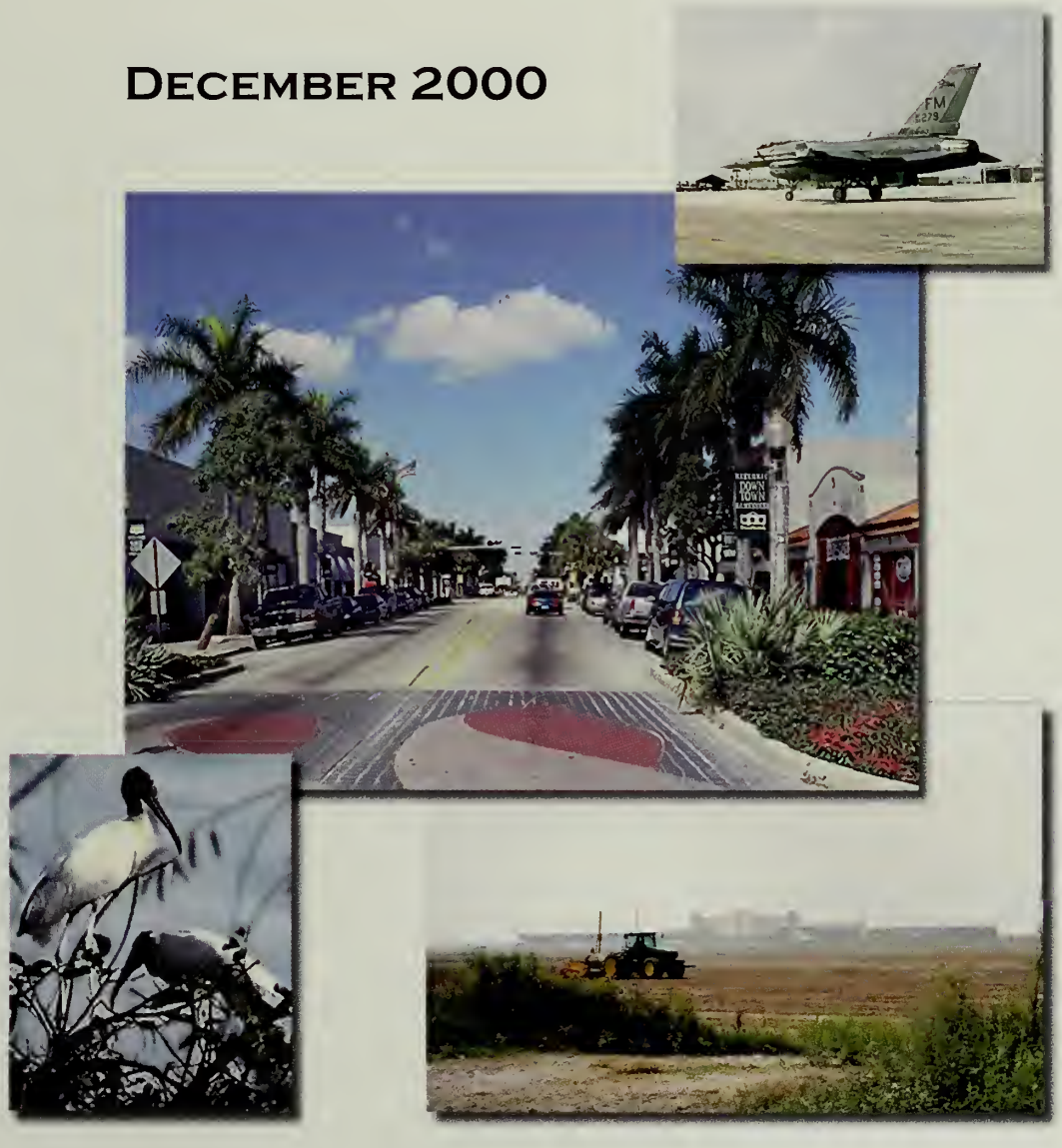
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Final Supplemental Environmental Impact Statement

Disposal of Portions of the Former Homestead Air Force Base, Florida

December 2000



Volume II: Appendices


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FINAL
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

DISPOSAL OF PORTIONS OF THE FORMER HOMESTEAD AIR FORCE BASE, FLORIDA

Volume II: Appendices

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FAA's Analysis of Aviation Growth and Airport Capacity:

The Potential Role of Former Homestead AFB as a Civil Airport

September 2000

Purpose

This paper addresses FAA's perspective on the civil aviation need to reuse Homestead AFB as a commercial service airport.

It is difficult to forecast the details of future aviation activity with precision, particularly for a surplus military airport such as Homestead AFB where there is no history of civil use. However, demographic and economic factors that influence the scale and distribution of aeronautical demand are well understood. A number of national and local factors exert a powerful influence over aviation growth and airport requirements to accommodate that growth.

National Factors

National Importance: The performance of the air transportation system affects the lives of millions of people daily, and any major disruption brings a quick reaction. Severe congestion during the summer of 2000 was covered extensively by the national news media. Aviation system performance and capacity, including the need for more runways to relieve congested airports, are of national concern. In the US Congress, the Senate and House have both held recent hearings on this issue, and the Secretary of Transportation and FAA Administrator are engaged in finding solutions.

Size and growth of the air transportation industry: Commercial aviation has flourished in the United States. In 1998, 680 million passengers enplaned at US airports.

The industry is considered fairly mature, and growth is no longer as rapid as it was in the high-growth periods after the introduction of jet aircraft and economic deregulation of air transportation. Growth in aviation during the next ten years is expected to be slightly faster than growth in the economy overall, with domestic passenger enplanements increasing at 3.6% per annum.

The international and cargo segments of air transportation will have higher growth rates. The most rapidly growing passenger market will be to and from Latin America, increasing at 6.1% per annum. Domestic air cargo is expected to grow at 5.4% annually and international at 6.7%. While about half of all cargo is

now carried in the belly compartments of passenger aircraft, growth will be more rapid for dedicated cargo aircraft or freighters.

The growth of all segments (domestic and international, passengers and cargo) is expected to double the demand for air transportation at Miami International Airport in less than 20 years.

National economic significance: Aviation plays a disproportionately important role in the US, where less than 5% of the world's population consumes about 40% of all air transportation. About 90% is for domestic travel. This high rate of air travel is partly due to trip distances, which are about twice as long in the US as in Europe. Many important products are shipped by air, particularly high value, low weight, perishable commodities. In foreign trade, about 1/3 of US exports and ¼ of imports by value are shipped by air. The great importance of air transportation has led to increasing concern about the adequacy of airports in metropolitan areas.

Concentration of traffic: Commercial air transportation tends to concentrate at a single airport until it is forced to redistribute by congestion and delay. Concentration of traffic permits airlines to enjoy the economic benefits of large-scale operations and avoid expenditures on redundant staff and equipment at supplemental airports. Passengers also benefit, and tend to prefer very busy airports because of the wide range of services and multiple alternatives available there. The concentration is most obvious in metropolitan areas. The busiest 25 airports in the US account for 63% of all passenger enplanements. International traffic is even more concentrated at a few traditional ports of entry.

Specialized roles in multi-airport systems: Concentration often results in congestion and delay. The busiest 25 airports account for about 86% of delays to air traffic in excess of 15 minutes. Severe congestion can offset the advantages of concentration of traffic, forcing some redistribution of traffic to other airports. When this occurs, a system of specialized airports develops. In the first phase of specialization, general aviation aircraft relocate from the commercial service airport to conveniently located reliever airports. The Miami area has an extensive system of reliever airports serving general aviation, including Opa Locka, Kendall-Tamiami Executive, Homestead General Aviation, and the Dade-Collier Training and Transition Airport.

Further specialization is difficult to achieve because many aspects of commercial aviation are interrelated and are most efficient when they are co-located. For example, international air cargo is usually co-located with international passenger operations in order to give shippers access to low cost space in the baggage holds of passenger aircraft. Domestic passenger flights are co-located with international in order to facilitate connections. Similarly, the operators of commuter aircraft and regional jets usually want to co-locate with major airlines because many of their passengers are connecting with flights to another ultimate destination.

Some specialized carriers can prosper at supplemental airports. Lower cost carriers that do not interconnect with other airlines, most notably Southwest Airlines, will often locate at a supplemental airport where adequate runway length and passenger terminal facilities are available, if that airport offers convenient access to a large passenger market. Integrated cargo carriers such as FedEx and UPS have been willing to operate at outlying airports that offer good highway access, no restrictions on night flights, and access to lower cost labor and facilities. Charter passenger operations can also be attracted to supplemental airports. For example, Orlando Sanford Airport enplanes about 400,000 passengers annually, almost entirely on charter flights.

A supplemental airport may also develop into a full service passenger facility providing short and medium haul air transportation to residents of the surrounding area. This tends to occur when the primary airport is severely congested and the secondary airport is very convenient to a substantial part of the market. The scale of service at the secondary airport may be constrained by opposition from neighbors to aircraft noise and by competition from carriers at the primary airport.

Local Factors

Tourism: Tourists use air transportation as a preferred means of access to Florida resort areas. This has motivated Florida's airports to emphasize the level of service provided to air passengers. Every effort is made to ensure that travelers have a pleasant experience, with a minimum of crowding, stress and delay, and maximum convenient access to concessions such as food and car rental. The high level of activity at Miami International and its complex role as an international airport have made it difficult to maintain a high level of service. Growth in demand and increased congestion will further strain the level of service at Miami in the future.

Gateway to Latin America: International air transportation tends to concentrate sharply at gateway airports, which are located in large cities with convenient location in terms of short flight distance to foreign destinations. Miami has a very strong position as the gateway to Latin America, which was reinforced recently by a major investment of American Airlines in a modern passenger facility. A number of US cities, including Orlando, Houston and New Orleans, are eager to attract Latin American traffic, but Miami has a distinct advantage in maintaining its current dominant role, due to historic, geographic and demographic considerations. International traffic generally requires long runways, in the range of 10,000 to 12,000 feet, to permit departures by heavily loaded, long-haul aircraft. It also places relatively heavy demands on runways and terminals, because it peaks sharply at preferred travel times and requires specialized gates and dedicated Federal inspection facilities. Miami has accommodated this in part by developing terminal facilities that can be used by both domestic and international flights (swing gates).

Space Limitations at Miami International: Miami International is the tenth busiest US airport, with over 16 million passengers enplaned annually, but it occupies a relatively small site of 3,300 acres. The average size of the 31 busiest airports in the US, with activity ranging from 9 to 38 million enplanements annually, is 6,054 acres, almost twice as large as Miami. Only two of the nine airports that are busier than Miami International have smaller land areas—Phoenix, which primarily handles domestic traffic, and Newark, which handles much less international cargo. Miami is making good use of its limited space, developing an efficient multistory terminal building and proposing to move access facilities to an off-airport intermodal center, but continuing growth in demand will inevitably lead to crowding and congestion.

New Airport Construction: Florida has a very extensive system of airports, largely developed for military purposes during World War II and then converted to civil use and gradually improved and supplemented to meet rising demand. Only one major new commercial service airport has been built in Florida—Fort Myers/Southwest Florida Regional Airport. Extensive efforts during the past thirty years have not produced a viable site for a supplemental air carrier airport in the Miami area. The heavy use of airspace by existing airports and the lack of large plots of suitable vacant land (I.e., not currently urbanized or within dedicated park/refuge/preserve/conservation areas) make a major new airport in the region extremely unlikely.

Expansion of Existing Airports: The roles and capacity of the existing airports in the Miami area are largely determined by their location, size, facilities, and historical pattern of use (see Attachment 1). Fort Lauderdale-Hollywood International Airport has the potential to divert some growth in demand from Miami International, and it is already performing that role, serving passenger demand from northern Dade to central Palm Beach County. The airport is busy and has recently expanded its facilities; its potential to further supplement Miami International is limited. Opa Locka Airport may be expanded and converted to commercial use, but runway length and environmental/community factors limit its prospects to accommodate all of the future demand. The only other airport with notable potential to supplement Miami International is Homestead.

Potential Future Role of Homestead as a Civil Airport

Need: Miami International is a very busy airport that will face serious congestion during the next 10 to 20 years. The airport cannot be expanded beyond the fourth runway, so some redistribution or curtailment of traffic growth will probably be necessary.

Suitability for Civil Use: Even though it has only a single runway, Homestead is well suited to accommodate commercial traffic. Its runway dimensions and airfield orientation are very similar to Fort Myers/Southwest Florida International Airport, which serves a range of air carrier, air taxi, general aviation and military

users. The location of Homestead to the south of Miami International's congested airspace and its past use as a military airfield would make it easier to develop approach and departure procedures for civil operations. Its availability would increase the capacity and flexibility of the regional airport system.

Users: The potential users of Homestead (and the time frame in which they could be expected to develop) include:

- General aviation (immediate)
- US Air Force Reserve and Florida Air National Guard (immediate)
- Specialty niche low cost air carrier (near-term)
- Charter operations (near-term)
- Air cargo operations, particularly integrated carriers (near-term)
- Local non-connecting domestic and Caribbean markets (long-term)

Civil activity would probably develop gradually at Homestead and include growth in traffic that might otherwise be served at Miami International.

Economic Factors: Growth in civil activity would stimulate the economy of the Homestead area, providing a substantial number of relatively high paying jobs, and making the area more attractive to types of businesses that require access to air transportation. It would also serve the local demand for air transportation, which is expected to increase substantially as the area south of Miami is developed for residential use. Absent a commercial service airport between Miami and the Keys (Marathon or Key West), there would be extended travel times for people in this area to a more distant airport.

Conversion to civil aviation would make cost-effective public use of the public investment in Homestead. It would cost more than $100 million to duplicate the existing runway, and the replacement value of the entire airport, including land and infrastructure—if a replacement location could be found—would probably exceed $500 million.

Environmental Factors: The addition of commercial runway capacity at any location will have environmental impacts. The amount of land included in national parks, preserve, conservation areas, etc. is so extensive in south Florida that it is virtually impossible to avoid flying over them, regardless of airport location (See map in Attachment 2). In FAA's opinion, the Homestead SEIS's analysis of environmental impacts does not predict a level of impact to the national parks or ecosystem sufficient to preclude Homestead from serving commercial aviation—particularly when mitigation is included. Homestead has been a highly active airfield for years and will, in any case, remain operational for military and other government aircraft use. To construct and operate a comparable commercial runway at another location would result in greater environmental impacts than adding civil use to the existing Homestead runway.

Alternatives: The alternatives to accommodating some portion of future commercial aviation growth at Homestead are limited. The current system of airports in the region does not appear to be sufficient, except on a short-range basis, to meet the increasing demand for air transportation. Some redistribution of traffic to Fort Lauderdale-Hollywood International Airport and Opa Locka (provided Opa Locka fulfills a commercial service role) would be expected, but these airports have limits (refer to Attachment 1). Any further redistribution of traffic would require extensive airport expansion that currently appears unlikely, but might become locally acceptable if congestion reached crisis proportions. The length of time required to plan, environmentally assess, and construct a major new commercial runway is typically at least 10 years.

In a highly congested situation, the lack of airport capacity would stifle further growth in air transportation, curtailing competition and raising costs. The situation would discourage discretionary travel and limit the options for low cost niche carriers and charters. Severe congestion could eventually offset the geographic advantage of Miami and lead to the fragmentation and relocation of some international passenger and cargo activity to other major cities.

Attachment 1 – Airfield Capacity in Southeast Florida

Attachment 2 – Map of Southeast Florida

Airfield Capacity in Southeast Florida

Miami International Airport (MIA):

- FAA supported the need for a fourth air carrier runway and completed an EIS.
- Homestead was not a viable solution to MIA's capacity problem in the short term (2000–2005) due to uncertainty of re-use.
- An analysis by the FAA Technical Center in August 1999 calculated the airfield capacity, with the fourth runway, to be 648,000 operations annually. Using the most recent FAA forecast information, the airport is forecast to reach capacity between 2009 and 2010. Dade County Aviation Department's most recent estimate is 2010.
- As capacity is reached, aircraft delays increase. In 1998, before the fourth runway, air traffic delays at MIA were estimated to cost the airlines more than $75 million in aircraft operating costs.
- There is no other land available at MIA to accommodate any other major capacity improvement without significant impact to the surrounding communities by acquiring these communities and relocating people.
- For Calendar Year 1999, MIA was 60% origin and destination (O&D), meaning that 60% of its passengers begin or end their trips in the airport's regional market area.
- MIA is about an hour car ride north of Homestead.

Fort Lauderdale-Hollywood International Airport (FLL):

- FAA is preparing an EIS to extend and widen the south runway. If this project is approved and completed, there will be no more land available to accommodate improvements to add capacity. The airport is restricted by I-95 on the west, US 1 and FEC Railroad on the east, dense residential and I-595 on the north, and dense residential and Griffin Road (6-lane) to the south.
- According to the FAA's 1993 Capacity Enhancement Plan and using the latest FAA Terminal Area Forecast, FLL will be considered a congested airport in 2014–2015, factoring in the extension and widening of the south runway. This congestion determination is based on FAA's National Plan of Integrated Airports System (1998–2002) guidance that the practical capacity of an airport is reached when the average delay per aircraft operation is in the range of 3 to 5 minutes. At this point the estimated annual delay cost to the users is $30.0 million.
- FLL is primarily an origin and destination (O&D) airport, with approximately 95% of its passengers beginning or ending their trips in the airport's regional market area.

- According to FLL's preliminary draft EIS, the air service region for FLL encompasses central Palm Beach County to northern Dade County. FLL is about a 40-minute car ride (27 miles) north from MIA, assuming no ground traffic congestion.

Opa Locka Airport (OPF):

- Miami-Dade County has indicated the possibility of Opa Locka as a supplemental commercial service airport to MIA in addition to Homestead. (As a one-runway airport only, Homestead alone would not fully meet future airport capacity needs.)
- The longest runway is 8,002 feet and designed to B-727 loading, but cannot be further expanded without relocation of roads to maintain a standard safety area. There are also two shorter runways that can minimally (at best) be expanded. The County is currently studying the possibility of extending one or two runways.
- The Miami Dade Aviation Department (MDAD) has indicated interest in applying to FAA for a Part 139 Certificate, which would permit scheduled air carrier service.
- Residential communities are located in both approaches of the 8,000-foot runway, and there are environmental and community concerns about commercial service and possible expansion.
- Even if expansion is achieved, OPF is not viewed as providing sufficient capacity and service capability to negate the need for Homestead.
- OPF is about an hour car ride (40 miles) from Homestead and about a half-hour car ride (9 miles) from MIA.

Kendall-Tamiami Executive Airport (TMB):

- The longest runway is under 5,000 feet. Although this runway can be expanded, the airport is surrounded by dense residential development.
- TMB is not currently considered to be a reasonable candidate for expansion for commercial service.

Dade-Collier Training & Transition Airport (TNT):

- TNT has a 10,500-foot runway with an Instrument Landing System approach and full parallel taxiway. It is an ideal commercial service runway.
- TNT is located in the Big Cypress just north of Everglades NP. Although there is room to expand, it would be seriously challenged on environmental grounds. TNT was prevented from expanding in the late 1960's by the Everglades Jetport Pact.
- TNT is 35 miles west of MIA and is served by a two-lane road (US 41).

- High-speed rail from TNT to Miami would probably be needed in order to provide adequate ground access to TNT, if environmental issues could be resolved.

Marathon Airport (MTH):

- Closest commercial airport to the south of Homestead. It is about a 2-hour car ride (83 miles) from Homestead. This airport is limited to a 5,000-foot runway with no room for expansion. The existing runway-taxiway separation would not safely accommodate larger aircraft.

Key West International Airport (EYW):

- This airport is about a 3-hour car ride (134 miles) from Homestead. This airport is limited to a 4,800-foot runway with no room for expansion. The existing runway-taxiway separation would not safely accommodate larger aircraft.

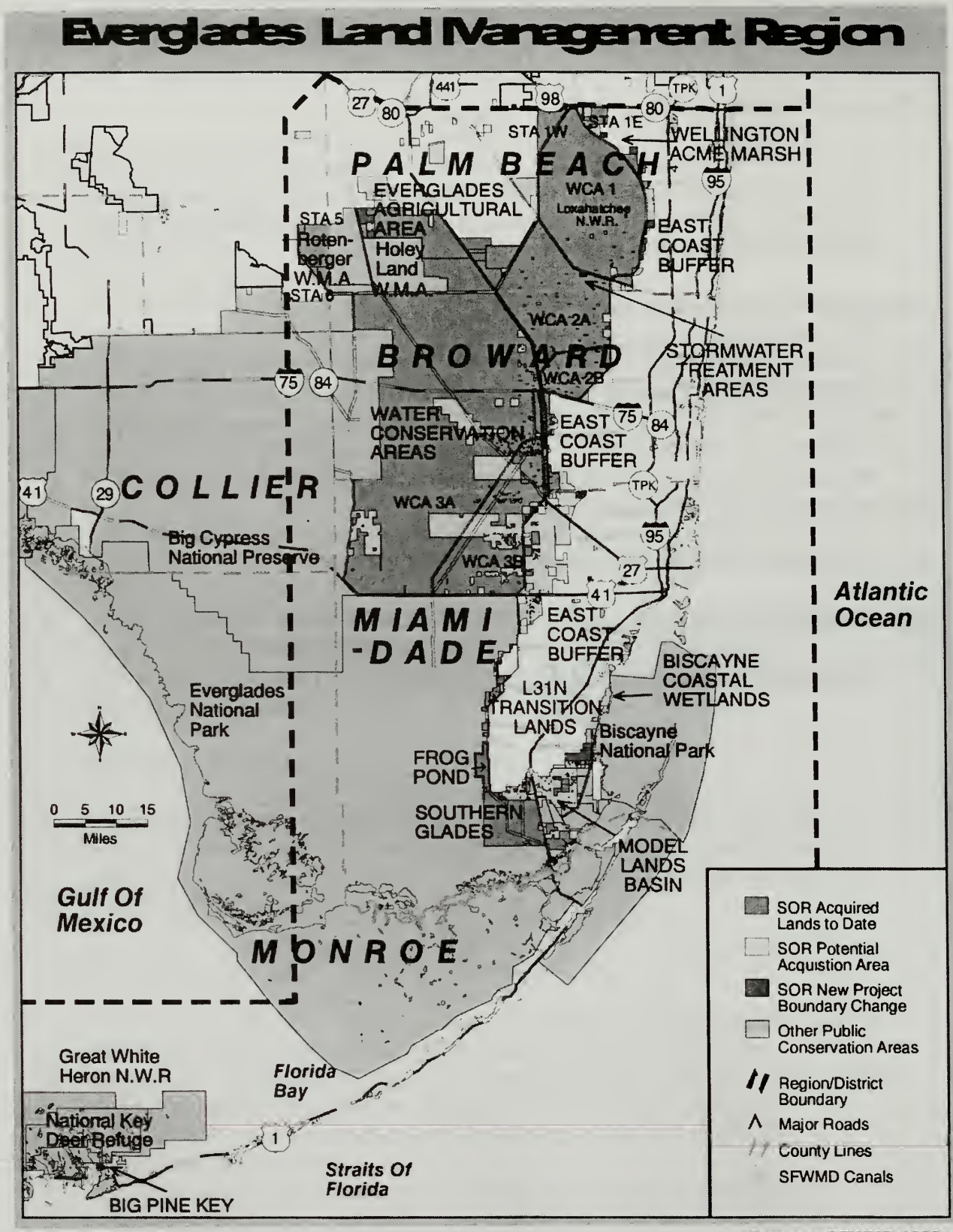
Homestead General Aviation Airport (X51):

- Not viable for commercial service.

Opa-Locka West Airport (X46):

- Not viable for commercial service.

Map of Southeast Florida



Source: SFWMD 1999a

HOMESTEAD REUSE SEIS

AIRPORT PLANNING DATA TECHNICAL REPORT

Prepared for FAA and USAF

Prepared by Landrum & Brown

October 24, 2000

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INTRODUCTION

This technical report was prepared to provide aviation planning data for use and in support of the Homestead Reuse Supplemental Environmental Impact Statement (SEIS). The information contained in this report is based on previous planning and environmental studies conducted for Homestead Airport as well as other relevant South Florida airport planning studies, supplemented or updated by Landrum & Brown where appropriate. The report is organized in four chapters as follows:

- *Chapter 1 - Proposed Project Airport/Airspace Planning Data*. This chapter reviews, validates and updates existing planning data relative to the Homestead Reuse SEIS's Proposed Project. This proposal consists of developing the Homestead site into a commercial service airport.

- *Chapter 2 - Miami-Dade County's Plans for Future Runway Development At Homestead*. This chapter presents Miami-Dade County's plans for development of a second runway at Homestead Airport and provides planning data for when a second runway may be needed in the future. Additional information is provided regarding the difficulties in establishing new commercial service airports and the general approvals governing airport project development.

- *Chapter 3 - Aviation Activity Related to Commercial Spaceport Alternative*. The facilities and operations requirements if Homestead would be developed as a Commercial Spaceport are described in this chapter based on available information from interested operators and governing agencies.

- *Chapter 4 - South Florida Aviation Demand and Airport Capacity*. A summary of South Florida's forecast aviation demand and the ability to meet this demand with existing airports is presented in this chapter. Supporting information regarding Miami-Dade County's search for a new commercial service airport site over the past 30 years is also presented.

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CHAPTER 1. PROPOSED PROJECT – AIRPORT/AIRSPACE PLANNING DATA

1. INTRODUCTION

The purpose of this chapter is to review, validate and update, as needed, existing planning data related to the Homestead Reuse Supplemental Environmental Impact Statement (SEIS) Proposed Project for the years 2000, 2005, and 2015. The following key elements are included in this review:

- Activity Forecast
- Facility Requirements and Land Use
- Airspace Flight Tracks

The recommendations in this chapter are based on our understanding of Miami-Dade County's (the County) objectives pertaining to the development of Homestead Regional Airport (HST), which are summarized in the following section.

This chapter also includes a description of the aviation activity and facilities for a scenario beyond the year 2015 in which HST could reach the capacity of its single runway.

2. SUMMARY OF MIAMI-DADE COUNTY'S OBJECTIVES PERTAINING TO HOMESTEAD REGIONAL AIRPORT

The analysis of forecasts and facility requirements for the Proposed Project Alternative is based on Miami-Dade County's objectives pertaining to HST development. These objectives are:

- Conveyance of the base for use as a commercial airport.

- Continued development of Miami International Airport (MIA) as South Florida's primary domestic and international commercial airport. The County's current Airport Development Program for MIA is estimated to cost on the order of $4 billion, and includes a fourth runway.

- Development of HST as a supplemental air carrier airport to MIA. HST is expected to accommodate any type of aviation activity occurring in the County such as scheduled air carrier, cargo, maintenance, charter, military, and general aviation aircraft activity.

The County's Comprehensive Development Master Plan (CDMP) was amended on June 16, 1998, to include the State's limited approval of the County's plans for HST, obtained through the Florida Statutes, Chapter 288 process. The amended CDMP limits development by 2005 to the existing runway and portions of the ultimate functional uses described in the *1994 Homestead Air Force Feasibility Study, Airport Master Plan.* The SEIS will assume the limited development reflected in the amended CDMP for 2005. Full 2015 buildout is also stated in the CDMP as an objective, although it is not pursued at this time. Any development of HST beyond the level currently pursued would require additional approvals by the State and the County Commissioners.

It is expected that conveyance could occur in the year 2000. General aviation activity could start as soon as the County opened the airport for civilian use, which would be soon after transfer. Substantial air carrier activity could not occur until passenger terminal facilities are completed. If design and construction commence immediately after conveyance and approvals are in place, initial landside facilities could be available as early as 2002.

3. REVIEW AND PRELIMINARY ASSESSMENT OF PLANNING DATA FOR PROPOSED PROJECT

Landrum & Brown (L&B) has examined the following Homestead planning documents with the purpose of identifying and reviewing previous analysis related to the aviation activity forecasts, facility requirements and airspace flight tracks for the Proposed Project Alternative:

- *The Homestead Air Force Base Feasibility Study, Airport Master Plan,* Post, Buckley, Schuh, & Jernigan, 1994, (the 1994 Master Plan). The 1994 Master Plan is the basic planning document for HST. The Master Plan identifies and evaluates various development concepts for HST and provides detailed airport plans and a financial feasibility analysis. This report was the basis for the Airport Layout Plan.

  The 1994 Master Plan developed aviation projections based upon a market analysis of Miami-Dade County and specifically the Homestead area, consistent with national factors that influence aviation demand. The report presents forecasts of commercial passengers, aircraft maintenance activity, military use, general aviation activity, and air cargo tonnage from which aircraft operations estimates were developed. In addition, facility requirements were derived for each type of activity to identify necessary improvements to the airfield, ramp, terminal, ground access, etc.

- *Final Environmental Impact Statement (FEIS),) Disposal and Reuse of Homestead Air Force Base, Florida,* U.S. Air Force, 1994, (the 1994 FEIS). The 1994 FEIS was conducted to analyze and evaluate impacts associated with the disposal of Homestead Air Force Base.

- *Draft Homestead Air Force Base FEIS Review,* 1997, (the 1997 Draft FEIS Review). The U.S. Air Force undertook a review of the above FEIS in 1997 to evaluate it based on new information and specific concerns raised by the public. The study, which is a contractor's preliminary draft that was never finished, modified projections of aviation activity for HST from those presented earlier in the 1994 Master Plan and the 1994 FEIS.

- *The Proposed Development Plan for the Homestead Air Reserve Base,* 1994 (HABDI). The Homestead Air Base Developers, Inc., a private group, prepared a proposed redevelopment plan for the Homestead Air Reserve Base (HARB) in 1994. This plan proposed complete redevelopment of the non-military portion of the property to maximize re-use of the facility and increase the economic benefits of the HST's assets. This plan also provides for the expansion of facilities to accommodate the activity projections of the 1994 Master Plan.

- *Draft 1996 Dade County Aviation System Plan,* Dames & Moore, 1996, (the Draft 1996 Aviation System Plan). The Dade County Aviation System Plan was submitted to the County in 1996, but has not been adopted by the County. The concept of the study was to provide an overall direction and coordination of the development of all airport facilities within the County. The focus of the report was on satisfying the overall aviation demand of the region by "assigning" the anticipated growth of aviation activity to specific County airports. This report updated the Miami International Airport's 1994 Master Plan Update projections and presented new general aviation projections for the region. HST was designated as a supplemental commercial airport to MIA that would serve a role of military joint-use, passenger, cargo, and general aviation.

- *Proposed Comprehensive Development Master Plan for Metropolitan Dade County, Florida, Revised 1998,* (the CDMP). This is Dade County's comprehensive planning document, including a draft aviation plan. The plan does not include specific forecasts for individual airports. However, it does require that public agencies plan for increased aviation activity in the region. As defined in the plan, HST's role is to allow growth of commercial service, general aviation and military traffic. Homestead General Aviation Airport is assigned the role of serving general aviation traffic. MIA remains the principal commercial service airport of the region.

Other documents, such as the FAA's Terminal Area Forecast and national 1998 FAA Aviation Forecast report, were also reviewed for their applicability to HST. Preliminary results of the assessment of planning data are presented in the following sections.

(1) Activity Forecast

Most aviation forecasts are not based solely on linear or other mathematical projections of demand, but also on the demographic and economic background of both the entire country and specific geographic region involved, as well as airline and numerous other factors. In addition, an aviation forecast is highly dependent upon competitive market factors that result in consumer/user choices among airports. Forecasting for HST is particularly complex because the airport is a "start-up" of a proposed commercial facility rather than growth of an existing public airport.

This forecast and those previously developed for HST were developed in an unconstrained manner. That is, it is assumed that no airspace capacity, facility limitations, environment issues, lack of funding, land compatibility issues, or other factors will artificially limit or stop the growth of HST. Further, this and the previous analysis assume that free market factors alone would influence aviation demand.

As previously stated in the 1994 Master Plan, because no historical aviation activity data (other than military use) exists for HST, all forecasts were developed using information from other base closure reuse efforts, other commercial airports, existing and anticipated competitive market information, and the consultant's best judgement, as well as the judgement of local aviation officials, the FAA, Air Force, and other responsible parties.

In conclusion, this analysis is based upon what we believe to be reasonable evaluations of current and future conditions. Please recognize that projections are dependent upon numerous future events and uncertainties, therefore, actual results may vary from projections. We have, however, attempted to be optimistic, expecting that HST will attract some of the region's aviation activity. Thus, our estimates are probably a reasonable upper bound of activity that may not occur until further in time than projected.

1.1 Review of Existing Activity Forecasts for Proposed Project Alternative

Several forecasts of aviation activity have been presented for HST as part of previous planning studies. **Table 1-1** compares forecasts of commercial passengers, air cargo tons, based aircraft, and aircraft operations from previous documents.

Table 1-1
Comparative Existing Forecast

	1994 Master Plan			1994 FEIS[1/]			1997 Draft FEIS Review			Draft 1996 Aviation System Plan[2/]		
	2000	2005	2015	2000	2005	2015	2000	2005	2015	2000	2005	2015
Enplaned Passengers	159,941	515,360	1,308,920	922,655	1,008,439	1,300,426	159,941	515,360	1,308,920	N/A	N/A	6,796,000
Air Cargo Tons	7,280	155,101	329,835				7,280	155,101	329,835	N/A	N/A	N/A
Based Aircraft	114	123	149				114	123	149	N/A	N/A	N/A
Aircraft Operations												
Passenger	7,610	23,620	51,220	0	25,130	32,690	7,610	23,620	51,220	N/A	N/A	149,000
Air Cargo	1,560	12,790	21,450	0	8,160	12,120	1,560	12,790	21,450	N/A	N/A	N/A
Maintenance	570	940	1,470	520	580	1,080	570	940	1,470	N/A	N/A	N/A
General Aviation	87,180	98,010	123,160	120,600	146,600	161,300	87,180	98,010	90,152	N/A	N/A	N/A
Military	39,310	39,310	39,310	39,310	39,310	39,310	24,654	27,895	35,708	N/A	N/A	N/A
Total Operations	136,230	174,670	236,610	160,430	219,780	246,500	121,574	163,255	200,000	N/A	N/A	275,000

Notes: Neither the 1994 HABDI plan nor the 1998 CDMP include specific forecasts for HST.
1/ Forecasts in the 1994 FEIS are for years 1999,2004 and 2014. Commercial passengers are shown in 2000, but no operations.
2/ The Draft 1996 Aviation System Plan forecast document does not contain a complete breakdown of forecast activity for 2015 and contains no forecasts for 2000 and 2005.

The 1994 Master Plan forecast has the most extensive level of analysis and justification of projections. It provides an extensive review and detailed explanation of assumptions of factors on which airport master plan aviation forecasts are typically based, including:

- Potential domestic and international service markets for HST
- Niche roles for commercial passenger and air cargo service
- Location of existing Origin and Destination (O&D) demand in South Florida relative to HST versus competing airports
- Potential for passenger connecting service
- Location of general aviation based aircraft owners relative to HST
- Share of demand captured from existing airports
- Industry trends in aircraft fleet
- Industry annual rates of growth

The Draft 1996 Aviation System Plan developed projections of aviation activity for HST based on a different approach and set of assumptions than the master plan. According to the Draft 1996 Aviation System Plan, at some point, commercial aviation demand in the County will grow so large that MIA would lack capacity to handle the volume; excess demand is assumed to then be handled entirely at HST. This results in the assignment of a larger volume of MIA passenger demand to HST than realistic, and it is not a methodology that is accepted by the FAA as a substitute for more rigorous airport master planning. Without a solid air service network and a strong Origin and Destination (O&D) demand base, HST will not capture the high level of passenger demand projected in the Draft 1996 Aviation System Plan forecast. As a "start-up" of a commercial facility, located in a more rural area of the

County, HST cannot generate the local O&D demand and air service network to support the level of commercial service assigned in the Draft 1996 Aviation System Plan, at least until the County's O&D base grows out to the HST area.

In summary, the 1994 Master Plan is the most rigorous of all forecasts developed for HST and it is based on industry standard analytical methods. Thus, the 1994 Master Plan forecast has been identified as the basis on which to assemble the updated SEIS forecast. Additionally, the 1994 Master Plan forecast has been accepted by Miami-Dade County and is the basis of the currently FAA conditionally approved Airport Layout Plan.

However, while the logic and methodology of the master plan are considered to be valid, the projections must be updated to reflect changes that have occurred since 1994. One change of circumstance is that the timing for attainment of the activity levels in the 1994 Master Plan forecast has been delayed. Delays have occurred because the base turnover, construction of new facilities, and marketing of HST did not start five years ago, when anticipated. Substantial time is necessary for the developer(s) to obtain approvals, develop financing, obtain tenant commitments, build/improve/revise facilities, move in, obtain customers/users, etc. HABDI states in their proposal, "It will take twelve to fifteen years to fully develop the base and have the plan fully operational."

The remainder of this section presents the 1994 Master Plan forecast as the foundation for the SEIS activity forecast, but revises the timetable and/or basis for realization of the activity levels based upon current conditions. Because HST is a "start-up" commercial service airport, attainment of any future levels of activity, as projected in previous documents or as updated in this document, are somewhat problematical since it depends on numerous economic factors that are out of the County's control. But for study purposes, they represent an optimistic potential that could be analyzed as a reasonable upper bound for physical and environmental planning. Note that a primary purpose of a master plan is to reserve land and plan for facilities so that, as demand occurs, the necessary facilities have been anticipated. In this regard, it is better to plan for facilities that may actually not be needed as early as they are projected in planning documents like airport master plans.

1.1-1 Commercial Passenger Activity

Homestead Regional Airport has no commercial passenger service at this time, but passenger service is a key future role of the airport. Some of the factors that suggest that commercial passenger traffic may develop at HST are:

- Passenger traffic in the United States and in South Florida is growing; HST could capture some of that future demand.

- Miami International Airport is a busy, congested facility; air traffic from it could spill over or be encouraged to relocate to HST by the County.

- A new airline or an existing airline could establish a service point, or possibly a hub, at HST to serve the southern portion of Miami-Dade County and avoid the competition of MIA.

- HST could develop passenger service to accommodate local demand; this would likely be a regional (commuter) carrier, but it could include jet carriers.

- The airport could someday develop into a connecting facility serving air traffic to the Caribbean and Latin America. This would include potential service to Cuba, if the current sanctions are lifted. Alternatively, other international air service, such as charters, is possible.

While there are a number of factors, such as those listed above, that suggest commercial passenger service activity will grow at HST, other events listed below could occur in the future which would cause commercial passenger traffic not to develop rapidly at HST.

- Although not considered likely by FAA, national and/or local aviation activity might not grow as much as predicted.

- MIA, Fort Lauderdale, Marathon, and other airports could continue to fully serve the needs of South Florida visitors and residents. To meet these aviation demand needs:

  – These airports would have to expand as necessary.

  – Measures would have to be developed and implemented by the FAA that increases existing airspace/airport capacity.

  – Larger aircraft, better airline scheduling, and/or other airline efforts to further expand airfield capacity at existing airports would have to be implemented.

- The current international hub role of MIA could be diminished in the future as other airports (Orlando, Tampa, Atlanta, San Juan, etc.) grow in importance and/or as more direct air service from New York, Chicago, Dallas, etc. reduces the need for a Latin hub.

- Airline business practices and/or alliances could result in a reduction in the number of airports with air carrier service. Nationally there has been a slight annual decrease of airports with commercial service.

- High-speed rail and other mass transit alternatives could reduce the need for regional air service and/or attract air passengers to other airports in the state.

Given the unpredictable nature of the factors that influence commercial air passenger demand, the 1994 Master Plan establishes a reasonable upper-bound benchmark for facility planning. The Master Plan identifies two types of demand that may be attracted to HST as follows:

- Market-Driven – Almost all of the greater Homestead area's origin and destination (O&D) passenger demand is currently handled at MIA. Yet the MIA Master Plan found that approximately 27.8 percent of MIA's passenger base might actually live physically closer to HST. Physical location of an airport within a metropolitan area is one of several factors affecting the airline passenger's choice for air service. Therefore, it is reasonable to assume that HST may capture some of MIA's demand, particularly that which is time, or dollar sensitive.

  This type of demand is projected in the 1994 Master Plan to be 1,053,630 passengers in 2015. The largest component of this travel is viewed to have Latin American and Caribbean destinations. Little or no connecting service is foreseen at HST, since connecting activity depends on an extensive domestic and international air service network (i.e., a large number of destinations and frequent service) which is not likely to exist at HST by 2015. MIA will continue to serve as the primary airport in the region for domestic and international connections.

- Niche or Non-Market-Driven – In addition to the attraction of certain segments of passenger air traffic from MIA, the 1994 Master Plan also identifies the opportunities for new air carriers to offer service from HST. The prime example is service to Cuba, if and when the market reopens. The second example is new airlines initiating service from HST or existing airlines not currently serving MIA initiating service at HST. Such carriers include Midway, American Trans Air (ATA), or Southwest. Foreign service to other points in Central or South America and/or the Caribbean is also possible by existing or new carriers.

Even though the assumptions in the 1994 Master Plan forecast are reasonable, it has been nearly five years since this study was conducted and infrastructure improvements to handle commercial passenger demand have not yet begun at HST. Therefore, the demand that was predicted in the Master Plan for the year 2000 should be assumed to occur in 2005. Once the facilities are in place, anticipated traffic could increase at a faster rate resulting in reaching the demand originally predicted in the 1994 Master Plan by 2015.

The updated commercial passenger forecast is shown in **Table 1-2**. Notice that the year 2000 forecast in the Master Plan is now assumed to occur five years later in 2005, while the 2015 forecast is identical to the Master Plan.

Table 1-2
Commercial Passenger Activity Forecast

Enplaned Passengers	2000	2005	2015
Long-Term, Market Driven Demand			
Latin American/Caribbean International	0	0	870,970
Domestic	0	0	182,660
Subtotal	0	0	1,053,630
Niche Market Service			
Latin American/Caribbean International	0	45,700	72,950
Domestic	0	114,240	182,340
Subtotal	0	159,940	255,290
TOTAL	0	159,940	1,308,920

Aircraft Operations		2005	2015
Long-Term, Market Driven Demand			
Latin American/Caribbean International	0	0	34,510
Domestic	0	0	4,550
Subtotal	0	0	39,060
Niche Market Service			
Latin American/Caribbean International	0	4,570	7,300
Domestic	0	3,040	4,860
Subtotal	0	7,610	12,160
TOTAL	0	7,610	51,220

The above projections represent a significant growth of passenger and related aircraft operations activity which on the average is 23.4 percent annually for passengers, and 21.0 percent for operations. These compare to 3.7 percent annual growth rate of passengers projected by FAA industry wide. While the projected growth for HST is very high, it is the result of the establishment of new commercial air service at a new commercial airport and may in fact be possible. As previously stated, these forecasts are considered to represent an upper bound for environmental and planning purposes and the projected levels may not be attained until post-2015 if actual demand grows at a lower rate than projected. This is, therefore, a conservative forecast to use for the prediction of environmental impacts because the expected activity levels are anticipated to occur only in or after 2015.

1.1-2 General Aviation

Previous forecasts for HST have assumed that general aviation (GA) would constitute the largest portion of the airport's operations. However, several events since the time of the original master plan forecast have dramatically changed the factors that affect the outlook for GA traffic. These factors as well as other more general industry trends are:

- Homestead General Aviation Airport, located approximately ten miles from HST, was assumed to remain open, but with a limited focus on sport aviation (gliders and ultralights) and agricultural aviation. Most of Homestead General's based aircraft were assumed to ultimately relocate to HST. Today, Homestead General is open despite its past pounding by Hurricane Andrew. This GA alternative to HST has two full service fixed-base operators that are currently in business focusing on general aviation and it is the location of several other aircraft related businesses. Homestead General serves a valuable role of basing and training for light aircraft away from the congestion and conflicts with large, high-speed jets. With one north-south and one east-west runway, Homestead General also provides crosswind capability that is necessary for small aircraft and is not available at HST. The Airport also has a separate grass landing area for ultralight aircraft (Runway 9U–27U). Miami-Dade County reported 54,876 operations and approximately 45 based aircraft, 15 of which are ultra-light aircraft, at Homestead General in 1997.

- Many of the general aviation aircraft in the Homestead area were destroyed by the hurricane. Homestead General lost approximately 50 aircraft and Kendall-Tamiami lost some 325. In addition, on February 2 of 1998, 147 aircraft were destroyed by a tornado at Opa-Locka Airport. Since few new general aviation aircraft are being built and time is necessary for acquisition of used units and restoration of local airport storage facilities, many of these aircraft have not been replaced. Therefore, the total demand for general aviation facilities is likely not as large as foreseen in previous studies. While some or all of this demand may eventually return, caution is necessary in the expectation for return of general aviation activity to previously forecasted levels.

- The assumption that general aviation activity will coexist at HST with large volumes of commercial passenger, cargo, and military traffic is also doubtful. This coexistence assumption is in spite of references in several previous studies that high performance and general aviation aircraft do not prefer to mix at the same airport. The 1997 Draft FEIS Review decreases the general aviation traffic forecast slightly because of this important issue. The concern is that jet blast and wake turbulence from jet aircraft interfere with small general aviation aircraft and/or their vast speed difference in the air greatly increases the need for aircraft separation distances to preserve safety. Therefore, most general aviation pilots avoid mixing with commercial activity, if possible, by performing the majority of their operations at exclusively or predominantly general aviation airports. This often leads to the decision of GA aircraft owners to base their aircraft at a GA airport rather than a

commercial type airport. Note that there are two general types of GA traffic – the small, normally single engine type aircraft and the jets or large turboprops of corporations. It is the more numerous small single-engine aircraft that do not prefer to mix with commercial flights.

- Much of the current activity at Homestead General is touch-and-go operations from aircraft based in Dade, Broward, and Collier Counties. These operations, by their nature, can occur at almost any GA airport in South Florida, so future growth of this type of activity is doubtful at HST as it transitions to greater use by large aircraft.

- Current regional GA demand is met by existing facilities, which historically have served a much larger volume of operations (as shown in **Table 1-3**) and which in general have experienced a decrease in activity over the past several years. Table 1-3 shows that in total, the County's airports, have historically accommodated over one million GA operations, while in 1997 total operations were under one half million.

Table 1-3
Historical General Aviation Operations At Miami-Dade County Airports

	Opa-Locka OPF	Kendall-Tamiami TMB	Homestead GA X51	Opa-Locka West X46	Dade-Collier Training TNT	Homestead Regional HST	Miami Int'l MIA	TOTAL
1976	405,862	289,116	115,150	90,000	18,232	N/A	55,842	974,202
1977	452,113	334,021	113,000	90,000	19,983	N/A	66,624	1,075,741
1978	502,376	412,741	111,000	75,000	28,876	N/A	72,791	1,202,784
1979	554,757	431,360	111,600	80,250	31,079	N/A	76,137	1,285,183
1980	414,675	419,302	104,980	80,000	33,323	N/A	71,431	1,123,711
1981	358,542	392,781	104,980	80,000	22,535	N/A	63,021	1,021,859
1982	303,188	295,215	105,170	80,000	8,870	N/A	58,789	851,232
1983	215,463	312,461	105,170	100,000	8,870	N/A	58,789	800,753
1984	167,427	307,771	113,000	100,000	5,194	N/A	73,623	767,015
1985	175,253	302,043	113,300	100,000	7,788	N/A	55,519	753,903
1986	184,103	316,919	119,648	100,000	7,788	N/A	58,300	786,758
1987	197,979	284,566	121,000	104,500	11,370	N/A	56,839	776,254
1988	199,537	303,781	119,640	107,671	12,116	N/A	58,127	800,872
1989	161,408	362,884	117,523	104,500	13,000	N/A	68,112	827,427
1990	188,621	362,240	122,798	104,500	41,907	N/A	79,415	899,481
1991	199,604	336,002	131,762	104,500	15,814	N/A	70,768	858,450
*1992	196,897	263,669	60,000	79,000	14,000	N/A	80,934	694,500
1993	220,947	239,264	48,000	80,400	19,054	N/A	71,199	678,864
1994	215,669	209,680	46,500	80,400	19,054	N/A	70,908	642,211
1995	181,714	190,631	35,730	80,400	21,678	5,449	71,473	587,075
1996	145,502	162,370	42,700	60,000	25,612	5,449	62,800	504,433
1997	117,950	180,741	54,876	16,000	13,804	1,000	64,142	448,513

* Hurricane Andrew – Aug. 24, 1992.
Source: Miami-Dade County Aviation Department

The basic premise of previous GA forecasts for HST was for strong growth of based GA aircraft and related increase in the number of GA aircraft operations in Miami-Dade County. This concept appears to be overly optimistic based on the continuing decline and/or static nature of the local market. The result is a need to estimate the HST GA activity to a more attainable level. This was done by reviewing the assumptions used to develop the 1994 Master Plan GA forecast and updating these assumptions, as needed. The GA forecast of the Master Plan is presented in **Table 1-4**.

Table 1-4
1994 Master Plan General Aviation Forecast

Based Aircraft	**2000**	**2005**	**2015**			
Single-Engine	58	65	80			
Multi-Engine	10	12	16			
Jet	2	3	4			
Helicopter	4	5	6			
TOTAL	74	85	106			
Operations by Aircraft Category				**Operations per Based Aircraft**		
Single-Engine	72,650	80,870	100,210	1,253	1,244	1,253
Multi-engine	10,430	12,100	16,260	1,043	1,008	1,016
Jet	2,090	2,550	3,610	1,045	850	903
Helicopter	2,010	2,490	3,080	503	498	513
TOTAL	87,180	98,010	123,160			
Operations by Destination				**Flights per Based Aircraft**		
Local	41,410	44,105	49,264	560	519	465
Itinerant	45,770	53,905	73,896	619	634	697
TOTAL	87,180	98,010	123,160			

Source: 1994 Master Plan

The Master Plan states that "because operational levels in a general aviation system are tied closely to the number of aircraft based within the system, based aircraft forecasts are crucial to the validity of the overall forecast of aviation demand."

To calculate a base number of aircraft for HST, from which to project into the future, the Master Plan assumed that most of the pre-hurricane based aircraft at Homestead General and 30 percent of aircraft based at other airports in the Homestead region, would relocate to HST. This foundation level of 97 based aircraft was then increased through the study period at the same average annual growth rate of 1.85 percent as defined in the Draft 1996 Aviation System Plan. The resultant number of based aircraft was adjusted downward recognizing that the derived estimate likely provided an absolute upper bound and that it may be more difficult than anticipated to attract GA aircraft to HST. The final forecast of based aircraft, shown in Table 1-4, was 74 aircraft in the year 2000 increasing to 106 aircraft by 2015.

As stated previously, there are only 45 aircraft currently based at Homestead General which is approximately half of the 80 to 100 aircraft based prior to the Hurricane. Additionally, 15 of the 45 aircraft are ultra-lights which are not envisioned to operated at HST. Therefore, the Master Plan assumption that some 70 aircraft would relocate from Homestead General to HST is no longer valid, since this number exceeds the number of actual aircraft at Homestead General.

In addition, the total number of based aircraft in the County has been declining rather than increasing, and other primary GA airports such as Kendall-Tamiami and Opa-Locka, as well as other private airports, have available general aviation capacity. The result is that the current condition is entirely different from 1994 when the Master Plan stated: "In South Florida, though, there are virtually no alternative facilities for general aviation aircraft owners to use."

For these reasons, the updated forecast estimates a lower number of based GA aircraft at HST as follows:

Table 1-5
Based Aircraft Forecast

	2000	2005	2015
Single-Engine	21	23	27
Multi-Engine	10	12	16
Jet	2	3	4
Helicopter	4	5	6
TOTAL	37	43	53

Total based aircraft at HST is forecast to approximately half of previous estimates. Thirty-seven aircraft are estimated in the year 2000, which is slightly higher than the 30 GA aircraft currently based at Homestead General not including the ultra-lights. This assumes that a considerable number of new users will be attracted to HST despite the apparent current lack of demand for GA airport capacity in the immediate Homestead region. This updated based GA aircraft estimate is assumed to provide an upper bound for environmental planning purposes and is not necessarily assured.

The updated based aircraft forecast preserves all the multi-engines, jet, and helicopter based aircraft originally contemplated in the 1994 Master Plan to be based at HST. These are the higher performance portion of South Dade County demand that may be attracted to the longer runway and control tower at HST and would be less intimidated by sharing the airport with high performance military aircraft. The decrease in based aircraft is all in the lower performance, single-engine category of aircraft.

The modified GA aircraft operations forecast utilizes the same ratios previous utilized in the Master Plan to identify the operations per aircraft type and the split between local and itinerant flights. The updated forecast of GA operations is as follows:

Table 1-6
General Aviation Operations Forecast

Operations by Aircraft Category	2000	2005	2015
Single-Engine	26,304	27,993	33,821
Multi-engine	10,430	12,100	16,260
Jet	2,090	2,550	3,610
Helicopter	2,010	2,490	3,080
TOTAL	40,834	45,133	56,771
Operations by Destination			
Local	19,396	20,310	22,708
Itinerant	21,438	24,823	34,063
TOTAL	40,834	45,133	56,771

Note: Less than 500 operations occurred on a special use, permissive basis in 1997.

1.1-3 Aircraft Maintenance

Previous forecasts have indicated the potential demand for aircraft maintenance facilities at HST. The 1994 Master Plan assumes that MD-82, MD-11, and B-767 or equivalent aircraft will receive their C and D checks at HST as described below.

The FAA mandates a range of periodic maintenance services which are typically described by letter designation ranging from "A Check" to "D Check". "A Check" designates the most basic form of routine aircraft maintenance, while "D Check" designates the most complex, costly and time-consuming form of aircraft maintenance. On the basis of these checks and at the request of the aircraft owner/operator, other maintenance, repair or updates are performed on customer aircraft.

The four types of FAA mandated aircraft checks are explained below, but only the extensive C and D checks are expected at HST. The A and B checks are normally conducted while aircraft remain overnight at the airline's principal hub airports.

- A Check – Encompasses a nose to tail and wing tip to wing tip visual inspection for any observable abnormality in the fuselage and control surfaces.

- B Check – Includes the A check inspection, as well as an expanded investigation of internal areas of the aircraft such as oxygen systems, fire detection and suppression systems and emergency lighting. Various access panels are removed to inspect key electrical and mechanical areas of the aircraft.

- C Check – This extensive aircraft maintenance procedure consists of both the cumulative inspection requirements of A and B checks

and additional inspections including the removal of the aircraft's entire interior and exterior fuselage walls, ceilings and floors and flight controls for inspection and repair. In addition, an internal inspection of fuel tanks and engines is conducted. The aircraft flight deck itself is largely dismantled and inspected by avionics experts. There is also a considerable amount of non-destructive testing (NDT) during the C check including x-rays and ultrasonic testing of the airframe and power systems.

- D Check – As the most extensive aircraft maintenance procedure, the D check includes all the elements of the C check with additional NDT as well as the removal of the landing gear system, the aircraft's engines and, in some cases, the wings.

The 1994 Master Plan's forecast of aircraft maintenance activity at HST is a logical expectation since certain existing facilities are potentially available to be converted to maintenance use and the airport is capable of handling large commercial aircraft. Therefore, the Master Plan forecast of aircraft maintenance operations for 2015 is validated except initial operations are delayed five years because of the five-year delay in turnover of the base so that the maintenance hangars can be converted for commercial use. The updated aircraft maintenance forecast is presented below.

Table 1-7
Aircraft Maintenance Operations Forecast

	2000	2005	2015
Aircraft Operations	0	570	1,470

The forecast above assumes a four-bay maintenance operation in the initial year growing to a complete eight to ten bays by 2015. Half the visiting aircraft are assumed to stay two weeks in a C check and half to stay two months in a D check. After maintenance, each aircraft is assumed to fly an average of six operations to verify the airworthiness of the plane prior to return to service.

1.1-4 Air Cargo

Two different types of air cargo are envisioned by the 1994 Master Plan as developing at HST as follows.

- Express Cargo – By far the fastest growing segment of the air cargo industry is the growth of small package express carriers such as Fed Ex, United Parcel Service (UPS) and Airborne. This segment of the air cargo industry has seen double digit annual growth for most of the last decade. For example, Fed Ex, the largest express carrier, had $12.7 billion in revenue in 1997 making it almost as large as Delta Airlines in revenue and with more aircraft (581 to 559). The express hub scenario for HST envisions one of the overnight express carriers supplementing service or moving from MIA to

HST. Extensive Latin American service is also envisioned in this scenario to link with the domestic express flights.

- Latin American/Caribbean Trade Center Scenario – This concept anticipates that HST becomes an important ground transportation hub supporting the just-in-time transport of flowers and agricultural commodities between and among the United States, the Caribbean, Latin America, and possibly Europe. This requires the growth of high volume transport of such agricultural commodities with HST being the trans-shipment and/or U.S. Customs inspection point. The second part of this scenario assumes growth of factories and/or trade centers built adjacent to the airfield where goods are bought, sold, manufactured, warehoused, repackaged or otherwise manipulated.

Just like air passengers, most air cargo to Miami-Dade County currently goes through MIA. But, just like passengers, it is reasonable to assume that some of this traffic and/or new traffic could be attracted to HST, as assumed in the 1994 Master Plan. What will not likely be attracted to HST is mail and other cargo that transfers from one aircraft to another and thus relies upon extensive domestic and international connecting service. Some of this air cargo moves in the belly of passenger aircraft as an adjunct to passenger flights.

The 1994 Master Plan air cargo forecast for 2015 calls for 18,850 annual aircraft operations of express carriers and 2,600 of Latin American/Caribbean Trade Center type service. This forecast is accepted as a potential upper bound of air cargo activity that could occur at HST by 2015. Although air cargo service to HST could potentially start soon after transfer because certain types of air cargo loading/unloading require only aircraft ramp space, any substantial air cargo operation at the airport will require customs clearance warehousing, repackaging, etc. that may require substantial on-airport or close-to-airport facilities. The net result is that air cargo growth at HST is partially dependent on the availability of warehouse facilities, as well as market influences. Since no infrastructure is currently in place to support air cargo, the year 2000 Master Plan traffic estimate is delayed to 2005, but by 2015 the full infrastructure (particularly the vital U.S. Customs capability) is assumed to be in place so that the anticipated air cargo activity can occur. The updated air cargo forecast is presented below.

Table 1-8
Air Cargo Forecast

	2000	2005	2015
Aircraft Operations			
Express Carrier Operator	0	0	18,850
Miscellaneous Cargo Activity	0	1,560	2,600
TOTAL	0	1,560	21,450
Total Enplaned Tons	0	8,040	329,835

1.1-5 Military/Government Activity

The Air Force forecast used in the 1994 Final Environmental Impact Statement (FEIS) was revised for the 1997 Draft FEIS Review. The Air Force recommends that the revised numbers be updated to account for the following:

- More current information is available concerning operations by the Air Force units and by the U.S. Customs Service.
- A steady level of operations in future years is projected by the Office of Air Force Reserves and the U.S. Customs Service. Therefore, this level of operations should be assumed to remain constant in future years.

The updated military and government operations forecast is presented in **Table 1-9**.

Table 1-9
Military/Government Operations Forecast

	Current	2000	2005	2015
Aircraft Operations				
Military	16,224	16,224	16,224	16,224
U.S. Customs	3,600	3,600	3,600	3,600
TOTAL	**19,824**	**19,824**	**19,824**	**19,824**

Sources: U.S. Air Force, U.S. Customs Service.

Although the Air Force has no plans for a second wing at Homestead ARS, the capability to support a second wing exists. The SEIS will acknowledge the long-range possibility of an additional wing at Homestead, however, the discussion of related impacts will be qualitative, not quantitative (i.e. noise contours would not be modeled for that possibility).

1.1-6 Forecast Summary

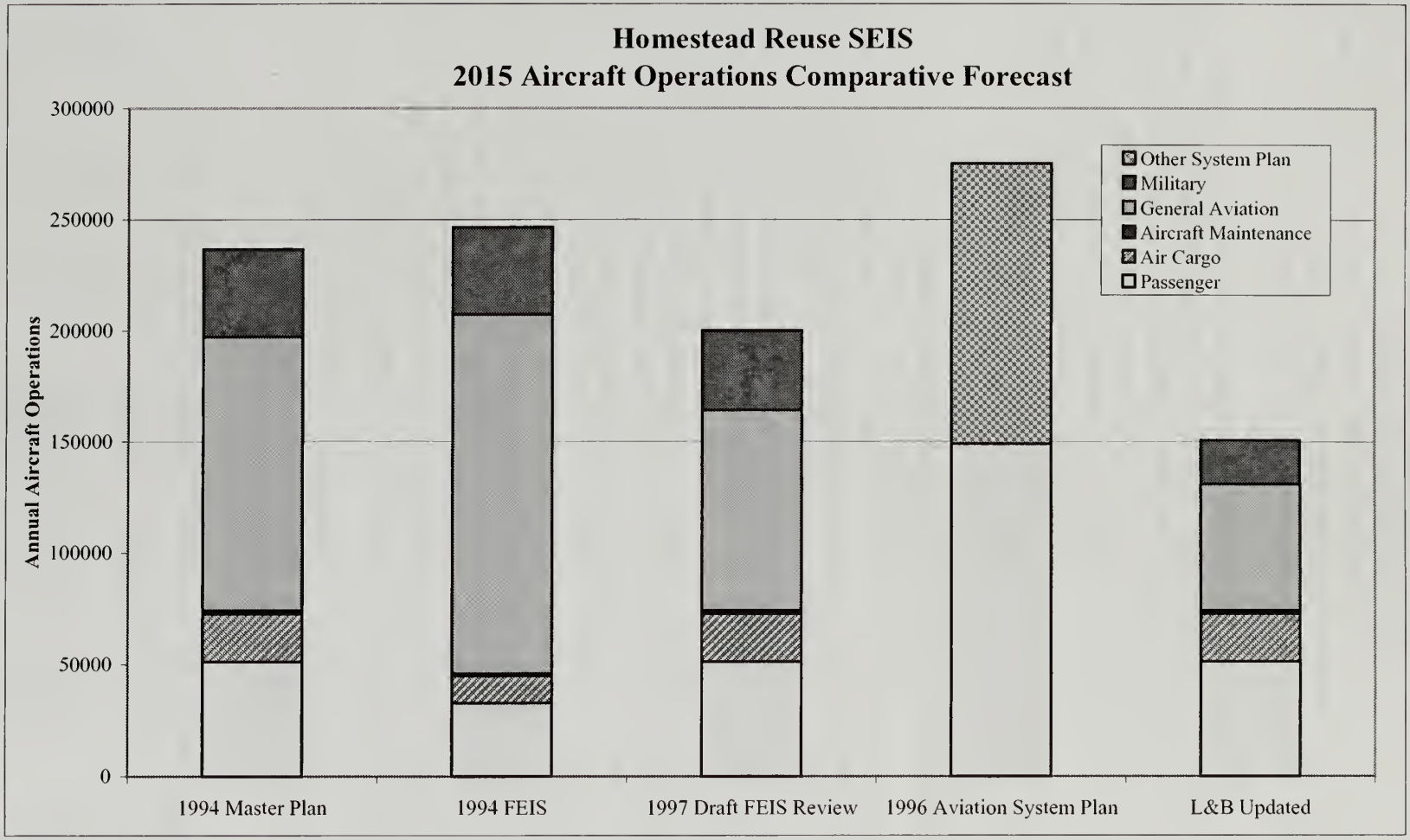
The updated aircraft operations forecast for HST is summarized in **Table 1-10** for the years 2000, 2005 and 2015. Current aircraft operations at Homestead ARS are also included in this table. Forecast operations for 2015 are compared graphically with previous forecasts in **Exhibit 1-1**.

The anticipated commercial fleet mix and flight origins/destinations is the same, or in the same proportion, as presented in the 1994 Master Plan because the basic forecast assumptions and methodology remain unchanged. The anticipated commercial passenger fleet mix, shown in Table 1-10, consists mostly of turboprop commuter aircraft. The commuter fleet also includes some regional jet aircraft. Air carrier jet operations are primarily by narrowbody type aircraft such as the Boeing 737 series, Airbus 320 and MD80. Some Boeing 757 and widebody aircraft such as the Boeing 767 and MD11 are also projected to operate at HST.

