

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

Key West International Airport
Key West, Florida

Randy Hyma

Regional Counsel, ASO-7

✓

CONCUR

NONCONCUR

10 March 2015

Date

Kevin C. Henfert

Airports Division Manager
Southern Region

✓

APPROVED

DISAPPROVED

3-11-15

Date

RECORD OF APPROVAL
Key West International Airport
Key West, Florida

The Key West International Airport (EYW or KWIA), Key West, Florida is owned and operated by Monroe County, Florida (Sponsor). In accordance with Title 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning, the Sponsor developed a Noise Compatibility Program (NCP) that describes current and future noncompatible land uses around the Airport. This Part 150 study is an update and consists of the Sponsor's recommendations to implement 25 program measures. Of these 25 program measures, the Sponsor has only requested FAA approval of 13, including 7 Land Use measures and 6 Program Management measures (see NCP Section 11.2).

This NCP update was submitted subsequent to a determination by FAA that the associated Noise Exposure Maps (NEMs) submitted for EYW were in compliance with applicable requirements of 14 CFR Part 150 on December 19, 2013, as published in the Federal Register on December 27, 2013. The NCP update was prepared by the Sponsor due to changes in operational activity levels and aircraft fleet mix operating at the airport affecting the NEMs. The update was prepared to review the existing NCP measures in the context of the updated NEMs to determine if existing measures are still applicable and effective as previously written to best accomplish the goals of the EYW Part 150 program and to consider new measures to improve the effectiveness of the Sponsor's program.

The measures listed herein are those on which the Sponsor requests FAA action. The FAA approves or disapproves each specific Sponsor proposed measure in an ROA for which FAA action is requested by applying approval criteria prescribed in 14 CFR §150.35(b). Only measures meeting the approval criteria can be approved and considered for Federal funding eligibility. FAA approval indicates only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150.

The FAA has provided technical advice and assistance to the Sponsor to ensure approved operational elements are feasible (see 14 CFR §150.23(c)) as of the date of submittal. Nevertheless, approval of a measure does not constitute a FAA funding commitment or decision to implement the measure. While the NCP measure itself may not be time specific, the location of the NEM noise contour can change over time. The FAA will make funding eligibility determinations in accordance with FAA Order 5100-38, AIP Handbook, when the Sponsor requests funds supported by NEMs accepted by the FAA as accurately reflecting the noise environment at that time. Later decisions concerning possible implementation of measures approved in this ROA are subject to

all applicable environmental compliance and other procedures and requirements including, but not limited to, the National Environmental Policy Act and Section 106 of the National Historic Preservation Act.

When a measure is disapproved by the FAA, airport sponsors are encouraged to work with their communities and the FAA, outside of the Part 150 process as necessary, to implement initiatives that provide noise benefits for the surrounding community.

Because this ROA was prepared to support an NCP update, it includes Attachment A which lists measures for which the Sponsor did not request FAA action during this update. This is done to provide a comprehensive depiction of the EYW NCP program since the program's inception in 1999.

There follows a summary of the Land Use and Program Management measures proposed by the Sponsor in the NCP for which FAA action is requested. The land use control and program management measures below summarize as closely as possible the Sponsor's recommendations in the NCP and are cross-referenced to the program. The statements contained within the summarized measures and before the indicated FAA approval, disapproval, or other determinations are derived from the Sponsor's NCP and do not represent the opinions or decisions of the FAA.

LAND USE MEASURES

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

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

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

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

Property owners will be required to grant avigation easements to Monroe County in exchange for noise insulation. The avigation easement will remain valid until noise levels exceed those shown on the Year 2013 Existing Condition Noise Exposure Map, at which point the easement is no longer binding. Appendix M contains a draft of this avigation easement. (NCP, pages 7-3, 7-5, 9-5, 9-14 – 9-19, 9-28 – 9-30, 11-1 – 11-7, Appendix L, Appendix M).

