

**PORTS, AVIATION AND RELATED FACILITIES
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6.0 PORTS, AVIATION AND RELATED FACILITIES
[9J-5.019(1), (2), and (3)]

The Ports, Aviation and Related Facilities Element of the Monroe County (County) Comprehensive Plan addresses the data inventory requirements of 9J-5.019(1), (2), and (3) of the Florida Administrative Code (F.A.C.).

6.1 Introduction

Pursuant to Rule 9J-5.019, F.A.C., local governments not located within the urban area of a Metropolitan Planning Organization (MPO) with population in excess of 50,000, shall adopt a traffic circulation, mass transit, and ports, aviation, and related facilities elements consistent with the provisions of this rule and Chapter 163, Part II, F.S. The County is not located within an urban area of a MPO, but has a population in excess of 50,000. This Element is prepared in furtherance of that requirement.

6.2 Existing Facilities

6.2.1 Aviation [9J-5.019(2) (a), F.A.C.]

Within the County, there are eight airport facilities. One of these, Key West International Airport (KWIA) is the only commercial airport currently serving the community. The Florida Keys Marathon Airport (FKMA) provides only general aviation services, although non-scheduled air taxi service is provided. There are also four private airports or airstrips, one seaplane facility, and one military aviation facility: the U.S. Naval Air Station Key West (NAS Key West). The KWIA and the Naval Air Station are situated in the Lower Keys. The FKMA is located in the Middle Keys. The seaplane facility is located on Stock Island. The four private airstrips are located throughout the Florida Keys (The Keys).

Map Series 6-1 shows the location of the airport facilities.

6.2.1.1 Key West International Airport

6.2.1.1.1 Airport Operations

KWIA includes approximately 258 acres of land and is located within the limits of the City of Key West, in the southeast quadrant of the city. The airport is the southernmost airport in the continental United States.

KWIA is owned by the County and is operated by the Monroe County Board of County Commissioners (BOCC) as a separate enterprise fund of the County. The BOCC exercises management of the airport through the County Administrator, the Director of Airports and the Airport Manager, who oversees the day to day operation of the airport.

Based on the U.S. Department of Transportation (USDOT), Federal Aviation Administration (FAA) Airport Master Record for KWIA¹, in calendar year (CY) 2009, there were 45 based aircraft and 56,694 operations consisting of:

- 6,841 Air Carrier;
- 12,676 Air Taxi;
- 8,563 General Aviation – Local;
- 28,323 General Aviation – International; and
- 291 Military.

In Calendar (CY) 2009, there were 234,322 revenue passenger enplanements, an increase of 1.29 percent from the 231,339 enplanements recorded in CY 2008². **Table 6.1** presents the historic enplanements of KWIA between CY 2000 and CY 2009.

Table 6.1 - Historic Enplanements at Key West International Airport (2000-2009)

Calendar Year	Enplanements
2000	292,580
2001	261,809
2002	272,440
2003	299,193
2004	298,790
2005	314,075
2006	294,047
2007	270,781
2008	231,339
2009	234,322

Source: Air Carrier Activity Information System (ACAIS).

The CY 2009 enplanements reflect a decrease of -25.4 percent since the high mark of 314,075 enplanements in 2005. The CY 2009 enplanement total is also the second lowest yearly total experienced between 2000 and 2009.

Table 6.2 presents the historic annual operations at KWIA between CY 2000 and CY 2009. In CY 2009, there were approximately 55,663 total annual aircraft operations, of which 47,257 were itinerant operations and 8,406 were local operations. Overall, the number of total operations dropped significantly from a high of 97,517 operations in 2001 to 55,663 operations in 2009, a reduction of -42.9 percent. The rate of decline for the same period is -7.0 percent per year.

¹ "Airport Master Record", September 23, 2010, Federal Aviation Administration (FAA).

² Air Carrier Activity Information System (ACAIS).

Table 6.2 - Historic Operations: Key West International Airport, Fiscal Years 2000 - 2009

Fiscal Year	Itinerant Operations					Local Operations			Total Operations
	Air Carrier	Air Taxi & Com-muter	General Aviation	Military	Total Itinerant	Civil	Military	Total Local	
2000	1,268	34,169	40,251	3,044	78,732	11,568	1,696	13,264	91,996
2001	2,032	34,562	37,938	946	75,478	11,557	10,482	22,039	97,517
2002	2,616	33,108	32,542	832	69,098	9,971	9,892	19,863	88,961
2003	5,444	30,144	36,807	1,408	73,803	12,426	7,513	19,939	93,742
2004	5,086	28,729	36,753	369	70,937	8,905	7,849	16,754	87,691
2005	5,374	30,169	36,292	644	72,479	14,914	6,779	21,693	94,172
2006	7,336	22,512	32,730	1,032	63,610	12,688	7,335	20,023	83,633
2007	6,796	23,415	31,479	789	62,479	12,460	13,741	26,201	88,680
2008	5,536	23,983	29,090	7,646	66,255	11,799	1,738	13,537	79,792
2009	6,511	12,268	28,260	218	47,257	8,209	197	8,406	55,663

Source: Federal Aviation Administration: APO Terminal Area Forecast Detail Report, December 2009

Table 6.3 presents the cargo activity recorded at KWIA for the first eight months of FY 2010 (October 2009 – April 2010). The total landings were 6,463 and total weight was approximately 215.2 million pounds.

Table 6.3 - KWAI Cargo: Landings and Weights, FY 2010

Month	Number of Landings	Total Weight (Million Pounds)
October 2009	686	18.9
November 2009	716	20.7
December 2009	817	26.6
January 2010	915	33.0
February 2010	831	29.3
March 2010	896	31.6
April 2010	830	28.7
May 2010	772	26.4

Source: Key West International Airport/URS, Inc.

Based on the *Key West International Airport Master Plan Update (Master Plan)* dated June 2003, the airport service area for KWIA is considered to encompass all points between Key West and Vaca Key. Further, the demand for air travel in Key West is extremely seasonal.

Typically, the peak activity month occurs during the first quarter of the year, with March being the peak month. Approximately 40 percent of the airport's annual enplanements occur during this three month period.

Based on the Master Plan, operational procedures within KWIA are subject to certain conditions due to its proximity to NAS Key West. NAS Key West and KWIA have adjoining airspace, and operations within the two airspaces are coordinated by the NAS Key West air traffic control tower. In addition, a Warning Area exists adjacent to the joint airspace.

This Warning Area includes the Air Defense Identification Zone (ADIZ), the United States Defense Area, and numerous other warning areas outside of FAA jurisdiction. Air traffic from the north and northeast are routinely routed clear of the Warning Area. The U.S. Navy has indicated that some Warning Areas are used for high-speed aerial combat training including surface-to-air and air-to-air missile firings and anti-aircraft gunnery.

6.2.1.1.2 Existing Facilities

KWIA consists of a single runway (Runway 9/27) that is 4,801 feet long and 100 feet wide. The runway is paved with asphalt materials and has shoulders that are 10 feet wide on the north and south sides of the runway. The north and south side shoulder is stabilized marl (a mixture of limerock and limesilt.)

The runway can support 75,000 pounds single gear, 125,000 pounds dual gear, and 195,000 pounds dual tandem gear.³ The runway is marked for non-precision approaches from each direction and it is also equipped with medium intensity runway lights (MIRL) approximately 10 feet from the edge of the runway pavement. Current environmental restrictive barriers, such as mangroves at the east end and a salt pond on the west end, impede the ability to extend the airport's present-day runway length.

The airfield has one parallel taxiway (Taxiway A) that extends the full length of Runway 9/27. Taxiway A has a width of 50 feet and is located 315 feet south of the centerline of Runway 9/27. Taxiway A is equipped with medium intensity taxiway lights. There are also several connector taxiways designated as Taxiway B through E. The taxiways' pavement consists of asphalt and concrete.

The airfield's aprons include a commercial terminal apron, a general aviation (GA) apron, and two smaller recently built aprons. The commercial aircraft parking apron is located east of the centerline of Taxiway D and consists of approximately 41,000 square yards of asphalt pavement. The apron is adjacent to the passenger terminal building and the Federal Inspection Station (FIS). The apron is marked for 12 aircraft parking spaces including one reserved for United States Customs inspections. The commercial apron has lighting provided by high mast floodlights. An additional 8,000 square yards of commercial apron is located in front of the FedEx Building and provides aircraft parking for up to four cargo aircraft.

³ Runway Data, Airport GIS, Federal Aviation Administration, Effective July 29 – September 23, 2010.

The General Aviation aircraft parking apron comprises approximately 33,000 square yards, with the ability to accommodate up to 55 aircraft, and is located west of the commercial aircraft parking apron. It consists of asphalt concrete pavement and has cable aircraft tie downs and lighting provided by high mast floodlights.