Table 1-10
HOMESTEAD REUSE SEIS
AIRPORT PLANNING DATA TECHNICAL REPORT
Aircraft Operations Forecast Summay

			Current	FORECAST		
			(1997)	2000	2005	2015
Commercial Passenger						
Long Term, Market Driven						
Latin America, Caribbean, International						
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	0	0	22,130
Regional Jet	(CRJ, EM4)		0	0	0	7,260
Narrowbody Jet	(B-737/500/300/900, A320)		0	0	0	4,460
Widebody Jet	(MD-11, B-767)		0	0	0	660
Domestic						
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	0	0	1,490
Regional Jet	(CRJ, EM4)		0	0	0	760
Narrowbody Jet	(B-737/500/300/900, A320)		0	0	0	1,410
B-757	(B-757)		0	0	0	380
Widebody Jet	(MD-11, B-767)		0	0	0	510
TOTAL Market Driven						39,060
Niche Market Service						
Latin America, Caribbean, International						
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	0	4,570	7,300
Domestic						
Narrowbody Jet	(B-737/500/300/900, A320, MD-80)	1/	0	0	3,040	4,860
TOTAL Niche Market			0	0	7,610	12,160
TOTAL COMMERCIAL			0	0	7,610	51,220
General Aviation						
Single engine	(C150, C172)			26,304	27,993	33,821
Multi Engine	(PA31)			10,430	12,100	16,260
Jet	(Lear, Citation)			2,090	2,550	3,610
Helicopter				2,010	2,490	3,080
TOTAL GA				40,834	45,133	56,771
Aircraft Maintenance						
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	0	330	620
Narrowbody Jet	(B-737 series, A-320, MD-80, B-727)		0	0	120	410
Widebody Jet	(MD-11, B-767)		0	0	120	440
TOTAL MAINTENANCE			0	0	570	1,470
Cargo						
Express Carrier						
Narrowbody Jet	(B-727, MD-80)		0	0	0	12,570
Heavy Jet	(B-757, B-767, MD-11)		0	0	0	6,280
Miscellaneous Cargo						
Turboprop	(Cessna Caravan, King Air)		0	0	1,040	0
Narrowbody Jet	(B-727, MD-80)		0	0	520	2,600
TOTAL CARGO			0	0	1,560	21,450
Military/Government						
U.S. Air Force	F-16C		12,000	12,000	12,000	12,000
U.S. Air Force	F-15		1,100	1,100	1,100	1,100
Transient	C-141 (C-17 in 2015)	2/	104	104	104	104
Transient	C-5		20	20	20	20
Transient	P-3		1,500	1,500	1,500	1,500
Transient	H65		1,500	1,500	1,500	1,500
U.S. Customs	PA31		900	900	900	900
U.S. Customs	C206		900	900	900	900
U.S. Customs	H60		900	900	900	900
U.S. Customs	C550		900	900	900	900
TOTAL MILITARY/GOVERNMENT			19,824	19,824	19,824	19,824
TOTAL OPERATIONS			19,824	60,658	74,697	150,735

Note: Representative aircraft are provided by category. Actual fleet will depend on the carriers operating at HST.
1/ MD-80 aircraft is assumed to operate in 2005 but not in 2015 under this category.
2/ C-141 is assumed to be replaced by the C-17 by 2015.
Prepared by Landrum & Brown
10/24/00



Note: Other System Plan is the sum of Air Cargo, Maintenance, General Aviation and Military

Prepared by Landrum & Brown
10/24/00

Exhibit 1-1

Typical general aviation aircraft are Cessna 150 and 172, Piper 34 and Lear and Citation jet aircraft. The aircraft maintenance fleet has a larger proportion of turboprop aircraft in the earlier time period (2005) but includes more jet aircraft, narrowbody and widebody, in 2015. Most cargo operations are projected to be by jet aircraft, including retrofitted Boeing 727.

The military and government fleet mix includes a wide range of aircraft from low performance single engine Cessna turboprops to the high performance F16 and F15 fighter jet aircraft. The future fleet mix is based on current activity at Homestead ARS. The U.S. Air Force recommends maintaining the existing fleet mix in future years due to the uncertainty of projecting future types of aircraft. However, the C-141 aircraft is projected to be retired from the Air Force inventory before 2015. The C-17 aircraft is assumed to replace the C-141 aircraft in the 2015 forecast.

1.2 Maximum Use of Single Runway - Activity Forecast

The purpose of this section is to provide a projection of demand beyond the end of the forecast period in 2015 to the point where the maximum capacity of a single runway is reached. Of course, any such look so far into the future is highly speculative, but the purpose is to examine the future character of HST as the airport reaches capacity. For post-2015 forecasting, it is assumed that commercial passenger activity is the principal component of growth. The County's growing population and economy are anticipated to continue to increase the demand for commercial passenger services. Air cargo operations are also anticipated to increase at HST as the airport serves local demand and offers an alternative to MIA, FLL, etc. All other types of demand are likely to remain static or even decline as congestion at HST forces the highly discretionary GA traffic to lower cost and less busy alternative airports. The resulting long-term forecast is presented in the following table. Projections were made as described below, starting with 2015 forecast demand, until the annual aircraft operations forecast reached the capacity estimate of 231,000 annual operations which is approximately in the year 2038. The basis for this capacity estimate is presented later in Sections 2.2 and 2.3 of the report.

Table 1-11
Maximum Single Runway Use Scenario
Commercial Passenger and Operations Forecast

		Annual Aircraft Operations					
Year	Enplaned Passengers	Passenger	Maintenance	Air Cargo	Military	GA	Total
2000	0	0	0	0	19,824	40,834	60,658
2005	159,940	7,610	570	1,560	19,824	45,133	74,697
2010	457,464	19,747	915	5,783	19,824	50,620	96,889
2015	1,308,920	51,220	1,470	21,450	19,824	56,771	150,735
2038	3,933,230	126,243	1,470	26,966	19,824	56,771	231,274

- Commercial Passengers - As stated earlier, the forecast growth of commercial passenger activity at HST between 2005 and 2015 is very substantial, as the airport establishes itself as a new commercial air service facility. Post-2015, passenger activity is forecast to increase at a more modest growth, comparable to the industry average based on the continued growth of the local economy and population base. The Boeing Corporation's June 1998 forecast predicts that near term passenger growth will average 4.9 percent annually. This near term forecast growth was assumed to project post-2015 passengers since the same forces acting on aviation demand today will likely be in place in the future. Based on this growth rate, enplaned passengers could increase from 1.3 million to 3.9 million by 2038.

- Passenger Aircraft Operations - As passengers increase an average of 4.9 percent per year, related aircraft operations are projected to increase at 4.0 percent annually. This slower growth is assumed as aircraft increase slightly in seating capacity. Average enplanements per departure thus increase from 51.1 in 2015 to 62.3 in 2038.

- Aircraft Maintenance - It is assumed that a fully-functioning aircraft maintenance facility will be established at HST by 2015. Post-2015 maintenance operations are not projected to grow, thus reflecting the expected "maturing" of the maintenance facility that would occur as a reasonable market share is reached at HST. The aircraft overhaul and maintenance industry is very competitive and a large number of both airline and contract facilities exist, suggesting that it is not reasonable to expect continuing increase in activity.

- Air Cargo - Air cargo arrivals are anticipated to increase to 30 per day by 2015. This volume of operations is representative of today's daily service by any of the large overnight express companies at other airports plus an average of 25 freight aircraft per day. Such a substantial air freight operation is unlikely to grow at a high rate after 2015 in terms of number of flights since each air cargo company's hub is assumed to be connected by that time with HST. Air cargo volume could continue to grow, however as larger aircraft are substituted over time. Air freight volume will likely grow at 3.2 percent per year after 2015 causing the average air cargo aircraft to increase in size.

- Military/Government - Military and government operations are assumed to remain stable post-2015 at 19,824 annually.

- General Aviation - As the airport gets busier with commercial air traffic, GA activity would be expected to decline. For planning purposes, however, the annual GA aviation activity for 2015 was assumed to remain stable through 2038. Larger turboprop and jet aircraft would be expected to increase as smaller GA aircraft decrease.

By 2038, at maximum capacity of a single runway, HST could be approaching 4 million annual enplaned passengers, which is approximately the size of today's Indianapolis, San Antonio, Albuquerque or Columbus airports. This is far below the activity level of a major airport such as Miami International. Passenger aircraft operations could exceed 126,000 annually, with a total of approximately 231,000 total operations for the airport by all aircraft. The fleet mix and markets served could slowly evolve from those forecast for 2015 as shown in **Table 1-12.**

For comparison, San Diego's Lindbergh Field where commercial passenger, military and general aviation aircraft share a single runway and highly congested Southern California skies in 1997 recorded some 229,000 annual operations. This volume of activity is similar to the projected maximum operations forecast for HST. Lindbergh Field is the busiest single runway commercial service airport in the United States.

(2) Aviation Facility Requirements and Land Use

The level and type of facilities that will need to be in place at HST are a function of the projected aviation demand. On the airside, the activity volumes and fleet mix will determine any future need for a second runway. On the landside, enplaned passenger, based aircraft, and cargo volumes would determine the appropriate terminal, general aviation, cargo, and aircraft maintenance facility sizes.

This section compares the facility requirements or level of development defined for HST in existing documents and recommends reasonable assumptions of facilities to use in the SEIS, based on the facilities identified in these existing documents and the updated demand forecasts. This comparison addresses the major facilities required to operate a commercial service airport.

2.1 Comparison of Existing HST Facility Requirements

The County's plans for developing HST after transfer are documented in the 1994 Master Plan and Airport Layout Plan (ALP), the 1996 long-term lease with base developer HABDI and the 1998 CDMP. The facility requirements defined in each document are compared in **Table 1-13** including the role of the airport as described in each case.

- Airport Master Plan and ALP - As the likely future sponsor of the airport, the County prepared a master plan and ALP. The 1994 Master Plan contains a detailed analysis of facilities required to meet the forecast demand in the years 2000, 2005, and 2015. As shown in Table 1-12, the Master Plan recommends the development of a second runway for general aviation and commuter use at the 2005 demand level and development of this second runway for air carrier use at the 2015 demand level. Terminal and cargo facilities are gradually expanded up to 386,000 S.F. of terminal space and 550,000 S.F. for cargo in 2015.

Table 1-12
HOMESTEAD REUSE SEIS
AIRPORT PLANNING DATA TECHNICAL REPORT
Aircraft Operations Forecast
Maximum Use of a Single Runway

			Current (1997)	--FORECAST --- 2015	2038
Commercial Passenger					
Long Term, Market Driven					
Latin America, Caribbean, International					
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	22,130	4,500
Regional Jet	(CRJ, EM4)		0	7,260	28,500
Narrowbody Jet	(B-737/500/300/900, A320)		0	4,460	17,500
Widebody Jet	(MD-11, B-767)		0	660	660
Domestic					
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	1,490	2,500
Regional Jet	(CRJ, EM4)		0	760	11,500
Narrowbody Jet	(B-737/500/300/900, A320)		0	1,410	13,500
B-757	(B-757)		0	380	4,000
Widebody Jet	(MD-11, B-767)		0	510	510
TOTAL Market Driven				39,060	83,170
Niche Market Service					
Latin America, Caribbean, International					
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	7,300	25,573
Domestic					
Narrowbody Jet	(B-737/500/300/900, A320, MD-80)	1/	0	4,860	17,500
TOTAL Niche Market			0	12,160	43,073
TOTAL COMMERCIAL			0	51,220	126,243
General Aviation					
Single engine	(C150, C172)			33,821	29,000
Multi Engine	(PA31)			16,260	21,000
Jet	(Lear, Citation)			3,610	3,610
Helicopter				3,080	3,161
TOTAL GA				56,771	56,771
Aircraft Maintenance					
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	620	430
Narrowbody Jet	(B-737 series, A-320, MD-80, B-727)		0	410	600
Widebody Jet	(MD-11, B-767)		0	440	440
TOTAL MAINTENANCE			0	1,470	1,470
Cargo					
Express Carrier					
Narrowbody Jet	(B-727, MD-80)		0	12,570	8,500
Heavy Jet	(B-757, B-767, MD-11)		0	6,280	10,500
Miscellaneous Cargo					
Turboprop	(Cessna Caravan, King Air)		0	0	0
Narrowbody Jet	(B-727, MD-80)		0	2,600	7,966
TOTAL CARGO			0	21,450	26,966
Military/Government					
U.S. Air Force	F-16C		12,000	12,000	12,000
U.S. Air Force	F-15		1,100	1,100	1,100
Transient	C-141 (C-17 in 2015)	2/	104	104	104
Transient	C-5		20	20	20
Transient	P-3		1,500	1,500	1,500
Transient	H65		1,500	1,500	1,500
U.S. Customs	PA31		900	900	900
U.S. Customs	C206		900	900	900
U.S. Customs	H60		900	900	900
U.S. Customs	C550		900	900	900
TOTAL MILITARY/GOVERNMENT			19,824	19,824	19,824
TOTAL OPERATIONS			19,824	150,735	231,274

Source: Table 1-10 and Landrum & Brown assessment of 2038 fleet mix.

Note: Representative aircraft are provided by category. Actual fleet will depend on the carriers operating at HST.
1/ MD-80 aircraft is assumed to operate in 2005 but not in 2015 under this category.
2/ C-141 is assumed to be replaced by the C-17 by 2015.
Prepared by Landrum & Brown
10/24/00

Table 1-13
Facility Requirements Comparison

	Long-Term Planning		Near-Term Approvals [3]
	Master Plan [1]	HABDI Proposal [2]	
Role	A commercial airport that will supplement MIA and FLL and will accommodate increased commercial demand.	An international/ Regional hub, which will relieve overburdened facilities at MIA.	A commercial airport to supplement MIA and to fulfil the County's future aviation needs.
Airside			
- Runway	2005 – 2nd runway at 5,500 feet for general aviation and commuter use 2015 – 2nd runway at 9,000 feet	Not described	One runway, but the two-runway ALP is part of the CDMP, and the County will continue to monitor the need for it. Ultimately, the County seeks to achieve full buildout of the ALP (2 runways).
- NAVAIDS	Runway 5 – upgrade ILS to CAT II/III Runway 23 – establish straight-in approach	Not described	
Landside			
- Terminal	2000 - 22,000 S.F. (30,000 domestic) 2005 - 152,000 S.F (35,000 domestic) 2015 - 386,000 S.F. (95,000 domestic)	28,000 S.F. 126,000 S.F. 284,000 S.F.	Start design and construction 95,000 S.F. (includes several non-terminal interim uses) -
- General Aviation	2000 - 167,000 S.F. [4] 2005 - 193,000 S.F. [4] 2015 - 241,000 S.F. [4]	Not described Not described Not described	Not described 122,000 S.F. [5] 122,000 S.F. [5]
- Cargo	2000 - 13,000 S.F. 2005 - 261,000 S.F. 2015 - 550,000 S.F.	120,000 S.F. 202,500 S.F. 295,500 S.F.	Start design and construction 126,000 S.F. -
- Aircraft Maintenance	2000 - 640,000 S.F. [6] 2005 - 1,280,000 S.F. [6] 2015 - 1,600,000 S.F. [6]	Not described Not described Not described	Not described 181,000 [5] 181,000 [5]

1/ Homestead AFB Feasibility Study Airport Master Plan Report, December, 1994, Post Buckley Shuh & Jernigan.
2/ Homestead Air Base Developers, Inc. Proposed Development Plan, November, 1994.
3/ Dade County Comprehensive Development Master Plan, as amended June 16, 1998.
4/ Includes FBO terminal area, hangar area, and ramp area.
5/ Includes only hangar area.
6/ Includes hangar and apron area.

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General aviation hangar area, ramp area, and fixed base operator (FBO) terminal area will require approximately 241,000 S.F. by 2015. Aircraft maintenance hangar and apron area will require an estimated 1,600,000 S.F. to accommodate development through 2015.

The 1994 Master Plan's methodology for determining HST's future facility requirements for each of the main types of landside and airside facilities (i.e. runways, terminal and cargo) was based on FAA Advisory Circulars 150/5060, Airport Capacity and Delay; 150/5300-13, Airport Planning and Design; and 150/5360-13, Planning and Design Guidelines for Airport Terminal Facilities. These documents provide industry standard recommendations for calculating runway capacity and building size based on the volume and mix of aircraft operations, passengers and cargo tons projected to occur at the airport. The 1994 Master Plan utilized ratios based on industry standards to compute terminal, general aviation, cargo, and aircraft maintenance facility requirements. The ratios were analyzed and were found to be acceptable to use for the updated facility requirements. These ratios are as follows:

- Terminal – terminal square feet divided by annual enplaned passenger projections
- General Aviation – general aviation square feet divided by general aviation hangar space projections
- Cargo – cargo square feet divided by annual cargo tons projections
- Aircraft Maintenance – aircraft maintenance area (square feet) divided by aircraft maintenance hangar space projections

The 1994 Master Plan facility requirements are reflected in the HST Airport Layout Plan (ALP) which is a graphic depiction to scale of existing and ultimate airport facilities, their location on the airport and pertinent clearance and dimensional information required to show relationships with applicable FAA standards. Along with the airfield configuration of runways, taxiways, and aircraft aprons, the terminal area and other landside development are shown schematically. A separate drawing shows the Imaginary Surfaces (airspace) as described in 14 CFR Part 77.

The purpose of the ALP is to:

- Serve as a public document
- Provide a record of current and future aeronautical requirements
- Assure that planned airport facilities are consistent with aviation safety and operational efficiency

- Serve as a reference for community deliberations on land use proposals and budget and resource planning

The FAA conditionally approved the ALP on October 20, 1994. Conditional approval means that the FAA has reviewed the plan for any interference with navigable airspace or nearby airports, has considered objects that may affect navigable airspace, and has reviewed the applicable airport design standards. A conditionally approved ALP also means that depicted development is subject to further environmental and other applicable (Federal, State, local) review and approval prior to implementation.

- HABDI Lease - The HABDI lease goes into effect after conveyance and certain improvements and conditions are met by the County. It allows Homestead Air Base Developers Inc. to develop the airfield, terminal, and aviation portion of the base for 45 years, and the support areas for 55 years. The County will be the sponsor and operator-of-record for the airfield, and the HABDI may operate the airfield for the County.

  The facility requirements stated in the HABDI documents are mostly lower than the Master Plan's requirements, with exception of the cargo requirements for the year 2000. The HABDI aviation development proposal is consistent and generally less aggressive than the 1994 Master Plan's recommended development.

- 1998 CDMP - The County's Comprehensive Development Master Plan (CDMP), as amended on June 16, 1998, limits development at HST to the existing runway and partial development of the ultimate functional uses described in the 1994 Master Plan. In total, 95,000 S.F. of terminal, 122,000 S.F. of general aviation hangar area, 181,000 S.F. of aircraft maintenance hangar area, and 126,000 S.F. of cargo are included in this initial phase of development.

For the purpose of the SEIS it is assumed that the initial development of HST will be consistent with the CDMP. The CDMP states that full 2015 buildout of HST, consistent with the ALP and the HABDI plan, is a future objective which will require additional approvals by the State and the County Commissioners.

2.2 Updated Facility Requirements

The 1994 Master Plan's major facility requirements are updated in this section, as needed, based on the updated activity forecast. The results are presented below.

- Airfield - Airfield Capacity is defined as the maximum number of aircraft operations that an airfield configuration can accommodate during a specific interval of time, when there is continuous demand (i.e. an aircraft is always waiting to depart or land). This is referred to as the ultimate capacity, or the maximum throughput rate. Capacity can be

expressed hourly and annually. Annual capacity is also referred to as annual service volume (ASV) and is a function of the hourly capacity as well as the daily, weekly, and seasonal demand patterns at an airport. Measures of airport capacity and aircraft delay are needed to design and evaluate airport development and improvement projects.

The 1994 Master Plan calculated airfield capacity using the methodology documented in FAA Advisory Circular (AC) 150/5060-5, *Airport Capacity and Delay*. This document provides two methods to compute capacity, as described in Chapters 2 and 3 of AC 150/5060-5. The first method calculates capacity based on the number and configuration of runways and the aircraft fleet mix, relying on standard assumptions about other airfield configuration and demand parameters. The second computation method allows for more detailed computations, suitable for a wider range of airport design and planning applications, and takes into account information such as runway utilization, taxiway exits, and peaking characteristics of demand. Both of these methods were used to compute HST's annual capacity based on the updated activity forecasts. The calculated annual capacity of aircraft operations for both methods are as follows:

	Annual Aircraft Operations	
	2005	**2015**
Method		
Capacity Calculation for Long Range Planning (Simplified Calculation)	195,000	210,000
Detailed Capacity Calculation	239,000	235,000

The two methods generate slightly different results that are considered to provide an adequate range of capacity. Based on the updated forecast, the calculated annual capacity in 2005 ranges from 195,000 to 239,000 aircraft operations. In 2015, the calculated capacity is 210,000 to 235,000 aircraft operations (an aircraft operation is either a landing or a takeoff. One aircraft landing at HST and subsequently taking off is counted as two operations.) By 2015, the 150,735 projected annual aircraft operations results in the airport operating at 64 to 72 percent of capacity, which is less than the airfield's maximum. Therefore, the existing airfield with its 11,200-foot runway is sufficient to accommodate the projected demand for the 2000 to 2015 time frame.

The updated airfield capacity estimate is greater than the 1994 Master Plan's estimated capacity which was 173,000 aircraft operations in 2015. The main reason for the increase in capacity over the master plan lie in the lower level of general aviation operations which result in a more homogenous aircraft fleet mix.

- Terminal Building - The CDMP allows 95,000 Square Feet (S.F.) of new terminal building construction. The 1994 Master Plan estimated that this amount of space would be required between 2000 and 2005 to accommodate terminal and various interim aviation-related uses. Dade County Aviation Department's passenger terminal building reports and drawings were reviewed to determine if the areas planned for each use would be adequate to meet demand; they were found to be sufficient. Due to the five-year delay in projected initial demand, it currently appears that the CDMP's terminal size would meet space requirements through 2005 to 2010. It is anticipated that a smaller initial phase of this building would be in place by 2002, and that the building would be expanded to 95,000 S.F. by 2005. The volume of passengers projected for 2015 would require approximately 386,000 S.F. of terminal building, as calculated in the 1994 Master Plan and assumed in the SEIS. This is substantially more than the terminal area included in the CDMP, and the terminal proposed by HABDI. The CDMP would need to be amended and State approval would be required prior to the construction of these development levels.

- General Aviation - General aviation facility requirements were developed for HST based on projected general aviation operational demand. The updated forecast of aviation demand for general aviation operations are significantly lower than the projections prepared as part of the 1994 Master Plan. Therefore, the updated projections of general aviation facility requirements are also significantly lower than the 1994 Master Plan projections. The updated general aviation facility requirements are based on the assumptions used in the 1994 Master Plan, which were presented in the preceding Section 2.1 of this report. A total of 132,600 S.F. will be required for general aviation facilities by 2015. A breakdown of the major functional areas within the general aviation development area is provided in the following paragraphs.

  FBO terminal area at general aviation airports relates directly to the space required to accommodate pilots and passengers. The facilities needed to accommodate pilots and passengers usually include a lounge, flight planning room, restrooms, business offices, and food/beverage concessions. The 1994 Master Plan utilized typical planning ratios to determine approximate FBO terminal building area, therefore these ratios will serve for the updated requirements as well. These ratios indicate that the FBO terminal area will require 940 S.F. by 2005, 1,054 S.F. by 2010, and 1,183 S.F. by 2015.

  General aviation hangar area requirements were determined by multiplying the amount of hangar area required by aircraft type to the number of hangar spaces required by that type of aircraft. The following hangar storage ratios were used: 1,200 square feet per single-engine aircraft, 2,000 square feet per multi-engine aircraft, 3,600 square feet per

jet aircraft, and 3,600 square feet per helicopter. These ratios result in a general aviation hangar area requirement of 43,600 S.F. by 2000, 50,800 S.F. by 2005, 54,000 S.F. by 2010, and 61,200 S.F. by 2015.

Similar to the general aviation hangar area requirements, general aviation ramp area requirements were determined by multiplying the amount of ramp area required by aircraft type to the number of hangar spaces required by that type of aircraft. The following hangar storage ratios were used: 2,700 square feet per single-engine aircraft, 2,700 square feet per multi-engine aircraft, 0 square feet per jet aircraft, and 0 square feet per helicopter. These ratios result in general aviation ramp area requirements of approximately 43,200 S.F. by 2000, 54,000 S.F. by 2005, 59,400 S.F. by 2010, and 70,200 S.F. by 2015.

- Cargo Buildings - The CDMP's 126,000 S.F. area for cargo development met the master plan cargo requirements through 2000 to 2005. Again, because of the initial five-year delay in air cargo activity projections, the CDMP development now meets the requirements through 2005 to 2010. The 1994 Master Plan estimated that in 2015 a total of 550,000 S.F. of cargo building space would be required. This estimate is reasonable in relation to the forecast of cargo activity. It exceeds the CDMP's 126,000 S.F., as well as the 295,500 S.F. expected by HABDI. The CDMP would need to be amended and State approval would be required prior to the construction of these development levels.

- Aircraft Maintenance - For the most part, the quantity of air carrier aircraft maintenance hangars are determined by the airlines and/or third party maintenance operators. The number and size of large air carrier aircraft maintenance hangars are not based solely on changes in activity levels. These facilities are often tied to the airline headquarter's location, hubbing system, fleet size, maintenance scheduling climate, or location of terminating flights. Therefore, the demand for these types of hangars will be driven by the air carrier and air cargo operators projected to serve HST. Although it is difficult to predict the specific air carrier and air cargo operators at HST, requirements presented in the 1994 Master Plan were determined by analyzing aircraft maintenance facilities at airports similar in size and type to HST as well as professional experience. Since the updated air carrier and air cargo operational levels do not change from the 1994 Master Plan forecast (except for the five-year delay in projected initial demand) the updated aircraft maintenance facility requirements have been maintained to reflect the 1994 Master Plan facility requirements (with a five-year shift). A total of 1,600,000 S.F. will be required for aircraft maintenance facilities by 2015.

2.3 Maximum Single-Runway Scenario

The facilities required to accommodate the maximum level of activity projected for HST are presented in this section. As presented earlier, this long-term forecast for maximum use of a single runway at HST includes approximately 3.9 million annual enplaned passengers and 231,000 annual operations.

- Airfield - The maximum activity level that could be accommodated by HST's single runway is assumed to be 100 percent of annual airport capacity, which is also the upper limit of the calculated capacity range. The year in which the calculated airport capacity equals or approximates total demand represents the single-runway airport's maximum use. Capacity in the post-2015 time frame varies slightly from that previously calculated for 2015 because of the changes in the composition of activity at HST, as passenger and air cargo operations increase, while other types of activity remain stable. The calculated capacity range post-2015 is 205,000 to 231,000 operations. The projected demand exceeds 231,000 operations in 2038, meaning that the capacity of the single-runway airport is reached by 2038.

- Terminal - Based on the master plan's terminal requirement of .3 S.F. per annual enplaned passenger, the 2038 projected 3,933,230 passengers would need a terminal of 1,178,000 square feet.

- Cargo - Using the same cargo building relationship of cargo to operations there will be a need for 691,000 S.F. of cargo building by 2038.

General aviation and aircraft maintenance operations are not projected to increase beyond the 2015 level. Therefore, the 2015 general aviation and aircraft maintenance facilities are sufficient to serve demand through 2038.

(3) Airspace

The location of aircraft, within and around Homestead airspace, is a function of the geographic origin and destination of flights, the air traffic control procedures and routes in the Miami airspace, and aircraft performance characteristics. The number and type of aircraft operations is dependent on the demand for air traffic service at HST, which is reflected in the updated aviation forecast presented earlier. HST is forecast to become a commercial airport serving operations by a large number of civil aircraft that historically have not operated at this facility. Future flights at HST are assumed to arrive and depart to destinations throughout the U.S. as well as potentially some international locations.

This section describes HST's airspace operating environment as it exists today, and as envisioned by the FAA for future operations. In order to support the SEIS's noise analysis,

this description concentrates on the definition of existing and future flight tracks for HST arrivals and departures, including the volume and type of activity likely to operate on each flight track. The discussion begins with a review of the existing Miami airspace, followed by a comparison of current and historical conditions at HST, and a definition of future HST airspace routes (flight tracks).

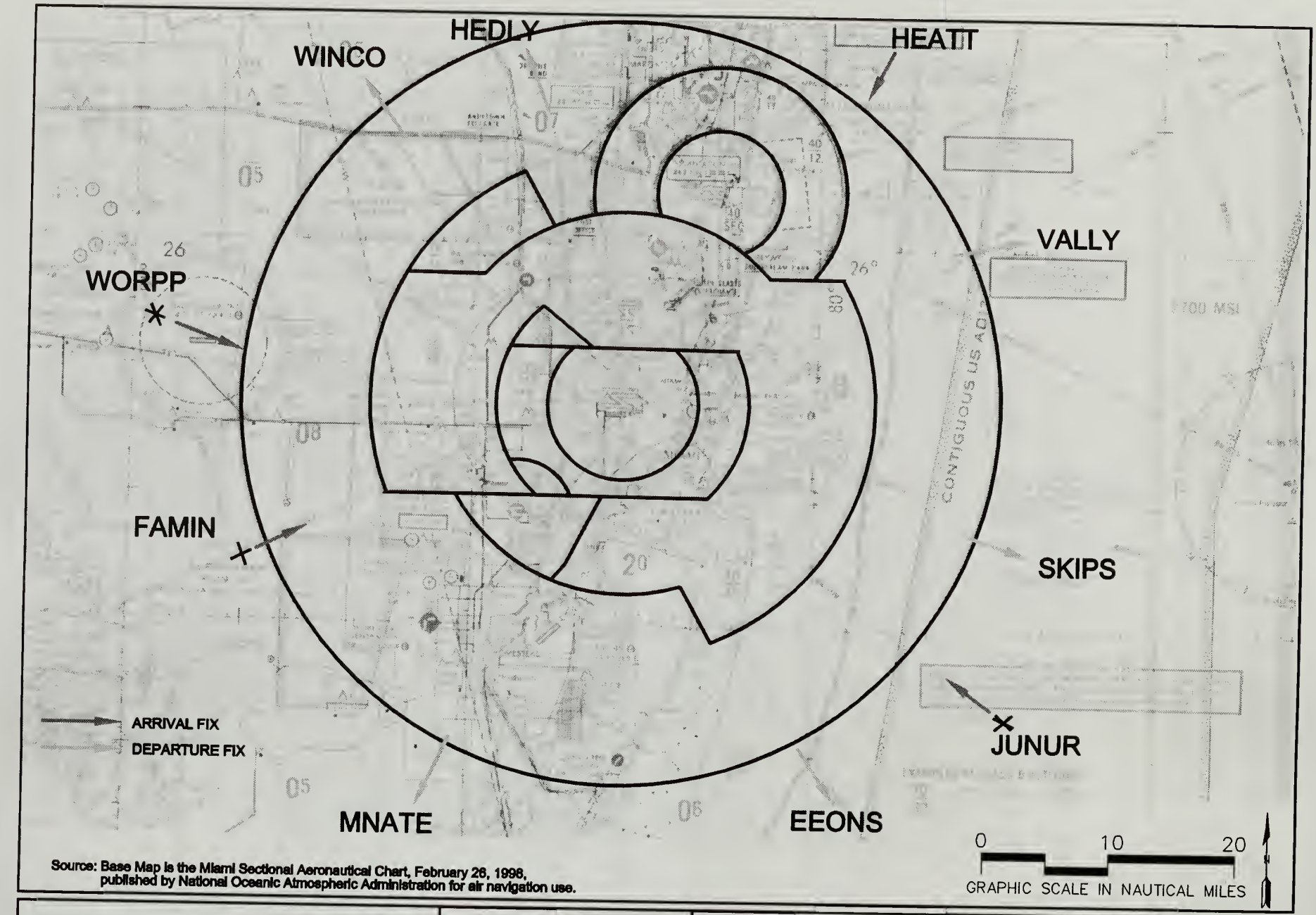
3.1 Existing Miami-Dade County Airspace

The airspace above the U.S. has been categorized by the FAA into different classes, with different operating rules, to provide maximum flexibility and safety. The airspace is classified so that maximum separation and active control of flights is provided in areas of dense operations, while allowing pilots to provide much of the needed separation themselves in light traffic areas, weather permitting. Most of the airspace over the U.S. is designated as "controlled airspace", where the FAA provides Air Traffic Control (ATC) services to separate aircraft flying under Instrument Flight Rules (IFR). Aircraft flying in controlled airspace under Visual Flight Rules (VFR) are responsible for separating themselves from other IFR or VFR aircraft. Most of the "uncontrolled airspace" above the U.S., where FAA does not provide ATC aircraft separation services, is at very low altitudes of under 1,200 feet above ground level (AGL), and away from busy airports. Compared to other areas with fewer aviation facilities, relatively little uncontrolled airspace exists above Miami-Dade County.

Air traffic in the national "controlled airspace" is managed by 22 FAA Air Route Air Traffic Control Centers (ARTCC). The ARTCC is responsible for separating aircraft flying between airports. In areas of dense air traffic, the ARTCC delegates air traffic control responsibility to the local Terminal Radar Approach Control (TRACON) or Air Traffic Control Tower (ATCT) facility. TRACON facilities are located at or near major commercial airports and usually provide ATC services to multiple airports located within the area assigned to the facility. The ARTCC and TRACON facilities responsible for HST are located in Miami, Florida.

The airspace encompassing Miami-Dade County is depicted in **Exhibit 1-2**. This airspace has been designed by the FAA to accommodate the area's high level of air traffic, and the varied characteristics of individual airports in the region. The airspace is essentially structured according to a classification system established by the Federal Aviation Administration as follows:

- Class A Airspace - Encompassing the airspace between 18,000 feet Mean Sea Level (MSL) and 60,000 feet MSL, Class A airspace overlies all other classes of airspace above the entire County. All traffic at these altitudes operate under instrument flight rules and under positive control. Most of the traffic at the higher altitudes consists of jet aircraft that are either transitioning the County's airspace, or are destined for a County or



Source: Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998, published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS

Landrum&Brown

EXISTING MIAMI TRACON AIRSPACE

EXHIBIT 1-2

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nearby airport and have not yet descended to an arrival fix (located at 16,000 feet). Departing traffic consists of traffic climbing to an assigned enroute altitude.

- Class B Airspace - Class B airspace, formerly known as a Terminal Control Area (TCA) exists to provide a high degree of control over the air traffic associated with high density airports, such as Miami International Airport, to reduce the potential of midair collisions. Accordingly, pilot skill level and aircraft equipment are subject to certain minima, and permission must be obtained to enter Class B airspace. While operating within Class B airspace, every pilot is required to follow the instructions issued by air traffic controllers. Controllers are responsible for the separation of every aircraft in the Class B airspace, whether the aircraft is operating under IFR or VFR.

- Class C Airspace - Class C airspace, formerly known as an Airport Radar Service Area (ARSA) was designed to provide separation for medium-sized airports that did not qualify for Class B designation. The inner circle of a "standard" Class C airspace area extends from the surface to 4,000 feet above the airport elevation in a radius of 5 nautical miles from the primary Class C airspace airport. The outer circle extends from 1,200 feet above the surface to 4,000 feet above the primary airport elevation between 5 and 10 nautical miles from the primary airport. Class C airspace does not exist above Dade County. The nearest area of Class C airspace is located at Fort Lauderdale-Hollywood International Airport.

- Class D Airspace - Class D airspace exists above Opa-Locka and Kendall-Tamiami Airports as well as Homestead Air Reserve Base. Air traffic in the vicinity of these airports is under the control of the air traffic control tower. Centered on the airport, these areas generally include the airspace from the surface to 2,500 feet, with a radius of 5 nautical miles. High performance aircraft conduct training activities at HST within the Class D airspace at 2,000 feet and below, as well as 10 nautical miles southwest.

- Class E Airspace - All the remaining airspace above 1,200 feet Above Ground Level (AGL) and up to the base of the next level of controlled airspace is categorized as Class E. This airspace is considered general controlled airspace.

In addition to the above airspace classifications special-use airspace consisting of Alert Areas, A-291 B, C, and D has been designated over the County. Established to alert traffic unfamiliar with the area to high levels of flight activities, this airspace is in use during visual meteorological conditions and ranges from the surface to 3,900 feet MSL. These alert areas were established to accommodate and separate the County's high level of civilian flight training from other traffic. Because these areas

do not include military operations (unlike most alert areas), no air-to-ground communication frequency or controlling agency is designated. The alert areas do not have special requirements, nor do they affect transitioning traffic.

The Miami TRACON has responsibility for air traffic within a 30 nautical mile (or approximately 35 statute mile) radius of Miami International Airport, and up to 16,000 feet AGL. In addition to HST, the following public air carrier and general aviation airports are located within the airspace controlled by the Miami TRACON:

- Miami International (MIA)
- Fort Lauderdale-Hollywood International (FLL)
- Palm Beach International (PBI)
- Kendall-Tamiami Executive (TMB)
- Homestead General Aviation (X51)
- Opa-Locka (OPF)
- Opa-Locka West (X46)
- Dade Collier Training & Transition (TNT)

Flights are transferred between the Miami ARTCC and the Miami TRACON (across the boundary of the two facilities) according to specific procedures defined in a Letter of Agreement (LOA) between these two facilities. The LOA designates transition areas, altitudes, and separations for conducting the transition of aircraft from the Miami ARTCC to the Miami TRACON. These main transition areas are referred to as fixes for arrivals and departures. Fixes are fixed points in space located along federal airways and are generally defined by the signal of one or more navigational aids. The primary Miami TRACON fixes are:

Arrival Outer Fixes	**Departure Outer Fixes**
Famin/Wever-Southwest	Winco – Northwest
Worpp – Northwest	Hedly – North
Heatt – Northeast	Vally – Northeast
Junur – Southeast	Skips – East
	Eeons – Southeast
	Mnate – South

The existing fixes are used to direct flights in and out of the Miami TRACON airspace and to the various airports. Current, as well as future, HST flights will have to be sequenced in with air traffic from other local airports including Miami International and Fort Lauderdale. Proposed changes to the airspace routes (flight tracks) were designed to reflect Miami TRACON input and to accommodate future HST traffic.

3.2 Current and Historical HST Operations

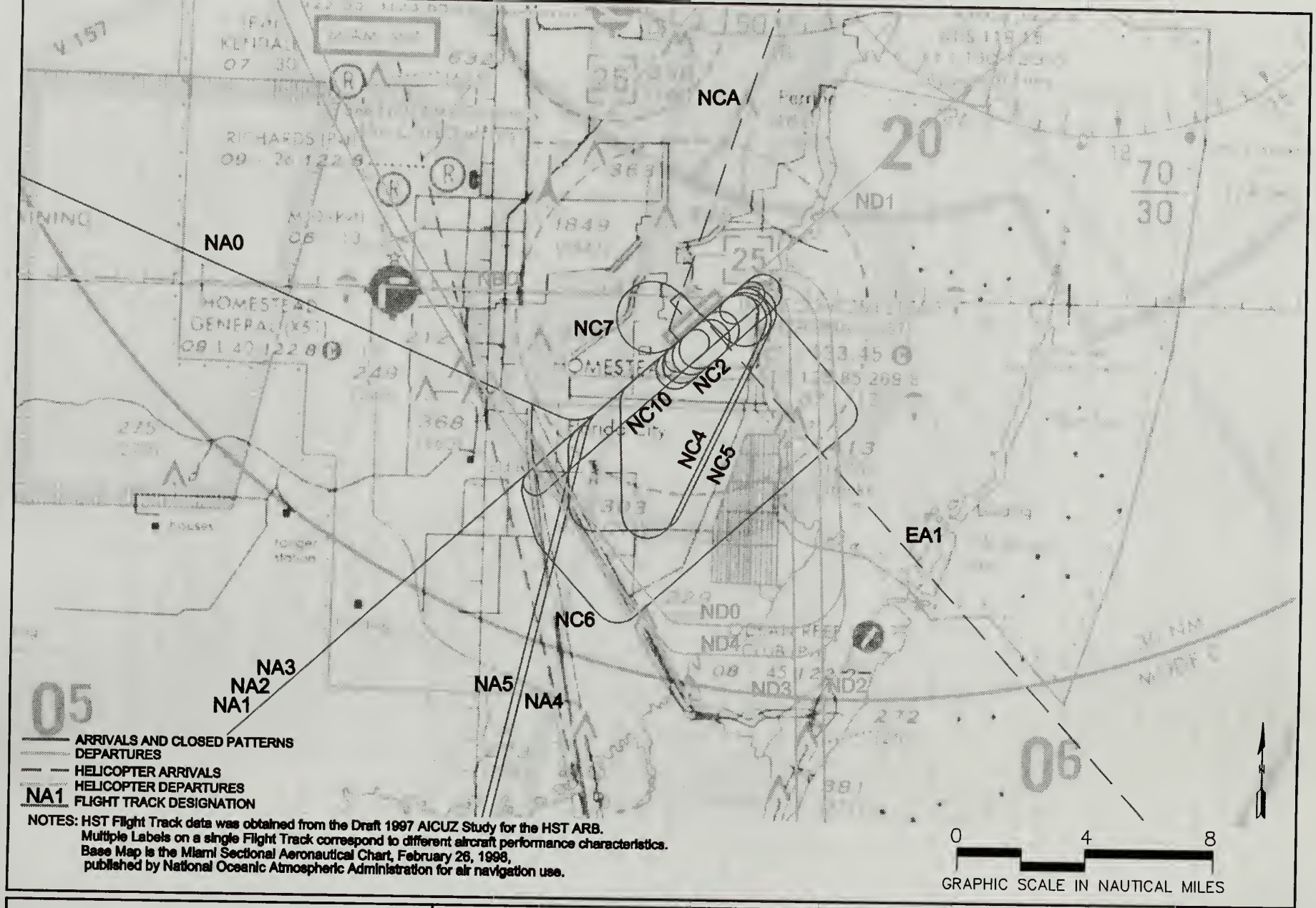
The projected level of federal operations at HST is presented in Table 1-10 of the updated forecast and consists of a total of approximately 20,000 annual federal aircraft operations. The majority of these operations (66%) are conducted by F-16 and F-15 jet aircraft based at HST. The U.S. Customs Service currently conducts about 3,600 operations annually with a mix of helicopters, turboprop and general aviation jet type aircraft. Most flight operations occur during daytime hours and consist of landings, takeoffs and "closed pattern" (or touch-and-go) movements. Closed pattern operations are performed as part of training activities and include "rectangular" patterns at 1,000, and 2,000 feet, and overhead patterns at 1,500 feet. At 1,000 feet, pattern operations are visual operations while at 2,000 feet operations are radar controlled. Overhead patterns at 1,500 feet are conducted by military fighter aircraft during initial approach to the base. A closed pattern operation includes two flight operations, approach (arrival) and takeoff (departure), as the aircraft overflies the runway without touching down.

The most recent HST Air Installation Compatible Use Zone (AICUZ) study, a draft AICUZ study conducted for the USAF in 1997, documents flight track location and utilization assumptions that are representative of current conditions. Primary flight tracks are defined for arrival, departure and closed pattern movements in an east (Runway 5) and west (Runway 23) direction. The airport operates in east flow approximately 90-95 percent of the time; west flow operations are conducted the remaining 5-10 percent. HST ground flight tracks obtained from the Draft 1997 AICUZ study are illustrated in **Exhibits 1-3 and 1-4** for east and west flow operations, respectively. As shown, current operations are conducted primarily to the west and south sides of the airport. Northbound departures on Runway 5, turn south, then west and north, to climb above MIA traffic arriving from the west. However, some departures on a northeast heading are conducted by U.S. Customs aircraft maintaining a low altitude of 2,000 feet along the coastline.

Current flight track utilization by aircraft type are presented in **Table 1-14**, based on the Draft 1997 AICUZ assumptions, with the following adjustments:

- Under current conditions, all aircraft types operate on Runway 23 (west flow), as dictated by wind. By contrast the 1997 draft AICUZ runway use assumptions only include F-16 and F-15 operations on Runway 23, as the U.S. Customs Services was not operational at HST at the time of the AICUZ study.

- Current flight track utilization reflect closed pattern operations by U.S. Customs and transient military aircraft, with the exception of C-5s and C-141s who do their pattern work elsewhere. The Draft 1997 AICUZ includes closed pattern operations by F-16 and F-15 aircraft only.



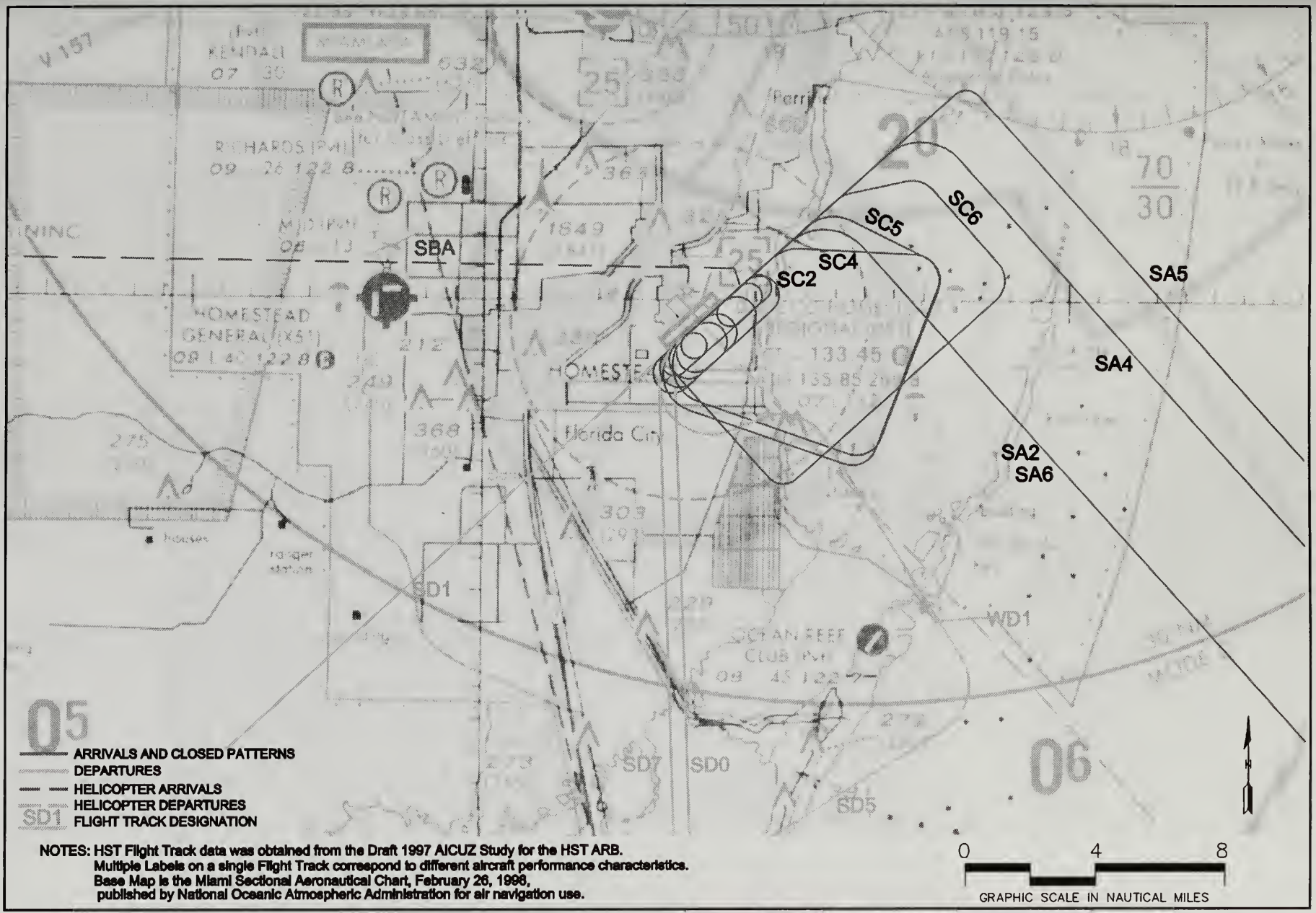
HOMESTEAD SEIS

Landrum&Brown

EXISTING HOMESTEAD ARB
EAST FLOW FLIGHT TRACKS

EXHIBIT
1-3

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HOMESTEAD SEIS

LandrumBrown

EXISTING HOMESTEAD ARB
WEST FLOW FLIGHT TRACKS

EXHIBIT
1-4

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Table 1-14
Existing Baseline Percent of Operations By Flight Track
Distribution of Operations By Flight Track [2/]

Arrivals	Current Operations [1/]	NA0	NA1	NA2	NA3	NA4	NA5	NCA	SA2	SA4	SA5	SA6	SBA	EA1			Total
F-15	500			16.4	74.0				8.1			1.5					100.0
F-16	3,600	20.0	8.9		21.1	20.0	20.0		6.8	2.2	1.0						100.0
C-141	52		94.4								5.6						100.0
C-5	10		92.8								7.2						100.0
P-3	500		94.0								6.0						100.0
H65	500												7.9	92.1			100.0
PA31	200		93.8								6.2						100.0
C206	200		93.8								6.2						100.0
H60	200							7.8						92.2			100.0
C550	200		93.8								6.2						100.0
Departures		ND0	ND1	ND2	ND3	ND4	NBD	SD0	SD1		SD5		SD7		SCD	WD1	Total
F-15	500	70.2		10.0				10.9			8.9						100.0
F-16	3,600	33.6	0.5	3.8	1.7	50.4			0.1		9.5		0.5				100.0
C-141	52				94.4				5.6								100.0
C-5	10				92.8				7.2								100.0
P-3	500				94.0				6.0								100.0
H65	500														6.0	94.0	100.0
PA31	200		93.8						6.2								100.0
C206	200				93.8				6.2								100.0
H60	200						94.0								6.0		100.0
C550	200		93.8						6.2								100.0
Closed Pattern		NC2	NC4	NC5	NC6	NC7	NC10	SC2	SC4	SC5	SC6						Total
F-15	100	73.5						26.5									100.0
F-16	4,800	46.0	7.8	7.3	15.0	15.4	0.1	5.0	0.9	0.8	1.7						100.0
P-3	500				94.0						6.0						100.0
H65	500	94.0						6.0									100.0
PA31	500	94.0						6.0									100.0
C206	500	94.0						6.0									100.0
H60	500	94.0						6.0									100.0
C550	500				94.0						6.0						100.0

1/ Current operations are estimated based on anticipated annual activity by military and U.S. Customs Service at HST.

2/ Flight tracks are identified in Exhibits 1-3 and 1-4.

Data obtained from the earlier 1988 AICUZ study on 1987 flight track locations and utilization when Homestead was a fully active Air Force Base is presented in **Exhibits 1-5 and 1-6** and **Table 1-15** for comparison against existing conditions. According to the 1988 AICUZ study, over 500 average daily operations were conducted at HST in 1987, including 66 nighttime operations. At that time, the principal aircraft at the base were F-16s, F-4s, and C-130s. The volume of activity at the base has decreased significantly from levels experienced in 1987 as a result of the decision to close Homestead Air Force Base under the Defense Base Closure and Realignment Act of 1990. The 1987 flight tracks are similar in many respects to current patterns, with most activity concentrating on the south side of the base.

3.3 Future HST Airspace Routes

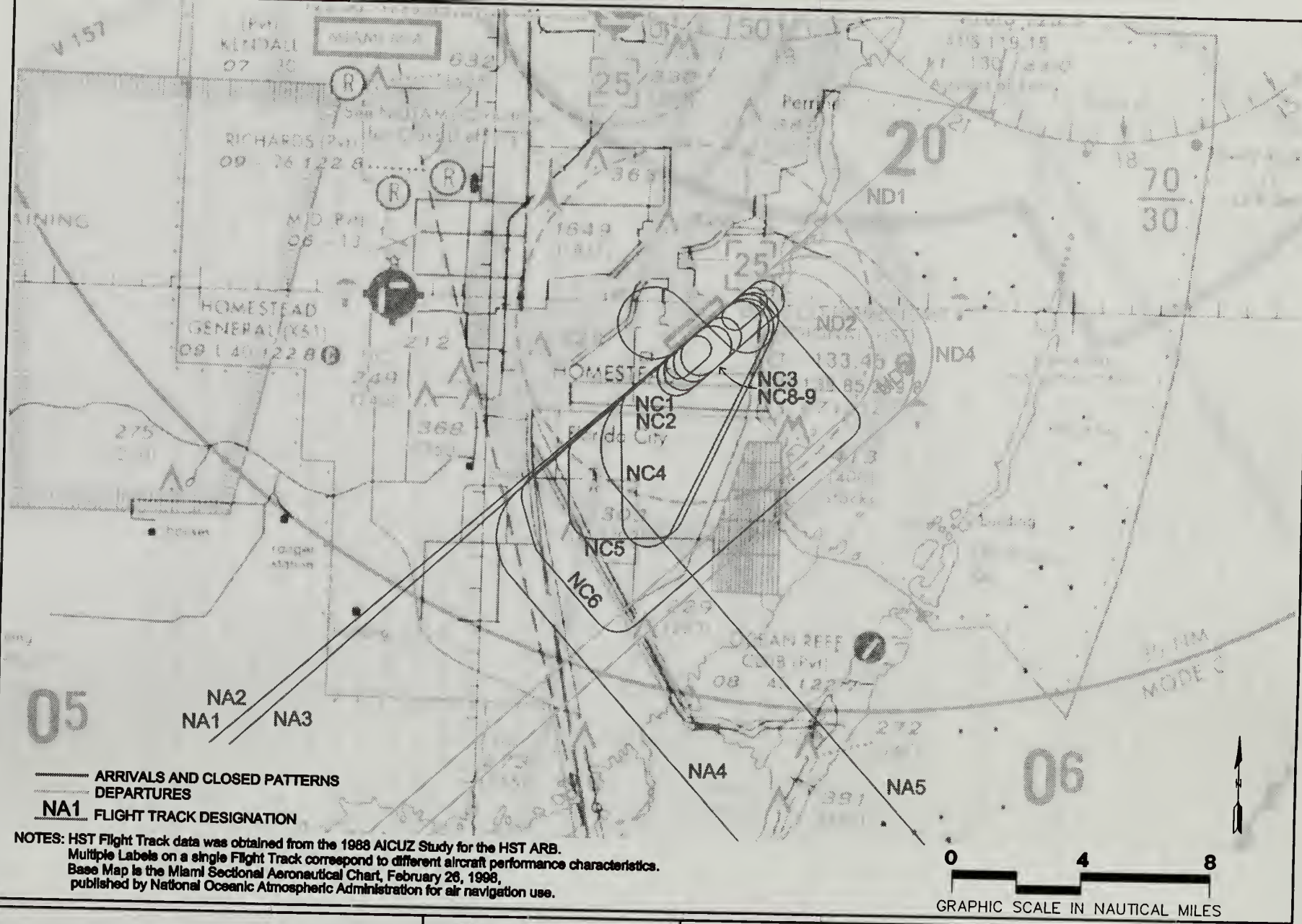
Future airspace routes for HST are defined in this section in order to represent how future civilian and military air traffic would be accommodated. The routes were developed by Landrum & Brown in consultation with the FAA's Miami TRACON and ARTCC staff according to existing FAA air traffic control procedures and in consideration of:

- Existing airspace routings for other airports in the Miami airspace including two major commercial airports - MIA and FLL.

- Performance characteristics of potential future commercial aircraft, which will differ significantly from the high performance military jets currently operating at the base.

- Increased air traffic volume, which will necessitate development of new flight tracks to/from HST to prevent potential conflicts with nearby airport traffic and to ensure safety of flight operations.

Existing HST flight tracks are depicted with generalized airspace routes for MIA arrivals and departures in **Exhibits 1-7 and 1-8**. Future airspace routes for HST were defined to allow aircraft to enter and exit the Miami TRACON airspace through each of the main outer fixes currently used for Miami air traffic. The results are illustrated in **Exhibits 1-9 through 1-12** for east and west flow, respectively. HST arrivals from the west fixes of Famin and Worpp are consolidated to enter the Miami TRACON airspace through Famin because of its location with respect to HST. Arrivals from the northwest would approach to the Famin fix while outside of the Miami TRACON airspace. The proposed generalized airspace routes for HST represent the primary or "backbone" ground flight tracks. Actual flights were distributed along, and to either side of these backbone tracks in the noise modeling process to represent the dispersion of air traffic flying between each airport and the various arrival and departure fixes.



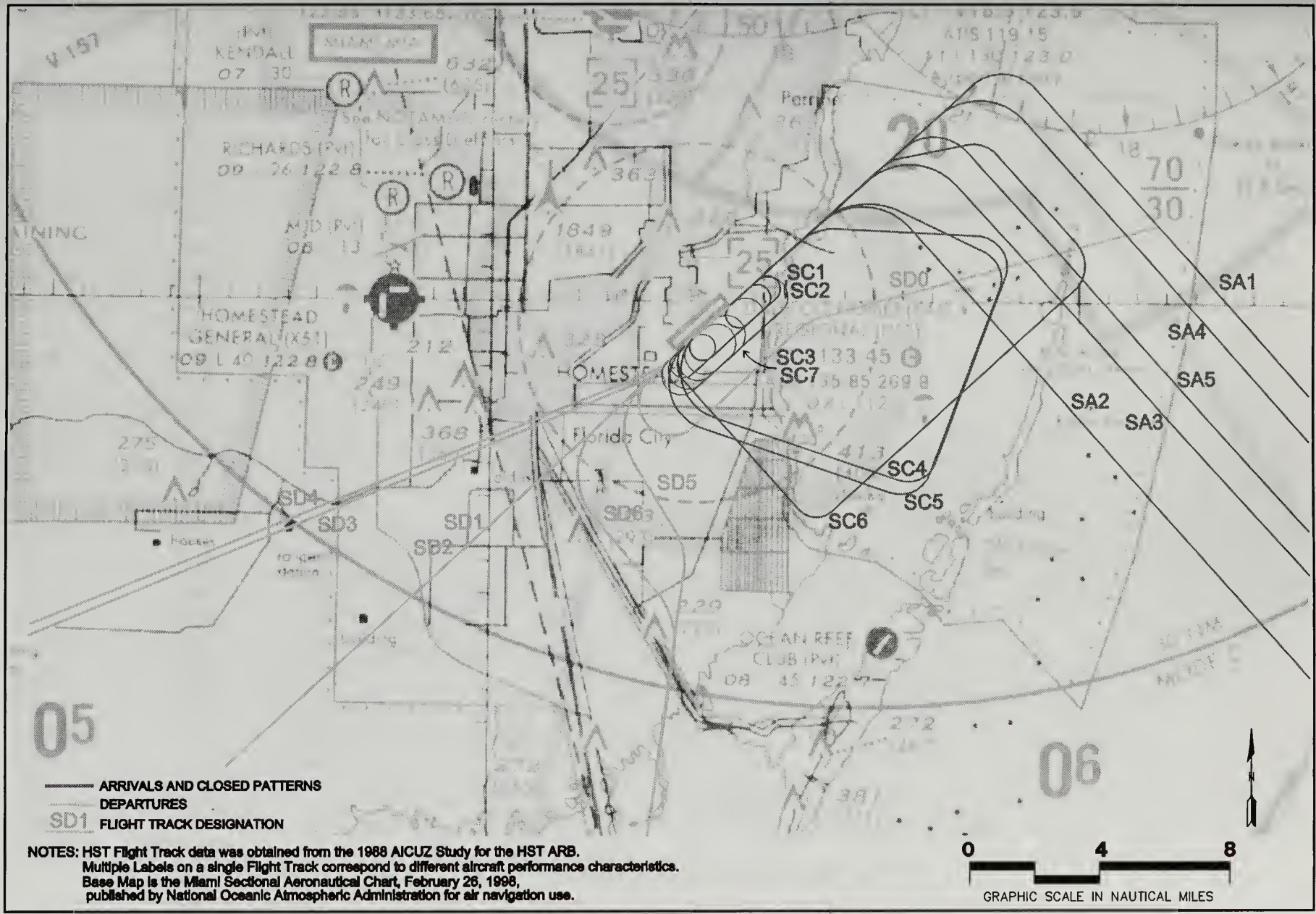
HOMESTEAD SEIS

Landrum&Brown

1988 HOMESTEAD ARB EAST FLOW FLIGHT TRACKS

EXHIBIT 1-5

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NOTES: HST Flight Track data was obtained from the 1988 AICUZ Study for the HST ARB.
Multiple Labels on a single Flight Track correspond to different aircraft performance characteristics.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS	LandrumBrown	1998 HOMESTEAD ARB WEST FLOW FLIGHT TRACKS	EXHIBIT 1-6

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Table 1-15 (1 of 3)

1988 AICUZ Study – Percent of Operations By Flight Track
Arrivals

Aircraft	Total Daily Operations	Distribution of Operations By Flight Track [1/]										
		NA1	NA2	NA3	NA4	NA5	SA1	SA2	SA3	SA4	SA5	Total
A-4	0.53			100.0%								100.0%
A-7	0.10			100.0%								100.0%
B-52	0.10	100.0%										100.0%
BEC-58	0.79	100.0%										100.0%
C130	1.69	85.2%									14.8%	100.0%
C135	1.50	100.0%										100.0%
C141	0.32	100.0%										100.0%
C-5A	0.06	100.0%										100.0%
DC-9	0.37	100.0%										100.0%
E-2	0.63	100.0%										100.0%
E-3A	0.10	100.0%										100.0%
F-14	0.21			100.0%								100.0%
F-15	0.40			100.0%								100.0%
F16	75.48	34.3%	14.3%	25.8%	11.5%	5.7%	1.5%	1.7%	0.8%	0.8%	3.6%	100.0%
F-18	0.27			100.0%								100.0%
F-4	29.34	34.3%	14.2%	25.8%	11.5%	5.8%	1.5%	1.7%	0.8%	0.9%	3.6%	100.0%
KC10	0.13	100.0%										100.0%
L188	0.63	100.0%										100.0%
OV10	0.20			100.0%								100.0%
P-3	0.32	100.0%										100.0%
T-34	0.16			100.0%								100.0%
T-37	0.16			100.0%								100.0%
T-38	0.36			100.0%								100.0%
T-39	0.11	100.0%										100.0%

1/ See Exhibits 1-5 and 1-6 for flight track identification.

Table 1-15 (2 of 3)

1988 AICUZ Study – Percent of Operations By Flight Track
Departures

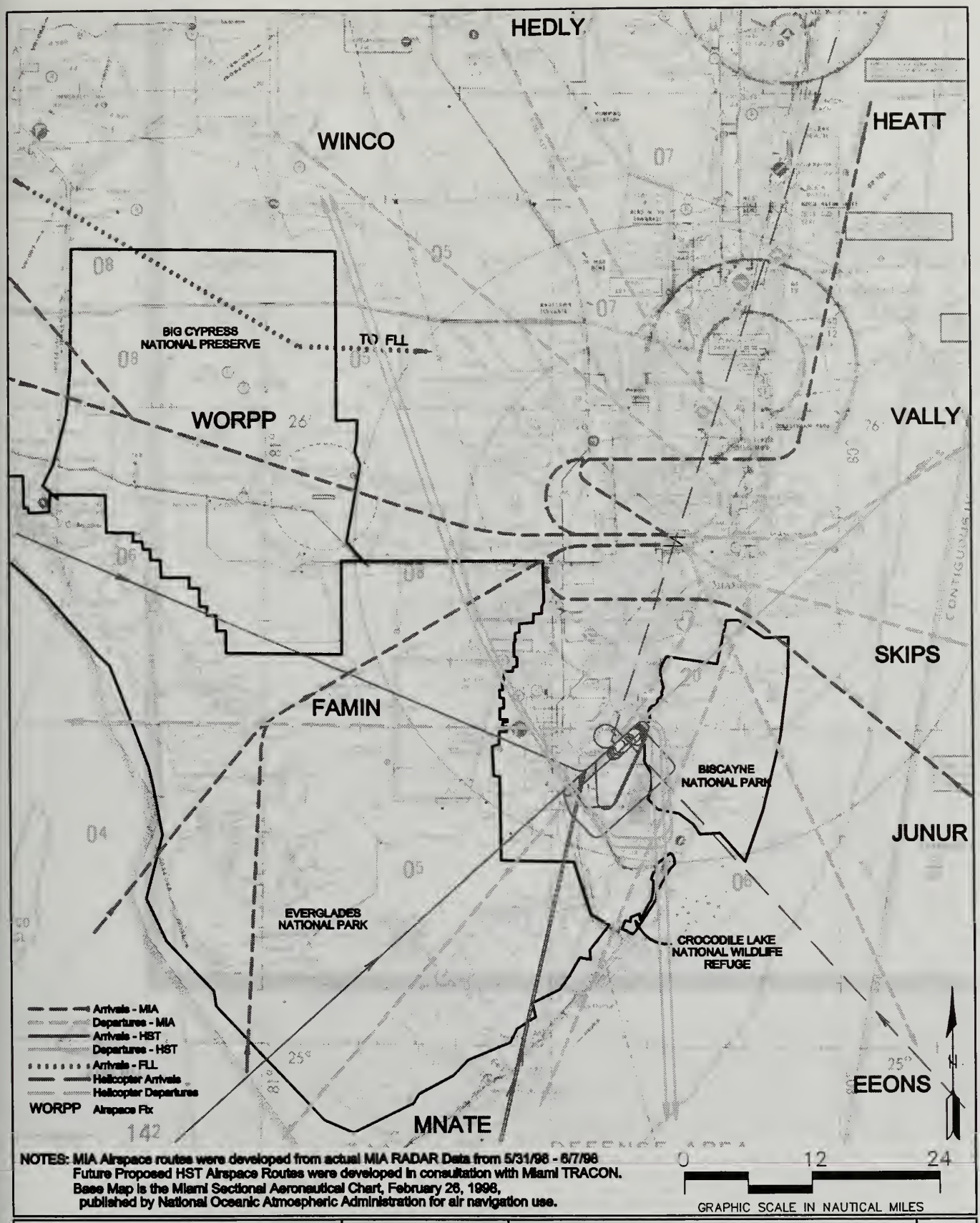
Aircraft	Total Daily Operations	Distribution of Operations By Flight Track [1]											Total
		ND1	ND2	ND3	ND4	SD0	SD1	SD2	SD3	SD4	SD5	SD6	
A-4	0.53		100.0%										100.0%
A-7	0.10		100.0%										100.0%
B-52	0.10				100.0%								100.0%
BEC-58	0.79		100.0%										100.0%
C130	0.14		100.0%										100.0%
C135	1.50				100.0%								100.0%
C141	0.32				100.0%								100.0%
C-5A	0.06				100.0%								100.0%
DC-9	0.37		100.0%										100.0%
E-2	0.63		100.0%										100.0%
E-3A	0.10				100.0%								100.0%
F-14	0.21		100.0%										100.0%
F-15	0.40		100.0%										100.0%
F16	72.93	1.2%	62.5%	25.4%	5.6%	0.2%	0.1%	0.1%	0.1%	0.1%	4.3%	0.5%	100.0%
F-18	0.27		100.0%										100.0%
F-4	28.32	1.2%	62.6%	25.5%	5.6%		0.1%	0.1%	0.0%	0.0%	4.3%	0.5%	100.0%
KC10	0.13				100.0%								100.0%
L188	0.63		100.0%										100.0%
OV10	0.20		100.0%										100.0%
P-3	0.32		100.0%										100.0%
T-34	0.16		100.0%										100.0%
T-37	0.16		100.0%										100.0%
T-38	0.36		100.0%										100.0%
T-39	0.11		100.0%										100.0%

1/ See Exhibits 1-5 and 1-6 for flight track identification.

