Maps Update


### Helicopter Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
B06, B407, B505	B206	74	0.20
B05, EC20, EC30, EC45, MD600N	EC130	80	0.22
R22, R44, R66,	R44	1312	3.59
H60	S70	10	0.03
B212, B429, S76	S76	841	2.30
A109, AS50, AS65	SA355F	95	0.26
Total		2,412	6.60

25



26

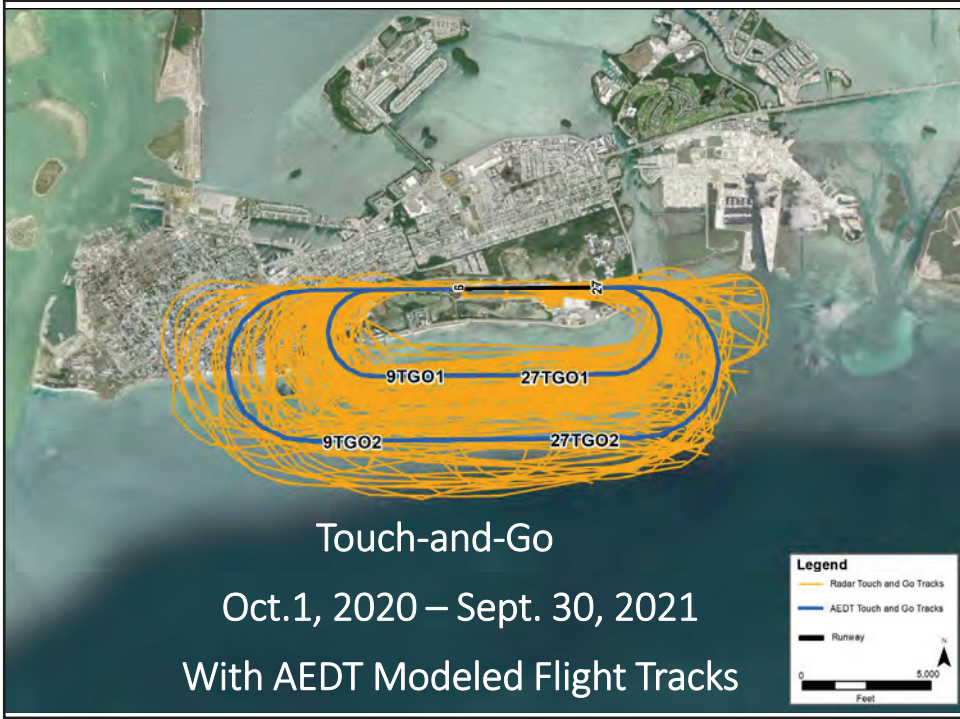


## Noise Exposure Maps Update

### Touch & Go Ops Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
AC50, AC56, AC68, AEST, B8T, BE50, BE55, BE58, BE60, BE76, BN2P, BN2T, C303, C335, C337, C340, C402, C404, C414, C421, NAVI, PA23, PA27, PA31, PA34, T337	BEC58P	253	0.69
C170, C172, C177, C72R, C82R, C82S, HUSK, PA22, PAT	CNA172	823	2.25
AA1, C140, C162, C207, CC19, CH7A, CH7B, CRUZ, E300, E500, FDCT, FOX, GC1, GLST, LA4, LGEZ, LNP4, M200, M5, MITE, NG5, PA14, PA18, PA38, PP3, PREN, R400, RV12, S22T, SLG2, SR20, SR22, SX30, TRF1, ULAC, WH4	COMSEP	634	1.74
AA5, BE19, BE23, BE24, C150, C152, DA40, GA7, M20P, P28A, P28R, P28S, P28T, P28U, RV7, RV8, RV9, RV10, VELO, VR7	GASEPF	659	1.81
C130, C30J	C130E	83	0.23
<b>Total</b>		<b>2,452</b>	<b>6.72</b>

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# Noise Exposure Maps Update

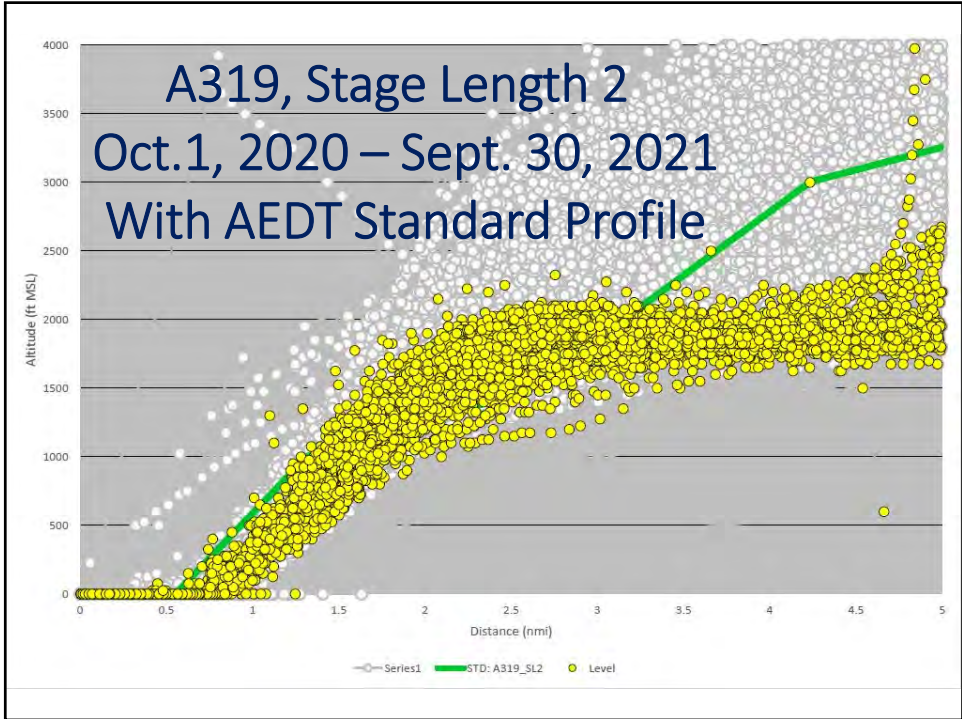
Analysis of 2,000-ft Hold Down Procedure

A screening analysis was conducted to determine how often EYW departures on Runway 09 were held down. FlightRadar24 trajectory data from October 1, 2020 through September 30, 2021, were analyzed for three of the most frequently used, commercial aircraft types.

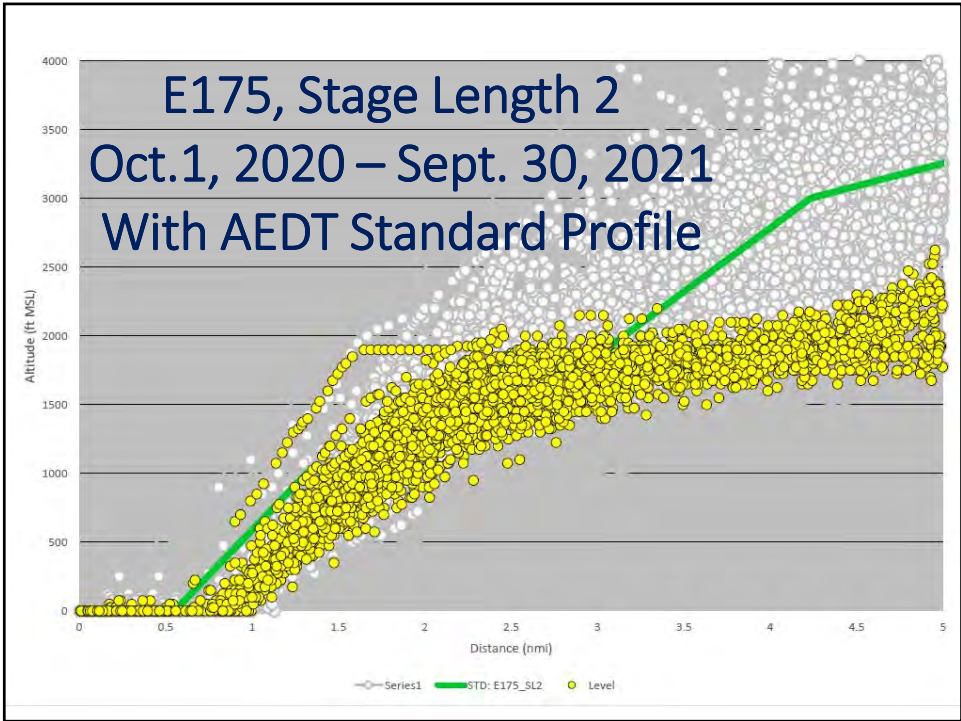
The results are as follows:

A319: Standard Profile: 90%	Level Segment Profile: 10%
E175: Standard Profile: 86%	Level Segment Profile: 14%
ATR46: Standard Profile: 91%	Level Segment Profile: 9%

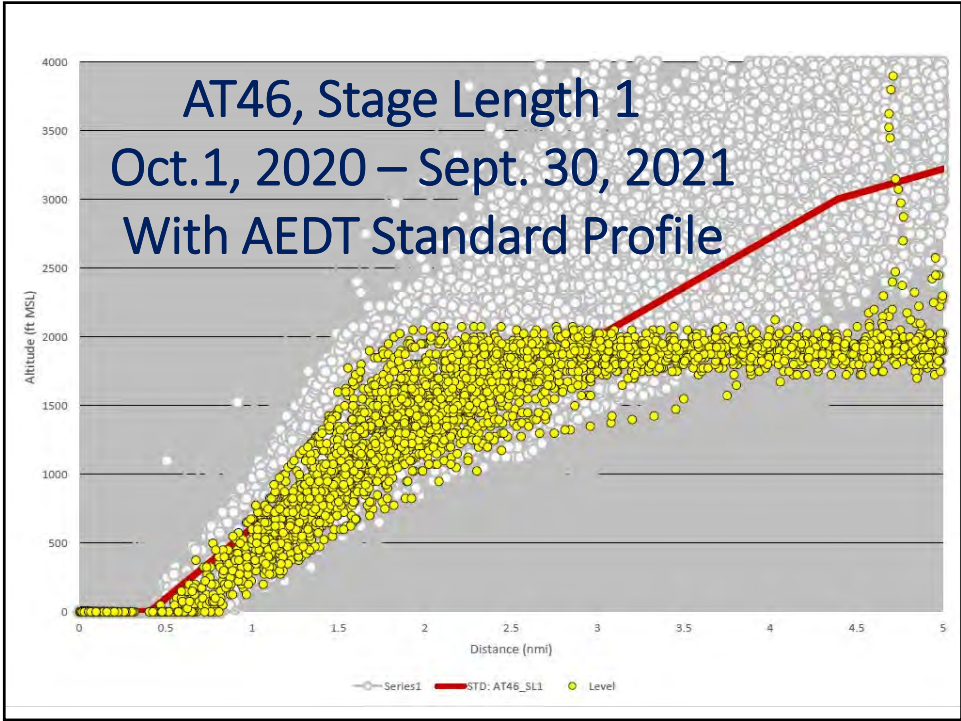
29



30



31



32



## Noise Exposure Maps Update Progress /Schedule

- FlightRadar24 data for FY'21 has been purchased, and data has been processed for October 1, 2020, through September 30, 2021.
- AEDT flight tracks have been developed using radar-based trajectory data from FR24.
- Preliminary Fleet Mix, Runway Use, Day/Night Split have been developed
- Awaiting FAA approval of Fleet Mix and Operations Methodology
- Future Fleet Mix is being developed with input from Richard Strickland regarding known/anticipated changes in aircraft fleet.
- Presenting Preliminary Aircraft & Airport Operations Data during the Ad-Hoc Committee Meeting on December 7<sup>th</sup>, 2021. Public Review & Comment on Preliminary AC & Airport Ops Data is scheduled for Dec 7<sup>th</sup> - Jan 10<sup>th</sup>.

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## Noise Exposure Maps Update Future Tasks /Schedule

- Development of the Existing Condition Noise Contours and Evaluation of Impacts is scheduled for completion by January 24<sup>th</sup>, 2022.
- Development of Future Condition Noise Contours and Evaluation of Impacts is scheduled for completion by February 25<sup>th</sup>, 2022.
- Preparation of Draft v1 NEM Section 4, *Existing Condition Noise Exposure* is scheduled for completion by February 7<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 4 is scheduled for February 14<sup>th</sup> - March 18<sup>th</sup>, 2022.
- Preparation of Draft v1 NEM Section 5, *Future Condition Noise Exposure* is scheduled for completion by March 11<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 5 is scheduled for March 14<sup>th</sup> - April 15<sup>th</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks /Schedule

- Plan to present Preliminary Existing & Future Condition Noise Contours (not Document Sections 4 & 5) to the Ad-Hoc Committee on March 1<sup>st</sup> for public review and comment. Public Review & Comment on Preliminary Existing & Future Condition Noise Contours is scheduled for March 1<sup>st</sup> - April 4<sup>th</sup>.
- Preparation of Draft v1 NEM Section 6 *Updated Program Areas* is scheduled for completion by April 1<sup>st</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 6 is scheduled for April 4<sup>th</sup> - May 6<sup>th</sup>, 2022.
- Preparation of Draft v1 NEM Section 7, *Consultation and Public Involvement* is scheduled for completion by April 15<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 7 is scheduled for April 18<sup>th</sup> - May 20<sup>th</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks /Schedule

- Preparation of Draft v1 NEM Section 7, *Consultation and Public Involvement* is scheduled for completion by April 15<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 7 is scheduled for April 18<sup>th</sup> - May 20<sup>th</sup>, 2022.
- Plan to present Draft v3 NEM Sections 4, 5, 6 and 7 to the Ad-Hoc Committee on June 7<sup>th</sup> for public review and comment. Public Review & Comment on Sections 4, 5, 6 and 7 is scheduled for June 7<sup>th</sup> - July 15<sup>th</sup>.
- Preparation of NEM Version 1 (all six sections and associated appendices) is scheduled for completion by July 1<sup>st</sup>, 2022.
- Consultants, Airport Staff, and FAA review and comment on NEM v1 is scheduled for July 5<sup>th</sup> - August 5<sup>th</sup>, 2022.
- Consultants, Airport Staff, and FAA review and comment on NEM v2 is scheduled for August 22<sup>nd</sup> - September 16<sup>th</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks / Schedule

- Advertisement of Availability of NEM Document for Public Review is scheduled for the week of September 26<sup>th</sup>, 2022.
- Plan to present NEM v3 to the Ad-Hoc Committee on October 4<sup>th</sup> for public review and comment. Public Review & Comment on NEM v3 is scheduled for October 1<sup>st</sup> - 31<sup>st</sup>, 2022. An electronic copy will be posted on the airport website. A hard copy will be available at the Key West library.
- Update of Section 7 *Consultation and Public Involvement* (to include documentation of Ad Hoc Committee meeting and public review and comment) is scheduled for completion by November 25<sup>th</sup>, 2022.
- Plan to discuss NEM v3 with the Ad-Hoc Committee again on December 6<sup>th</sup>, 2022. Additional public review & comment on NEM v3 is scheduled for December 6<sup>th</sup> - 31<sup>st</sup>, 2022.
- Preparation of NEM v4 for BOCC approval is scheduled for completion by December 31<sup>st</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks / Schedule

- NEM v4 for the BOCC Agenda Package will be provided electronically by Tuesday, January 3<sup>rd</sup>, 2023.
- BOCC Meeting Wednesday, January 18<sup>th</sup>, 2023. BOCC must approve submitting the NEM document to the FAA for formal review.
- Update of Section 7 *Consultation and Public Involvement* (to include documentation of BOCC meeting and additional public review and comment) and NEM v5 are scheduled for completion by February 3<sup>rd</sup>, 2023.
- FAA Formal Review of NEM Document is scheduled for February 6<sup>th</sup> - May 5<sup>th</sup>, 2023.
- Preparation of Grant Application for NIP based upon Updated NEMs is schedule for completion by May 31<sup>st</sup>, 2023.

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## Noise Exposure Maps Update Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.



# THE CITIZEN

KEY WEST

The Florida Keys Only Daily Newspaper, Est. 1876  
 PO Box 1800, Key West FL 33041  
 P: (305) 292-7777 ext 219 F: (305) 295-8025  
 legals@keysnews.com

MONROE CO DEPARTMENT OF AIRPORTS  
 3491 S ROOSEVELT BLVD  
 KEY WEST FL 33040

Account: 420155

Ticket: 3821816

## PUBLISHER'S AFFIDAVIT

STATE OF FLORIDA  
 COUNTY OF MONROE

Before the undersigned authority personally appeared

MICHAEL LEWIS, who on oath says that he or she is  
AN EMPLOYEE of the Key West Citizen, a five day  
 newspaper published in Key West, in Monroe County, Florida; that the attached  
 copy of advertisement, being a legal notice in the matter of MEETING 12.7 was  
 published in said newspaper in the issues of:

Saturday, November 20, 2021

Affiant further says that the Key West Citizen is a newspaper published in Key  
 West, in said Monroe County, Florida and that the said newspapers has hereto-  
 fore been continuously published in said Monroe County, Florida Tuesday thru  
 Saturday weekly, and has been entered as periodicals 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 or she has neither paid nor promised any person, firm or corporation any  
 discount, rebate, commission or refund for the purpose of securing this advertise-  
 ment for publication in the said newspaper.

[Signature]  
 (Signature of Affiant)

Affirmed and subscribed before me this 22<sup>nd</sup> day of November 2021

[Signature]  
 (Notary Public Signature)

SUELYNN STAMPER  
 (Notary Public Printed Name)

(Notary Seal)

My commission expires 6-27-22

Personally Known  Produced Identification

Type of Identification Produced \_\_\_\_\_



**SueLYnn Stamper**  
 COMMISSION # GG232802  
 EXPIRES: June 27, 2022  
 Bonded Thru Aaron Notary

**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 49  
 CFR TITLE 14 PART 150  
 NOISE EXPOSURE MAPS

Monroe County will host a Public  
 Meeting on  
 Tuesday, December 7, 2021 at 2:00 p.m.  
 at the

HARVEY GOVERNMENT CENTER  
 1200 Truman Avenue  
 Upstairs in the Commission Chambers  
 Key West, Florida 33040

AND

via a virtual meeting connection at  
<https://mcbccc.zoom.us/j/82369077969>

Persons interested in this issue are invit-  
 ed to attend. Persons wishing to attend  
 electronically can participate at <https://mcbccc.zoom.us/j/82369077969>. The  
 public can also participate via phone  
 (audio only) by dialing (646) 518-9805  
 and, when requested, enter the Webi-  
 nar ID# 823 6907 7969.