2015 FAA Action: Approved. While the FAA does not require that an easement be given in exchange for sound insulation, the Sponsor has the discretion to impose such a requirement. The measure itself need not be tied specifically to the 2013 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the request for FAA funding. The Sponsor shall seek FAA approval of the final language of any avigation easement(s) acquired under this measure prior to execution of such

easement(s). Additionally, the Sponsor's above measure description incorrectly indicates that land use compatibility is defined in FAA Order 5100.38, Airport Improvement Program (AIP) Handbook, Appendix R. To clarify, the applicable version of the AIP Handbook in its entirety (i.e., not limited to version D nor to Appendix R), sets forth guidance on the administration of Airport Improvement Program. Its applicability or use by the FAA, in the context of a Part 150 study, is for making funding eligibility determinations when evaluating Sponsor project funding applications. The actual project or program area eligible for FAA funding is determined by the FAA at the time the Sponsor submits each grant application. FAA funding can only be used for structures that meet FAA funding eligibility criteria at the time of the grant application. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

Measure History:

In the Original NCP the Sponsor submitted this measure for FAA approval:

Provide Noise Insulation in Exchange for Avigation Easements:

A program for noise insulation of existing noncompatible structures is recommended for noncompatible single-family dwellings (and multi-family dwellings of four units or less) within the DNL 65+dB contour of the Year 2003 Future Condition Noise Exposure Map, With Program Implementation, in exchange for an avigation easement. Priority should be given first to homeowners located within the DNL 75 dB contour, then to homeowners located within the DNL 70 dB contour, and finally to homeowners located within the DNL 65 dB contour. The avigation easement will remain valid until noise levels exceed those projected for the year 2003 Future Condition Noise Exposure Map, Without Program Implementation. Eligible homeowners will be given the option of participating in either this program or the purchase program in Measure 4 below. If funding is not adequate to implement both programs simultaneously, this program will be offered first.

A program for noise insulation of noncompatible structures is also recommended for Key West High School. At the time when the high school is being renovated, measures to achieve a Noise Level Reduction (NRL) of 30 dB should be incorporated into the design and construction of all classrooms, libraries, offices, and other rooms for which noise insulation is specifically justified because of the substantial and disruptive effect of aircraft noise. (pgs 7-10 to 7-13, 8-2, 8-3 and 8-6; Tables 7-2 and 8-1; Figures 5.2, 6.3 and 8.1; Appendices A and B; and supplemental information dated 02/09/99).

In its 1999 Record of Approval, the FAA approved this measure with no additional verbiage

Since approval in 1999, the Sponsor has successfully implemented the measure from 2000 to 2012. Key West High School was rebuilt with noise attenuation measures incorporated in the design and construction of the buildings. A total of 296 out of 338 eligible participants participated in the residential noise insulation program, which represents a participation rate of 88 percent (Section 9.3.3 of the NCP).

LU-2. Purchase avigation easements

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

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

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

(NCP, pages 7-3, 7-5, 9-5, 9-8, 9-10 – 9-13, 9-28 – 9-30, 11-2 – 11-7, Appendix L, Appendix M)

2015 FAA Action: Approved. This measure need not be tied specifically to the 2013 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the request for FAA funding. The Sponsor shall seek FAA approval of the final language of any avigation easement(s) acquired under this measure prior to execution of such easement(s). Additionally, the Sponsor's above measure description incorrectly indicates that land use compatibility is defined in FAA Order 5100.38, Airport Improvement Program (AIP) Handbook, Appendix R. To clarify, the applicable version of the AIP Handbook in its entirety (i.e., not limited to version D nor to Appendix R), sets forth guidance on the administration of Airport Improvement Program. Its applicability or use by the FAA, in the context of a Part 150 study, is for making funding eligibility determinations when evaluating Sponsor project funding applications. The actual project or program area eligible for FAA funding is determined by the FAA at the time the Sponsor submits each grant application. FAA funding can only be used for structures that meet FAA funding eligibility criteria at the time of the grant application. This does not preclude the Airport Sponsor from using local funds to mitigate structures that FAA determines are ineligible for FAA funding.

Measure History:

None. This is a new measure introduced in 2015.

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

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

(NCP, pages 9-13 – 9-14, 9-28 – 9-30, 11-2)

2015 FAA Action: Approved. At the Sponsor's request and in accordance with 14 CFR Part 150.35(d)(5), the FAA withdraws its 1999 approval for the following measure originally published in the 1999 ROA:

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

A program to purchase existing homes, provide noise insulation, then resell the homes with avigation easements is recommended for noncompatible single-family dwellings (and multi-family dwellings of four units or less) within the DNL 65+dB contour of the Year 2003 Future Condition Noise Exposure Map, With Program Implementation. Priority should be given first to homeowners located within the DNL 75 dB contour, then to homeowners located within the DNL 70 dB contour, and finally to homeowners located within the DNL 65 dB contour. The avigation easement will remain valid until noise levels exceed those projected for the year 2003 Future Condition Noise Exposure Map, Without Program Implementation. Eligible homeowners will be given the option of participating in either this program or the noise insulation program in Measure 3 above. If funding is not adequate to implement both programs simultaneously, Measure 3 will be offered first. (pgs 7-8 to 7-10, 8-3, 8-4 and 8-6; Tables 7.2 and 8.1; Figures 5.2, 6.3 and 8.1; Appendices A and B; and supplemental information dated 02/09/99).