Table 1-15 (3 of 3)
1988 AICUZ Study - Percent of Operations By Flight Track
Closed Pattern Operations

Aircraft	Total Daily Operations	Distribution of Operations By Flight Track [1]																
		NC1	NC2	NC3	NC4	NC5	NC6	NC7	NC8	NC9	SC1	SC2	SC3	SC4	SC5	SC6	SC7	Total
A-4	3.16								100.0%									100.0%
C130	19.90	18.1%					33.7%		22.6%	18.1%						2.5%	5.0%	100.0%
C135	2.72						100.0%											100.0%
F16	197.38	27.0%	2.9%	1.8%	20.7%	13.5%	11.3%	19.1%			0.7%	0.7%	0.1%	1.1%	0.4%	0.9%		100.0%
F-4	77.16	29.9%	2.6%	1.8%	39.5%	13.5%	8.5%				0.7%	0.7%	0.1%	1.1%	0.4%	1.3%		100.0%
L188	5.04						100.0%											100.0%
T-34	0.64								100.0%									100.0%

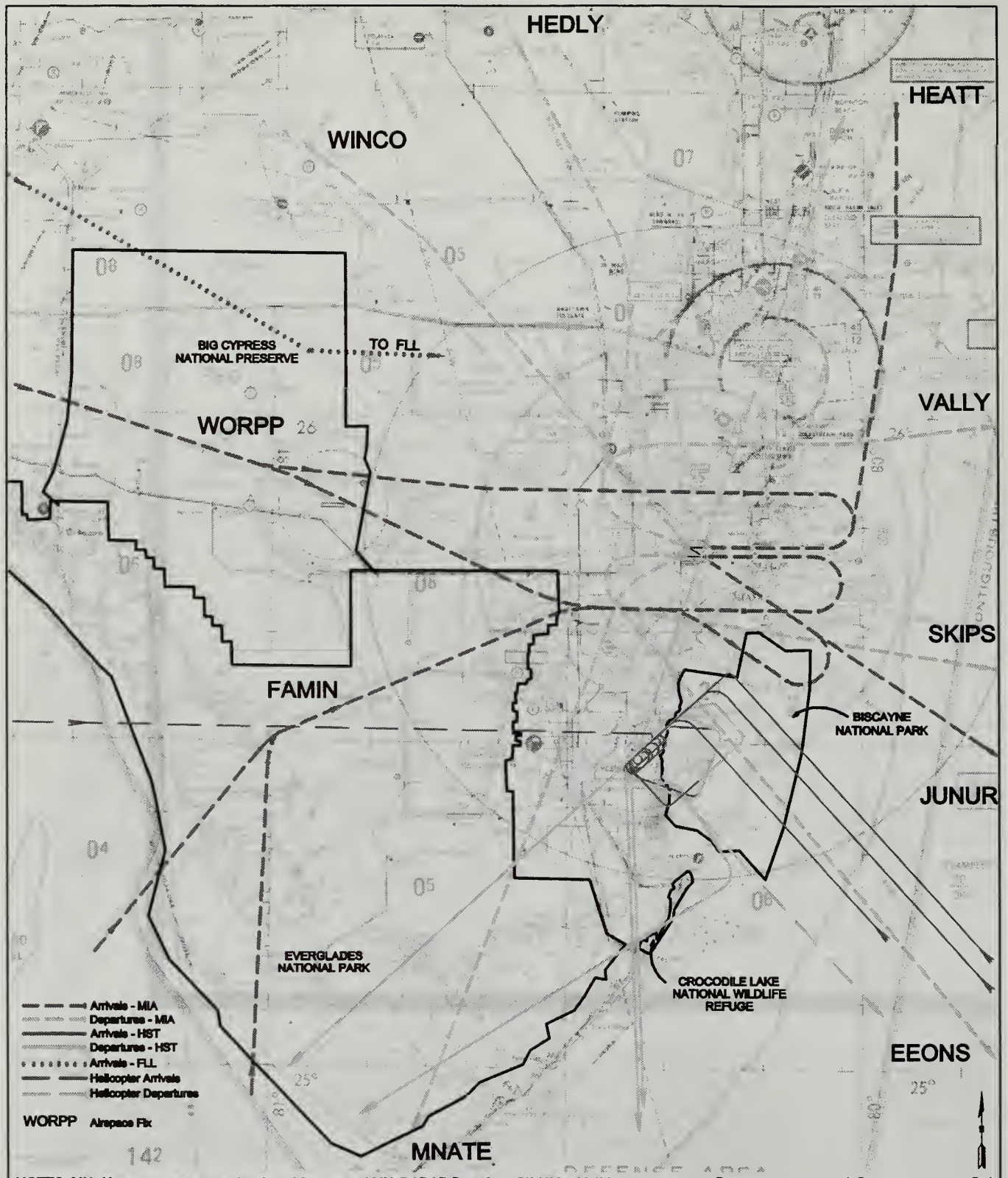
1/ See Exhibits 1-5 and 1-6 for flight track identification.



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/96 - 6/7/96
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS	LandrumBrown	EXISTING MIA AIRSPACE ROUTES & FUTURE HST MILITARY / GOVERNMENT FLIGHT TRACKS – EAST FLOW	EXHIBIT 1–7

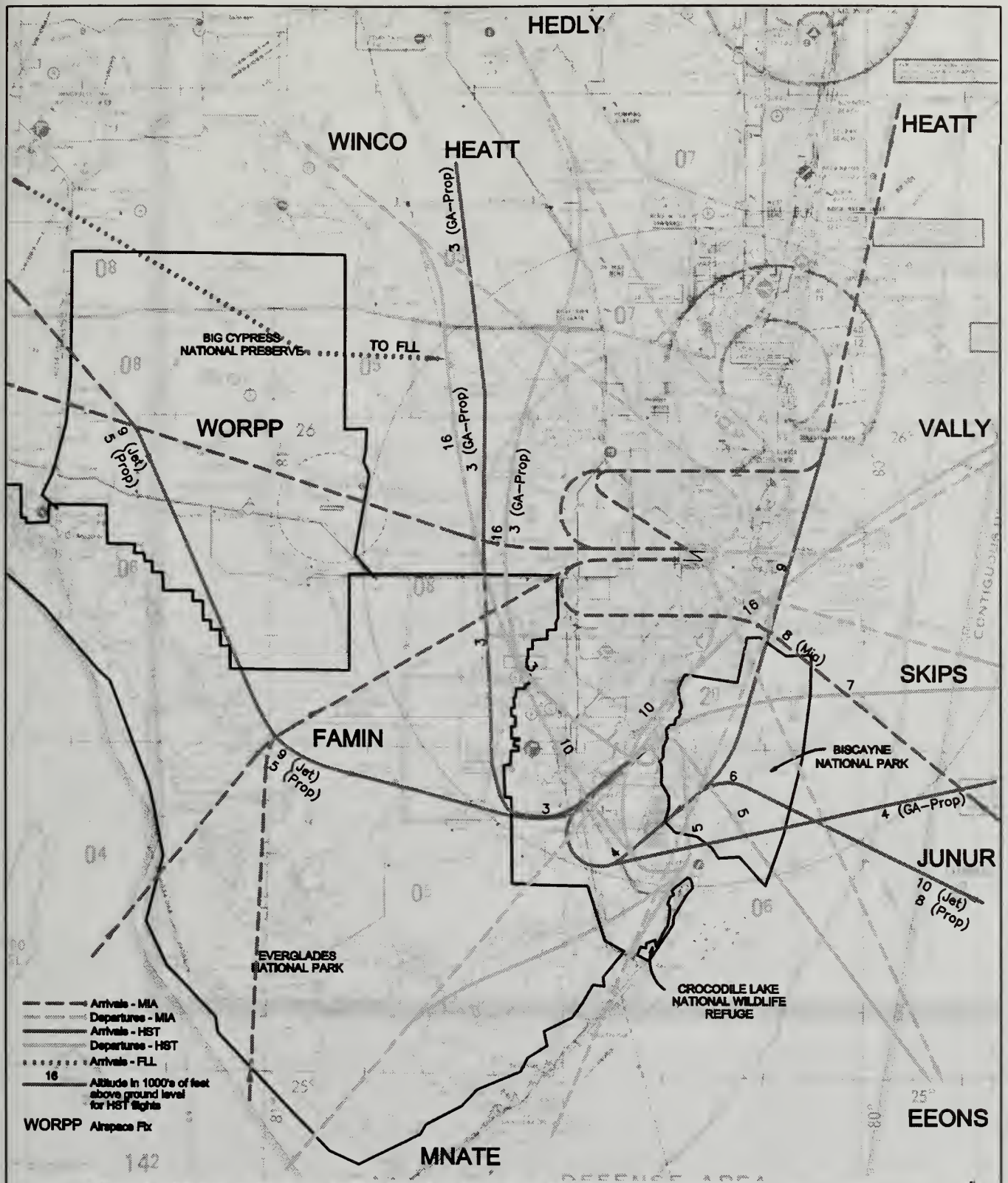
FileName: W:\HST\Flight Trax\July99\East_arr_mia.dwg Date: 07/22/99 @ 12:45:16



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS	LandrumBrown	EXISTING MIA AIRSPACE ROUTES & FUTURE HST MILITARY / GOVERNMENT FLIGHT TRACKS – WEST FLOW	EXHIBIT 1–8

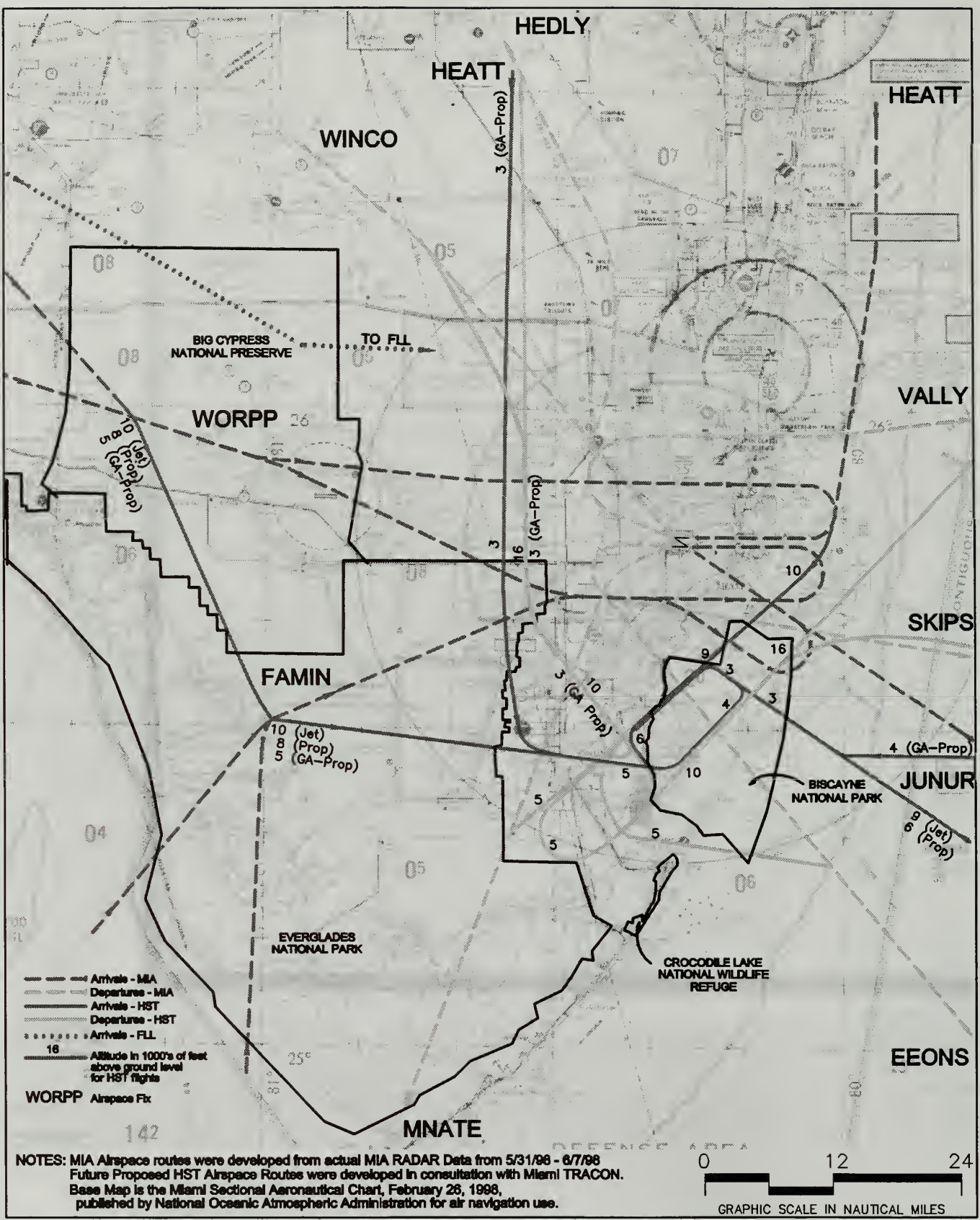
FileName: W:\HST\Flight Trax\July99\West_arr_mia.dwg Date: 07/23/99 @ 08:27:16



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998, published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS	Landrum&Brown	EXISTING MIA & FUTURE PROPOSED HST CIVIL ITINERANT AIRSPACE ROUTES – EAST FLOW	EXHIBIT 1–9

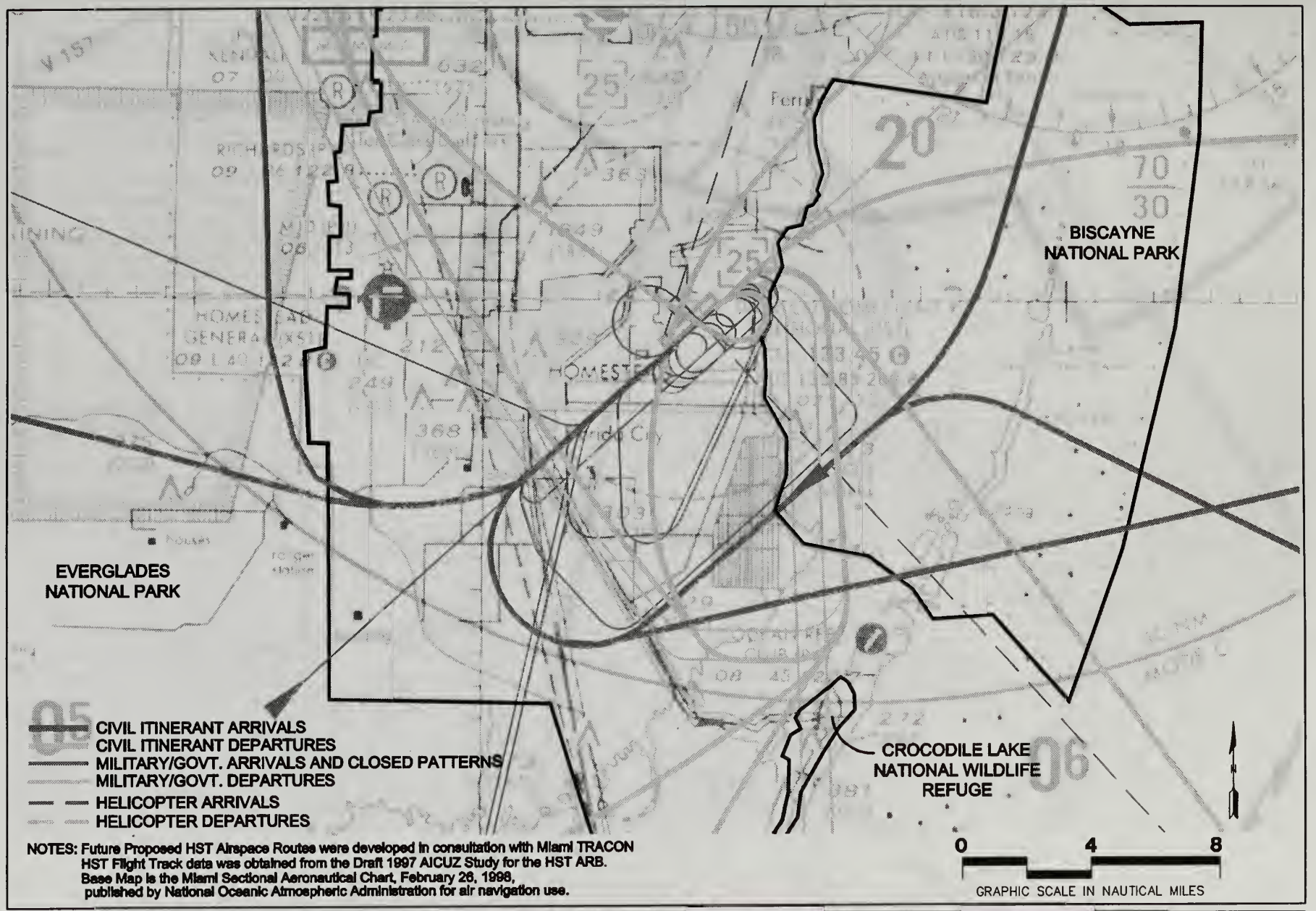
FileName: W:\HST\Flight Trax\July99\PR_east_FLOW_HST_LARGE.dwg Date: 07/21/99 @ 16:25:07



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS	Landrum&Brown	EXISTING MIA & FUTURE PROPOSED HST CIVIL ITINERANT AIRSPACE ROUTES – WEST FLOW	EXHIBIT 1–10

FileName: W:\HST\Flight Trax\July99\PR_west_FLOW_HST_LARGE.dwg Date: 07/23/99 @ 08:34:12



NOTES: Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON
HST Flight Track data was obtained from the Draft 1997 AICUZ Study for the HST ARB.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

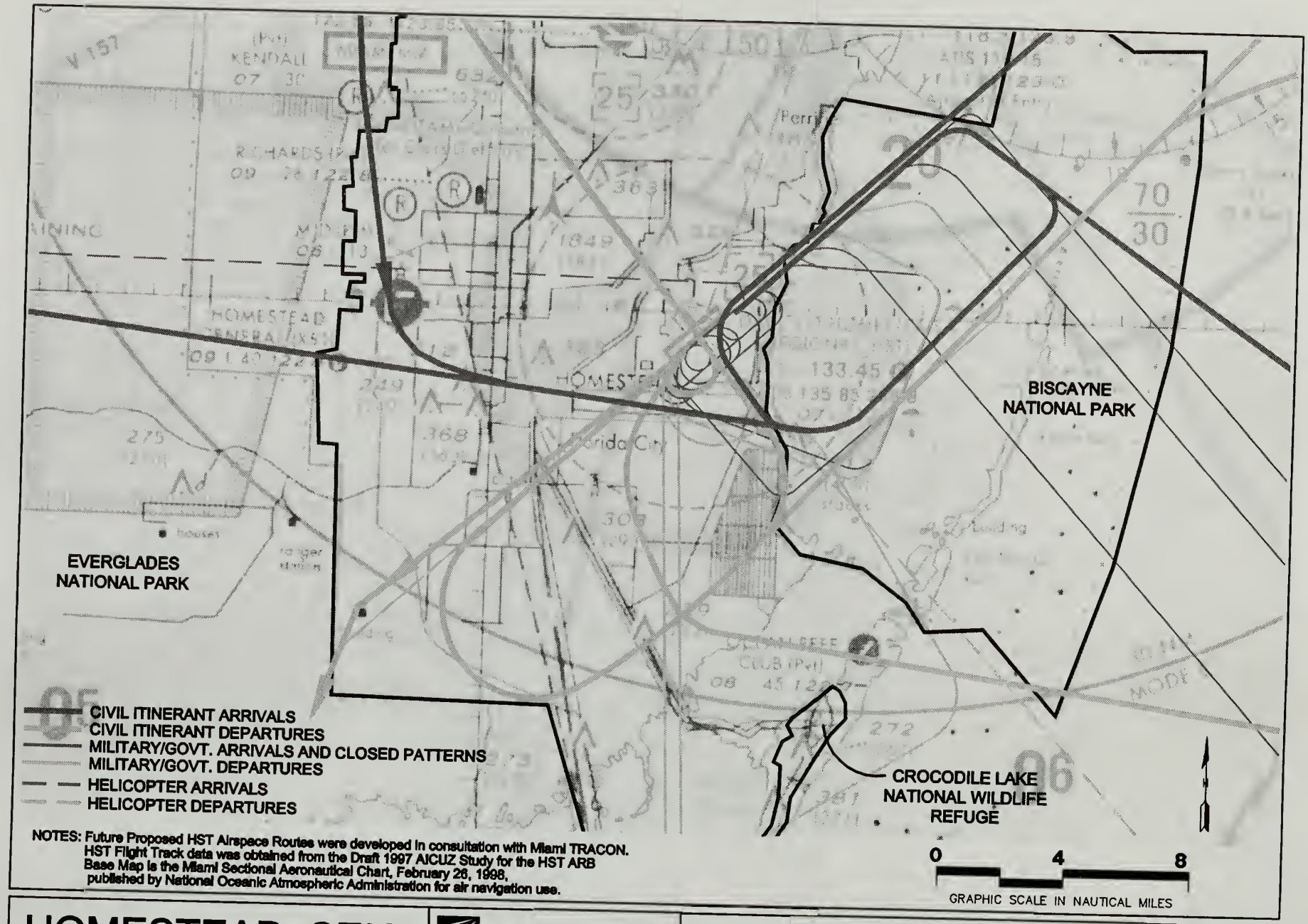
HOMESTEAD SEIS

Landrum&Brown

FUTURE PROPOSED HST
EAST FLOW FLIGHT TRACKS/AIRSPACE ROUTES

EXHIBIT
1-11

FileName: W:\HST\Flight Trax\July99\East_flow-NEW.dwg Date: 07/23/99 @ 10:52:56



NOTES: Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
HST Flight Track data was obtained from the Draft 1997 AICUZ Study for the HST ARB
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS

Landrum&Brown

FUTURE PROPOSED HST
WEST FLOW FLIGHT TRACKS/AIRSPACE ROUTES

EXHIBIT
1-12

FileName: W:\HST\Flight Trax\July99\West_flow-NEW.dwg Date: 07/22/99 09:54:47

The altitudes expected along the departure and approach airspace routes are assumed to reflect, except as noted, unrestricted climbs to 18,000 feet and above or descents from above 18,000 feet. The unconstrained rates of climb are dependent upon the type of aircraft used. Generally, small single and twin-engine general aviation piston propeller aircraft are expected to fly at low altitudes between 2,000 and 5,000 feet, except when landing or taking off from the airport. Helicopter aircraft are expected to climb to and maintain 1,000 feet of altitude during their courses through the area. Except where indicated below, the typical departure clearance structure would provide initial clearances to 3,000 feet, followed by unrestricted climbs to 16,000 feet and above, except where a mid-altitude clearance is needed for air traffic coordination.

The projected departure climbs, as noted in Exhibits 1-9 and 1-10, are:

East Flow:

- Winco and Hedly departures climb to 5,000 feet and maintain altitude until crossing under the downwind approach from Junur and Heatt to HST, then unrestricted to cross over MIA approaches from Worpp and Famin at 10,000 feet or above.

- Vally departures climb to 5,000 feet and maintain altitude until crossing under the downwind approach from Junur and Heatt to HST, then unrestricted to cross over Junur approach to MIA and Heatt approach to HST at or above 10,000 feet.

- Skips departures climb to 7,000 feet and maintain altitude until crossing under Junur approach course to MIA, then unrestricted to enroute altitude.

- Eeons and Mnate departures climb to 5,000 feet and maintain altitude to cross under the downwind approach from Junur and Heatt to HST, then unrestricted to enroute altitude.

West Flow:

- Winco and Hedly departures climb unrestricted, crossing over the airport at or above 10,000 feet and crossing over the MIA approaches from Worpp and Famin at or above 16,000 feet.

- Vally and Skips departures climb unrestricted, passing abeam HST at 10,000 feet then unrestricted to 16,000 feet and above.

- Eeons departures climb and maintain 5,000 feet to cross under Vally/Skips departures from HST then unrestricted to 16,000 feet and above.

- Mnate departures climb unrestricted to 16,000 feet or above.

The projected altitudes for approaching traffic are:

East Flow:

- Worpp jets and props cross the fix at 9,000 feet and 5,000 feet, respectively and maintain altitude to Famin, thence descend and enter final approach course at 3,000 feet.

- Famin jets and props cross the fix at 9,000 feet and 5,000 feet, respectively, and descend to intercept final approach course at 3,000 feet.

- Heatt arrivals cross approaches from Junur to MIA at 9,000 feet, descend to intercept downwind segment of HST approach at 6,000 feet, descend and intercept final approach course at 3,000 feet.

- Junur jets and large props cross fix at 10,000 feet and 8,000 feet, respectively, descend to intercept downwind segment of HST approach at 6,000 feet, descend and intercept final approach course at 3,000 feet.

West Flow:

- Worpp jets, large prop and light general aviation props cross fix at 10,000 feet, 8,000 feet and 5,000 feet, respectively and maintain altitude to Famin, thence descend and enter left downwind approach course at 5,000 feet, descent and intercept final approach course at 3,000 feet.

- Famin jets, large props and light general aviation props cross fix at 10,000 feet, 8,000 feet and 5,000 feet, respectively, thence descend and enter left downwind approach course at 5,000 feet, descent and intercept final approach course at 3,000 feet.

- Heatt jet and large prop aircraft cross approaches from Junur to MIA at 10,000 feet, descend and cross the airport at 9,000 feet to intercept downwind segment of HST approach at 6,000 feet, descend and intercept final approach course at 3,000 feet.

- Junur jets and props cross fix at 9,000 feet and 6,000 feet, respectively, descend to intercept a left base approach at 3,000 feet, turn to intercept final approach course at 3,000 feet.

3.4 Comparison with 1994 HST Master Plan Flight Tracks

The proposed flight tracks, developed in consultation with the Miami TRACON and ARTCC, in some cases differ substantially from routes proposed in the 1994 HST Master Plan. The Master Plan's east and west flow airspace routes are illustrated in

Exhibits 1-13 and 1-14. Modifications to the Master Plan's proposed routes were required due to potential air traffic conflicts with MIA, as identified by the Miami TRACON. These conflicts include:

- HST northbound departures must overfly arrivals to MIA from the Famin and Worpp fixes. At the point at which HST northbound departures need to cross over MIA west arrivals, MIA arrivals are at altitudes as high as 12,000 to 14,000 ft. As a result, HST northbound departures need to climb to altitudes of 14,000 to 16,000 ft. in order to cross over MIA arrivals from Famin. The climb performance of the future commercial aircraft fleet forecast for HST indicates that aircraft may need to fly distances of between 25 and 35 nautical miles in order to reach 14,000 to 16,000 feet of altitude. These distances, place aircraft at the edge (possibly outside) of the Miami TRACON airspace if they were to make a left turn from Runway 5 which is not a desirable situation for Air Traffic Control. Instead, departures should first head south and later turn northbound to gain sufficient altitude to clear MIA traffic while within the Miami TRACON control. Northeasterly departures would also conduct a similar operation to climb over MIA traffic.

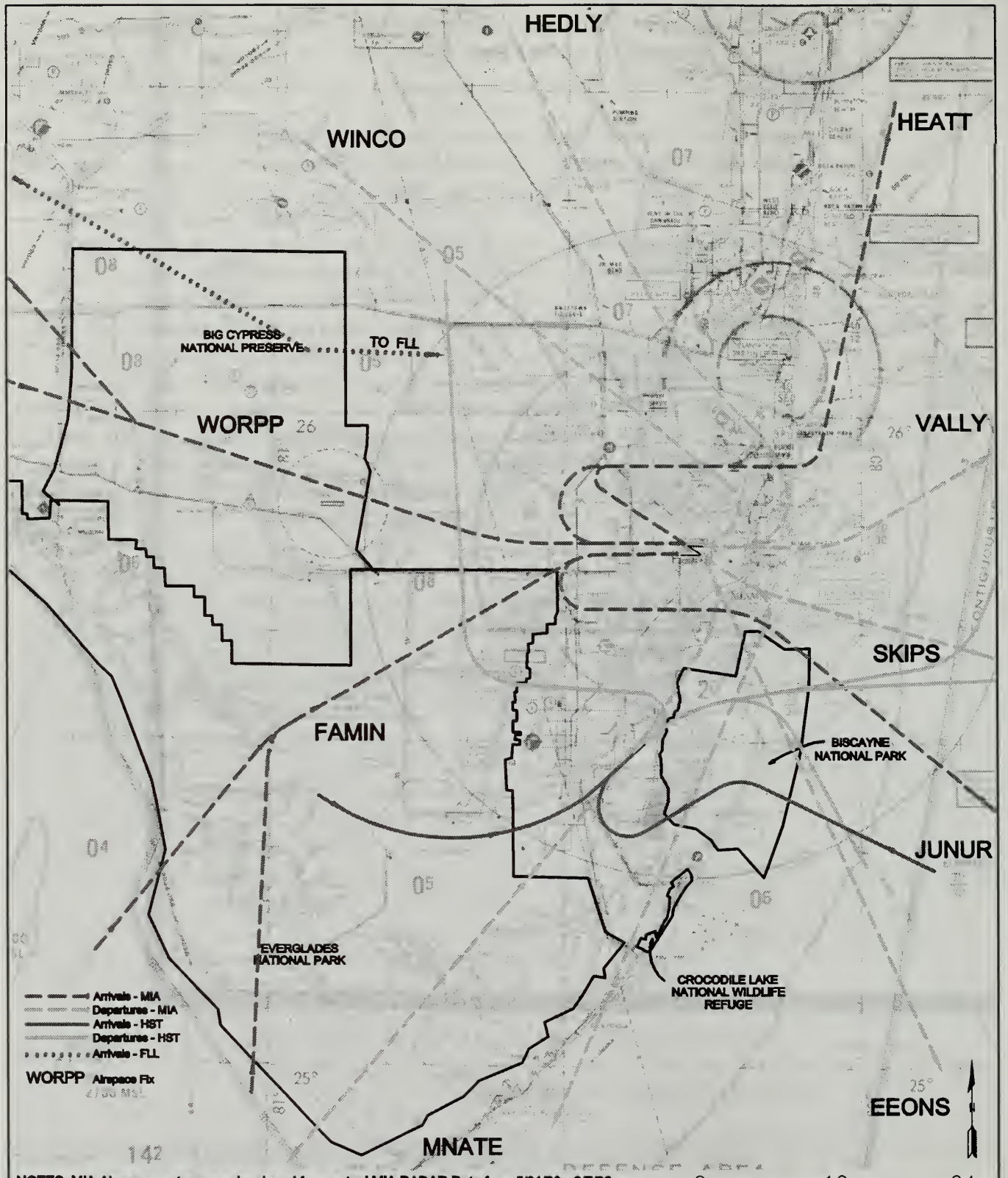
- Runway 5 departures climbing in an easterly direction begin to interfere with MIA southbound departures, as they move away from HST. In order to keep HST departures below MIA air traffic they would be restricted from climbing if continuing in an easterly/northeasterly direction as depicted in the Master Plan. In order to avoid undesirable climb restrictions HST southbound departures should turn south as soon as possible after takeoff.

- The MIA southeast approach boundary is approximately 10 nautical miles northeast of HST. The close proximity of HST to MIA's airspace boundary in addition to the converging geometry of Runway 30 at MIA with Runway 23 at HST do not provide sufficient distance to conduct approaches to Runway 23 from the north side of the airport.

- Historically, all traffic patterns at HST have been to the south of the airport to not interfere with MIA and other local airport traffic. Runway 5 arrivals from the north should approach from the south side of the airport due to HST's proximity to MIA's airspace boundary north of HST.

3.5 Future HST Flight Track Utilization

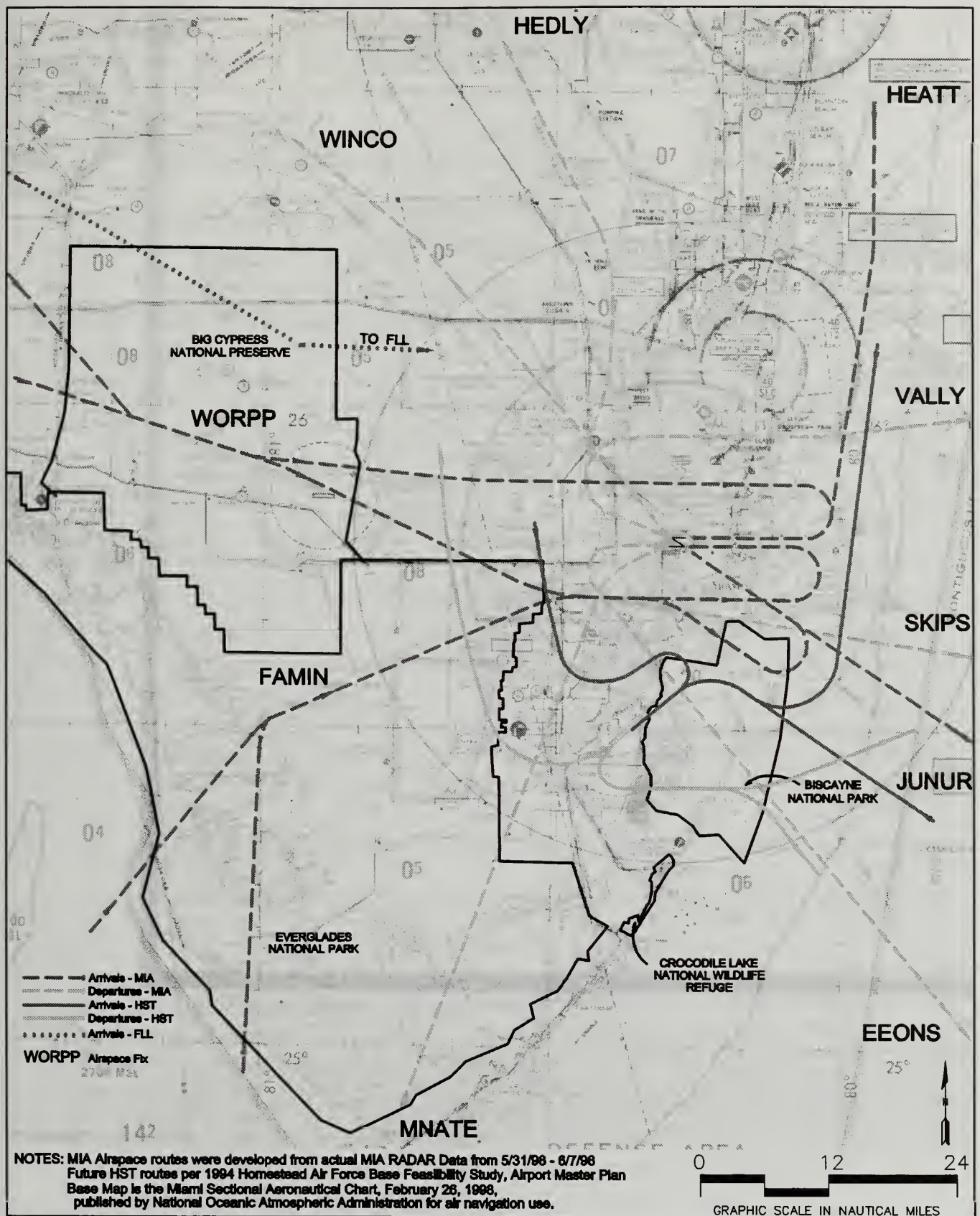
Utilization of arrival and departure airspace routes by future civil itinerant operations will be dependent on the origin and destination of these flights. Since these are unknown and difficult to predict, future route utilization assumptions were derived using MIA's distribution of activity by fix from the TRACON's Automated Radar Terminal System (ARTS) radar data sample collected during the week of 5/31/98 through 6/7/98, and according to the following assumptions:



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future HST routes per 1994 Homestead Air Force Base Feasibility Study, Airport Master Plan
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS	LandrumBrown	EXISTING MIA & FUTURE HST MASTER PLAN CIVIL ITINERANT AIRSPACE ROUTES – EAST FLOW	EXHIBIT 1–13

FileName: W:\HST\Flight Trax\July99\East_flow_mplan.dwg Date: 07/23/99 @ 08:38:58



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future HST routes per 1994 Homestead Air Force Base Feasibility Study, Airport Master Plan
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS	Landrum&Brown	EXISTING MIA & FUTURE HST MASTER PLAN CIVIL ITINERANT AIRSPACE ROUTES - WEST FLOW	EXHIBIT 1-14

FileName: W:\HST\Flight Trax\July99\WEST_flow_mplan.dwg Date: 07/23/99 © 08:41:56

- Caribbean and Latin America passenger operations were distributed among Skips, Eeons and Mnate fixes for departures and Junur and Famin fixes for arrivals.

- Domestic passenger operations were distributed among Winco, Hedly and Vally fixes for departures and Worpp and Heatt fixes for arrivals.

- Other civil operations were distributed among all fixes with exception of itinerant, prop general aviation operations.

- A limited amount of general aviation operations (5% or less) were assigned to each fix serving the Caribbean and Latin America.

The resulting percentages of itinerant civil arrivals and departures by airspace fix/route in east and west flows are presented in **Table 1-16**.

Table 1-16
Percent of Future Civil Itinerant Operations By Fix

Fix	Latin/Caribbean Pax. Operations		Domestic Pax. Operations		Prop GA Operations		All Other Civil Operations	
	East Flow	West Flow	East Flow	West Flow	East Flow	West Flow	East Flow	West Flow
Departure								
Winco	-	-	36.8	39.8	33	35	21	21
Hedly	-	-	35.1	40.7	32	37	20	22
Vally	-	-	28.1	20.4	25	18	16	11
Skips	41.9	43.5	-	-	3	3	18	20
Eeons	20.9	21.7	-	-	2	2	9	10
Mnate	37.2	34.8	-	-	5	5	16	16
Arrival								
Worpp	-	-	42.3	38.3	38	35	22	23
Heatt	-	-	57.7	61.7	52	55	30	37
Junur	62.5	65.0	-	-	5	5	30	26
Famin	37.5	35.0	-	-	5	5	18	14

The proposed new arrival and departure flight tracks for future operations do not require changes to existing arrival and departure patterns at HST. Closed pattern military operations will become more disruptive to commercial operators as commercial activity increases. However, since the projected volume of military pattern operations is relatively low (4,900 annual arrivals and departures) it is assumed that pattern operations will continue to occur in the future, although a slight adjustment to peak periods might be required. Therefore, current flight tracks and utilization for HST, presented earlier in Table 1-14, are assumed to be representative of future conditions for military and government activity. Additionally, future local general aviation (i.e. non-itinerant) operations are expected to be conducted on current "rectangular" closed pattern flight tracks (at 1,000 and 2,000 feet).

CHAPTER 2. MIAMI-DADE COUNTY'S PLANS FOR FUTURE RUNWAY DEVELOPMENT AT HOMESTEAD

1. INTRODUCTION

The maximum single-runway scenario, presented in Chapter 1, outlined the facility requirements needed to accommodate the maximum level of activity for HST assuming a single-runway facility. This chapter describes what happens at HST airport if and/or when, this maximum single-runway scenario is reached and a second runway is required to accommodate additional air traffic. Many factors influence the probability of developing a second runway at HST; these include outside circumstances such as a strong O&D (origination and destination) market, participation of willing and able airline carriers, and the financial means to fund development. There are also federal, state, and local approvals that govern development at airports. These issues, as well as Miami-Dade County's plans for the development of a second runway at HST, including alternative second runway implementation and maximum build-out schedules, are presented in the following sections. The final section of this chapter describes the proposed scenario for SEIS evaluation of future airport development impacts, assuming all non-governing (outside factors) obstacles are overcome and governing (federal, state, and local) approvals are obtained. This chapter is organized as follows:

- Miami-Dade County's Plans for Future Development of Homestead Airport
- Factors Influencing the Development of New Commercial Service Airports
- Federal, State, and Local Approvals Governing Future Development of Homestead Airport
- Scenarios for Assessment of Impacts Due to Future Development at Homestead Airport
- Selected Future Airport Development Scenario for Analysis in the Homestead Reuse SEIS

2. MIAMI-DADE COUNTY'S PLANS FOR FUTURE DEVELOPMENT OF HOMESTEAD AIRPORT

Long-term development plans for HST, are documented in the 1994 Master Plan and Airport Layout Plan, the 1996 long-term lease with developer HABDI and the 1998 CDMP. These studies document Miami-Dade County's plans for developing HST after transfer from the Military. The Master Plan presents the most detailed plans for future development at HST, including the potential long-term expansion to a two-runway airfield system.

(1) Homestead Master Plan's Proposed Development

Miami-Dade County prepared a Master Plan in order to determine future facility requirements for the Airport. A master plan's findings/recommendations are typically depicted in a "plans package," prepared at the conclusion of the study. The plans package is centered around the airport layout plan (ALP) drawing. The ALP depicts the airport as it exists today, as well as the facilities recommended to accommodate anticipated demand throughout the planning period. If successful, the master plan process culminates with Federal Aviation Administration (FAA) unconditional approval of the ALP, which is required in order for an airport development project to commence at any airport that accepts Federal funding. Development projects reflected on an ALP, however, may never be implemented as depicted. The ability of an airport sponsor to implement a planned project is dependent on many critical factors including attainment of demand projections, environmental processing and permitting, financial feasibility, and adequate funding sources.

According to the 1994 Master Plan's projections of aviation demand at HST, development of a second runway would occur around the year 2005. The study recommends that the second runway be developed in stages, as necessary, depending on demand. The first phase of the runway (5,500 feet) was planned for initial short-term development, with a 3,500-foot expansion planned for long-term development to accommodate air carrier activity. The ALP depicts an ultimate or long-term runway (5R-23L) measuring 9,000 feet in length, designed to accommodate aircraft with wingspans up to 261 feet and approach speeds up to 165 knots. Long-term plans for Runway 5R indicate that it would be a precision instrument runway, equipped with a high intensity approach lighting system with sequenced flashing lights (ALSF-2). Runway 23L is planned as a precision instrument runway as well, with a medium intensity approach lighting system with runway alignment indicator lights (MALSR). Long-term plans also call for precision approach path indicators (PAPI) for both runway ends, high intensity runway lights (HIRL) for the entire runway, and runway visual range (RVR) units and touchdown zone lighting for Runway 5R. To further enhance the capacity of the second runway, high-speed turn-offs and a full-length parallel taxiway are planned for development. Ultimately, the parallel taxiway is to be equipped with hold pads and blast pads at both Runway ends 5R and 23L. Long-term land acquisition will be necessary for the second parallel runway development and potential landside expansion because the Homestead property is not large enough for this second runway and associated development.

Based on the 1994 Master Plan recommendations, long-term terminal area development would occupy the area between the (widely spaced) parallel long-term Runways 5R-23L and 5L-23R. This area would also contain a relocated airport rescue and fire fighting facility (ARFF) and air traffic control tower (ATCT). The ATCT relocation would be required because of the line-of-sight obstructions caused by the long-term terminal area development. The long-term terminal development area would be served by an access road that extends from S.W. 112th Avenue, the main airport access road, into the midfield terminal area.

(2) Future Homestead Development Under the HABDI and the CDMP Plan

In general, the 1994 HST Master Plan provides greater detail regarding future long-term development at the Airport, than do the HABDI or CDMP studies. The HABDI lease allows the Homestead Air Base Developers, Inc. to develop the airfield, terminal, and aviation portion of the base for 45 years and the support areas for 55 years. Most of the HABDI requirements, with the exception of airfield recommendations, are consistent with the 1994 Master Plan, only less aggressive. The requirements discussed in the HABDI plan focus on airside and landside improvements, but exclude any descriptions of short-term or long-term airfield improvements.

The CDMP is the County's Comprehensive Development Master Plan, as amended June 16, 1998. The CDMP foresees HST as a commercial airport, used not only to fulfill the County's future aviation needs, but as a reliever for MIA as well. Short-term plans only include one runway. However, the CDMP states that, ultimately the County seeks to achieve full build-out as described by the 1994 HST Master Plan. As described earlier, the Master Plan's full build-out includes a second runway.

(3) Future Airport Development Based on Updated Forecast

Airport development is triggered by the volume of current and projected aviation activity. The 1994 HST Master Plan activity projections were reviewed and updated in Chapter 1. The revised activity projections resulted in updated facility requirements which were also presented in Chapter 1. The updated projections generate the same short-term (2015) facility requirements as the 1994 Master Plan, with the exception of the second runway and associated landside development. According to the updated airport capacity estimate, a second parallel runway (and associated landside development) will not be required at HST until sometime around 2038. The higher (updated) airport capacity estimate results from

the lower forecast of general aviation operations and lower peak hour activity levels. Fewer general aviation operations result in a more homogeneous aircraft fleet mix, which increases the airport's capacity.

3. FACTORS INFLUENCING THE DEVELOPMENT OF NEW COMMERCIAL SERVICE AIRPORTS

New commercial service airports are difficult to establish due to the many factors that influence the dynamics of the airline industry. This section provides a brief review of those elements that affect development of "new" commercial service airports. For discussion purposes, the different types of "new commercial service airports" have been divided into two separate groups: "replacement" commercial service airports and "supplemental" commercial service airports.

As part of this analysis, some of the factors affecting the level of confidence in the ability to forecast aviation activity for a new airport are presented as well. Since the result of any forecast effort will affect the facility planning and environmental impact of an airport, the level of confidence in any forecast weighs heavily as a consideration in the planning process. Although HST is an existing airport, this discussion refers to HST as new, due to the fact that the airport's facilities are currently used almost exclusively by the Military.

(1) Replacement Commercial Airports

Within the United States and other "mature" air service markets, it is not typical for all-new commercial service airports to be developed to replace an existing facility. The last (newly built) replacement commercial service U.S. airport was Denver International, which opened in 1995. Before that, the last new major domestic airport to open was Dallas/Ft. Worth International in 1974. Both of these airports received substantial political and economic backing and each was partly built to address specific local issues. Denver's old airport was restricted from expanding by the location of the Rocky Mountain Arsenal. The greater Dallas area was one of the fastest growing regions of the 1960s and 1970s, while its old airport (Love Field) was designed for propeller aircraft and was in a downtown location. In addition, the new Denver and Dallas airports were developed to be airline hubs and international facilities with adequate air cargo capacity, rather than continuing the old domestic short-haul, passenger service orientation philosophy.

At one point, the U.S. air service market situation was in marked contrast to certain locations in Asia, where there had been a very low historic propensity for air travel.

However, this has changed dramatically over the past few decades as economic growth has led to annual double-digit increases in air passenger volumes. An example of a vitally needed all-new replacement airport was Hong Kong. Showcase all-new replacement airports were also constructed in Kuala Lumpur, Guangzhou and other places, because of increased demands for air service and, in some cases, because national honor and prestige were involved to develop showcase projects.

Outside of Asia there have been some all-new airports, such as Munich, constructed to replace hopelessly antiquated or constrained facilities. But for the most part, airport owners throughout the world are able to accommodate additional capacity by continuous facility improvements, better use of infrastructure, demand shifts, and/or other methods.

This is not to say that there will not be other "all-new" airports constructed to replace existing facilities; rather the record shows that this is very rare. In fact, in at least one case, a new replacement airport has failed. In 1975, a new state-of-the-art airport was opened in Montreal, Canada; Mirabel Airport was located on 88,000 acres and was anticipated to be the new international gateway to Canada. All commercial passenger service has now been relocated back to the old Dorval Airport. This new commercial service airport "failed" because 1) demand did not grow as projected, 2) the "old" airport could handle more capacity than envisioned and 3) the new airport was too far away from the city and too difficult to access.

The reasons why so few airports are totally replaced are numerous, but a key factor is that once so much money is invested in an existing facility, literally billions for a major airport, it is difficult to justify the financial investment required to build a new airport. Most new airports like Denver, Mirabel, Osaka or Munich were heavily subsidized and the airport they replaced was closed.

While increased passenger and cargo requirements are the principle factors that influence the need for new airports, other factors also include highway access constraints and noise/environmental issues. Highway access constraints and noise/environmental issues at times result in requests to relocate, replace, limit, and/or close the existing airport. It should be noted that in order to support any type of new commercial service airport, not only do some of the factors listed above need to be present, but adequate O&D traffic must be available, as well as participation of a willing and able airline carrier.

(2) Supplemental Commercial Airports

While very few all-new commercial service airports are built, there are airports like Providence (Rhode Island) and Manchester (New Hampshire) that are expanding and off-loading capacity from an existing airport (in this case Boston Logan International Airport). While Providence and Manchester have had (and are predicted to have) success in attracting business from Boston Logan, this "sharing of demand" is not always automatic. Several of the largest U.S. cities such as New York, Chicago, and Los Angeles have multiple airports; however, most metropolitan areas cannot support more than one airport. This is true worldwide also, with London and Paris having more than one airport, but most other cities having only one principal airfield. In most cases where several airports exist to support aviation needs in a large metropolitan area, one of these airports "stands out" as the primary facility serving the bulk of the activity, with other airports being smaller and serving in a support role. This is a prime example of economies of scale since an airport is very expensive to build and operate, plus passengers seeking to connect find it very difficult if the other airport is across town.

In addition, airlines seek to serve only one airport since it is very expensive to establish and staff more than one airport station per city. The result is that commercial air service is generally limited to one airport per city. While airport owners/operators have often tried to have an airline initiate service at more than one airport, governments have proved themselves largely ineffective to shift demand to alternative airports since market forces favor one consolidated airport.

Because the airlines, air passenger, and other users are likely to remain at the existing airport, it is very difficult to force relocation of air traffic from an existing airport. This, coupled with all the normal variable issues of a forecast, make predicting the success or failure of an airport attempting to off-load traffic from, or supplement, an existing airport even more difficult.

Regardless of the difficulties, a much stronger case can be made for an airport attempting to provide supplemental service, rather than replacing an existing airport. For example, a second (or other additional) airport in a region can:

- Serve as a service point for low fare or charter carriers (examples are Love Field in Dallas and Midway in Chicago).

- Become niche market airports for cargo (Willow Run in Detroit) or passengers (Stewart in New York).

- Serve as supplemental airports awaiting the growth of a market and serving specialized users (such as Ontario in Los Angeles).

In Southeast Florida there already is some local competition for the commercial service airports between Miami International, Fort Lauderdale, and West Palm Beach. The fact that these airports can exist in addition to Miami International means that they are a separate market from Miami, and provide some alternative service options for Miami area passengers and cargo. The Miami area should be large and dynamic enough to support a supplemental airport within Southeast Florida, such as Homestead. There are many uncertainties, however, in estimating realistic future levels of demand at new supplemental airports.

(3) Estimating Demand at Replacement or Supplemental Airports

As previously discussed, a realistic level of future demand must first be determined in order to evaluate the level of aviation activity and environmental impact of a replacement or supplemental commercial service airport. Furthermore, air traffic to supplemental airports often grows in unusual patterns as carriers either add substantial amounts of service or only utilize an airport for short-term demands. Therefore, because it is difficult to judge the potential of a new airport, optimistic air traffic forecasts were developed for Homestead Airport (Chapter 1), so as to ensure that potential environmental impacts are not underestimated.

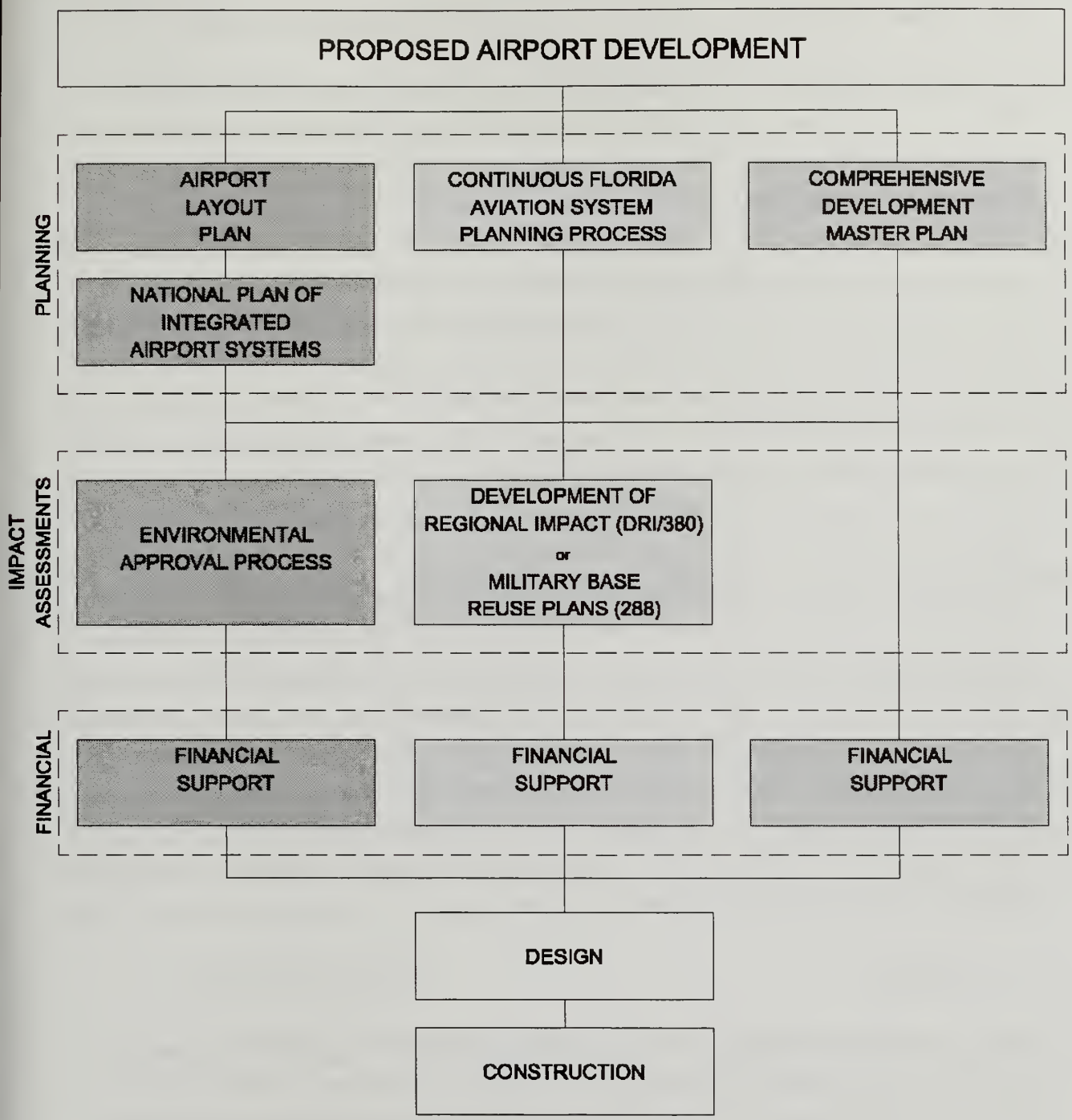
The development of replacement commercial service airports is rare. However, while not impossible, there are usually specific considerations that cause a new airport to be constructed or modified for commercial use. When compared to all-new replacement commercial service airports, supplemental airports do often occur, but they have difficulty competing against established airports to generate substantial aviation activity, so they often attract start-up and specialized niche carriers. In all cases, it is difficult to make traffic forecasts for multiple airports in one region because air traffic is totally mobile between the airports and air traffic is subject to the overall impacts of the national and local air markets. Connecting and international traffic is even more difficult to forecast because every airport in the United States is competing for this business.

4. FEDERAL, STATE, AND LOCAL APPROVALS GOVERNING FUTURE DEVELOPMENT OF HOMESTEAD AIRPORT

In addition to the factors previously discussed on the difficulties of developing a new airport, any new airport or proposed airport development project must obtain necessary approvals before actual construction can begin. Following is a brief description of the aviation related approvals and permitting procedures that would be necessary for any future runway development to occur at Homestead Airport. For discussion purposes, the aviation portion of the approval and permitting process HST would have to satisfy (for the approval of a new runway) has been divided into five steps: planning, impact assessment, financing, design, and construction. At each step a set of federal, state, and local approvals must be met, as illustrated in **Exhibit 2-1**.

(1) Planning

A proposed airport development project must first meet established criteria and be adopted by federal, state, and local agencies. One of the first steps in the federal approval process is to obtain an approved Airport Layout Plan (ALP) from the Federal Aviation Administration (FAA). The ALP depicts proposed airport development projects. The FAA would at some point need to incorporate the project into their National Plan of Integrated Airport Systems (NPIAS). The FAA's NPIAS identifies existing and proposed airports that are important to national transportation and includes estimates of the type and cost of development that is forecast at each airport through the next five years. The NPIAS includes only development eligible for federal aid under the Airport Improvement Program (AIP). In addition, the proposed airport development must also be approved by the state and included in the Continuous Florida Aviation System Planning Process (CFASPP). In general, the main goal of an aviation state system plan is to develop and plan for future growth of an aviation system consistent with national, state, and local air transportation needs. Likewise, Miami-Dade County must agree with the proposed development and adopt it into their Comprehensive Development Master Plan (CDMP). The CDMP is the County's comprehensive planning document, which includes a draft aviation plan. Once the "planning" portion of the approval process is fulfilled, the assessment of related impacts can begin.



HOMESTEAD SEIS	LandrumBrown	APPROVAL AND PERMITTING PROCEDURES	EXHIBIT 2-1

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(2) Impact Assessment

The federal assessment of potential impacts regarding proposed airport development focuses on environmental issues. The Environmental Impact Statement (EIS) process is required by the National Environmental Protection Act (NEPA) and, in general, is required for any major airport improvement project.

The State of Florida uses the "DRI" (Development of Regional Impact as per Chapter 380 of the Florida Statutes) and "288" (Military Base Reuse Plan as per Chapter 288.975 of the Florida Statutes) processes to evaluate the potential impacts of airport development projects. In general, the DRI establishes the procedures to deal with any development proposal impacts that are deemed to be regional or affect more than one county. Once a development proposal is determined to have regional impact, the development is no longer subject to local approval only, but to regional and State approval as well. The regional approval comes from the executive board of the respective regional planning council, while the State approval comes from the State's land management agency, the Florida Department of Community Affairs. The 288 process provides an optional "expeditious" planning tool for the approval of a military base reuse plan that supersedes the provisions of the DRI and Part II of Chapter 163 of the Florida Statutes. Part II of Chapter 163 of the Florida Statutes is basically the State of Florida's growth management bill. Chapter 163 (Part II) establishes all the procedures related to local comprehensive planning, including those related to changes or amendments to the local comprehensive plans. The 288 process is attractive because it allows development of regional significance and also amends the local government's comprehensive plan.

(2) Financial

Once the planning and impact assessment approval and permitting procedures have been successfully accomplished, the process of obtaining financial support from federal, state and local sources can begin. As part of this step the proposed project must demonstrate to be financially feasible. In order to support an airport project, airlines, who ultimately contribute to the financing of such projects through increased airport fees, require that the benefits generated by the proposed project outweigh its cost. The FAA also requires a positive benefit/cost ratio on airport capacity enhancement projects in order to be eligible for funding.

(3) Design and Construction

With the approval, permitting, and financial backing required for the proposed airport development project, design and construction can begin.

The future development of a second runway at Homestead would require following each of the steps outlined in this section. If a second runway becomes a real proposition for HST in the future, it would be re-evaluated at that time from an aviation planning, environmental, financial and design perspective. Alternatives to the current layout depicted in the ALP, including possible different runway orientation and length, would be examined to identify that which best meets the future needs of the facility and surrounding environments. The result could be different from the runway shown for future planning purposes on the current ALP. The following section discusses alternatives regarding the "timing" for a possible second runway at Homestead.

5. SCENARIOS FOR ASSESSMENT OF IMPACTS DUE TO FUTURE DEVELOPMENT AT HOMESTEAD AIRPORT

Based on the estimated capacity of Homestead's current runway and the demand projections presented in Chapter 1, a second runway at Homestead will not be required for more than 30 years. However, if aviation demand at Homestead increases faster than projected, then a second runway could be required earlier. In order to properly assess the impacts of long-term development at Homestead, several scenarios regarding the most likely timing for a second runway (and associated development) are discussed in this section and a most likely scenario is recommended for evaluation in the SEIS.

(1) Alternative Scenarios

Technically speaking, as long as airport demand (as measured by aircraft operations) remains below the capacity of a single runway, then HST will operate with minimum delay. However, if demand approaches and exceeds the single runway capacity, then delays will occur with more frequency and the level of delay (the average time that each aircraft is delayed) will increase. Such delay increases operating costs for users (airlines, private pilots, the Air Force, etc.) and inconveniences air passengers and air cargo operators, etc. Note that airports can and do operate with high delays, so exceeding theoretical capacity does not shut the airport down, only makes it more costly and inconvenient to use. Such airport delay often drives users to reduce operations, shift

activity to less busy periods, or relocate to other airports. In order to avoid substantial airport delays and "pro-actively" plan Homestead's future a second runway was shown on Dade County's 1994 ALP for Homestead.

The new runway depicted on the ALP is shown in a parallel configuration with a 3,500-foot lateral centerline separation. The primary purpose for including the second runway on the ALP is to reserve land for its future development if, and only if, demand approaches or exceeds the capacity of the current runway. The 1994 Master Plan estimated that the existing runway had a capacity of 173,000 annual aircraft operations based on the master plan's forecast fleet mix, and other assumptions. The master plan recommended that planning for the second runway start when demand reaches 60 percent of capacity and that construction begin when demand is 80 percent of capacity, so that the new runway would be ready when, and if, maximum capacity is reached. Therefore, according to the master plan's forecast, a second runway was planned for construction around 2005 (short-term). In 2005, the master plan indicated that the second runway would be 5,500 feet long, which is essentially the length used by smaller aircraft (general aviation, including business jets), rather than larger commercial, cargo, or military aircraft. Ultimately (2015) the 1994 Master Plan proposed extending the new runway to 9,000 feet for commercial service.

The capacity of HST's existing runway was updated by Landrum & Brown based on the updated forecast presented in Chapter 1. The revised capacity of HST's existing runway is expected to reach 231,000 annual operations by the year 2038. The revised capacity number reflects revisions made to civil and military aviation forecasts since the previous Master Plan, completed in 1994 by Miami-Dade County. According to the 60 percent planning ratio and 80 percent construction ratio (used in the 1994 Master Plan), planning of the second runway could begin somewhere between the years 2014 and 2015 (approximately 139,000 annual operations), and construction could be initiated about the year 2027 (approximately 185,000 annual operations). Using these criteria, construction could be completed by 2030. The second runway is assumed to be constructed in a single stage (9,000-foot length), given the air carrier nature of the airport reflected in the updated forecast.

The FAA is finding in recent years that new runways are being constructed closer to the time that an airport is at 100 percent of its existing capacity, rather than at 80 percent. Airlines, when depended on to provide substantial private capital to fund runway

development, defer incurring infrastructure costs until operating costs at existing facilities become quite high. Based on these updated trends, the estimated timeframe for the existing single runway at Homestead to reach maximum capacity is the year 2038.

Beyond 2030 or 2038, air traffic demand could continue to increase until the capacity of the two runway system is reached. If Homestead in the future (roughly the year 2057 or later) were to reach the capacity of a two runway system, it would still be substantially below the level of activity of a major airport such as Miami International.

Three potential stages for evaluating a future second runway alternative were examined with respect to the volume of air traffic activity, the character of the aircraft fleet, and the requirement for airport related development. These stages or scenarios are:

- When the second runway could first be operational using Master Plan planning criteria – 2030.
- When the single runway is forecast to reach maximum capacity – 2038.
- When the two-runway airport is forecast to reach capacity – 2057 or later.