The public is further advised that some  
 or all of the members of the Monroe  
 County Commission, the Commission/  
 Council members and/or their appoint-  
 ed representatives of the incorporated  
 cities of Marathon, Key Colony Beach,  
 Layton and the Village of Islamorada,  
 representatives of the Tourist Develop-  
 ment Council and their area District Ad-  
 visory Committee member may attend  
 the meeting and discuss items that may  
 come before their respective commis-  
 sions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida  
 Statutes, notice is given that if a per-  
 son 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 pur-  
 pose, he may need to ensure that a  
 verbatim record of the proceedings is  
 made, which record includes the testi-  
 mony and evidence upon which the ap-  
 peal is to be based.

ADA Assistance: Any individual need-  
 ing special accommodations at this  
 meeting, due to a disability, should con-  
 tact the County Administrator's Office,  
 at (305) 292-4441, Monday through Fri-  
 day (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 hear-  
 ing or voice impaired, call \*711\*

Dated at Key West, Florida this 15th  
 Day of November, 2021.

Richard Strickland  
 Senior Director of Airports  
 Key West International Airport  
 3491 S. Roosevelt Blvd.  
 Key West, FL 33040  
 11/20/21 Key West Citizen

**D.8**  
**March 1, 2022**  
**Ad Hoc Committee Meeting**

**Key West International Airport**  
**Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, March 1<sup>st</sup>, 2022**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/89718550790>

You can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID: 897 1855 0790.

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. October 5<sup>th</sup>, 2021
  - 2. December 7<sup>th</sup>, 2021
- B. Discussion and Approval of Meeting Schedule for 2022
- C. Discussion Regarding NEM Update
  - 1. Aircraft Operations Development
  - 2. Preliminary Noise Contour "Reveal"
  - 3. Future Tasks
  - 4. Public Participation
- D. Discussion of NIP Implementation
  - 1. KWBTs Project Recap
  - 2. KWBTs Building A - Phase 2: Construction Status
  - 3. KWBTs Final Phase: "Buy American" Requirements
  - 4. KWBTs - Final Phase: Bid Process
  - 5. Rough Schedule for the Current and Future NIP
- E. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Reports
- F. Other Discussion

***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".***

# **KWIA Ad-Hoc Committee on Noise March 1<sup>st</sup>, 2022 Meeting Minutes**

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

## **ROLL CALL:**

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

Commissioner Craig Cates  
Peter Horton  
Marlene Durazo  
Dr. Sandy Quillen  
Nathaniel Harris  
Nick Pontecorvo  
Dr. Julie Ann Floyd (via Zoom)

### **Staff and Guests in Attendance:**

Deborah Lagos, DML&A, Airport Noise Program Coordinator  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Peter Green, FAA ADO (via Zoom)  
Kim Ledford, EYW ATCT Manager (via Zoom)  
Roberta DePiero, Homeowner  
Jethon Williams II, Monroe County TV/Multimedia Manager

A quorum was present. Deborah Lagos chaired the meeting.

## **Review and Approval of Meeting Minutes for the October 5<sup>th</sup> and December 7<sup>th</sup>, 2021 Ad Hoc Committee Meetings**

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Peter Horton made a motion to approve the minutes as presented. Dr. Sandy Quillen seconded the motion. The motion passed unanimously.

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

Deborah Lagos asked if there were any comments regarding the proposed schedule. None were mentioned. Peter Horton made a motion to approve the minutes as presented. Marlene Durazo seconded the motion. The motion passed unanimously.

## **Noise Exposure Maps Update**

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

## **KWIA Ad-Hoc Committee on Noise**

### **March 1<sup>st</sup>, 2022 Meeting Minutes**

Deborah explained the data that is needed to run the noise model. She then described the data available (and not available) from each of the four sources: OPSNET, TFMSC, FR24, and EYW Landing Reports. She reviewed the number of operations reported by the FAA in OPSNET for FY'21 that will be used for the existing condition NEM. She went on to explain how, following the discussion at the December meeting, she re-analyzed the FR24 data in an attempt to find the "missing" operations. She gave the following examples:

- a) Reviewed the criteria for identifying departures and arrivals and found many flights were being tagged as overflights because their flight tracks dropped off prior to reaching the runway or began after leaving the runway.
- b) Reviewed individual flight records and found many flights were missing data in the "equipment" field, and therefore weren't being counted. Looked up N-numbers and/or Call Signs to identify equipment type. Not all could be identified.
- c) Reviewed military operations to identify which were overflights to NQX and which were using KWIA. Many were "low approaches" to KWIA. Also, many were helicopter operations.

Deborah presented the revised results which accounted for 93% of the operations reported by the FAA. She asked the committee if they felt this was satisfactory, and the committee informally agreed that it was.

Kim Ledford, the new Manager of the EYW ATCT, confirmed that the air traffic controllers at NAS KW handle aircraft between 9:00 pm (when the EYW ATCT closes) and 10:00 pm, and Miami Center handles aircraft between 10:00 pm (when the NAS ATCT closes) and 7:00 am (when EYW ATCT opens). She confirmed that OPSNET includes nighttime IFR operations.

Deborah reviewed the Day/Night Split (which changed a little), Runway Utilization, and Stage Length Distribution (neither of which changed). She presented the final numbers for use of Back Taxi on Runway 09, and the Standing Takeoff procedure.

Deborah presented the number of operations by category and aircraft type based on the re-analysis of the FR24 data.

Kim Ledford provided clarification regarding types of helicopters operated by the military. She also commented that Delta operates CRJ aircraft for their final

## **KWIA Ad-Hoc Committee on Noise March 1<sup>st</sup>, 2022 Meeting Minutes**

arrival and those operations are not reflected in the presentation. Erick D'Leon agreed that was true. Deborah indicated she would investigate the discrepancy.

### **2. Preliminary Contour "Reveal"**

Deborah presented a graphic showing the preliminary noise contours for the existing condition, and a graphic showing a comparison of these contours to the 2013 Existing Condition NEM. The new contours are somewhat smaller than the 2013 NEM. She then presented a zoomed-in graphic showing the Program Area in the vicinity of Flagler Avenue that was approved for inclusion in the NIP based on the 2013 NEM. The new Program Area may be based on the Existing Condition NEM or the Future Condition NEM, so we need to wait and see what the new Future NEM looks like.

### **3. Future Tasks**

Deborah presented the current timeline for completion of the NEM Update, and highlighted opportunities for public input and opportunities for the public to review and provide comments on draft document sections. She indicated that the project was a little behind schedule, and that the future condition noise contours, and possibly document Sections 4 and 5, will be presented at the June meeting.

### **4. Public Participation**

Finally, Deborah reviewed the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations. She emphasized the importance of the public's input since the FAA would be monitoring the level of public participation in the process.

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

### **NIP Implementation**

Steve Vecchi presented a Power Point Slide Show, including the following topics:

1. KW BTS Project Recap
2. KW BTS Building A - Phase 2: Construction Status
3. KW BTS Final Phase: "Buy American" Requirements
4. KW BTS Final Phase: Bid Process

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

# **KWIA Ad-Hoc Committee on Noise**

## **March 1<sup>st</sup>, 2022 Meeting Minutes**

Deborah presented a rough schedule for the current and future NIP, based on current information and the schedule for completion of the NEM Update. She presented two graphics showing the location of the ten single-family homes that had responded to an invitation to participate in the next phase of the NIP following completion of KWBTs. Seventeen homes were invited. The plan is to include these homes in the next grant application.

### **Other Reports**

#### **1. Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

- One call from KWBTs about toxic environment - noise and air pollution
- Thirteen calls regarding aircraft noise at Las Salinas
- Three calls/texts (from same person) about Trauma Star helicopter over Ramrod Key
- Fifty-seven noisy aircraft reported by 2828 Staples Ave between Oct 9 and Feb 5
- One email about increased early-morning and late-night air traffic. Wants noise abatement windows.
- One email about aircraft noise and flights over the *Golf Course Community*.
- Two calls (from same person) on Seaside Dr. about being awakened by early-morning flights

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

Articles from Volume 33, Nos. 42-44, and Volume 34, Nos. 1-6 were mentioned.

### **Other Discussion**

The meeting adjourned at approximately 3:45 PM.

The next meeting is June 7, 2022.



**Key West**  
International Airport

Meeting of the  
Ad Hoc Committee on Noise

Tuesday, March 1st, 2022

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Noise Exposure Maps Update  
Existing Condition

DATA NEEDED TO RUN THE MODEL

- Number of Operations by Aircraft Type (aka Fleet Mix)
- Stage Length (Distance from EYW to Destination)
- Time of Day
- Runway Use
- Flight Track Trajectory
- Flight Track Use

2





## Noise Exposure Maps Update Existing Condition

FAA's OPSNET (aka ATADS)  
Operations Network (aka Air Traffic Activity Data System)

OPSNET tells us the Number of Operations counted by the ATCT by:


- Air Carrier
- Air Taxi
- General Aviation
- Military
- IFR vs. VFR

OPSNET doesn't tell us:

- Aircraft Type
- Origin and Destination
- Time of Day
- Runway Use
- Flight Track Trajectory
- Flight Track Use

This is a human-powered system

3



## Noise Exposure Maps Update Existing Condition

FAA's TFMSC  
Traffic Flow Management System Counts

TFMSC tells us the aircraft that fly under IFR and are captured by the FAA's enroute computers:


- Number of Operations by Aircraft Type

TFMSC doesn't tell us:

- Origin and Destination
- Time of Day
- Runway Use
- Flight Track Trajectory
- Flight Track Use

This is an automated system

4




## Noise Exposure Maps Update Existing Condition

### FlightRadar24 (FR24)

<p>FR24 tells us:</p> <ul style="list-style-type: none"> <li>• Number of Operations by Aircraft Type</li> <li>• Origin and Destination</li> <li>• Time of Day</li> <li>• Runway Use</li> <li>• Flight Track Trajectory</li> <li>• Flight Track Use</li> </ul>	<p>FR24 <u>doesn't</u> tell us:</p> <ul style="list-style-type: none"> <li>• Whether the flight is IFR or VFR</li> </ul>
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This is an automated system, but the raw data requires human analysis and interpretation

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## Noise Exposure Maps Update Existing Condition

### EYW Landing Reports

<p>Landing Reports tells us:</p> <ul style="list-style-type: none"> <li>• Number of Operations by Aircraft Type for:             <ul style="list-style-type: none"> <li>• Commercial Passenger Operations</li> <li>• Regular Cargo Operations</li> </ul> </li> </ul>	<p>Landing Reports don't tell us:</p> <ul style="list-style-type: none"> <li>• Origin and Destination</li> <li>• Time of Day</li> <li>• Runway Use</li> <li>• Flight Track Trajectory</li> <li>• Flight Track Use</li> <li>• GA or MIL Ops</li> </ul>
--	---

This is a human-powered system

6




## Noise Exposure Maps Update Existing Condition

Aircraft Operations Reported by the FAA  
October 1, 2020 – September 30, 2021

Date	Itinerant				Total	Local		Total	Total Operations
	Air Carrier	Air Taxi	General Aviation	Military		Civil	Military		
Oct-20	1,035	395	2,138	21	3,589	180	5	185	3,774
Nov-20	1,218	466	1,960	17	3,661	95	4	99	3,760
Dec-20	1,596	517	2,734	31	4,878	202	11	213	5,091
Jan-21	1,809	620	3,207	45	5,681	222	14	236	5,917
Feb-21	1,592	659	3,356	32	5,639	206	1	207	5,846
Mar-21	2,229	774	3,730	61	6,794	254	8	262	7,056
Apr-21	2,258	768	3,361	22	6,409	248	10	258	6,667
May-21	2,286	633	3,556	44	6,519	412	18	430	6,949
Jun-21	2,254	525	2,544	41	5,364	292	6	298	5,662
Jul-21	2,097	504	2,381	20	5,002	128	2	130	5,132
Aug-21	1,863	374	2,140	20	4,397	40	4	44	4,441
Sep-21	1,326	358	2,057	2	3,743	90	0	90	3,833
<b>Total:</b>	<b>21,563</b>	<b>6,593</b>	<b>33,164</b>	<b>356</b>	<b>61,676</b>	<b>2,369</b>	<b>83</b>	<b>2,452</b>	<b>64,128</b>

ATADS : Airport Operations : Standard Report From 10/2020 To 09/2021 | Facility=EYW

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## Noise Exposure Maps Update Existing Condition

### FlightRadar24 (FR24) Reanalyzed

As a result of the discussion at the December Ad-Hoc Committee meeting, the consultant reanalyzed the FR24 data in an attempt to find the “missing” operations.

1. Reviewed criteria for identifying departures and arrivals and found many flights were being tagged as overflights because their flight tracks dropped off prior to reaching the runway or began after leaving the runway.
2. Reviewed individual flight records and found many flights were missing data in the “equipment” field, and therefore weren’t being counted. Looked up N-numbers and/or Call Signs to identify equipment type. Not all could be identified.
3. Reviewed military operations to identify which were overflights to NQX and which were using KWIA. Many were “low approaches” to KWIA. Also, many were helicopter operations.


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## Departures and Arrivals Tagged as Overflights



9



## FR24 Data Missing Equipment

flight_id	aircraft_id	reg	equip	callsign	flight	schd_from	schd_to	real_to	Identified as
645022780	11015991	N620L		N620L	N620L		EYW	EYW	Legend Kit Aircraft
645029926	11414012			EASY05					Beech UC-12W Huron
645044700	10799550	N4075W		N4075W	N4075W				J3C-65 Piper Cub
645051265	10882566	N49CW		N49CW	N49CW				Woody Pusher
645052902	10656133	N267FK		N267FK	N267FK				Not Assigned
645074234	0			TRS1		EYW	HST	HST	Military Aircraft
644876417	11117097	N72KW		N72KW	N72KW	EYW			Pitts S-2A
644888561	11113397	N716Q		N716Q	N716Q	EYW			Not Assigned
644897524	10829784	N4372Z		N4372Z	N4372Z	PIE	EYW	EYW	L-39 Albatross
644921403	10631261	N242KQ		N242KQ	N242KQ	EYW	ISM	ISM	KODIAK 100
644922611	10816363	N424KQ		N424KQ	N424KQ	EYW			Not Assigned
644759654	0			N84X	N84X		EYW	EYW	Pitts S-2A
644760551	0			N075C					Invalid N-number
644613929	0			N2AS	N2AS	TMB	EYW	EYW	Beech B-60
644625587	0			N304659	N34659	EYW			Stinson 10A
644625840	0			N49D	N49D		EYW	EYW	Beech 58
644466740	11236585	N8371U		N8371U	N8371U				Piper PA-34
644461745	10954961	N560VM		N560VM	N560VM	WGO	EYW	EYW	Cessna 560XL
644249252	0			RPA4893	YX4893				EMB 175

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## Noise Exposure Maps Update Existing Condition


Developed from the Flightradar24 and FAA OPSNET Data, FAA TMFSC, and EYW Landing Reports  
October 1, 2020 – September 30, 2021

	Air Carrier	Air Taxi	General Aviation	Military	Total Operations
OPSNET	21,563	6,593	35,533	439	64,128
FR24	19,742	6,370	33,230	406	59,748
TMFSC	19,274	4,810	17,894	95	42,073
EYW LANDING REPORTS	19,456	3,142	NA	NA	NA

Sources: FAA OPSNET, 2021, FlightRadar24, 2022, FAA TMFSC, 2022, EYW Landing Reports, 2022.

**ANALYSIS RESULTS SUBJECT TO CHANGE**

12



## Noise Exposure Maps Update Existing Condition


Developed from the Flightradar24 and FAA OPSNET Data  
October 1, 2020 – September 30, 2021

SOURCE	AC/AT JET	AC/AT PROP	GA	MILITARY	TOTAL
FR24	19,736	6,367	33,204	396	59,703
OPSNET	21,563	6,593	35,533	439	64,128
% OF OPSNET	92%	97%	93%	90%	93%
TOTAL “MISSING”	1,827	226	2,329	43	4,425
“MISSING” PER DAY	5.0	0.6	6.4	0.1	12.1

Sources: FAA OPSNET, 2021, FlightRadar24, 2022

ANALYSIS RESULTS SUBJECT TO CHANGE

13



## Noise Exposure Maps Update

Day/Night Split  
Calculated from FlightRadar24  
October 1, 2020 – September 30, 2021


Aircraft Category	Departures		Arrivals	
	Daytime	Nighttime	Daytime	Arrivals
AC/AT JET	96%	4%	89%	11%
AC/AT PROP	97%	3%	98%	2%
GA JET	96%	4%	97%	3%
GA PROP	95%	5%	97%	3%
GA HELO	68%	32%	81%	19%
MIL	98%	2%	93%	7%
MIL HELO	88%	12%	57%	43%
OVERALL	95%	5%	93%	7%

Source: FlightRadar24, 2022.