Measure History:

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved the above measure with no further verbiage.

Since approval in 1999, the Sponsor has not implemented the measure.

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

In its May 7, 1999 Record of Approval of the Key West NCP, the FAA approved a measure to rezone two vacant parcels to prevent noncompatible development. These

properties are located at the corner of Flagler Avenue and 11th Street, and on South Roosevelt Boulevard adjacent to airport property. It is recommended that approval of this measure be rescinded. It will be replaced with a new local measure, LU-6, that is under the jurisdiction of Monroe County, rather than the City of Key West, as described in Section 9.4.1.

(NCP, pages 7-3, 7-5, 9-5, 9-20 – 9-30, 11-2)

2015 FAA Action: Approved. Because the City of Key West has not agreed to rezone the two subject parcels, at the Sponsor's request and in accordance with 14 CFR Part 150.35(d)(5), the FAA withdraws its 1999 approval for the following measure originally published in the 1999 ROA:

Rezone Vacant Parcels.

It is recommended that the County of Monroe direct a written request to the City of Key West to rezone two vacant parcels to prevent noncompatible development. One parcel on the southwest corner of Flagler Avenue and 11th Street (Parcel ID # 65100.000000) would be rezoned from single family residential development (SF) to an airport noise compatible land use zoning such as limited commercial (LC). Another parcel on South Roosevelt Boulevard (Parcel ID # 65090.000100) would be rezoned from coastal low density residential (LDR-C) to an airport noise and public safety compatible land use zoning such as limited commercial (LC). (pgs 7-15, 7-16 and 8-4; Tables 7.2 and 8.1; and Figure 8.2).

Measure History:

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved the above measure with no further verbiage.

Since approval in 1999, this measure was not implemented by the Airport Sponsor because the City of Key West did not agree to rezone the two parcels. Monroe County has acquired the vacant parcel on South Roosevelt Boulevard to prevent noncompatible development.

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

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

(NCP, pages 7-3, 7-5, 9-5, 9-20 – 9-30, 11-7, 11-9)

2015 FAA Action: Approved. At the Sponsor's request and in accordance with 14 CFR Part 150.35(d)(5), the FAA withdraws its 1999 approval for the following measure originally published in the 1999 ROA:

Acquire Vacant Parcel.

It is recommended that the vacant parcel on the southwest corner of Flagler Avenue and 11th Street (Parcel ID # 65100.000000) be acquired to prevent noncompatible development if the City of Key West does not rezone the parcel to an airport noise compatible land use zoning. (pgs 7-15, 7-16, 8-5 and 8-6; Tables 7.2 and 8.1; and Figure 8.2).

Measure History:

In its May 7, 1999 Record of Approval of the Key West NCP, the FAA approved the above measure stating:

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

Since approval in 1999, this measure was not implemented by the Airport Sponsor because the City of Key West did not agree to rezone the two parcels. As previously indicated a new measure, LU-6, is proposed in this ROA under the jurisdiction of Monroe County rather than the City of Key West.

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

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

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

(NCP, pages 7-3, 7-5, 9-5, 9-23 – 9-27, 9-30, 11-7, 11-9, Appendix N)

2015 FAA Action: Approved. Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

None. This is a new measure introduced in 2015.

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

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved a measure directing Monroe County and the City of Key West to develop airport noise and public safety compatible land use zoning to prevent noncompatible development in the vicinity of the airport. It is recommended that approval of this measure be rescinded. It will be replaced with a new local measure, AM-10, as described in Section 9.4.2.(NCP pages 7-3, 7-5, 9-5, 9-20 – 9-27, 11-9)

2015 FAA Action: Approved. As a matter of clarification, in its 1999 ROA, the FAA did not “direct” Monroe County and the City of Key West to do anything. The FAA simply approved the measure as written by Monroe County. At the Sponsor’s request and in accordance with 14 CFR Part 150.35(d)(5), the FAA withdraws its 1999 approval for the following measure originally published in the 1999 ROA:

Establish Compatible Land Use Zoning.