A remote west aircraft apron, for up to 36 aircraft, is located south of Taxiway A and west of the hangars. A recently added smaller apron, for up to 10 aircraft, is located south of Taxiway A in front of the hangars.

A non-standard, 400 feet wide Runway Safety Area (RSA) is currently under construction (as of September 2010) along the length of the runway, except for approximately 2,000 feet at the center of the runway where the north boundary of the RSA will be 150 feet north of the runway centerline. A non-standard RSA, 600 feet long, is under construction at the west end of the runway. With the exception of the Engineered Materials Arrestor System (EMAS) arrestor bed, the new RSA sections will be constructed of compacted fill material and be maintained in a grassed condition. The RSA's are expected to be operational by June 2011.

Adjacent to the RSA is an area known as the Runway Object Free Area (ROFA). This is an area intended to enhance safety by keeping unnecessary objects out of the area around the RSA that could damage the aircraft or its engines if an airplane were to inadvertently need to use the RSA. Objects related to navigational aids and aircraft ground maneuvering are permitted within the ROFA. The standard dimensions of the ROFA for. This area is known as the Runway Object Free Area (OFA). For runways serving that serve aircraft in approach Categories categories C and D are , the OFA is 800 feet wide and with a length of 1,000 feet beyond the end of the runway. The existing ROFA at KWIA does not meet this standard.

Obstructions within 25 nautical miles of the airport include a strobe lighted and marked balloon up to 14,000 feet northeast of the airport; and several towers located east, north, and west of the airport. These towers are situated at elevations ranging from 143 feet to 611 feet.

Since the preparation of the *Master Plan*, all of the 14 trees identified as obstructions as per FAR Part 77 have been removed as recommended.⁴ **Figure 6-1** shows the runway safety area dimensions. The KWIA airport space plan is presented in **Figure 6-2**.

⁴ URS, Inc., September 2010.

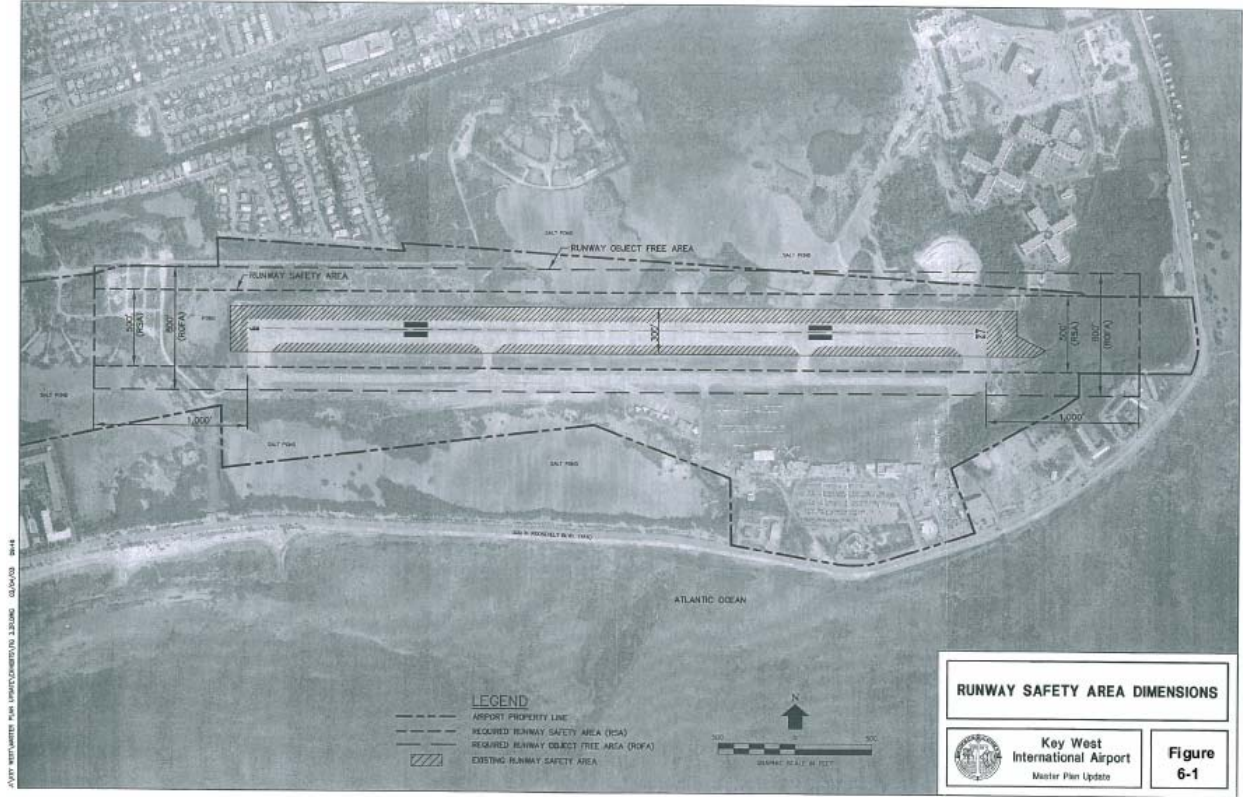


Figure 6-1 - Key West International Airport Runway Safety Dimensions

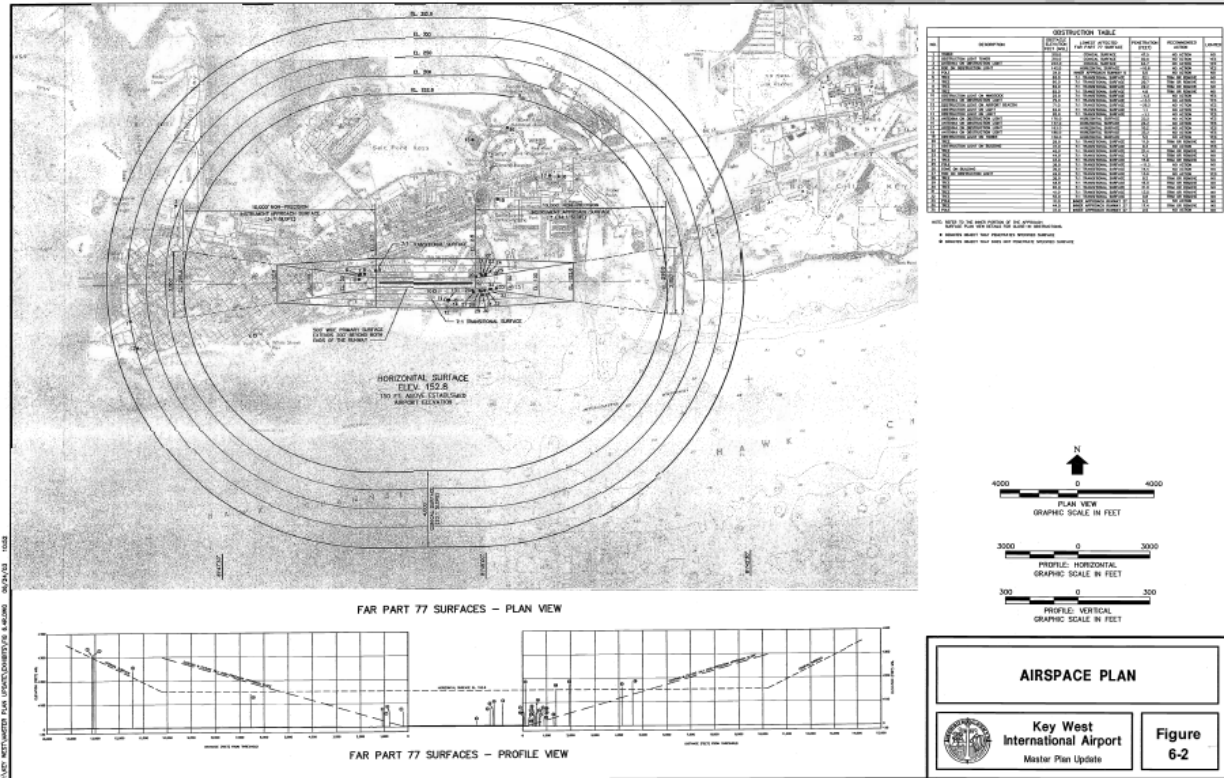


Figure 6-2 - Key West Airspace Plan

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The existing Airport's building facilities are described below:

- Passenger Terminal: The recently completely (2009) two-level passenger terminal building (Terminal) is approximately 127,000 square feet in size. The lower level, approximately 96,000 square feet, includes public and non-public space. The upper level, departures, consists of about 31,000 square feet. The Terminal houses Airport management offices, public and airline areas, food, beverage, and retail areas.
- Adam Arnold Annex: The Adam Arnold Annex consists of approximately 6,600 square feet of space and houses four tenants. These tenants are the United States Custom Service, Greyhound Bus, Cape Air and the Monroe County Sheriff's Office.
- Fixed Base Operator Facilities: Fixed Base Operator (FBO) Facilities, which became operational in 2005, include an FBO shop hangar of about 7,800 square feet, FBO offices of about 1,140 square feet, and a fuel farm which has three 12,000 gallon above-ground fuel storage tanks. Two of these tanks contain Jet A fuel and the third contains aviation gasoline (AVGAS). The facilities also include 47 parking spaces.
- Individual Aircraft Storage Facilities: There are 20 individual aircraft storage hangars located on the Airport. These are either owned by the County and leased to individual aircraft owners or privately owned and built on land leased from the Airport/County.
- Aircraft Rescue and Firefighting Building: A new Aircraft Rescue and Firefighting (ARFF) building was constructed adjacent to the west end of the Terminal building and became operational in 2001. The facility has three bays for firefighting vehicles and equipment. Eleven parking spaces are also provided.
- Air Traffic Control Tower: The Airport's Air Traffic Control Tower (ATCT) is located to the west of the ARFF building and is operational daily. 7:00 a.m. to 9:00 p.m. Six parking spaces are provided at this facility.
- FedEx Cargo Building: FedEx occupies a 3,000 square foot cargo building in connection with its overnight parcel delivery services.
- Rental Car Facilities: There are two rental car service facility buildings located on the Airport property. One, which is currently leased by Avis Rent A Car System, Inc., is approximately 1,180 square feet, on approximately 0.7 acres. The other service facility is approximately 950 square feet, on approximately 0.6 acres and is leased by Dollar Rent A Car System, Inc.
- Highway Patrol Building: The Florida Highway Patrol leases a building of approximately 3,780 square feet located on Airport property. The building was renovated in 2003 and is currently being used by the Drivers License Bureau.

- Other Miscellaneous Buildings and Systems: Various other buildings and weather systems located on the Airport include: the Teenage Center of Key West building; the Island Aeroplane Tours building; the Monroe County Department of Public Works building; the East Martello Gallery and Museum, Fort Garden; and an Automated Surface Observation System (ASOS).
- Roads and Parking: Access to the Airport is provided via South Roosevelt Boulevard. South Roosevelt Boulevard is a four lane, undivided State highway (SR A1A). Access to parking facilities, the Terminal, rental car lots and the general aviation facilities located on Airport property is provided via Faraldo Circle.

A recently built 400-space parking garage is located on the south side of the Terminal. This garage provides 95 short-term spaces, 150 long-term spaces, and 155 parking spaces for car rentals. A total of 13 curb spaces are provided for taxis. There is also an employee parking lot (Lot A) with 86 parking spaces. There are 28 parking spaces in the remote parking lot (Lot B).

There are currently no major programmed and/or budgeted projects planned for the near future at KWIA.

Public transit service to the KWIA is provided by the Blue and Green routes of the City of Key West Shuttle system. As mentioned earlier, Greyhound Lines, Inc. also has an office and passenger service station in the Adam Arnold Annex building at the airport.

6.2.1.2 The Florida Keys Marathon Airport

6.2.1.2.1 Airport Operations

The Florida Keys Marathon Airport (FKMA) is located at MM 51.5 on Vaca Key. Based on the FAA's Airport Master Record, dated July 29, 2010, the airport aviation activity consisted of 65 based aircraft and 65,944 general aviation operations between June 1, 2008 and May 31, 2009, consisting of:

- 3,907 Air Taxi;
- 34,654 General Aviation – Local;
- 27,227 General Aviation – Itinerant;
- 156 Military.

In FY 2009, there were 1,183 revenue passenger enplanements at Marathon Airport, a significant 44-fold increase from the 41 enplanements recorded in CY 2008. **Table 6.4** presents the historic enplanements of KWIA between CY 2000 and CY 2009. The highly irregular enplanement data is the result of various situations, including but not limited to, short-lived commercial air services and possible inconsistent data reporting. As of July 2010, there have been no regularly scheduled commercial air service operations at FKMA.

Table 6.4 - Historic Enplanements at the Florida Keys Marathon Airport, (2000-2009)

Fiscal Year	Enplanements
2000	13,442
2001	184
2002	55
2003	187
2004	1,096
2005	404
2006	71
2007	4,956
2008	41
2009	1,183

Source: Federal Aviation Administration: APO Terminal Area Forecast Detail Report, Forecast Issued December 2009

Table 6.5 presents the historic annual operations at FKMA between CY 2000 and CY 2009. In CY 2009, there were 65,246 reported total annual aircraft operations, of which 29,740 were itinerant operations and 35,506 were local operations. Overall, the number of total operations has risen slowly from 62,145 operations in 2000 to 65,246 operations in 2009, an increase of 5.0 percent. The rate of growth for the same period is 0.54 percent per year.

Table 6.5 - Historic Operations: The Florida Keys Marathon Airport, Fiscal Years 2000 - 2009

Fiscal Year	Itinerant Operations					Local Operations			Total Operations
	Air Carrier	Air Taxi & Com-muter	General Aviation	Military	Total Itinerant	Civil	Military	Total Local	
2000	0	7,862	23,649	156	31,667	30,478	0	30,478	62,145
2001	0	5,000	24,160	156	29,316	30,750	0	30,750	60,066
2002	0	5,078	24,560	156	29,794	31,259	0	31,259	61,053
2003	0	5,157	24,961	156	30,274	31,769	0	31,769	62,043
2004	0	5,235	25,358	156	30,749	32,274	0	32,274	63,023
2005	0	3,705	25,759	156	29,620	32,783	0	32,783	62,403
2006	0	3,754	26,118	156	30,028	33,241	0	33,241	63,269
2007	0	3,805	26,483	156	30,444	33,705	0	33,705	64,149
2008	212	1,370	27,513	244	29,339	35,017	0	35,017	64,356
2009	212	1,388	27,896	244	29,740	35,506	0	35,506	65,246

Source: Federal Aviation Administration: APO Terminal Area Forecast Detail Report, December 2009

6.2.1.2.2 Existing Facilities

The airport consists of a single, east-west runway (Runway 7/25) that is 5,008 feet long with 400-foot long overruns at each end. It is 100 feet wide and lighted with medium intensity light. The sole runway will support a 75,000 pound aircraft with single-wheel gear, a 129,000-pound aircraft with dual-wheel gear, and a 191,000-pound aircraft with dual-tandem gear⁵. In 1983, the FAA approved reductions in the separations between the runway centerline and the taxiway centerline, aircraft parking area, and building restriction line to its present 200-foot separation distance. The runway is marked for non-precision approaches from each direction and is also equipped with MIRL approximately 10 feet from the edge of the runway pavement.

The FKMA currently employs a non-directional beacon approximately 2.1 miles southeast of the runway. It also uses a GPS, straight-in approach, as well as a four-light Precision Approach Path Indicator that is designed to facilitate the transition from instrument flying to visually locating the runway⁶.

The passenger terminal building is 19,000 square feet consisting of ticketing, baggage claim, car rental, waiting areas, advertising, manager’s office, phone booth, vending machines, restrooms, and a public parking lot accommodating 184 vehicles. A 46-space parking lot for rentals is also provided.

Fixed base operators are located in hangars and provide jet and aviation fuel. The Marathon Flying Club is located in the Runway Protection Zone at the east end of the runway, in violation of FAA airport design standards. The Marathon Volunteer Fire Department, which directly accesses the airport and U.S. 1, provides crash, fire, and rescue services. **Figure 6-3** shows the airport space plan.

Recent additions to FKMA include the following⁷:

- Monroe County Sheriff’s hangar and apron;
- Expansion of the Grant Air (FBO) apron and hangar;
- Construction of 32 “T-Hangars”;
- Coast (FBO) apron;
- Antique Air Hangar;
- Relocated four-bay shade hangars to the northeast sector;
- Construction of the Mosquito Control Facility at the east end of the airport; and
- New Airport Rescue and Fire Fighting (AARF) Building.

⁵ Airport Narrative Layout Plan for Florida Keys Marathon Airport, February 2009

⁶ Ibid

⁷ URS, Inc., September 2010.

There are currently two proposed future airport enhancements: (1) a new hangar adjacent to the existing Coast FBO Hangar, and (2) a new Emergency Operations Center (EOC) Facility. While these two facilities are planned for future implementation, neither are currently programmed or budgeted.⁸

6.2.1.3 U.S. Naval Air Station Key West⁹

6.2.1.3.1 Description and Operations

Naval Air Station Key West (NAS) consists of approximately 5,800 acres with facilities located in 13 different areas of the lower Florida Keys. Boca Chica Field, NAS Key West's primary site and airfield, is located on Boca Chica Key. Boca Chica Field is approximately 3 miles east of the City of Key West and consists of approximately 4,700 acres encompassing nearly the entire key. Other facilities include:

- Truman Annex: port operations, housing, visitor quarters, beach patio, and several tenant activities;
- Trumbo Point and Peary Court Annexes: diverse operational uses and housing;
- Fleming Key: accommodates functions requiring isolation; and
- Sigsbee Park Annex: central hub for family housing, community support, and recreation facilities.

