



DEPARTMENT OF THE NAVY

NAVAL AIR STATION
PO BOX 9001
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5000
Ser N01A/0438
Oct 30, 2007

Mr. John G. Hammerstrom
P.O. Box 860
Tavernier, FL 33070-0860

Dear Mr. Hammerstrom:

I wish you could have attended the Air Installation Compatibility Use Zone (AICUZ) Awareness Workshop on October 24. Public discussion of this issue makes for a stronger community. The following are responses to your questions:

Question 1. Why wasn't the Advanced Acoustic Model software used for the 2007 Study?

Answer 1. Naval Air Station Key West's latest AICUZ Updates were produced using the Department of Defense's NOISEMAP program for calculating noise exposure around airfields. A new acoustic model for modeling airfield noise, the Advanced Acoustic Model, is currently under development. Until such development is completed, NOISEMAP remains the current and accepted program used by DoD for calculating noise exposure around airfields.

Question 2. Who requested that the flight path be moved away from Key Haven and why was it granted?

Answer 2. I provided a response to the Monroe County Commissioners that addressed their questions raised at the July 18 Board of County Commissioners Meeting that you attended. In this response, I noted that the 2004 AICUZ was updated through a process of public dialogue with the City of Key West, Monroe County, the State of Florida, and Navy officials. No single person in Monroe County or anywhere else can be cited as the responsible person for the AICUZ update.

The AICUZ update process continued throughout 2005. Captain Scholl discussed the 2004 AICUZ Update publicly during Monroe County Commission meetings as part of the County's growth development processes on February 23, 2005 and April 20, 2005. NAS Key West hosted an AICUZ working meeting on February 2, 2005, where discussion included the possibility of moving an accident potential zone off Raccoon Key. Government officials present at that meeting were Monroe County Growth Management Director Tim McGarry, County Development Officer Marlene Conaway, Key West Planning Director Ty Symroski, and Walker Banning and Rebecca

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Jetton from the Florida Director of Community Affairs. The Navy considered all issues discussed and associated impacts on military operations. After continued dialogue, Captain Scholl forwarded a recommendation to the Navy's Director, Ashore Readiness Division on February 17, 2006. This recommendation was approved by the Navy on April 3, 2007.

Question 3. When comparing the Final Environmental Impact Statement for the Introduction of the F/A 18 E/F to the East Coast of the United States" "touch-and-go" counts, why does the 2007 AICUZ Update only count 1/2 of those operations.

Answer 3. The EIS and AICUZ are separate studies, with differing purposes, which use dissimilar operational measurements. Tower operations count take-offs and landings as discrete events for the purposes of tower manning, radar manning, and airfield facilities maintenance. This is the methodology used in the EIS. Noise study events are modeled as continuous loops (including one take-off and one landing) for the purposes of noise measurement. This is the methodology used in the AICUZ land use planning study. All operations are included in both studies.

Question 4. Is there a more detailed evaluation of the environmental impact of the Super Hornet on NAS Key West, and if so how can one obtain those documents?

Answer 4. The Navy complied with NEPA for transient F/A-18 E/F operations at Navy Air Station (NAS) Key West by completing an Environmental Assessment (EA) for Fleet Support and Infrastructure Improvements. That EA, and its incorporated references, analyzed impacts to the human environment, including noise and flight paths resulting from transient F/A-18 E/F operations. As a result of this analysis, the Navy reached a Finding of No Significant Impact.

Question 5. Has an appointment been made for an AICUZ Officer? Who is it?

Answer 5. As Commanding Officer of Naval Air Station Key West, I have always been the AICUZ officer.

Question 6. Is there a Community Outreach program?

Answer 6. NAS Key West has a number of active outreach programs at any given time based upon the requirements and resources. The outreach program for the AICUZ Update began in January 2005 with the delivery of the 2004 AICUZ Update. My response in Question 2 documents that history. After the 2007 AICUZ Update was signed, NAS Key West personnel have addressed several community groups in the past three months (neighborhood HOAs, Rotary Clubs, Last Stand, AICUZ Workshop) as well as responded to numerous phone calls, letters and emails. Our community outreach will continue as we prepare for the County's December, 5th meeting.

Question 7. What recommendations for local government and business interests remain unfulfilled?

Answer 7. The Navy's recommendations can be found in Chapter 8 of the 2007 AICUZ Update. We will continue to work closely with local governments regarding these recommendations.

Question 8. Can NAS Key West institute similar changes regarding noise reduction measures as did NALF Fentress?

Answer 8. NALF Fentress reduced noise impacts by restricting aircraft while they were in the FCLP pattern and utilizing roads and DME for their pattern. NAS Key West does this as well.

Question 9. Of the total FCLPS reported, 94% of them reported were performed by the E-2 and C-2. Are these numbers correct?

Answer 9. Yes.

Question 10: The numbers for modeled operations on pages 3-8 and 3-9 do not add up. What are the correct numbers?

Answer 10. Naval Facilities Engineering Command Southeast discovered a misprint in the way the tables were created. The corrected tables are attached.

Question 11. 84% of the FCLPs being modeled are for the E-2 and C-2, leaving only 16% of the FCLPs for all other Navy aircraft. Are these numbers correct? If not, what are the correct numbers used to model noise contours?