DAY = 07:00 AM THROUGH 9:59 PM  
NIGHT = 10:00 PM THROUGH 06:59 AM

ANALYSIS RESULTS SUBJECT TO CHANGE

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## Noise Exposure Maps Update

Runway Utilization  
Calculated from FlightRadar24  
October 1, 2020 – September 30, 2021

Aircraft Category	Departure on Runway 09		Departures on Runway 27	
	Daytime	Nighttime	Daytime	Nighttime
AC/AT JET	88.7%	81.8%	11.3%	18.2%
AC/AT PROP	87.2%	81.8%	12.8%	18.2%
GA PROP	88.1%	87.2%	11.9%	12.8%
GA JET	88.9%	94.1%	11.1%	5.9%
<b>OVERALL</b>	<b>88.4%</b>	<b>85.2%</b>	<b>11.6%</b>	<b>14.8%</b>


  

Aircraft Category	Arrivals on Runway 09		Arrivals on Runway 27	
	Daytime	Nighttime	Daytime	Nighttime
AC/AT JET	85.2%	84.9%	14.8%	15.1%
AC/AT PROP	87.1%	93.3%	12.9%	6.7%
GA PROP	87.0%	82.4%	13.0%	7.6%
GA JET	85.1%	82.4%	14.9%	17.6%
<b>OVERALL</b>	<b>85.9%</b>	<b>84.8%</b>	<b>14.1%</b>	<b>15.2%</b>

Source: FlightRadar24, 2021.

ANALYSIS RESULTS SUBJECT TO CHANGE

15



## Noise Exposure Maps Update

Stage Length Distribution

Aircraft Category	Stage Length 1	Stage Length 2	Stage Length 3	Stage Length 4	Stage Length 5
AC/AT JET	15.6%	59.2%	25.1%	0%	0%
AC/AT PROP	89.9%	9.2%	0.8%	0%	0%
GA PROP	95.5%	4.4%	0.1%	0%	0%
GA JET	51.7%	33.2%	13.6%	1.5%	0.1%


  

Stage Length	Distance (nm)
1	0-500
2	501-1,000
3	1,001-1,500
4	1,501-2,500
5	2,501-3,500

Source: FlightRadar24, 2021.


ANALYSIS RESULTS SUBJECT TO CHANGE

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## Noise Exposure Maps Update

Use of Back Taxi on Runway 09  
Calculated from FlightRadar24  
October 1, 2020 – September 30, 2021




Aircraft Category	Back Taxi to Use Full Runway Length	Depart From Taxiway B Intersection
AC/AT JET	32%	68%
AC/AT PROP	44%	56%
GA JET	8%	92%

Source: FlightRadar24, 2022.

ANALYSIS RESULTS SUBJECT TO CHANGE

17



## Noise Exposure Maps Update


Use of Standing Takeoff Procedure  
Based on Consultant's Field Observation

AEDT Aircraft	% of Total Ops	Runway Use 09 / 27	Heading	Engine Power Setting	Duration (Seconds)	Annual Operations	Average Daily Operations
737700	68%	88% / 12%	90°/270°	20,400 lbs.	15.0	81	0.22
A319-131	80%	88% / 12%	90°/270°	18,700 lbs.	15.0	2,897	7.94
CNA208	68%	88% / 12%	90°/270°	1,955 lbs.	15.0	442	0.01
CRJ	100%	88% / 12%	90°/270°	11,496 lbs.	15.0	4	1.69
DHC6	68%	88% / 12%	90°/270°	1,700 lbs.	15.0	618	1.70
DHC8	40%	88% / 12%	90°/270°	4,038 lbs.	15.0	619	1.21
EMB145	68%	88% / 12%	90°/270°	6,375 lbs.	15.0	35	0.10
EMB170	45%	88% / 12%	90°/270°	11,730 lbs.	15.0	765	2.10
EMB175	80%	88% / 12%	90°/270°	11,730 lbs.	15.0	3,862	10.58
EMB190	40%	88% / 12%	90°/270°	15,725 lbs.	15.0	183	0.50
<b>Total</b>						<b>7,383</b>	<b>26.05</b>

ANALYSIS RESULTS SUBJECT TO CHANGE

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## Noise Exposure Maps Update

### AC/AT JET Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
A319	A319-131	7,242	19.8
E135, E35L, E145	EMB145	103	0.3
E170	EMB170	3,401	9.3
E75L, E75S	EMB175	9,656	26.5
E190	EMB190	917	2.5
B737	737700	238	0.7
CRJ2, CRJ7, CRJ9	CRJ9-ER	7	0.02
Total Operations		21,563	59.1

RESULTS SUBJECT TO CHANGE

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## Noise Exposure Maps Update

### AC/AT PROP Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
AT46	DHC8	3,096	8.5
AT76, DH8B	DHC830	37	0.1
C208	CNA208	1,299	3.6
B350, BE90, BE99, BE9L, BE9T, DHC6, E110, SW2, SW3, SW4	DHC6	1,817	5.0
SF34	SF340	142	0.4
SH36	SD330	202	0.6
Total Operations		6,593	18.1

RESULTS SUBJECT TO CHANGE

20




## Noise Exposure Maps Update

### GA JET Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
GLST, GLEX	BD-700-1A10	77	0.2
C25M	C525C	129	0.4
C650	CIT3	103	0.3
CL30, CL35, CL60	CL600	736	2.0
C25A, C25B, C500, C501, C525	CNA500	948	2.6
C510, E50P, E545, E55P, SF50	CNA510	1,314	3.6
C25C	CNA525C	102	0.3
BE4W, C550, C551, C55B, PC24	CNA55B	503	1.4
BE4, BE40	CNA560E	416	1.1
C560	CNA560U	583	1.6
C56X	CNA560XL	916	2.5
C680, C68A, C700, HDJT	CNA680	877	2.4
C750, CN7, F2TH, FA20, GLF2, HA4T, J328	CNA750	433	1.2
E550, EA50	ECLIPSE500	165	0.5
F900, FA50, FA7X	FAL900EX	503	1.4
GLF3	GIIB	11	0.03
GLF4	GIV	255	0.7
GA5C, GA6C, GLF5, GLF6	GV	282	0.8
ASTR, G150, G280, GALX, WW24	IA1125	198	0.5
FA10, H125, H25, LJ31, LJ35, LJ40, LJ45, LJ55, LJ60, LJ70, LJ75, SBR1	LEAR35	1,426	3.9
MU30, PRM1	MU3001	183	0.5
Total Operations		10,161	27.8

RESULTS SUBJECT TO CHANGE

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## Noise Exposure Maps Update

### GA PROP Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
AC50, AC56, AC68, AEST, B58T, BE50, BE55, BE58, BE60, BE76, BN2P, BN2T, C303, C310, C337, C340, C402, C404, C414, C421, NAVI, PA23, PA27, PA31, PA34, T337	BEC58P	2,587	7.1
KODI, PA11, PC12, TBM7, TBM9, TEX2	CNA208	1,247	3.4
C182, C185, C170, C172, C177, C72R, C82R, C82S, HUSK, PA22, PAT, T206, T210	CNA182	6,699	18.4
C206	CNA 206	133	0.4
D328	DO328	27	0.07
C425, C441, M600, TBM8	CNA441	312	0.9
AC90, ACAM, AN28, BE10, BE18, BE20, BE30, BE95, JS31, M28, P180,	DHC6	931	2.6
DH8D	DHC830	11	0.03
T50, HU16	DC3	4	0.01
B190	1900D	4	0.01
CVLP	DHC8	1	0.003
A5, DHC2, DHC3, PETR, SREY	DHC-2FLT	239	0.7
AA5, BE19, BE23, BE24, STINSON, DRONE, GLIDER, BALLOON, PARACHUTE	GASEPF	109	0.3
AC11, BE33, BE35, BE36, BT36, C205, C207, C210, C77R, COL3, COL4, EVOT, GLAS, LNC4, LNP4, MAULE, M20T, M020, P32, P46, PA24, PA32, PA46, RV6, PITTS, TB20, ULAC	GASEPV	7,986	21.9
DA42, DA62, P68, P68T, PA30, PA44	PA30	1,247	3.4
PO6T, P208, P212, PA42, PAY1, PAY2, PAY3, PAY4, TWEN	PA42	112	0.3
Total Operations		21,674	59.4

RESULTS SUBJECT TO CHANGE

22




## Noise Exposure Maps Update

### Helicopter Fleet Mix and Operations

Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
B06, B407, B505	B206	142	0.4
B05, EC20, EC30, EC35, EC45	EC130	114	0.3
R22, R44, R66, EN48	R44	1,468	4.0
H60, UH60	S70	55	0.2
S76	S76	1,764	4.8
AS50, AS65	SA355F	186	0.5
H53S	S65	31	0.09
B212, UH1	B212	4	0.01
FAET, H500	MD600N	14	0.04
A109, A139	A109	3	0.01
B429	B429	2	0.01
Total		3,785	10.37

RESULTS SUBJECT TO CHANGE

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## Noise Exposure Maps Update

### MIL Fleet Mix and Operations

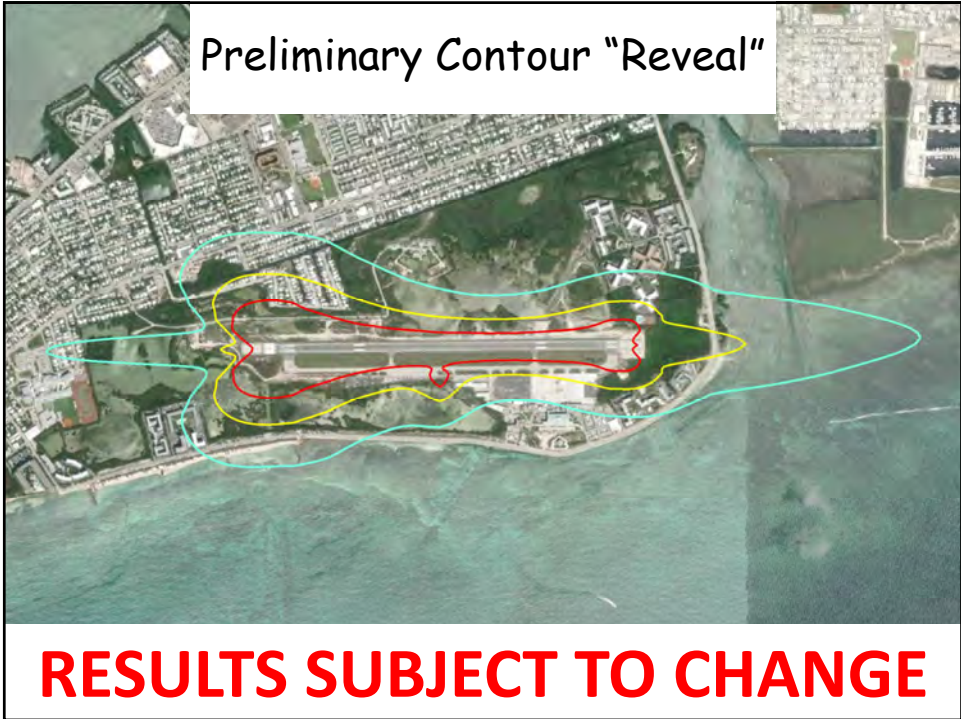
Actual Aircraft Type	AEDT Aircraft	Annual Operations	Average Daily Operations
C30J, C130,	C130E	115	0.3
T38	T-38A	70	0.2
C12, C2, MU2, UC45J	DHC6	40	0.1
CN35	SF340	34	0.09
F5, L39, MRF1	F5E	27	0.07
C17	C17	19	0.05
UC35A	C560	13	0.04
F22	F15E20	7	0.02
BE35, T6	GASEPV	15	0.04
DH8A	DHC8	2	0.01
F18	F18AF	2	0.01
C37A	GV	2	0.01
K35R	KC135R	2	0.01
DC3	DC3	1	0.01
C21A	LEAR35	1	0.01
Total Operations		351	0.96

RESULTS SUBJECT TO CHANGE

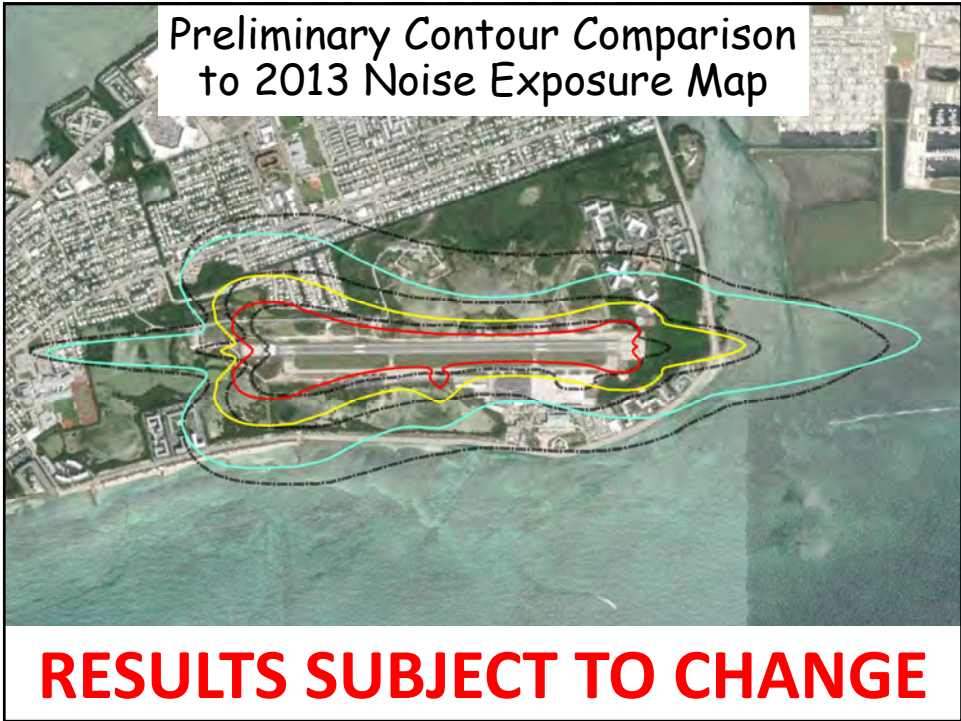
24



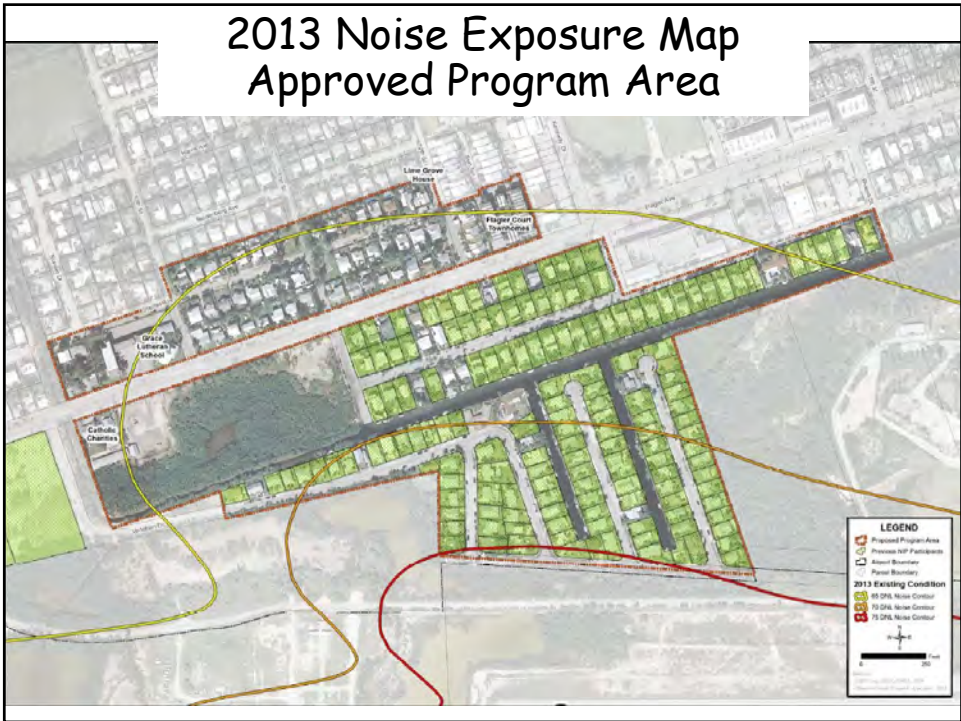
25



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## Noise Exposure Maps Update Future Tasks /Schedule

- Plan to present Preliminary Existing & Future Condition Noise Contours (not Document Sections 4 & 5) to the Ad-Hoc Committee on March 1<sup>st</sup> for public review and comment. Public Review & Comment on Preliminary Existing & Future Condition Noise Contours is scheduled for March 1<sup>st</sup> - April 4<sup>th</sup>.
- Preparation of Draft v1 NEM Section 6 *Updated Program Areas* is scheduled for completion by April 1<sup>st</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 6 is scheduled for April 4<sup>th</sup> - May 6<sup>th</sup>, 2022.
- Preparation of Draft v1 NEM Section 7, *Consultation and Public Involvement* is scheduled for completion by April 15<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 7 is scheduled for April 18<sup>th</sup> - May 20<sup>th</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks /Schedule

- Preparation of Draft v1 NEM Section 7, *Consultation and Public Involvement* is scheduled for completion by April 15<sup>th</sup>, 2022.
- FAA and Airport review and comment on Draft v2 NEM Section 7 is scheduled for April 18<sup>th</sup> - May 20<sup>th</sup>, 2022.
- Plan to present Draft v3 NEM Sections 4, 5, 6 and 7 to the Ad-Hoc Committee on June 7<sup>th</sup> for public review and comment. Public Review & Comment on Sections 4, 5, 6 and 7 is scheduled for June 7<sup>th</sup> - July 15<sup>th</sup>.
- Preparation of NEM Version 1 (all six sections and associated appendices) is scheduled for completion by July 1<sup>st</sup>, 2022.
- Consultants, Airport Staff, and FAA review and comment on NEM v1 is scheduled for July 5<sup>th</sup> - August 5<sup>th</sup>, 2022.
- Consultants, Airport Staff, and FAA review and comment on NEM v2 is scheduled for August 22<sup>nd</sup> - September 16<sup>th</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks / Schedule

- Advertisement of Availability of NEM Document for Public Review is scheduled for the week of September 26<sup>th</sup>, 2022.
- Plan to present NEM v3 to the Ad-Hoc Committee on October 4<sup>th</sup> for public review and comment. Public Review & Comment on NEM v3 is scheduled for October 1<sup>st</sup> - 31<sup>st</sup>, 2022. An electronic copy will be posted on the airport website. A hard copy will be available at the Key West library.
- Update of Section 7 *Consultation and Public Involvement* (to include documentation of Ad Hoc Committee meeting and public review and comment) is scheduled for completion by November 25<sup>th</sup>, 2022.
- Plan to discuss NEM v3 with the Ad-Hoc Committee again on December 6<sup>th</sup>, 2022. Additional public review & comment on NEM v3 is scheduled for December 6<sup>th</sup> - 31<sup>st</sup>, 2022.
- Preparation of NEM v4 for BOCC approval is scheduled for completion by December 31<sup>st</sup>, 2022.