(2) Comparison of Alternative Scenarios

The three scenarios suggested for analysis of a second runway are compared in **Table 2-1** in terms of the volume and character of activity at Homestead.

Scenario 3 reflects the largest volume of activity at Homestead. This scenario has the greatest requirements for airport development to support large numbers of passengers and aircraft operations. On the other hand, this scenario would occur so far into the future, that it is very speculative. What we know today about aircraft impacts and about the nature of airport processing functions for passengers, cargo and maintenance is not expected to be applicable 60 years from now (under Scenario 3).

Scenarios 1 and 2 are closer in time and reflect a lower level of activity and facility requirements than Scenario 3. However, although closer in time than Scenario 3, Scenarios 1 and 2 still project a future that is roughly 30 and 40 years away, respectively, and also still speculative.

Table 2-1

Alternative Second Runway Assessment Scenarios

	Scenario 1 2nd Rwy First Operational	Scenario 2 Single Rwy at Capacity	Scenario 3 Two Rwy Capacity
Year	2030	2038	2057 or later 1/
Air Traffic Activity			
- Annual Aircraft Operations	195,000	231,000	370,000 2/
- Annual Enplaned Passengers	2.7 million	3.9 million	8 - 10 million
Airport Facilities 3/			
- Runways	2nd Parallel Rwy 3,500 ft. separation	2nd Parallel Rwy 3,500 ft. separation	2nd Parallel Rwy 3,500 ft. separation
- Passenger Terminal	800,000 S.F.	1,200,000 S.F.	2,900,000 S.F.
- Cargo/Maintenance Area	150 acres	150 acres	180 acres
- Airport Access	Direct access to primary 4-6 lane highway	Direct access to primary 4-6 lane highway	Alternative direct access to 6-lane highway

1/ Extrapolation from 2015 forecast based on 4.9% annual passenger growth rate and 4% annual passenger operations growth rate.
2/ Advisory Circular 150/5060-6, Figure 2.1-Capacity and ASV for long range planning.
3/ Airport facility requirements are approximations for major components that would require additional development.

All three scenarios represent a very distant point in the future, ranging from approximately 30 years out under Scenario 1 (2030) to roughly 60 years under Scenario 3 (2057). The further out in time, the more speculative the scenario becomes, not only in terms of whether the demand will ever materialize, but also in terms of the potential changes in the aviation industry (carriers, aircraft, airports, etc...). Major, unanticipated events in the last 40 years have transformed aviation into what it is today. It is reasonable to expect that future events, whether known or unknown, will change aviation in the future. Relevant past events include:

- Jet service (40 yrs. ago)
- Integrated cargo carriers such as UPS, Federal Express (30 yrs. ago)
- Deregulation (20 yrs. ago)
- Airline hubbing practices (20 yrs. ago)
- New commuter industry through air carrier partnerships (20 yrs. ago)
- Phase-out of Stage 1 aircraft (15 yrs. ago)
- Change in bilaterals (10 yrs. ago)
- Airline code-sharing (5 yrs. ago)

- Phase-out of Stage 2 aircraft (end of 1999)
- Changes in aircraft operations in airport environs based on new technology and changes in aircraft and air traffic operating procedures (continuous)

By the year 2001, NASA and FAA have undertaken a program to identify noise reduction technology to reduce the community noise impact of future subsonic jet transport airplanes by 7 to 10 decibels (relative to 1992 technology). Based on program results and the degree to which the identified technologies can be economically and practicably included in future airplane designs, the FAA will amend appropriate aircraft noise standards and regulations to ensure that feasible noise reduction technologies are incorporated during the first decade of the next century. The FAA is also supporting NASA research to achieve technology readiness to reduce the perceived noise levels of future aircraft by a factor of two by 2007 and by a factor of four by 2022 (based on 1995 technology). Based on anticipated technological advances, long-term aircraft noise will be significantly less than the noise emitted by the current fleet.

In addition to noise reduction programs, FAA also supports NASA research to reduce future aircraft engine exhaust emissions. The goals of this research are to develop engine combustion technologies to reduce emissions of oxides of nitrogen by 60 percent and unburned hydrocarbons by 40 percent relative to 1996 International Civil Aviation Organization (ICAO) standards, and to reduce specific fuel consumption, and therefore carbon dioxide and water vapor emission, by 20 percent.

Programs such as these indicate that the trend is to decrease aircraft generated impacts in the future so as to respond to environmental and community concerns. The challenge for the SEIS analysis is how to account for anticipated reduced impacts in a currently quantifiable way.

Due to these long-term uncertainties, and so as not to underestimate or overestimate impacts due to future development at Homestead Airport, Scenario 2 is selected for qualitative assessment of impacts with regards to a second runway.

6. SELECTED FUTURE AIRPORT DEVELOPMENT SCENARIO FOR ANALYSIS IN THE HOMESTEAD RESUSE SEIS

Scenario 2 represents a future point in time when air traffic demand at Homestead Airport will be equal to the maximum capacity of the existing, single runway. While the second runway

could be developed earlier, in anticipation of increased future demand, the scenario selected for assessment is at maximum use of the single runway.

The facilities required at this demand level are described in Chapter 1 under the maximum single runway use scenario and are summarized in **Table 2-2.**

Table 2-2
Forecasts Of Aviation Demand & Facility Requirements For
Maximum Single-Runway Scenario (Year 2038)

Annual Enplaned Passengers	3,900,000
Annual Aircraft Operations	231,000
Passenger Terminal Building	1,200,000 square feet
Aircraft Gate Requirements	25 gates
FBO Terminal Area	1,183 square feet
General Aviation Auto Parking	64 spaces (414,050 square feet)
General Aviation Hangar Spaces	27 spaces
General Aviation Hangar Area	61,200 square feet
General Aviation Ramp Spaces	26 spaces
General Aviation Ramp Area	70,200 square feet
Air Cargo Building Area	700,000 square feet
Air Cargo Site Requirements	98.6 acres (4,295,016 square feet)
Aircraft Maintenance Hangar Spaces	10 spaces
Aircraft Maintenance Apron Area	800,000 square feet
Aircraft Maintenance Hangar Area	800,000 square feet
On-Site Auto Parking Spaces	10,600 spaces (85.2 acres/3,710,000 square feet)
Total (Approximate) Area Required for Development Described Above	11,637,599 square feet (267.2 acres)
Approximate Airport Property Available for Development (North of Runway 5-23)	13,503,600 square feet (310 acres)

The existing airport property should be capable of accommodating the facility requirements (listed above) for a "maxed-out" one-runway scenario in 2038. Any increases in aircraft maintenance should be developed and located on the existing flight line. In general, there are two types of air cargo; all-cargo and belly-cargo. Depending on future operating costs and the availability of nearby facilities, approximately 80 percent of all-cargo operations will most likely

remain on-airport property, while 20 percent might locate off-airport property. All-cargo operations will require ramp and building area, preferably on the flight line, however, it can be located adjacent to the flight line, as long as there is clear and direct access to the airfield. Belly cargo can be divided into several sub-categories; domestic, freight forwarder, and international. Again, depending on future operating costs, all (100 percent) domestic type belly cargo will most likely be located on-airport property. Although freight forwarder and international type belly cargo operations sometimes locate off-airport property, they usually remain on-airport at airport's similar to HST. If possible, belly cargo operations should be located on the flight line, however, it is not unusual to see belly cargo operations located off the flight line, with direct terminal ramp access for tug operations. In summary, there should be adequate room to accommodate all air cargo and aircraft maintenance requirements within the existing airport boundary.

As previously discussed, Scenario 2 assumes the second runway will be built around 2038, when the capacity of the single runway reaches 100 percent. Up until 2038 all landside and airside facilities can be accommodated north of existing Runway 5-23. Therefore, the second runway is assumed to be built to accommodate operational capacity, with no additional landside or airside facilities required. Following the construction of a new parallel runway and taxiway a new terminal, ARFF, and ATCT facility would most likely be required by 2057 if the aviation activity forecast is achieved.

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CHAPTER 3. AVIATION ACTIVITY RELATED TO COMMERCIAL SPACEPORT ALTERNATIVE

1. INTRODUCTION

According to reports from the telecommunications industry, a large number of satellites will be needed shortly after the turn of the century. In response to this need, as well as the desire to reduce launch cost and improve reliability, several companies are preparing to provide satellite launching services for hire. Two commercial space transport operators in particular have shown an interest in HST: Space Access, LLC (Space Access) and Kelly Space & Technology, Inc. (KST). These firms propose to use HST to assemble and launch satellites with reusable space vehicles, which are being designed for these purposes. They would also develop the necessary support facilities at HST to meet the growing need for affordable and reliable satellite launch systems.

The following sections describe the aviation component of a commercial spaceport alternative, in which one or more commercial space transport companies are licensed to conduct operations at HST. Because of the special facility and operational requirements of spaceport users, the alternative was defined by accommodating spaceport needs first, and then assessing the ability of other commercial, general aviation and military users to operate concurrently. Spaceport opportunities were evaluated within the airfield and beachfront boundaries. Potential needs and advantages from expansion outside the existing boundary are noted, as appropriate.

Although several potential spaceport users, with varied requirements and different operating characteristics, have expressed interest in this facility, the analysis performed is largely based on the information provided by Space Access, which is more detailed than that provided by other potential operators and generates greater land/facility requirements (due to the additional building and safety area associated with the payload mating site). The technology proposed by Space Access and other companies is still in a developmental stage. However sufficient information was gathered from the operators and regulatory agencies to make reasonable assumptions for the purposes of the SEIS.

The concept of a commercial spaceport for reusable spacecraft is new, and there are no existing commercial spaceports for horizontally launched reusable launch vehicles, although some are being planned. Also, there are no conventional airports that currently support spaceport activities, so there is no history that indicates whether or not this concept is feasible.

Accordingly, rules and regulations for the operation of these types of space vehicles have not been fully developed and in some cases are not available. The Federal Aviation Administration will ultimately have to provide planning standards and ultimate approval of any type of spaceport operation at HST. Since there is currently no precedent or existing regulations for the FAA to base a decision on, adequate time will have to be given for the formulation of an advisory policy; how much time will be required is not known at this time.

2. COMMERCIAL SPACEPORT OPERATIONAL ASSUMPTIONS

In order to determine the requirements of commercial spaceport users and the impact on other aviation activity at HST, the spaceport operational assumptions were defined. The following paragraphs describe the aircraft characteristics, activities, and operations expected to occur if HST were developed as a commercial spaceport.

(1) Aerospace Vehicle Characteristics

A brief explanation of the "space vehicles" and their missions/operations proposed by Space Access and KST is presented below.

Space Access is developing a self-powered, unmanned reusable satellite launch and deployment system. The system will most likely include two to three reusable launch vehicles that work together to deploy the satellites. The hypersonic "Aerospacecraft" (ASC) serves as the main vehicle. Everything, including the payload and other vehicle(s), are loaded into the ASC for departure. Once a predetermined altitude is reached, the other vehicle(s) is deployed to deliver the payload(s). After the other vehicle(s) is deployed, the ASC returns to the original launch site unpowered, similar to a glider. Immediately following the delivery of the payload, the other vehicle(s) returns to the launch site as an unmanned, unpowered glider type aircraft as well. The complete system is being developed to be reused once it has been serviced and refueled.

The ASC resembles the Concorde and is comparable to the Boeing 747 in weight. It will be capable of taking off and landing horizontally on the existing runway. The vehicle can also vary its speed and flight trajectory and can enter into a holding pattern. Therefore, within controlled airspace, it can operate similar to a conventional aircraft. The ASC will be launched using hydrogen as its primary fuel. In addition, highly volatile mixtures of

liquid oxygen, nitrogen, helium, and several other fluids and gases are required in various amounts for the entire system to operate. The noise impact should be less than a traditional space launch due to its horizontal take-off capability.

KST is developing a number of "Eclipse" Reusable Launch Vehicles (RLV). The RLV will differ in size and mission. According to KST, using a conventional runway, the Eclipse launch technology utilizes a Boeing 747 to tow a manned Eclipse "Astroliner" (winged launch vehicle) to an altitude of approximately 20,000 feet. At 20,000 feet, the Eclipse Astroliner's rocket engine is ignited, the towline is released, and the Astroliner climbs to the payload separation altitude of approximately 400,000 feet. Once deployed from the Astroliner, the upper stages deliver the payload to the specific destination while the Eclipse Astroliner descends as a glider. The Astroliner acts as a glider until it reaches final descent. At final descent (30,000 feet) the Astroliner uses conventional air-breathing engines to support powered approach and landing. Both the Astroliner and tow vehicle will return to HST. Information regarding the return of the upper stage (following payload delivery) is not available. Every Eclipse vehicle version will be towed aloft by commercial or military tow planes, ranging from a C-130 to a Boeing 747.

(2) Commercial Spaceport User Activities

As a commercial spaceport, HST would serve as a primary location to assemble and launch satellites. In general, the satellite launch and deployment system includes two to three reusable launch vehicles that operate similar to aircraft, as opposed to rockets. The vehicles would be housed, maintained, and operated from HST. The aerospacecraft assembly would occur at HST, while other components would most likely be built at another location and would either be assembled at HST or would be transported in by air or ground. Although HST would be used as the test site as much as possible, testing could be conducted at other locations in the U.S. (primarily government test ranges), if necessary. While the fabrication of parts for the vehicles would not be done at HST, airframe repair would be.

In general, spaceport activities include assembling (processing) the payload (satellites in most instances) for flight and mating it to the upper stage(s). Following this assembly, the payload and upper stage(s) are mounted on the first stage trolley and inserted into the payload bay. The doors are then closed and sealed. Finally, the entire assembly is loaded

with propellants, towed to the end of the runway, and launched. It is estimated that one launch would occur approximately once a week by one operator, increasing to possibly three a week by one or more operators after 2005.

(3) Airfield and Airspace Operations (Pre-Launch/Return)

Launch schedules should be known from 45 days to six or eight months in advance. Once exact orbital conditions are known, favorable launch windows can be identified. Since the ASC is a maneuverable vehicle (as opposed to a conventional rocket) there is more flexibility in selecting the best launch window to meet weather conditions, vehicle preparation, and community noise concerns. Most launches will occur during the daytime or early evening to mitigate noise impacts as much as possible. However, some launch windows will have to occur at very specific dates and times which, if missed, may not occur again for hours, days, weeks, months or even years in some cases.

Once the launch window has been selected and the spacecraft has been loaded, the ensemble will be towed from the integration facility to the fuel farm where it will be fueled. The fueling of the ASC will take approximately six hours. It should be noted that if, at any time, the ensemble is taxiing or towed through an airport FAA safety area (i.e. taxiway/runway safety area and/or runway object free area), that part of the airfield will have to be restricted/off limits to other operations. Once fueled, the ensemble will be immediately towed to the end of the runway for take-off. At this point, all airport-related operations will cease for approximately one hour. However, if the launch should slip for any reason, HST could be closed for several hours.

The new generation of reusable space vehicles will not be as demanding as the NASA shuttle in regards to airspace corridors and procedures; however, it will be more demanding than today's commercial aircraft. The FAA has not yet defined air traffic procedures and requirements for the new commercial space vehicles. Established airspace procedures would have to be developed and maintained from the time the vehicle enters the runway safety area (HST would be closed to other traffic at that time) until it leaves the Earth's atmosphere. Similar procedures would have to be followed for each vehicle's return to the Earth's atmosphere, landing, and departure from the airport's FAA safety areas. Since the space access vehicle acts as a glider (similar to the shuttle) upon return to HST (i.e. cannot hold), the airport would most likely be closed to other traffic for ASC arrivals, as well.

3. COMMERCIAL SPACEPORT FACILITY REQUIREMENTS

The type, size, and layout of facilities that could be required to support a "Space Access type" spaceport at HST are described in this section. As previously mentioned, it is unlikely "KST type" spaceport support facilities will require as much area for development as "Space Access type" spaceport support facilities based on the information provided by each operator. The difference between the two spaceport support facility requirements centers on the aerospacecraft maintenance and assembly facility. KST does not use an aerospacecraft for its operation, therefore, they will not need this type of facility. All other spaceport facility requirements for the two types of spaceport operators should be similar, with the exception of the aerospacecraft maintenance and assembly facility. Therefore, this analysis is based on information provided by Space Access, the slightly more demanding of the two spaceport operators in regards to support facilities. Safety requirements are also presented because of their potential impact on the layout of the spaceport facilities and other airport operations. These safety requirements will likely apply to any kind of spaceport operation because similar types of explosive fuels are used for each type of spaceport operation.

(1) Support Facility Requirements

"Space Access type" spaceport facilities could include a mission management center, ASC maintenance and assembly/payload integration facility, propellant fueling area/fuel farm, ejector ramjet run-up area, aerospacecraft run-up area, storage, and utilities. These facilities are described below.

As previously mentioned KST will require facilities similar to those for Space Access, with the exception of the aerospacecraft maintenance and assembly facility portion of the ASC maintenance and assembly/payload integration facility.

- The Mission Management Center will include launch control and possibly telemetry, auto landing, the avionics lab, and office space. If an existing building large enough to house all these activities is not available, it might be more feasible to split them up and use several smaller buildings instead. Estimated space requirements are as follows: launch control – 1,300 S.F.; telemetry – 1,350 S.F.; auto landing – 900 S.F.; avionics lab – 1,900 S.F.; and office space – 3,000 S.F. If all these activities are co-located it will require an 8,450 S.F. building.

- The ASC Maintenance and Assembly/Payload Integration Facility will include, at a minimum, a payload (satellite) processing room, an upper-stage preparation and payload integration room, an upper-stage and satellite

installation room, and an aerospacecraft maintenance and preparation room. These rooms will be designed to abut one another in a linear sequence. An estimated 417,600 S.F. will be required to accommodate the functional areas described above.

- The Propellant Fueling Area/Fuel Farm requirements will be dependent on the number and frequency of spaceport launches. Prospective spaceport operators indicate that they could conduct 40 to 60 launches a year (approximately one launch a week) and that each launch would use 400,000 liquid pounds (lbm) of liquid hydrogen, 450,000 lbm of liquid oxygen, 110,000 lbm of liquid air, 56,000 lbm of liquid nitrogen, and 20,000 lbm of gas helium. The fuel will have to be trucked to the fuel farm. The DOT currently regulates the transportation and storage of any of the above referenced fuels. HST should be able to accommodate the anticipated fuel requirements unless the new spaceport experiences a dominant market capture which would call for massive transport and storage requirements. If this market capture becomes reality, liquid hydrogen could possibly be produced on-site.

  Storage tank requirements for liquid hydrogen are between 500,000 and 1,000,000 lbm. The liquid hydrogen tank will be spherical in shape and measure 72 feet in diameter. A 150-foot by 150-foot area should be reserved for the placement of this tank. This 22,500 S.F. area will allow for space to maneuver between and around the tank. The liquid hydrogen tank will be located above ground.

  Storage tank requirements for liquid oxygen are between 500,00 and 1,000,000 lbm. It will require two 12-foot x 70-foot tanks to store the liquid oxygen. An area 40-foot by 100-foot should be reserved for the placement of these tanks. This 4,000 S.F. area will allow for space to maneuver between and around the tanks. The liquid oxygen tanks will be located above ground.

  Storage tank requirements for liquid air are between 200,000 and 400,000 lbm. An area the same size as the liquid oxygen (4,000 S.F.) area should be reserve for the liquid air. The liquid air tank will be located above ground as well.

  Liquid nitrogen and gas helium will most likely be trucked-in. Therefore, no area will be required for this type of storage.

  A total area of 30,500 S.F. will be needed to locate the fuel farm based on the above requirements. This area will include room for the tanks, as well as space to maneuver between and around the tanks. However, additional safety area requirements will be required. These safety separations are presented in the following section.

- The Ejector RamJet Run-up Area will most likely require a hush house similar in design to those used for F-16 engine runs, due to anticipated noise levels. However, the ejector ramjet hush house will not have to be as large as the F-16

hush house because the run-ups will involve engine tests only, as opposed to the space required for an entire aircraft run-up. A hush house of this type will allow engine tests at night and in inclement weather. A 75-foot by 75-foot (approximately 5,000 S.F.) hush house should be large enough for the ASC ejector ramjet run-up (engine only) tests.

- The Aerospacecraft Run-up Area will accommodate engine tests on the spacecraft and should be infrequently used, compared to the ejector ramjet run-up area. The ASC run-up area will need to be sized to accommodate the aerospacecraft (292 feet by 124 feet and gross weight of more than 700,000 pounds). It is possible that the Military and a spaceport tenant could share the existing HST run-up area. This will be further analyzed later on in this section. One important consideration will be that the existing HST run-up and hush house facilities are within a military cantonment area, which is not part of the property being "disposed of". Therefore, if would be necessary to negotiate with the airforce for any possibility of joint use facilities.

- Storage could consume an estimated 80,000 square feet of warehouse space.

- Utilities demand for electricity should not be too extensive. If liquid hydrogen is produced locally, high electricity and natural gas would be required. Water consumption will be limited to the workforce and airframe business needs. Constant refurbishment of the vehicle is not anticipated, therefore the water consumption for the airframe business should be relatively low.

(2) Safety Area Requirements

In order to provide protection for people and property surrounding the ASC maintenance and assembly/payload integration facility, the fuel farm, and the fully-fueled aerospacecraft, preliminary safety distances were determined based on the volatility of the required propellants and anticipated payload. As discussed earlier, these safety areas will most likely apply to any kind of spaceport tenant because similar types of explosive fuels are used for each type of spaceport operation/mission.

According to the Department of Defense (DOD) Standard 6055.9-STD, Ammunition and Explosives Safety Standards (August 1997), the safe distance from a satellite fully loaded with hypergolic fuel and an inhabited building or aircraft is estimated at 1,250 feet. This calculation is based on the assumption that a satellite may carry between 500 and 800 lbs. of hypergolic propellant. The safe distance from a fully-fueled aerospacecraft vehicle and an inhabited building or aircraft is estimated at 1,800 feet. The safety area "bubble" for a fully-fueled aerospacecraft remains with the vehicle regardless if it is stationary or mobile.

Since the aerospacecraft will not be fully-fueled until just before takeoff, the safety area for the payload processing/integration facility will be based on fully-fueled satellites, which is estimated at 1,250 feet; however, this assumes an unprotected condition. Although the fully-fueled satellite safety area is estimated at 1,250 feet, space transport developers have indicated that an integration building can be engineered to contain as much of the potential blast as needed to allow for a 1,000-foot safety area. Therefore, the safety area around the ASC maintenance and assembly/payload integration facility should be maintained at 1,000 feet; this will provide sufficient safety for fully-fueled satellite (payload) integration.

It is assumed that all the tanks required to store the propellants necessary for the departure of the ASC will be co-located in a fuel farm or tank farm. Since all the required propellants will be stored together, the fuel farm safety area will measure 1,800 feet. This distance is based on the fully-fueled aerospacecraft safety area. The 1,800-foot distance is driven mostly by the potential explosiveness of the co-located liquid hydrogen and liquid oxygen.

The ejector ramjet run-up area and aerospacecraft run-up area will each require a safety area of 1,800 feet as well. This is also based on the safety area required for a fully-fueled aerospacecraft, since the run-up areas will be used to test equipment loaded to varying degrees with the same propellants as the fully-fueled aerospacecraft.

According to FAA airport planning standards (AC 150/5300-13, Change IV), an airport typically has several safety areas located at each runway end for added protection during takeoff and landing. Two of the larger, more restrictive, safety areas are the Runway Protection Zone (RPZ) and Runway Object Free Area (OFA). An RPZ is trapezoidal in shape, centered on the runway centerline, and begins 200 feet out from the runway threshold. A typical precision RPZ measures 1,000 feet (inner width) x 1,750 feet (outer width) x 2,500 feet (length). The OFA is rectangular, centered on the runway centerline, and begins at the runway threshold. A typical precision OFA measures 800 feet wide and 1,000 feet long. It is assumed that the same safety area dimensions will be required for the aerospacecraft. However, the final decision on the size and shape of the PRZ and OFA for a spaceport operation will have to be made by the FAA. It is assumed that these safety areas can be accommodated.

(3) Facility Layout

A possible spaceport layout, designed to accommodate one of the aforementioned commercial space transport operations and meet its safety requirements, is described below. As discussed earlier, the KST operation will likely require slightly less area for support facilities than the Space Access operation. Therefore, for purposes of this discussion, the Space Access operation is used as the reference facility.

The ASC maintenance and assembly/payload integration facility could be located in existing building 741. However, a modest expansion to the southeast side of the building (runway side) would be needed to meet the 500-foot long integration set-up requirement. Building 741 is located northeast of the existing runway. The distance between the northwest side of the building (non-runway side) and the south side of St. Lo Boulevard is approximately 1,000 feet. Therefore, there would be adequate room for the 1,000-foot integration facility safety area. In addition, this site would ensure clearance of any possible obstructions to the Job Corps dormitories to the north, and the proposed use of buildings 775 and 779 by the Dade County Public Schools. The better that the refurbishment and building expansion is engineered (to contain any potential blast), the smaller the safety area would have to be. Any accompanying space requirements for launch control, telemetry, automated landing control, avionics lab, office space, and/or storage could be located to the northeast and/or southwest sides of building 741, as long as they are outside of the integration facility safety area.

Once the integration is complete, the ASC will be towed to the fuel farm to load the propellants required for the mission. The ASC will maintain a 1,250-foot safety area bubble while being towed to the fuel farm due to the assembled satellites on-board the ASC. The entire fuel farm area will measure approximately 230 feet x 150 feet and have a safety area of 1,800 feet from its perimeter. Analysis indicates that the safest (on-airport property) location for the fuel farm would be south of the runway, on the triangular shaped piece of airport property southeast of existing Taxiway "D". Compared to any other on-airport site, a fuel farm in this location would have the least impact to the "beachfront" area (beachfront refers to development located adjacent to the north side of existing airport facilities); however, the safety area for this site will extend into off-airport property. Therefore, easements from adjacent property owners will be required for that portion of the safety area that extends outside of the existing airport property boundary. The ASC would most likely use Taxiway "D" to access the fuel farm. There are no anticipated compatibility issues for aerospacecraft taxiing along Taxiway "D".

After the fueling process, which could last for as many as six hours, the fully-fueled ASC is towed to the designated runway end in preparation for departure. During the tow, the ASC has to maintain a 1,800-foot distance from any inhabited aircraft or building. In order for this activity to occur without affecting airport operations, a parallel taxiway would have to be built 1,800 feet south of existing Runway 5/23. Since this would require property acquisition (an expensive and time-consuming endeavor, considering the amount of time it would be used), it is assumed that all airport operations will cease for several minutes to allow the ASC to use the existing runway as a taxiway. Once the aerospacecraft enters the runway object free area, the tower would have to close access to the airfield by any other aircraft.

As previously mentioned, the ejector ramjet run-up area and the aerospacecraft run-up area will most likely require a safety area of 1,800 feet, since the run-ups will be tests of fully-fueled engines and aircraft. Since all the Military run-up and hush house facilities are within 1,800 feet of the runway centerline, use of these military facilities by the ASC will require closure of the runway. Alternatively, spaceport ejector ramjet run-up and aerospacecraft run-up areas could be built to the south of the existing military cantonment area by Runway 5. However, in order to stay on airport property, the facilities would have to be within 1,800 feet of the Military facilities. Therefore, an agreement would still have to be reached with the Military regarding testing/run-up times; the Military site would have to be vacated during spaceport run-up activities. The runway would double as a taxiway for access to the proposed run-up/hush house area. Access to the airfield would be limited during the movement of the ASC to and from the run-up areas.

The analysis of safety area requirements, given the assumptions presented above, suggests that whenever the aerospacecraft is mobile, the airfield will have to be closed.

4. OTHER POSSIBLE COMMERCIAL AND GENERAL AVIATION COMPONENTS

The opportunity for development of facilities by other commercial and general aviation airport users and their operational compatibility with spaceport tenants is discussed in this section of the report. The analysis and comparisons presented in this section refer to the Space Access type spaceport operational requirements. As previously mentioned, because Space Access requires a building to assemble their aerospacecraft, it is likely that the Space Access operation will require slightly more developable area than the KST operation. However, large safety area requirements, imposed by the use of volatile fuels, will affect both type of spaceport operators because of their similar payloads. The safety area requirements portion of the spaceport operator

similar payloads. The safety area requirements portion of the spaceport operator facility requirements are by far the most demanding with regards to total area required for development (see **Table 3-1**). Therefore, it is assumed that support facility requirements north of Runway 5-23 will be similar for both Space Access and KST type operations.

Table 3-1
Airport/Spaceport Facility Requirements

Airport Property North of Runway 5-23 Available For Development	13,490,000 Sq.Ft.	=	310 Acres
Requirements for One Spaceport Operator			
Mission Management Center	8,450 Sq.Ft.		
ASC Maint. and Assembly/Payload Integration Facility	417,000 Sq.Ft.		
Integration Facility Safety Area	6,982,393 Sq.Ft.		
Total	7,407,843 Sq.Ft.	=	170 Acres
Requirements for Two Spaceport Operators			
Two Mission Management Centers	16,900 Sq.Ft.		
Two ASC Maint. and Assembly/Payload Integration Facilities	834,000 Sq.Ft.		
Safety Area for both Integration Facilities	11,065,784 Sq.Ft.		
Total	11,916,684 Sq.Ft.	=	274 Acres
Additional Space Required for Second Spaceport Operator	4,508,841 Sq.Ft.	=	104 Acres
Airport Property Available for Development with One Spaceport Operator	6,082,157 Sq.Ft.	=	140 Acres
Airport Property Available for Development with Two Spaceport Operators	1,573,316 Sq.Ft.	=	36 Acres
2005 – Aviation Related Facility Requirements			
General Aviation Facilities	121,490 Sq.Ft.		
Cargo Facilities	95,293 Sq.Ft.		
Aircraft Maintenance Facilities	640,000 Sq.Ft.		
Passenger Terminal Facility	24,000 Sq.Ft.		
Auto Parking Facilities	446,950 Sq.Ft.		
Total	1,327,733 Sq.Ft.	=	30 Acres
2015 – Aviation Related Facility Requirements			
General Aviation Facilities	154,983 Sq.Ft.		
Cargo Facilities	3,969,185 Sq.Ft.		
Aircraft Maintenance Facilities	1,600,000 Sq.Ft.		
Passenger Terminal Facility	386,000 Sq.Ft.		
Auto Parking Facilities	1,997,100 Sq.Ft.		
Total	8,107,268 Sq.Ft.	=	186 Acres

(1) Facilities

One spaceport maintenance/integration facility will consume approximately 30 percent of the total linear feet available for development north of Runway 5/23. This will leave 2,000 linear feet remaining for development between the northeast side of the proposed maintenance/integration facility and the Military cantonment area north of Runway End 23, and approximately 2,850 linear feet southwest of the proposed ASC maintenance and assembly/payload integration facility. If a location were required to accommodate a second spaceport maintenance/integration facility, it would most likely be built directly adjacent to the original operation. This type of arrangement will allow the two operators to conserve space by sharing their safety area. Since the safety area would be jointly shared on one side, 1,250 additional linear feet would be required to accommodate a second spaceport tenant. Therefore, two spaceport maintenance/integration facilities will consume approximately 50 percent of the total linear feet available for development north of Runway 5/23.

In general, there are approximately 310 acres available for development within the Beachfront basin, located north of Runway 5-23. The spaceport facilities proposed for development within this area include the mission management center, ASC maintenance and assembly/payload integration facility, and integration facility safety area. These facilities will encompass approximately 170 acres. If a second spaceport tenant expressed interest in basing their facilities at HST an estimated 104 additional acres would be required. The second spaceport operator is assumed to require less area than the original spaceport facility since they could share their required safety area. Therefore, approximately 140 acres would remain for development in a single spaceport tenant scenario and an estimated 36 acres would be available for development in a dual spaceport operator scenario (see Table 3-1). According to Table 3-1, anticipated 2005 requirements for aviation related facility development (approximately 30 acres) can be realized regardless of whether a single spaceport tenant, or two spaceport tenants, begin operating at HST. However, because one spaceport operator will encompass approximately 170 acres (leaving 140 acres available for development) and estimated aviation related facility requirements could possibly reach approximately 186 acres by 2015, the assumption can be made that any spaceport activity will preclude the airport from reaching anticipated requirements for aviation related development well before 2015.

(2) Operations

As indicated in the previous discussion, there will be operational implications regarding the activities leading up to launch day, as well as the actual launch day activities. All of these implications result from the safety areas required by the aerospacecraft's payload and type of propellants. Due to size of the safety areas and the fact that the safety areas remain with the vehicle while it is mobile, whenever the aerospacecraft is in motion the airfield will be closed to other users. Therefore, depending on the mission, the airport will have to close from three to four times for each launch, for several hours. These times are as follows:

- When the ASC is towed to the fuel farm (approximately 5-10 minutes).
- When the ASC is towed to the end of the runway for departure and the departure itself (approximately 15 minutes to 2 hours).
- When the ASC returns to the airfield (approximately 30-40 minutes).
- When the second vehicle returns to the airfield (approximately 30-40 minutes).
- When the third vehicle returns to the airfield (approximately 30-40 minutes).

Although the Space Access vehicle(s) return to the airport like gliders, without fuel or payload, it is assumed that the airport will still need to be closed due to the unmanned nature and cost of replacement of the vehicles themselves. Other than launch day, the airport would also have to be closed to transport the ASC to the fuel farm and then to the run-up area for testing. In total, these two activities would close the airport twice for approximately 20 minutes. The KST vehicle, although manned and under power during landing, will most likely require the airfield to close as well, due to vehicle replacement costs.

There will also be an operational impact related to taxiing around the maintenance/integration facility. If the building is not designed for maximum cantonment, it is possible that the safety area for the building will preclude any movement on the taxiway south of building 741. If this is the case, the parallel access taxiway proposed by the HST 1994 Master Plan might have to be developed.

Because of the operational impact of spaceport operations, it is reasonable to conclude that spaceport operations are generally incompatible with scheduled commercial passenger

service. General aviation would also likely be limited by operational restrictions, particularly if capacity exists at other nearby local airports. Charter service by cargo and passenger carriers may be compatible in low volumes. Therefore, due to operational conflicts/incompatibilities, spaceport operations are not likely to co-exist with more than limited general aviation, chartered cargo services, and unscheduled/charter passenger services. There is a high degree of uncertainty in any assumptions regarding the potential for a combined commercial spaceport/airport because such a combined facility does not exist today and may prove not to be feasible in the future.

5. MILITARY/GOVERNMENT COMPONENT

As discussed earlier, the spaceport launch scenario requires the airport to be closed for a few hours before the actual launch and during the arrival window. However, U.S. Customs and FANG must be able to takeoff and land on demand; immediate departure is essential for these two operators. The problem is that priority for military and other government operations could conflict with space launch windows and vice versa. It is unknown whether arrangements for priority of use of the Homestead runway could be achieved that would be consistent with the operational needs of all users.

As previously mentioned, the spaceport operator and military personnel could possibly jointly operate a run-up and hush house facility.

6. SUMMARY OF AIRPORT OPERATIONS AND FACILITIES

The possible mix of commercial space launch activities and other aviation activity at Homestead is described in the following paragraphs. Since the type, level, and safety/security issues of the spaceport are speculative at this point, it is difficult to predict what type and volume of activity may be able to co-exist with spaceport operations.

At best, space launches are assumed to limit the opportunity for other aviation activity to grow at HST. General aviation operations are assumed to increase by a nominal amount, then level off at approximately 10,000 annual operations. This decrease in projected general aviation operations is due to the requirements imposed on the airport by the commercial spaceport and the hesitancy of general aviation users to co-exist with space launch activities. The projected limitations on passenger and cargo operations are also based on commercial spaceport requirements including limited access to the airfield on launch day, which could occur almost daily by 2015. Unscheduled passenger, cargo, aircraft maintenance, and general aviation operations are

projected to level off after 2015 and remain constant at 12,160 operations, 2,600 operations, 1,470 operations, and 10,000 operations, respectively. HST must also remain a base for military operations. Military and other government operations are projected to remain at a level of 19,284 annual operations.

Total annual operations (with a spaceport operator) are summarized in **Table 3-2** for years 2000, 2005, and 2015 by major user. Forecasts of total annual operations of the Proposed Action (i.e. without a spaceport operator), presented in Chapter 1, are included for comparison.

Table 3-2
Airport Operations Forecast
(With Spaceport Operator)

Operations by User	2000	2005	2015
Passenger	0	7,610	12,160
Cargo	0	1,560	2,600
Aircraft Maintenance	0	570	1,470
General Aviation	10,000	10,000	10,000
Military/Government	19,824	19,824	19,824
Spaceport	0*	160*	480**
TOTAL	29,824	39,724	46,534

Airport Operations Forecast
(Without Spaceport Operator)

Operations by User	2000	2005	2015
Passenger	0	7,610	51,200
Cargo	0	1,560	21,450
Aircraft Maintenance	0	570	1,470
General Aviation	40,834	45,133	56,771
Military/Government	19,824	19,824	19,824
TOTAL	60,658	74,697	150,735

* One spaceport operation equals one launch plus two to three vehicle recoveries depending on the spaceport scenario
** Assumes about two to three launches per week by one or two operators.

The facilities required for spaceport operations are described in previous sections of this report. Facilities required to support passenger, cargo, aircraft maintenance, and military operations are the same as defined in Chapter 1 for the commercial airport alternative (without spaceport operations) for 2000 and 2005. General aviation facilities would require an estimated 38,500 S.F. of space to support 10,000 operations by the year 2000. Since general aviation operations are not predicted to grow beyond this level in a spaceport scenario, 38,000 S.F. should be sufficient area for all general aviation development.

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CHAPTER 4. SOUTH FLORIDA AVIATION DEMAND AND AIRPORT CAPACITY

The following discussion summarizes South Florida's forecast of aviation demand and the ability of existing airports to adequately serve this demand. In addition, a review of the County's 30 year attempt to secure a new commercial service airport site (known as the Jetport/Dade-Collier Airport story) and subsequent replacement Jetport Site (known as Site 14) is provided. The failure of converting either of these two sites into a commercial service airport has left the County without a supplemental full-service commercial airport alternative. The Draft 1996 Aviation System Plan, recommended the development of Homestead Air Reserve Base (HST) as a supplemental airport based on the assumption that MIA would reach capacity prior to 2015 and that incremental growth in demand could best be met by HST.

This chapter is organized as follows:

- Aviation System Forecast
- Ability to Meet Forecasts with Existing Airports
- Search for New Commercial Airport and Current Prospects

1. AVIATION SYSTEM FORECAST

In 1996 Miami-Dade County completed a Draft Aviation System Plan. Although the plan has not been adopted by the County, it provides the most recent system-wide forecast of aviation activity for South Florida. The Draft 1996 Aviation System Plan forecasting effort included a review of Miami International Airport (MIA), as well as other airports in the system. The airports in Miami-Dade County include:

- Miami International Airport (MIA)
- Dade-Collier Training and Transition Airport (TNT)
- Homestead Air Reserve Base (HST)
- Homestead General Aviation Airport (X51)
- Kendall-Tamiami Executive Airport (TMB)
- Opa-Locka Airport (OPF)
- Opa-Locka West (X46)

The forecasts for these airports are summarized in the following sections.

(1) Miami International Airport Aviation Forecast

The Draft 1996 Aviation System Plan prepared forecasts for the years 1995 through 2015 for aviation passengers, aircraft operations, fleet mix and cargo. **Table 4-1** presents a summary of MIA's forecast enplaned domestic and international passengers. Total passengers (domestic and international) are forecast to grow from 29,774,000 in 1994 to 62,640,000 in 2015. For comparison, the compounded annual growth rate for domestic passengers during the period 1989-1994 was 3.7 percent, while the forecast compounded annual growth rate is 2.7 percent for the period 1994-2015. **Table 4-2** summarizes MIA's aircraft operations forecast broken down by domestic air carrier, international air carrier, general aviation, military, all-cargo, and air taxi operations. The Draft 1996 Aviation System Plan forecast anticipates that total aircraft operations will increase from an estimated total 555,000 in 1994 to 780,940 in 2015. This represents a compounded annual growth rate of 1.6 percent for the period 1994-2015 compared to a compounded annual growth rate of 7.6 percent for the period 1989-1994.

(2) Aviation Projections for Southern Florida's General Aviation Airports

Dade County's general aviation activity has been very significant compared to other metropolitan areas, although widely variable over the years. This variation in general aviation activity levels was due to external events, such as the oil embargo (in the early 1970's), loss of the G.I. Bill for pilot training, the general recession (in the early 1980's), and Hurricane Andrew (in the 1990's). Hurricane Andrew suppressed demand because of the facilities that were destroyed at both Homestead General and Kendall-Tamiami Airports. In the past, general aviation activity usually rebounded after events that suppressed activity, however, due to the increased cost of acquiring and operating general aviation aircraft over the past three decades, the level of activity associated with a typical rebound has been less than previously experienced.

In addition, the lack of single-engine aircraft production has limited the replacement of aircraft that have been taken out of service. However, it is possible that the recent legislation designed to limit general aviation aircraft liability could have a positive impact of the cost and production/supply of single-engine aircraft. The increase of single-engine aircraft would theoretically place downward pressure on the price of new and used aircraft and, more importantly, would provide a source of replacement aircraft for those that are taken out of service.

Table 4-1
HOMESTEAD REUSE SEIS
AIRPORT PLANNING DATA TECHNICAL REPORT

Draft 1996 Dade County Aviation System Plan -
Miami International Airport Passenger Forecast

Year	Domestic Passengers	International Passengers	Total Passengers	Annual Growth
Historical				
1989	14,081,149	9,303,861	23,385,010	
1990	15,828,665	10,008,780	25,837,445	10.487%
1991	15,696,783	10,894,632	26,591,415	2.918%
1992	14,970,138	11,513,579	26,483,717	-0.405%
1993	16,287,173	12,373,223	28,660,396	8.219%
1994 est.	16,874,000	12,900,000	29,774,000	3.886%
Projected				
1995	17,840,000	14,950,000	32,790,000	10.130%
1996	18,490,000	15,870,000	34,360,000	4.788%
1997	19,110,000	16,770,000	35,880,000	4.424%
1998	19,710,000	17,670,000	37,380,000	4.181%
1999	20,300,000	18,550,000	38,850,000	3.933%
2000	20,850,000	19,400,000	40,250,000	3.604%
2001	21,490,000	20,450,000	41,940,000	4.199%
2002	22,090,000	21,460,000	43,550,000	3.839%
2003	22,640,000	22,250,000	44,890,000	3.077%
2004	23,220,000	23,150,000	46,370,000	3.297%
2005	23,790,000	24,080,000	47,870,000	3.235%
2006	24,350,000	24,980,000	49,330,000	3.050%
2007	24,920,000	25,910,000	50,830,000	3.041%
2008	25,490,000	26,820,000	52,310,000	2.912%
2009	26,040,000	27,740,000	53,780,000	2.810%
2010	26,590,000	28,650,000	55,240,000	2.715%
2011	27,180,000	29,550,000	56,730,000	2.697%
2012	27,750,000	30,470,000	58,220,000	2.626%
2013	28,310,000	31,370,000	59,680,000	2.508%
2014	28,890,000	32,300,000	61,190,000	2.530%
2015	29,440,000	33,200,000	62,640,000	2.370%
Compounded Annual Growth Rate				
1989-1994	3.7%	6.8%		
1994-2015	2.7%	4.6%		

Prepared by Landrum & Brown

Source: Airport Records, FAA Aviation Forecasts FY 1994-2005
1993-94 MIA Master Plan, Draft 1996 Dade County Aviation System Plan

Table 4-2
HOMESTEAD REUSE SEIS
AIRPORT PLANNING DATA TECHNICAL REPORT

Draft 1996 Dade County Aviation System Plan-
Miami International Airport Aircraft Operations Forecast

Year	Domestic Air Carrier	International	General Aviation	Military	All-Cargo	Air Taxi	Total Operations
Historical							
1989	149,535	79,044	68,112	5,238	21,676	61,530	385,135
1990	173,818	84,718	79,415	7,246	22,644	113,146	480,987
1991	166,690	88,952	70,768	5,524	22,335	120,915	475,184
1992	153,086	99,086	80,934	10,333	29,363	124,020	496,822
1993	158,228	117,048	71,199	5,336	39,740	142,003	533,554
1994 est.	161,778	117,010	71,100	5,100	38,912	161,100	555,000
Projected							
1995	168,835	127,195	74,700	7,000	40,500	163,800	582,030
1996	173,307	131,380	75,100	7,000	42,240	164,900	593,927
1997	177,403	135,094	75,500	7,000	43,980	166,000	604,977
1998	181,223	138,523	75,900	7,000	45,720	167,100	615,466
1999	184,866	141,553	76,300	7,000	47,460	168,200	625,379
2000	188,065	144,111	76,700	7,000	49,200	169,300	634,376
2001	191,994	148,514	77,300	7,000	50,800	170,700	646,308
2002	195,480	152,374	77,900	7,000	52,400	172,100	657,254
2003	198,448	154,469	78,500	7,000	54,000	173,500	665,917
2004	201,606	157,152	79,100	7,000	55,600	174,900	675,358
2005	204,603	160,639	79,700	7,000	57,200	176,300	685,442
2006	207,444	164,993	80,160	7,000	58,760	177,180	695,537
2007	210,301	169,441	80,620	7,000	60,320	178,060	705,742
2008	213,089	173,655	81,080	7,000	61,800	178,940	715,564
2009	215,644	177,834	81,540	7,000	63,440	179,820	725,278
2010	218,135	181,849	82,000	7,000	65,000	180,700	734,684
2011	220,890	185,705	82,463	7,000	66,603	181,584	744,245
2012	223,416	189,590	82,928	7,000	68,251	182,473	753,658
2013	225,799	193,258	83,396	7,000	69,944	183,366	762,763
2014	228,280	197,017	83,866	7,000	71,683	184,263	772,109
2015	230,463	200,502	84,339	7,000	73,471	185,165	780,940
Compounded Annual Growth Rate							
1989-1994	1.6%	8.2%	0.9%	-0.5%	12.4%	21.2%	7.6%
1994-2015	1.7%	2.6%	0.8%	1.5%	3.1%	0.7%	1.6%

Prepared by Landrum & Brown

Source: Airport Records

1993-94 MIA Master Plan, Draft 1996 Dade County Aviation System Plan

The possibility that some of Miami-Dade County's general aviation traffic relocated to one or more Broward County airports was investigated as part of the Draft 1996 Aviation System Plan. Review of the data, however, indicates that there has been very little shift in historical based aircraft storage patterns.

General aviation activity is commonly forecast in system plans using a Planning Activity Level (PAL). PAL is a planning tool used as a basis for facility and airspace planning when the activity being measured proves to be difficult to forecast on a yearly basis. The Draft 1996 Aviation System Plan used PAL's to forecast general aviation operational levels for the County, where growth patterns had been consistently unpredictable from year to year. **Table 4-3** presents the resulting general aviation activity level forecasts.

Table 4-3
Draft 1996 Dade County Aviation System Plan General Aviation Forecast

Planning Activity Level	Most Optimistic (Year Attained)	Most Likely (Year Attained)
750,000	1995	1997
875,000	2011	2028
1,000,000	2024	>2030

Source: Draft 1996 Dade County Aviation System Plan

Using a one percent per year growth rate, a level of approximately 1,000,000 annual general aviation operations would be obtained about the year 2024. The 1,000,000 annual operational level was selected by the Draft 1996 Aviation System Plan as the upper PAL forecast. Intermediate planning levels of 750,000 and 875,000 annual general aviation operations were selected as activity horizons for planning purposes. The most likely growth rate was set at 0.5 percent, halfway between the national no-growth forecast (at that time) and the most optimistic growth rate of one percent.

The total general aviation forecast was then broken down by individual airport. **Table 4-4** presents the resulting forecasts for each of the identified planning activity levels (750,000 operations, 875,000 operations, and 1,000,000 operations). These forecasts were based on system issues and airport-specific trends. Current development and operational policies do

Table 4-4
HOMESTEAD REUSE SEIS
AIRPORT PLANNING DATA TECHNICAL REPORT
Draft 1996 Dade County Aviation System Plan-
General Aviation Forecast by Airport
(750,000 PAL, 875,000 PAL, 1,000,000 PAL)

750,000 PAL

Airport	Itinerant Operations	Local Operations	Total Operations	Based SE	Based ME	Based Turbine	Total Based	Instrument Operations	Military Operations
MIA	65,810	0	65,810	5	26	20	51	65,810	820
OPF	141,310	107,470	248,780	150	154	53	357	32,340	16,170
TMB	113,850	140,540	254,390	265	99	11	375	14,600	380
X46	21,420	43,460	64,880	0	0	0	0	0	120
X51	7,810	25,780	33,590	64	24	0	88	0	510
TNT	3,570	0	3,570	0	0	0	0	0	1,760
HST	43,730	35,250	78,980	58	24	10	92	10,270	39,310

875,000 PAL

Airport	Itinerant Operations	Local Operations	Total Operations	Based SE	Based ME	Based Turbine	Total Based	Instrument Operations	Military Operations
MIA	76,780	0	76,780	6	29	23	58	76,780	950
OPF	164,870	125,380	290,250	175	176	56	407	37,730	18,870
TMB	132,830	163,960	296,790	264	92	9	365	15,430	4
X46	24,990	50,700	75,690	0	0	0	0	0	140
X51	9,110	30,080	39,190	52	8	0	60	0	590
TNT	4,160	0	4,160	0	0	0	0	0	2,060
HST	51,010	41,130	92,140	68	54	12	134	11,980	39,310

1,000,000 PAL

Airport	Itinerant Operations	Local Operations	Total Operations	Based SE	Based ME	Based Turbine	Total Based	Instrument Operations	Military Operations
MIA	87,750	0	87,750	6	34	27	67	87,750	1,090
OPF	188,420	143,290	331,710	202	202	64	468	43,120	21,560
TMB	151,800	187,390	339,190	303	106	9	418	17,640	510
X46	28,560	57,940	86,500	0	0	0	0	0	160
X51	10,420	34,370	44,790	59	9	0	68	0	680
TNT	4,750	0	4,750	0	0	0	0	0	2,350
HST	58,300	47,010	105,310	78	62	14	154	13,690	39,310

Prepared by Landrum & Brown

Source: Draft 1996 Dade County Aviation System Plan

Note: Forecasts for Homestead Air Reserve Base taken directly from the Homestead Air Reserve Base Master Plan.

not encourage or discourage the use of any airport except general aviation use of MIA. Finally, the forecasts assume that all necessary facilities are currently available at Homestead Air Reserve Base to accommodate demand.

2. ABILITY TO MEET FORECAST WITH EXISTING AIRPORTS

The Draft 1996 Aviation System Plan defined and evaluated potential alternatives to meet the County's forecasts of aviation demand presented in the previous section. Alternatives ranged from maintaining the current roles of existing airports (i.e. commercial, general aviation, etc.) to developing existing general aviation airports into commercial service airports as well as developing new supplemental commercial service airports. The capacity of each of the County's existing airports was calculated in accordance with guidelines contained in FAA Advisory Circular 150/5060-5, *Airport Capacity and Delay* and capacity deficiencies or excess capacity at each airport were identified. The results of this analysis of capacity versus demand, presented in **Tables 4-5 and 4-6,** show that the County has a need for additional future commercial service capacity while excess capacity exists at the County's general aviation airports and at Homestead Air Reserve Base. The following paragraphs provide a brief summary of key findings about the capacity of Miami-Dade County's airports, as well as Homestead Air Reserve Base, and their ability to meet South Florida's excess commercial service demand.

- *Miami International Airport* serves as the primary commercial service airport in Miami-Dade County. Based on the airport's existing airfield configuration, the Draft 1996 Aviation System Plan projects MIA's annual service volume (capacity) to decrease from 550,000 annual operations to 540,000 annual operations. This decrease in the airport's capacity is a result of the projected increase in the percentage of heavy aircraft operating at the airport. The airport's operational demand levels currently meet or exceed MIA's annual and peak hour capacity. In order to alleviate the problems associated with excess demand (i.e., unacceptable delay) the construction of an additional parallel runway has been recommended. It is estimated that this new runway will increase the airport's capacity from 550,000 annual operations to approximately 648,000 to 680,000 annual operations. However, despite the improvements in airport capacity and aircraft delay resulting from the construction of a new parallel runway, the airport's capacity is projected to be exceeded by 2010.

- *Dade-Collier Training and Transition Airport* currently serves as a low-activity flight training facility. Based on the airport's airfield configuration, aircraft fleet mix, and weather conditions, the Draft 1996 Aviation System Plan estimates an annual service volume (ASV) of approximately 210,000 annual operations. Given the airport's low demand (approximately 19,000 to 26,700 annual operations), a substantial amount of excess airfield capacity is available to accommodate future

Table 4-5
HOMESTEAD REUSE SEIS
AIRPORT PLANNING DATA TECHNICAL REPORT

Draft 1996 Dade County Aviation System Plan-
Annual Demand/Capacity Estimates

Airport	Annual Capacity			Annual Demand			Annual Demand vs. Capacity Ratio		
	1995	2001	2008	1995	2001	2008	1995	2001	2008
Miami International Airport									
- w/ Existing Runway System	550,000	550,000	550,000	570,000	639,000	711,111	1.0	1.2	1.3
- w/ Future Runway System	680,000	680,000	680,000	570,000	639,000	711,111	N/A	0.9	1.0

Airport	Annual Capacity			Annual Demand			Annual Demand vs. Capacity Ratio		
	1997	2028	>2030	1997	2028	>2030	1997	2028	>2030
Dade-Collier Training and Transition	210,000	210,000	210,000	19,000	25,900	26,700	0.1	0.1	0.1
Homestead Air Reserve Base	185,000	185,000	185,000	118,290	131,450	144,620	0.6	0.7	0.8
Homestead General Aviation	195,000	195,000	195,000	34,100	39,780	45,470	0.2	0.2	0.2
Kendall-Tamiami Executive	530,000	530,000	530,000	254,770	297,240	339,700	0.5	0.6	0.6
Opa-Locka	550,000	550,000	550,000	264,950	309,120	353,270	0.5	0.6	0.6
Opa-Locka West	195,000	195,000	195,000	65,000	75,830	86,600	0.0	0.4	0.4

Prepared by Landrum & Brown

Source: Miami International Airport Master Plan Update, 1994
FAA Advisory Circular 150/5060-5, Airport Capacity and Delay
Draft 1996 Dade County Aviation System Plan

Table 4-6
HOMESTEAD REUSE SEIS
AIRPORT PLANNING DATA TECHNICAL REPORT

Draft 1996 Dade County Aviation System Plan -
Peak Hour Demand/Capacity Estimates

Airport	Peak Hour Capacity			Peak Hour Demand			Peak Hour Demand vs. Capacity Ratio		
	1995	2001	2008	1995	2001	2008	1995	2001	2008
Miami International Airport									
- w/ Existing Runway System	123	117	113	128	137	149	1.0	1.2	1.3
- w/ Future Runway System	145	142	138	128	137	149	N/A	1.0	1.1

Airport	Peak Hour Capacity			Peak Hour Demand			Peak Hour Demand vs. Capacity Ratio		
	1997	2028	>2030	1997	2028	>2030	1997	2028	>2030
Dade-Collier Training and Transition	65	65	65	2	2	2	0.0	0.0	0.0
Homestead Air Reserve Base	66	66	66	39	46	53	0.6	0.7	0.8
Homestead General Aviation	55	55	55	17	20	22	0.3	0.4	0.4
Kendall-Tamiami Executive	148	148	148	127	148	170	0.9	1.0	1.1
Opa-Locka	144	144	144	124	145	166	0.9	1.0	1.2
Opa-Locka West	55	55	55	32	38	43	0.6	0.7	0.8

Prepared by Landrum & Brown

Source: Miami International Airport Master Plan Update, 1994
FAA Advisory Circular 150/5060-5, Airport Capacity and Delay
Draft 1996 Dade County Aviation System Plan

growth or a systemwide shift in operational demand. However, current policies (Jetport Pact) dictate that this airport is to be maintained as a dedicated training facility, with no further development.

- *Homestead Air Reserve Base* serves both military and traditional general aviation activity in Miami-Dade County. The Draft 1996 Aviation System Plan estimated the airport to have an ASV of approximately 185,000 annual operations. Military and general aviation activity at HST was projected by the Draft 1996 Aviation System Plan to increase from approximately 118,290 in 1997 to 144,620 annual operations beyond 2030. The airport would therefore reach 80 percent of its ASV in the year 2030. The Draft 1996 Aviation System Plan evaluated the concept of Homestead Air Reserve Base serving as a supplemental commercial service airport to MIA. This concept was recommended by the Draft 1996 Aviation System Plan as the preferred alternative to supplement commercial service capacity in South Florida.

- *Homestead General Aviation Airport* currently serves both traditional general aviation and sport/recreation activity of Miami-Dade County. Taking into consideration the airport's airfield configuration, aircraft fleet mix, and weather conditions, Homestead General is estimated to have an ASV of approximately 195,000 annual operations. The Draft 1996 Aviation System Plan projected activity (by traditional general aviation aircraft) to increase from approximately 34,100 in 1997 to 45,470 annual operations beyond 2030. A substantial amount of excess airfield capacity is available at Homestead General Aviation Airport to accommodate future general aviation growth. However, this excess capacity cannot be utilized for commercial air service because current facilities at Homestead General are not adequate to serve large propeller and jet commercial aircraft. The airport's runways, terminals, aviation support and navigational aid facilities are only adequate for general aviation use. The longest runway is only 4,000 feet. The Draft 1996 Aviation System Plan indicates that further development of existing facilities to meet commercial service demands is constrained by wetlands and a proposed Everglades buffer zone west of the airport, plus the airport has poor market accessibility. It is not considered to be a viable choice for a supplemental commercial airport.

- *Kendall-Tamiami Executive Airport* currently serves general aviation activity in the County and is a designated reliever to Miami International Airport. On the basis of the airport's airfield configuration, aircraft fleet mix, and weather conditions, the Draft 1996 Aviation System Plan estimates an ASV of approximately 530,000 annual operations. Activity at the airport is projected to increase from approximately 254,770 in 1997 to 339,700 annual operations by 2030. Sufficient capacity currently exists at Kendall-Tamiami Executive Airport to accommodate forecast general aviation demand. But additional runway length, as well as terminal and support facilities would be needed in order for Kendall-Tamiami to serve as a supplemental commercial service airport. The primary runway's usable length is under 5,000 feet, inadequate for larger propeller and jet aircraft operations. Airfield capacity is currently considered to be maximized except for possible slight increases if additional runway exits and dual parallel taxiways were constructed. Community

encroachment limits the ability to expand this airport, and community objections have prohibited an extension to the airport's runways in the past.

- *Opa-Locka Airport* currently serves general aviation activity and is designated as a reliever to Miami International Airport. The Draft 1996 Aviation System Plan estimates that the airport has an ASV of approximately 550,000 annual operations. Activity at Opa-Locka is projected to increase from approximately 264,950 in 1997 to 353,270 annual operations in 2030. Based on these demand levels the airport could reach 60 percent of its ASV in the year 2030. Opa-Locka is not underutilized; however, some excess airfield capacity is available. The airport could accommodate some future growth in, or shifting of, systemwide aviation demand. A slight increase in the airport's airfield capacity could be realized with the construction of additional runway exits and dual parallel taxiways. The accommodation of substantial commercial service at Opa-Locka Airport raises concerns about impacts on the region's airspace due to the central location of Opa-Locka airport between Miami International and Fort Lauderdale airports. Recent County planning efforts preliminarily indicate that potential airspace conflicts appear to be manageable so that they would not be a limiting factor on commercial use of Opa-Locka. The County has not completed its planning, and FAA has not yet re-studied the airspace. Opa-Locka's primary runway is 8,002 feet long, and nonstop long-haul service would require a longer runway than may be feasible to develop. There is close-in surrounding residential and business development and other environmental concerns. Nevertheless, it still appears possible to achieve some amount of commercial service at Opa-Locka, with or without airfield expansion. While Opa-Locka can be regarded as a candidate for limited commercial service, which would provide some near term capacity gain for Miami-Dade County, it will not be able to satisfy the overall long-term need for full-service commercial airport capacity by itself.

- *Opa-Locka West Airport* currently serves general aviation activity in Miami-Dade County and South Broward County. The airport is estimated to have an ASV of approximately 195,000 annual operations. Activity at Opa-Locka is projected to increase from approximately 65,000 in 1997 to 86,660 annual operations beyond 2030. This airport has excess airfield capacity to accommodate additional future general aviation growth. However, the airport does not have landside facilities; nearly all aircraft operations are touch and go. Opa-Locka West could not accommodate commercial service or corporate activity without extending the existing runways as well as developing terminal and support facilities for larger commercial aircraft. Expansion would result in severe environmental impacts since the airport is surrounded by wetlands. Expansion to a commercial service airport is not considered feasible.

In summary, Miami-Dade County's aviation capacity problem is a shortfall of commercial service airport capacity, not general aviation capacity. MIA is currently near capacity and additional capacity for commercial service is needed within the County. As for the County's general aviation airports, they are projected to have adequate capacity to accommodate projected

general aviation growth. Overall, the development of existing general aviation airports to accommodate commercial service is affected to varying degrees by environmental, community and operational constraints and in some cases is further restricted by policy. The only exception is Opa-Locka; Opa-Locka Airport may be viewed as the only existing general aviation airport that is viable for commercial service. Miami-Dade County is currently pursuing opportunities for limited commercial service at Opa-Locka, however this will not satisfy the long-term full service commercial airport capacity needs of the County.

Considering the forecast aviation growth in South Florida, future capacity limits at MIA and FLL, population growth expectations and distribution, and environmental issues surrounding both Homestead and Opa-Locka (which appear to limit either airport's ability to serve as the sole reliever for MIA), Miami-Dade County foresees the development of HST and Opa-Locka as complementary efforts that together will allow them to meet South Florida's future commercial service demands.

3. SEARCH FOR NEW COMMERCIAL AIRPORT AND CURRENT PROSPECTS

As early as the 1950's and 1960's, Miami-Dade County realized the demands the future would place on its existing system of airports. Of particular concern by the late 1960's were the capacity constraints at Miami International Airport (MIA) posed by air carrier training demands. In an attempt to alleviate some of these overflow demands and lessen noise problems, the County purchased 39 square miles in south central Florida and constructed a training facility officially named "Dade-Collier Training and Transition Airport," often referred to as the "Everglades Jetport." A total of 39 square miles of property was acquired to allow the Dade-Collier training airstrip to ultimately expand into a commercial service airport.

The County followed procedures required at that time to select the Dade-Collier Training and Transition Airport Site, and the parties consulted (appropriate State and Federal agencies and officials of the Everglades National Park) agreed with the decision. However, in late 1968, the Central and Southern Florida Flood Control District objected to the construction of a limited access highway (I-75) through Water Conservation Area 3A for airport property access. From this objection, the project gained national attention, which focused on potential environmental damage to the Everglades National Park and to the cypress lands near the training runway. The major concerns focused on possible water pollution, air pollution, noise pollution, and most of all urban development that was expected to occur around the airport. From these environmental concerns the "Jetport Pact" was born. The Jetport Pact was signed and Everglades Jetport development was halted in January of 1970.

The Jetport Pact had two goals: 1) To protect the Everglades National Park from potential harm and 2) To compensate the County for the land it was relinquishing by securing a replacement airport to meet the area's continuing aviation needs. The pact further stated that the replacement site selected be acquired and airport facilities comparable to those at Dade-Collier be constructed without any cost to the County. The first major step toward compliance with the pact was the selection of a replacement site. To this end, a location known as Site 14 was unanimously recommended and approved by representatives of the signatories to the Pact. A chronology of events regarding the Jetport Pact follows:

- January 1970 – Jetport Pact signed/Everglades Jetport development halted
- July 1970 – Site selection criteria established
- November 1970 – All parties concur with site selection plan
- December 1970 – Review team holds first meeting
- April 1971 – Team of consultants begins search for site
- November 1971 – Number of prime sites reduced to three
- July 1972 – Review team recommends Site 14 to County Commission; County Commission approves site subject to public hearing on Environmental Impact Statement (EIS)
- October 1972 – Preliminary EIS completed
- December 1972 – Public hearings on Preliminary EIS
- January 1973 – New County Commission requests further evaluation of Site 14, Preliminary EIS, and recommendations from County Manager establishing stricter operational and environmental controls on use of site for training and commercial purposes, including moving runways as far to the west as possible
- July 1973 – County Commission re-approves Site 14 subject to the conditions and use restrictions recommended by Resolution R-1154-73, which is a part of the Federal EIS
- September 1973 – Opponents of Site 14 petition County Commission for anti-airport referendum
- October 1973 – At the end of the 30-day period, only 5,458 qualified signatures had been obtained, of the 10,000 required to place the issue before the electorate

- November 1973 – The County Commissioners agree to grant an extra 30 days for the petitioners to gather the remaining signatures
- December 1973 – The petitioners again fail to obtain the necessary signatures. The Anti-Airport Referendum attempt therefore fails, with less than 10,000 out of 610,000 registered voters in Dade County having signed
- July 1974 – Pre-application submitted for acquisition of site and construction of runway
- August 1975 – Revised Pre-application submitted
- December 1975 – Draft EIS for the replacement airport issued by the FAA for comment
- March 1976 – Comments on Draft EIS received by FAA
- November 1981 – Final EIS approved

Site 14 was never developed as an airport because of concerns at the State level with locating an airport in a Water Conservation District. Consequently, Miami-Dade County is still facing the need for commercial airport facilities to supplement MIA. The problem for several decades has been finding an environmentally acceptable area of land. During the airport site search that culminated in the Site 14 proposal, Miami-Dade County and the Federal government were urged by many parties to pursue joint use of Homestead with the military because the area had already been subjected to airfield construction, aircraft overflights, and noise, and would not require the disturbance of an entirely new population or natural area. The Air Force was unable to accommodate civil operations under the circumstances at the time because Homestead was used so intensively by the military. Base closure and realignment have provided a unique opportunity for Miami-Dade County to address the need for additional commercial airport capacity.