Establishment of airport noise compatible land use zoning and public safety compatible land use zoning is recommended, as required by Florida Statutes Chapters 163 and 333. The County of Monroe will seek the cooperation of the City of Key West to establish airport noise compatible land use zoning and public safety compliance land use zoning. (pgs 7-16 to 7-18 and 8-5; Tables 7.2 and 8.1; and Figure 8.3).

Measure History:

In its May 7, 1999 Record of Approval of the Key West Noise Compatibility Program, the FAA approved the above measure with no further verbiage.

Since approval in 1999, this measure was not implemented by the Airport Sponsor because the City of Key West did not agree to rezone the two parcels.

PROGRAM MANAGEMENT MEASURES

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

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

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

(NCP, pages 10-1 – 10-2, 10-7 – 10-9)

2015 FAA Action: Approved. Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

None. This is a new measure introduced in 2015.

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

It is recommended that KWIA prepare, print, and distribute a full color informational insert in a format that is compatible with the Jeppesen Sanderson manual that provides a description of all components of KWIA's voluntary operational noise abatement program. This would be useful for educating both citizens and pilots. It is recommended that KWIA provide color copies of the pilot handout to the FBO and airline station managers, and ask that they be placed in accessible locations at the FBO and distributed to pilots. This measure is described in Section 10.4. Prior to release, language in the pilot handout should be reviewed for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

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

(NCP pages 10-3 – 10-4, 10-7 – 10-9)

2015 FAA Action: Approved. Prior to release, language in the pilot handout must be reviewed and approved for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

None. This is a new measure introduced in 2015.

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

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

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

(NCP pages 10-3 – 10-4, 10-7 – 10-9)

2015 FAA Action: Approved. Prior to publication and release, the language in the large scale pilot handout must be reviewed and approved for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

None. This is a new measure introduced in 2015.

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

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

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP pages 10-3 – 10-4, 10-7 – 10-9)

2015 FAA Action: Approved. Prior to purchase and installation, the proposed language on signage, which must clearly indicate that the noise abatement procedures are voluntary, must be reviewed and approved by the appropriate FAA office and the signs must be designed and installed in accordance with current version of FAA Advisory Circular 150/5340-18, *Standards for Airport Sign Systems*, at the time of the request regardless of the funds source.

Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

None. This is a new measure introduced in 2015.

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

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

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP pages 10-4 – 10-5, 10-7 – 10-9)

2015 FAA Action: Approved. However, for purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds and shall not be used for mandatory enforcement of any voluntary measure.

Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

None. This is a new measure introduced in 2015.

PM-8. Update noise contours as needed:

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

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.
(NCP pages 10-5 – 10-9)

2015 FAA Action: Approved. Eligibility for FAA funding will be determined by the FAA in accordance with the current FAA Order 5100.38, *Airport Improvement Program (AIP) Handbook* when the grant application is submitted for consideration. The FAA requires sponsors update their NEMs in accordance with 14 CFR Part 150.21(d)(1) – (4). The Sponsor is not precluded from using local funds for projects determined to be ineligible for FAA funding.

Measure History:

In the Original NCP the Sponsor submitted this measure for FAA approval:

Update Noise Contours Annually.

In order to monitor compliance with the aviation easement noise level limit in measures 3 and 4 above, it is recommended that the County of Monroe update the Key West International Airport noise contours annually for comparison with the Year 2003 Future Condition Noise Exposure Map, Without Program Implementation. (pgs 7-9, 7-10, 7-13, 8-4 and 8-6; Tables 7.2 and 8.1; and Figure 5.2).

In its 1999 Record of Approval, the FAA approved this measure with no additional verbiage.

ATTACHMENT A

**Attachment to 2015 ROA, 2014 NCP
Update, Key West International Airport,
Key West Florida (EYW):**

**Previously Existing and New NCP
Measures for which the Sponsor
Requests no 2015 FAA Action**

PREVIOUSLY ADDRESSED OPERATIONAL MEASURES

(1999 NCP) Conduct a Part 161 analysis of an access restriction prohibiting the operation of non-Stage 3 jet aircraft weighing less than 75,000 pounds at the airport.