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## Noise Exposure Maps Update Future Tasks / Schedule

- NEM v4 for the BOCC Agenda Package will be provided electronically by Tuesday, January 3<sup>rd</sup>, 2023.
- BOCC Meeting Wednesday, January 18<sup>th</sup>, 2023. BOCC must approve submitting the NEM document to the FAA for formal review.
- Update of Section 7 *Consultation and Public Involvement* (to include documentation of BOCC meeting and additional public review and comment) and NEM v5 are scheduled for completion by February 3<sup>rd</sup>, 2023.
- FAA Formal Review of NEM Document is scheduled for February 6<sup>th</sup> - May 5<sup>th</sup>, 2023.
- Preparation of Grant Application for NIP based upon Updated NEMs is schedule for completion by May 31<sup>st</sup>, 2023.

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## Noise Exposure Maps Update Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.



# THE CITIZEN

KEY WEST

The Florida Keys Only Daily Newspaper, Est. 1876  
PO Box 1800, Key West FL 33041  
P: (305) 292-7777 ext. 219 F: (305) 295-8025  
legals@keysnews.com

MONROE CO DEPARTMENT OF AIRPORTS  
3491 S ROOSEVELT BLVD  
KEY WEST FL 33040

Account: 420155

Ticket: 3833207

## PUBLISHER'S AFFIDAVIT

STATE OF FLORIDA  
COUNTY OF MONROE

Before the undersigned authority personally appeared

MICHAEL LEWIS, who on oath says that he or she is

AN EMPLOYEE of the Key West Citizen, a five day newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of MEETING 3.1 was published in said newspaper in the issues of:

Wednesday, February 16, 2022

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspapers has heretofore been continuously published in said Monroe County, Florida Tuesday thru Saturday weekly, and has been entered as periodicals 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 or she 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)

Affirmed and subscribed before me this 23rd day of February 2022

(Notary Public Signature)

(Notary Public Printed Name)

(Notary Seal)

My commission expires 6/27/22

Personally Known  Produced Identification

Type of Identification Produced \_\_\_\_\_

### 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 49  
CFR TITLE 14 PART 150  
NOISE EXPOSURE MAPS

Monroe County will host a Public  
Meeting on  
Tuesday, March 1, 2022 at 2:00 p.m.  
at the

HARVEY GOVERNMENT CENTER  
1200 Truman Avenue  
Upstairs in the Commission Chambers  
Key West, Florida 33040

AND

via a virtual meeting connection at  
<https://mcbocc.zoom.us/j/89718550790>

Persons interested in this issue are invited to attend. Persons wishing to attend electronically can participate at <https://mcbocc.zoom.us/j/89718550790>. The public can also participate via phone (audio only) by dialing (646) 518-9805 and, when requested, enter the Webinar ID# 897 1855 0790.

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 15th Day of February, 2022.

Richard Strickland  
Senior Director of Airports  
Key West International Airport  
3491 S. Roosevelt Blvd.  
Key West, FL 33040  
2/16/22 KEY WEST CITIZEN



Suelynn Stamper  
COMMISSION # GG232802  
EXPIRES: June 27, 2022  
Bonded Thru Aaron Notary



**D.9**  
**June 7, 2022**  
**Ad Hoc Committee Meeting**

**Key West International Airport  
Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, June 7<sup>th</sup>, 2022**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/88670926506>

You can also participate via phone (audio only) by dialing (646) 518-9805  
and, when requested, enter the Webinar ID: 886 7902 6506.

Roll Call

- A. Review and Approval of Meeting Minutes
  - 1. March 1<sup>st</sup>, 2022
- B. Discussion Regarding NEM Update
  - 1. Development of Future Condition Fleet Mix and Number of Ops
  - 2. Preliminary Future Condition Noise Contour "Reveal"
  - 3. Future Tasks / Schedule
  - 4. Public Participation
- C. Discussion of NIP Implementation
  - 1. KWBTs Project Recap
  - 2. KWBTs Building A - Phase 2: Construction Status
  - 3. KWBTs - Final Phase: Bid Process
  - 4. FY'22 Grant - PSO 8 Consultant Contract
  - 5. Future Challenges for the NIP
  - 6. Rough Schedule for the Current and Future NIP
- D. Other Reports:
  - 1. Noise Hotline and Contact Log
  - 2. Airport Noise Reports
- E. Other Discussion

***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".***

# **KWIA Ad-Hoc Committee on Noise June 7<sup>th</sup>, 2022 Meeting Minutes**

**Meeting called to order by Deborah Lagos at 2:13 P.M.**

## **ROLL CALL:**

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

Commissioner Craig Cates  
Peter Horton  
Andrea Haynes  
Nathaniel Harris  
Marlene Durazo (via Zoom)  
Dr. Julie Ann Floyd (via Zoom)  
Dr. Sandy Quillen (via Zoom)  
James Seadler (via Zoom)

### **Staff and Guests in Attendance:**

Deborah Lagos, DML&A, Airport Noise Program Coordinator  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Roberta DePiero, Homeowner  
Antonina Smirnov Homeowner  
David Langley, Homeowner (via Zoom)  
Jethon Williams II, Monroe County TV/Multimedia Manager

A quorum was present. Deborah Lagos chaired the meeting.

## **Review and Approval of Meeting Minutes for the March 1<sup>st</sup>, 2022 Ad Hoc Committee Meeting**

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Peter Horton made a motion to approve the minutes as presented. Nathaniel Harris seconded the motion. The motion passed unanimously.

## **Noise Exposure Maps Update**

### **1. Development of Future Condition Fleet Mix and Number of Operations**

Deborah reviewed the number of operations reported by the FAA in their Terminal Area Forecast (TAF) for FY'28 that will be used for the future condition NEM. She went on to explain how the future fleet mix was determined, indicating that two airlines are planning to replace their A319 aircraft with A220-

## **KWIA Ad-Hoc Committee on Noise June 7<sup>th</sup>, 2022 Meeting Minutes**

100 aircraft prior to 2028. All other aircraft types from the existing condition are expected to change prior to 2028. She explained the method she used to assign operations to the various categories (e.g., AC/AT Jet). The total number of annual operations to be modeled for 2028 is 69,196.

Nathaniel Harris mentioned that a rumor was circulating at La Brisa that they would be included in the NP. Deborah indicated that was not the case, and asked Nat to assist in setting the record straight among residents of La Brisa.

James Seadler questioned the use of operations from FY'21 for the existing condition and asked if a comparison had been made to more recent operations. Deborah explained that she had to "take a snapshot in time" to prepare the noise contours, and further explained the debate regarding use pre-pandemic operations vs operations during the pandemic. She explained that it was ultimately determined that operations from FY'21 would be the best for the existing condition. She went on to explain that Mr. Strickland provided data to the FAA to justify an increase in the FAA's TAF for EYW because air traffic at EYW was recovering from the pandemic very quickly.

### **2. Preliminary Future Condition Noise Contour "Reveal"**

Deborah presented a graphic showing the preliminary noise contours for the future condition, and graphics showing a comparison of these contours to the (1) 2022 Existing Condition NEM, (2) the 2018 Future Condition (from the previous NEM Update), and (3) the 2013 Existing Condition (from the previous NEM Update). The new contours are somewhat smaller than the contours from the previous NEM Update in certain areas. She explained that this was primarily because of the changes in the types of aircraft being use, rather than the number of operations. She then presented zoomed-in graphics showing the Proposed Program Area in the vicinity of Flagler Avenue and 4<sup>th</sup> and 5<sup>th</sup> Street. Finally, she presented a graphic showing the preliminary phasing plan, and explained her logic for the arrangement.

David Langley asked Deborah to provide the slides containing the noise contours, and other agreed. Deborah indicated she would provide a copy of the final presentation to everyone following the meeting.

Roberta DePiero asked about houses that had newer windows. Deborah explained that noise eligibility testing would be conducted to determine eligibility for the NIP, and it was possible houses with impact-rated windows might not qualify. That remains to be seen. Antonina Smirnov asked how people would know they were eligible for the NIP. Deborah explained that letters would be mailed to

## **KWIA Ad-Hoc Committee on Noise June 7<sup>th</sup>, 2022 Meeting Minutes**

potentially eligible property owners once the Program Areas was approved by the FAA. Peter Horton asked if any homes had ever been disqualified by the noise eligibility testing. Deborah explained that in the original NIP, eligibility testing was not required by the FAA. At KWBTs, all condos were qualified through the eligibility testing. The upcoming NIP will be the first time single-family homes would be subject to eligibility testing.

### **3. Future Tasks / Schedule**

Deborah presented the current timeline for completion of the NEM Update, and highlighted opportunities for public input and opportunities for the public to review and provide comments on draft document sections. She indicated that Draft NEM document would be made available for public review prior to the October meeting. She encouraged everyone to review the document and provide comments. Peter Horton stated that all comments must be submitted to the FAA.

### **4. Public Participation**

Finally, Deborah reviewed the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations She emphasized the importance of the public's input since the FAA would be monitoring the level of public participation in the process.

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

### **NIP Implementation**

Steve Vecchi presented a Power Point Slide Show, including the following topics:

1. KWBTs Project Recap
2. KWBTs Building A - Phase 2: Construction Status
3. KWBTs - Final Phase: Bid Process
4. FY'22 Grant - PSO 8 Consultant Contract

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

Deborah presented information regarding the City of Key West's "Substantial Improvement" regulations and explained why this could potentially be an issue for the upcoming single-family homes in the NIP. She explained that it will probably be

## **KWIA Ad-Hoc Committee on Noise June 7<sup>th</sup>, 2022 Meeting Minutes**

necessary to obtain private market value appraisals on all or most of the homes to document that the NIP improvements do not exceed the "50% Rule."

Deborah presented the FAA's latest decision regarding inclusion of the "leftover" single-family homes, explaining that the FAA has decided those home will not be funded until the NEM Update is complete. The FAA has also determined that the Scope of Work for NCP Update, which would give consideration to including Las Salinas and/or Ocean Walk in the NIP, cannot be reviewed and approved until the NEM Update is complete. This will not really impact the schedule for Las Salinas and/or Ocean Walk, since it will be several years before they could be included.

Deborah presented a rough schedule for the current and future NIP, based on current information and the schedule for completion of the NEM Update.

### **Other Reports**

#### **1. Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

- Six calls regarding aircraft noise at Las Salinas
- Three calls/emails from La Brisa
- Two calls from Cudjoe Key regarding helicopter overflights
- Numerous noisy aircraft reported by 2828 Staples Ave
- One email regarding eligibility for the NIP - Patricia Ave
- One email about helicopter flying back-and-forth over Riviera Canal

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


Articles from Volume 34, Nos. 7-19 were mentioned.

### **Other Discussion**

Deborah shared information regarding the Quest for Quiet conference, "Aviation Noise, Pollution and Health: Connecting the Dots," to be held over Zoom on June 16.

The meeting adjourned at approximately 3:50 PM.

The next meeting is October 4, 2022.




# Key West International Airport

## Meeting of the Ad Hoc Committee on Noise

### Tuesday, June 7<sup>th</sup>, 2022

1




## Noise Exposure Maps Update Development of the Future Condition Fleet Mix and Number of Ops

APO Terminal Area Forecast Summary Report  
Forecast Issued May 2021

FISCAL YEAR	ITINERANT OPERATIONS					LOCAL OPERATIONS			TOTAL OPS
	Air Carrier	Air Taxi	GA	Military	Total	GA	Military	Total	
2019	15,282	4,831	29,497	464	50,074	2,922	56	2,978	53,052
2020	12,951	4,793	24,349	350	42,443	2,394	92	2,486	44,929
2021	18,779	5,608	30,248	350	54,985	2,399	92	2,491	57,476
2022	20,657	6,561	30,373	350	57,941	2,404	92	2,496	60,437
2023	22,256	7,088	30,498	350	60,192	2,409	92	2,501	62,693
2024	23,887	7,618	30,623	350	62,478	2,414	92	2,506	64,984
2025	24,958	7,975	30,750	350	64,033	2,419	92	2,511	66,544
2026	25,654	8,216	30,876	350	65,096	2,424	92	2,516	67,612
2027	26,124	8,414	31,004	350	65,892	2,429	92	2,521	68,413
2028	26,553	8,635	31,131	350	66,669	2,435	92	2,527	69,196
2029	26,991	8,849	31,260	350	67,450	2,440	92	2,532	69,982
2030	27,401	9,038	31,388	350	68,177	2,445	92	2,537	70,714

2





## Noise Exposure Maps Update Development of the Future Condition Fleet Mix and Number of Ops


Using the number of operations for AC/AT Jets in the Existing Condition (21,563), the percentage of operations by aircraft type was calculated. These percentages were then applied to the total number of air carrier operations shown in the FAA's APO TAF (26,553).

**INTERIM AC/AT JET FLEET MIX AND NUMBER OF OPERATIONS**

AC TYPE	EMB175	A319	A220	EMB170	EMB190	737700	EMB145	CRJ9-ER	TOTAL
<b>% OF OPS</b>	44.78%	33.58%	0%	15.77%	4.25%	1.10%	0.48%	0.03%	100%
<b># OF OPS</b>	11,891	8,917	0	4,188	1,129	293	126	8	26,553

**ANALYSIS RESULTS SUBJECT TO CHANGE**

3




## Noise Exposure Maps Update Development of the Future Condition Fleet Mix and Number of Ops

Analysis of EYW Landing Reports Oct. 1, 2020 – Sept. 30, 2021

AIRCRAFT TYPE	AIRLINE	NUMBER OF OPS BY AIRLINE BY AC TYPE	PERCENT OF OPS BY AIRLINE BY AC TYPE
EMB175	Envoy Air (aka AAL)	3470	73%
	Delta Airlines	830	17%
	United Airlines	459	10%
A319	Envoy Air (aka AAL)	1637	51%
	Delta Airlines	1492	46%
	Allegiant Air	112	3%
ATR42 (DHC8)	Silver Airways	1480	100%
EMB170	United Airlines	1267	100%
CNA208	Mountain Air Cargo	453	100%
SW3/SW4 (DHC6)	Ameriflight / Skyway	439	100%
EMB190	JetBlue Airways	415	100%
SF340	Silver Airways	69	100%
EMB145	Envoy Air (aka AAL)	46	100%
ATR76 (DHC830)	Silver Airways	22	100%

**ANALYSIS RESULTS SUBJECT TO CHANGE**

4



## Noise Exposure Maps Update Development of the Future Condition Fleet Mix and Number of Ops


Between Oct. 1, 2020, and Sept. 30, 2021, Envoy Air (aka American Airlines), Delta Airlines, and Allegiant Air operated A319 aircraft at EYW. Delta Airlines conducted 46 percent of all A319 operations. JetBlue Airways conducted 100 percent of all EMB190 operations.

Prior to 2028:

- Delta Airlines plans to replace their A319 aircraft with A220-100 aircraft, so 46 percent of the A319 operations were converted to A220 operations.
- JetBlue Airways plans to replace their EMB190 aircraft with A220-300 Aircraft, so all EMB190 operations were converted to A220 operations
- No other aircraft types from the Existing Condition are anticipated to change

**ANALYSIS RESULTS SUBJECT TO CHANGE**

5



## Noise Exposure Maps Update Development of the Future Condition Fleet Mix and Number of Ops

**FINAL AC/AT JET FLEET MIX AND NUMBER OF OPERATIONS**

AC TYPE	EMB175	A319	A220	EMB170	EMB190	737700	EMB145	CRJ9-ER	TOTAL
INTERIM # OF OPS	11,891	8,917	0	4,188	1,129	293	126	8	26,553
FINAL # OF OPS	11,891	4,812	5,234	4,188	0	293	126	8	26,553

Note: A220 is substituted with 737700 in AEDT

**ANALYSIS RESULTS SUBJECT TO CHANGE**

6



## Noise Exposure Maps Update Development of the Future Condition Fleet Mix and Number of Ops

### SUMMARY OF 2028 FLIGHT OPERATIONS

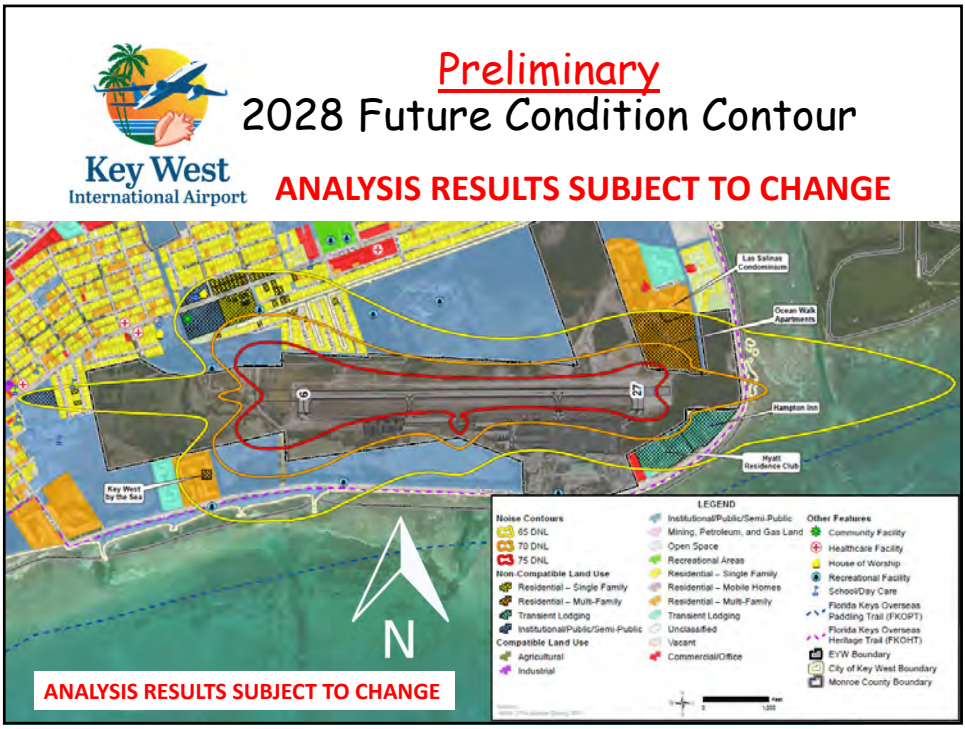
CATEGORY	ANNUAL OPERATIONS	AVERAGE DAILY OPERATIONS
AC/AT JET	26,553	72.75
AC/AT PROP	8,636	23.66
GA PROP ITINERANT	18,038	49.42
GA PROP LOCAL	2,435	6.67
GA JET	9,599	26.30
GA HELO	3,493	9.57
MIL ITINERANT	262	0.72
MIL LOCAL	92	0.25
MIL HELO	88	0.24
TOTAL	69,196	189.58