The Navy purchased over 617 acres of undeveloped land on Boca Chica and Geiger Keys in the 1980's and early 1990's. The Navy also has a compatible development agreement over a privately owned area on the northwest end of Boca Chica Key. **Figure 6-4** shows the NAS Key West location. NAS Key West's national security mission supports operational and readiness requirements for Department of Defense, Department of Homeland Security, National Guard units, Federal Agencies, and Allied forces. As such, NAS Key West is known as the Navy's premier East Coast transient pilot training facility for tactical aviation squadrons.

NAS Key West (Boca Chica Field) airfield consists of three asphalt runways with concrete turn-up areas. All runways are accessible by taxiways. Runway 7/25 is 10,000 feet by 200 feet. Runway 03/21 and 13/31 are both 7,000 feet by 150 feet. Normal airfield operating hours are 7:00 a.m. to 10:00 p.m., 7 days per week. However, when operational requirements arise, air operations later in the night and earlier in the morning do occur frequently.

NAS Key West is an integral part of Key West and the County. NAS Key West contributes directly to the local economy in three major ways: jobs, expenditures by squadrons that visit the Air Station for training, and expenditures for ongoing operations and improvement projects. It is the largest employer in the Lower Keys.

⁸ Ibid

⁹ AICUZ Update for NAS Key West, Monroe County, Florida, March 2007

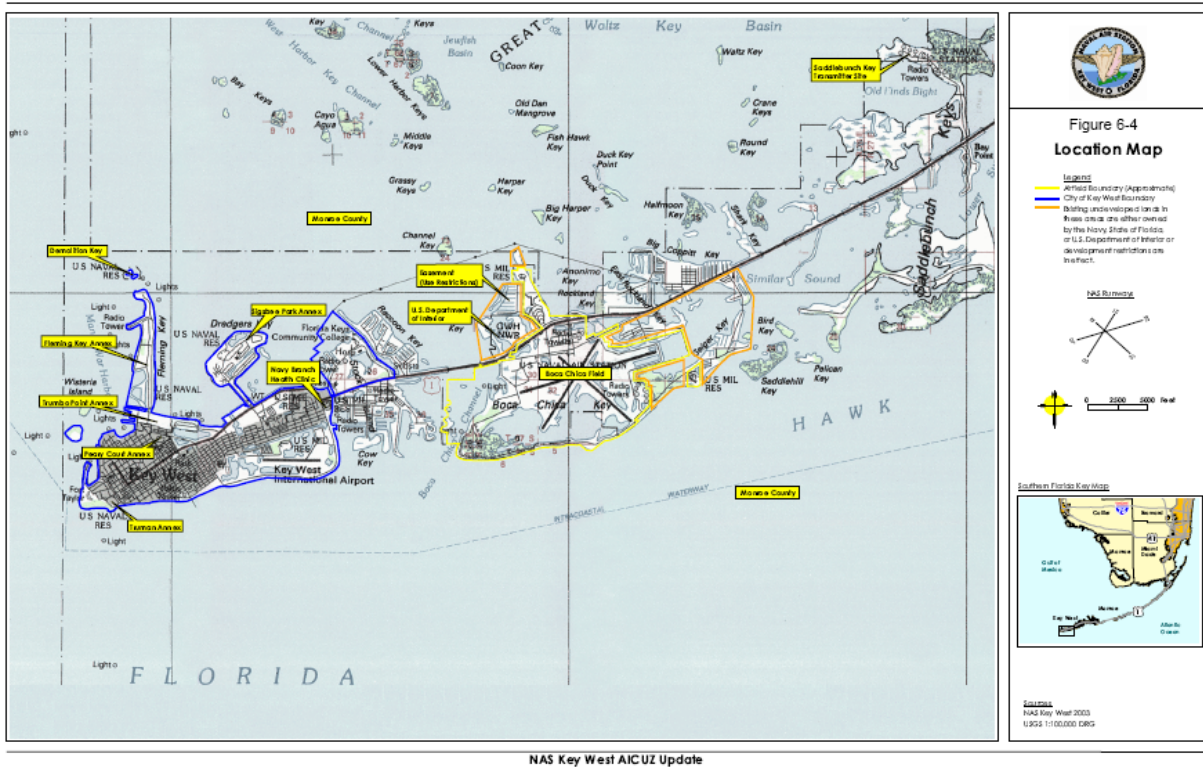


Figure 6-4 - NAS Key West Location Map

The on-site military and civilian employment population at NAS Key West is approximately 900 personnel. In addition to NAS Key West personnel, approximately 1,100 persons are employed by NAS Key West tenants. As such, the Department of Defense (DOD) needs to ensure the continued capability of NAS Key West to support mission requirements while promoting the compatible growth and development of the surrounding community.

The Navy spends approximately \$32 million annually in operations and maintenance funds to keep the Air Station facilities in good condition. Additional spending occurs on a case-by-case basis for military construction projects. In recent years, spending for major military construction has included projects for harbor maintenance dredging, airfield lighting, restoration of clear zones and drainage at Boca Chica Field, and utility privatization. A \$15.7 million fire station project also is planned for the Air Station. Additional socioeconomic benefit is realized from mutual aid agreements for law enforcement, fire, and emergency services; continuing education support; environmental stewardship; and large-scale contingency capabilities such as hurricane recovery.

Table 6.6 lists the reported overall annual operations (military and civil) for CY 1990 through CY 2006. Since CY 1993, operations have ranged from approximately 46,000 to

93,000 operations per year. In 2009, there were approximately 34,000 annual operations (take-offs and landings).¹⁰

**Table 6.6 - Historic Reported Annual Flight Operations Summary
NAS Key West (1990-2006)**

Calendar Year	Total Military and Civil Operations
1990	177,675
1991	157,872
1992	164,553
1993	152,535
1994	69,306
1995	90,626
1996	46,997
1997	59,705
1998	46,086
1999	55,886
2000	51,553
2001	60,924
2002	58,102
2003	89,105
2004	48,849
2005	53,577
2006	92,896

Source: Aircraft Traffic Activity Reports NAS Key West; 2007 NAS Key West AICUZ Update.

6.2.1.3.2 *Compatible Land Use and Development Coordination*

Background

In the 1970s and 1980s, the Navy implemented an Air Installations Compatible Use Zones (AICUZ) program at NAS Key West (Boca Chica Field) to encourage, through local cooperation, compatible development in and around the Navy airfield in the County. The purpose of the AICUZ program is to:

- Protect public health, safety, and welfare;
- Ensure the continued viability of the Air Station; and
- Promote development of compatible land use in high noise and accident potential zones.

¹⁰ "Fact Sheet", Public Scoping Open House Meetings, May 26 and 27, 2010; Naval Air Station Key West Airfield Operations Environmental Impact Statement, May 2010

The AICUZ program's objective is to balance the requirement for adequate aircraft training capabilities at airfields with community concerns over aircraft noise and accident potential generated by training. The Navy's AICUZ program is focused on promoting land use compatibility between air installations and surrounding communities. The program recognizes the local government's responsibility to protect the public health, safety, and welfare through land use control tools like zoning ordinances, building codes, subdivision regulations, building permits, and fair disclosure statements.

In 1986 Monroe County codified in their Land Development Code (LDC) the 1977 NAS Key West AICUZ Map, taken from the 1977 AICUZ study (**Figure 6-5**). In 2004, the Florida Legislature enacted SB 1604 that amended Florida's Growth Management Act to require more active communication between local governments and military bases to avoid potential conflicts between future developments and military base installations. The act requires that each county in which a military base is located and each affected municipality notify a military base's commanding officer of a proposed change to the government's comprehensive plan and land development regulations that would affect the land use adjacent to the military base. Additionally, the amendment requires that the County add a representative of the military installation as an ex officio, nonvoting member of the County's Planning Commission.

In 2010, HB 7129 was enacted by the Florida Legislature, which further amended Section 163.3175 F. S., to add the following provisions:

1. A requirement that the County transmit to the Commanding Officer of NAS Key West any: a) change to its Comprehensive Plan (Plan); b) proposed Plan amendments; or c) change to the LDC which would affect intensity, density or use of land adjacent to or in close proximity to NAS Key West.
2. Upon request of the Commanding Officer of NAS Key West, require the County to transmit and allow comments on any Development Order requesting a variance or waiver from height or lighting restrictions or noise attenuation reduction requirements within a zone of influence.
3. Any comments received from the Commanding officer of NAS Key West shall be transmitted to the State Land Planning Agency (DCA).
4. The County shall include a representative of NAS Key West acting on behalf of the installation as an ex officio nonvoting member of the County's land planning agency (Planning Commission).
5. By June 30, 2012 the County shall adopt criteria and address compatibility of lands adjacent to or closely proximate to NAS Key West within the Future Land Use Element of its Plan or go to mediation with County, NAS, DCA, RPC, private land owner reps.

