

Part 150: Records of Approval

Key West International Airport, Key West, Florida

Approved on 5/7/99

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate 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 airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of measures in this Record of Approval (ROA) will be subject to applicable environmental or other procedures or requirements.

The operational and land use measures below summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program (NCP) and are cross-referenced to the program. The statements contained within the summarized operational and land use measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

1. 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).

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.

2. 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).

FAA Action: **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.

LAND USE MEASURES

3. 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).

FAA Action: Approved.

4. 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).

FAA Action: Approved.

5. 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).

FAA Action: Approved.

6. 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).

FAA Action: Approved.

7. 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).

FAA Action: 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.

8. 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).

FAA Action: Approved.