7

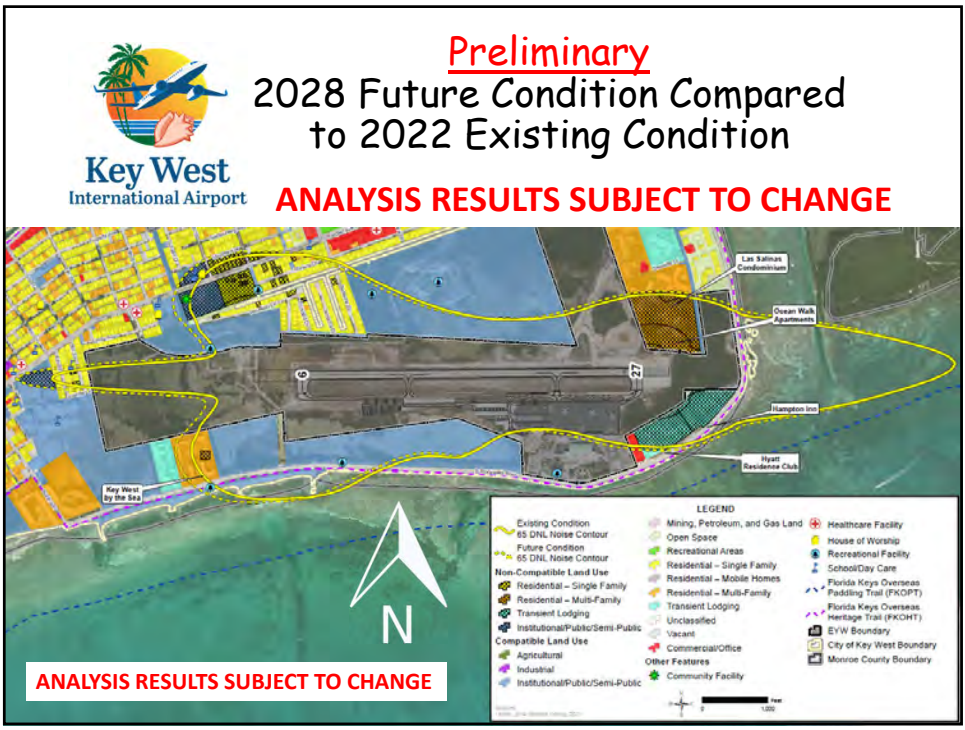


Preliminary Future Condition  
Contour "Reveal"

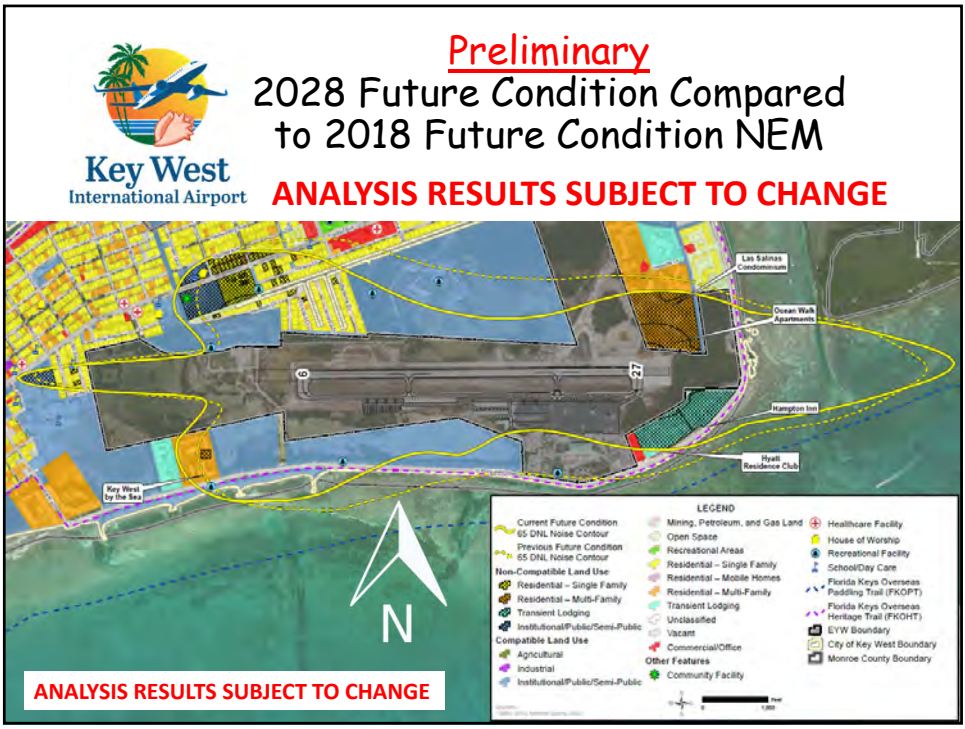
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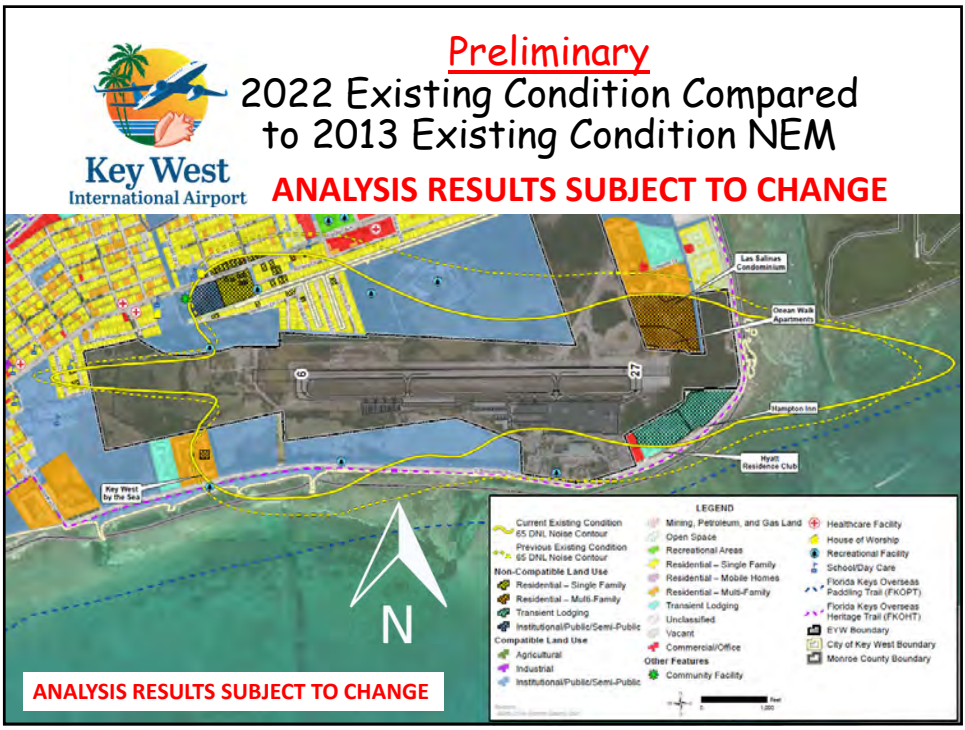
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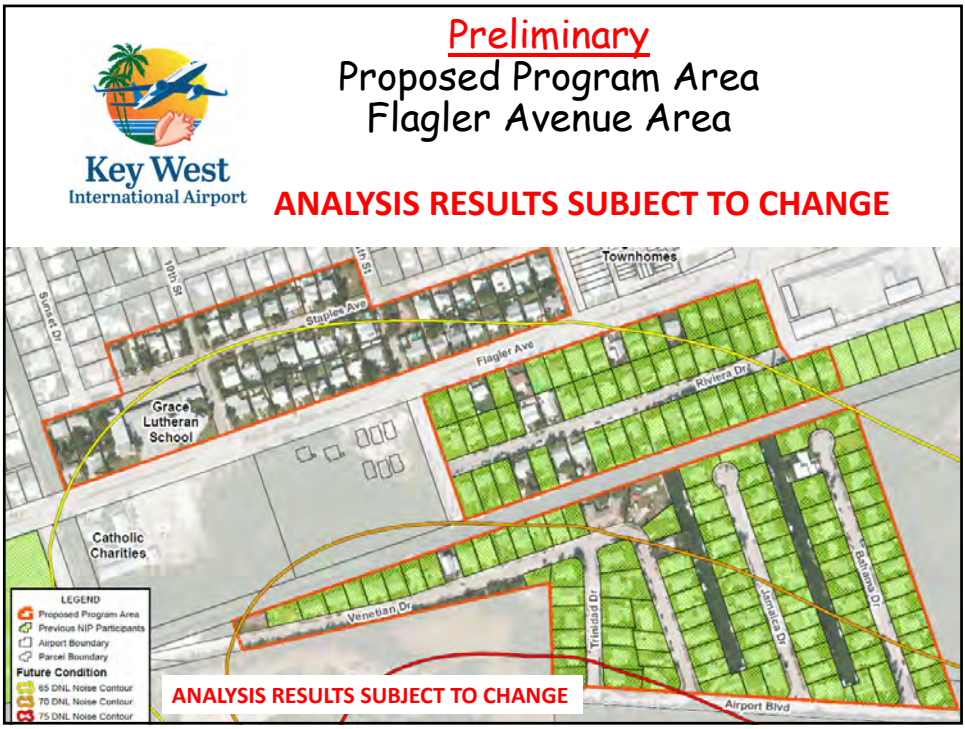
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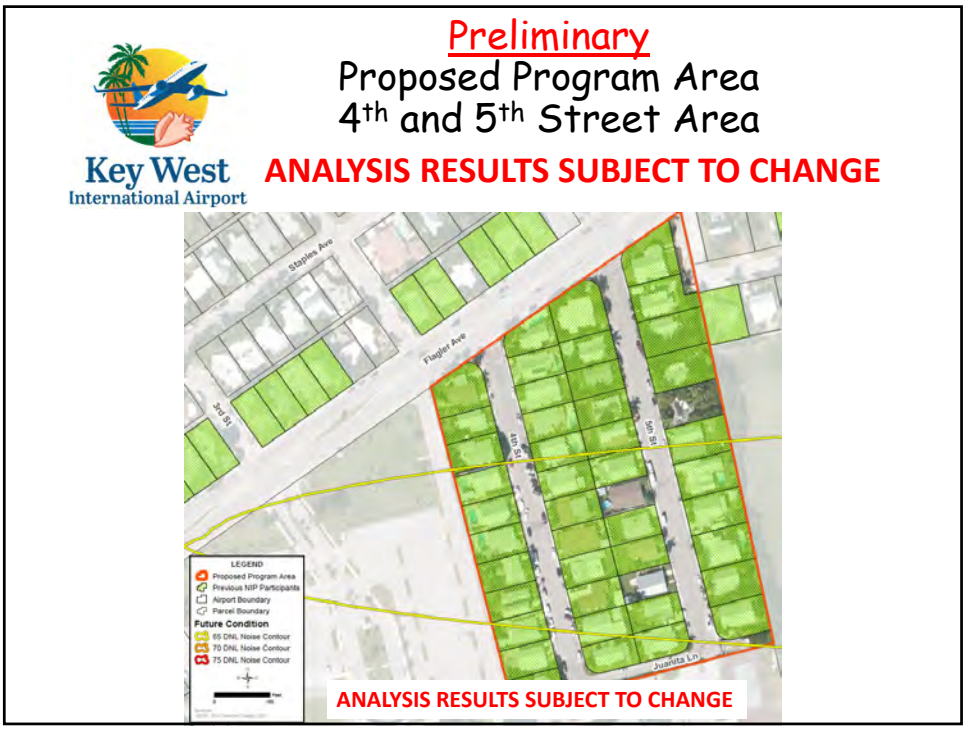
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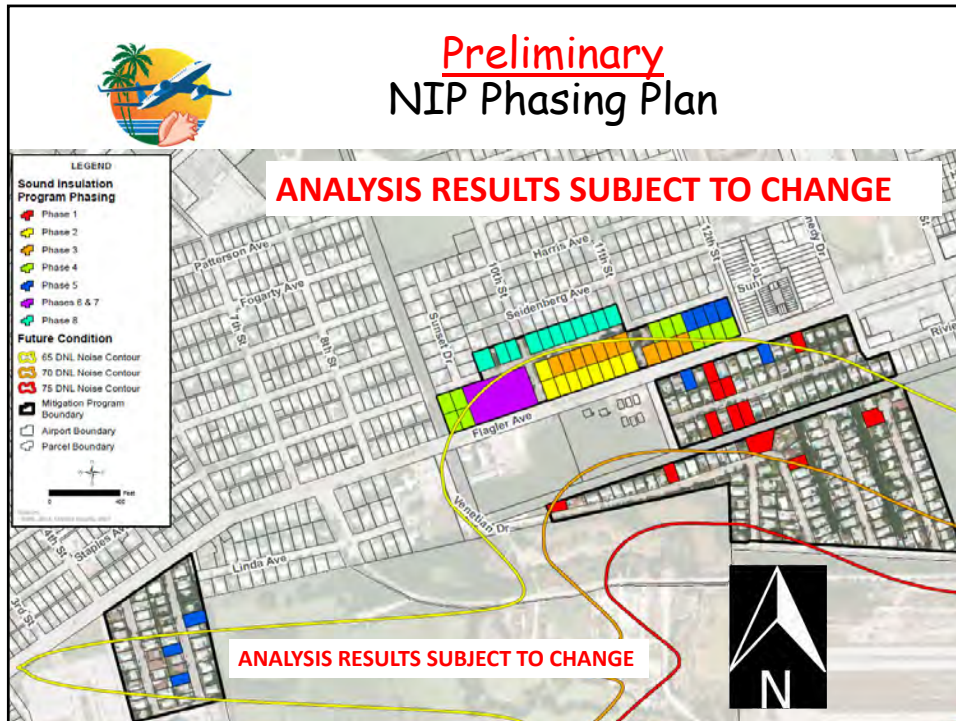
12



13



14



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## Noise Exposure Maps Update Future Tasks /Schedule

- All sections of the NEM document were submitted to the FAA by May 11<sup>th</sup>
- Presenting Preliminary Future Condition Noise Contours to the Ad-Hoc Committee on June 7<sup>th</sup> for public review and comment. Public Review & Comment on Preliminary Future Condition Noise Contours is scheduled for June 7<sup>th</sup> - July 15<sup>th</sup>
- Advertisement of Availability of NEM Document for Public Review is scheduled for the week of September 26<sup>th</sup>, 2022.
- Plan to present NEM Document to the Ad-Hoc Committee on October 4<sup>th</sup> for public review and comment. Public Review & Comment on NEM Document is scheduled for October 1<sup>st</sup> - 31<sup>st</sup>, 2022. An electronic copy will be posted on the airport website. A hard copy will be available at the Key West library.

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## Noise Exposure Maps Update Future Tasks / Schedule

- Plan to discuss NEM with the Ad-Hoc Committee again on December 6<sup>th</sup>, 2022. Additional public review & comment on NEM Document is scheduled for December 6<sup>th</sup> - 31<sup>st</sup>, 2022.
- BOCC Meeting Wednesday, January 18<sup>th</sup>, 2023. BOCC must approve submitting the NEM document to the FAA for formal review.
- FAA Formal Review of NEM Document is scheduled for February 6<sup>th</sup> - May 5<sup>th</sup>, 2023.
- FAA Acceptance of NEM Document is anticipated by May 31, 2023.
- Preparation of Grant Application for NIP based upon Updated NEMs is scheduled for completion by May 31<sup>st</sup>, 2023.

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## Noise Exposure Maps Update Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.

18





Key West Citizen - Florida Free Press - Paradise

Date: June 01, 2022

- LEGAL AD PROOF -

Thank you for advertising with us! This is the proof of your ad scheduled to run on the dates indicated below. If changes are needed, please contact Melinda Prescott email to legals@keysnews.com

CUSTOMER INFORMATION

Account #: 420155
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Address: 3491 S ROOSEVELT BLVD
KEY WEST FL 33040
Telephone: (305) 809-5239
Email: leto-beth@monroecounty-fl.gov

AD INFORMATION

Ad ID: 3849545
Run Dates: 06/03/22 to 06/08/22
# of Inserts: 2
# of Lines: 82
Ad Class: 26
Total Cost: \$196.99
Ordered By:
Description: COMMITTEE ON NOISE
Account Rep: Sue Stamper
Email: legals@keysnews.com

Table with 4 columns: Publications, Start Date, End Date, # of Insertions. Rows for Key West Citizen and Florida Keys Free Press.