County Position

In April of 2003 the Navy published the *Environmental Assessment for Fleet Support and Infrastructure Improvements – Naval Air Station Key West* (EA). In 2004, the Navy prepared an updated CY 2007 AICUZ map for NAS Key West. The 2007 AICUZ map encompassed a substantially larger area compared to the 1977 AICUZ map.

The environmental impacts of all of the planned and current aircraft were not evaluated by the Navy's EA in accordance with the National Environmental Policy Act (NEPA). For example, the EA purported to evaluate the impacts of the Super Hornet aircraft, however, evidence of this is not found in the report. Specifically, the Super Hornet aircraft was mentioned in only three pages of the 232-page EA and those three pages did not discuss the noise or other environmental impacts. Further, the Draft EA was distributed to the public and reporting agencies for input and this input was the basis for the final comments published in the April 2003 EA. None of the public or agency comments mention the Super Hornet aircraft, thereby creating the assumption neither the public nor the 11 reporting agencies have evaluated the impacts of the Super Hornet aircraft at NAS Key West.

The County continues to coordinate with the Navy regarding the AICUZ and the ongoing EIS the Navy is now (July, 2011) undertaking.

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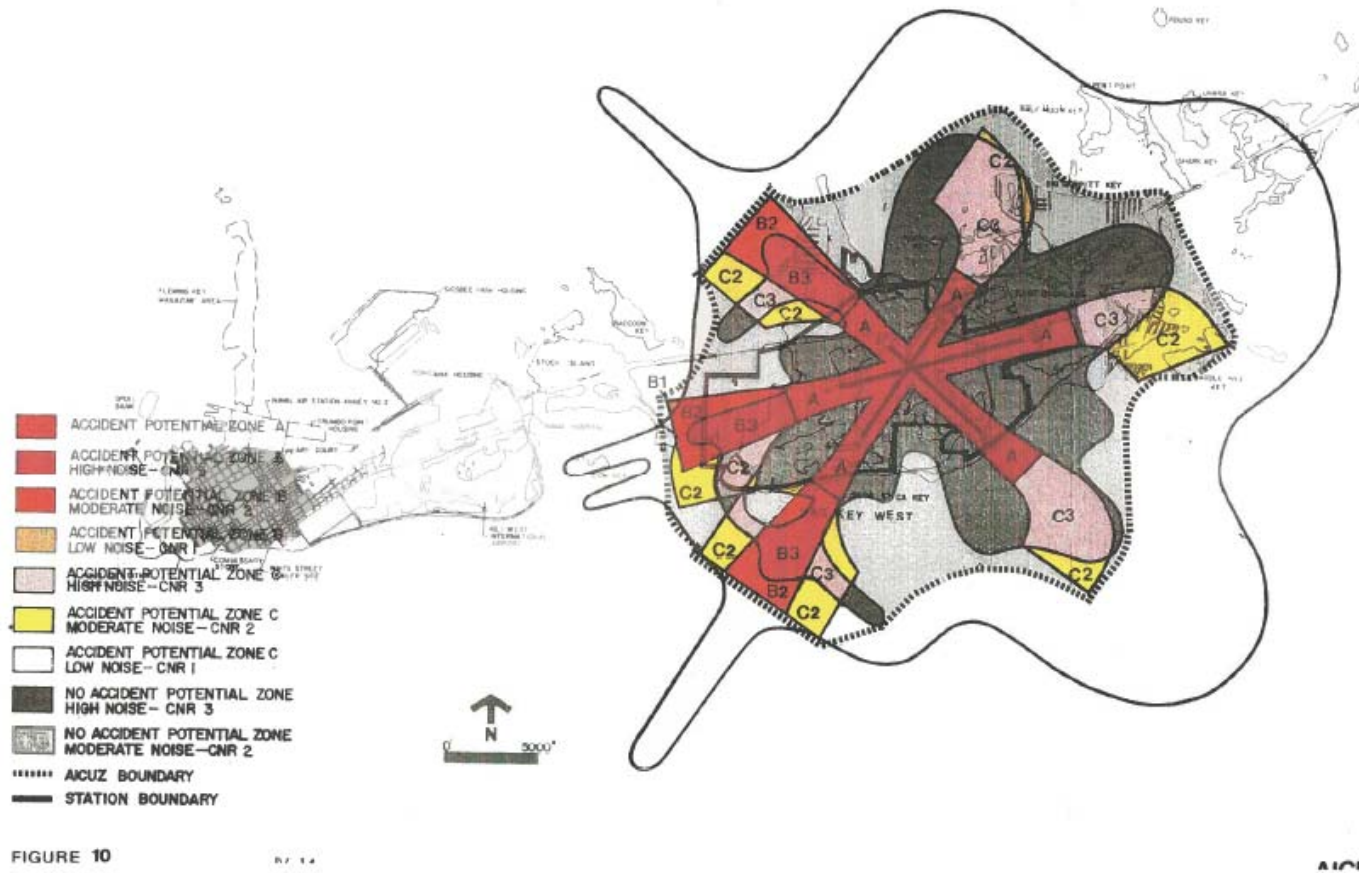


Figure 6-5 (A) - NAS Key West Calendar Year 1977 AICUZ

LAND USE OBJECTIVES MATRIX		LAND USE																					
		RESIDENTIAL - MOBILE HOMES	RESIDENTIAL - AGRICULTURAL	RESIDENTIAL - LOW DENSITY (1-6 DU/A)	RESIDENTIAL - MEDIUM DENSITY (6-12 DU/A)	RESIDENTIAL - HIGH DENSITY (12-36 DU/A)	COMMERCIAL - RESORT	COMMERCIAL - RETAIL	COMMERCIAL - WHOLESALE	OFFICE	INSTITUTIONAL - EDUCATIONAL	INSTITUTIONAL - MEDICAL	INDUSTRY - SERVICE	INDUSTRY - MANUFACTURING	INDUSTRY - EXTRACTIVE	TRANSPORTATION/UTILITIES	AGRICULTURAL (EXCEPT LIVESTOCK)	RECREATION - GOLF	RECREATION - SPORTS ARENA	RECREATION - PARKS	RECREATION - WATER	RECREATION - CONCERT	FORESTS, WILDLIFE HABITATS
A	ACCIDENT POTENTIAL ZONE A	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines
B3	ACCIDENT POTENTIAL ZONE B HIGH NOISE IMPACT - CNR 3	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines
B2	ACCIDENT POTENTIAL ZONE B MODERATE NOISE IMPACT - CNR 2	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines
C3	ACCIDENT POTENTIAL ZONE C HIGH NOISE IMPACT - CNR 3	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines
C2	ACCIDENT POTENTIAL ZONE C MODERATE NOISE IMPACT - CNR 2	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines
C1	ACCIDENT POTENTIAL ZONE C LOW NOISE IMPACT - CNR 1	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines
3	NO ACCIDENT POTENTIAL ZONE HIGH NOISE IMPACT ZONE - CNR 3	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines
2	NO ACCIDENT POTENTIAL ZONE MODERATE NOISE IMPACT ZONE - CNR 2	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines	Diagonal Lines

Figure 6-5 (B) - NAS Key West Calendar Year 1977 AICUZ

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The Florida Department of Community Affairs (DCA) has been assisting communities surrounding military bases and the Florida Defense Alliance with planning strategies and land acquisition to protect existing bases. Focusing on strategies to retain Florida's military bases, the DCA developed the following series of recommended best practices for military base-community coordination:

- Conduct economic studies of military installations;
- Map high-noise and potential accident areas and study encroachment impacts;
- Acquire critical properties;
- Modify comprehensive plans and land development regulations to establish compatible land use near military bases;
- Adopt appropriate development standards within land development codes and establish multiple strategies in comprehensive plans to ensure compatible development near military bases;
- Notify the military of comprehensive plan or zoning changes and of proposed development in impact areas;
- Disclose and record hazards prior to the development or sale of land;
- Maintain formal and informal communication and coordination; and
- Respond as a team to inappropriate development requests.

The National Environmental Policy Act (NEPA) is the national charter for promoting productive harmony between man and the environment and minimizing the impacts of federal actions. This law requires all federal agencies to consider potential environmental impacts of their proposed actions and reasonable alternatives in making decisions about those actions. In early 2010, the Navy initiated a NEPA study titled ***Naval Air Station Key West Airfield Operations Environmental Impact Statement (EIS)***. The study is anticipated to last for two years.

The purpose of the study is to address the environmental effects associated with the Navy's proposal to support new aircraft and to modify operation levels as necessary in support of the Fleet Readiness Training Plan (FRTTP) while maintaining current baseline operations. More specifically the EIS study will address the aviation training mission for tactical aviation squadrons. In order to maintain NAS Key West as an ideal military aviation training site, it is important to identify potential impacts associated with future airfield operations, and to identify ways to address those potential impacts. The EIS will include a noise study to assess the potential impacts of noise associated with the proposed alternatives on the natural and human environment.