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APPENDIX A

PROPOSED PROJECT – DETAILED FACILITY REQUIREMENTS

1. INTRODUCTION

This appendix identifies, in detail, updated airside and landside facility requirements for HST through the year 2015. Updated facility requirements were determined by reviewing and comparing the updated operational projections to the forecasts of aviation demand and subsequent facility requirements completed as part of the Dade County 1994 Master Plan and Airport Layout Plan (ALP) for HST. When applicable, the 1996 HABDI long-term lease agreement and the County's 1998 Comprehensive Development Master Plan (CDMP) are referenced as well. As previously mentioned, the 1994 Master Plan recommendations regarding the 2000 HST infrastructure improvements (to accommodate commercial passenger traffic) have not been started. Therefore, the demand that was predicted for the year 2000 is assumed to occur in 2005, while the demand levels originally forecast (in the 1994 Master Plan) for 2015 are still expected to occur within the same time-frame. The updated airport facility requirements, along with a review of the airport facilities proposed by the 1994 Master Plan, HABDI (when applicable), and CDMP (when applicable), are presented in the following sections:

- Airfield Facility Requirements
- Terminal Area Facilities
- General Aviation Facilities
- Cargo Facilities
- Aircraft Maintenance
- Airport Support Facilities

2. AIRFIELD FACILITY REQUIREMENTS

Updated airfield facility requirements are presented for each of the following functional areas at the airport:

- Runway(s)
- Taxiway(s)
- Navigational Aids (NAVAIDs)

(1) Runway(s)

HST has one existing runway; it measures 11,200' x 300'. The need for additional runway length can be determined by analyzing the runway length requirements for the design aircraft at the airport. The recommended length for the primary runway is determined by considering either a family of airplanes having similar performance characteristics or a specific airplane which is forecast to use the runway on a regular basis (at least 500 operations a year). Both landings and departures are considered in the primary runway length analysis, however, departures normally require more runway length.

The Dade County 1994 Master Plan does not recommend additional runway length for primary Runway 5-23 over the 20-year planning period. The master plan does however recommend the development of a second runway for general aviation and commuter use by 2005 (5,500' x 150') and development of this new runway for air carrier use by 2015 (9,000' x 200'). HABDI does not have any recommendations regarding additional runways or additional runway length. The County's Comprehensive Development Master Plan (CDMP) limits development at the airport until 2005 to the existing runway, although the two-runway ALP remains part of the plan. The county indicates in the CDMP that it will continue to monitor the need for an additional runway, and ultimately seeks to achieve full build-out of the ALP.

The width and strength of the existing runway are sufficient to serve future demand. Runway width could be reduced in the future to 200 feet, as appropriate, to reduce environment and financial impacts.

An airport's airfield capacity determines if additional runways are required. FAA planning guidelines suggest that new runway(s) should be planned when airfield capacity reaches 60 percent of annual service volume, and construction of a new runway should begin when airfield capacity reaches 80 percent. Airfield Capacity is defined as the maximum number of aircraft operations that an airfield configuration can accommodate during a specific interval of time, when there is continuous demand (i.e. an aircraft is always waiting to depart or land). This is referred to as the ultimate capacity, or the maximum throughput rate. Capacity can be expressed hourly and annually. Annual capacity is also referred to as annual service volume (ASV) and is a function of the hourly capacity as well as the daily, weekly, and seasonal demand patterns at an airport. Measures of airport capacity and aircraft delay are needed to design and evaluate airport development and improvement projects.

The 1994 Master Plan calculated airfield capacity using the methodology documented in U.S. Department of Transportation (USDOT), Federal Aviation Administration (FAA), Advisory Circular (AC) 150/5060-5, *Airport Capacity and Delay*. This document provides two methods to compute capacity, as described in Chapters 2 and 3 of AC 150/5060-5. The first method calculates capacity based on the number and configuration of runways and the aircraft fleet mix, relying on standard assumptions about other airfield configuration and demand parameters. The second computation method allows for more detailed computations, suitable for a wider range of airport design and planning applications, and takes into account information such as runway utilization, taxiway exits, and peaking characteristics of demand. Both of these methods were used to compute HST's annual capacity based on the updated activity forecasts. The calculated annual capacity of aircraft operations for both methods are as follows:

	Annual Aircraft Operations	
	2005	2015
Method		
Capacity Calculation for Long Range Planning (Simplified Calculation)	195,000	210,000
Detailed Capacity Calculation	239,000	235,000

The two methods generate slightly different results that are considered to provide an adequate range of capacity. Based on the updated forecast, the calculated annual capacity in 2005 ranges from 195,000 to 239,000 aircraft operations. In 2015, the calculated capacity is 210,000 to 235,000. By 2015, the 150,735 projected annual aircraft operations results in the airport operating at 64 to 72 percent of capacity, which is less than the airfield's maximum. Therefore, the existing airfield with its 11,200-foot runway is sufficient to accommodate the projected demand for the 2000 to 2015 time frame.

The updated airfield capacity estimate is greater than the 1994 Master Plan's estimated capacity which is 173,000 in 2015. The main reasons for the increase in capacity over the master plan lie in the lower level of general aviation operations which result in a more homogenous aircraft fleet mix, and the assumption of typical peak hour activity levels.

The updated runway(s) requirements are compared to the 1994 Master Plan, HABDI, and CDMP runway requirements below.

	2005	2010	2015
Updated Facility Requirements	Existing RWY	Existing RWY	Existing RWY
1994 Master Plan	2nd RWY 5,500'	None	2nd RWY 9,000'
HABDI	N/A	N/A	N/A
CDMP	One runway, but the two-runway ALP is part of the CDMP, and the County will continue to monitor the need for it. Ultimately, the County seeks to achieve full build-out of the ALP (2 runways).		

N/A – Not Available

(2) Taxiway(s)

Runway 5-23 is provided with a full-length parallel taxiway with apron taxiways and taxilanes for taxiing around the apron area. The existing parallel taxiway is separated from the centerline of Runway 5-23 by 1,085 feet to 1,175 feet. According to FAA criteria, taxiway/runway clearance requirements (taxiway centerline to runway centerline) are 600 feet for Design Group VI aircraft. Therefore, based on Group VI design criteria, this runway centerline to taxiway centerline distance is considered more than adequate.

In general taxiways improve the flow of aircraft on the ground by decreasing the amount of time aircraft spend waiting to move to and from a runway. Therefore, parallel taxiways, as well as the design and number of taxiway exits, increase the capacity of runways by allowing landing aircraft to exit the runway at the first turn-off opportunity. For these reasons a new taxiway parallel to apron edge Taxiway A, extending from Taxiway C to Taxiway D, is proposed for construction. Constructing a new inner taxiway will improve aircraft ground traffic safety and efficiency by providing for two-way traffic taxiing to and from the existing runway. For example the taxiway system would operate in a counter-clockwise direction during "easterly" airport operations and clockwise during "westerly" airport operations. In addition, this taxiway system will reduce the need for two way traffic on any taxiway, except at the intersections; this will improve the capacity of existing Runway 5-23 during times of heavy use. Because of the enhancements to taxi time and improved capacity possibilities the new partial parallel taxiway is recommended for

construction by the year 2010. Enlarged pavement fillets at existing intersections and a new high speed taxiway exit (6x000 feet from Runway 5 threshold) are recommended for construction by the year 2010 as well.

The 1994 Master Plan recommended the same parallel taxiway, enlarged fillets, and high speed taxiway exit for 2005, instead of 2010. The primary reason for recommending these taxiway system improvements at a later date is capacity threshold differences. The updated airfield capacity estimate is greater than the 1994 Master Plan's estimated capacity which is 173,000 in 2015. The main reasons for the increase in capacity over the master plan lie in the lower level of general aviation operations which result in a more homogenous aircraft fleet mix, and the assumption of typical peak hour activity levels. Therefore, capacity enhancement projects will not be needed as early in the planning period.

The HABDI and CDMP documents do not contain any proposed taxiway system improvements. The 1994 Master Plan and updated taxiway facility requirements are presented below.

	2005	2010	2015
Updated Facility Requirements	Existing	1. TWY parallel to apron edge, from TWY C to TWY D 4,500' x 100' 2. Enlarge TWY fillets 3. New High Speed Exit TWY	None
1994 Master Plan	1. TWY parallel to apron edge, from TWY C to TWY D 4,500' x 100' 2. Enlarge TWY fillets 3. New High Speed Exit TWY	None	None
HABDI	N/A	N/A	N/A
CDMP	N/A	N/A	N/A

N/A – Not Available

(3) Navigational Aids (NAVAIDs)

NAVAID requirements are usually based on recommendations as contained in the U.S. Department of Transportation (USDOT)/FAA Handbook, "Airway Planning Standard Number One," and FAA Advisory Circular 150-5300, "Airport Design Standards, Site Requirements for Terminal Navigational Facilities." NAVAIDs provide services related to airport operations, precision guidance to a specific runway end, and nonprecision guidance to a runway or an airport itself.

The distinction between a precision and a nonprecision NAVAID is that the former provides electronic descent and alignment guidance, while the latter provides only alignment information. An airport is equipped with either precision or nonprecision capacity in accordance with design standards that are based on safety considerations and airport operational needs. The type, mission, and volume of aeronautical activity used in association with meteorological airspace and capacity data determine an airport's eligibility and need for various NAVAIDs.

To support general aviation, air carrier, air cargo, and aircraft maintenance activity, a variety of NAVAIDs should be provided. Precision instrument approach equipment should be installed for each runway end to allow operational flexibility for both military and civilian operations during IFR weather and improve the attractiveness of the airport to potential tenants. At least one runway end precision instrument approach should be upgraded to allow Category II or III IFR flight operations once scheduled passenger or air cargo service is offered at HST. It is recommended that by 2005, Runway 5 be equipped with an ALSF-II (CAT II/III) approach lighting system and Runway 23 have a standard ILS installed. It is possible that by 2005 the FAA will have GPS capabilities fully operational, which would offer similar capabilities and would eliminate the need for the ILS.

The updated facility requirements described above are equivalent to the 1994 Master Plan requirements. The HABDI and CDMP documents do not have any recommendations regarding NAVAID improvements. The 1994 Master Plan and updated NAVAID facility recommendations are presented below.

	2005	2010	2015
Updated Facility Requirements	RWY 5 – ALSF II RWY 23 – ILS/GPS	None	None
1994 Master Plan	RWY 5 – ALSF II RWY 23 – ILS	None	None
HABDI	N/A	N/A	N/A
CDMP	N/A	N/A	N/A

N/A – Not Available

3. TERMINAL AREA FACILITIES

Updated terminal area facility requirements are presented for each of the following functional areas:

- Terminal Building
- Aircraft Gate Requirements

(1) Terminal Building

The 1994 Master Plan's methodology for determining HST's future facility requirements for terminal building area are based on DOT FAA Advisory Circular 150/5360-13, Planning and Design Guidelines for Airport Terminal Facilities. This document provides industry standard recommendations for calculating building size based on the volume and mix of aircraft operations and passengers projected to occur at the airport. This methodology, used in the 1994 Master Plan, resulted in ratios of square foot per passenger (terminal square feet divided by annual passenger projections). These ratios (0.3 terminal square feet per annual enplaned passenger) were computed and found to be acceptable; therefore they were used to help calculate the updated terminal building requirements. The 2015 requirement of 386,000 SF will remain the same, however the interim years will be slightly different due to the initial five-year delay in projected demand.

The CDMP allows for a total of 95,000 Square Feet (SF) of new terminal building construction. The 1994 Master Plan estimated that this amount of space would be required between 2000 and 2005 to accommodate terminal and various interim aviation-related uses. Due to the five-year delay in projected initial demand, it currently appears that the CDMP's terminal size would meet space requirements through 2005 to 2010. The CDMP anticipated that a smaller initial phase of this building would be in place by 2002, and that

the building would be expanded to 95,000 SF by 2005. The volume of passengers projected for 2015 would require approximately 386,000 SF of terminal building, as calculated in the 1994 Master Plan and validated. This is substantially more than the level of 95,000 SF included in the CDMP, and more than 100,000 SF in excess of the terminal proposed by HABDI. The CDMP would need to be amended and State approval would be required prior to the construction of these development levels.

The Dade County Aviation Department evaluated a consolidated interim terminal to satisfy start-up demand. This interim terminal would allow cross-utilization by cargo, general aviation, and fixed base operators (FBO's) until such time forecast commercial service activity levels were realized. The interim terminal would require 99,900 SF to accommodate 2000-2003 "interim demand".

Updated terminal building area requirements, as well as the 1994 Master Plan, HABDI, and CDMP facility recommendations are presented below.

	2000	2005	2010	2015
Updated Facility Requirements (sq.ft.)	0	24,000[1/]	137,000	386,000
1994 Master Plan (sq.ft.)	22,000[1/]	N/A	152,000	386,000
HABDI (sq.ft.)	28,000	126,000	N/A	284,000
CDMP (sq.ft.)	0	95,000	95,000	95,000
DCAD/PB-Project #B139A	99,900	152,000	N/A	386,000

1/ The required terminal area was reduced by 50 percent to provide a basic "start-up" facility.
N/A – Not Available

(2) Aircraft Gate Requirements

The 1994 Master Plan calculated aircraft gate requirements for HST using methodologies presented in DOT FAA Advisory Circular 150/5360-13, Planning and Design Guidelines for Airport Terminal Facilities. Two methodologies, the annual utilization method and the daily utilization method, were used to determine future gate requirements. The annual utilization method determines future aircraft gate requirements by dividing the airport's projected enplanements by the enplanement-per-gate ratio derived from the FAA nomograph found in the FAA AC mentioned above. Without any historical data, the daily utilization method assumed that by the year 2000 there would be three departures a day at

each gate. The 1994 Master Plan based this assumption on similar non-hub airports and consultant experience. This assumption is considered sound and remains relevant, therefore it was used for the updated gate facility requirements. Due to the five-year delay in projected initial demand, the only difference between the master plan projections and the updated facility requirements will be the timing of anticipated demand.

The two methodologies present similar results for the airport's future needs. These results were further studied in regards to peak-hour enplaned passengers and projected aircraft types anticipated to serve HST. Based on this analysis, the 1994 Master Plan total recommended number of gates were as follows: three (3) in 2000, seven (7) in 2005, and 10 in 2015. The HABDI and CDMP documents do not have any recommendations regarding gate requirements. The gate requirements presented by all the studies, are depicted in the following table.

	2000	2005	2010	2015
Updated Facility Requirements	0	3	7	10
1994 Master Plan (interim terminal requirement)	3 4	7	N/A	10
HABDI	N/A	N/A	N/A	N/A
CDMP	N/A	N/A	N/A	N/A
DCAD/PB-Project #B139A	4	N/A	N/A	N/A

N/A – Not Available

4. GENERAL AVIATION FACILITIES

General aviation facility requirements were developed for HST based on projected general aviation demand. While passenger aircraft, air cargo, and aircraft maintenance operations for the 1994 Master Plan and updated facility requirements are similar except for the five-year delay in projected initial demand, the updated general aviation and military operations are significantly lower than the 1994 Master Plan forecast. Therefore, the difference in anticipated general aviation operations is reflected in the updated general aviation facility requirements. The projections of updated general aviation facility requirements are based on the assumptions used in the 1994 Master Plan and are presented below for each functional area.

Updated general aviation facility requirements are presented for each of the following functional areas:

- Fixed Base Operator (FBO) Terminal Area
- General Aviation Auto Parking Spaces
- General Aviation Hangar Spaces
- General Aviation Hangar Area
- General Aviation Ramp Spaces
- General Aviation Ramp Area

(1) FBO Terminal Area

FBO terminal area at general aviation airports relates directly to the space required to accommodate pilots and passengers. The facilities needed to accommodate pilots and passengers usually include a lounge, flight planning room, restrooms, business offices, and food/beverage concessions. The 1994 Master Plan utilized typical planning ratios to determine approximate FBO terminal building area, therefore these ratios will serve for the updated requirements as well. Although the HABDI document does not attach specific square foot requirements to FBO terminal area development, the illustrations included in the study indicate the location and size of the proposed FBO terminal area facility will be similar to the County's 1994 Master Plan. The CDMP does not have specific recommendations regarding FBO terminal area requirements. The 1994 Master Plan and updated FBO terminal area requirements are presented in the following table.

	2000	2005	2010	2015
Updated Facility Requirements (sq.ft.)	0	940	1,054	1,183
1994 Master Plan (sq.ft.)	1,816	2,042	N/A	2,566
HABDI (sq.ft.)	N/A	N/A	N/A	N/A
CDMP (sq.ft.)	N/A	N/A	N/A	N/A

N/A – Not Available

(2) General Aviation Auto Parking Spaces

Auto parking for general aviation facilities should be provided in proximity to the general aviation hangars and FBO areas. For projections purposes, it was assumed that the required number of general aviation parking spaces will grow at the rate as total general aviation activity at the airport. The 1994 Master Plan projections were based on the same

methodology. The updated general aviation auto parking requirements are less than the auto parking requirements proposed by the 1994 Master Plan. The differences in the projections can be attributed to the contrast in the general aviation operational forecast.

Similar to the previous section, the HABDI document does not attach specific requirements to general aviation auto parking facilities either. The illustrations included in the HABDI study indicate the location and allocation of general aviation auto parking facilities will be similar to the County's 1994 Master Plan. The CDMP does not have specific recommendations regarding general aviation auto parking requirements. The 1994 Master Plan and updated general aviation auto parking space requirements are presented in the following table.

	2000	2005	2010	2015
Updated Facility Requirements	0	45	52	64
1994 Master Plan	91	102	N/A	128
HABDI	N/A	N/A	N/A	N/A
CDMP	N/A	N/A	N/A	N/A

N/A – Not Available

(3) General Aviation Hangar Spaces

To project future general aviation hangar space requirements, the following assumptions were made:

- For years 2000-2015, all based jet aircraft will require hangar space
- For years 2000-2015, all based helicopters will require hangar space
- For year 2000, 47 percent of the based single- and multi-engine aircraft will require hangar space
- For year 2005, 45 percent of the based single- and multi-engine aircraft will require hangar space
- For year 2010, 42.5 percent of the based single- and multi-engine aircraft will require hangar space
- For year 2015), 40 percent of the based single- and multi-engine aircraft will require hangar space

These assumptions were based on the same methodology used in the Dade County 1994 Master Plan for HST.

As mentioned at the beginning of the general aviation facility requirements section, due to the difference between the 1994 Master Plan forecast of general aviation operations and the updated forecast of general aviation operations, the 1994 Master Plan projections for general aviation facilities are significantly higher than the updated requirements. Although the HABDI document does not attach specific requirements to general aviation hangar development, the illustrations included in the study indicate the location and size of the general aviation hangar development will be similar to the County's 1994 Master Plan. The CDMP does not have specific recommendations regarding general aviation hangar requirements. The 1994 Master Plan and updated general aviation hangar space requirements are presented in the following table.

	2000	2005	2010	2015
Updated Facility Requirements				
single-engine aircraft	10	10	11	11
multi-engine aircraft	5	5	6	6
jet	2	3	3	4
helicopter	4	5	5	6
total hangar spaces	*21*	*23*	*25*	*27*
1994 Master Plan				
single-engine aircraft	23	26	N/A	32
multi-engine aircraft	8	10	N/A	13
jet	2	3	N/A	4
helicopter	4	5	N/A	6
total hangar spaces	*37*	*44*	*N/A*	*55*
HABDI	N/A	N/A	N/A	N/A
CDMP	N/A	N/A	N/A	N/A

N/A – Not Available

(4) General Aviation Hangar Area

In addition to the hangar space requirements presented above, the following hangar storage ratio's were used:

- 1,200 square feet per single-engine aircraft
- 2,000 square feet per multi-engine aircraft
- 3,600 square feet per jet aircraft
- 3,600 square feet per helicopter

These assumptions were based on the same methodology used in the Dade County 1994 Master Plan for HST.

Similar to the previous section, the HABDI document does not attach specific requirements to general aviation hangar area either. However, the illustrations included in the HABDI study indicate the location and size of the general aviation hangar area(s) will be similar to the County's 1994 Master Plan. The CDMP estimates that HST will require 122,000 SF for general aviation hangar development through 2015. Updated general aviation hangar area requirements are presented in the following table.

	2000	2005	2010	2015
Updated Facility Requirements				
single-engine aircraft (sq.ft.)	12,000	12,000	13,200	13,200
multi-engine aircraft (sq.ft.)	10,000	10,000	12,000	12,000
jet (sq.ft.)	7,200	10,800	10,800	14,400
helicopter (sq.ft.)	14,400	18,000	18,000	21,600
total hangar area (sq.ft.)	*43,600*	*50,800*	*54,000*	*61,200*
1994 Master Plan				
single-engine aircraft (sq.ft.)	27,600	31,200	N/A	38,400
multi-engine aircraft (sq.ft.)	16,000	20,000	N/A	26,000
jet (sq.ft.)	7,200	10,800	N/A	14,400
helicopter (sq.ft.)	14,400	18,000	N/A	21,600
total hangar area (sq.ft.)	*65,200*	*80,000*	*N/A*	*100,400*
HABDI	N/A	N/A	N/A	N/A
CDMP (sq.ft.)	0	122,000	122,000	122,000

N/A – Not Available

(5) General Aviation Ramp Spaces

To project future general aviation ramp space, the following assumptions were made:

- For years 2000-2015, based jet aircraft will not require ramp space
- For years 2000-2015, based helicopters will not require ramp space
- For year 2000, 53 percent of the based single- and multi-engine aircraft will require ramp space
- For year 2005, 55 percent of the based single- and multi-engine aircraft will require ramp space
- For year 2010, 57.5 percent of the based single- and multi-engine aircraft will require ramp space
- For year 2015), 60 percent of the based single- and multi-engine aircraft will require ramp space

These assumptions were based on the same methodology used in the Dade County 1994 Master Plan for HST.

As mentioned at the beginning of the general aviation facility requirements section, due to the difference between the 1994 Master Plan forecast of general aviation operations and the updated forecast of general aviation operations, the 1994 Master Plan projections for general aviation facilities are significantly higher than the updated requirements. Although the HABDI document does not attach specific requirements to general aviation ramp space development, the illustrations included in the study indicate the location and allocation of the general aviation ramp space development will be similar to the County's 1994 Master Plan. The CDMP does not have specific recommendations regarding general aviation ramp space developments. The 1994 Master Plan and updated general aviation ramp space requirements are presented in the following table.

	2000	2005	2010	2015
Updated Facility Requirements				
single-engine aircraft	11	13	14	16
multi-engine aircraft	5	7	8	10
jet	0	0	0	0
helicopter	0	0	0	0
total ramp spaces	*16*	*20*	*22*	*26*
1994 Master Plan				
single-engine aircraft	35	39	N/A	48
multi-engine aircraft	2	2	N/A	3
jet	0	0	N/A	0
helicopter	0	0	N/A	0
total ramp spaces	*37*	*41*	*N/A*	*51*
HABDI	N/A	N/A	N/A	N/A
CDMP	N/A	N/A	N/A	N/A

N/A – Not Available

(6) General Aviation Ramp Area

In addition to the ramp space requirements presented above, the following hangar storage ratio's were used:

- 2,700 square feet per single-engine aircraft
- 2,700 square feet per multi-engine aircraft
- 0 square feet per jet aircraft
- 0 square feet per helicopter

These assumptions were based on the same methodology used in the Dade County 1994 Master Plan for HST.

Similar to the previous section, the HABDI document does not attach specific square foot requirements to general aviation ramp area either. The illustrations included in the HABDI study indicate the location and allocation of general aviation ramp area will be similar to the County's 1994 Master Plan. The CDMP does not have specific recommendations regarding general aviation ramp area requirements. The 1994 Master Plan and updated general aviation ramp area requirements are presented in the following table.

	2000	2005	2010	2015
Updated Facility Requirements				
single-engine aircraft (sq.ft.)	29,700	35,100	37,800	43,200
multi-engine aircraft (sq.ft.)	13,500	18,900	21,600	27,000
jet (sq.ft.)	0	0	0	0
helicopter (sq.ft.)	0	0	0	0
total ramp area (sq.ft.)	*43,200*	*54,000*	*59,400*	*70,200*
1994 Master Plan				
single-engine aircraft (sq.ft.)	94,500	105,300	N/A	129,600
multi-engine aircraft (sq.ft.)	5,400	5,400	N/A	8,100
jet (sq.ft.)	0	0	N/A	0
helicopter (sq.ft.)	0	0	N/A	0
total ramp area (sq.ft.)	*99,900*	*110,700*	*N/A*	*137,700*
HABDI	N/A	N/A	N/A	N/A
CDMP	N/A	N/A	N/A	N/A

N/A – Not Available

5. AIR CARGO FACILITIES

Updated air cargo facility requirements are presented for each of the following functional areas:

- Air Cargo Building Requirements
- Air Cargo Site Requirements

(1) Air Cargo Building Requirements

For this analysis, cargo operations are grouped into three categories, they are as follows: cargo facilities operated by miscellaneous independent cargo operators, cargo facilities operated by scheduled air passenger carriers (belly cargo), and cargo facilities operated for an all-cargo carrier and small-package carriers (all-cargo). The methodology used in the 1994 Master plan was based on local experience and industry standards. The 1994 Master Plan determined that 0.6 average annual tons of cargo could be processed for each square foot of warehouse and office space. This average is considered reasonable, therefore it was

used as the calculation for the updated cargo building requirements. Since the updated cargo forecast numbers mirror the 1994 Master Plan projections, with the exception of the five-year delay in projected demand, the cargo building requirements for 2015 are the same for the two studies as well.

Although the HABDI cargo building area ultimate build-out is only expected to reach half (50 percent) of the 1994 Master Plan projection by 2015, the HABDI forecast is projected to initially grow substantially faster, reaching 120,000 SF by the first phase. The 1994 Master Plan only forecasts a requirement of 13,400 SF by the year 2000. Please note that the HABDI cargo requirements are not divided out by cargo type and are described by phase, not year. The HABDI document indicated the three phases of development described would occur over a 12 to 15 year time frame. The CDMP estimates that HST will require 126,000 SF for air cargo processing and transfer activity through 2015.

According to the Dade County Aviation Department, Interim Passenger Terminal Building Study the near-term air cargo requirements for enplaned flights and express cargo would grow from 0 tons in 2000 to 13,230 tons in 2003. The study indicated that this initial requirement for specialty cargo (such as express packages) could be accommodated in a 5,000 SF area set aside in the interim consolidated use terminal discussed earlier. Air cargo building area recommendations are presented below.

	2000	**2005**	**2010**	**2015**
Updated Facility Requirements				
belly cargo bldg. area (sq.ft.)	0	1,267	2,667	85,367
all-cargo/small pkg. bldg. area (sq.ft.)	0	0	236,835	412,358
miscellaneous cargo bldg. area (sq.ft.)	0	12,133	21,667	52,000
total cargo bldg. area (sq.ft.)	*0*	*13,400*	*261,169*	*549,725*
1994 Master Plan				
belly cargo bldg. area (sq.ft.)	1,267	2,667	N/A	85,367
all-cargo/small pkg. bldg. area (sq.ft.)	0	236,835	N/A	412,358
miscellaneous cargo bldg. area (sq.ft.)	12,133	21,667	N/A	52,000
total cargo bldg. area (sq.ft.)	*13,400*	*261,169*	*N/A*	*549,725*
HABDI				
total cargo bldg. area (sq.ft.)	*120,000 (phase 1)*	*202,500 (phase 2)*	*295,500 (phase 3)*	*N/A*
CDMP				
total cargo bldg. area (sq.ft.)	*0*	*126,000*	*126,000*	*126,000*
DCAD/PB-Project #B139A (sq.ft.)	13,230	N/A	N/A	N/A

N/A – Not Available

(2) Air Cargo Site Requirements

The methodology used for the air cargo building requirements was also used for the air cargo site requirements. The air cargo site includes aircraft parking apron, as appropriate, by excludes taxiway access. Air cargo site requirements are presented below.

	2000	2005	2010	2015
Updated Facility Requirements				
belly cargo site area (acres)	0	0.18	0.38	12.20
all-cargo/small pkg. site area (acres)	0	0.00	33.80	58.90
miscellaneous cargo site area (acres)	0	1.70	3.10	7.40
total cargo site area (acres)	*0*	*1.88*	*37.28*	*78.50*
1994 Master Plan				
belly cargo site area (acres)	0.18	0.38	N/A	12.20
all-cargo/small pkg. site area (acres)	0.00	33.80	N/A	58.90
miscellaneous cargo site area (acres)	1.70	3.10	N/A	7.40
total cargo site area (acres)	*1.88*	*37.28*	*N/A*	*78.50*
HABDI				
total cargo site area (acres)	*N/A (phase 1)*	*N/A (phase 2)*	*N/A (phase 3)*	*N/A*
CDMP				
total cargo site area (acres)	N/A	N/A	N/A	N/A

N/A – Not Available

6. AIRCRAFT MAINTENANCE

For the most part, the quantity of air carrier aircraft maintenance hangars are determined by the airlines and/or third party maintenance operators. The number and size of large air carrier aircraft maintenance hangars are not based solely on changes in activity levels. These facilities are often tied to the airline headquarter's location, hubbing system, fleet size, maintenance scheduling climate, or location of terminating flights. Therefore, the demand for these types of hangars will be driven by the air carrier and air cargo operators projected to serve HST. Although it is difficult to predict what specific air carrier and air cargo operators might require maintenance facilities at HST, requirements presented in the 1994 Master Plan were determined by analyzing aircraft maintenance facilities at airport's similar in size and type to HST and relying on professional experience. Since the updated air carrier and air cargo operational levels do not change from the 1994 Master Plan forecast (except for the five-year delay in projected initial demand) the updated aircraft maintenance facility requirements have been maintained to

reflect the 1994 Master Plan facility requirements (with a five-year shift). Although the HABDI document does not attach specific requirements to aircraft maintenance facility development, the illustrations included in the study indicate the location and allocation of aircraft maintenance facilities will be similar to the County's 1994 Master Plan. Updated aircraft maintenance and operational support area facility requirements are presented for each of the following functional areas:

- Aircraft Maintenance Hangar Spaces
- Aircraft Maintenance Apron Area
- Aircraft Maintenance Hangar Area

(1) Aircraft Maintenance Hangar Spaces

The 1994 Master Plan and updated aircraft maintenance hangar space recommendations are presented below. The CDMP does not have specific recommendations regarding aircraft maintenance hangar space requirements.

	2000	2005	2010	2015
Updated Facility Requirements	0	4	8	10
1994 Master Plan	4	8	N/A	10
HABDI	N/A	N/A	N/A	N/A
CDMP	N/A	N/A	N/A	N/A

N/A – Not Available

(2) Aircraft Maintenance Apron Area

To project future aircraft maintenance apron area it was assumed that each aircraft maintenance hangar space (presented above) would require 80,000 square feet of apron area. This assumption was based on the same methodology used in the 1994 Master Plan for HST and is exclusive of taxilane requirements. The CDMP does not have specific recommendations regarding aircraft maintenance apron area requirements. The 1994 Master Plan and updated aircraft maintenance apron area requirements are presented below.

	2000	2005	2010	2015
Updated Facility Requirements	0	320,000	640,000	800,000
1994 Master Plan	320,000	640,000	N/A	800,000
HABDI	N/A	N/A	N/A	N/A
CDMP	N/A	N/A	N/A	N/A

N/A – Not Available

(3) Aircraft Maintenance Hangar Area

To project future aircraft maintenance hangar area it was assumed that each aircraft maintenance hangar space (presented above) would require 80,000 square feet of hangar area. This assumption was based on the same methodology used in the 1994 Master Plan for HST and would include any space needed for aircraft and shops. The CDMP estimates that HST will require 181,000 SF for aircraft maintenance hangar area and directly associated shops through 2015. The 1994 Master Plan and updated aircraft maintenance hangar area requirements are presented below.

	2000	2005	2010	2015
Updated Facility Requirements	0	320,000	640,000	800,000
1994 Master Plan	320,000	640,000	N/A	800,000
HABDI	N/A	N/A	N/A	N/A
CDMP (sq.ft.)	0	181,000	181,000	181,000

N/A – Not Available

7. AIRPORT SUPPORT FACILITIES

Ancillary facilities needed to support the operation of the airport were identified. Since the updated air carrier, air cargo, and aircraft maintenance operational levels do not change from the

1994 Master Plan forecast (except for the five-year delay in projected initial demand) the updated airport support facility requirements reflect the 1994 Master Plan airport support facility requirements as well. Although the HABDI document does not attach specific requirements to airport support facility(s) development, the illustrations included in the study indicate the location and allocation of airport support facilities will be similar to the County's 1994 Master Plan. The CDMP does not have specific recommendations regarding airport support facility requirements. Updated airport support facility requirements are presented for each of the following functional areas:

- Air Traffic Control Tower (ATCT)
- Airport Rescue and Fire Fighting Facility (ARFF)
- Auto Parking/Vehicle Storage Requirements
- Airport Administration and Maintenance Facilities
- Aircraft Fuel Requirements

(1) Air Traffic Control Tower (ATCT)

The 1994 Master Plan recognized the need for a new ATCT for military, as well as U.S. Customs use. The master plan indicated that the U.S. Air Force was planning on constructing and equipping the new ATCT. The existing tower had been severely damaged by the hurricane. The master plan also indicated that the tower would be staffed by the Department of Defense civilian personnel, until HST operations were high enough to qualify for FAA support. The U.S. Air Force would most likely ask the Aviation Department to share the cost of the tower operation until the FAA assumed responsibility. The tower design was coordinated with the FAA so it would meet their standards.

The 1994 Master Plan used FAA Order 7031.2C, "Airway Planning Standard Number One", to conclude that HST would be a candidate for an FAA tower by the Year 2000. There are two phases to the qualification process. A site becomes a candidate for a Phase II analysis if the Phase I Establishment Ratio Sum equals or exceeds 1.0. For HST, the Phase I Establishment Ratio Sum was estimated to be 1.20 in 2000, 1.80 in 2005, and 2.60 in 2015. It should be noted that the FAA Tower Program is currently being restructured.

The new criteria for FAA Tower funding is expected to be available by fall of 1998. Since the tower will already be in place and meet FAA criteria, it should have a good chance at qualifying by 2005. The HABDI and CDMP documents do not address the airport's ATCT facility requirements.

(2) Airport Rescue and Fire Fighting Facility (ARFF)

Requirements for ARFF facilities at airports with scheduled commercial air service are established in Federal Aviation Regulation (FAR) Part 139. Airports are indexed according to the length of the longest aircraft that operates at the airport on a regular basis. HST would be rated an Index B through the year 2010. Index B can service aircraft up to 126 feet long (but 90 feet or more) that depart from an airport five or more times a day. HST would be rated an Index C by the year 2015. Index C can service aircraft up to 159 feet long (but 126 feet or more) that depart from an airport five or more times a day. The existing HARB ARFF equipment and 24-hour fire station (with 55 assigned firefighters) exceed the requirements for an Index C facility. Therefore, the existing ARFF facilities will meet and exceed requirements for the present airfield.

The 1994 Master Plan indicated HST would reach Index B ranking by 2000, as opposed to the updated forecast of 2005. This adjustment is due to the five-year delay in projected initial operational demand. The HABDI and CDMP documents do not address the airport's ARFF requirements.

(3) Auto Parking/Vehicle Storage Requirements

The 1994 Master Plan made the following assumptions regarding auto parking/vehicle storage requirements:

Parking Demand Rate:

- Air Passenger Parking – 1 parking space per 600 O&D Passengers
- General Aviation – 1.2 parking spaces per based aircraft
- Air Cargo – 1 parking space per 400 annual tons
- Aircraft Maintenance – 1 parking space per employee
- Terminal Area Employee – 0.50 parking space per employee

Taxi Hold Lot:

- 20% of O&D air passengers use taxis.
- Average taxi occupancy is 2.5 air passengers per taxi.
- Taxi Hold Lot should be sized to accommodate 2 hours of taxi activity.

Rental Car Ready-Lot, Parking, and Storage:

- 15 % of O&D air passengers use rental cars.
- Average rental car occupancy is 1.2 air passengers.
- Rental Car Ready-Lot, Parking, and Storage should be sized to accommodate 1.5 times the daily demand.

Charter Bus Parking:

- 10% of O&D air passengers use charter buses.
- Average charter bus occupancy is 40 air passengers.
- Charter Bus Parking should be sized to accommodate 2 hours of charter bus activity.

Limousine Hold Lot:

- 10% of O&D air passengers use limousines.
- Average limousine occupancy is 5.6 air passengers.
- Limousine Hold Lot should accommodate 1 hour of limousine activity.

With the exception of general aviation parking requirements and the "five-year delay", the updated auto parking and vehicle storage requirements mirror the 1994 Master Plan projections. Updated auto parking/vehicle storage requirements, as well as the 1994 Master Plan recommendations are presented below. The HABDI and CDMP documents do not address the airport's auto parking/vehicle storage requirements.

	2000	2005	2010	2015
Updated Facility Requirements				
air passenger parking (spaces)[1/]	0	248	701	1,788
misc. air cargo parking (spaces)[2/]	0	18	32	78
airline belly cargo parking (spaces)[2/]	0	2	4	128
all-cargo & small pkg. parking (spaces)[2/]	0	0	310	619
general aviation parking (spaces)[3/]	0	45	52	64
aircraft maintenance parking (spaces)[4/]	0	640	1,120	1,440
terminal area/airport employee parking (sp)	0	256	335	852
total on-site parking needs	*0*	*1,209*	2,554	4,969
taxi hold lot	0	16	44	114
rental car ready-lot	0	93	262	670
charter bus lot	0	2	2	4
limousine hold lot	0	2	5	13
1994 Master Plan				
air passenger parking (spaces)[1/]	248	701	N/A	1,788
misc. air cargo parking (spaces)[2/]	18	32	N/A	78
airline belly cargo parking (spaces)[2/]	2	4	N/A	128
all-cargo & small pkg. parking (spaces)[2/]	0	310	N/A	619
general aviation parking (spaces)[3/]	91	102	N/A	128
aircraft maintenance parking (spaces)[4/]	640	1,120	N/A	1,440
terminal area/airport employee parking (sp)	256	335	N/A	852
total on-site parking needs	*1,255*	2,604	N/A	5,033
taxi hold lot	16	44	N/A	114
rental car ready-lot	93	262	N/A	670
charter bus lot	2	2	N/A	4
limousine hold lot	2	5	N/A	13
HABDI	N/A	N/A	N/A	N/A
CDMP	N/A	N/A	N/A	N/A

1/ Air Passenger Parking includes air passenger and visitor parking.

2/ Air Cargo Parking includes employee and visitor parking.

3/ General Aviation Parking includes aircraft owner, employee, visitor and business parking.

4/ Aircraft Maintenance Parking includes employee and visitor parking.

N/A – Not Available

(4) Airport Administration and Maintenance Facilities

Airport administration and maintenance building area is related to activity levels, paved areas, and climate. Increases in runway, taxiway, and apron pavement, in addition to increased activity levels, will result in the need to provide additional administration and maintenance building space.

Once civil aviation becomes fully operational at HST, the Dade County Aviation Department will require a facility(s) and equipment for airport management and maintenance. The 1994 Master Plan estimated that the combined facility would require a 10,000 square foot building, plus two acres of land for an equipment yard and auto parking. By 2015, it was estimated that a 20,000 square foot building, plus an additional one acre of land would be required. These estimates were based on the airfield and civil portion of the airport; if the Air Force operation and cantonment area should change, the administration and maintenance facility would need to be re-evaluated.

With the exception of the five-year shift, due to the initial delay in demand projected by the updated operational forecast, the updated airport administration and maintenance facility requirements should mirror the 1994 Master Plan recommendations. The HABDI and CDMP documents do not address the airport's administration and maintenance facility requirements.

(5) Aircraft Fuel Requirements

To project future fuel requirements, existing fuel capacity was compared to projections of general aviation and commercial aircraft operations. Future fuel storage requirements were estimated based on a minimum supply of five days of average peak day usage. The minimum fuel storage capacity recommended by the 1994 Master Plan is presented in the table below.

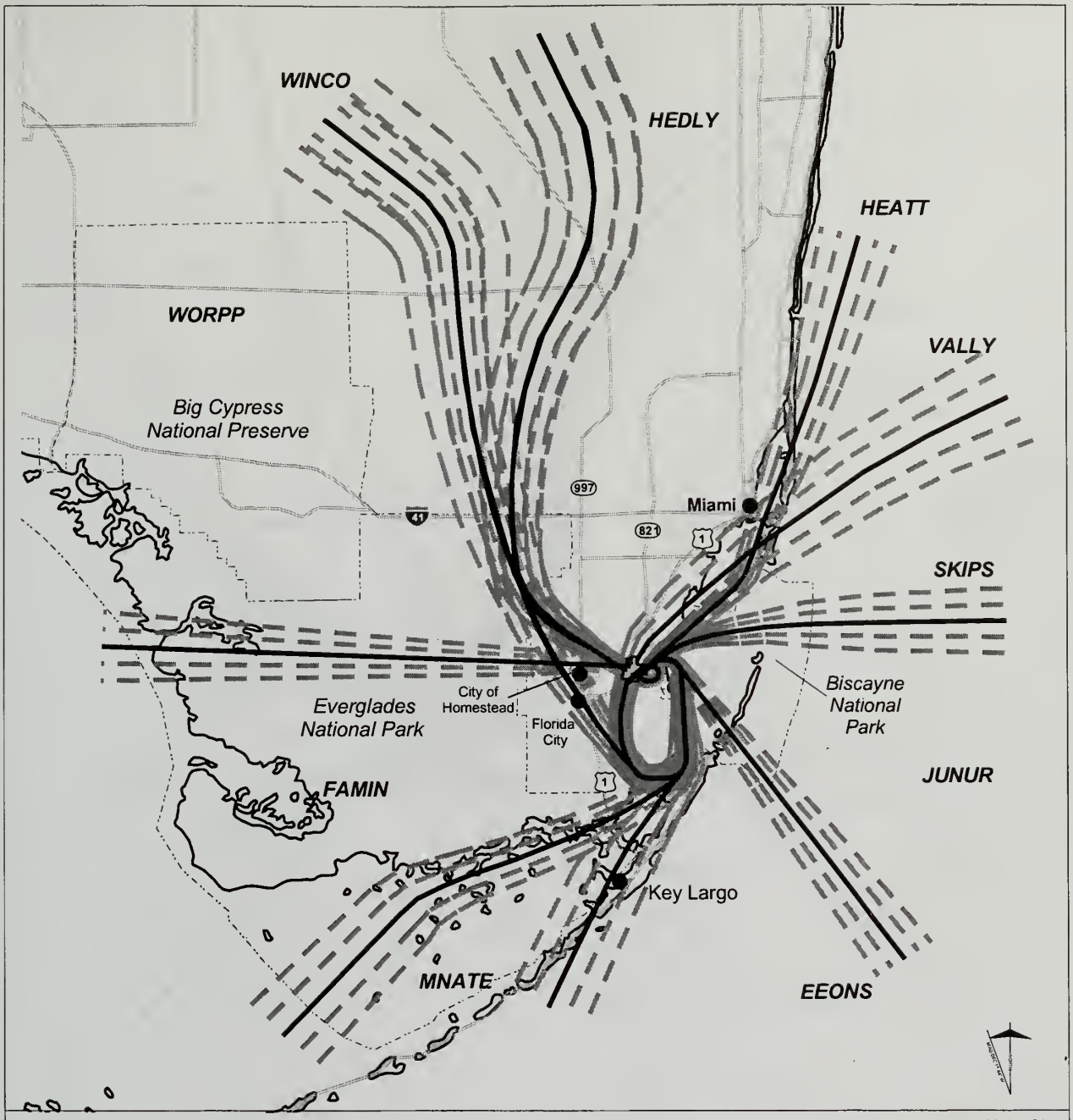
	2000	2005	2010	2015
1994 Master Plan				
jet fuel (gallons)	45,000	163,000	N/A	321,000
aviation gasoline (gallons)	19,500	24,500	N/A	30,500

N/A – Not Available

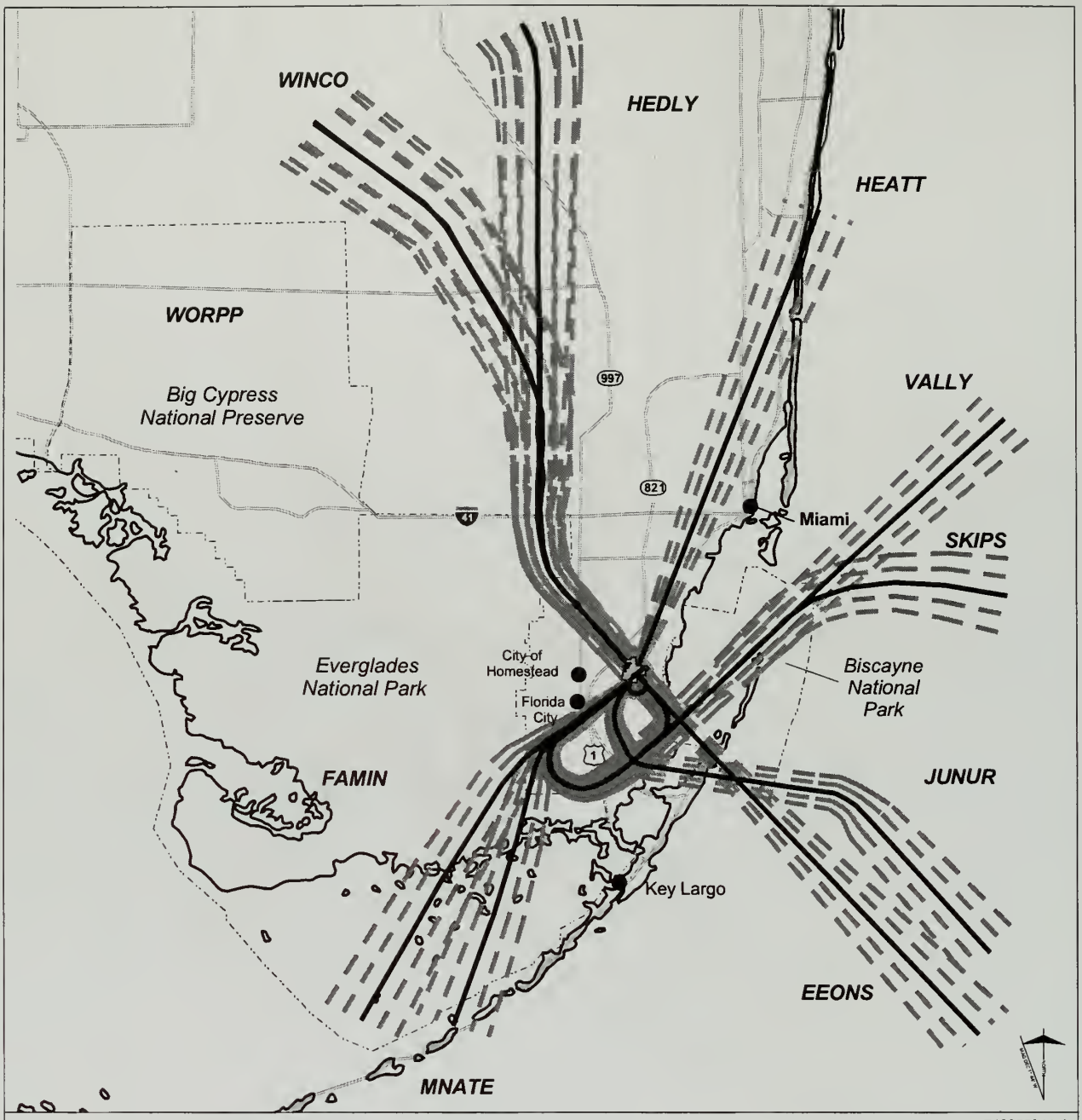
Due to the drop in projected general aviation operations, aviation gasoline requirements will be less demanding. HST currently has two 55,000 barrel tanks in the tank farm that are more than sufficient to handle long term fuel storage needs as described in the 1994 Master Plan as well as the updated fuel requirements. The HABDI and CDMP documents do not address the airport's aircraft fuel requirements.

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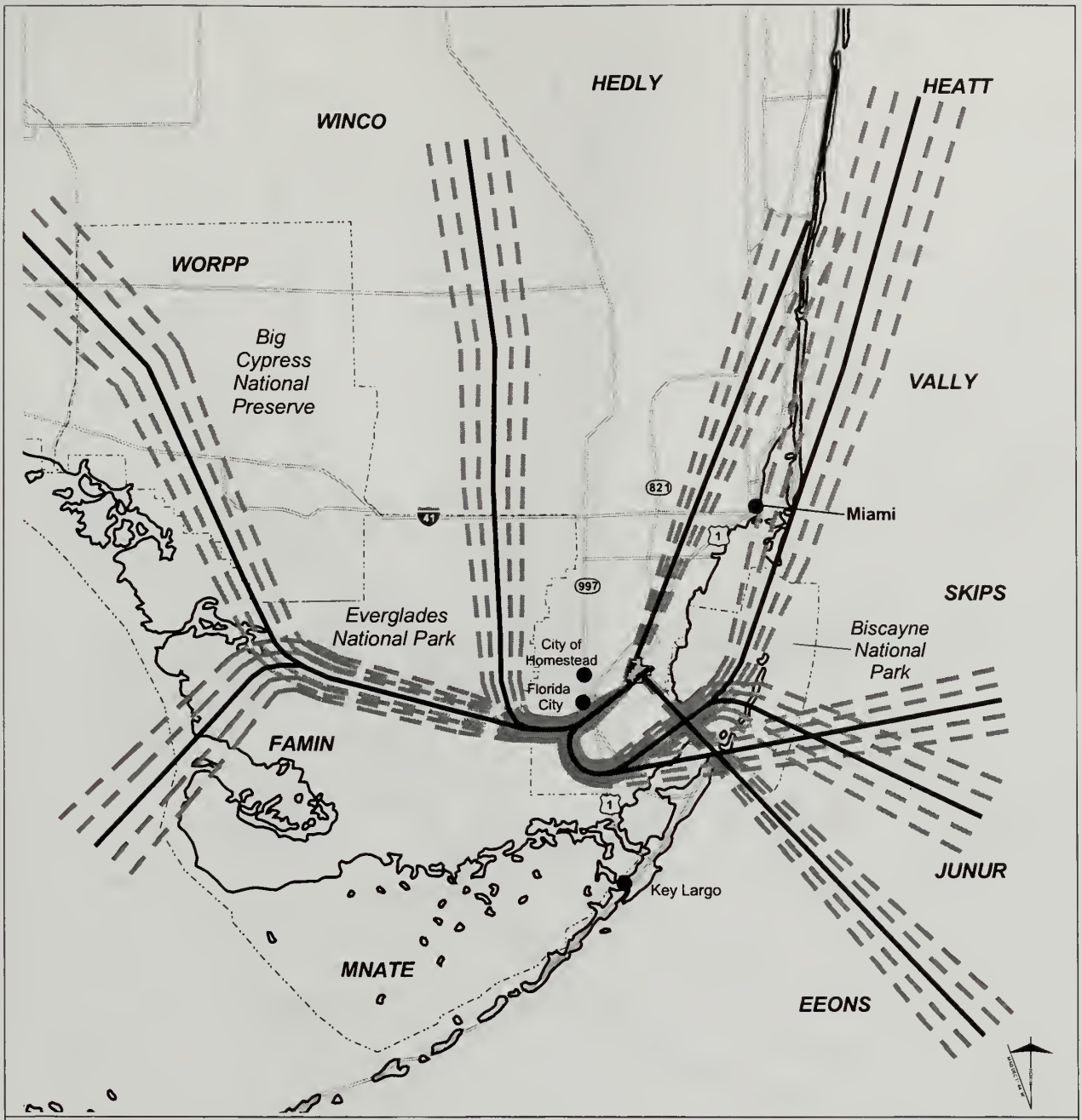
B Proposed Flight Tracks



Proposed East Flow Departures



Proposed West Flow Departures



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LEGEND

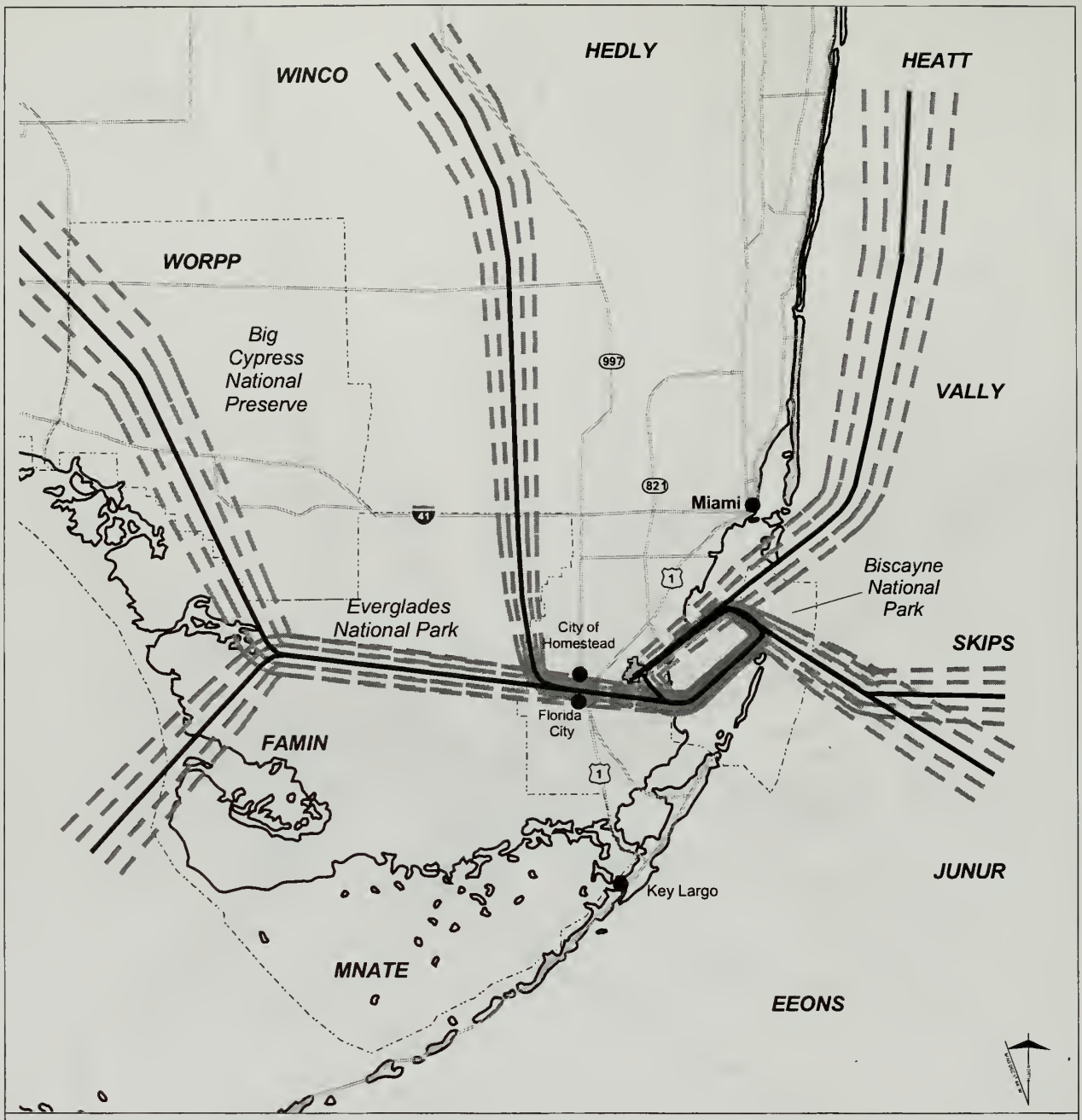
- Arrival Backbone Flight Path
- Dispersed Flight Track
- Former Homestead AFB
- National Park or Preserve Boundary
- City
- Highway
- U.S. Highway
- State Highway
- *EEONS* Navigational Fix



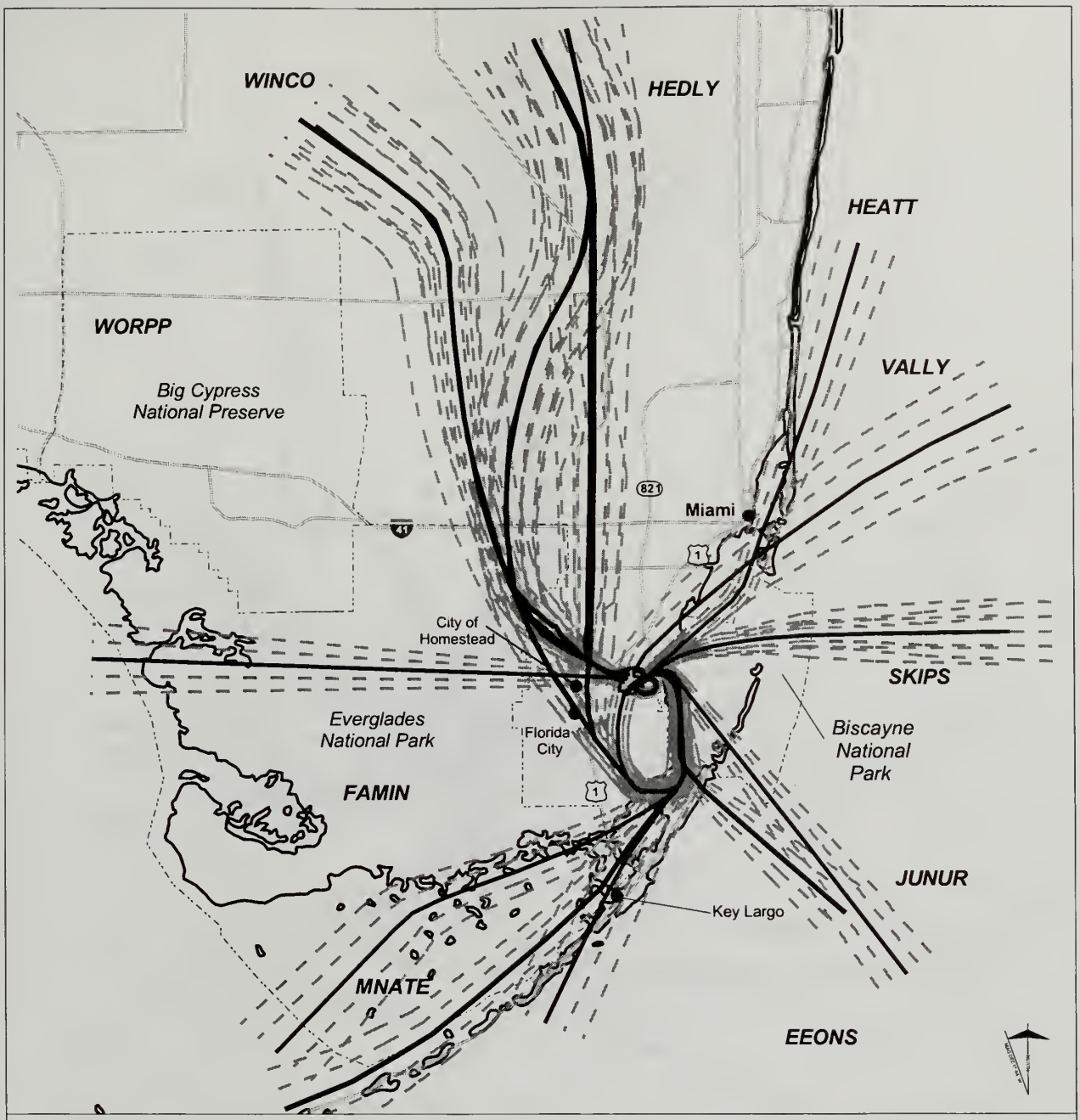
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Scale in Miles

Derived from: Landrum & Brown 1999c

Proposed East Flow Arrivals



Proposed West Flow Arrivals

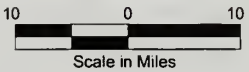


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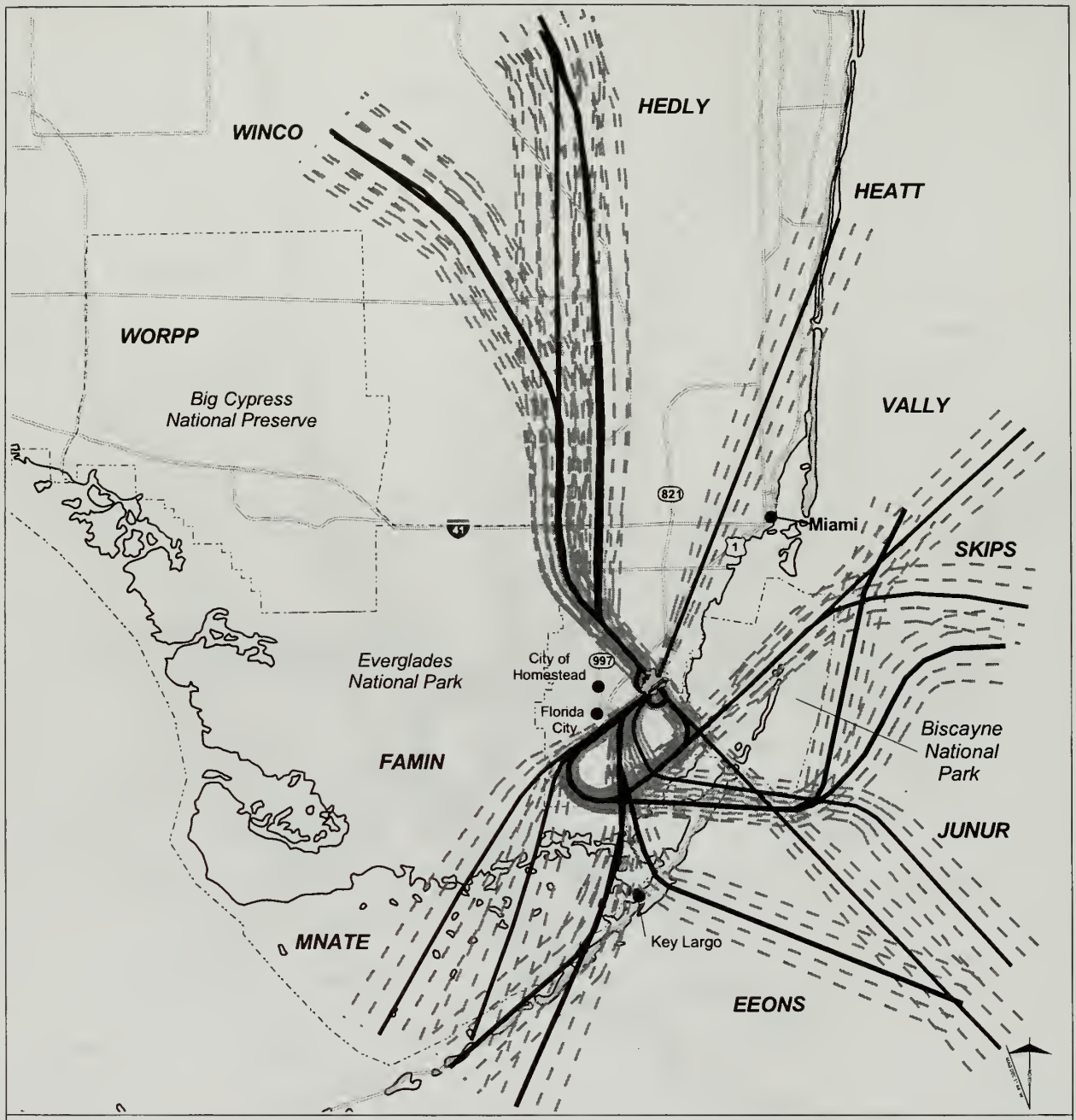
- Departure Backbone Flight Path
- Dispersed Flight Track
- Former Homestead AFB
- National Park or Preserve Boundary
- City
- Highway
- U.S. Highway
- State Highway
- *EEONS* Navigational Fix