Ad Proof

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 49
CFR TITLE 14 PART 150
NOISE EXPOSURE MAPS

Monroe County will host a Public
Meeting on
Tuesday, June 7, 2022 at 2:00 p.m.
at the

HARVEY GOVERNMENT CENTER
1200 Truman Avenue
Upstairs in the Commission Chambers
Key West, Florida 33040

AND

via a virtual meeting connection at
https://mcbocc.zoom.us/j/88670926506

Persons interested in this issue are invit-
ed to attend. Persons wishing to attend
electronically can participate at https://
mcbocc.zoom.us/j/88670926506. The
public can also participate via phone
(audio only) by dialing (646) 518-9805
and, when requested, enter the Webi-
nar ID# 897 1855 6506.

The public is further advised that some
or all of the members of the Monroe
County Commission, the Commission/
Council members and/or their appoint-
ed representatives of the incorporated
cities of Marathon, Key Colony Beach,
Layton and the Village of Islamorada,
representatives of the Tourist Develop-
ment Council and their area District Ad-
visory Committee member may attend
the meeting and discuss items that may
come before their respective commis-
sions, councils, or advisory boards.

Pursuant to Section 286.0105, Florida
Statutes, notice is given that if a per-
son 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 pur-
pose, he may need to ensure that a
verbatim record of the proceedings is
made, which record includes the testi-
mony and evidence upon which the ap-
peal is to be based.

ADA Assistance: Any individual need-
ing special accommodations at this
meeting, due to a disability, should con-
tact the County Administrator's Office,
at (305) 292-4441, Monday through Fri-
day (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 hear-
ing or voice impaired, call "711".

Dated at Key West, Florida this 31st Day
of May, 2022.

Richard Strickland
Senior Director of Airports
Key West International Airport
3491 S. Roosevelt Blvd.
Key West, FL 33040

6/3/22 KEY WEST CITIZEN

**D.10**  
**October 4, 2022**  
**Ad Hoc Committee Meeting**

**Key West International Airport**  
**Ad Hoc Committee on Airport Noise**

**Agenda for Tuesday, October 4<sup>th</sup>, 2022**

Call to Order 2:00 pm Harvey Government Center and via Zoom

Persons wishing to attend electronically can participate at

<https://mcbocc.zoom.us/j/87124696382>

You can also participate via phone (audio only) by dialing (646) 518-9805  
and, when requested, enter the Webinar ID: 871 2469 6382.

Roll Call and Attendee Sign In

A. Review and Approval of Meeting Minutes

1. June 7<sup>th</sup>, 2022

B. Public Review of Draft NEM and Supporting Documentation

1. Public Review: September 19 - October 31, 2022
2. Document Availability
3. Submitting Comments

C. Review of Draft NEM and Supporting Documentation

1. Flight Tracks
2. Existing Condition Number of Operations and Fleet Mix
3. Comparison to Most Recent 12 Months of Operations and Fleet Mix
4. Airport Operator's Certification
5. 2022 Existing Condition NEM
6. Number of Housing Units within 2022 Noise Contours
7. Future Condition Number of Operations and Fleet Mix
8. 2028 Future Condition NEM
9. Number of Housing Units within 2028 Noise Contours
10. Changes between 2022 and 2028

***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".***

D. Discussion of NIP Implementation

1. FY'22 Grant
2. KWBTs Project Recap
3. KWBTs - Final Phase Construction
4. Rough Schedule for the Current and Future NIP

E. Other Reports:

1. Noise Hotline and Contact Log
2. Airport Noise Reports

F. Other Discussion

***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".***

## **KWIA Ad-Hoc Committee on Noise October 4<sup>th</sup>, 2022 Meeting Minutes**

**Meeting called to order by Deborah Lagos at 2:01 P.M.**

### **ROLL CALL:**

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

Commissioner Craig Cates (via Zoom)  
Peter Horton  
Andrea Haynes  
Sonny Knowles  
Nathaniel Harris  
Marlene Durazo (via Zoom)  
Dr. Sandy Quillen  
James Seadler (via Zoom)

#### **Staff and Guests in Attendance:**

Deborah Lagos, DML&A, Airport Noise Program Coordinator (via Zoom)  
Steve Vecchi, THC, NIP Program Manager (via Zoom)  
Erick D'Leon, Deputy Director of Airports  
Peter M. Green, FAA (via Zoom)  
Sarah Richardson, Allegiant Air (via Zoom)  
Carol Elliott, Las Salinas Property Owner  
Steve Robbins, Property Owner (via Zoom)  
Carolyn Winters, Las Salinas Property Owner (via Zoom)  
Linda Badwey, Las Salinas Property Owner (via Zoom)  
Ray Leto, Las Salinas Property Owner (via Zoom)  
Lynn Obringer, Las Salinas Property Owner (via Zoom)  
Elizabeth Brady, Las Salinas Property Owner (via Zoom)  
SS, (via Zoom)  
Scott, (via Zoom)  
Ian, (via Zoom)  
Rick, (via Zoom)  
Ruslan, (via Zoom)  
Jethon Williams II, Monroe County TV/Multimedia Manager

A quorum was present. Deborah Lagos chaired the meeting.

## **KWIA Ad-Hoc Committee on Noise October 4<sup>th</sup>, 2022 Meeting Minutes**

### **Review and Approval of Meeting Minutes for the June 7<sup>th</sup>, 2022 Ad Hoc Committee Meeting**

Deborah Lagos asked if there were any comments or corrections to the minutes. None were mentioned. Nathaniel Harris made a motion to approve the minutes as presented. Marlene Durazo seconded the motion. The motion passed unanimously.

### **Public Review of Draft Noise Exposure Maps and Supporting Documentation**

Deborah Lagos explained that a Notice of Availability was published in Key West Citizen and keysnews.com. The document is available for download from the Airport's website at: <https://eyw.com/public-notice>. Printed copies of the document are available at the public library on Fleming Street, airport administrative office, and office of Mayor Pro Tem Craig Cates. Flash drives containing the document are also available at these locations and can be taken for viewing on a personal computer. The flash drives do not need to be returned. The public review period started September 19 and ends October 20, 2022. Comment forms are available online and at the locations mentioned above. Completed comment forms should be emailed to Deborah Lagos. Comment forms must be received by October 20, 2022.

Deborah reviewed the public participation requirements that the airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations. She emphasized the importance of the public's input since the FAA would be monitoring the level of public participation in the process.

### **Review of Draft Noise Exposure Maps and Supporting Documentation**

#### **1. Flight Tracks**

Deborah Lagos explained the East Flow (Runway 09) and West Flow (Runway 27) flight tracks (shown in Slides #10 - #13) that were developed from the FlightRadar24 flight trajectory data. Twelve months of data (October 1, 2020 - September 30, 2021) were collected and processed to determine these flight tracks and their utilization by various categories of aircraft. Modeled flight tracks do not represent the precise paths flown by all aircraft utilizing EYW. Instead, they represent the primary flight corridors (i.e., the highest concentration of FR24 aircraft flight trajectories) for the aircraft using the airport. Flight track utilization was also developed from the concentration of FR24 aircraft flight trajectories.

## KWIA Ad-Hoc Committee on Noise October 4<sup>th</sup>, 2022 Meeting Minutes

### 2. Existing Condition Number of Operations and Fleet Mix

The percentage of operations for each aircraft in each category was calculated from the FR24 data. This percentage by aircraft type was then applied to the total number of operations by category from the FAA's OPSNET data. The table in Slide #14 shows the resulting number of annual flight operations by aircraft category. It also shows the number of average daily operations, which is the number of annual operations divided by 365.

### 3. Comparison to Most Recent 12 Months of Operations and Fleet Mix

A question was asked at the June meeting regarding the use of more recent data for the existing condition. Deborah explained that she analyzed data from August 1, 2021 through July 31, 2022 (which was the most recent available data from the FAA). The table in Slide #15 shows a comparison between the data used for the existing condition (Oct 2020 - Sept 2021) and the most recent 12 months (Aug 2021 through July 2022). Surprisingly, there were approximately 4% fewer operations during the most recent 12 months.

Deborah also compared the commercial passenger aircraft fleet mix for the two time periods. Slide #16 shows a comparison of the fleet mix by aircraft type. As discussed in previous meetings, Delta and JetBlue are replacing their A319s with A220s, and that is beginning to show up in this data. There was a large decrease in the number of EMB175s.

Deborah explained the use of the FAA's Area Equivalent Method (AEM) which allows a comparison of two scenarios to determine if a significant change in noise has occurred. The results of the screening process indicate a 13.8% reduction in cumulative noise contour area. If the screening process shows less than a 17% change, it may be concluded that there are no substantial changes within the DNL 65 dB contour.

James Seadler commented that this analysis was helpful in addressing the question he asked at the June meeting.

### 4. Airport Operator's Certification

The results of the screening process allow the airport operator (Monroe County) to certify that the 2022 Existing Condition NEM is representative of the existing condition at the time the NEM document is submitted to the FAA for review.

## **KWIA Ad-Hoc Committee on Noise October 4<sup>th</sup>, 2022 Meeting Minutes**

### 5. 2022 Existing Condition NEM

Deborah reviewed the 2022 Existing Condition Noise Exposure Map, pointing out areas that were within the DNL 65 dB contour.

### 6. Number of Housing Units within 2022 Noise Contours

Deborah noted that most of the Ocean Walk Apartments and a very small portion of Las Salinas Condominiums were within the contours (approximately 249 units). She also pointed out the Grace Lutheran Church and School and approximately 48 single-family (and small multi-family) homes that had not previously participated in the NIP. There are 12 condominiums at KWBTS within the contour that did not participate in the NIP.

### 7. Future Condition Number of Operations and Fleet Mix

Deborah reviewed the number of operations that were used for development of the future condition contours. The total number of annual operations is 69,196, which is an increase from the 64,128 used for the existing condition.

Peter Horton commented that historically, the FAA's forecast has been low.

### 8. 2028 Future Condition NEM

Deborah reviewed the 2028 Future Condition Noise Exposure Map, pointing out that it was slightly larger than the existing condition.

### 9. Number of Housing Units within 2028 Noise Contours

Deborah noted that most of the Ocean Walk Apartments and a slightly larger portion of Las Salinas Condominiums were within the contours (approximately 281 units). She also pointed out the Grace Lutheran Church and School and approximately 55 single-family (and small multi-family) homes that had not previously participated in the NIP. There are 21 condominiums at KWBTS within the contour that did not participate in the NIP.

### 10. Changes between 2022 and 2028

Deborah presented tabular and graphic comparisons of the 2022 and 2028 NEMs. The area within the 2028 Future Condition noise contours increased in size by 29.9 acres or approximately 6.6%. This increase can be attributed to the increase in aircraft operations. Contours shifted to the west, which can be attributed to the relocation of Taxiway B to the end of the pavement. As a result, all aircraft departing on Runway 09 begin their takeoff roll at the end



## **KWIA Ad-Hoc Committee on Noise October 4<sup>th</sup>, 2022 Meeting Minutes**

of the pavement. The total housing units and population within the DNL 65 dB noise contour increases by approximately 23 percent.

### **11. Remaining Steps**

Section 6.5 of the NEM Document will be updated to reflect comments received during the public comment period. Copies of all comments will be included in Appendix E, Section E.4 of the NEM Document.

A revised draft document will be provided to the BOCC for review and approval at their meeting on December 7, 2022.

The final draft document will be submitted to the FAA following the BOCC meeting. The FAA will acknowledge receipt of the document and indicate whether in compliance with applicable requirements. If so, the FAA will publish a Notice of Compliance in the Federal Register.

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

Nathaniel Harris made a motion to approve the NEM document and sending the NEM document to the BOCC. Peter Horton seconded the motion. The motion passed unanimously.

### **NIP Implementation**

Steve Vecchi presented a Power Point Slide Show, including the following topics:

1. KWBTs Project Recap, including a summary of the FY'22-23 grant
2. KWBTs Building A - Phase 2: Construction Summary, including Property Owner Satisfaction Surveys
3. KWBTs - Final Phase: Construction Preview, including results of the bid opening and the construction schedule
4. Rough Schedules for the Current and Future NIP, including changes in funding levels

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

Deborah described the FAA's latest decision regarding inclusion of Las Salinas and Ocean Walk Apartments in the NIP. The FAA has determined that an NCP Update is required but will not fund the NCP Update right now. This will not really impact the schedule for Las Salinas and/or Ocean Walk, since it will be several years before they could be included. The FAA is requiring NEM updates every five years. The

## **KWIA Ad-Hoc Committee on Noise October 4<sup>th</sup>, 2022 Meeting Minutes**

next NEM Update will start in approximately 2027, and be completed in 2028, which is the year on this Future Condition NEM. It is likely that the NCP update will be funded in conjunction with an NEM update in approximately ten years (2032).

### **Other Reports**

#### **1. Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting the following calls and emails were received:

- Three calls from Las Salinas - early morning and late-night noise
- Two calls from Old Town - increased flight activity
- One call from local realtor interested in getting the facts regarding houses that have participated in the NIP.

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

Articles from Volume 34, Nos. 20-31 were mentioned.

### **Other Discussion**

The meeting adjourned at approximately 3:50 PM.

The next meeting is December 6, 2022.



**Key West**  
International Airport

Meeting of the  
Ad Hoc Committee on Noise  
Tuesday, October 4<sup>th</sup>, 2022

1



**Key West**  
International Airport

Public Review of  
Draft Noise Exposure Maps  
and Supporting Documentation

1. Notice of Availability was published in Key West Citizen and keysnews.com. Copies are available at this meeting.
2. Public Review: September 19 - October 20, 2022.
3. Document is available for download from the Airport's website at: <https://eyw.com/public-notice>
4. Printed copies of the document are available at:
  - a) Public Library on Fleming Street
  - b) Airport Administrative Office
  - c) Office of Mayor Pro Tem Craig Cates

2



## Public Review of Draft Noise Exposure Maps and Supporting Documentation

5. Flash drives containing the document and comment form are available at this meeting, and at the Library, Airport Admin, and Office of Mayor Pro Tem Craig Cates.
6. Comments must be received by October 20, 2022.
7. If you fill out a comment form at this meeting, please hand it in while you're here, or email to Deborah.
8. Comments can also be emailed or mailed - see addresses in Notice of Availability.


3



## Noise Exposure Maps and Supporting Documentation Public Participation

The airport operator must afford interested persons **adequate opportunity** to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and descriptions of forecast aircraft operations.

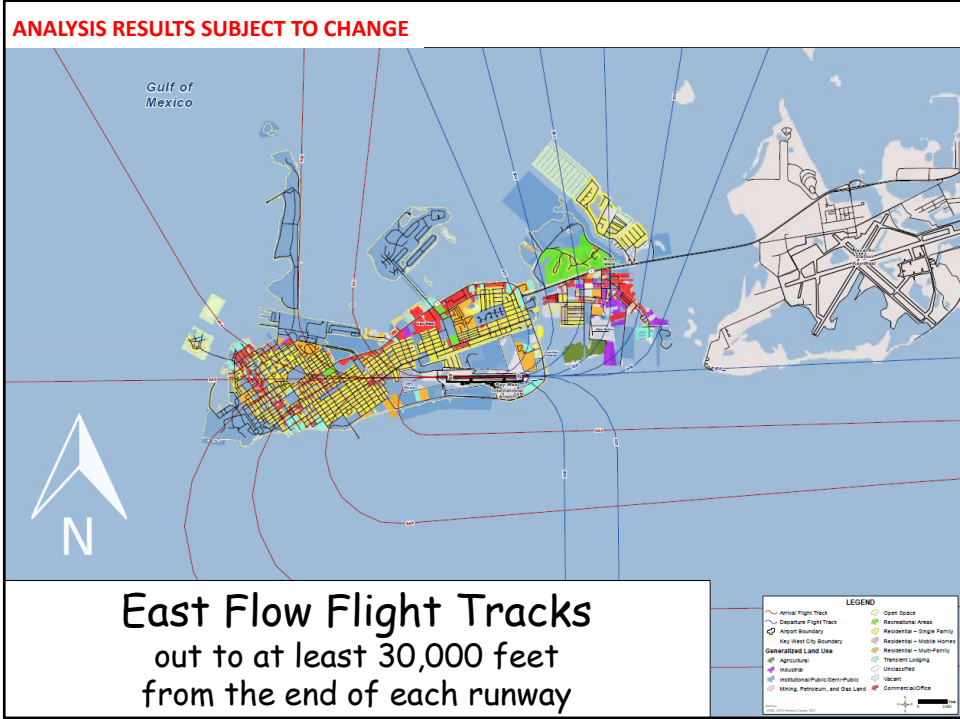
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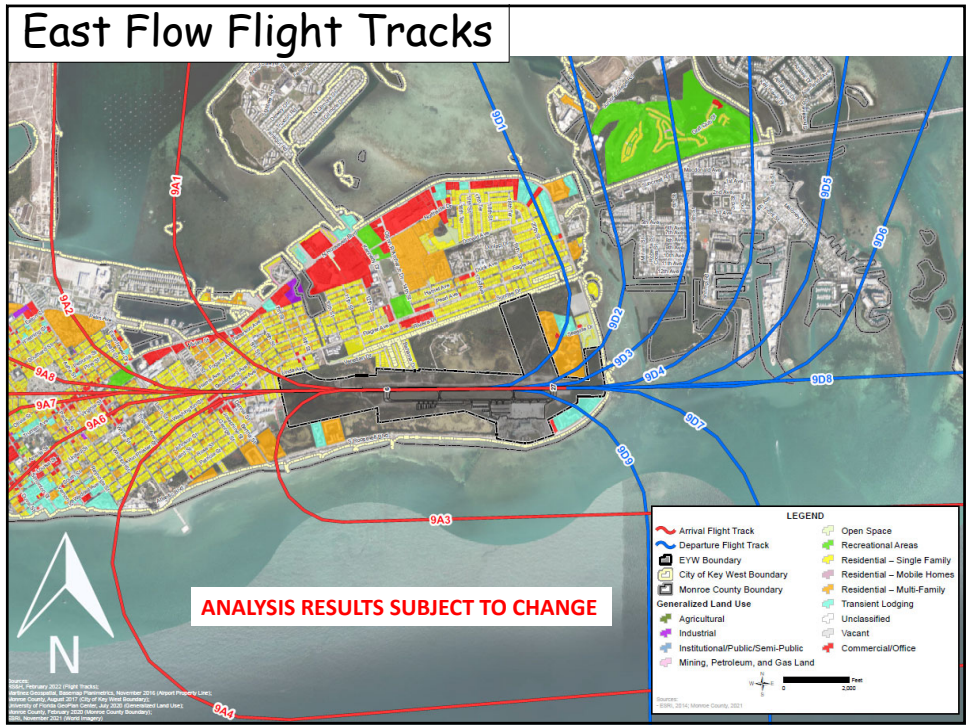
## Review of Draft Noise Exposure Maps and Supporting Documentation