As a point of clarification, the EIS is not the same as the Navy's recently updated (2007) AICUZ study. The EIS focuses on an assessment of the potential impacts of a proposed action on the surrounding environment, while the AICUZ study focuses on making long-term land use recommendations to protect public health, safety, and welfare while ensuring the continued viability of the Air Station. The EIS is also conducted under a different set of guidelines, policies and procedures.

6.2.1.4 Private Aviation Facilities

6.2.1.4.1 Stock Island Seaplane

The Key West Seaplane Service is located within the Key West City limits on the north side of Stock Island. This serves primarily as a shuttle for tourists to/from Fort Jefferson National Monument at Dry Tortugas. However, the service also provides a vital link for official visitors and supplies to this remote area.

6.2.1.4.2 Sugarloaf Shores Airstrip

The Sugarloaf Shores Airstrip is located at MM 17 near the Sugarloaf Lodge on Lower Sugarloaf Key. Runway 10/28 is paved and is 2,700 feet long. This facility is used primarily for residents of the area and guests of Sugarloaf Lodge.

6.2.1.4.3 Summerland Key

The Summerland Key Airport has been in place since 1959 and the community has grown up around this facility. This airport primarily serves the pilots and private planes associated with the adjacent residences. In addition, although a private facility, the owners allow regular use by public agencies including the Florida Fish and Wildlife Conservation Commission. In addition, as with most private facilities, this airstrip is available for emergency landings, medical airlifts and hurricane evacuation.

This airport is owned and operated by the Summerland Key Cove Airport Company. Runway 12/30 is paved and 2,510 feet long.

6.2.1.4.4 Tavernaero Airstrip

The Tavernaero Airstrip is located at MM 90 in Plantation Key. The runway is not paved (it is grass), and is approximately 2,100 feet long. Aircraft are based at the facility, but are housed on the aircraft owner's property.

6.2.1.4.5 Ocean Reef

The Ocean Reef airstrip is a privately-owned airport providing service to the Ocean Reef community in Key Largo. Runway 4/22 is paved and is 4,456 feet long.

6.2.2 *Port Facilities [9]-5.019(2) (a), F.A.C].*

6.2.2.1 Port of Key West

While there is an abundance of coastline in the County, only two areas are considered port facilities. The Port of Key West, which consists of cruise berths and passenger ferries, is located within the northwest quadrant of the city; while the Stock Island port is considered to be the only truly industrial, deep water port in the County. **Map 6-2** depicts the location of the two port facilities.

The Port of Key West is operated by the City of Key West, and consists of cruise berths at the Outer Mole Pier, Mallory Dock (privately), and Pier B, as well as an offshore anchorage area. Passenger ferry operations are handled at the Key West Bight Terminal. The Port of Key West is an exclusive cruise ship and ferry operations port. As such, no cargo activities occur at the port. Cruise ships sail from Port Canaveral, Port Manatee, Port of Tampa, Port of Miami, and Port Everglades to the port, while ferry operations shuttle passengers from Fort Myers and Marco Island (seasonal).

Table 6.7 presents the historic annual Port of Key West cruise ship revenue passengers and port-of-calls from fiscal year 1997/1998 through 2009/2010. The forecasted values for fiscal year 2010/2011 are also displayed. Based on the March 2009 report prepared by the Florida Seaport Transportation and Economic Development Council¹¹, during fiscal year 2007/2008 the Port of Key West registered 924,411 revenue passengers. This value includes 170,004 ferry passengers. Further, it is reported that the port handles more multi-day cruise ship port-of-call passengers than any other port in the nation¹².

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¹¹ *A Five-Year Plan to Achieve the Mission of Florida's Seaports, 2008/2009 – 2012/2013*, Florida Seaport Transportation and Economic Development Council, March 2009.

¹² *Harbor Preservation/Redevelopment and Intra-Island Corridor Enhancement Plan, November 2005.*

Table 6.7 - Historic Cruise Ship Revenue Passengers and Port Calls, Port of Key West (Fiscal Years 1997/1998 to 2009/2010)

Fiscal Year[1]	Number of Passengers	Number of Port Calls
1997/1998	585,028	385
1998/1999	625,810	420
1999/2000	670,531	N/A
2000/2001	621,232	331
2001/2002	942,639	497
2002/2003	1,122,197	603
2003/2004	929,790	462
2004/2005	976,761	495
2005/2006	859,089	413
2006/2007	830,954	403
2007/2008	754,407	360
2008/2009	863,767	378
2009/2010[2]	800,656[3]	342[3]
2010/2011[4]	765,747[4]	360[4]

Source: Port of Key West; Port Operations, September 2010.

Notes:

[1] Calendar Year extends from October through September.

[2] Data shown to include September 2010 estimates.

[3] Includes updated/amended budget projection for September 2010.

[4] Forecast based on projected budget.

6.2.2.2 Key West Bight Ferry Terminal

The Key West Bight Ferry Terminal, located at 100 Grinnell Street, Key West, began operations on January 1, 2002 with daily service to Fort Myers Beach and seasonal service to Marco Island. The current ferry service provider, Key West Express, operates up to four boats: the 130 foot Whale Watcher, the 140 foot Atlantecat Catamaran, the 155 foot Big Cat Catamaran, and the 170 foot Key West Express Catamaran. The typical adult fare is \$130.00 roundtrip and \$78.00 one-way. Children’s fares range from \$30.00 to \$60.00 round trip and from \$15.00 to \$49.00 one-way. Special senior rates are \$120.00 round trip and \$78.00 one-way. A \$15.00 port and security tax is collected at check-in. **Table 6.8** presents the historic yearly ferry passenger volumes between fiscal years 2004/2005 and 2009/2010.

Table 6.8 - Historic Key West Bight Ferry Terminal Passengers, Fiscal Years 2004/2005 to 2009/2010

Fiscal Year[1]	Number of Passengers
2004/2005	141,590
2005/2006	165,403
2006/2007	193,754
2007/2008	170,268
2008/2009	148,300
2009/2010[1]	107,871[1]

Source: City of Key West, Key West Bight Terminal Operations.

Notes:

[1] Does not include data for September 2010.

6.2.2.3 Stock Island

Consisting of more than 118 acres, the Safe Harbor/Peninsular port area of Stock Island is characterized as a “working waterfront”, per the *Harbor Preservation/Redevelopment and Intra-Island Corridor Enhancement Plan* prepared in November 2005. Uses that currently populate Stock Island include boat repair and storage facilities, commercial fishing, and marine activities. These uses are predominantly marine and seafood-related industries and businesses, where the commercial fishing industry represents 20 percent of the land area and is the primary reason for Stock Island ranking 12th in the nation for dockside value of leading ports.

Overall, there are a total of 860 boats or slips in Safe Harbor. These include recreational boats, fishing boats larger than 40 feet in length, shrimp boats, tug boats, and tow boats. In addition, the commercial fishing fleet includes seven seafood establishments serving up to 300 boats during peak season¹³.

6.3 Projected Forecasts

6.3.1 Aviation

The global economic downturn experienced during the last few years has impacted both passenger and aircraft activities at KWIA and FKMA. Enplanements and aircraft operations data, especially for commercial airlines, indicate dramatic reductions in service and passenger movements.

Based on the enplanement data found in **Table 6.1**, the recorded enplanements at KWIA between CY 2005 and CY 2009 have declined by approximately 25.4 percent. Similarly,

¹³ Ibid

during the same period, aircraft operations have been declined approximately 40.9 percent. The most notable reduction has been in the air taxi/commuter services with a 59 percent reduction between CY 2005 and CY 2009.

6.3.1.1 Terminal Area Forecasts

The Terminal Area Forecast (TAF) system is the official forecast of aviation activity at FAA facilities. These forecasts are prepared to meet the budget and planning needs of FAA and provide information for use by state and local authorities, the aviation industry, and the public. The TAF includes forecasts for:

- FAA towered airports;
- Federally contracted towered airports;
- Nonfederal towered airports; and
- Non-towered airports.

The following sections present the enplanements and operations forecasts from fiscal years 2010 through 2030 for both the Key West International Airport and Marathon Florida Keys Airport.

6.3.1.2 Key West International Airport

Table 6.9 presents the FAA forecasts of KWIA enplanements for fiscal years 2010 through 2030. The forecasted enplanements are 227,695 for FY 2010 and 338,341 for FY 2030. The current economic conditions have been considered in these forecasts.

Enplanement forecasts from the 2003 Key West Airport Master Plan, developed before the global economic downturn, range from 294,019 to 332,454 enplanements for 2006. The lower range value corresponds well with the actual recorded 2006 enplanement value of 294,097. The forecasts for 2011 range from 309,017 to 395,873 enplanements and for 2021 they range from 341,347 to 522,712 enplanements (considerably higher than current estimates).