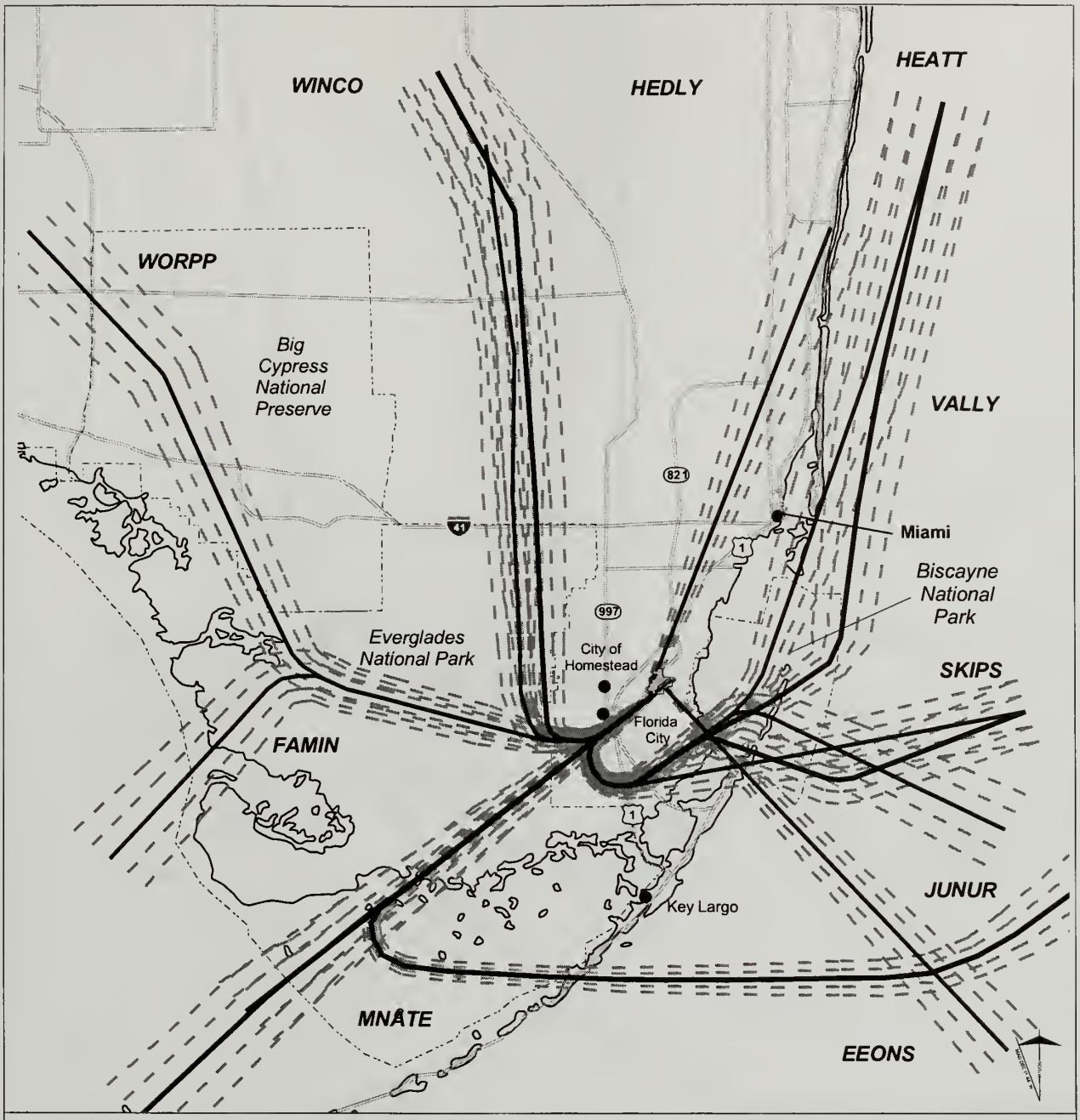


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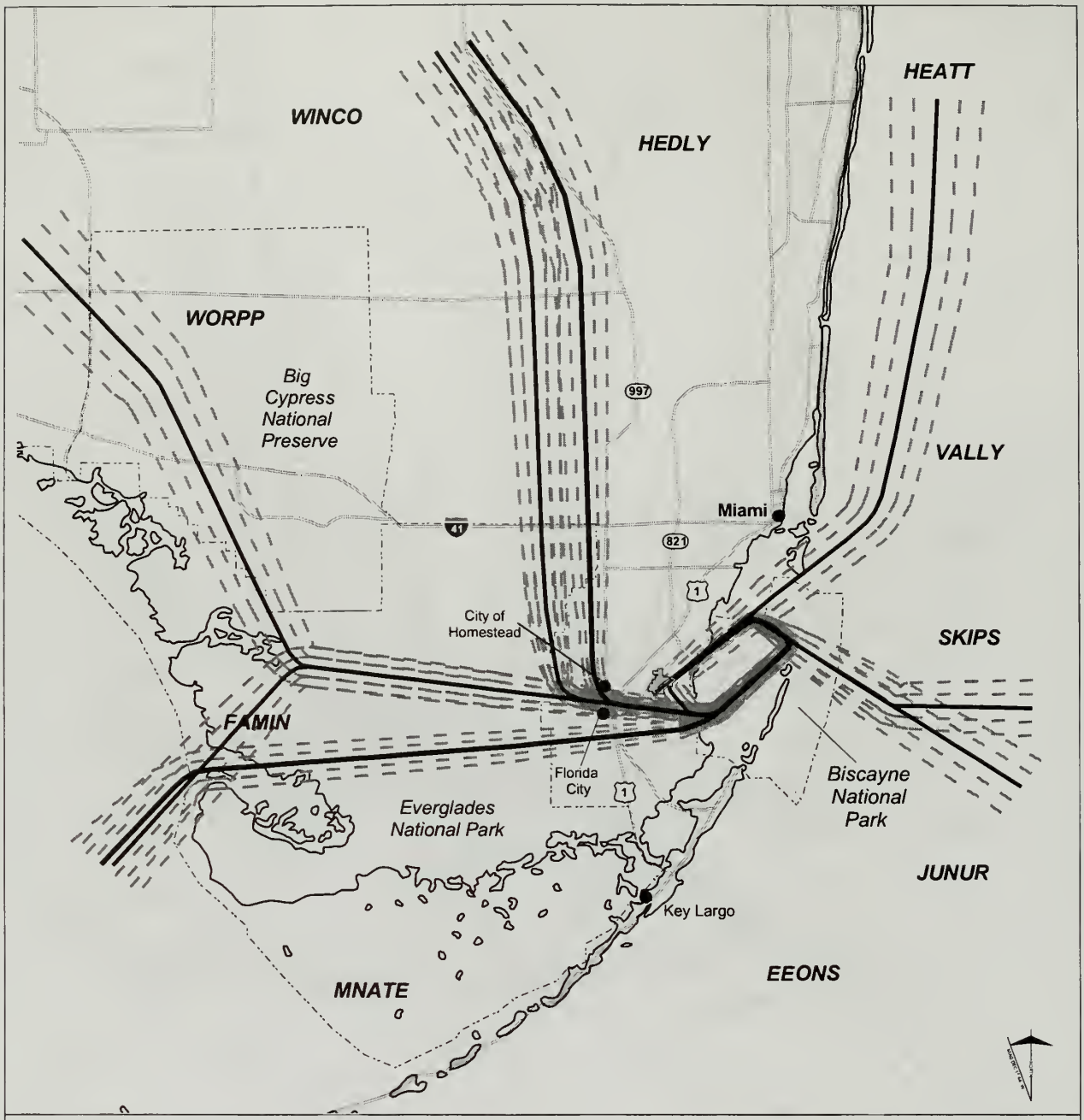
Noise Abatement Flight Path Alternative No. 1
East Flow Departures



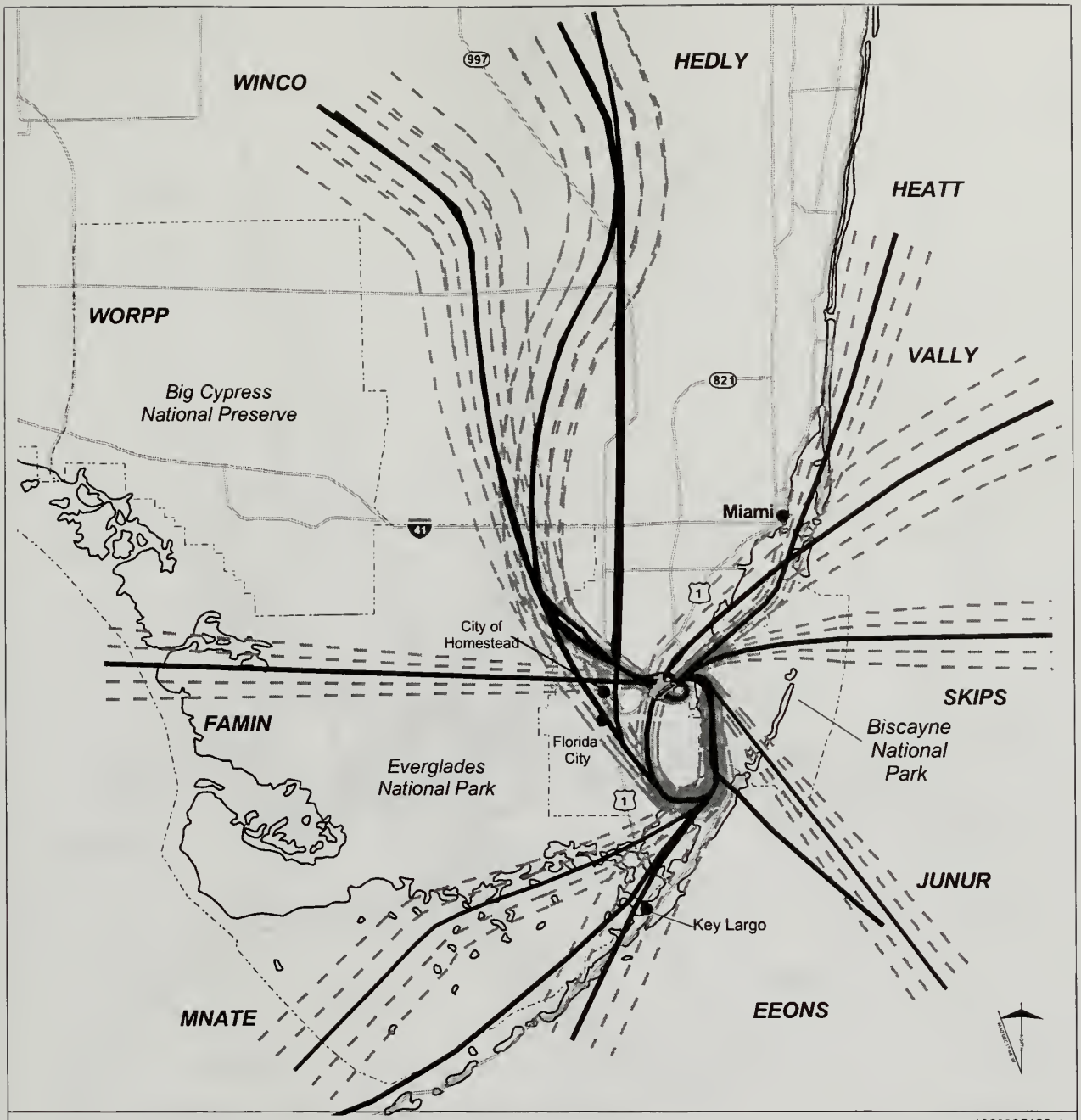
Noise Abatement Flight Path Alternative No. 1
West Flow Departures



Noise Abatement Flight Path Alternative No. 1
East Flow Arrivals



Noise Abatement Flight Path Alternative No. 1
West Flow Arrivals



-1862265132 rj

LEGEND

- Departure Backbone Flight Path
- Dispersed Flight Track
- Former Homestead AFB
- National Park or Preserve Boundary
- City
- Highway
- U.S. Highway
- State Highway
- *EEONS* Navigational Fix

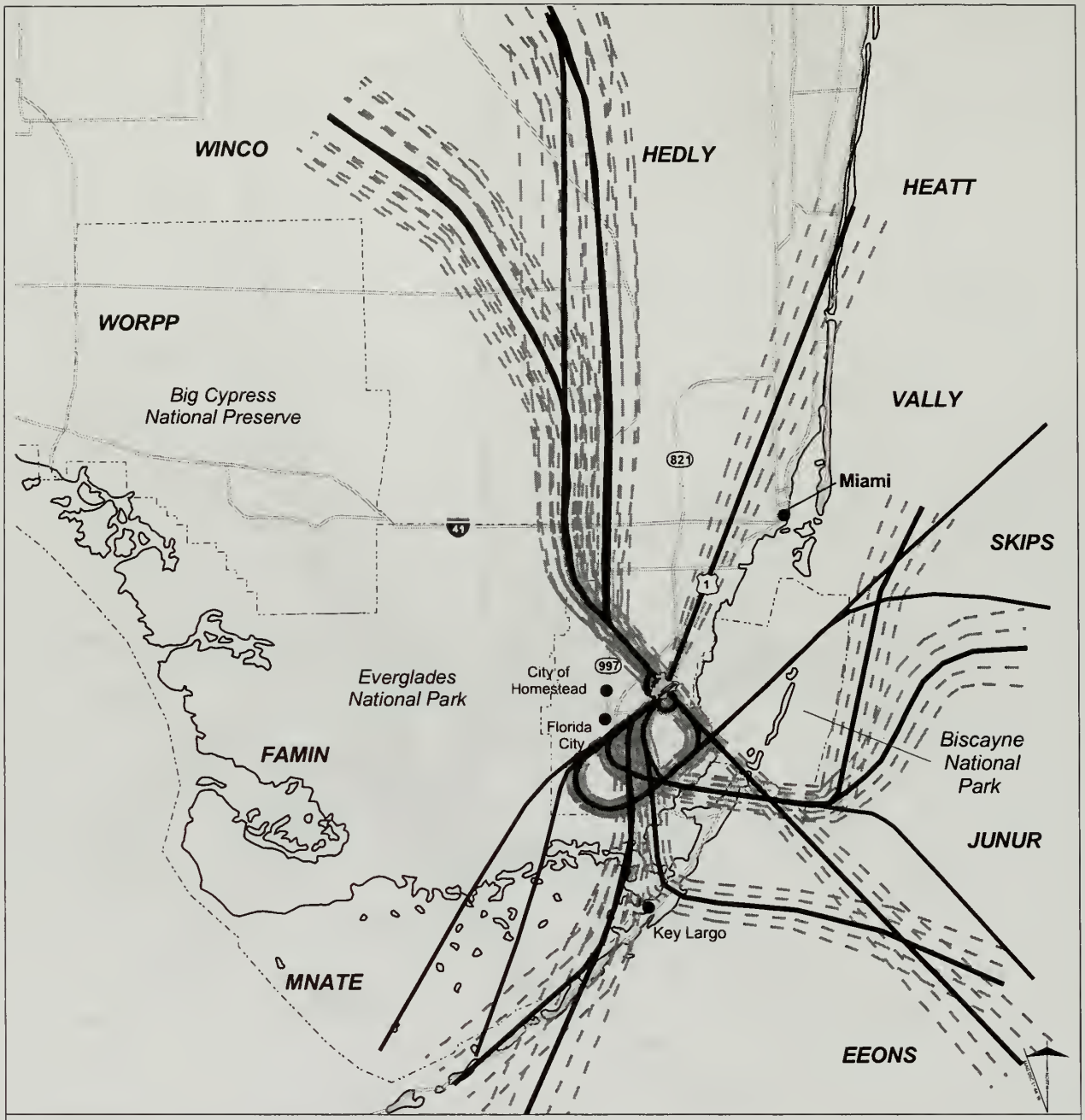


10 0 10

Scale in Miles

Derived from: Landrum & Brown 1999c

Noise Abatement Flight Path Alternative No. 2
East Flow Departures



LEGEND

- Departure Backbone Flight Path
- Dispersed Flight Track
- Former Homestead AFB
- National Park or Preserve Boundary
- City
- Highway
- U.S. Highway
- State Highway
- *EEONS* Navigational Fix

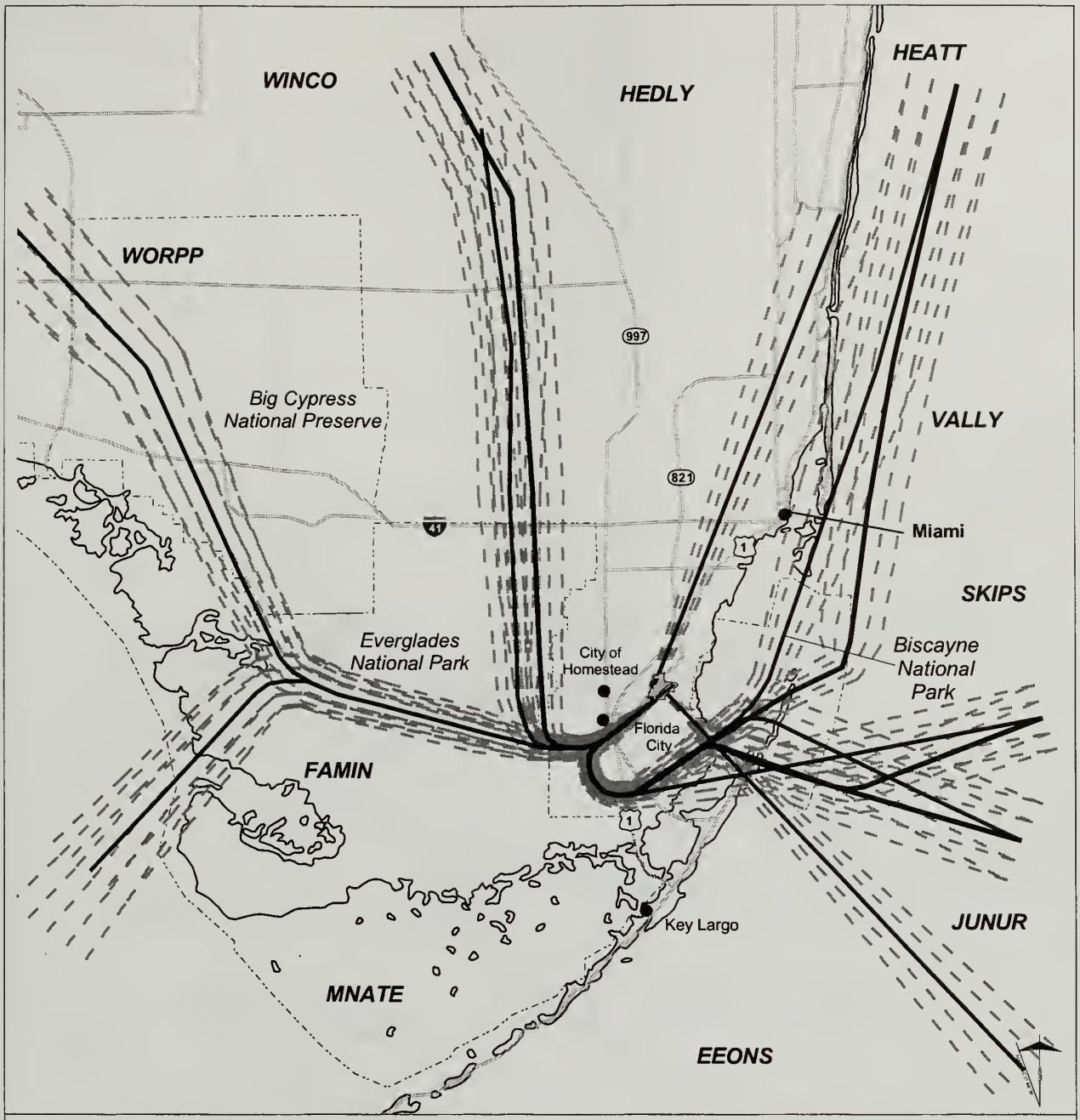


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Scale in Miles

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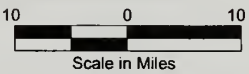
Noise Abatement Flight Path Alternative No. 2
West Flow Departures



LEGEND

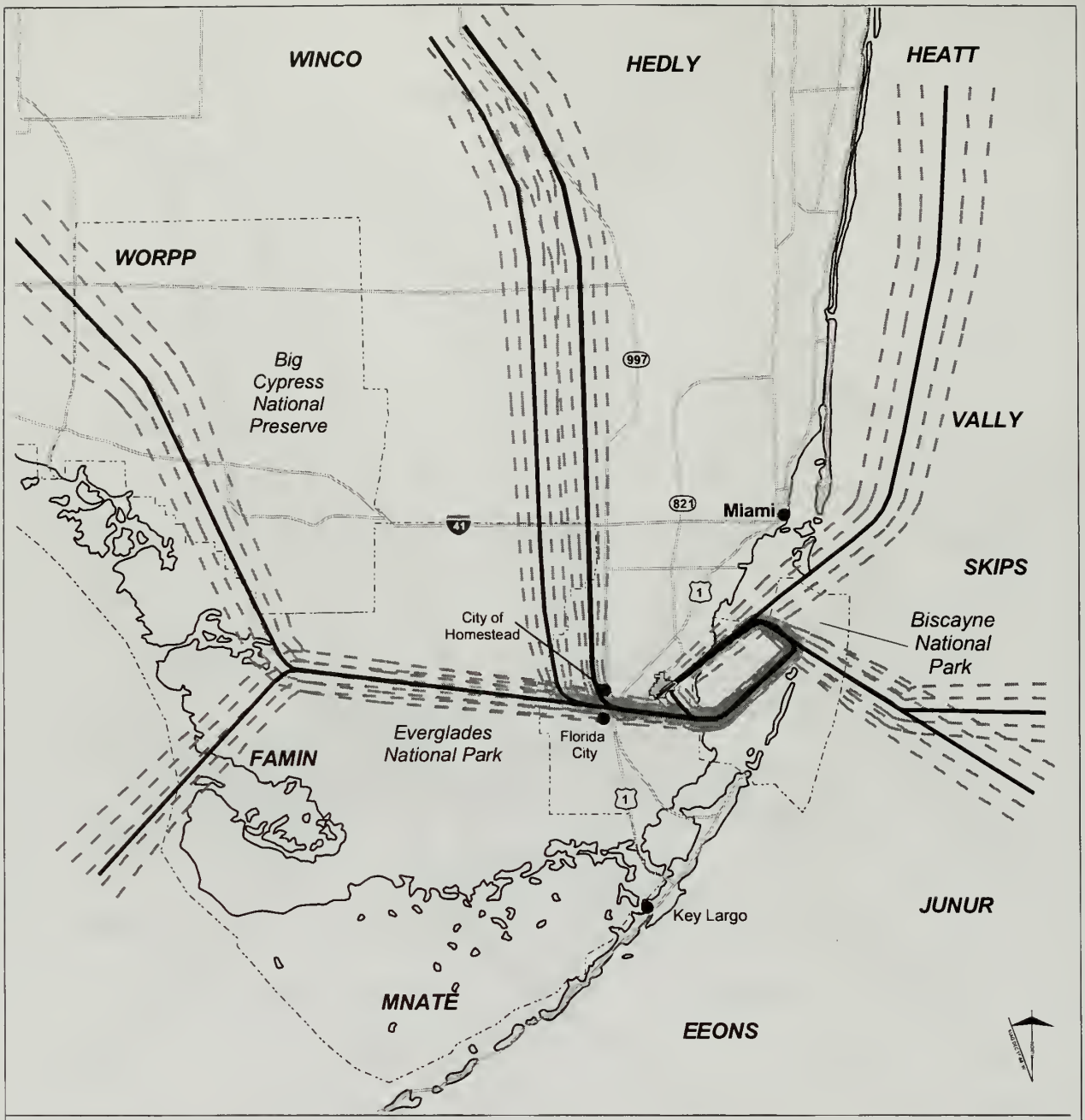
- Arrival Backbone Flight Path
- Dispersed Flight Track
- Former Homestead AFB
- National Park or Preserve Boundary
- City
- Highway
- U.S. Highway
- State Highway
- *EEONS* Navigational Fix



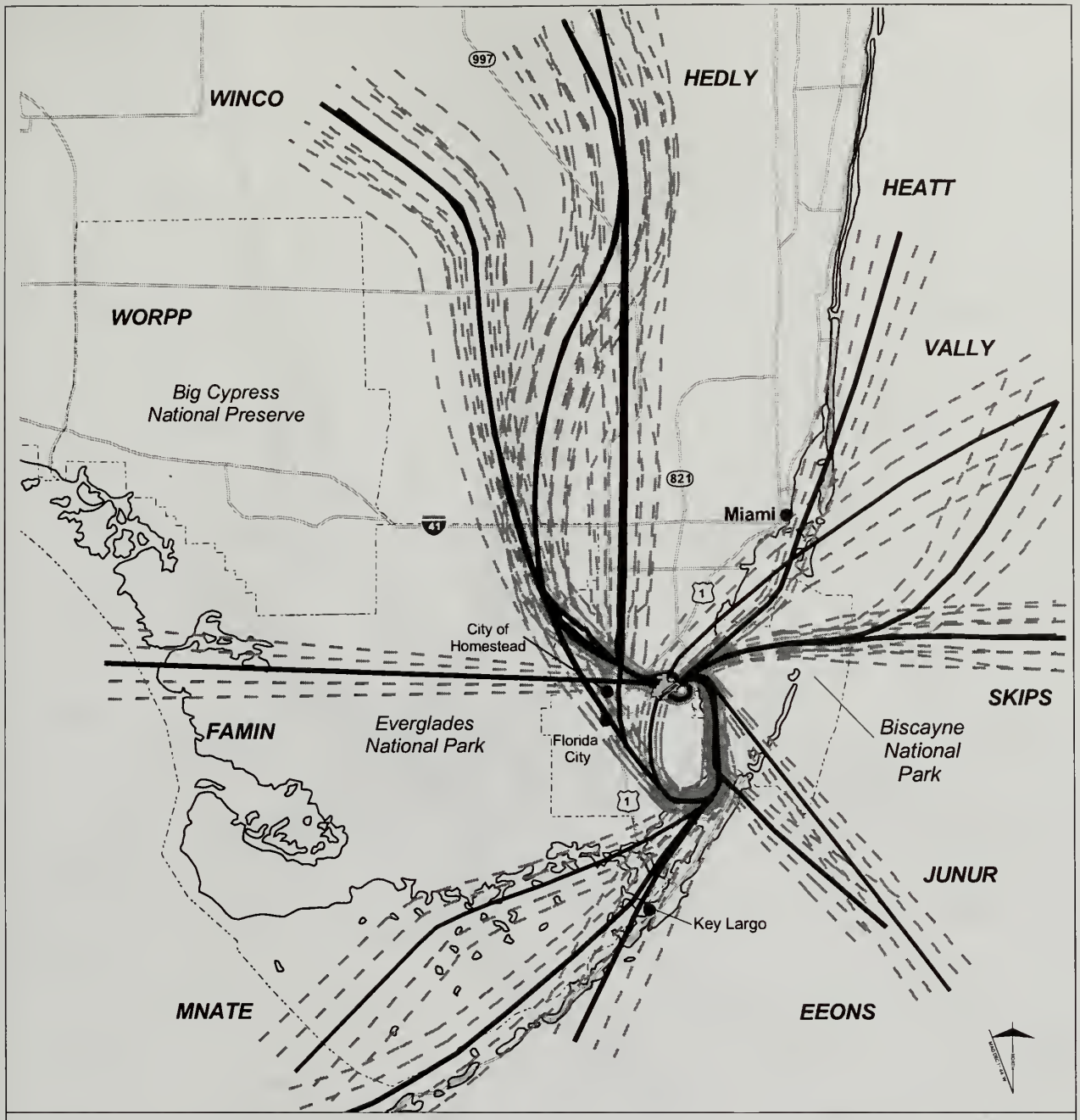


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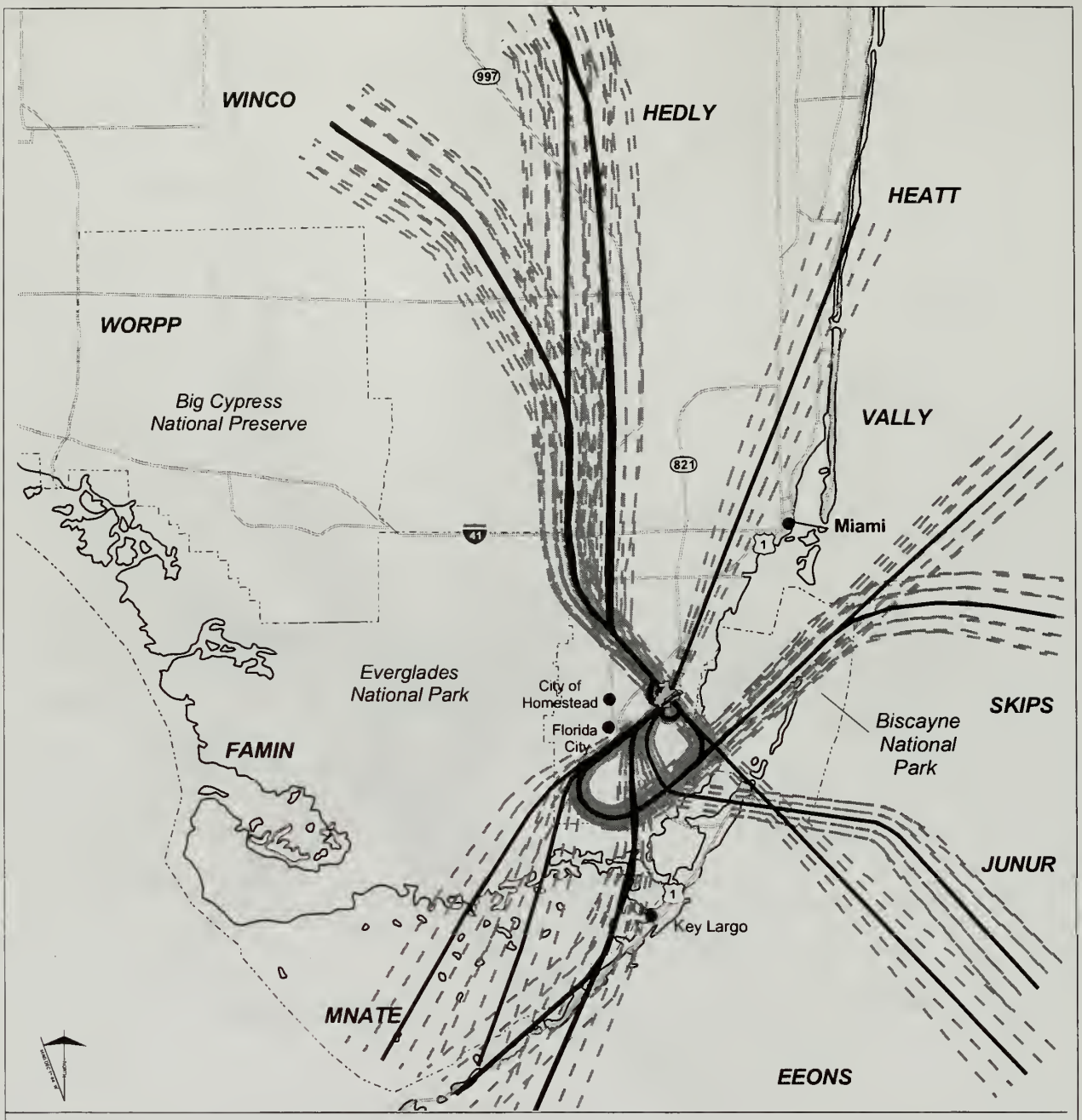
Noise Abatement Flight Path Alternative No. 2
East Flow Arrivals



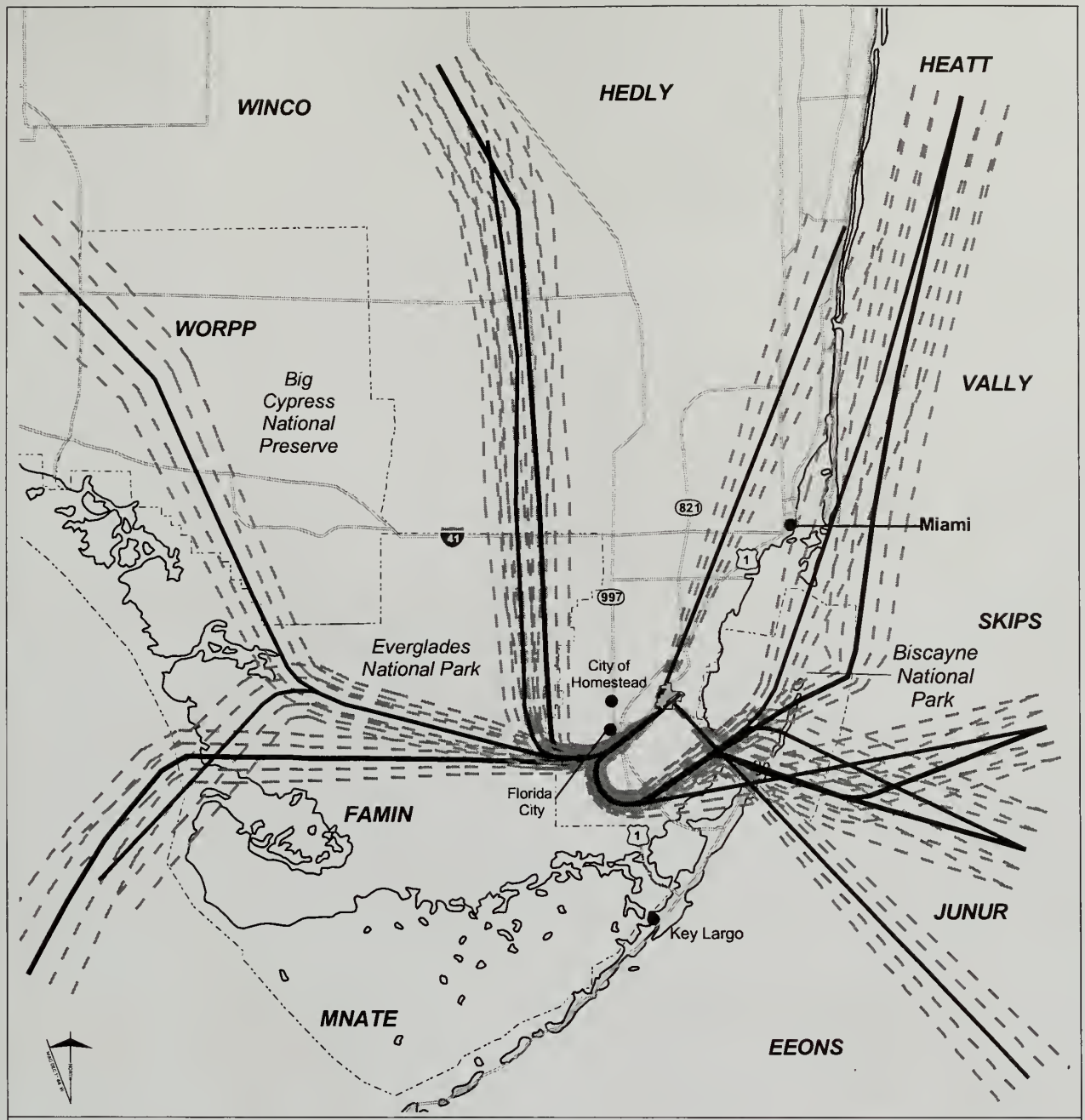
Noise Abatement Flight Path Alternative No. 2
West Flow Arrivals



Noise Abatement Flight Path Alternative No. 3
East Flow Departures



Noise Abatement Flight Path Alternative No. 3
West Flow Departures

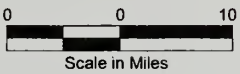


LEGEND

- Arrival Backbone Flight Path
- Dispersed Flight Track
- Former Homestead AFB
- National Park or Preserve Boundary
- City
- Highway
- U.S. Highway
- State Highway
- *EEONS* Navigational Fix

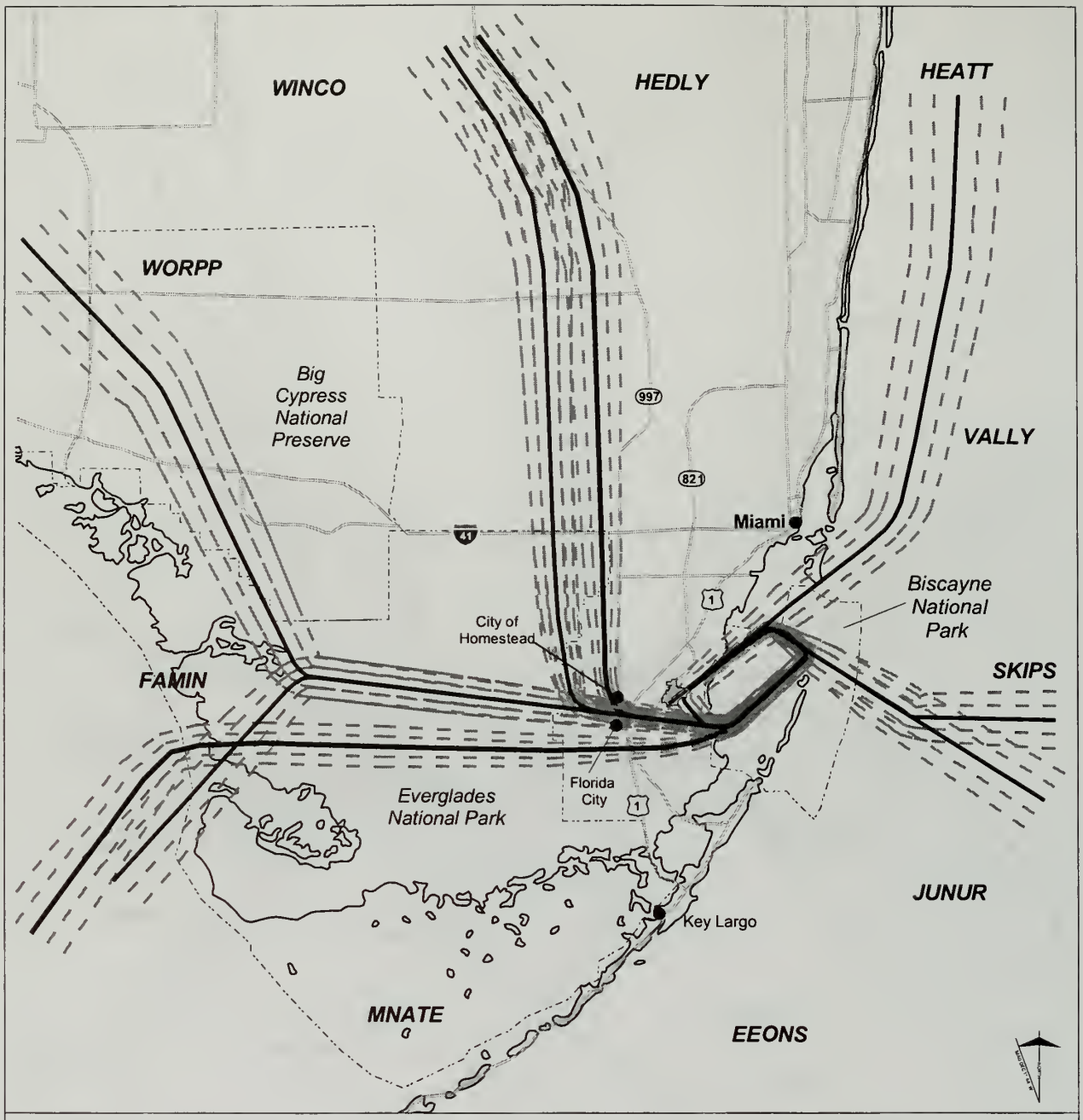
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Derived from: Landrum & Brown 1999c

Noise Abatement Flight Path Alternative No. 3
East Flow Arrivals



Noise Abatement Flight Path Alternative No. 3
West Flow Arrivals

C Potential for Induced Growth



Summary of Business Developments Within and Around Airports

State	City and/or County	Airport	Development Description	Estimated Cost	Funding Agency/ Company	Expected Additional Invest/ Expend.	Induced Employment	Expectations	Special Features	Reference
AZ	Goodyear	Phoenix-Goodyear Airport	McDonnell Douglas selected Phoenix-Goodyear Airport as site for a multimillion-dollar program to convert DC-10 airliners and others into freighters for FedEx.	$60 million for the first contract	McDonnell Douglas		475 initially, growing to over 600	Annual payroll from the new jobs is expected to total $29 million. Goodyear hopes the new modification center will be a magnet for other aerospace companies.	Goodyear is a city of 11,000 located 17 miles west of Phoenix.	Western 1997
AZ	Phoenix	Sky Harbor International Airport	Trammell Crow Co. is building Phoenix I-10 Business Park. It is a 540,000 square foot project on 39 acres. It will have six buildings.	$23 million	Trammell Crow Co.	NR	NR	Apria Healthcare, the nation's largest home health care firm, is the first tenant. Part of the growth in Sky Harbor/I-10 corridor is from companies looking for less expensive office space, with lower rents and more parking.	The area surrounding the airport has been attracting technology and customer service companies in droves because of its proximity to freeways.	Reagor 1997
CA	Atwater	Castle Airport Aviation & Development Center	Pacific Bell is the second largest military base reuse tenant in the country. Castle Air Force Base closed in September 1995; unemployment in the area increased to more than 20%.	$16 million in renovation expenditures	Pacific Bell Customer Care Center	Annual payroll of $20 million; impact of $30–$40 million.	400 now; another 450 by end of 1998	Most of the jobs at the new center are customer care advisors who field calls from customers about the company's telecommunications products.	Development occurred because of joint effort by the Castle Joint Powers Authority, Merced County, the state Trade & Commerce Agency, and others.	Pietrucha 1997
CA	Bakersfield	NA	The ecotourism committee of Kern River Valley Revitalization Inc. has developed a 5-year "Valley Wils" campaign plan to market Kern River Valley's different natural, recreational, and cultural opportunities.	NR	Kern River Valley Revitali-zation Inc.	NR	NR	Studies show that the desire to get in touch with nature drove over 835 million people to national forests in 1994, up 15% from 1993.	NR	Hoffmann 1997
CA	Los Angeles	Los Angeles International Airport	Located next to Beverly Hills and within 20 minutes driving distance to LAX, Century City is LA's entertainment capital. It covers 178 acres of mixed-use residential, business, and commercial property.	NR	Original developer was Alcoa Aluminum	NR	NR	Century Center caters to both leisure and corporate travelers. Lodging, shopping, dining, entertainment, and meeting facilities are all combined at a single location.	Century Center consists of 30 buildings, each from 20 to 44 stories high.	Gould 1997

NR Not Reported; NA Not Applicable

Summary of Business Developments Within and Around Airports

State	City and/or County	Airport	Development Description	Estimated Cost	Funding Agency/ Company	Expected Additional Invest/ Expend.	Induced Employment	Expectations	Special Features	Reference
CA	Riverside -	March Air Reserve Base	A business group is looking to interest a cargo integrator into basing operations at the closed March AFB. These are large companies (like FedEx and UPS) that deliver goods and packages door-to-door with their own trucks, planes, and terminals.	NR	March Inland CargoPort LLC	NR	NR	This location has proximity to freeways and a rail line. It is located away from the air traffic at Los Angeles International Airport. The group plans to spend $100,000 to market March to cargo carriers.	Air cargo demand in Southern California is expected to exceed supply in the next 20 years according to a study by the Southern California Association of Governments.	Soto 1996
CA	San Bernardino	NA	8th Annual Route 66 Rendezvous, a classic car special event, bringing 315,000 people and 2,400 classic cars for the street festival held September 18 to 21.	$380,000	Statler Bros. Markets & San Bernardino Convention & Visitors Bureau	Between $10 and $15 million	142 vendors sold products, food, and drinks	The event has not broken even yet. Business sponsors donated $115,000. Vendors were charged $400 to $460 for 142 booths; the SBCVB spends $15,000 for the sound system and disc jockey. The city's Main Street downtown association paid for singing groups.	These are the kinds of special events that are used to generate tourism dollars.	Zoltak 1997
CA	San Francisco	San Francisco International Airport	The Airport started its 5-year expansion plan in 10/95. It is building a new 5-story rental car facility and a light-rail transit system to replace the buses currently in use.	$2.4 billion	San Francisco Inter-national Airport	NR	NR	The new rental facility will house eight rental car companies (up from the five now).	On-site car rental companies pay a minimum of 10% of their revenue to the airport. With the new facility, the car rental companies may have to pay higher rents, which will translate into increased rates.	Lucas 1997
CO	Colorado Springs	Colorado Springs Airport	A flood of new hotel rooms (as many as 1,140 over the 1996 inventory of 8,700) threatens to inundate Colorado Springs in 1997, jeopardizing smaller motes and eroding high occupancy levels and room rates.	NR	Hotel/ Motel Industry	NR	NR	Most of the rooms coming in 1997 are economy-priced facilities from national chains, which compete for business travelers on tighter expense accounts and leisure travelers looking for a bargain.	The airport has helped diversify the market a great deal by making it much more accessible to groups and meetings, but it's still a very seasonal market.	Anonymous *(Hotel & Motel Manage-ment)* 1997

NR Not Reported; NA Not Applicable

Summary of Business Developments Within and Around Airports

State	City and/or County	Airport	Development Description	Estimated Cost	Funding Agency/ Company	Expected Additional Invest/ Expend.	Induced Employment	Expectations	Special Features	Reference
CO	Colorado Springs	Colorado Springs Airport	Shepard's, a legal publisher, is selling both of its buildings in Colorado Springs, including a 62,000 square foot 14-year-old printing plant near the airport. After its merger with Lexis/Nexis, Shepard's will move to leased space in the Springs.	$25 million (for both buildings)	Shepard's	NR	–222	NA	NA	Heilman 1997
CO	Denver	Denver International Airport	Construction of Denver International Business Center, a 450-acre project to include office buildings, stores, apartments, and hotels. 8.6 million square feet of commercial space (14 hotels and numerous office buildings).	$1 billion	Denver Developer L.C. Fulenwider Inc.	NR	NR	Also expects to build 1,300 single-family homes and apartments. Site is approximately 6 miles SW of DIA terminal and is the first real estate development project surrounding the airport.	Fulenwider formed a metropolitan district to fund construction of roads, sewers, and water lines for 196 acres of commercial zoning. The district issued $400,000 in tax exempt bonds to finance infrastructure costs for the Fairfield Inn.	Raabe 1995
CO	Denver	Denver International Airport	In addition to DIA, Denver has built a number of other expensive civic projects, including new baseball stadium, new central library, major highway renovations, and new convention center.	NR	City of Denver	NR	NR	NA	NA	Charlier 1995
CO	Denver	Stapleton International Airport	Redevelopment project for 4,700-acre site, closed February 1995. Plan is for 8 mixed-use villages, 20 million square feet of commercial space, 10,000 homes, and 1,600 acres of parks and open space.	$5.8 billion	Stapleton Development Corp., non-profit created by city	NR	35,000	Corp. has leased ~1.3 million square feet, 1/3 of space in existing buildings. Three projects underway: a pilot training center for United Airlines, a business park owned by Union Pacific RR, and a regional distribution center for a supermarket chain.	Development officials have been discussing various strategies since 1989. The city and development corp. are still working on details of the 30-year project, focusing on planning, zoning, and infrastructure needs.	Holt 1997

NR Not Reported; NA Not Applicable

Summary of Business Developments Within and Around Airports

State	City and/or County	Airport	Development Description	Estimated Cost	Funding Agency/ Company	Expected Additional Invest/ Expend.	Induced Employment	Expectations	Special Features	Reference
CO	Denver	Stapleton International Airport	Continental Airlines pulled 5,000 jobs out of Denver when it closed a maintenance facility and reduced its daily flights from 159 to a handful in anticipation of DIA's higher costs.	NR	Continental Airlines	NR	–5,000	NA	Continental Airlines moved its hub out of Denver in response to Chapter 11 reorganization. When both Continental and United served Denver, fares were low; with only United left, fares are much higher.	Charlier 1995; Uhland 1995
FL	all	all	Florida ranks No. 1 of U.S. states in terms of dollars spent and jobs generated by international tourism during 1991-1994.	$11.2 billion spent in FL by foreign vacationers and visitors in 1994	Tourism Industry in FL	NR	194,000 jobs supported by international tourism in 1994	Florida's popularity with foreign visitors is expected to continue due to plentiful airline flights, strong world economy, aggressive marketing by FL tourism industry, and improved packaging of travel services.	Jobs generated from international tourism include positions in airports, rental car agencies, taxi companies, hotels, restaurants, theme parks, and retail shops.	Hutt 1997
FL	all	all	Tourism is Florida's biggest industry, representing 1/5 of the state's general revenues. Tourism is picking up again because of all the new attractions ranging from new bed and breakfasts, restaurants, and hotels to grand new show theaters, museums, etc.	$35 billion	As reported by Florida Tourism Industry Marketing Corp. (FTIMC)	NR	775,000	Florida draws more than 42 million tourists, 15% of them from outside the U.S. Conventioneers will find an expanded convention center in Orlando, expanded airports in Orlando and St. Petersburg/ Clearwater.	Tourism industry in Florida generates more than $2 billion in tax revenue. FTIMC combines the state's former tourism agency with private-sector corporate involvement and funding.	Hobbs 1997
FL	Dade Co.	Miami International Airport	International Corporate Park, a 300-acre warehouse park with four times the space of neighboring Miami International Mall, a shopping area.	$150 million	Broker-investor Ed Easton Jr. of Miami, FL	NR	NR	The West Dade Airport area leads county in lease rates and has 8% vacancy rate for warehouse/ manufacturing space. Space is priced $1.00–$1.50/foot more than other parts of country (at $6.25 to $7).	NA	Goodman 1995

NR Not Reported; NA Not Applicable

Summary of Business Developments Within and Around Airports

State	City and/or County	Airport	Development Description	Estimated Cost	Funding Agency/ Company	Expected Additional Invest/ Expend.	Induced Employment	Expectations	Special Features	Reference
FL	Everglades	Miami International Airport	Everglades National Park is the third largest non-Alaskan U.S. park, with nearly 985,000 visitors in 1996. Some people visit to the park before embarking on a cruise.	$119.2 million annual economic impact	Tourism Industry in S. FL	NR	4,930	Tourist dollars go to hotels and restaurants and park spending to buy supplies. 45 boat captains operate in park, 25 specialize in back-country fishing. Also canoe tours and other recreational tours. Essentially a five-month season (November to April).	Parks are engines of economic development, but are engines of a specific kind, because they provide ecosystem services.	Dupont 1997
FL	Jacksonville	NAS Cecil Field	NAS Cecil Field, which is slated for closure by the U.S. Navy, is wanted by Jacksonville for possible development as a commercial airport in the next 20 years.	NR	City of Jacksonville	NR	NR	Jacksonville wants to use the NAS facilities to service air cargo operators, general aviation aircraft, and aircraft component manufacturers.	NA	Anonymous (*Aviation Week & Space Technology*) 1997
FL	Miami	Miami International Airport	Fine Air had a crash of one of its DC-8s after takeoff from MIA on 8/7/97; the accident killed five people. Fine Air announced it would voluntarily halt flights for 30 days.	NR	Fine Air Services (cargo carrier)	NR	800 employees at Fine Air	Many of Fine Air's flights ferry material and finished garments between Miami and Caribbean Basin countries. The competitive Columbia-Miami routes carrying flowers were also expected to feel some effects.	NR	Bussey 1997; Cordle & Bussey 1997
FL	Miami	Miami International Airport	Global trade has skyrocketed, growing more than 9% annually for more than 10 years. Air cargo companies are in a very competitive market, with lots of pressures to keep prices low.	Revenues of $94.2 million in 1996; profits of $13.02 million	Fine Air Services (cargo carrier)	NR	NR	ACMI firms are virtual airlines, leasing aircraft, crew, maintenance, and insurance. Before 1980, cargo haulers from Miami typically brought back empty planes from Latin America. Now they bring Colombian and Ecuadorian flowers.	Because commercial airlines already have a rich revenue stream from passenger tickets, they can offer cargo space at bargain rates because it's virtually all profit.	Bussey 1997; Bussey & Fields 1997

Summary of Business Developments Within and Around Airports

State	City and/or County	Airport	Development Description	Estimated Cost	Funding Agency/ Company	Expected Additional Invest/ Expend.	Induced Employment	Expectations	Special Features	Reference
FL	Miami	Miami International Airport	Dade County is expanding and upgrading the airport, with $2.8 billion going toward terminal expansion; $1.2 billion for ground transportation improvements, new cargo facilities, and airfield projects (with $175 million for a fourth runway).	$4 billion	Miami International Airport	NR	NR	Miami served nearly 34 million passengers last year, with about 40% using the airport for connecting flights. FAA projects that the passenger count will rise to nearly 70 million by 2010. The expansion is scheduled to be completed by 2006.	FAA forecasts that travel between U.S. and Latin America will grow by 6.2%/year over the next 13 years. More than 70% of all passengers going between U.S. and Latin America pass through Miami.	Cordle 1997
FL	Miami	Miami International Airport	Financial incentives from Dade County have prompted Airbus to retain its North American training headquarters in Miami for the next 30 years. It will build an 80,000 square foot center in Miami Springs near MIA.	$8.5 million	Airbus Industries (Toulouse, France)	$30 million total impact; Dade Co. incentives of $3.5 million	77 to 97 people full time; 3,000 trainees visit	Airbus will add two flight simulators to the six it operates now and expand employment 10 to 20%. Airbus is allowed to break its lease at its current facility, which was scheduled until 2000 (value of $2.4 million).	Location at the Miami airport made sense; 19 airlines that use planes from Airbus fly into the Miami airport. Airlines pay up to $60,000 to send two-person pilot crews for five-week training sessions.	Stieghorst 1997
FL	Miami	Miami International Airport	The Miami market is underretailed, with about 11.5 square feet in retail space per capita versus a state average of 21. International tourism is drawing more people to the city. The Dolphin, a value megamall located near MIA, will open at the end of 1999.	NR	NR	NR	NR	The Dolphin will feature an entertainment zone in the center of its racetrack design, an arcade, and a Regal Cinema. Aventura Mall near Miami has started a $90 million expansion.	The problem with building in Miami is that there isn't much room for new construction, despite a great deal of retailer interest. With little available space, retailers are building upward.	Anonymous *(Chain Store Executive)* 1997
FL	Miami	Miami International Airport	Cunard is moving headquarters from NYC to 36,000 square foot office space near MIA. Cunard is a cruise ship operator and will use the Miami port for travel itineraries start and end.	NR	Cunard (trying to sell the company for $600 million)	NR	Article does not report number of employees; says Cunard will only move about 1/3 of NY staff.	Cunard currently operates five cruise ships; it plans to build or acquire another three in the next four years.	Dade County will give Cunard $10.6 million incentive package.	Myers 1997

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FL	Miami	Miami International Airport	Samsung Electronics moved its Latin American headquarters from Panama to Miami last year; Hanjin Shipping opened a Miami office in September; and Korean Air plans 747 cargo service to MIA next year.	NR	Korean companies	NR	NR	South Florida is looking to improve trade relationships with booming Asian economies. Korean firms are beginning to see South Florida not only as a resort, but also as a gateway to trade with Latin America.	Korea is diversifying its traditional markets in Asia and North America and targeting Latin America.	Hemlock 1997
FL	Orlando	Orlando International Airport	The expansion will construct a fourth satellite terminal, tram connection, improvements and upgrades of terminals and roads, and a new traffic control tower.	$240 million for addition now ongoing	Greater Orlando Aviation Authority	$965 million for next expansion, completed in 10 years.	NR	NR	Last year, Orlando had the world's fastest growing airport; it expects to handle 33 million passengers annually within three years.	Roy 1997
FL	Orlando	Orlando International Airport	The four-county Orlando metro area had 37 million visitors in 1995. Forecasts show 46 million visitors by the year 2000.	NR	Orlando Convention & Visitors Bureau	$15 billion	NR	There were 85,400 hotel rooms in the Orlando area in 1996 with an occupancy rate of 80%.	Article describes the retail stores being built in the Orlando area.	Troy 1997
GA	Atlanta	Hartsfield International Airport	Conference center hotel segment of the overall travel and lodging industry is growing fast. Emory facility opened in 1995 with 198 rooms. It is booked on a Complete Meeting Package basis.	NR	Emory Conference Center Hotel	NR	NR	CPM covers dinner the night of arrival, overnight accommodations, breakfast and lunch, continuous breaks, meeting space, basic audiovisual equipment, and service charges.	Typically, a community will help subsidize a conference center's development because of the tourism-related impact it can have.	Wolff (Carlo) 1997
GA	Atlanta	Hartsfield International Airport	The Operation Control Center, created by TransQuest Information Solutions, Delta's IT organization, uses a graphical user interface and integrated systems based on object technology to manage Delta's more than 2,700 flights a day.	NR	TransQuest	$300 million/ year	1,800	TransQuest is also generating commercial revenue from application development efforts.	NA	Caldwell 1997

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GA	Atlanta	Hartsfield International Airport	In preparation for the 1996 Summer Olympics, Hartsfield undertook a major expansion in 1995-96. Over 150 new shops and restaurants were added, in addition to new meeting facilities and infrastructure improvements.	$250 million	Airline companies, municipal bonds	NR	NR	The expansion was needed to accommodate the huge influx of visitors to the Olympics. Increased security needs were also addressed.	The Hartsfield Improvement Program consisted of 250 individual construction projects. Work was conducted 24 hours a day, 7 days a week.	Nelms 1997 (April)
HI	all	all	Although the annual number of visitors to Hawaii has stalled at less than 9 million since 1990, helicopter tours are moving record numbers and did $100 million of business in 1996, with room for further growth.	NR	Helitour operators	NR	NR	Helitours target mainland visitors and are popular with both first-time and repeat customers. Wholesalers are getting involved in the booking distribution channel, indicating that helitouring is becoming a mainstream activity, in spite of its cost.	Helitours are attractive for travel agents, since commissions are high. Tours have high pre-booking rates, with frequent sellouts several days prior to the tours. Many passengers define their helitour as the highlight of their trip.	Selden 1997
HI	all	NR	The Hawaii Visitors and Convention Bureau has been given an increased marketing budget to counteract declining visitor counts. Visitor count dropped 3.9% in February, marking the fourth consecutive monthly decline.	$10 million	Hawaii Visitors & Convention Bureau	NR	NR	The additional money will be spent on TV and newspaper ads through August, targeting key cities of New York, Chicago, Los Angeles, San Francisco, Sacramento, and San Diego.	NA	Anonymous *(Travel Agent Hawaii Supple-ment*) 1997
IA	Cedar Rapids/Linn County	Cedar Rapids Municipal Airport	A new campaign called "Time to Tour: Be a Visitor in Your Own Town" was launched by the Cedar Rapids Area Convention and Visitors Bureau. 177 new hotel rooms were opened in Cedar Rapids in 1996, with 149 more to be added soon.	NR	City of Cedar Rapids (for tourism campaign); hotel owners and operators (for increased hotel capacity)	NR	NR	Many Cedar Rapids residents haven't visited local attractions despite having lived in the area for many years. CRACVB is targeting tourists traveling along the "Avenue of Saints" between Branson, MO and Mall of America. Hotel inventory is increasing.	Tourism is the third-largest industry in Iowa. It provides 4,900 jobs in Linn County, with an annual payroll in excess of $52 million. In 1994, tourists spent $314.1 million in Linn County, accounting for $4 million in local sales tax receipts and $16.7	Ford 1997

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IL	Bedford Park	Chicago's Midway Airport	Growth in the North American and European chemical distribution industry has varied widely. The key driver is a trend among chemical producers to farm out their products to independent sales agents.	$22 million	Van Waters & Rogers	NR	NR	They are moving three locations into Bedford Park, which will be the single largest distribution center in the country.	NR	Anonymous *(Chemical Week)* 1997
IL	Chicago	O'Hare International Airport	O'Hare misses out on 9,000 to 22,500 passengers annually due to restrictions in direct international flights resulting from the 1952 U.S.-Japan Civil Air Services Agreement, even though it completed an expanded $600 million international terminal in 1991.	NR	Midwest-Asia Aviation Committee	Loss of $47 million in expenditures	Loss of $36 million in salaries	Estimates of economic impacts are from Arthur Anderson LLP, commissioned by the coalition of business, labor, trade, and business organizations, including the Chicagoland Chamber & the Illinois Chamber of Commerce.	NA	Waters 1997
IL	Elk Grove Village	O'Hare International Airport	Elk Grove Village is paying for a study to consider enhancements to its industrial park, which includes 3,600 companies employing 90,000 workers.	$250,000	Trustees of Elk Grove Village	NR	NR	The village and park tenants must make investments or risk losing ground to a new generation of attractive industrial parks.	The park represents Illinois' third largest concentration of industrial real estate after Chicago and Rockford.	Crown 1997
IL	Peotone	New Airport	State of Illinois released plans for a privately funded and managed airport at Peotone, 65 km south of the Chicago 'loop' to open in 2001 with two runways. Peotone has not signed up any tenants.	$2.3–$4.9 billion	IL plans to have airport be privately funded and managed	NR	NR	The state's DOT says that O'Hare and Midway are close to saturation and that 7 million Chicago-area passengers a year will not be able to find a seat by 2001, and 31 million by 2020 if a third major airport is not built.	The east-west parallel runways proposed for Peotone would not interfere with traffic at O'Hare and Midway, but would clash with traffic flows at small Sanger Airport, which might have to close.	Anonymous *(Airports Inter-national)* 1996; Crown 1996
IL	Schaumburg	Schaumburg Regional Airport	Schaumburg is a prosperous Chicago suburb. The facility lacks a control tower and equipment that would allow instrument landings in bad weather.	$9 million	Schaumburg municipal government	NR	NR	Turnberry Lakes International Business Center, on 370 acres just west of the airport, is 85% occupied after eight years of development.	About one-third of Schaumburg Airport's traffic is business related.	Murphy 1997

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IL	St. Louis	Lambert-St. Louis International Airport	FAA released its EIS on the W-1W plan, which will add a 9,000-foot runway and more terminal space to Lambert-St. Louis airport.	$2.5 billion	Lambert-St. Louis International Airport	Est. $8–12 billion to local economy	NR	The airport will need to buy 1,937 homes in Bridgeton to complete the expansion. W–1W would allow Lambert to handle simultaneous landings in bad weather, which it cannot do now.	Lambert officials project an increase from 513,000 takeoffs and landings in 1996 to 630,000 by 2015. Lambert also expects to board 21 million passengers in 2015, up from 13 million last year.	Marson 1997
IL	St. Louis	MidAmerica Airport	MidAmerica Airport is scheduled to open in January 1998. It is initially seeking cargo flights, vacation charters, and air carriers offering regional service.	$218 million	MidAmerica Airport	NR	NR	MidAmerica in combination with Scott AFB will provide for two runways that allow for simultaneous landings in bad weather. TWA would land planes at MidAmerica when bad weather limits landings at Lambert.	NA	Marson 1997
IN	Indianapolis	Indianapolis International Airport	New retailers and restaurants in downtown Indianapolis have boosted tourism-related revenue 35% from 1993 to 1996. The opening of downtown's Circle Center mall in 1995 was a major contributing factor.	$1.63 billion in tourism-related revenues generated in 1996	Retailers, restaurants, and other service-oriented businesses	NR	NR	NA	The biggest growth was seen in shopping and food purchases. Shopping purchases went from $421 million in 1993 to $468.5 million in 1996, an increase of 11.3%. Food purchases went from $335 million in 1993 to $438.3 million in 1996, up 30.8%.	Edelhart 1997
MI	Detroit	Detroit Metropolitan Airport	Upgrading 16 miles of roads, mainly around the eastern and southern perimeter of Detroit Metro, from Class B to Class A, to allow heavy truck traffic.	$125 million	Wayne County	$2.5 billion	90,000	The county's vision is to position land around Detroit Metro as major commercial and industrial mall with airport as major anchor tenant.	NA	Stopa 1997 (November 3)
MI	Detroit	Detroit Metropolitan Airport	Expansion of Detroit Metro, including new midfield terminal.	$1.6 billion	NR	NR	80,000	NR	NA	Stopa 1997 (November 3)