An FAR Part 161 analysis is recommended to further study an access restriction prohibiting the operation of non-Stage 3 private/corporate jet aircraft weighing less than 75,000 pounds maximum gross weight at Key West International Airport to reduce existing noncompatible land uses and impacted populations. The access restriction to be studied includes a transition program that would initially prohibit such aircraft operations between the hours of 9:00 p.m. and 7:00 a.m. Two years later, all such operations would be prohibited from operating at the airport. This access restriction is not being recommended as an operational noise abatement measure at this time. The access restriction is recommended for further study, a Part 161 analysis, and integration into a Part 150 update. (pgs. 6-5 to 6-7, 8-1 and 8-6; Tables 6.2 and 8.1; and supplemental information dated 02/09/99).

1999 FAA Action: Disapproved for purposes of Part 150. With full implementation of the land use measures in this NCP, the airport operator can accomplish 100 percent compatible land uses within the DNL 65dB contour. The proposal to perform a FAR Part 161 study is not considered to be an eligible noise project under Part 150 because it does not meet criteria described in FAA's policy statement issued in the Federal Register on September 16, 1996. More specifically, the Part 161 proposed study does not meet Part 150 approval criteria of reducing noncompatible land uses beyond achievements gained by the nonrestrictive measures that are approved in this NCP. This disapproval for purposes of Part 150 does not preclude the airport operator from pursuing a Part 161 analysis outside the scope of the Part 150 process.

(1999 NCP) Conduct an FAR Part 161 analysis to further study an access restriction prohibiting aircraft from operating at the airport between the hours of midnight and 6:00 a.m.

An FAR Part 161 analysis is recommended to further study an access restriction prohibiting aircraft from operating at Key West International Airport between the hours of midnight and 6:00 a.m. to reduce neighborhood disturbance during these hours. This access restriction is not being recommended as an operational noise abatement measure at this time. The access restriction is recommended for further study, a Part 161 analysis, and integration into a Part 150 update. (pgs. 6-10 to 6-12, 8-2 and 8-6; Tables 6.2 and 8.1; and supplemental information dated 02/09/99).

1999 FAA Action: Disapproved for purposes of Part 150. With full implementation of the land use measures in this NCP, the airport operator can accomplish 100 percent compatible land uses within the DNL 65dB contour. The proposal to perform a FAR Part 161 study is not considered to be an eligible noise project under Part 150 because it does not meet criteria described in FAA's policy statement issued in the Federal Register on September 16, 1996. More specifically, the Part 161 proposed study does not meet Part 150 approval criteria of reducing noncompatible land uses beyond achievements gained by the nonrestrictive measures that are approved in this NCP. This disapproval for purposes of Part 150 does not preclude the airport operator from pursuing a Part 161 analysis outside the scope of the Part 150 process.

NEW OPERATIONAL MEASURES FOR WHICH FAA ACTION IS NOT REQUESTED

(2015 NCP) OM-1. Voluntary use of Ground Power Units when time and safety Permit.

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

(2015 NCP) OM-2. Continue use of designated aircraft run-up locations.

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

(2015 NCP) OM-3. Voluntary use of intersection departures on Runway 09.

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

(2015 NCP) OM-4. Continue use of a wide variety of flight paths on approach to Runway 09.

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

(2015 NCP) OM-5. Voluntary southerly helicopter arrival and departure tracks.

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

(2015 NCP) OM-6. Adherence to voluntary practices for air tour and aerial advertising flights.

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

(2015 NCP) OM-7. Continue voluntary avoidance of direct flight over Key West by the Sea Condominiums by pilots of air tours and aerial advertising flights.

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

(2015 NCP) OM-8. Continue voluntary use of noise abatement arrival and departure procedures.

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

(2015 NCP) OM-9. Continue voluntary curfew of aircraft activity between 11:00 p.m. and 7:00 a.m.

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

NEW LAND USE MEASURES FOR WHICH FAA ACTION IS NOT REQUESTED

(2015 NCP) LU-8. Work with the City of Key West to adopt policies to encourage compatible development.

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

**NEW PROGRAM MANAGEMENT MEASURES FOR WHICH
FAA ACTION IS NOT REQUESTED**

(2015 NCP) PM-2. Continue holding meetings of Monroe County's Ad-Hoc Committee on Noise.

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

(2015 NCP) PM-5. Subscribe to Whispertrack™ to facilitate distribution of voluntary noise abatement procedures.

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