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Table 6.9 - Enplanement Forecasts: Key West International Airport, Fiscal Years 2010 - 2030

Fiscal Year	Total Enplanements
2010/11	227,695
2011/12	232,249
2012/13	236,894
2013/14	241,631
2014/15	246,464
2015/16	251,394
2016/17	256,422
2017/18	261,550
2018/19	266,781
2019/20	272,117
2020/21	277,559
2021/22	283,111
2022/23	288,773
2023/24	294,548
2024/25	300,439
2025/26	306,447
2026/27	312,576
2027/28	318,828
2028/29	325,204
2029/30	331,708
2030/31	338,341

Source: Federal Aviation Administration: APO Terminal Area Forecast Detail Report, Forecast Issued December 2009

Table 6.10 presents the FAA forecasts of KWIA operations for fiscal years 2010 through 2030. The forecasted itinerant operations are 47,802 for FY 2010 and 56,385 for FY 2030. The total forecasted operations (itinerant plus local operations) are 55,409 for FY 2010 and 68,610 for FY 2030.

The forecast of total aircraft operations from the previous 2003 Key West Airport Master Plan developed for year 2021 was 114,080. The corresponding FAA aircraft operations forecast for 2021 is 62,166, or 45.5 percent less than operations value developed in association with the 2003 Master Plan. The FAA’s current 2030 aircraft operations forecast of 68,610 total operations is 40.0 percent of the value forecasted in the 2003 Master Plan target date of 2021.

Table 6.10 - Operations Forecasts: Key West International Airport, Fiscal Years 2010 – 2030

Start Fiscal Year	Itinerant Operations					Local Operations			Total Operations
	Air Carrier	Air Taxi & Com-muter	General Aviation	Military	Total Itinerant	Civil	Military	Total Local	
2010	6,511	12,415	28,658	218	47,802	7,410	197	7,607	55,409
2011	6,511	12,564	28,867	218	48,160	7,592	197	7,789	55,949
2012	6,511	12,715	29,112	218	48,556	7,778	197	7,975	56,531
2013	6,511	12,867	29,359	218	48,955	7,968	197	8,165	57,120
2014	6,511	13,022	29,608	218	49,359	8,163	197	8,360	57,719
2015	6,511	13,178	29,859	218	49,766	8,363	197	8,560	58,326
2016	6,511	13,336	30,112	218	50,177	8,568	197	8,765	58,942
2017	6,511	13,496	30,368	218	50,593	8,779	197	8,976	59,569
2018	6,511	13,658	30,626	218	51,013	8,994	197	9,191	60,204
2019	6,511	13,822	30,886	218	51,437	9,214	197	9,411	60,848
2020	6,511	13,988	31,148	218	51,865	9,440	197	9,637	61,502
2021	6,511	14,156	31,412	218	52,297	9,672	197	9,869	62,166
2022	6,511	14,326	31,678	218	52,733	9,909	197	10,106	62,839
2023	6,511	14,498	31,947	218	53,174	10,152	197	10,349	63,523
2024	6,511	14,672	32,218	218	53,619	10,401	197	10,598	64,217
2025	6,511	14,848	32,491	218	54,068	10,656	197	10,853	64,921
2026	6,511	15,026	32,767	218	54,522	10,917	197	11,114	65,636
2027	6,511	15,206	33,046	218	54,981	11,185	197	11,382	66,363
2028	6,511	15,388	33,327	218	55,444	11,459	197	11,656	67,100
2029	6,511	15,573	33,610	218	55,912	11,740	197	11,937	67,849
2030	6,511	15,760	33,896	218	56,385	12,028	197	12,225	68,610

Source: Federal Aviation Administration: APO Terminal Area Forecast Detail Report, Forecast Issued December 2009

The 2003 Key West International Airport Master Plan Update was developed to identify the physical and operational needs of the airport through year 2021. Many of the recommended actions stemming from the Master Plan, such as the new terminal, parking garage, aprons and hangars, have been implemented. No new major improvements are projected or budgeted for the next five years.

As demonstrated in this section, the combination of a much reduced forecasted demand with the recent implementation of many of the principal improvements identified in the 2003 Master Plan, the KWIA will be able to meet the aviation demand through 2030. Nonetheless, the airport’s master plan should be updated within the next five years to be consistent with the County’s planning horizon of 2030 and to re-assess demand and needs resulting from shifts in the economy and travel habits, and developing trends in aircraft technology.

6.3.1.2 The Florida Keys Marathon Airport

Table 6.11 presents the FAA forecasts of FKMA enplanements for fiscal years 2010 through 2030. The forecasted enplanements are 1,183 for FY 2010 and FY 2030, demonstrating little to no expected growth in passenger movements through the airport.

Table 6.11 - Enplanement Forecasts: The Florida Keys Marathon Airport, Fiscal Years 2010 – 2030

Fiscal Year	Total Enplanements
2010/11	1,183
2011/12	1,183
2012/13	1,183
2013/14	1,183
2014/15	1,183
2015/16	1,183
2016/17	1,183
2017/18	1,183
2018/19	1,183
2019/20	1,183
2020/21	1,183
2021/22	1,183
2022/23	1,183
2023/24	1,183
2024/25	1,183
2025/26	1,183
2026/27	1,183
2027/28	1,183
2028/29	1,183
2029/30	1,183
2030/31	1,183

Source: Federal Aviation Administration: APO Terminal Area Forecast Detail Report, Forecast Issued December 2009

Table 6.12 presents the FAA forecast of FKMA operations for fiscal years 2010 through 2030. The forecasted itinerant operations are 30,148 for FY 2010 and 39,617 for FY 2030. The total forecasted operations (itinerant plus local operations) are 66,150 for FY 2010 and 87,129 for FY 2030.

Table 6.12 - Operations Forecast: Marathon Airport, Fiscal Years 2010 - 2030

Start Fiscal Year	Itinerant Operations					Local Operations			Total Operations
	Air Carrier	Air Taxi & Com-muter	General Aviation	Military	Total Itinerant	Civil	Military	Total Local	
2010	212	1,406	28,286	244	30,148	36,002	0	36,002	66,150
2011	212	1,425	28,680	244	30,561	36,504	0	36,504	67,065
2012	212	1,444	29,081	244	30,981	37,013	0	37,013	67,994
2013	212	1,463	29,488	244	31,407	37,530	0	37,530	68,937
2014	212	1,483	29,901	244	31,840	38,054	0	38,054	69,894
2015	212	1,503	30,319	244	32,278	38,586	0	38,586	70,864
2016	212	1,523	30,743	244	32,722	39,125	0	39,125	71,847
2017	212	1,543	31,172	244	33,171	39,672	0	39,672	72,843
2018	212	1,564	31,606	244	33,626	40,226	0	40,226	73,852
2019	212	1,585	32,048	244	34,089	40,787	0	40,787	74,876
2020	212	1,606	32,496	244	34,558	41,357	0	41,357	75,915
2021	212	1,627	32,950	244	35,033	41,934	0	41,934	76,967
2022	212	1,649	33,410	244	35,515	42,520	0	42,520	78,035
2023	212	1,671	33,876	244	36,003	43,113	0	43,113	79,116
2024	212	1,693	34,349	244	36,498	43,715	0	43,715	80,213
2025	212	1,716	34,828	244	37,000	44,326	0	44,326	81,326
2026	212	1,739	35,314	244	37,509	44,946	0	44,946	82,455
2027	212	1,763	35,806	244	38,025	45,574	0	45,574	83,599
2028	212	1,787	36,305	244	38,548	46,211	0	46,211	84,759
2029	212	1,811	36,811	244	39,078	46,857	0	46,857	85,935
2030	212	1,836	37,325	244	39,617	47,512	0	47,512	87,129

Source: Federal Aviation Administration: APO Terminal Area Forecast Detail Report, Forecast Issued December 2009

As described previously, there are two proposed future airport enhancements: (1) a new hangar by the former Paradise Hangar, and (2) a new Emergency Center Operations facility. However, neither project is currently programmed or budgeted. The ultimate FKMA master plan (no year certain) calls for the extension of the existing 5,008 foot runway to 5,800 feet, plus other facilities.

The current airport layout and facilities, coupled with other enhancement and maintenance projects, should be able to sustain operations for several years. Nonetheless, periodic annual reviews and more detailed assessments (every 5 years) of operations should be programmed, especially in light of constant changes in technology and possible future introduction of commercial air service.

6.3.2 *Ports*

6.3.2.1 Port of Key West

The March 2009 report by the Florida Seaport Transportation and Economic Development Council includes a Strategic Development Program for the Port of Key West. The program identified the following goals and objectives:

- Develop and maintain port-of-call facilities to accommodate the needs of the cruise ship industry and its passengers;
- Link the physical, social, and environmental aspects of the working waterfront to the community fabric;
- Maximize the generation of benefits and revenues emanating from the cruise industry for the City and its tourist-related businesses;
- Manage cruise-related volumes to sustain the island's quality of life, including its environmentally sensitive resources, public amenities, and public waterfront;
- Increase domestic ferry operations in the City of Key West as an alternative to land-based transportation; and
- Maintain and improve Port security.