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MI	Detroit	Detroit Metropolitan Airport	A Hilton Garden Inn and a yet-to-be-determined limited-service hotel are planned for the area near Detroit Metro Airport. The two hotels are expected to add 258 rooms to the market.	NR	Hotel/Motel Industry	NR	NR	Hotel developers believe that the Detroit area has recovered from a recession that occurred in the early 1990s.	At the end of 1991, hotel occupancy was only 52% in Detroit. Some analysts fear that recent development will outrun demand and create a situation similar to that in 1991.	Garago 1997 (May 5)
MI	Detroit	Detroit Metropolitan Airport	First Industrial is building a 268,000 square foot warehouse building to be used to store and ship engines for GM by Grand Rapids-based RTS Transportation Inc.	$8 million	First Industrial Realty Trust	NR	45 employees	The distribution terminal will feature 30-foot ceilings and multiple loading docks. It will include an interior rail system running the length of the building and connected to the CSX rail line on the east side of the property.	Local industrial land values are estimated at about $20,000 an acre. Construction costs for similar distribution buildings are about $30–$35 square feet. This deal contributes to the fast-developing corridor around Detroit Metropolitan Airport.	Gargaro 1997 (December 1)
MI	Detroit	Detroit Metropolitan Airport	Industrial building construction, particularly build-to-suit, is already active in metro Detroit. Analysts credit continual demand created by the booming automotive industry, not to mention low inflation and low interest.	NR	NR	NR	NR	Real estate analysts are looking for continued growth around Detroit Metropolitan Airport in Romulus, as well as in Wixom, Canton, and Van Buren townships.	NA	Gargaro 1997 (November 24)
MI	Detroit	Detroit Metropolitan Airport	The New York-based warehousing and distribution company has announced it will build 1 million square feet of new space at two sites near the airport.	NR	Ashley Capital Inc.	NR	NR	Expansion at Detroit Metropolitan Airport, which began last year and is expected to be completed in 2000, has led to new projects along the I-275 corridor, particularly in Brownstown and Van Buren townships.	NA	Ott 1997
MI	Hayes & Macomb Township	Berz Airport	Macomb Township has set aside 2 square miles around Berz Airport for industrial development.	NR	NR	NR	NR	St. John Medical Center is undergoing a $10 million expansion; Progressive Tool & Industries will build $8 million factory.	NA	Anonymous *(Crain's Detroit Business)* 1996

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MI	Livonia	Detroit Metropolitan Airport	A 112-room Residence Inn is being built on the corner of Six Mile Road and I-275. Developers are also hoping to include a Fairfield Inn, a restaurant, and an office building on the 10-acre site.	An estimated $20 million in value for the multi-phase project	Marriott Corp. owns Residence Inn	NR	NR	The site is in the heart of one of the busiest commercial corridors in metro Detroit. It has proximity to the expressways and the airport.	Oakland Co. (north of Livonia) "is really getting built out."	Garago 1997 (June 9)
MI	Romulus	Detroit Metropolitan Airport, Willow Run Airport	The Hayes Wheels factory and headquarters in Romulus is being sold to The Farbman Group in Southfield.	$13 million to $14 million	The Farbman Group	NR	NR	The site will be reconfigured for multitenant use and additional industrial development.	The Romulus factory is currently idle.	Garago 1997 (October 27)
NC	Charlotte	Charlotte-Douglas International Airport	Coltec Industries moved its headquarters from New York City to Charlotte, NC because of airport location, easy access to divisions scattered nationwide, operating costs, and because it felt right.	NR	Coltec Industries	NR	NR	Coltec's new corporate vision, Coltec 2000, calls for doubling sales to $2 billion. It expects new growth potential in aerospace sales when Boeing, Coltec's largest customer, acquires McDonnell Douglas.	Coltec divested its automotive units and narrowed its focus on aerospace and industrial products.	Hopkins 1997
NC	Durham	Raleigh-Durham International Airport	Midway Airlines relocated from Chicago to Durham in 1995. Following several years of losses, it has returned to profitability. Midway revised its fleet and destinations and has built a loyal following among local business travelers.	NR	NR	NR	NR	Some investment analysts expect Midway's stock value to rise from its current $19.75 price to at least $24, as a result of Midway's earnings success and overall business strategy.	Raleigh-Durham is a fast-growing market, whose metro population increased nearly 20% between 1990 and 1996.	Rich 1998
NJ	Atlantic City	Atlantic City International Airport	New convention center opening in May 1997. Plans for five new casinos to be built (Mirage, MGM Grand, Circus-Circus, Boyd Gaming, and Caesar's).	$3.3 billion	Hotel/ Motel Industry	NR	NR	City has also been investing in roadway infrastructure and expansion of airport. Problem achieving status as primary gaming destination because of higher air fare prices and limited number of daily nonstop flights.	The price-conscious convention planner may still opt for Las Vegas as factors like room rates, taxes, and facility prices still position Las Vegas as a destination that is 35% cheaper than Atlantic City.	Repa 1997

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NV	Las Vegas	McCarran International Airport	Las Vegas is starting a new round of resort construction: the Venetian, Bellagio, Caesar's Palace Tower, Paris Casino Resort, and Project Paradise. McCarran Airport is being expanded; new city highways are being built.	$2 million for the Venetian; $1.4 million for Bellagio; $800 million for Project Paradise; $500 million for McCarran expansion	Las Vegas hotel/casino owners; City of Las Vegas	NR	NR	Wall Street has soured on the gaming industry as a growth investment, but LV operators are embarking on a fourth round of modern development. Exciting new room capacity, plus highway/airport improvements, are expected to increase tourism.	In 1997, the Strip has seen a 12% increase in market supply, but only a 5% increase in visitor volume.	Copulsky 1997
NV	Las Vegas	NA	Las Vegas convention attendance in 1996 exceeded 3.3 million delegates. The number of conventions and trade shows totaled 3,827.	NR	Hotel/ Motel Industry	Est. non-gaming economic impact of $3.9 billion	NR	Las Vegas has 101,106 hotel guest rooms with an average daily room rate of $54.	NA	Beckley 1997
OH	Cincinnati	Cincinnati Airport	FSI operates an Airline Training Center near the Cincinnati airport, with simulator training for Regional Jets. Ground school training is held there as well.	one CAE full-flight simulator costs $12–$15 million	FlightSafety International	NR	NR	The Canadair Regional Jet simulator is operating between 16 and 20 hours/day, every day. Nine CRJ crews per month are trained in Cincinnati. Most regional airlines prefer to farm out training needs because of simulator prices.	The new regional jets that are expected to enter service will require hundreds of flight crew members, and currently many of the full-flight trainers are being used around the clock to meet the anticipated demand.	Moorman 1997
OH	Cleveland	Cleveland Hopkins International Airport	Hopkins is preparing to launch an expansion project which will extend one runway and add another. However, Greater Cleveland Growth Association believes that there should be planning for a new international airport in Northeast Ohio.	$500 million	Cleveland Hopkins International Airport	NR	NR	FAA still needs to complete EIS for airport expansion plan, which includes settlement of complaints by those living in neighboring Brook Park.	NA	Cook 1997

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OH	Cleveland	Cleveland Hopkins International Airport	Forest City Enterprises Inc. (Cleveland) has joined Amsdell Cos. (Middleburg Heights) as a development partner in Emerald Corporate Park office project near Cleveland Hopkins International Airport. The first building will soon be started, with 83,000 square feet.	$10 million for first building	Forest City Enterprises Inc. and Amsdell Cos.	NR	NR	The 78-acre project will have 10 to 14 office buildings, 2 hotels, and 2 restaurants when completed in 7 years.	The financial partnership is called Emerald Corporate Park Ltd. The first building will be for multiple tenants. Building will begin when the office space is about half pre-leased.	Anonymous (Plain Dealer) 1997 (November 25)
OH	Cleveland	Cleveland-Hopkins International Airport	Tourism industry officials want to maintain momentum of recent revenue-generating successes: the Medic Grand Prix, attracting 150,000 people, and the NBA All-Star Game, bringing 45,000 people, and the associated Fan Fest, which attracted 95,000.	Total revenue generated by all three events was $58 million	City of Cleveland	NR	NR	Convention bureau officials are working hard to bring new conventions, trade shows, and regional tourists to Cleveland. The next large convention event to be held is the Cleveland National Air Show in September 1997.	Revenue generated from conventions and other forms of tourism supports Cleveland area hotels, restaurants, taxicabs, and shopping centers.	Anonymous (Plain Dealer) 1997 (July 15)
OH	Cleveland	Cleveland-Hopkins International Airport	Advertising in the form of television spots which tout Cleveland's attractions as a leisure tourist destination. Spots are aired in Toronto, Pittsburgh, Cincinnati, Columbus, Detroit, and Indianapolis.	More than $1 million annually	Convention and Visitors Bureau of Greater Cleveland	NR	NR	Cleveland has invested tens of millions of dollars to promote itself as a tourist destination, and the investment seems to be paying off. The city expects over 203,000 visitors to attend 156 conventions slated for May through September 1997.	The number of requests for visitor information rose from 29,017 in 1992 to 307,578 in 1996.	Hardin 1997 (April 28)
OH	Cleveland	NA	Convention bookings for 1998 have declined to less than half the level of 1997.	NR	Convention and Visitors Bureau of Greater Cleveland	NR	NR	In 1997, Cleveland attracted 357,000 people to conventions, which required ~206,000 room nights. Conventions had an economic impact of $343.2 million in 1997.	NR	Hardin 1997 (December 15)

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OH	Detroit	Detroit Metropolitan Airport	Ashley plans to develop 230 acres into the Canton Business Center industrial park. The parcel is currently zoned rural residential and rural agricultural; Ashley is asking it to be rezoned to research park.	$50 million	Ashley Capital Inc.	NR	NR	The plan is that the center would be used for office space, distribution centers, and light assembly. The Canton buildings will probably rent for $4.75/foot; it is expected to have 2.5 million square feet total.	The site is close to Detroit and Ann Arbor and has ready access to highways and to Detroit Metropolitan Airport in Romulus and nearby Willow Run Airport.	Gargaro 1997 (July 14)
SC	all	all	SC will promote its first travel agent sales guide in late 1997 and has revamped a travel planner. It plans to install welcome center computer kiosks in later 1997.	$6.1 billion	SC Department of Parks, Recreation & Tourism	NR	Tourism-related jobs accounted for $4.1 billion in wages.	South Carolina logged 32 million visitors in 1996. Total economic impact generated by tourists was $13.1 billion, down slightly from $13.2 billion in 1995.	NR	Anonymous 1997 (Travel Agent Travel South Supplement)
SC	Rock Hill	Charlotte-Douglas International Airport	Kings Electronics will bring its headquarters and manufacturing plant from Tuckahoe, NY to Rock Hill's Waterford Park.	NR	Kings Electronics Co. Inc.	NR	300	Kings Electronics wanted to leave NY because its building is inefficient and outmoded, property taxes and utility costs are high, and skilled workers and the programs to train them are in short supply.	The presence of Charlotte-Douglas airport was the deciding factor; it allows for commercial air transport between New York and Columbia.	Milstead 1997
TN	Memphis	Memphis International Airport	The Memphis TradeCenter is a 50-acre industrial park in southeast Shelby County. It has been designated as a foreign trade zone. An existing building has 300,000 square feet.	NR	Memphis TradeCenter	NR	175,000 jobs from 1993 to 1995 from export activity	The area is focusing not just on recruiting distribution, but also high-tech firms such as biomedical research.	Other foreign trade zone sites in Memphis include Meritex Logistics, Port of Memphis on Presidents Island, FedEx, Brother Industries USA Inc., and Sharp Manufacturing.	Wolff (Cindy) 1997
TN	Memphis	Memphis International Airport	United Parcel Service is going to lease 82.8 acres of land on the NE side of the airport to build a 630,000 square foot cargo sorting facility.	$65 million	United Parcel Service	Rate of $.1541/square foot or $555,803/ year to airport	1,800 (adding to existing UPS workforce of 1,400 in Memphis)	UPS air operations are centered in Louisville, KY. The company has regional hubs in Dallas; Philadelphia; Rockford, IL; Ontario, CA; and Columbia, SC.	The agreement is a departure for UPS. Normally, UPS buys land adjacent to airports where it operates.	Hirschman 1997 (January 16)

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TN	Memphis	Memphis International Airport	LMI is in the market for overnight service of computers and other electronic equipment. LMI needs a warehouse to do the service, move computers in and out, maintain a centralized parts inventory, and a computer system to find and track the parts and units.	1996 sales of $22.43 million	Logistics Management Inc.	NR	275 in Memphis; 100 in Germany	LMI came to Memphis to be near FedEx, allowing LMI employees to work late into the night on repair jobs so the hardware can be in the owner's hands the next day. LMI is in the top 500 fastest growing firms, with sales up 641% in 1992–1996.	LMI is expanding into the refurbishing and handling of used computers, using telemarketing and the Internet to sell the machines. They are thinking of expanding into Louisville (UPS hub) or Wilmington, NC.	Flaum 1997
TN	Memphis	Memphis International Airport	FedEx is to beginning to fly nonstop from Japan to Memphis. Also, Memphis Airport is planning an overhaul of three runways to allow nonstop widebody plane flights in the other direction, from Memphis to Asia.	NR	Federal Express; Memphis/ Shelby County Airport Authority	NR	NR	With nonstop flights from Japan to Memphis, FedEx hopes to attract large numbers of small, premium-priced international priority shipments. Memphis airport expansion anticipates future freight and passenger service to Asia.	Fully loaded widebody planes are incapable of flying nonstop from Memphis to Asia due, in part, to the lack of a long enough runway at MIA. A planned overhaul and extension of the center of three parallel runways will allow such flights in three years.	Hirschman 1997 (July 31)
TN	Memphis	Memphis International Airport	The U.S. Commerce Department is designating a 50-acre industrial park near Memphis Airport as a foreign trade zone. It will have customs and tax breaks to attract international and domestic firms involved in exports and international trading.	NR	City of Memphis, private developers	NR	Export activities in the Mid-South region created 175,000+ jobs between 1993 and 1995	The focus will be on attracting high-tech firms with high-paying jobs.	The site will be known as the Memphis TradeCenter. A 300,000 square foot speculative building is on the property.	Wolff 1997

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TN	Millington	Millington Municipal Airport	West Tennessee Regional Development Center, located near the Millington Municipal Airport fashioned from the old Navy airfield, is looking for new tenants	NR	NR	NR	NR	Aramark Uniform Services had planned to build a $7.5 million high-tech plant to employ about 150 and pay an average of $9.50/hour, but they pulled out because they did not feel the technology was available to allow them to pay those wages.	Millington didn't want Aramark if they paid $6.50/hour (which was what they first offered). Aramark has hired Cushman & Wakefield, a national commercial real estate firm based in Chicago, to help Millington locate another industry for the site.	Bailey 1997
TN	Nashville	Nashville International Airport	Nashville hosted 1,195 groups in 1996, up from 955 in 1995; 4,000 new hotel rooms have been added in the metro area in the past 2½ years and more are being built; Nashville Arena opened last year.	NR	Hotel/Motel Industry and City of Nashville	NR	NR	Nashville Convention & Visitors Bureau hopes to lure groups usually meeting in "first-tier" cities to a "second-tier" city (Nashville) based upon increased capacity from the Arena and recent Opryland Hotel expansion.	Downtown is being revitalized with new clubs and restaurants. Courtyard by Marriott is building a new downtown hotel. Opryland Hotel is working with city and state officials to market its facility.	Sherborne 1997
TX	all	all	Of the top 12 U.S. birding sites, 4 are in TX. Many birding festivals are brand new, and some older festivals have exploded in popularity.	$1.3 billion in revenues generated by TX residents in 1991 for nature tourism	Tourism Industry in TX	NR	NR	In U.S., nature tourism industry has averaged a 30% growth yearly since 1987. Birding festivals are the fastest growing part of nature tourism.	Birding festivals are usually produced by local chambers of commerce.	Guier 1997
TX	Dallas/Fort Worth	DFW International Airport	Grapevine Mills, a 1.5 million square foot outlet mall between Dallas and Fort Worth (2 miles from DFW International Airport) is about to open. There are 200 outlets, including Saks Fifth Avenue, Off Rodeo Drive Beverly Hills, J. C. Penney, Marshalls, and Burlington.	Sales of estimated $4.5 billion in 10 years	The Mills Corp., Simon DeBartolo Group, and Kan Am	$7 million/ year in taxes (sales and property)	4000	The mall contains parking for 8,500 autos to handle an anticipated 14–16 million visitors/year. There are 4.2 million people living within a 40-mile radius of Grapevine with average family income of $50,000.	Grapevine Mills will offer "shoppertainment" or the next best thing to a theme park. There's the Rainforest Cafe, a live-action tropical setting. virtual reality GameWorks, American Wilderness Experience (with animals), and a 30-screen movie theater.	Vargo 1997

Summary of Business Developments Within and Around Airports

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TX	Dallas/Fort Worth	Dallas-Fort Worth International Airport	Construction projects over the next 10 years have been developed, increasing gates from 117 to more than 200, upgrading the people mover train, extending three runways, building a new parking garage.	$2.5 billion airport expansion plan	Dallas-Fort Worth International Airport	1996 operating revenues of $214.2 million	NR	DFWIA handled 58 million passengers in 1996. It is exploring whether there is a demand for a major manufacturing site on the airport. DFW has 9,000 acres available for this kind of project.	DFWIA is the second busiest with 848,048 movements, behind Chicago O'Hare's 909,593. Opened seventh runway in 1996. DFW is the only airport in the world with three active control towers.	Nelms 1997 (September)
TX	Dallas/Fort Worth	Dallas-Fort Worth International Airport	DFW is the 11th largest airport rental car market in the U.S. There are four on-airport rental companies (with 85% of market) and five off-airport. Expansion plans for the airport include consolidation of its rental car operations.	$13.5 million in fees to airport from nine rental companies	Rental Car Agencies	NR	NR	DFWIA handled 58 million passengers in 1996.	NR	Nelms 1997 (January)
TX	Grapevine	Dallas-Fort Worth International Airport	Grapevine Mills, a 1.5 million square foot outlet mall, is now opening, with more than 200 stores. It is located 2 miles from DFW airport.	NR	The Mills Corp., Simon DeBartolo Group, and Kan Am	NR	4,000 jobs	At 10 years, $4.5 billion in sales is expected. Annual real estate tax revenue will be about $7 million annually. 14–16 million annual visitors to the mall are expected.	The metroplex area has 4.2 million people living within a 40-mile radius of Grapevine.	Vargo 1997
VA	Norfolk	NR	The Southeast Virginia area is interested in increasing its share of tourism business.	NR	Southeastern Virginia Tourism Summitt	$2.5 billion	NR	The number of foreign tourists continues to rise. From 1986–1996, domestic travel increased by 40%; the number of international visitors went up 73%.	For visitors who fly here, their first and last impressions about the region will be made at the airport. When they walk through the jetway, they want to be greeted by a well-lit facility, good food, and friendly faces.	Parker 1997

NR Not Reported; NA Not Applicable

Summary of Business Developments Within and Around Airports

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VA	Virginia Beach	NR	Raytheon won a 5-year, $300 million contract to build satellite terminals for the Army. Located in the beach's Airport Industrial Park, Raytheon recently leased 56,000 square feet of additional manufacturing space with the option to lease another 36,000 square feet.	NR	Raytheon	NR	500	The Virginia Beach Department of Economic Development expects more high-tech work to be done in Virginia Beach in close proximity to military bases.	Defense Department contractors in the area are benefiting from the consolidation of military units in Hampton Roads. The region's labor pool has many retiring or exiting military personnel with the electronic and computer skills necessary.	Manga-lindan 1996
WV	Weirton	Pittsburgh International Airport	The Three Springs Industrial & Business Park is being built on a 137-acre site in Weirton, WV. The land was transferred from Weirton Steel Corp.	$3.3 million	West Virginia Economic Development Authority	NR	NR	The land is being readied for potential tenants. One unidentified steel-consuming company has expressed a desire to become the first tenant.	NA	Anonymous (American Metal Market) 1997
US	all	all	In late 1996, the FAA ordered the installation of 54 upgraded CTX 5000SP scanners (from InVision Technologies) at unidentified U.S. airports, for explosives detection.	$52.2 million	Federal Aviation Administra-tion	$58.7 million for additional installations in 1998	NR	Effective explosives detection is necessary for airport security. Airlines hope that the U.S. government will bear most, if not all, of the cost of installing and operating the latest technology.	Out of four explosives-detection systems for checked baggage currently offered commercially, InVision's CTX 5000 is the only one certified by the FAA.	Nelms 1997 (February)
British Colum-bia	Vancouver	Vancouver International Airport	Vancouver Airport recently added a 17-gate terminal and a 3,000-meter runway. A seven-gate expansion to the Canada-U.S. concourse has begun. A new 14-story, 400-room hotel is being planned. The domestic terminal will be refurbished.	$500 million (Canadian) on new terminal and runway	City of Vancouver/ Vancouver Airport Authority	$14–18 million (Canadian) for the hotel	NR	Vancouver International is among the top 10 airports in the world in passenger growth. Services to Asia and Latin America are focuses for new growth.	Open Skies Agreement with U.S. has led to more Canada-U.S. direct routes.	Rowe 1997 (July)

Summary of Business Developments Within and Around Airports

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Malay-sia	Kuala Lumpur	Kuala Lumpur Airport	A new Multimedia Super Corridor (MSC), including the cities of Putrajaya, Cyberjaya, and the Kuala Lumpur Airport, is being heavily promoted by Malay PM Mahathir Mohamad. 1,000 Malay and international firms have signed up to take part in the corridor.	$200 for a state-of-the-art all-digital broadcasting station in Kuala Lumpur	All Asia Satellite Television and Radio Org. (ASTRO)	$30 million/ year on locally produced programs and $10 million/ year on new Malay movies	NR	The MSC is designed to propel Malaysia into the info-technology age, make it Asia's broadcasting hub, and help it become an industrial society.	The MSC will be connected and served by a 2.5–10 gigabyte fully digitized fiberoptic network, linking it to similar systems in the rest of the world.	Seneviratne 1997
Mexico	all	all	The flow of tourists to Mexico set records in 1996, both in relation to the number of visitors and the volume of foreign exchange they generated.	$6.4 billion	As reported by Secretariat of Tourism	NR	2.2 million workers	Mexico received almost 15.9 million international tourists in the first three quarters of 1996.	In relation to the alliances with airlines, these often lead to identifying market niches that have been overlooked and result in a publicity campaign that is jointly funded, and can diversify the tourist flow.	Levin 1997
No. Ireland	Belfast	Belfast International Airport	TBI, a property investment company, has applied for planning permission to carry out a 1.6 million square foot development project at Belfast International Airport.	£100 million	TBI	NR	NR	Developed property could be used for warehousing, shops, and other commercial purposes, as well as aircraft maintenance. Also planned is a new railway station.	TBI acquired the airport in 1996.	Anonymous (Investors Chronicle) 1997 (November 21)
Philip-pines	Manila	Clark Field	Clark Field, once the largest American air base outside the U.S., is being converted into a mega-airport that will supercede Manila's Ninoy Acquino International Airport.	$4.8 billion for airport and connecting rail system, plus $1.6 billion for a multi-use area	Philippine government	NR	NR	International passenger growth is expected to rise by 5.5% per year. Clark will ultimately become the country's premier airport, and NAIA will be used as a commuter airport.	NAIA has only one runway, giving it limited capacity. It currently handles 11 million passengers/year.	Rowe 1997 (October)

NR Not Reported; NA Not Applicable

Summary of Business Developments Within and Around Airports										
State	City and/or County	Airport	Development Description	Estimated Cost	Funding Agency/ Company	Expected Additional Invest/ Expend.	Induced Employment	Expectations	Special Features	Reference
South Korea	Seoul	Seoul Kimpo Airport	Korean Air (KAL) has completed its new 135,960 square meter headquarters at Kimpo. KAL plans to replace or increase its current air fleet from 115 to 200 planes by year 2005.	$250 million for head-quarters	KAL	$10 billion to upgrade air fleet	NR	KAL's new headquarters increases maintenance capability for new aircraft that will be added to KAL's fleet. It also creates more room for KAL's manufacturing operations.	KAL's Aerospace Division repairs planes for the U.S. military and manufactures the UH-60P helicopter for the ROK military.	Nelms 1997 (August)
Thai-land	Nong Ngu Hoa	proposed	Two major contracts for the financing & design of a proposed major airport construction project were awarded.	$4 billion	NAPA Airport Development	NR	NR	Airport will be a new hub of southeast Asia.	Proposed airport will be located 18.6 miles east of Bangkok at a place known as Cobra's Swamp.	Anonymous (Airports International) 1997 (September)

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D Analysis of Market Absorption Potential



ANALYSIS OF MARKET ABSORPTION POTENTIAL OF LAND AT FORMER HOMESTEAD AIR FORCE BASE
October 1998

1.0 INTRODUCTION

1.1 PURPOSE

The purpose of this analysis is to estimate the type and extent of land development that is likely to occur on available property at former Homestead Air Force Base (AFB) if the property is not conveyed as part of a public use airport. Specifically, of the 1,632 acres identified for disposal, approximately 717 acres are available for industrial or other use. The remaining 915 acres comprise the runway and associated airfield facilities.

This study was conducted to identify potential land uses associated with the Mixed-Use Alternative analyzed in the Supplemental Environmental Impact Statement (SEIS) for the Disposal of Portions of Former Homestead AFB. Under that alternative, the airfield portion of the installation would continue to operate as a military airfield, but there would be no additional economic activity attributable to public or private sector use of the airfield. The highest and best use of the subject 717 acres under these conditions would depend on the supply and demand conditions in south Miami-Dade County under the influence of growth in the existing economy. Consequently, existing market forces and public policy will be the primary influences on the rate of absorption of various land uses, and the continued military use of the airfield could encumber rather than enhance land value.

1.2 LIMITATIONS

This analysis is primarily intended to support the completion of the SEIS and does not adhere the customary and usual practices of the appraisal industry to estimate highest and best use and absorption rates. This is primarily due to the fact that appraisals typically focus on current market conditions and support legal determinations of real property value, while the SEIS process addresses long-term effects that are too uncertain to be used for the estimation of value. The analysis covers the time period from 2000 through 2015.

Demand for land for residential and commercial development is related to population growth. For this analysis, that demand is based on population forecasts for Miami-Dade County in general and the "South Dade" area in particular over the 2000 to 2015 study period. Population forecasts are developed by various entities, including the federal Bureau of Economic Analysis (BEA), the University of Florida's Bureau of Economic and Business Research (BEBR), and Miami-Dade County. BEA and BEBR have projected a moderate level of future growth that is used as the baseline for this analysis. Miami-Dade County forecasts are for a substantially higher level of growth, also addressed in this analysis as the upper boundary of the rate and extent of development that could be supported by the market.

Unlike residential and commercial land uses, which are highly dependent on population growth, industrial absorption is not significantly affected by growth projections. Consequently, the moderate and high-growth scenarios are not applicable to the industrial absorption projections.

2.0 METHODOLOGY

2.1 FACTORS INFLUENCING METHODOLOGY

A number of factors, some of which are unique to the subject property and regional economy, have been taken into consideration in developing the methodology used in this analysis. These factors and their influence on methodology are summarized as follows.

- *Term of the Analysis.* As discussed above, the time horizon covered by the analysis makes the use of standard appraisal practices impractical. Instead, potential for development is based on estimates of demand derived from established economic growth forecasts.
- *Existing Land Use.* Existing land use is important in the immediate vicinity of the former base and within the South Dade region. In the vicinity of the former base, the existing land uses provide an indication of probable future adjacent uses and land use compatibility constraints likely to be present in the future. Within south Miami-Dade County, the existing land use reflects the evolution of development patterns under the influence of local economic and accessibility factors over the years. The relative proportions of land uses are likely to persist well into the future as additional land is developed.
- *Land Use Planning and Control Mechanisms.* The surplus property has not been subjected to traditional local land use planning and control measures in the past. Consequently, there is no existing adopted zoning for the site, and land use planning has been focused on the development of the site as a public use airport. The Miami-Dade County Comprehensive Development Master Plan currently prohibits residential development on former Homestead AFB and permits up to 139 acres of commercial and 111 acres of industrial land use (**CITE 1**).
- *Financial Risk.* In addition to the traditional market forces that influence real estate demand and supply relationships, there are a number of factors related to the perception of risk in the South Dade market, particularly in the wake of the recent and persistent real estate recession. Although such factors are qualitative, they are nonetheless real and impede the restoration of investor confidence.
- *Physical and Compatibility Constraints.* The continued operation of government aircraft from the airfield is likely to constrain portions of the site closest to the airfield to industrial and commercial uses due to land use compatibility considerations.
- *Existing Economy and Growth Forecasts.* The current stagnation of the South Dade economy may be traced in large part to the effects of Hurricane Andrew and the closure of Homestead AFB. Although there are a number of initiatives that have been planned and are in the process of being implemented to stimulate this local economy, it is likely that diversification and growth in the job market will not become measurable for several, and possibly many, years. At the same time there are a number of growth forecasts for the South Dade area that indicate rapid growth in population over the next 15 to 20 years. This implies that there is an emerging demand for commuter housing, supported by jobs in the Miami area, an influx of retirees, or both.
- *Location and Accessibility of Site.* As a result of its proximity to Florida's Turnpike, former Homestead AFB is only 25 to 30 minutes from Miami International Airport (MIA) and downtown Miami. Because of the dominance of north Miami-Dade County in the production and maintenance of employment opportunities, this accessibility has resulted in and will continue to support a dependent relationship between southern and northern portions of the county. This dependency is strongest for the home-based work trip, and there is little reason to expect that the introduction of jobs in north Miami-Dade County will create less demand for local housing than the introduction of jobs in South

Dade. In both cases, it is the availability of land suitable for residential development that is driving the demand for housing in southern Miami-Dade County, not South Dade employment opportunities.

- *Park of Commerce Absorption.* The Homestead Park of Commerce is south of former Homestead AFB and has been specifically designed to capture commercial and industrial land uses within a Free Trade Zone. The park comprises about 280 gross acres, with 191 net acres for sale or lease at this time (**CITE 2**). Leasing activity has recently included a total of 61 acres for long-term use and 60 acres for short-term use. This level of leasing activity was not anticipated and resulted in a revised analysis and addendum to the 1997 Park of Commerce appraisal (**CITE 3**). Given the historical absorption of industrial land in the Homestead area over the last 25 years at 3 to 4 acres per year, it is apparent that much of the current market captured by the Park of Commerce development is the result of demand inducement and not the aggregation of latent demand. This induced demand is attributable in part to the Free Trade Zone status of the property. It is therefore unlikely that the Park of Commerce experience is directly applicable to the potential rate of absorption for commercial or industrial land uses on the subject property over the period of analysis.
- *Disposition Mechanism.* The sale of the subject property for fair market value has an important implication for the attraction of all types of development: discounted land costs are not likely to be used to influence location decisions in the market place. In other words, the site would be in full competition with all other available developable land in south Miami-Dade County, and would not enjoy the benefits associated with below market land costs. Alternatively, conveyance to a qualified public entity for economic development purposes could provide some discount to offer incentives to potential developers.

2.2 LONG-RANGE ABSORPTION METHODOLOGY

Based on these factors, it was determined that the absorption forecasting methodology should emphasize long-range, proportional growth and market aggregation principles. The methodology stresses the importance of site development in the out years of the period of analysis, when most impacts are likely to occur; assumes that long-term demand distribution is strongly influenced by existing development patterns; and defers almost exclusively to growth and absorption forecasts prepared by the Miami-Dade County Department of Planning, Development and Regulation. These county forecasts cover the period from 1994 through 2020 and specifically address the South Dade area (**CITE 2**).

In order to assign an appropriate part of the forecasted growth to the subject property, a three-step process was used. First, the property was characterized for general development suitability, using access parcel configuration and land use compatibility criteria. Second, applicable land use planning and control designations were considered. Third, a portion of the Miami-Dade County absorption forecasted for each land use was assigned to the site on a proportional basis.

Proportional absorption identifies the growth segment of the local real estate market and assigns gross development demand, by land use, to the available land in the jurisdiction that is zoned and/or plan-designated for that use ("developable land"). It is assumed that former base property in individual land use categories is absorbed in proportion to its share of developable land in the south county area. For example, if there are 100 acres of developable land within a Minor Statistical Area (MSA), and a single development site in that MSA has 10 suitable undeveloped acres available, gross demand may be characterized by approximately 10 percent of the annual absorption. Thus, if 20 acres of absorption were anticipated for the MSA, the site would be assigned a demand of 2 acres per year. Following this initial estimate of gross demand, adjustments can be made for unique site conditions, risks, and uncertainties.

In the case of the subject property, it is important to note that there is considerable uncertainty concerning the extent to which governmental intervention can create "induced demand" for industrial development

that is not evident under a sale for fair market value. As a matter of public policy, it may be determined that it is appropriate to use favorable disposition terms that are designed to induce employment rather than to achieve a maximum return on the value of the property. For example, in an extreme case, the property could be made available through a public entity at no cost to the private sector on the basis of employment opportunities. Under these conditions, the rate of absorption would be much higher than if the land were sold at fair market value.

For this reason, this analysis first considers industrial absorption under conditions where the land is in full competition with other sites in the region, on the basis of price. Subsequently, industrial absorption is evaluated where development incentives are provided which, in effect, give the site an advantage that is not available in the market in the absence of governmental intervention. The resulting site absorption projections are characterized as responding to "latent" and "induced" demand and are addressed in Sections 4.0 and 5.0, respectively. This distinction is not necessary when addressing residential or commercial absorption, because long-term demand is sufficient for these uses without special incentives.

3.0 MIAMI-DADE COUNTY FORECASTS

Within the region of influence, residential land use is addressed by Miami-Dade County forecasts in two subareas, east and west of U.S. Highway 1 (**CITE 2**). For commercial and industrial uses, the region of influence is more finely divided into the six MSAs that make up the area south of Eureka Drive (numbered from MSA 7.1 through 7.6). The subject property is centrally located in MSA number 7.4.

3.1 RESIDENTIAL

The Miami-Dade County absorption projections itemize residential capacity in 1994, 2000, 2005, 2010, and 2015. For intervening years, housing demand is deduced on an annual basis, leaving residual capacity. All of the projections are made on the basis of housing units, rather than areas of development, and single- and multi-family structures are differentiated.

Figure 1 depicts the housing unit capacity projected by the county in 1994 (actual), 2000, 2005, 2010, and 2015. It shows a decline in capacity for all housing types from 79,300 units in 1994 to zero units by 2015. Demand is expected to be about 2,800 units per year for the period from 1994 to 2000 and between 2000 and 2005; 5,000 units per year from 2005 to 2010; and 7,900 units per year from 2010 to 2015. **Figure 2** provides this projection on an annual basis and reveals that residential capacity is expected to be fully depleted in 2013. Adjusting to a more moderate-growth rate, housing demand would be expected to increase at an average of about 1,400 units per year over the planning period.

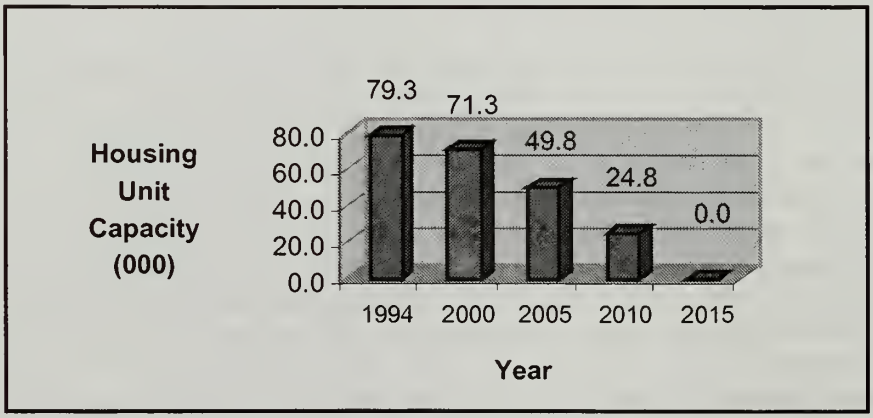


Figure 1. Residential Capacity in South Miami-Dade County

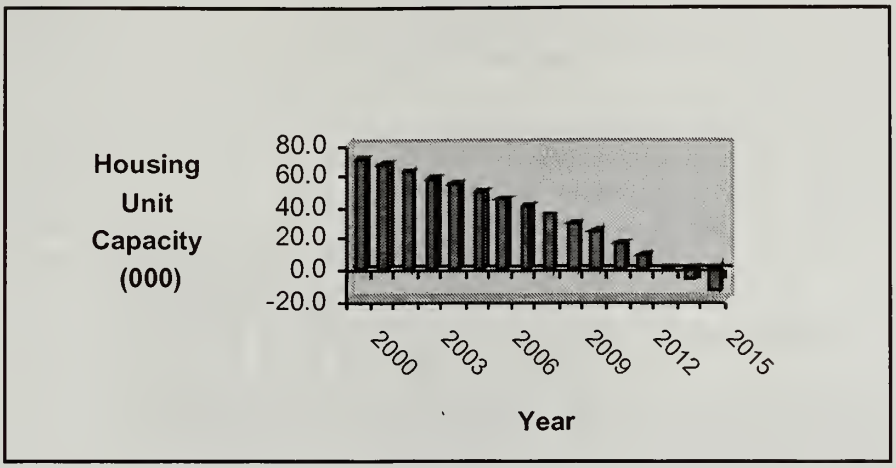


Figure 2. Annual Residential Capacity in South Miami-Dade County: 2000–2015

The implications for the subject property are that the portion of the site that is suitable for residential development is likely to be absorbed at a rate proportional to the decline in capacity for south Miami-Dade County. At the county's high-growth projection rate, all of this suitable residential area would be absorbed by 2013. At the more moderate-growth rate, only about 28,000 units would be absorbed by 2015, leaving approximately 51,000 units of capacity to absorb future growth.

3.2 COMMERCIAL

Figure 3 shows the disposition of commercial land in Miami-Dade County in 1994. The "In Use" category refers to land that has been developed and is being used for commercial purposes. Vacant commercial land is land that either is zoned for commercial use or has been designated for commercial use by the county but not yet zoned.

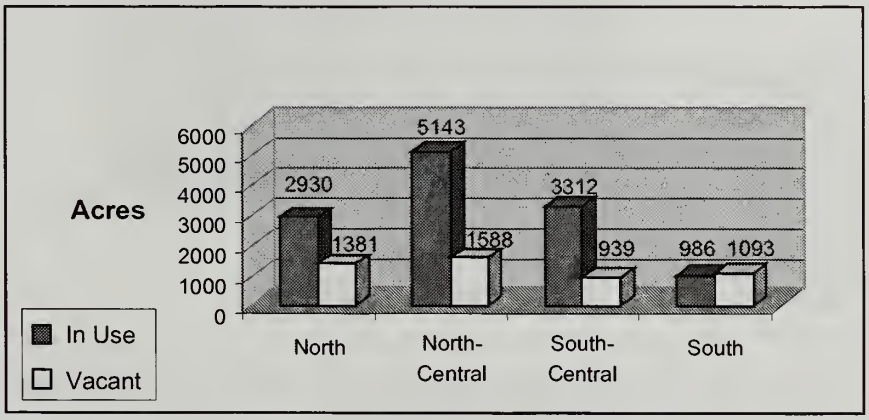


Figure 3. Commercial Land In Use and Vacant in Miami-Dade County (1994)

It is evident that the South tier, which contains the subject property, has the smallest amount of land devoted to commercial use and is the only tier with more vacant than developed commercial land. On a countywide basis, the South tier has about 22 percent of the available vacant commercial land and only about 8 percent of the existing developed commercial land in Miami-Dade County.

Figure 4 provides more detail on the MSAs within the South tier. The subject property is centrally located in MSA number 7.4, which had 312 acres of commercial land available in 1994.

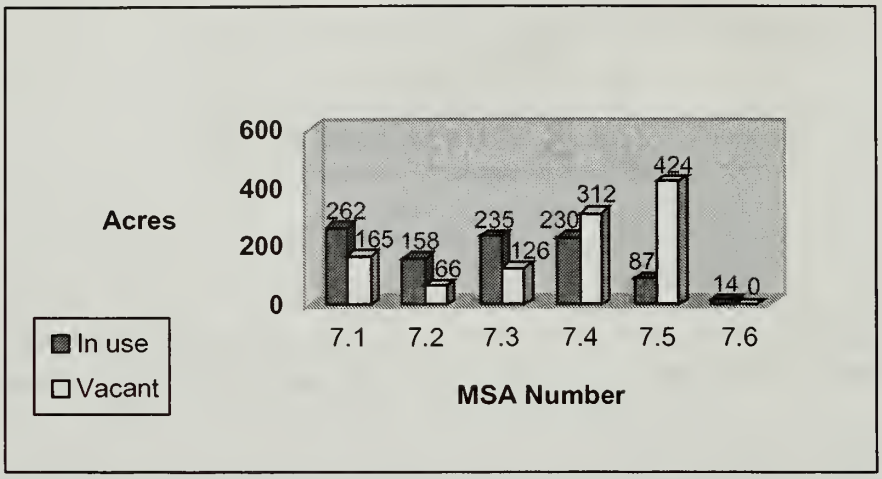


Figure 4. Commercial Land In Use and Vacant in South Dade (1994)

Figure 5 presents the Miami-Dade County forecast for commercial absorption for the same set of MSAs. It is noteworthy that MSA 7.4 is expected to average 22.7 acres of commercial absorption per year over the time period, and that this is the highest rate projected for the seven MSAs. In fact, MSA 7.4 is predicted to have the second highest commercial absorption rate among the 32 MSAs in Miami-Dade County. The average MSA commercial absorption rate in Miami-Dade County is 8.2 acres per year.

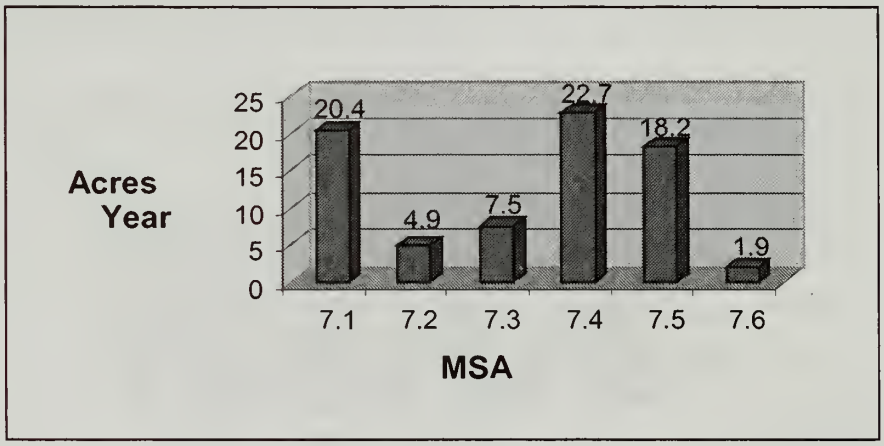


Figure 5. Average Commercial Absorption Rate for South Dade MSAs: 1990–2015

This growth is likely driven by the residential development anticipated in the area. MSAs 7.1, 7.4, and 7.5 are all east of U.S. Highway 1, where 76 percent of the residential growth in South Dade is expected.

The implication of absorbing commercial land at a rate of 22.7 acres per year is that all of the vacant commercial land in MSA 7.4 is likely be consumed by 2008 if no new supply is added. By 2000, the supply of undeveloped commercial land in MSA 7.4 will have been reduced to 176 acres. Adjusting for a more moderate baseline growth rate of 12 acres per year, the supply of available land for commercial development in MSA 7.4 will be approximately 241 acres in 2000.

3.3 INDUSTRIAL

Figure 6 depicts the industrial land that was either in use or vacant in Miami-Dade County in 1994. As with the commercial inventory, the vacant category refers to undeveloped land that is either zoned or plan designated for industrial use. The dominance of the North-Central tier is attributable to the presence of Miami International Airport and the large volume of freight related industry in that area. The South tier, where former Homestead AFB is located, has only about 5 percent of the industrial land in use in the county and 12 percent of the vacant industrial land.

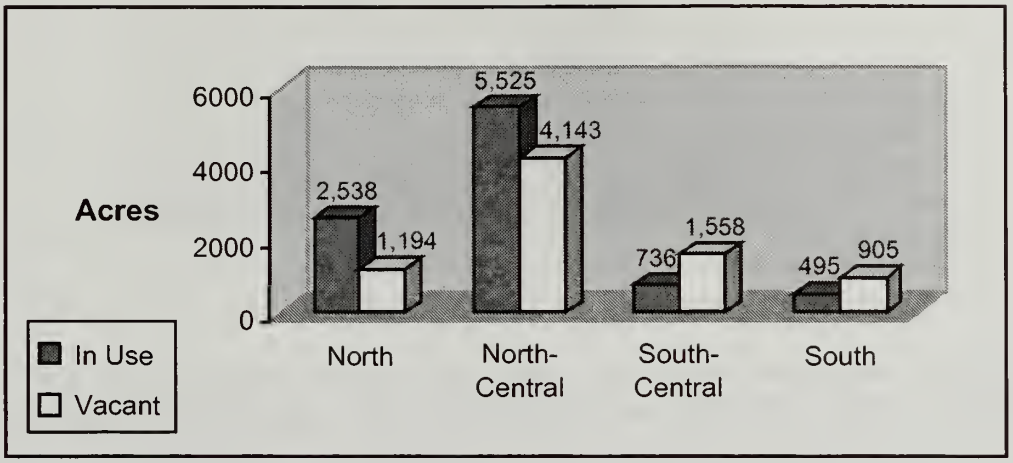


Figure 6. Industrial Land In Use and Vacant in Miami-Dade County (1994)

Figure 7 provides more detail on the MSAs within the South tier. The subject property is centrally located in MSA 7.4, which had 99 acres of industrial land available in 1994.

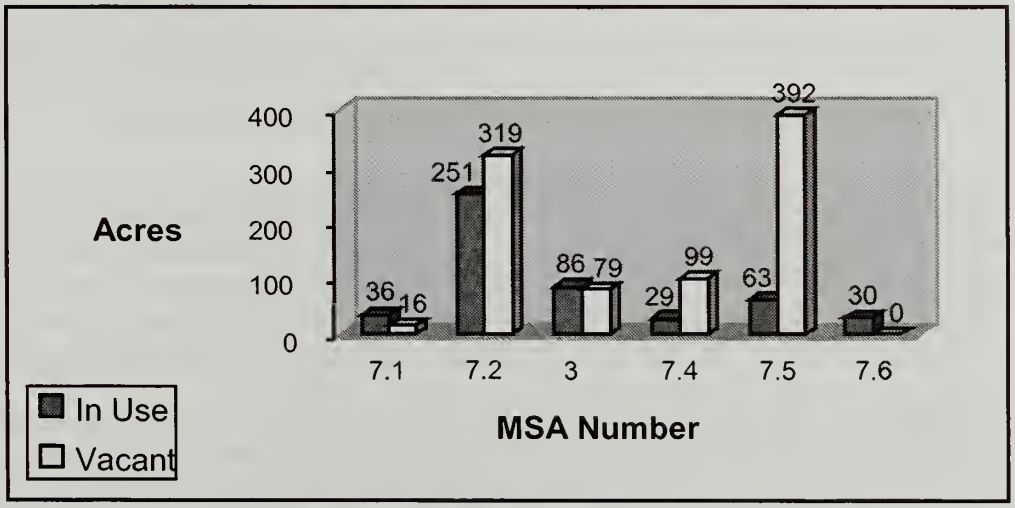


Figure 7. Industrial Land In Use and Vacant in South Dade

Figure 8 shows the Miami-Dade County forecast for industrial absorption rates for the above MSAs. In terms of industrial absorption rate, South Dade is expected to contribute only about 6 percent of the annual absorption for the county as a whole over the 1994 to 2015 time period. Only 0.5 percent of the county absorption is expected to occur in MSA 7.4. It is noteworthy that MSA 7.5, which contains the

Park of Commerce, is expected to absorb about 2.8 acres of industrial development per year, compared to only 1 acre for MSA 7.4. The county average industrial absorption rate is 5.9 acres per MSA per year. At a rate of absorption of 1 acre per year, the available supply of undeveloped industrial land in MSA 7.4 will be 93 acres in 2000.

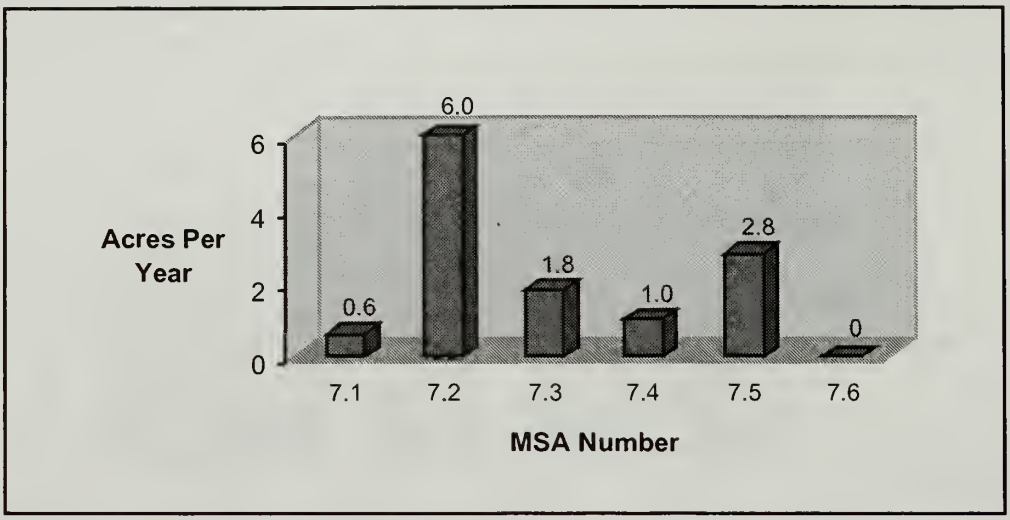


Figure 8. Average Industrial Absorption Rate for South Dade MSAs: 1990–2015

In recent years, the Park of Commerce development has grown more rapidly than the indicated 2.8 acres per year, due to marketing efforts and favorable tenant terms. The effects of this type of "induced" demand on absorption are addressed in more detail in Section 5.0.

4.0 SITE-SPECIFIC ABSORPTION WITHOUT INDUCED DEMAND

The specific absorption of the subject property at former Homestead AFB relies on the suitability of different parcels for specific types of development, as well as additional information drawn from recent appraisals and market studies that amplify the Miami-Dade County absorption forecasts.

In general, in the absence of a commercial airfield at this location, there are no unique attributes of the site that would serve to attract and aggregate demand above the latent demand associated with the general growth of south Miami-Dade County discussed above. However, there is the potential for some of the negative attributes of the site to adversely affect specific types of development from a land use compatibility perspective. These negative attributes limit the use of land contiguous to the airfield for industrial purposes, due to the industrial nature of the activities associated with the aircraft operations.

As a result of this limitation, long-term development of the available land on former Homestead AFB would probably be limited to approximately 239 acres of residential development, with more intensive industrial and commercial uses being suitable for the 450 acres adjacent to and near the airfield. Commercial demand is likely to be moderately strong in South Dade, particularly east of U.S. Highway 1. It is unlikely that industrial demand, however, will develop to a sufficient level over the same time period to absorb a significant portion of the 450 acres that are suitable for those land uses.

Absorption rates in this section are designated as resulting from moderate or high population growth projections. Moderate growth absorption is consistent with the forecasts selected for the baseline years in the SEIS. High growth absorption is consistent with Miami-Dade County forecasts.

4.1 RESIDENTIAL

There are a number of statistics which support the contention that the housing market in south Miami-Dade County continues to be stagnant, but one of the more meaningful ones is the comparison of the number of homes sold with the number for sale on a monthly basis. For all of Miami-Dade County over the period from April 1997 through March 1998, there was an average of 12.8 homes for sale for every home sold. For South Dade County, there were 20.8 homes for sale for every home sold (Esslinger, Wooten and Maxwell, *Realtors Facts and Trends* Report #1, April 1998). The for-sale to sales ratio is 63 percent higher in South Dade than in Miami-Dade County as a whole (**CITE 3**).

On the other hand, there are some indications that the market for new homes is somewhat better than for existing homes in the Homestead area. For the three months ending on June 30, 1997, the southwest Dade/Homestead submarket supported the sale of 347 new single-family homes over 28 separate projects, for an average sales rate of 4.1 units per project per month. This was very good performance compared to Miami-Dade County as a whole, which averaged 2.3 units per project per month. At the 4.1 units per month rate, the average project in the area would sell out in less than 2.5 years. The same study indicates that the short-term market in MSA 7.4 is likely to absorb 378 new single-family homes per year, or over 750 new units between 1998 and 2000. Affordability considerations in the $70,000 to $90,000 price range would reduce this market to approximately 150 new homes over the 2 year period (**CITE 4**).

Only about 239 of the available acres at former Homestead AFB may be suitable for residential development, due to the continued presence of the airfield and associated operations. This land was previously used for residential related purposes, is adjacent to existing residential land, and has separate access from other parcels that are contiguous to the airfield. In addition, the 28 acres comprising Mystic Lake would be accessible to this area as well as to adjoining neighborhoods. If the airfield is only used for government aircraft operations, it is assumed that a residential area on former base property would receive plan designation and zoning for residential use, notwithstanding the current prohibition on residential development at the site (**CITE 1**).

Figure 9 shows the projected net absorption of residential land in South Dade between 2000 and 2015. The high-growth absorption is directly derived from the changes in residential land capacity predicted by Miami-Dade County shown previously in Figure 1.

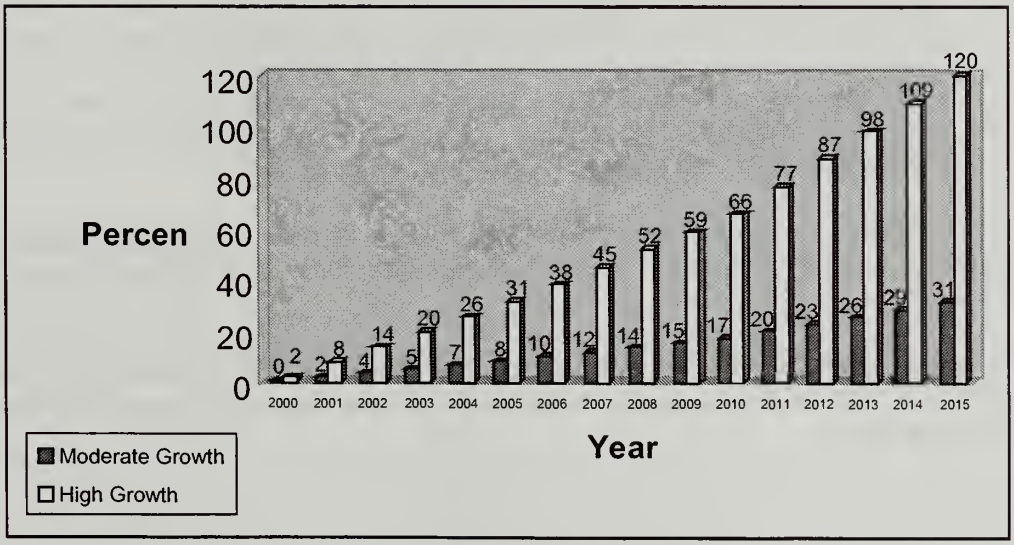


Figure 9. Residential Land Absorption in South Dade: 2000–2015

For purposes of estimating the absorption at the subject property over the same time period, it is assumed that the suitable land on the site would be absorbed at the same rate as other land in South Dade. Given 239 acres of suitable residential land on the site, the estimate for absorption becomes a simple matter of multiplying the percentages in Figure 9 by 239 acres to obtain the absorption demand in each of the years in the time period. The resulting estimate of residential absorption is shown in **Figure 10**.

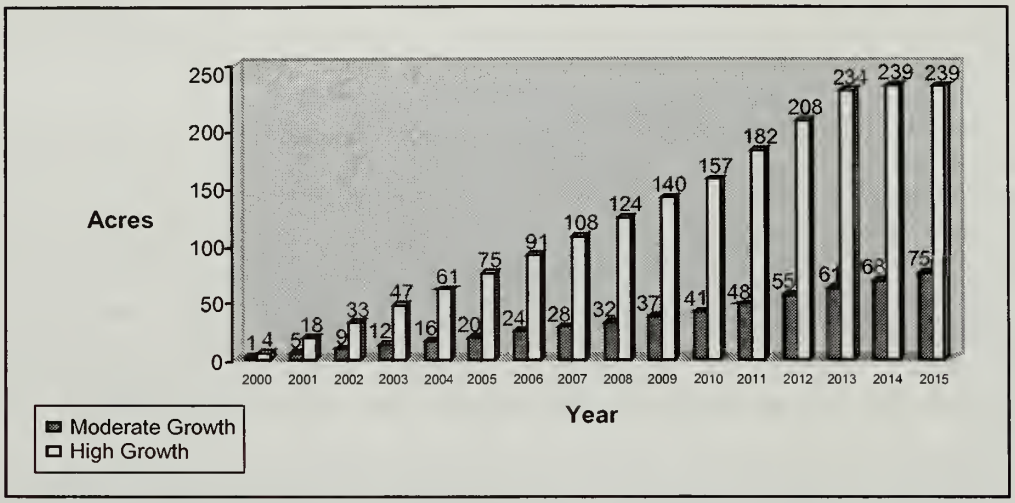


Figure 10. Residential Absorption at Former Homestead AFB: 2000–2015

Under the moderate-growth baseline forecasts, approximately 75 of the 239 acres would be expected to be absorbed by 2015. Under the high-growth forecasts, absorption would reach 75 acres in 2005, increasing to total absorption of 239 acres in 2014. Based on Miami-Dade County absorption projections, it is likely that about 37 percent of the indicated absorption would be for multi-family units and 63 percent for single-family units.

4.2 COMMERCIAL AND INDUSTRIAL

The remainder of the available property at former Homestead AFB could be used for either commercial or industrial use, depending on demand. Therefore, its absorption for either use is addressed together. With the addition of 450 acres to the supply of land for commercial and industrial development in MSA 7.4 in 2000, a total of 787 acres would be available for absorption (commercial uses are permitted in industrial zones) under the moderate-growth forecasts. This addition to the supply would more than double the combined commercial and industrial land expected to be available at that time.

As shown in **Figure 11**, this would result in the absorption of about 21 percent of the land in the MSA for commercial use by 2015. Under the county's high-growth forecasts, about 56 percent of the available land would be absorbed by 2015.

Given this rate of absorption, approximately 95 of the 450 acres available at former Homestead AFB could be absorbed under the moderate-growth forecasts and 252 acres under the high-growth forecasts by 2015, as shown in **Figure 12**.

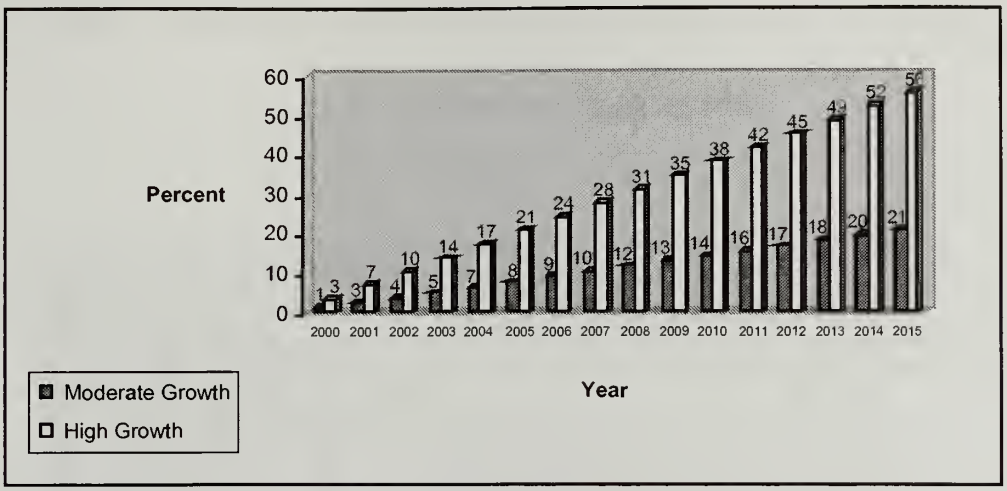


Figure 11. Commercial Absorption in MSA 7.4: 2000–2015

Unlike commercial land uses in industrial zones, industrial uses are not permitted in commercial zones. Consequently the market is restricted to land that is zoned or plan designated for industrial uses only. This is a different situation from the previous commercial analysis where there is a fairly free flow of high value commercial uses into industrial zones. In south Miami-Dade County, this results in a relatively small supply of industrial land. South Dade had 905 acres available in 1994, and MSA 7.4 had only 99 acres in the same year. This is projected to decrease to 93 acres by 2000. The addition of 450 acres of commercial/industrial land in 2000 would effectively increase the supply more than fourfold. Only about 3 percent of the available land would likely be absorbed for industrial use by 2015.

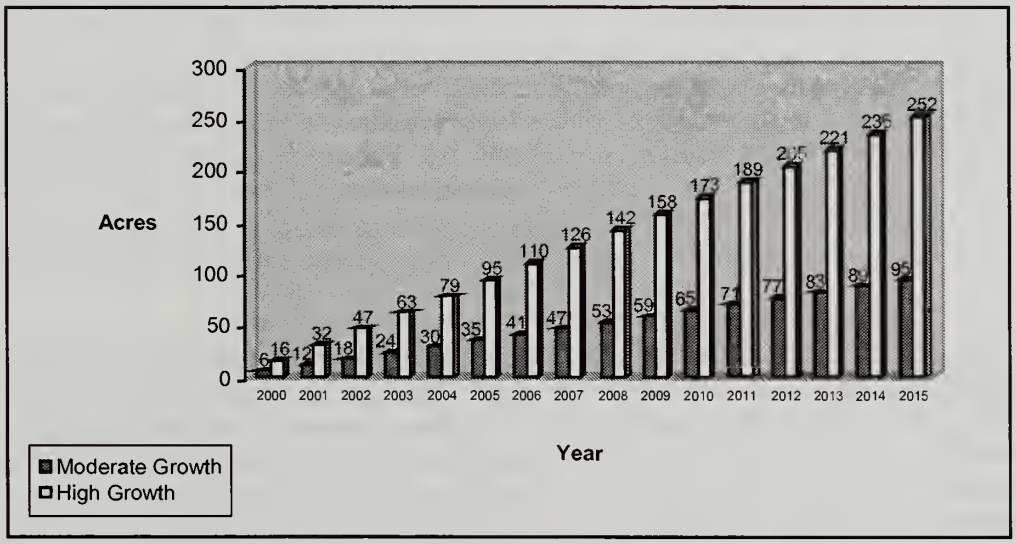


Figure 12. Commercial Absorption at Former Homestead AFB: 2000–2015

At a rate of absorption of 1 acre per year, the proportional allocation of demand to the site, based on 450 acres of industrial land being available in 2000, is shown in **Figure 13**.

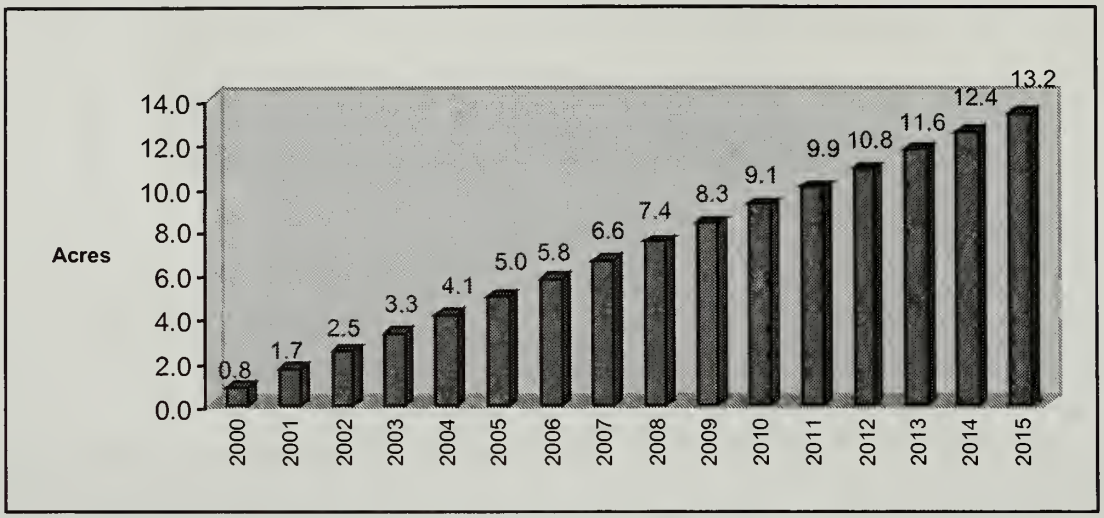


Figure 13. Industrial Absorption at Former Homestead AFB: 2000–2015

Primarily because of the low absorption rate allocated to MSA 7.4, only a small portion of the available acres would be absorbed by 2015. However, these 13.2 acres amount to a 45 percent increase in the amount of land currently in industrial use in the MSA. The MSA as a whole may be viewed as growing in industrial use at a rate of 3.4 percent per year between 1994 and 2015, a rate which would double the 1994 industrial use in MSA 7.4 by 2014.

Without incentives, this projection is an upper limit of the level of absorption of industrial land likely to occur over the study period. At first, such a projection might appear to be inconsistent with the strength of the industrial market in Miami-Dade County as a whole. The industrial market in Miami-Dade County has been strong for over four years. The overall vacancy rate at the end of the first quarter in 1997 was 7.3 percent, with a total inventory of 126.8 million square feet according to a Cushman and Wakefield survey. Over 6.7 million square feet of warehouses were leased in 1996 and over 2 million in the first quarter of 1997.