Answer 11. See question 9.

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Question 12. Does the 61,400 total operations equal only the number of "operations counted as 2"? Should the Grand Total actually be 61,400 + 52,742, or 114,000, to include all operations?

Answer 12: No. AICUZ development may collect and analyze the same data differently depending on what is being measured.

Question 13. How many F-22 operations were planned for their most recent deployment to NAS Key West? How many operations were actually flown?

Answer 13. There were 152 F-22 sorties during their recent training detachment to Key West. Please contact the Air Force regarding your planning question. F-22 operations are consistent with type, intensity, and setting of other aircraft presently operating at NAS Key West, and are conducted in accordance with all applicable standard operating procedures.

I appreciate your interest in learning the facts about our recommendations regarding compatible use development around NAS Key West. The air station requires the support of our neighbors and local governments to do our mission.

Sincerely,



J.R. BROWN
Captain, U.S. Navy
Commanding Officer

AIRCRAFT MIX AND OPERATIONS

3.2.3 CY07 Modeled Aircraft Flight Operations NAS Key West

Aircraft flight operations information, as projected for CY07 for noise modeling, is presented in Table 3-4. Eighteen aircraft types are listed in descending order of total flight operations. The operations types include departures, straight-in full-stop arrivals, overhead-break arrivals, carrier-break arrivals, T&G, FCLP, and GCA Box. Approximately 3,925 operations, or 6 percent of grand total aircraft operations are expected to occur during the nighttime (2200-0700 local time) period with nearly 31 percent of those nighttime operations conducted by the F/A-18C/D and E/F aircraft and 57 percent by the E-2/C-2 turboprop aircraft. Table 3-4 shows the F/A18E/F, F/A-18C/D and the E-2/C-2 aircraft are projected to be the top three contributors to grand total operations, or approximately 70 percent of the grand total.

Table 3-4 CY07 Modeled Aircraft Flight Operations

Aircraft Type	Departures			"Straight-In" Full-Stop Arrival			Overhead Break Arrival (1500' AGL)			Carrier Break Arrival (800' AGL)		
	0700-2200	2200-0700	Total	0700-2200	2200-0700	Total	0700-2200	2200-0700	Total	0700-2200	2200-0700	Total
F/A-18E/F	6,396	343	6,739	498	129	627	3,469	200	3,669	2,429	14	2,443
F/A-18C/D	6,543	147	6,690	655	74	729	2,501	75	2,576	3,390		3,390
E-2/C-2	956		956	165	52	217	339		339	600		600
Transient Transport Aircraft	1,839	8	1,847	1,983	38	2,021	19		19			
A-4	1,620	2	1,622	2	2	4	1,518		1,518			
T-45C	720		720				150		150	570		570
T-34	1,224		1,224	424		424				800		800
F-16	470		470	170		170				300		300
F-15A	420		420	120		120				300		300
Helicopters	355	31	386	355	30	385						
AV-8B	300		300	50		50	100		100	150		150
F-5E/F	240		240	24		24	54		54	162		162
T-39	132		132	32		32				100		100
EA-6B	100		100	20		20	20		20	60		60
Learjet	20		20	20	4	24						
T-1	12		12	6		6				6		6
Boeing 707	6		6		3	3						
KC-135	6		6		3	3						
G-1	5		5		3	3						
KC-10	3		3									
Total	21,367	531	21,898	4,524	338	4,862	8,170	275	8,445	8,867	14	8,881

(Continued Next Page)

AIRCRAFT MIX AND OPERATIONS

Table 3-4 CY07 Modeled Aircraft Flight Operations (Continued)

Aircraft Type	Touch and Go*			FCLP* (600 Feet AGL)			GCA Box* (1,500 Feet AGL)			Grand Totals		
	0700-2200	2200-0700	Total	0700-2200	2200-0700	Total	0700-2200	2200-0700	Total	0700-2200	2200-0700	Total
F/A-18E/F	1,108		1,108	801	483	1,284	54	29	83	14,755	1,198	15,953
F/A-18C/D	406		406	218	44	262	96		96	13,809	341	14,150
E-2C-2	206		206	8,380	2,160	10,540	80	30	110	10,726	2,242	12,968
Transient Transport Aircraft	935		935				585		585	5,360	45	5,405
A-4	200		200				125	20	145	3,465	24	3,489
T-45C	700		700	400		400	10		10	2,550		2,550
T-34										2,448		2,448
F-16							120		120	1,060		1,060
F-15A							120		120	960		960
Helicopters										710	62	772
AV-8B										600		600
F-5E/F							6		6	486		486
T-39										264		264
EA-6B										200		200
Learjet										40	4	44
T-1										24		24
Boeing 707										6	3	9
KC-135										6	3	9
G-1										5	3	8
KC-10										3		3
Total	3,555		3,555	9,799	2,687	12,486	1,196	79	1,275	57,477	3,925	61,402

Source: Review of ATAR reports conducted by Wyle Laboratories in cooperation with NAS Key West ATC. Contained in CY 07 Aircraft Noise Study for NAS Key West Florida, Wyle Laboratories, 2003.

Notes: * Patterns counted as two operations. AGL: Above Ground Level.