The referenced report also identified the following capital improvements needed to achieve the Port's mission:

- Incorporate the Truman Waterfront, a former United States Navy property, into the historic fabric of the City by means of improved passenger access to and from the facility to commercial areas in Old Town;
- Maintain and improve the City's Mallory Dock cruise facility and Key West Bight ferry facility, including security improvements, infrastructure upgrades, and berthing improvements;
- Improve passenger services through provision of a passenger shelter at the Mole Pier; and
- Streamline port and security operations through construction of a single port office.

The cruise ship passenger forecast for FY 2013/14 as developed by the port administration is 775,000 passengers. There are currently no cruise ship passenger or port call projections beyond the aforementioned fiscal year. The cruise ship lines normally schedule only a year to 18 months in advance.

The number of cruise ship port visits depends upon several factors such as:

- The national and economic situation and its ability for a timely recovery;
- Port facility capacities including limited berths and narrow channel width;
- Budgetary restraints and funding source limitations;
- The introduction of newer and larger cruise ships with higher passenger capacities; and
- The increase or decrease in cruise ship services and scheduling.

Current port administration understanding with respect to cruise ship passenger demand is that, in the short term (1-5 years), the Port of Key West will be able handle between 800,000 to 850,000 passengers a year. This level of service is considered to be a sustainable “quality of life policy”.

As of September 2010, there are no proposed or budgeted major improvements for the Port of Key West. Port administration is committed to develop plans to expand the capacity of Mallory Square. The current Port of Key West Master Plan is considered to be outdated and will need to be renewed in the short term (1-5 years).

6.3.2.2 Key West Bight Ferry Terminal

The privately operated ferry service has suffered a drop in ridership during the last few years as evidenced in **Table 6.6**. The service has been affected by the same conditions impacting the cruise ship operations: poor economy and limited capacity. The ferry service is wholly dependent upon external visitors (from San Marcos Island and Fort Myers Beach); it does not provide local service.

No forecast of passenger volumes is available. However, based on the passenger data presented in **Table 6.6** and the current capacity and operations characteristics of the private sector provider, annual passenger volumes of up to 200,000 are obtainable. Due to the overall economic situation, the service has lost up to 40 percent of its ridership high mark achieved in FY 2006/2007. A detailed evaluation of the ferry operations and physical facilities should be made during the next two-year period. This service should also be included in the next update of the Transit Development Plan.

The City of Key West has included the following two West Bight Ferry Terminal projects into its Five Year Capital Improvement Program, Fiscal Years 2010/2011 – 2015/2016:

- The extension of the Ferry Terminal by 120 feet. This extension will allow greater flexibility in ferry boat operations and allow the dockage of up to four boats at one time without having to stagger the boats. The project, budgeted at \$600,000 is scheduled for implementation in FY 2010/2011, pending a grant award; and
- Security Area Enhancements which allow for the installation of permanent security features within the terminal.

6.3.2.3 Stock Island

The December 2005 report of the Stock Island and Key Haven Livable CommuniKeys Master Plan put forth the following Community Vision Statement:

In the year 2024 we envision [...]

A diverse island community rich in residential, commercial, cultural, and recreational opportunities; where families and friends live and work together in vibrant neighborhoods. A place that maintains an affordable cost of living for people of all income levels with an emphasis on housing; that fosters a sustainable, local economy consisting of a working waterfront and a distinctive mix of commercial and industrial activities that complement the community; where recreational and community facilities enhance the cultural fabric of the neighborhoods; where its citizens understand the importance of and acknowledge the responsibility to protect our vital natural resources; where a strong sense of civic pride contributes to an ever improving quality of life (emphasis added).

With respect to preserving commercial fishing on Stock Island, the local community has voiced its opinion that commercial fishing should be preserved in the Safe Harbor/Peninsular "port" area. A variety of uses should be encouraged to attract desirable development and create diverse housing types that can support workers in the commercial fishing industry, reinforcing Stock Island's character as a "fishing village."

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CHAPTER 6.0 - PORTS, AVIATION AND RELATED FACILITIES – COMMENT RESPONSE

Commenter: Denise Werling, Planning Commissioner Comment Received: January 12, 2011		
Location	Comment	K & S Action
Table 6.1 Table 6.2 Table 6.5, page 10	<ol style="list-style-type: none"> 1. On Ports and Aviation Element, Table 6.1 Define “Enplanements”. 2. On Ports and Aviation Element, Table 6.2 Define “Itinerant”. 3. On Table 6.5, page 10 – Consistency in document. What is defined as military (i.e. Coast Guard, DoD, etc. 	<ol style="list-style-type: none"> 1. Note added to Table 6.1. 2. Notes added to Table 6.2 defining all factors in table. 3. See information in Note on Table 6.2. Section 6.2.1.3.1 Description and Operations has been revised to include reference to the facilities.
Commenter: Ron Demes, NAS-Key West Comment Received: January 12, 2011		
Location	Comment	K & S Action
	<ol style="list-style-type: none"> 1. Section 6.2.1.3 – There is a Saddlebunch Annex facility and a Boca Chica NAVY Health facility that should be added or are they already included? 2. Page 14, 2nd paragraph – Revise Base budget, does not include housing allowance. 3. Military housing should be included in the analysis. 4. Section 6.2.2. Page 21 – No reference of Naval Mall(Mole) Pier. No mention of the Truman Annex. Pier B is the private pier. 5. From Section 6.2.2 to 6.3.1 there should be better transition since this section talks about aviation not ports. 6. Comment on Table 6.10, page 28? 7. Section 6.3.2.1 page 30, 2nd paragraph – There will be an update to the facility plan, which is a dredging of the harbor (to come). 8. Section 6.2.1.3 – There is a Saddlebunch Annex facility and a Boca Chica NAVY Health facility that should be added or are they already included? 9. Page 14, 2nd paragraph – Revise Base budget, does not include housing allowance. 10. Military housing should be included in the analysis. 	<ol style="list-style-type: none"> 1. No updated NAS budget except for info in Fact Sheet – presented in report. Housing allowance info included in report. 2. Available information for web sources included in the text. 3. Reference added to text – 2nd paragraph, Section 6.2.2.1. 4. Added missing Section Title: 6.3 Projected Forecasts. 5. Text was included in Section 6.3.2.1 regarding the potential widening of the Key West Harbor channel, including reference to the US Corps of Engineers’ November 2010 Key West harbor Reconnaissance Report. 6. Note added to Table 6.1. 7. Notes added to Table 6.2 defining all factors in table. 8. See information in Note on Table 6.2. Section 6.2.1.3.1 Description and Operations has

	<ul style="list-style-type: none"> 11. Section 6.2.2. Page 21 – No reference of Naval Mole Pier. No mention of the Truman Annex. Pier B is the private pier. 12. From Section 6.2.2 to 6.3.1 there should be better transition since this section talks about aviation not ports. 13. Comment on Table 6.10, page 28? 14. Section 6.3.2.1 page 30, 2nd paragraph – There will be an update to the facility plan, which is a dredging of the harbor (to come). 	<p>been revised to include reference to the facilities.</p>
<p>Commenter: Ron Demes, NAS-Key West Comment Received: May 25, 2011</p>		
<p>Comment</p>		<p>K & S Action</p>
	<ul style="list-style-type: none"> 1. Noted Navy will provide written comments prior to BOCC meeting. 2. Noted Navy “dump” on Geiger or Big Coppitt is owned by the Navy. 3. Expressed concern that not all previous comments were documented. 5. Suggested that the County, NAS-Key West and K&S meet and “...work through this so we truly understand where you’re coming from...” 6. Noted the EIS is not a planning document, rather its an “impact document”. The AICUZ study is relevant and appropriate data. Cited 9J-5 and Chapter 163 relative to requirements governing military compatibility and “best available data”. Concerned the County and NAS-West are “headed for a confrontation” and desires to resolve this together “at a staff level.” 7. Expressed desire to work with the County, noted concern regarding the “County Position” statement in the Technical Document. 	<ul style="list-style-type: none"> 3. Reviewed previous comments; Mr. Demes comments were attributed to Commissioner Werling; this has now been corrected within this form. 4. County is currently (July 15, 2011) coordinating an appropriate meeting date and time.
<p>Commenter: Ron Demes, NAS-Key West Comment Received: Written comments via Email 6/27/11</p>		
<p>Comment</p>		<p>K & S Action</p>
	<p>Concerned with County Direction related to the 2007 AICUZ; noting material (“selective”) used from portion of study, but not the map itself.</p>	