1. Flight Tracks
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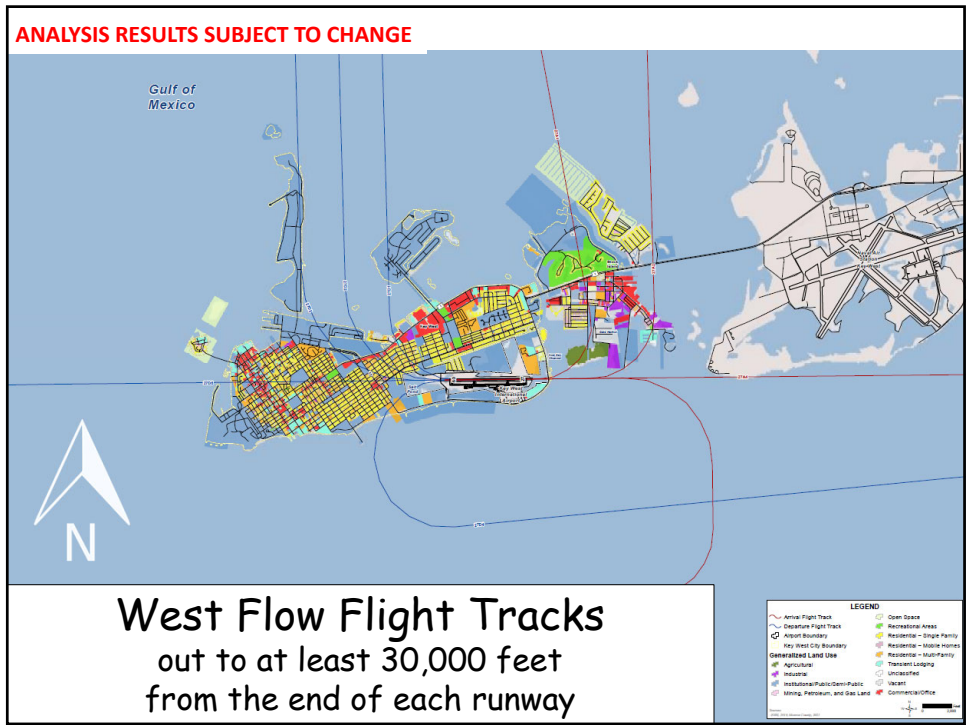
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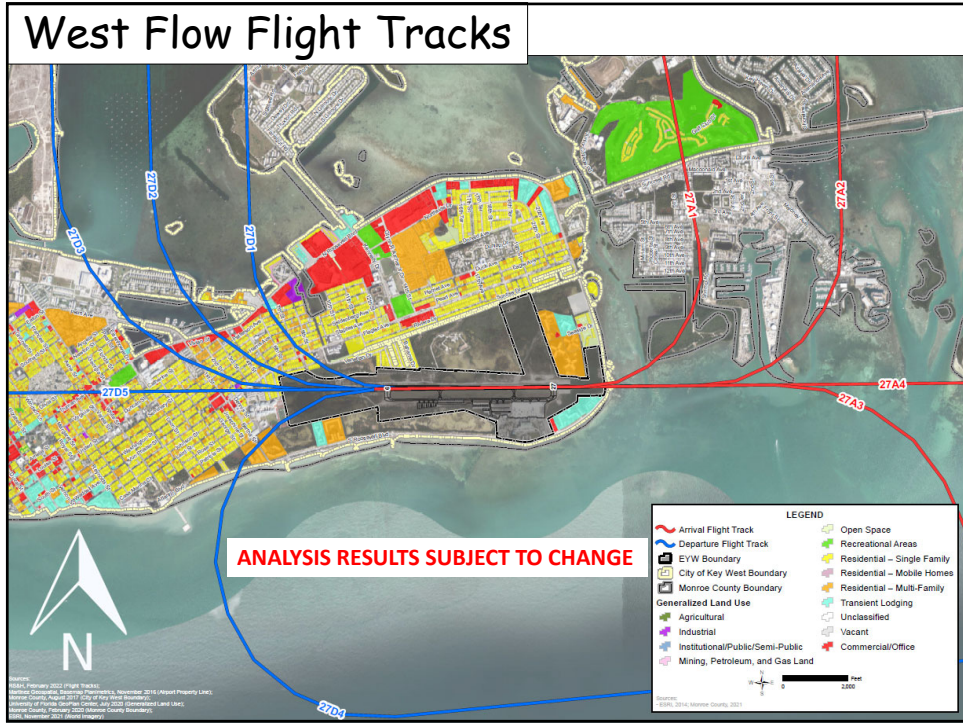
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9


### Existing Condition Number of Operations by Category

**SUMMARY OF 2021 FLIGHT OPERATIONS**

CATEGORY	ANNUAL OPERATIONS	AVERAGE DAILY OPERATIONS
AC/AT JET	21,563	59.08
AC/AT PROP	6,593	18.06
GA PROP ITINERANT	19,305	52.89
GA PROP LOCAL	2,369	6.49
GA JET	10,161	27.84
GA HELO	3,698	10.13
MIL ITINERANT	268	0.73
MIL LOCAL	83	0.23
MIL HELO	88	0.24
<b>TOTAL</b>	<b>64,128</b>	<b>175.69</b>

**ANALYSIS RESULTS SUBJECT TO CHANGE**

10



## Existing Condition


### Comparison to Most Recent 12 Months Number of Operations

**COMPARISON OF NUMBER OF OPERATIONS**

FAA's OPSNET	Itinerant Operations	Local Operations	Total Operations
Oct 2020 – Sept 2021	61,676	2,452	64,128
Aug 2021 – July 2022	60,197	1,238	61,435
Difference	-1,479	-1,214	-2,693
Percentage Difference	-2.4%	-49.51%	-4.2%

**ANALYSIS RESULTS SUBJECT TO CHANGE**

11



## Existing Condition

### Comparison to Most Recent 12 Months Fleet Mix

**COMPARISON OF FLEET MIX**

Actual AC	A220-300	A319	ATR42	ATR76	CRJ700	EMB 145	EMB 170	EMB 175	EMB 190	SF 340	Total
AEDT AC	737700	A319	DHC8	DHC 830	CRJ9-ER	EMB 145	EMB 170	EMB 175	EMB 190	SF 340	
10/20-9/21	0	3,241	1,480	22	0	46	1,267	4,759	415	69	11,299
8/21-7/22	55	4,175	1,506	18	153	0	1,273	2,555	444	3	10,182
Diff	55	934	26	-4	153	-46	6	-2,204	29	-66	-1,117
% Diff	100%	28.8%	1.8%	-18.2%	100%	-100%	0.5%	-46.3%	7%	-96.6%	-9.9%

**ANALYSIS RESULTS SUBJECT TO CHANGE**

12





## Existing Condition Comparison to Most Recent 12 Months FAA's Area Equivalent Method (AEM)

- Calculates changes in noise using the algorithms in AEDT
- Is a mathematical procedure that provides an estimated change in noise contour area for an airport given the types of aircraft and number of operations for each aircraft
- Is used to develop insight into the potential increase or decrease of noise resulting from a change in aircraft operations
- A 17% change in cumulative noise contour area translates into a one-decibel change in the airport noise
- Used when the analysis can assume similar runway and flight track utilization between the base case and the alternative case
- If the screening process shows less than a 17% change, it may be concluded that there are no substantial changes within the DNL 65 dB contour
- **RESULT: 13.8% reduction**

**ANALYSIS RESULTS SUBJECT TO CHANGE**

13

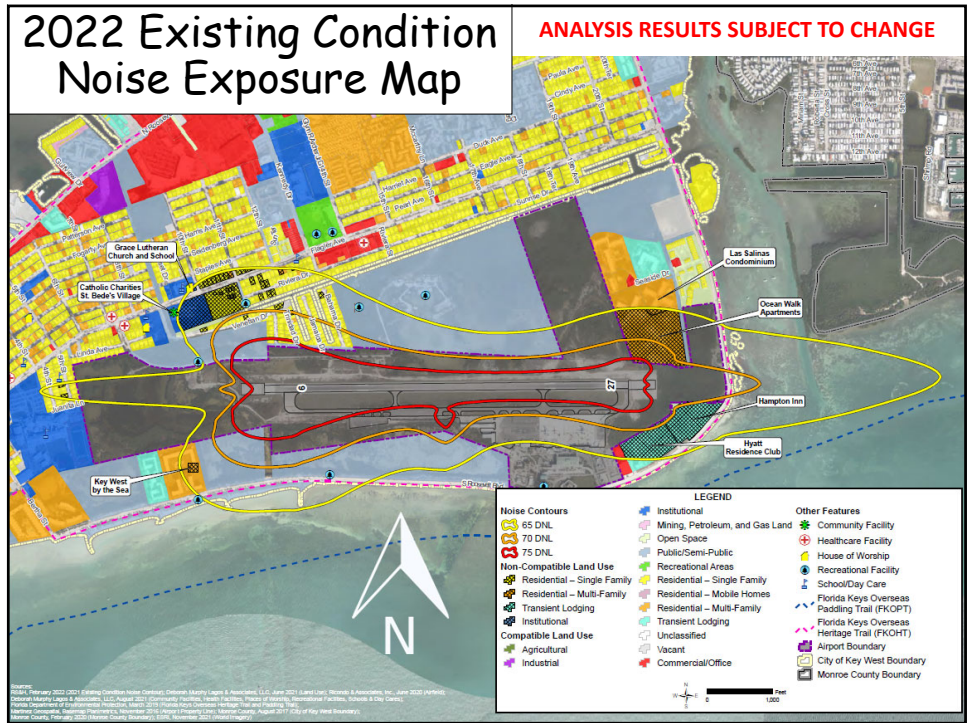


## 2022 Existing Condition NEM Airport Operator's Certification


Because the data used to develop the existing condition noise contours does not match the year that will be on the airport operator's planned NEM submittal letter to the FAA (2022), the airport operator must verify in writing that data in the documentation are representative of the existing condition as of the date of submission. Data for the most recent 12-month period of operations at EYW were examined and support the airport operator's certification that the FFY 2021 data is representative of the year on the airport operator's planned NEM submittal letter (2022). The analysis of recent data shows there has not been a substantial change in aircraft activity. The yearly day-night average sound level contours depicted on the 2022 NEM accurately represent the cumulative noise exposure resulting from the operation of EYW as of the airport operator's planned NEM submittal letter.

**ANALYSIS RESULTS SUBJECT TO CHANGE**

14



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## 2022 Existing Condition NEM

### Number of Housing

ANALYSIS RESULTS SUBJECT TO CHANGE

NUMBER OF HOUSING UNITS	DNL 65 – 70 dB	DNL 70-75 dB	DNL 75+ dB	TOTAL
<b>Unmitigated (i.e., Noncompatible)</b>				
Residential – Single Family	41	2	0	43
Residential – Multi-Family	5	0	0	5
Key West by the Sea Condos	12	0	0	12
Ocean Walk Apts.	160	68	3	231
Las Salinas Condos	18	0	0	18
Transient Lodging	146	8	0	154
<b>TOTAL UNMITIGATED HOUSING UNITS</b>	<b>382</b>	<b>78</b>	<b>3</b>	<b>463</b>
<b>Mitigated (i.e., Compatible)</b>				
Residential – Single Family	87	60	7	154
Residential – Multi-Family	3	1	0	4
Key West by the Sea Condos	88	0	0	88
<b>TOTAL MITIGATED HOUSING UNITS</b>	<b>178</b>	<b>61</b>	<b>7</b>	<b>246</b>
<b>TOTAL HOUSING UNITS</b>	<b>560</b>	<b>139</b>	<b>10</b>	<b>709</b>

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## Future Condition

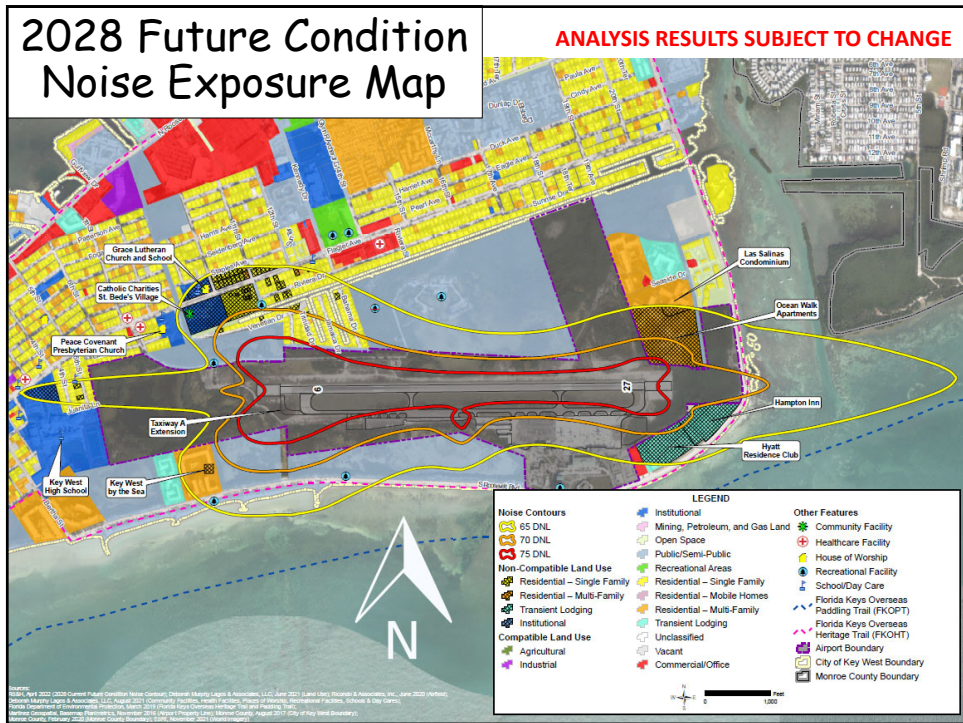
### Number of Operations by Category

ANALYSIS RESULTS SUBJECT TO CHANGE


SUMMARY OF 2028 FLIGHT OPERATIONS

CATEGORY	ANNUAL OPERATIONS	AVERAGE DAILY OPERATIONS
AC/AT JET	26,553	72.75
AC/AT PROP	8,636	23.66
GA PROP ITINERANT	18,038	49.42
GA PROP LOCAL	2,435	6.67
GA JET	9,599	26.30
GA HELO	3,493	9.57
MIL ITINERANT	262	0.72
MIL LOCAL	92	0.25
MIL HELO	88	0.24
TOTAL	69,196	189.58

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### 2028 Future Condition NEM Number of Housing Units

**ANALYSIS RESULTS SUBJECT TO CHANGE**

NUMBER OF HOUSING UNITS	DNL 65 – 70 dB	DNL 70-75 dB	DNL 75+ dB	TOTAL
<b>Unmitigated (i.e., Noncompatible)</b>				
Residential – Single Family	45	5	0	50
Residential – Multi-Family	5	0	0	5
Key West by the Sea Condos	21	0	0	21
Ocean Walk Apts.	159	77	6	242
Las Salinas Condos	39	0	0	39
Transient Lodging	145	14	0	159
<b>TOTAL UNMITIGATED HOUSING UNITS</b>	<b>414</b>	<b>96</b>	<b>6</b>	<b>516</b>
<b>Mitigated (i.e., Compatible)</b>				
Residential – Single Family	96	63	8	167
Residential – Multi-Family	3	1	0	4
Key West by the Sea Condos	183	0	0	183
<b>TOTAL MITIGATED HOUSING UNITS</b>	<b>282</b>	<b>64</b>	<b>8</b>	<b>354</b>
<b>TOTAL HOUSING UNITS</b>	<b>696</b>	<b>160</b>	<b>14</b>	<b>870</b>

19

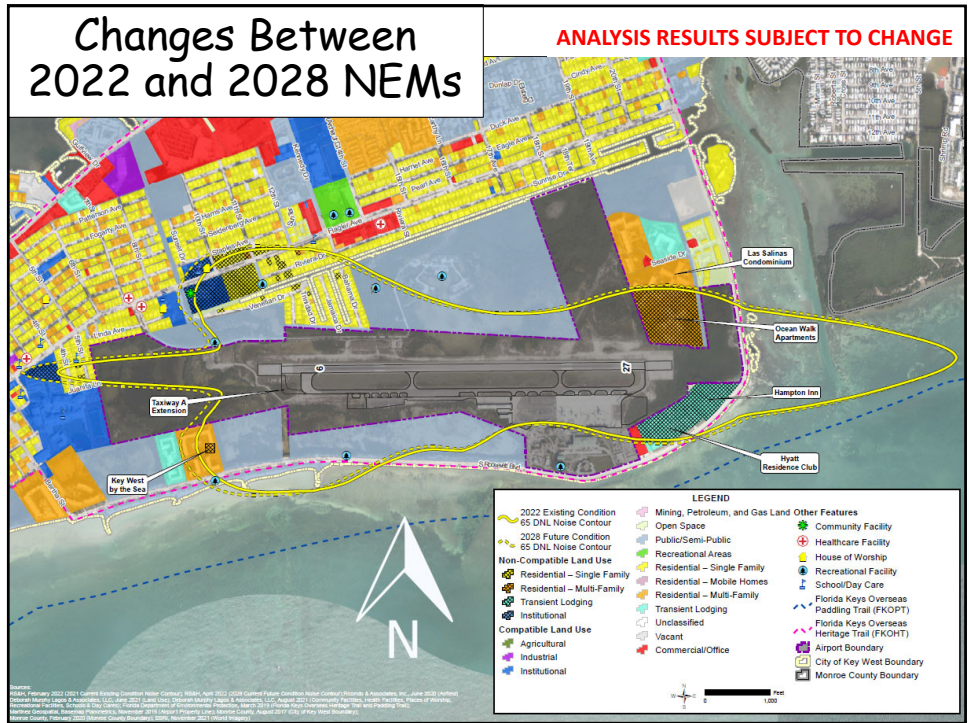


### Changes Between 2022 and 2028 NEMs Number of Housing Units

**ANALYSIS RESULTS SUBJECT TO CHANGE**

NUMBER OF HOUSING UNITS	DNL 65 – 70 dB	DNL 70-75 dB	DNL 75+ dB	TOTAL
<b>Unmitigated (i.e., Noncompatible)</b>				
Residential – Single Family	4	3	0	7
Residential – Multi-Family	0	0	0	0
Key West by the Sea Condos	9	0	0	9
Ocean Walk Apts.	-1	9	3	11
Las Salinas Condos	21	0	0	21
Transient Lodging	-1	6	0	5
<b>TOTAL UNMITIGATED HOUSING UNITS</b>	<b>32</b>	<b>18</b>	<b>3</b>	<b>53</b>
<b>Mitigated (i.e., Compatible)</b>				
Residential – Single Family	9	3	1	13
Residential – Multi-Family	0	0	0	0
Key West by the Sea Condos	95	0	0	95
<b>TOTAL MITIGATED HOUSING UNITS</b>	<b>104</b>	<b>3</b>	<b>1</b>	<b>108</b>
<b>TOTAL HOUSING UNITS</b>	<b>136</b>	<b>21</b>	<b>4</b>	<b>161</b>

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21

**Key West International Airport**

**Changes Between 2022 and 2028 NEMs**

**ANALYSIS RESULTS SUBJECT TO CHANGE**

- The area within the 2028 Future Condition noise contours increased in size by 29.9 acres or approximately 6.6%.
- This increase can be attributed to the increase in aircraft operations.
- Contours shifted to the west, which can be attributed to the relocation of Taxiway B to the end of the pavement. As a result, all aircraft departing on Runway 09 begin their takeoff roll at the end of the pavement.
- The 2028 Future Condition NEM encompasses 30 more acres of noncompatible land when compared to the 2022 Existing Condition NEM.
- The total housing units and population within the DNL 65 dB noise contour increases by approximately 23 percent.

22



## Noise Exposure Maps and Supporting Documentation Remaining Steps

1. Public Comments will be reviewed, and responses will be provided as appropriate.
2. Section 6.5 of the NEM Document will be updated to reflect comments received during the public comment period.
3. Copies of all comments will be included in Appendix E, Section E.4 of the NEM Document.
4. A revised draft document will be provided to the BOCC for review and approval at their meeting on December 7, 2022.
5. The final draft document will be submitted to the FAA following the BOCC meeting.
6. The FAA will acknowledge receipt of the document and indicate whether in compliance with applicable requirements. If so, the FAA will publish a Notice of Compliance in the Federal Register.

**Monroe County, Florida  
Key West International Airport  
(EYW)**

**NOTICE OF AVAILABILITY OF DRAFT NOISE EXPOSURE MAPS  
AND  
NOTICE OF PUBLIC MEETING**

The Monroe County Board of County Commissioners (BOCC) is conducting a study to evaluate the noise compatibility of Key West International Airport with the surrounding communities. This study, a “Noise Exposure Map (NEM) Update,” follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning.

As required by 14 CFR Part 150, the BOCC has prepared Draft Noise Exposure Maps (NEMs) that depict the airport, aircraft noise contours, and surrounding land uses. The BOCC has made the Draft Noise Exposure Maps and Supporting Documentation (NEMs) available for public review and comment. After review and consideration of comments, the BOCC will submit the NEMs to the Federal Aviation Administration (FAA) for the agency’s determination that the maps comply with applicable requirements.

**AVAILABILITY OF DRAFT NOISE EXPOSURE MAPS**

Beginning on Monday, September 19, 2022, the Draft the Noise Exposure Maps and Supporting Documentation will be available for download from the Airport’s website at <https://eyw.com/public-notice>.

Printed copies will be available through October 20, 2022, at the following locations:

- **Monroe County Public Library** [700 Fleming Street, Key West, FL 33040; telephone (305) 292-3595]. A printed copy of the Draft NEM document is available for review at the library and a limited number of flash drives containing the Draft NEM document are also available.
- **Airport Administration, Key West International Airport** [3491 South Roosevelt Boulevard, Key West, FL 33040; telephone (305) 809-5239]. A printed copy of the Draft NEM is available for public review during normal business hours. A limited number of flash drives containing the Draft NEM document are also available.
- **Office of Mayor Pro Tem Craig Cates** [500 Whitehead Street, Suite 102, Key West, FL 33040; telephone (305) 292-3440]. A printed copy of the Draft NEM document is available for public review during normal business hours. A limited number of flash drives containing the Draft NEM document are also available.

**PUBLIC MEETING**

Monroe County will host a public meeting on Tuesday, October 4, 2022, beginning at 2:00 p.m. (ending at approximately 4:00 p.m.) local time at the Harvey Government Center, 1200 Truman Avenue (Upstairs in the Commission Chambers), Key West, Florida 33040. A presentation on the Draft the Noise Exposure Maps and Supporting Documentation will be made during the

regular meeting of Monroe County's Ad Hoc Committee on Noise. The public is invited and encouraged to attend. There will be an opportunity to ask questions and receive answers in real-time during the meeting. Forms will be available to provide written comments.

**VIRTUAL MEETING ATTENDANCE:** Tuesday, October 4, 2022, beginning at 2:00 p.m. Eastern Time at: <https://mcbooc.zoom.us/j/87124696382> or participants can call in to listen to the meeting at 646-518-9805 or 669-900-6833. The Webinar ID is 871 2469 6382.

**ADA ASSISTANCE:** In accordance with the Americans with Disabilities Act, any person needing a special accommodation or an interpreter to participate in this proceeding should contact the County Administrator's Office at (305) 292-4441, between the hours of 8:30 a.m. and 5:00 p.m., no later than five (5) days prior to the scheduled meeting. If you are hearing- or voice-impaired, call 711.

### WRITTEN COMMENTS

Written comments will be accepted at the meeting or by email or mail. Comments must be received by 5:00 p.m. local time on Thursday, October 20, 2022. Please ensure adequate time for mailing.

Written comments concerning the correctness and adequacy of the draft noise exposure maps and descriptions of forecast aircraft operations may be submitted electronically at [deborah.murphy.lagos@gmail.com](mailto:deborah.murphy.lagos@gmail.com) or by mail to:

Key West International Airport Administrative Office  
3491 S. Roosevelt Blvd.  
Key West, FL 33040

Please note that comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you may ask to have your personal identifying information withheld from public review, it cannot be guaranteed. Comments received on the Draft the Noise Exposure Maps and Supporting Documentation and the responses to those comments will be included in the Final NEM document.



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Key West International Airport

Sep 19 · 🌐

NOTICE OF AVAILABILITY OF DRAFT NOISE EXPOSURE MAPS AND NOTICE OF PUBLIC MEETING

The Monroe County Board of County Commissioners (BOCC) is conducting a study to evaluate the noise compatibility of Key West International Airport with the surrounding communities.

This study, a "Noise Exposure Map (NEM) Update," follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning.

As required by 14 CFR Part 150, the BOCC has prepared Draft Noise Exposure Maps (NEMs) that depict the airport, aircraft noise contours, and surrounding land uses. The BOCC has made the Draft Noise Exposure Maps and Supporting Documentation (NEMs) available for public review and comment. After review and consideration of comments, the BOCC will submit the NEMs to the Federal Aviation Administration (FAA) for the agency's determination that the maps comply with applicable requirements.

AVAILABILITY OF DRAFT NOISE EXPOSURE MAPS  
Beginning today, the Draft the Noise Exposure Maps and Supporting Documentation will be available for download from the Airport's website at <https://eyw.com/public-notice>.

To view this public notice in its entirety, including public meeting information, visit <https://eyw.com/noise-concerns> and click on "Notice Of Availability Of Draft Noise Exposure Maps"

eyw.com

Key West International Airport

4

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Like Comment Share



Date: September 16, 2022

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 Telephone: (305) 809-5239  
 Email: [leto-beth@monroecounty-fl.gov](mailto:leto-beth@monroecounty-fl.gov)

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Publications	Start Date	End Date	# of Insertions
Key West Citizen	09/17/22	09/17/22	1
Florida Keys Free Press	09/21/22	09/21/22	1
KeysNews.com	09/17/22	09/17/22	1

Monroe County, Florida  
 Key West International Airport  
 (EYW)

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 NOISE EXPOSURE MAPS  
 AND  
 NOTICE OF PUBLIC MEETING**

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**AVAILABILITY OF DRAFT NOISE EXPOSURE MAPS**

Beginning on Monday, September 19, 2022, the Draft the Noise Exposure Maps and Supporting Documentation will be available for download from the Airport's website at <https://eyw.com/public-notices>.

Printed copies will be available through October 20, 2022, at the following locations:

- **Monroe County Public Library** [700 Fleming Street, Key West, FL 33040; telephone (305) 292-3595]. A printed copy of the Draft NEM document is available for review at the library and a limited number of flash drives containing the Draft NEM document are also available.
- **Airport Administration, Key West International Airport** [3491 South Roosevelt Boulevard, Key West, FL 33040; telephone (305) 809-5239]. A printed copy of the Draft NEM is available for public review during normal business hours. A limited number of flash drives containing the Draft NEM document are also available.

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09/17/2022 - KWC  
420155 3862731

# THE CITIZEN KEY WEST

The Florida Keys Only Daily Newspaper, Est. 1876  
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legals@keysnews.com

MONROE CO DEPARTMENT OF AIRPORTS  
3491 S ROOSEVELT BLVD  
KEY WEST FL 33040

Account: 420155

Ticket: 3863824

## PUBLISHER'S AFFIDAVIT

STATE OF FLORIDA  
COUNTY OF MONROE

[legal.text]

Before the undersigned authority personally appeared

\_\_\_\_\_Melinda Prescott\_\_\_\_\_, who on oath says that he or she is

The legal advertising representative of the Key West Citizen, a five day newspaper published in Key West, in Monroe County, Florida; that the attached copy of advertisement, being a legal notice in the matter of \_\_\_\_\_ was published in said newspaper in the issues of:

Wednesday, September 21, 2022

Affiant further says that the Key West Citizen is a newspaper published in Key West, in said Monroe County, Florida and that the said newspapers has heretofore been continuously published in said Monroe County, Florida Tuesday thru Saturday weekly, and has been entered as periodicals 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 or she 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.

*Melinda Prescott*  
(Signature of Affiant)

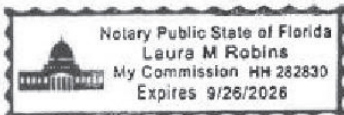
Affirmed and subscribed before me this 21st day of September 2022

*Laura M Robins*  
(Notary Public Signature)

\_\_\_\_\_Laura M Robins\_\_\_\_\_  
(Notary Public Printed Name)

My commission expires \_\_\_\_\_9/26/2026\_\_\_\_\_

Personally Known  Produced Identification \_\_\_\_\_  
Type of Identification Produced \_\_\_\_\_ (Notary Seal)\_\_\_\_\_



NATION / WORLD

UN chief: World is 'paralyzed' and equity is slipping away

BY EDITH M. LEDERER
The Associated Press



MARY ALTAFFER/The Associated Press

United Nations Secretary-General Antonio Guterres addresses the 77th session of the General Assembly at U.N. headquarters Tuesday, Sept. 20

UNITED NATIONS — In an alarming assessment, the head of the United Nations warned world leaders Tuesday that nations are 'gridlocked in colossal global dysfunction' and aren't ready or willing to tackle the challenges that threaten humanity's future — and the planet's.

Speaking at the opening of the General Assembly's annual high-level meeting, Secretary-General Antonio Guterres made sure to emphasize that hope remained. But his remarks reflected a tense and worried world. He cited the war in Ukraine and multiplying conflicts around the world, the climate emergency, the dire financial situation of developing countries and setbacks in U.N. goals for 2030 including an end to extreme poverty and quality education for all children.

He also warned of what he called "a forest of red flags" around new technologies despite promising advances to heal diseases and connect people. Guterres said social media platforms

are based on a model "that monetizes outrage, anger and negativity" and buys and sells data "to influence our behavior." Artificial intelligence he said, "is compromising the integrity of information systems, the media, and indeed democracy itself."

The world lacks even the beginning of "a global architecture" to deal with the ripples caused by these new technologies because of "geopolitical tensions," Guterres said.

His opening remarks came as leaders from around the planet reconvened at U.N. headquarters in New York after three years of pandemic

interruptions, including an entirely virtual meeting in 2020 and a hybrid one last year. This week, the halls of the United Nations are filled once more with delegates reflecting the world's cultures. Many faces were visible, though all delegates are required to wear masks except when speaking to ward off the coronavirus.

Guterres made sure to start out by sounding a note of hope. He showed a photo of the first U.N.-chartered ship carrying grain from Ukraine — part of the deal between Ukraine and Russia that the United Nations and Turkey helped broker — to the Horn of Africa, where millions

of people are on the edge of famine. It is, he said, an example of promise and hope "in a world teeming with turmoil."

He stressed that cooperation and dialogue are the only path forward to maintain global peace — two fundamental U.N. principles since its founding after World War II. And he warned that "no power or group alone can call the shots."

"Let's work as one, as a coalition of the world, as united nations," he urged leaders gathered in the vast General Assembly hall.

It's rarely that easy. Geopolitical divisions are undermining the work of the U.N. Security Council, international law, people's trust in democratic institutions and most forms of international cooperation, Guterres said.

"The divergence between developed and developing countries, between North and South, between the privileged and the rest, is becoming more dangerous by the day," the secretary-general said. "It is at the root of the geopolitical tensions and lack of trust that poison every area of global cooperation, from vaccines to sanctions to trade."

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ISLAMORADA, VILLAGE OF ISLANDS NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Thursday, October 6, 2022, at 5:30 P.M., the Islamorada, Village of Islands Village Council will hold a public hearing at Founders Park Community Center located at 87000 Overseas Highway, Islamorada, Florida.

A RESOLUTION OF THE VILLAGE COUNCIL OF ISLAMORADA, VILLAGE OF ISLANDS, FLORIDA, CONSIDERING THE REQUEST OF MAREK KIYASHKA (RUSSELL A. YAGEL, ESQ., AGENT) FOR AN ADMINISTRATIVE DOCK LENGTH VARIANCE IN ACCORDANCE WITH SECTION 30-1550(G) OF THE CODE OF ORDINANCES TO ALLOW A DOCK CONSISTING OF A 115-FOOT LONG WALKWAY WITH A 12.5-FOOT BY 12-FOOT (150 SQUARE FOOT) TERMINAL PLATFORM FOR A TOTAL LENGTH OF 127 FEET AS MEASURED FROM THE MEAN HIGH WATER LINE (MHWL), THEREBY EXCEEDING BY 27 FEET THE MAXIMUM LENGTH ALLOWED FOR DOCKS.

SECOND READINGS

AN ORDINANCE OF ISLAMORADA, VILLAGE OF ISLANDS, FLORIDA, AMENDING CHAPTER 66 "WATERWAYS", ARTICLE I "IN GENERAL", SECTION 66-2 "OPERATION OF VESSELS IN RESTRICTED AREAS" OF THE VILLAGE CODE TO MODIFY THE VESSEL EXCLUSION ZONE/ SWIM AREA GENERALLY LOCATED OFF OF PORT ANTIGUA AND WHITE MARLIN BEACH ON LOWER MATECUMBE KEY, AS FURTHER DESCRIBED ON EXHIBIT "A"; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF ISLAMORADA, VILLAGE OF ISLANDS, FLORIDA, AMENDING CHAPTER 50 "STREETS, SIDEWALKS AND OTHER PUBLIC PLACES" OF THE VILLAGE CODE, TO CREATE SECTION 50-2 "SMOKING PROHIBITED" TO PROHIBIT SMOKING IN VILLAGE PARKS AND BEACHES, AND TO PROHIBIT SMOKING IN COUNTY PARKS AND BEACHES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

A copy of the items may be reviewed at the Village Administrative Center and Public Safety Headquarters, 86800 Overseas Highway, Islamorada, Florida.

Affected parties may appear at the public hearing, be heard, and submit evidence with respect to the applications.

Pursuant to Section 286.0105, Florida Statutes, anyone wishing to appeal any decision made by the Islamorada Village Council with respect to any matter considered at such meeting or hearing will need a record of the proceedings and, for such purpose, may need to ensure that a verbatim record of the proceeding is made, prepared by a court reporter at the appellant's expense; such record includes the testimony and evidence upon which the appeal is to be based.

ADA Assistance: In accordance with the Americans with Disabilities Act of 1990, all persons who are disabled and who need special accommodations to participate in this meeting because of that disability should contact the office of the Village ADA Coordinator at (305) 664-6448 (TTY 664-8890) at least three days prior thereto.

Two or more committee members from various committees may be present at this meeting.

Daniel J. Gulizio

Daniel J. Gulizio Director of Planning and Development Services

City of Key West, FL Meeting Agenda Full Detail Historic Architectural Review Commission Tuesday, September 27, 2022 5:00 PM City Hall ADA Assistance: It is the policy of the City of Key West to comply with all requirements of the Americans with Disabilities Act (ADA). Proposed to be Postponed by Staff New one-story frame dwelling. Existing structure has been condemned by the CBO - #703 Windsor Lane - One Call Construction (H2022-0034)

Monroe County, Florida Key West International Airport (EYW) NOTICE OF AVAILABILITY OF DRAFT NOISE EXPOSURE MAPS AND NOTICE OF PUBLIC MEETING The Monroe County Board of County Commissioners (BOCC) is conducting a study to evaluate the noise compatibility of Key West International Airport with the surrounding communities.