However, the industrial market in South Dade is markedly different from other areas in the county. The bulk of the activity has been in central and north areas of the county, centering around MIA, where international business is booming. Less than 15 percent of the total market is in areas outside of central and north Miami-Dade County, which includes South Dade and the easterly areas. The South Dade industrial market has been slow to develop over the past 25 years. In the Homestead area there has been industrial absorption of 3 to 4 acres per year.

Higher rates of industrial absorption have been observed in recent months, primarily in association with the strong marketing of the Park of Commerce in MSA 7.5. However, this analysis has to this point only been concerned with industrial development demand assuming the subject property is sold at fair market value and no special financial incentives are offered to induce and/or aggregate demand. The effects of such incentives on industrial absorption are discussed in Section 5.0.

5.0 SITE-SPECIFIC ABSORPTION WITH INDUCED DEMAND

5.1 CASH FLOW, LAND VALUE, AND ABSORPTION RATES

The concept of induced demand implies the introduction of factors into real estate transactions and business agreements that result in financial advantages to the buyer/lessee that are not available in the normal course of business. One example of such a factor would be the offering of land at 50 percent of fair market value. The reduced cost of land would induce a higher portion of the market to find a site desirable, in some cases offsetting risk, location, or aesthetic impediments. Reduced land costs can effectively induce absorption because land costs are incurred in the early stages of development and often constitute owner equity in a project that may take many years to build out and establish positive cash flows.

For example, a 100 acre industrial tract selling at a fair market value of $4.00 per square foot would cost $17.4 million. A 50 percent discount would save the buyer $8.7 million in "up front" costs. Since these costs are equity in the project, the opportunity costs of investment in another project would be at a rate of return of at least 15 percent. Absorption might take 15 years, with no positive cash flow for 5 years. Over the period of positive cash flow from the 6^{th} to the 15^{th} year, the $2.00 discount in land cost would be the equivalent of over $3 million per year in revenue—worth $45 million in undiscounted cash flow to the project.

There are many other types of incentives that apply to the marketing and sale of industrial and commercial property. Any factor that provides a business with a competitive advantage by either reducing costs or increasing revenues will make the property more attractive and will increase the rate of absorption. A good example of a factor that positively affects operating costs in south Miami-Dade County is the existence of a Free Trade Zone at the Park of Commerce. Within the Free Trade Zone, qualified businesses can import materials and components from foreign nations and not pay import duty. This greatly reduces the cost for some fabrication and assembly operations and makes property within the Free Trade Zone more attractive. If the cost of the land in the Free Trade Zone is held to market rates in the area (or even discounted), it can be a powerful stimulus to industrial growth and overcome significant disadvantages associated with location and risk. This has been demonstrated at the Park of Commerce, which is within 3 miles of former Homestead AFB.

5.2 METHOD OF CONVEYANCE

Generally speaking, the infusion of value into a development project for the purpose of stimulating the local economy and improving employment opportunity is a governmental rather than private sector activity. This is because the infusion requires governmental authority to legally create the value (Free Trade Zone or tax incentives), or the required investment would result in a loss for a private sector owner (selling land for $2.00 per square foot that is worth $4.00).

The involvement of a governmental entity or non-profit organization is necessary to induce industrial demand, as the favorable terms that attract industry and jobs actually reduce the positive cash flow in the out years of the development, reducing current land value. This loss in current value is a form of investment that local government makes to increase employment opportunity in the area.

Following are examples of land values from the recent sale of industrial land in the South Dade region:

- A 1996 appraisal of the MCR Lumber property in Homestead evaluated six land sales of comparable property in the area. Comparable land ranged in sales price from $1.34 to $3.31 per square foot, with

an adjusted average of $2.50 to $3.00 per square foot, amounting to between $108,900 and $130,680 per acre.

- A 1997 appraisal of the Booker Lumber property in Homestead considered four comparable land sales in the area. Comparable land ranged in sales price from $1.91 to $3.33 per square foot, with an adjusted average of $1.91 to $2.16 per square foot, amounting to between $83,200 and $94,900 per acre.
- The 1998 Park of Commerce appraisal considered 10 comparable land sales in the Homestead area, as well as three in north Miami-Dade County and one in Broward County. The Homestead area properties were $2.69 to $4.90 per square foot, and the appraiser concluded that small finished lots would need to be sold for $3.00 per square foot, amounting to $130,680 per acre.

These values contrasted sharply with the land value estimated for the Park of Commerce on the basis of discounted cash flow analysis. An initial finding of less than $1 per square foot was subsequently updated to about $1.25 per square foot, amounting to $54,450 per acre. The difference in value is attributable in large part to the favorable terms provided to prospective tenants in order to increase absorption rates.

An appraisal of the Park of Commerce property noted that there is no shortage of industrial land in Miami-Dade County, although the Airport West area is using up land quickly. There is however, more than ample supply for at least the next 25 years or more. The Park of Commerce will have to be aggressive in pricing to maintain an absorption level of 10 acres per year.

In order to achieve the 10 acre per year absorption rate, an investment had to be made. The difference between the value of comparable land and the $1.25 value resulting from the appraisal easily amounts to $75,000 per acre—the cost of inducing demand.

In order for the governmental infusion of value to be considered as a factor in the rate of absorption of industrial land at former Homestead AFB, it would be necessary for the property to be conveyed to a governmental entity as the initial owner. The receiving entity could then establish favorable terms for subsequent sale or lease and other incentives that are financially advantageous to desired industries. The goal becomes one of job creation and economic growth, rather than profitability for the initial property owner. Under this type of property transfer, induced demand becomes a possibility. The extent to which the demand for industrial land can be successfully induced in MSA 7.4 is discussed in the next section.

5.3 INDUCED INDUSTRIAL ABSORPTION OF FORMER HOMESTEAD AFB PROPERTY

The Park of Commerce is a good example of the effectiveness of incentives in inducing industrial demand. The Park of Commerce is an industrial park development that comprises about 70 percent of the available industrial land in MSA 7.5. Although the Miami-Dade County forecast for industrial absorption in MSA 7.5 was for 2.8 acres per year, it is evident that the Park of Commerce could achieve rates of 10 acres per year or more over the next 15 years. In fact, the most recent appraisal of the property estimated an average rate of absorption of 12.3 acres per year over the 15 year period. This is 4.4 times the rate expected by Miami-Dade County for all of MSA 7.5 and 6.3 times the rate that would apply to the Park of Commerce on a proportional basis.

It is reasonable to assume that if equivalent incentives were applied to the subject property at former Homestead AFB, an increase of over fourfold in the forecasted absorption rate for MSA 7.4 could be achieved for the industrial portion of the site. This would imply transferal of a portion of the unused Free Trade Zone at the Park of Commerce to the former base, as well as equivalent treatment in land costs and favorable lease terms. However, a different market would have to be pursued, or any gain for the former base property would be a loss for the Park of Commerce. With this caveat, it is likely that the upper limit

of induced industrial absorption of the subject property could reach 84 acres by 2015, as shown in **Figure 14**.

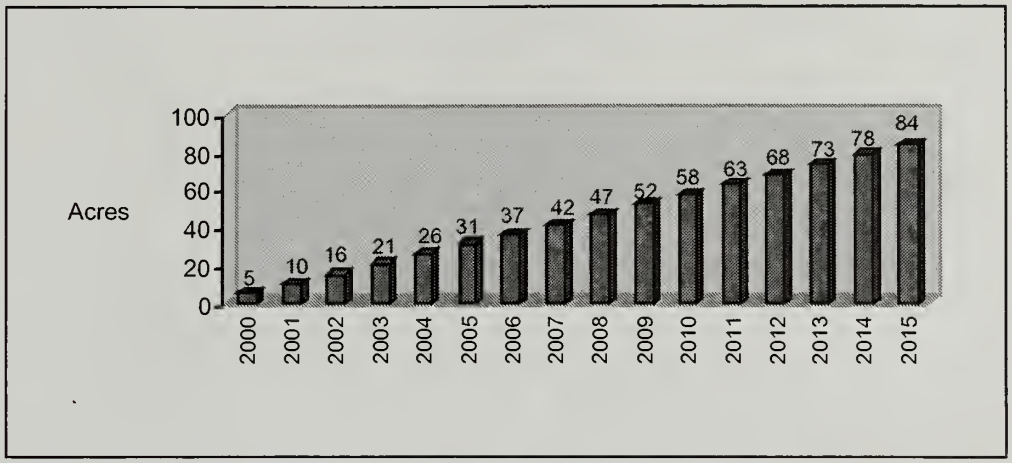


Figure 14. Induced Industrial Absorption at Former Homestead AFB: 2000–2015

This forecast includes existing latent demand in addition to the 4.4 acres per year for induced demand, totaling over 5 acres per year of industrial absorption between 2000 and 2015. With the induced demand, the absorption for industrial development would be higher by 2001 than relying only on latent demand could achieve by 2015. However, this would only be achievable with a property transfer at no or substantially discounted cost.

6.0 CONCLUSION

The combined potential absorption for all land use categories over the 2000 to 2015 time period is depicted in **Figure 15**.

Of the 717 acres available for disposal, about 28 acres include Mystic Lake, leaving 689 for residential, commercial, and industrial development. Under the moderate-growth forecasts, a total of about 183 acres would be absorbed by 2015 if industrial demand remained latent. With induced industrial demand, about 254 acres could be absorbed by 2015, leaving 435 acres undeveloped. Under Miami-Dade County's high-growth forecasts, the quantity of land absorbed could increase to 587 acres by 2015, leaving 102 acres undeveloped at that time.

CITATIONS

1. *Dade County Plan Amendment*, adopted June 16, 1998, regarding approval of designated land uses for Homestead ARB.

2. Miami-Dade Department of Planning. *Initial Recommendations October 1997 Applications to Amend the Comprehensive Development Master Plan.* February 25, 1998.

3. Esslinger, Wooten and Maxwell. *Facts and Trends Report Number 1.* March 1998.

4. Appraisal and Real Estate Economics Associates, Inc. *Market/Marketability Study: The Pioneer Village.* January 28, 1998.

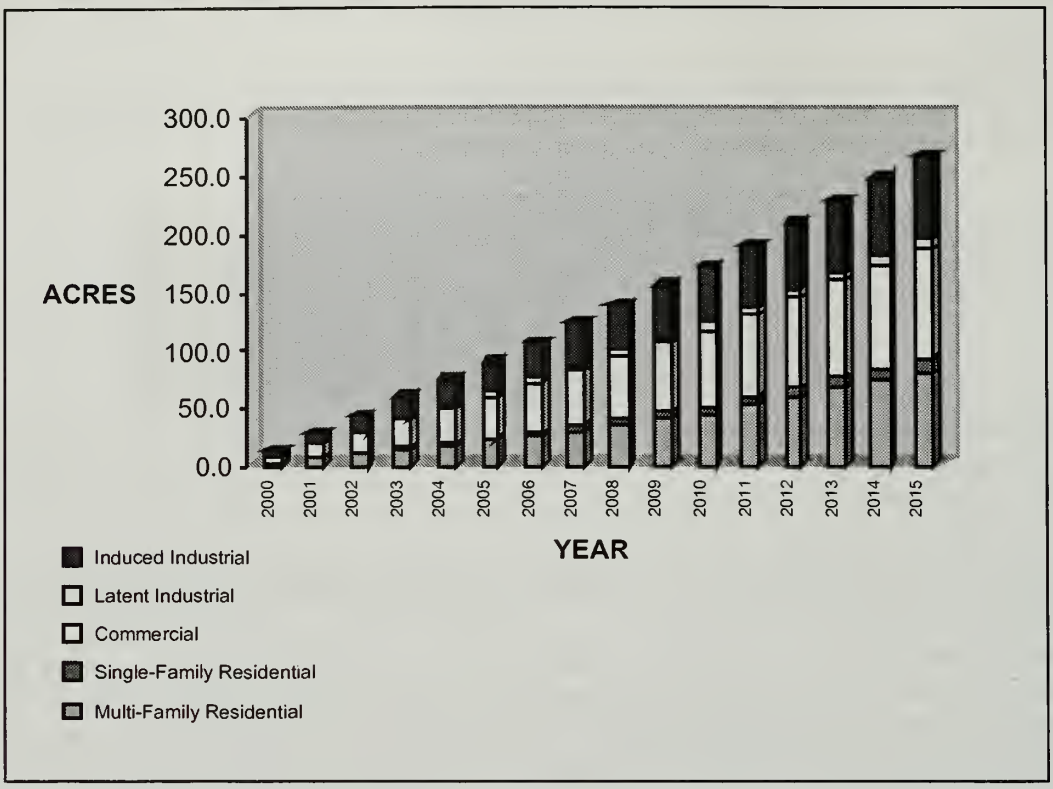


Figure 15. Summary of Combined Absorption at Former Homestead AFB: 2000–2015

E NOISE

NOISE APPENDIX

Material in this appendix is excerpted from the

Technical Memorandum on Aircraft Noise Considerations in the Transfer of Ownership of Homestead Air Reserve Base, Homestead, Florida From the United States Air Force to Dade County, Florida

The entire Technical Memorandum includes the following chapters:

I. Introduction
II. Methodology
III. Aircraft Noise Exposure Contours
IV. Grid Point Assessments
V. Noise Mitigation Alternatives for National Properties Through Flight Track Modifications
VI. Noise Analysis for Commercial Spaceport Operations
VII. Qualitative Assessment of Noise Exposure Characteristics for Operations from a Two-Runway Airport Configuration
VIII. Pre-Realignment Conditions

This appendix includes Chapters II, III, IV, VI, VII, and VIII from the Technical Memorandum, with the exception of detailed tables containing the grid point analysis related to Chapters IV and VI, which are too voluminous to include in the appendix. During the public comment period for the Draft SEIS, the entire Technical Memorandum, including all detailed tables containing grid point analysis, was made available for review at the following libraries:

Dade County Library
6869 SW 8 Street
Miami, FL 33144

Florida City Public Library
101 West Flagler Street
Florida City, FL 33130

Florida International University
11200 SW 8 Street
Miami, FL 33199

Florida International University–
North Campus Library
3000 NE 151 Street
North Miami, FL 33181-3000

Homestead Branch Library
700 North Homestead Boulevard
Homestead, FL 33030

Key Biscayne Branch Library
299 Crandon Boulevard
Key Biscayne, FL 33149

Key Largo Branch Library
101485 Overseas Highway
Key Largo, FL 33037

Miami-Dade Community
College–Homestead Campus
500 College Terrace, Bldg D
Homestead, FL 33030

Miami-Dade Community
College–North Campus
11380 NW 27 Avenue
Miami, FL 33167

Opa-Locka Public Library
215 N Perviz Avenue
Opa-Locka, FL 33054

South Dade County Library
10750 SW 211 Street
Miami, FL 33189

South Miami Branch Library
6000 Sunset Drive
Miami, FL 33143

State Library of Florida
500 S Bronough
Tallahassee, FL 32399-0250

University of Miami
1252 Memorial Drive
Coral Gables, FL 33124

In response to comments received on the Draft SEIS, an Addendum has been added to the end of this appendix to address noise at Key Largo Hammocks State Botanical Site and South Florida Water Management District lands.

HOMESTEAD REUSE
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

TECHNICAL MEMORANDUM

Aircraft Noise Considerations in the Transfer of Ownership Of Homestead Air Reserve Base, Homestead, Florida From the United States Air Force to Dade County, Florida

Public Review Draft

Prepared for FAA and USAF

Landrum & Brown
November 2, 1999

Chapter II
Methodology

The methods of analysis of the existing and forecast noise conditions in the Homestead environs are discussed in this section.

II.A. Noise Modeling

A computer model is used to determine the noise exposure patterns related to aircraft operations in the airport environs. The use of a computerized overflight noise prediction model is necessary because noise impacts on humans are generally more closely correlated with prevailing long-term noise conditions than with occasional events and seasonal fluctuations. To attempt to measure prevailing noise levels directly would require months of measurement at numerous noise monitor sites -- an impractical, more expensive and potentially less accurate method of determination, particularly when estimating noise levels that will not occur for several years into the future.

A modified version of the Integrated Noise Model (INM) Version 5.2a, was used in this study. The INM is specified by the FAA for the prediction of aircraft noise at civilian airports. It is a computer model which, during an average 24-hour period at an airport, accounts for each aircraft flight along flight paths leading to or from the facility, or overflying it. Flight path definitions are coupled with separate tables in the program database relating to noise levels at varying distances and engine power settings for each distinct type of aircraft selected.

For this study, modifications to the INM were made by the FAA, with technical assistance from the John A. Volpe National Transportation Systems Center Acoustics Facility (Volpe Center), to enhance the model's noise assessment capabilities.[i] These enhancements include:

- Modification of the over ground noise propagation equations to incorporate spectral data better representative of current aircraft
- Incorporation of different attenuation rates for hard and soft surfaces (water vs. grass)
- Inclusion of traditional ambient noise level mapping for areas under the jurisdiction of the Department of the Interior (NPS, FWS) for use in Time Above assessments

Briefly, this is how the model computes contours. At regular grid locations on ground level around the airport, the distance to each aircraft in flight is computed, and the associated noise exposure of each aircraft flying along each flight path within the vicinity of the grid location is determined. Additional corrections are applied for excess air-to-ground attenuation, acoustical shielding of aircraft engines by the aircraft body, and speed variations. The logarithmic acoustical energy levels for each individual aircraft are then summed for each grid location. For the DNL metric, a penalty for nighttime operations is applied. The cumulative values of noise exposure at each grid location are then used to interpolate contours of equal noise exposure for reference DNL levels (i.e., 65 DNL, 70 DNL, etc.) For this study, contour analysis will be used to describe DNL dispersion patterns in excess of 60 DNL and SEL patterns associated with principal aircraft types forecast for use at Homestead.

For grid analyses, the model computes the acoustic data only at locations selected by the user (at grid points). Data on acoustic energy and peak noise levels requested by the user are computed for each aircraft overflight in the vicinity of the grid point. This data is reported for each desired metric. For this study, grid point noise level data include DNL, LAmax, SEL, and Time Above ambient levels for the average annual day. Additionally, Hourly Leq levels are presented for the peak hour of operation.

To activate the INM, a variety of user-supplied input data is required. These include a mathematical definition of the airport(s) runways relative to a base reference point, the mathematical description of ground tracks above which aircraft fly, and the assignment of specific aircraft with specific engine types to individual flight paths from each runway end. Optionally, the user may adjust standard database information to reflect the vertical profiles used by aircraft as they fly to or from the airport(s) through the adjacent airspace or may modify the default noise-power-distance curves in the model.

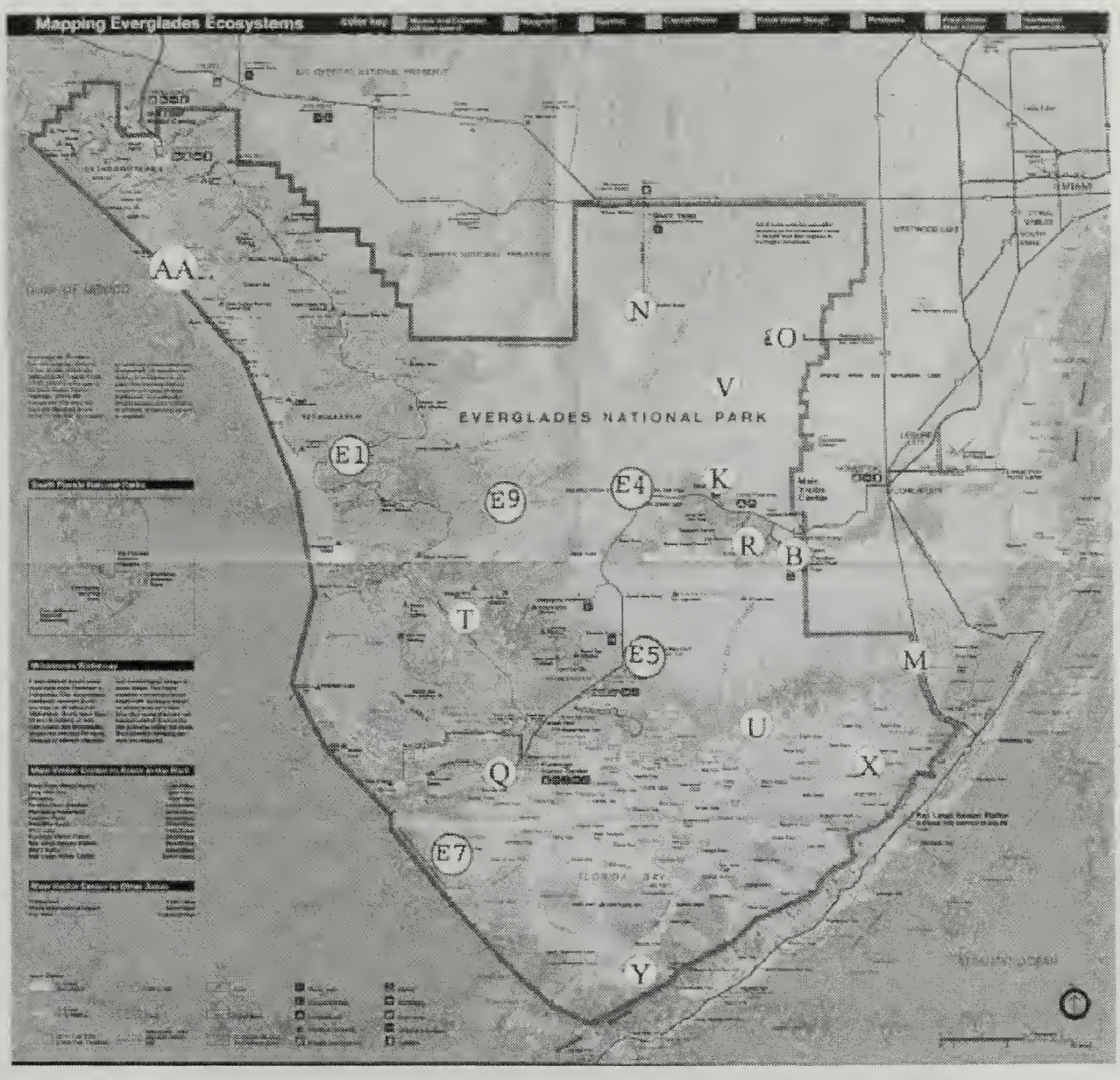
Additionally, aircraft not included in the model's data base may be defined for modeling. A discussion of the input data used to prepare the noise exposure contours and grid point data for the study is provided in the following sections.

II.B. Noise Measurement

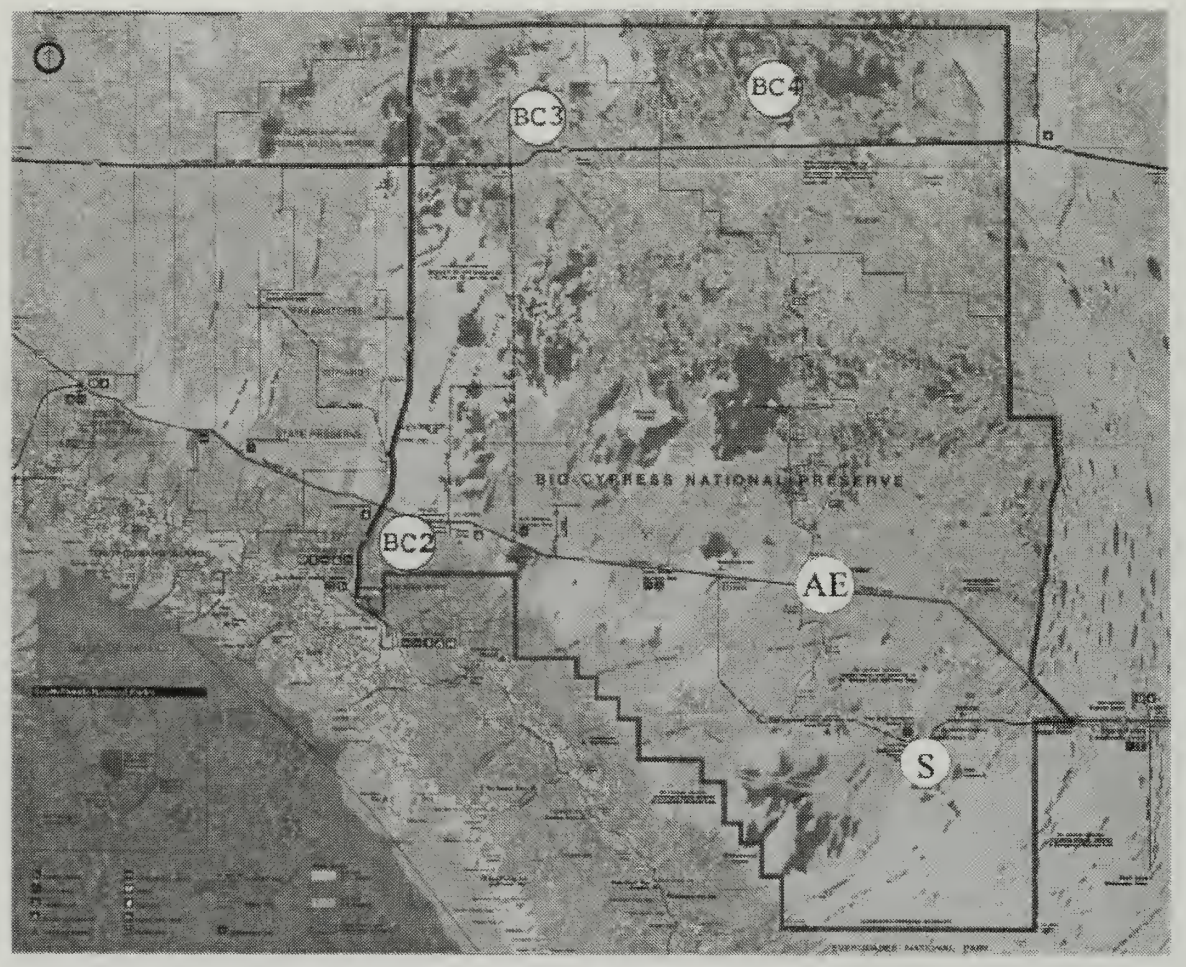
Noise measurements were conducted for the FAA by the Volpe Center at 29 sites in the national properties between August 10 and August 20, 1998.[ii] Additionally, the National Park Service (NPS) contracted with Sanchez Industrial Design Inc. (SID) to conduct ambient noise level measurements at 16 sites in the area between September 18 and October 5, 1997, and at an additional 4 sites between November 17 and 20, 1998. All measurements were used in the development of mapping of traditional ambient sound levels within the boundaries of Everglades and Biscayne National Parks and Crocodile Lakes National Wildlife Preserve. Ambient mapping was prepared by applying measured noise levels at the various sites to locations of like character that had not been measured. Ambient maps were not prepared for Big Cypress National Preserve due to the small number of measurements. Traditional ambient noise levels were used for comparison with noise levels generated by aircraft during this study. Traditional ambient noise is used to describe the existing environment of all human and natural sounds, excluding aircraft noise. The traditional ambient (exclusive of aircraft noise) sound levels measured at the sites range from 31.2 decibels at a remote site (Eastern Sparrow) in the Everglades NP to 58.7 decibels on Soldier Key in Biscayne NP. **Table II-1** provides the average measured traditional ambient noise levels for each site. **Exhibits II-1, II-2 II-3 and II-4** indicate the locations of the measurement sites.

II.C. INM Input Data

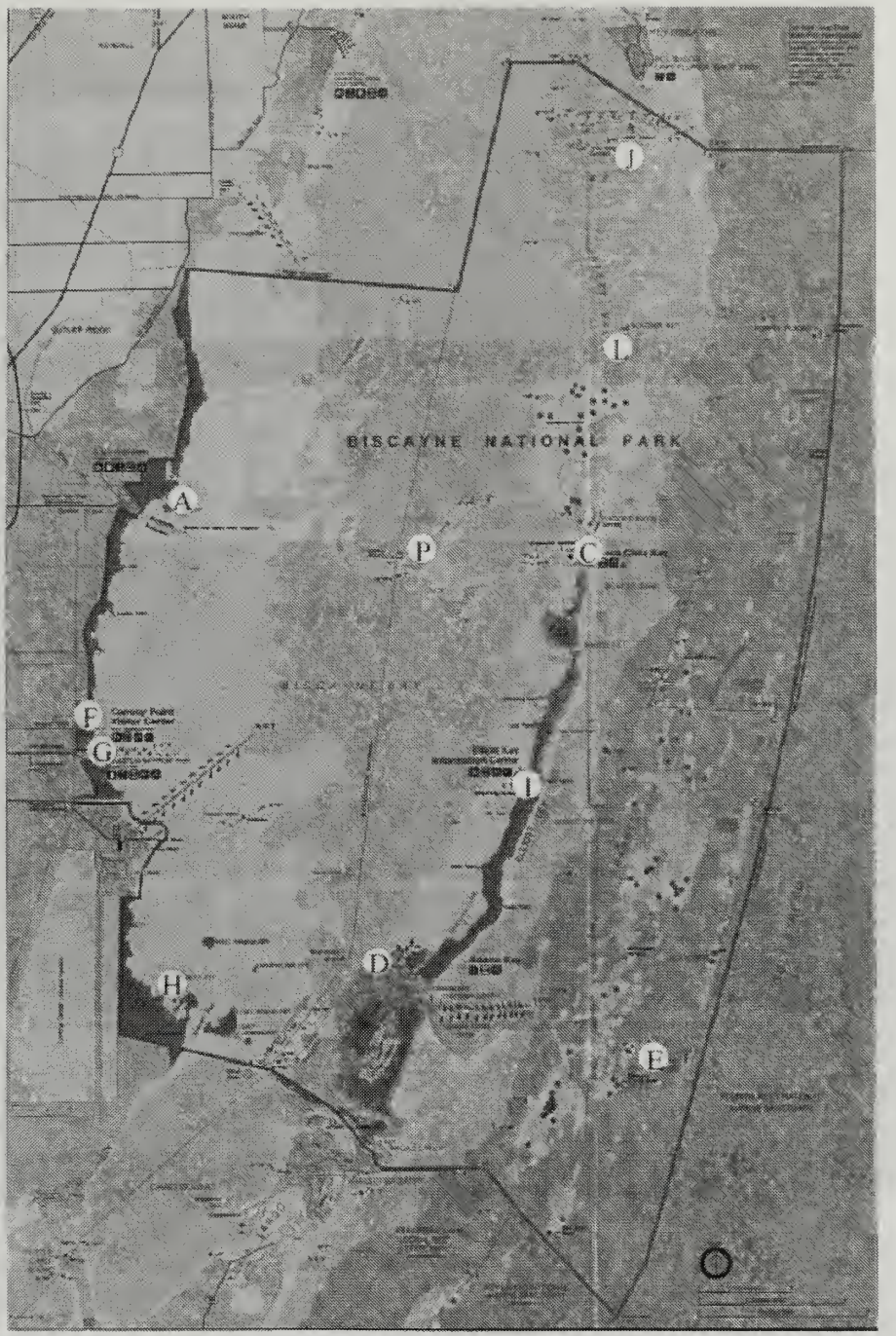
Use of the noise model requires the preparation of extensive input data for each operating scenario to be evaluated. For this study, the operations from several airports other than Homestead were included to provide a more comprehensive assessment of noise impacts and conditions to be expected in the Homestead environs, particularly within the national properties. To achieve this task, the activity in place or expected to be in place at four busy airports, from which aircraft are known to overfly the national parks and preserves, was incorporated into the analysis. These airports are Miami International (MIA), Fort Lauderdale-Hollywood International (FLL), Kendall-Tamiami Executive (TMB) and Homestead General (X51) Airports. Operations from other airports in the region are either not known to overfly the national properties or generate such small numbers of operations as to be inconsequential to aircraft noise level considerations. The principal airports generating low altitude traffic (below 5,000 feet) over the parks are Kendall-Tamiami and Homestead General, while Miami and Fort Lauderdale-Hollywood International Airports generate high altitude traffic (above 5,000 feet) over the parks.



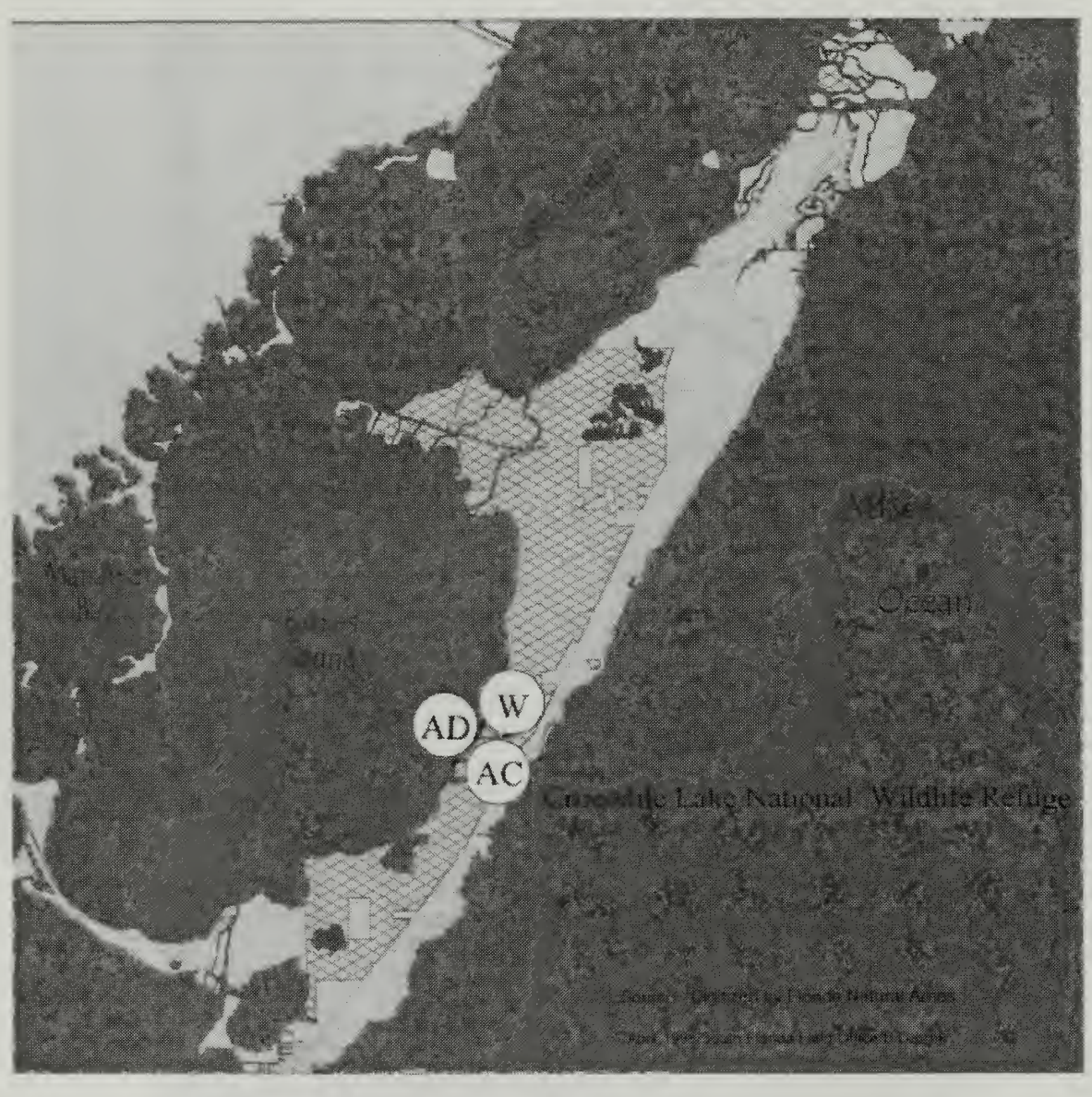
Noise Measurement Sites - Everglades National Park
Exhibit II-1



Noise Measurement Sites - Big Cypress National Preserve
Exhibit II-2



Noise Measurement Sites - Biscayne National Park
Exhibit II-3



Noise Measurement Sites - Crocodile Lake National Wildlife Refuge
Exhibit II-4

Table II-1
Average Measured Traditional Ambient Noise Level
Homestead Regional Airport SEIS

Site ID Number	Site Name and National Property	Dates of Measurement	Average Measured Traditional Ambient Noise Level (dB)
A *	Black Point - Biscayne	8/10-12/98	51.8
C * Bis2 **	Boca Chita - Biscayne	8/10,13,15/98 9/18,20/97	48.2
I * Bis8 **	Elliot Key - Biscayne	8/12,15,17/98 9/20,22/97	48.6
P * Bis5 **	Featherbed Bank – Biscayne Central to East Bay	8/12,14,15/98 9/22/97	49.6
F * Bis4 **	Fender Point - Biscayne	8/11,14/98 9/21/97	47.3
H *	Mangrove Key – Biscayne	8/11,15/98	45.1
E * Bis6 **	Pacific Reef - Biscayne Reef off Caesar Creek	8/11,15/98 9/22/97	51.6
D * Bis7 **	Rubicon Key – Biscayne	8/11,14/98 9/20,22/97	49.8
L * Bis3 **	Soldier Key - Biscayne	8/13,16/98 9/21,23/97	56.2
J *	Stiltsville - Biscayne	8/12,16,17/98	54.9
G * Bis1 **	Visitors Center – Biscayne	8/11,16/98 9/18,20/97	56.2
B * Ever2 **	Anhinga Trail – Everglades	8/10,12,15/98 10/2,5/97	54.2
Y *	Buchanan Key – Everglades	8/19/98	45.8
O *	Chekika - Everglades	8/10,17/98	41.0
M *	Eastern Panhandle – Everglades	8/13/98	54.9
V *	Eastern Sparrow – Everglades	8/18/98	31.2
Q * Ever6 **	Eco Pond - Everglades	8/14/98 10/1,3/97	47.2
R *	Hidden Lake – Everglades	8/15,17/98	36.0
U *	Little Madeira Bay – Everglades	8/18,20/98	46.7
X * Ever8 **	North Nest Key – Everglades	8/18/98 10/5/97	39.9
AA *	Pavilion Key – Everglades	8/20/98	45.4
K *	Pinelands - Everglades	8/12,13,19/98	46.5
N *	Shark Valley – Everglades	8/13,16/98	45.7
T *	Whitewater Bay – Everglades	8/17/98	42.0
AD * CL10 **	Barnes Sound – Crocodile Lakes	8/19/98 11/20/98	39.2
S *	Golightly - Big Cypress	8/16,17/98	49.3
W *	Hardwood Hammock – Crocodile Lakes	8/18/98	41.3

Table II-1 (continued)
Average Measured Traditional Ambient Noise Level
Homestead Regional Airport SEIS

Site ID Number	Site Name and National Property	Dates of Measurement	Average Measured Traditional Ambient Noise Level (dB)
AC *	Mangrove Inlet – Crocodile Lakes	8/18/98	40.8
AE *	National Scenic Trail – Big Cypress	8/20/98	43.5
Ever1 **	Broad River Campground – Everglades	10/2/97	46.2
Ever4 **	Pa-hay-okee Overlook – Everglades	9/30/97	39.7
Ever5 **	Nine Mile Pond – Everglades	10/1/97	44.6
Ever7 **	Carl Ross Key – Everglades	10/3/97	43.2
Ever9 **	Canepatch Campground - Everglades	11/19/98	39.0
BigC2 **	Halfway Creek - Big Cypress	11/17/98	64.0
BigC3 **	Bear Island - Big Cypress	11/18/98	33.7
BigC4 **	National Scenic Trail – Big Cypress	11/18/98	34.1

* Sites measured by Volpe Labs
** Sites measured by Sanchez Industrial Design, Inc.

Source: Federal Aviation Administration, Characteristics of Ambient Sound Levels at Four Southern Florida National Properties, January, 1998, Table 9, page 130 and individual site records of measurements provided by Volpe Labs and the National Park Service.

II.C.1. Homestead Regional Airport

- Operations Levels

Table II-2 provides the existing and forecast level of aircraft operations for Homestead Regional Airport used in the development of noise exposure patterns for this evaluation. In 1997, the aviation activity at the facility was by Military/Government aircraft operators at the Homestead Air Reserve Base and Customs facility. (There were also a few civil general aviation aircraft whose numbers are too inconsequential to affect the annual operational total or the noise). Based on current Air Force plans and on best estimates, the level of operations by those user groups is expected to remain largely unchanged throughout the planning period and therefore, information from 1997 was used by the Air Force to develop the SEIS operational activity baseline for the existing condition and for all future forecast conditions. The majority of operations is, and is expected to remain, by fighter jet aircraft, one of the louder types in the total aircraft fleet. Based on the most reliable available information, airport activity totals 19,824 annual aircraft operations for the existing condition.

Table II-2
Homestead Regional Airport
Annual Aircraft Operations Forecast Summay

			Current	FORECAST			
			(1997)	2000	2005	2015	Maximum Use One Runway
Commercial Passenger							
Long Term, Market Driven							
Latin America, Caribbean, International							
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	0	0	22,130	4,500
Regional Jet	(CRJ, EM4)		0	0	0	7,260	28,500
Narrowbody Jet	(B-737/500/300/900, A320)		0	0	0	4,460	17,500
Widebody Jet	(MD-11, B-767)		0	0	0	660	660
Domestic							
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	0	0	1,490	2,500
Regional Jet	(CRJ, EM4)		0	0	0	760	11,500
Narrowbody Jet	(B-737/500/300/900, A320)		0	0	0	1,410	13,500
B-757	(B-757)		0	0	0	380	4,000
Widebody Jet	(MD-11, B-767)		0	0	0	510	510
TOTAL Market Driven						39,060	83,170
Niche Market Service							
Latin America, Caribbean, International							
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	0	4,570	7,300	25,573
Domestic							
Narrowbody Jet	(B-737/500/300/900, A320, MD-80)	1/	0	0	3,040	4,860	17,500
TOTAL Niche Market			0	0	7,610	12,160	43,073
TOTAL COMMERCIAL			0	0	7,610	51,220	126,243
General Aviation							
Single engine	(C150, C172)			26,304	27,993	33,821	29,000
Multi Engine	(PA31)			10,430	12,100	16,260	21,000
Jet	(Lear, Citation)			2,090	2,550	3,610	3,610
Helicopter				2,010	2,490	3,080	3,161
TOTAL GA				40,834	45,133	56,771	56,771
Aircraft Maintenance							
Turboprop	(Dash-8,ATR-42, SWM, SF3)		0	0	330	620	430
Narrowbody Jet	(B-737 series, A-320, MD-80, B-727)		0	0	120	410	600
Widebody Jet	(MD-11, B-767)		0	0	120	440	440
TOTAL MAINTENANCE			0	0	570	1,470	1,470
Cargo							
Express Carrier							
Narrowbody Jet	(B-727, MD-80)		0	0	0	12,570	8,500
Heavy Jet	(B-757, B-767, MD-11)		0	0	0	6,280	10,500
Miscellaneous Cargo							
Turboprop	(Cessna Caravan, King Air)		0	0	1,040	0	
Narrowbody Jet	(B-727, MD-80)		0	0	520	2,600	7,966
TOTAL CARGO			0	0	1,560	21,450	26,966
Military/Government							
U.S. Air Force	F-16C		12,000	12,000	12,000	12,000	12,000
U.S. Air Force	F-15		1,100	1,100	1,100	1,100	1,100
Transient	C-141 (C-17 in 2015)	2/	104	104	104	104	104
Transient	C-5		20	20	20	20	20
Transient	P-3		1,500	1,500	1,500	1,500	1,500
Transient	H65		1,500	1,500	1,500	1,500	1,500
U.S. Customs	PA31		900	900	900	900	900
U.S. Customs	C206		900	900	900	900	900
U.S. Customs	H60		900	900	900	900	900
U.S. Customs	C550		900	900	900	900	900
TOTAL MILITARY			19,824	19,824	19,824	19,824	19,824
TOTAL OPERATIONS			19,824	60,658	74,697	150,735	231,274

Note: Representative aircraft are provided by category. Actual fleet will depend on the carriers operating at HST
1/ MD-80 aircraft is assumed to operate in 2005 but not in 2015 under this category.
2/ C-141 is assumed to be replaced by the C-17 by 2015
Prepared by Landrum & Brown, 1998.

The term "aircraft operations" refers to the level of traffic associated with an airport. An operation refers to either one approach or one departure (i.e., a single aircraft that lands at an airport and later departs is counted as two operations). Operations may be between the subject airport and another (called an itinerant or transient operation) or may occur solely at the airport of interest (called a local operation). Both types of operation contribute to the noise pattern around the southern Florida airports. Large air carrier airports predominantly serve itinerant operations, while smaller general aviation airports have large components of local operations for flight training. For this evaluation, detailed information on the activity characteristics of the air carrier airports was at least partially available. Information on the general aviation airports is less detailed, but still adequate to provide reasonable detail for noise modeling. For Homestead Regional Airport, the forecast activity prepared as part of the updated evaluation for the SEIS provide the airport activity input for the noise assessment.

By the year 2000, after the projected transfer of the facility, the forecast civil activity at Homestead is estimated to include nearly 41,000 operations by general aviation aircraft, mostly of the single or twin-engine propeller type. General aviation activity is expected to remain a significant component of the operating fleet through the life of the airport, reaching a potential forecast level of nearly 57,000 operations by 2015 and remaining at that level beyond that year. With the exception of business jet aircraft, general aviation aircraft do not create levels of acoustic energy that have a significant impact on noise characteristics, particularly if located in areas of jet operations. While general aviation propeller aircraft generally do not impact the overall sound levels, they can and do exceed ambient noise levels in locations where they are distanced from jet aircraft. Airport activity is estimated to total 60,658 annual aircraft operations for the forecast year 2000 condition, including civil general aviation, military, and U.S. customs aircraft.

By the year 2005, the forecast operations are projected to include activity by three additional user groups -- commercial passenger service, aircraft maintenance, and cargo. The forecast 7,610 commercial passenger service operations would be expected to serve a niche market in charter or scheduled service to the Caribbean or Latin America using turboprop airplanes, and to domestic markets using medium-sized passenger jets. The 570 forecast maintenance operations are estimated to be split between turboprop and jet aircraft and could operate within the immediate region. Cargo operations are estimated to be split between turboprop and jet aircraft on a 2:1 ratio and total 1,560 for the year. Cargo flights in 2005 might be expected to serve both domestic and international markets. Airport activity is estimated to total 74,697 annual aircraft operations for the forecast 2005 condition.

By 2015, the airport is optimistically forecast to reach status as a regional airport, serving all components of aviation. While maintaining its general aviation, maintenance and military/customs activity at moderate levels, the passenger and cargo operations are estimated to become a dominant portion of the activity at the facility. Regularly scheduled, market driven passenger service could be in place by that time to both international and domestic markets. Niche market and charter passenger service is estimated to remain a significant component of the passenger activity. Together, these user groups are forecast to have 20,300 jet and 30,920 turboprop annual operations in 2015. Of these 51,220 operations, more than 80% are estimated to be to Latin American, Caribbean or other international locations. Cargo service is estimated to grow to more than 21,000 operations by 2015, with nearly 19,000 of this total in express carrier service. Airport activity is estimated to total 150,735 annual aircraft operations for the forecast 2015 condition. Overall, the forecast estimates for 2015 reflect a high rate of aviation growth at Homestead that exceeds the national planning norms, particularly for new civilian airports, and may not materialize on this fast a schedule.

At some point beyond 2015, the airport may reach its capacity of more than 230,000 operations. The final column of the table delineates the estimated distribution of operations among the various user groups that could be present at that time. Operations by general aviation, maintenance express cargo and

military/customs groups are estimated to be unchanged from 2015 levels, while passenger and miscellaneous cargo activity are estimated to grow to the service level of the one runway airport. Airport activity is estimated to total 231,274 for the forecast Maximum Use One-Runway condition. The forecast for the Maximum Use One-Runway condition is farther in the future than the forecast for 2015 and is less predictable than the estimates for earlier years. The effect of a potential second runway, shown for future planning purposes on Dade County's airport layout plan, that may be proposed for construction in the years immediately preceding the Maximum Use One-Runway condition, is addressed in Chapter 7 of this document.

Throughout the proposed transition of the facility from exclusive government use to an integrated full service airport, the noise levels generated by individual aircraft in the specific user groups of the operating mix will change. By the end of 1999, civil jet aircraft weighing more than 75,000 pounds must meet the noise level requirements of Stage 3 of Federal Aviation Regulations, Part 36. Military jets, civil jets weighing less than 75,000 pounds (business jets) and propeller aircraft are not subject to the phase-out provisions of F.A.R. Part 91. Consequently, before any large civil jet aircraft are introduced into the airport after the year 2000, they will meet the noise reduction requirements. Further, any aircraft that have been reengined or modified to reclassify them from louder Stage 2 levels to quieter Stage 3 levels may be expected to be phased out prior to 2015 since the newest of those aircraft types will be at least thirty years old. By that year, the civilian fleet is expected to be composed of aircraft originally designed to meet the Stage 3 requirements, and by the maximum use year, even the loudest (and oldest) of the originally designed Stage 3 aircraft are not expected to remain in service. Newer Stage 3 aircraft are quieter than comparably sized older Stage 3 aircraft. Therefore, while the total number of large civil aircraft operations at the airport may be expected to increase, the noise levels of individual aircraft will decrease, resulting in a balanced or potentially even reduced level of total acoustic energy.

This evaluation does not assume a Stage 4 aircraft fleet, which is the next generation of aircraft source noise reduction, because the specific noise characteristics of future types of aircraft are not currently known. However, the FAA's expectations are that quieter Stage 4 aircraft will be in service in the outer years of the Homestead forecast.

In summary, the uncertainties in both the future aviation activity forecasts and the future noise characteristics of the civil aircraft fleet are more likely to contribute to an over-estimation of civil aviation use and an over-estimation of noise impact in this analysis, than they are to result in under-estimations. However, the data is the most reasonable information currently available. The four future conditions analyzed offer a range of potential operational and noise impact conditions that could occur at Homestead under the Proposed Action.

- Flight Paths

The location where aircraft fly relative to the airport is the second primary factor in the development of noise dispersion patterns. At Homestead Regional Airport, military flight patterns were addressed in the draft 1997 Air Installation Compatible Use Zone study.\[iii] That study presented a number of flight paths used by such traffic. Civilian operations do not currently commonly occur at the airport. Therefore, a series of flight paths had to be developed for this analysis to represent the expected patterns of operation if the facility grows to include large components of commercial and private civilian traffic. For planning purposes, consultations were held with Miami Terminal Radar Approach Control (TRACON -- the agency responsible for air traffic control in the Miami area), with the Miami Enroute Air Traffic Control Center (ARTCC -- the body responsible for transitioning aircraft to and from the TRACON's airspace), and with national headquarters Airspace and Air Traffic officials of the FAA. These discussions resulted in the development of a series of projected flight paths between each runway end at Homestead Regional

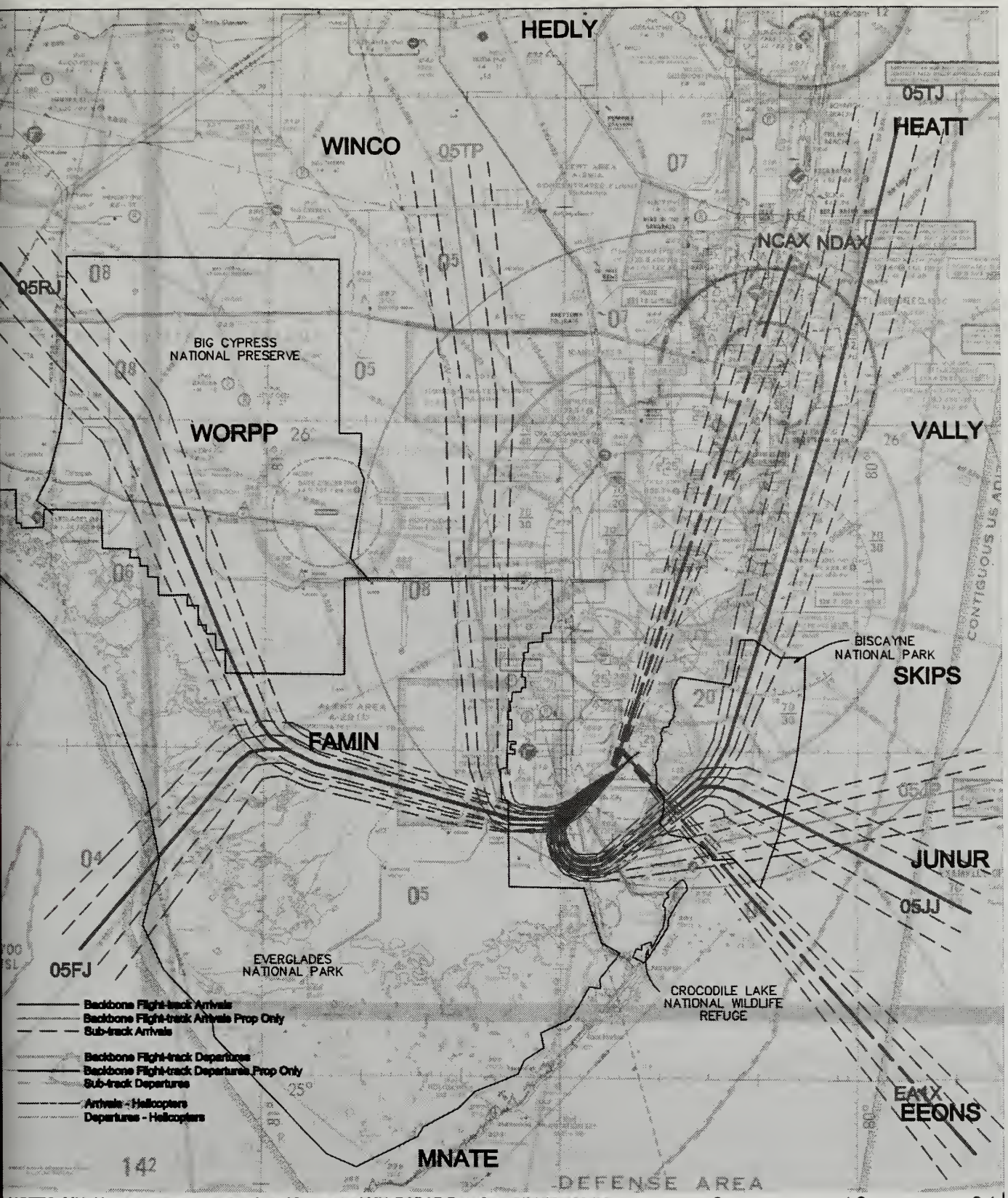
Airport and each departure or arrival fix serving the area. Each anticipated flight path was formatted for INM modeling.

The flight paths to and from Homestead Regional Airport used in this evaluation are presented on **Exhibits II-5 through II-8** for arrivals and departures in east and west traffic flows.[iv] The draft 1997 AICUZ military tracks are assumed for continued use, and the civil tracks are projections of future patterns. The Integrated Noise Model provides the user the opportunity to model flight tracks along backbone and adjacent sub-tracks to better reflect the dispersion of aircraft over a corridor centered on the nominal flight path. The degree of dispersion anticipated for Homestead is based on the traffic dispersion associated with aircraft now using Fort Lauderdale-Hollywood International Airport, as indicated by air traffic control radar. The distribution of aircraft among the backbone and sub-tracks assumes a binomial distribution around a mean represented by the backbone track. The dispersion of the modeled flight tracks is representative of the observed spread of actual flights between local airports and arrival and departure fixes in the area.

The flight paths carry unique names that follow a specific four character convention. The first two characters indicate the Homestead runway associated with the track. The third character indicates the associated airspace fix (see **Table II-3** below), and the final character indicates whether it is a jet (J) or propeller (P) track. In some cases jets and props fly along the same track, and only the jet track indicator is used. In other cases, however, the jet and prop tracks are sufficiently different to warrant a separate set of tracks. Careful evaluation of the flight path maps will indicate that there are several tracks associated with small propeller aircraft that make tight turns to the left or right near the airport and then proceed to the WINCO or HEDLY fixes along a VFR (good weather) flyway on the west side of the metropolitan area. The associated small prop approach tracks are along the same flyway from HEATT and VALLY. Only small general aviation single or twin-engine aircraft use these tracks. The turns made south of the airport are for use during instrument weather conditions (IFR), and the turns made to the north are for use during visual weather conditions (VFR). Other locations where separate prop tracks are necessary are along the departure path to MNATE, on the approach from JUNUR, and along a low level small aircraft flight path to VALLY which parallels the coast and leads to other airports in the region.

Table II-3
Flight Track To Fix Designations
Homestead Regional Airport

Approaches		Area served
F	FAMIN	From the Keys and Central America
P	WORPP	From the mid-west and western United States/Canada
T	HEATT	From the eastern United States/Canada and Europe
J	JUNUR	From the Caribbean and South America
Departures		
M	MNATE	To the Keys and Central America
W	WINCO	To the west and mid-west
H	HEDLY	To the mid-west and east
V	VALLY	To the east and Europe
S	SKIPS	To the eastern Caribbean and Bahamas
E	EEONS	To Cuba and Latin America



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

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GRAPHIC SCALE IN NAUTICAL MILES

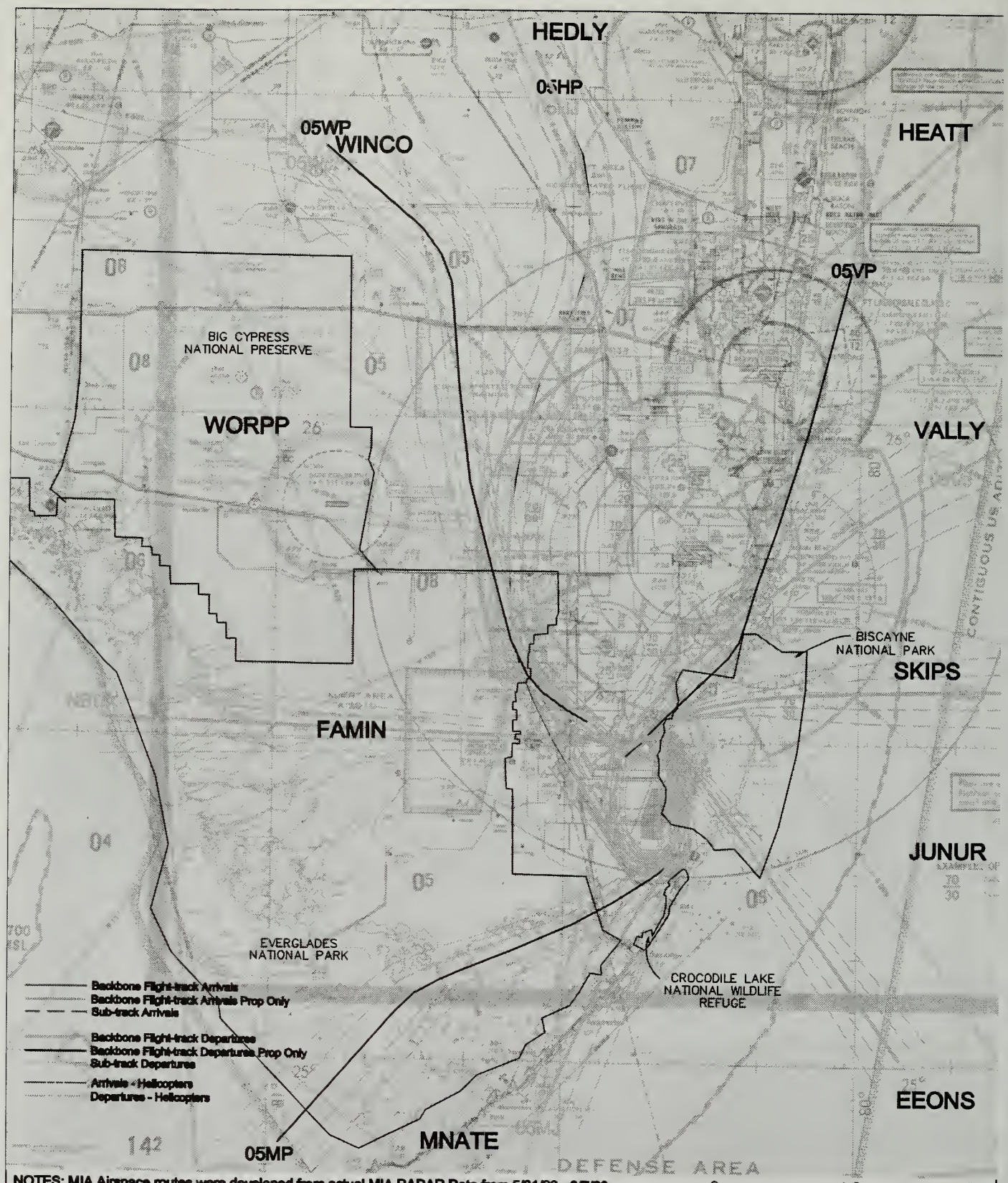
HOMESTEAD SEIS

LandrumBrown

HST EAST FLOW – ARRIVALS
FUTURE PROPOSED CIVIL ITINERANT
BACKBONE & DISPERSED TRACKS

EXHIBIT II–5

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NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
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GRAPHIC SCALE IN NAUTICAL MILES

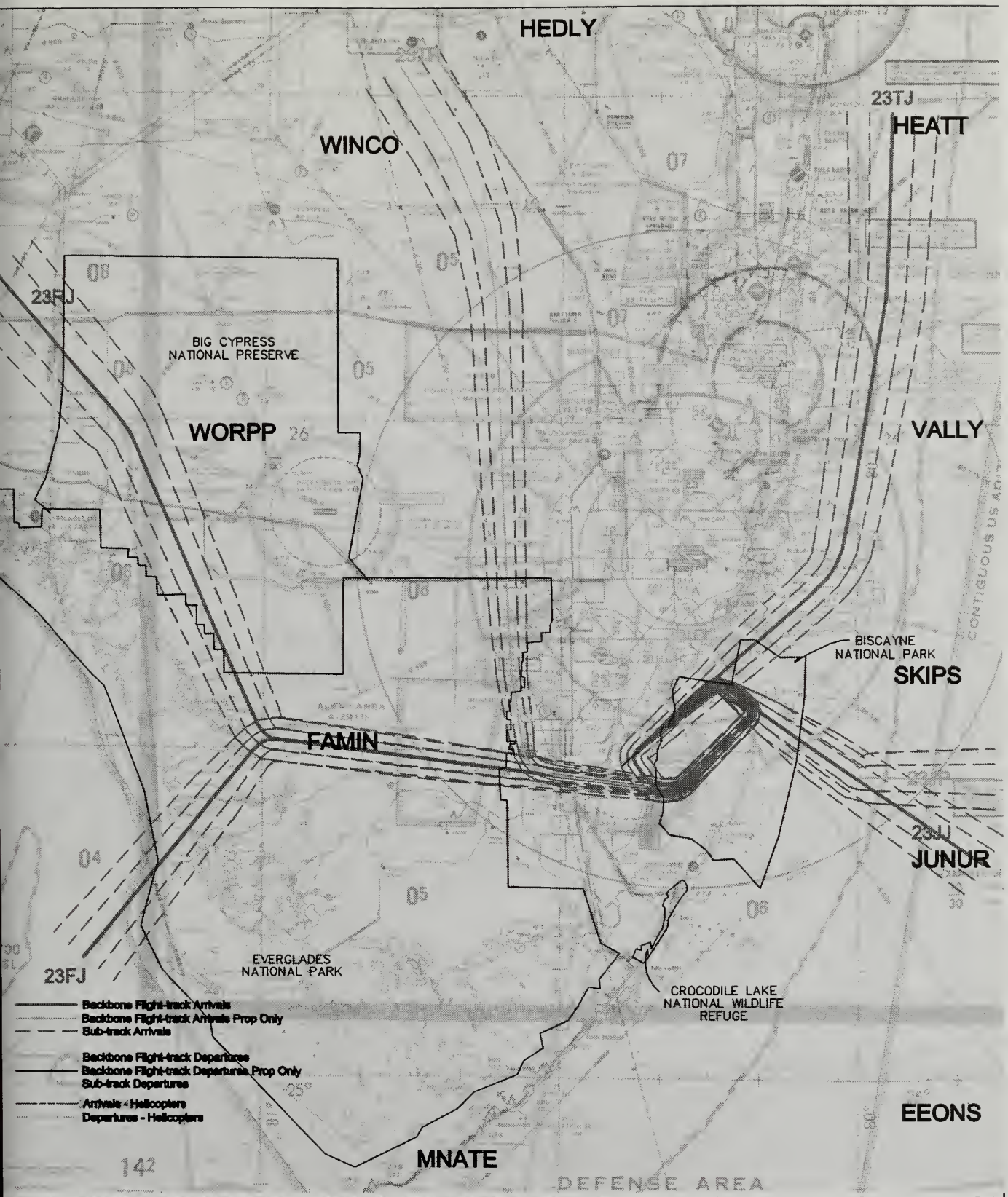
HOMESTEAD SEIS

LandrumBrown

HST EAST FLOW – DEPARTURES
FUTURE PROPOSED CIVIL ITINERANT
BACKBONE & DISPERSED TRACKS

EXHIBIT II–6

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NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

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GRAPHIC SCALE IN NAUTICAL MILES

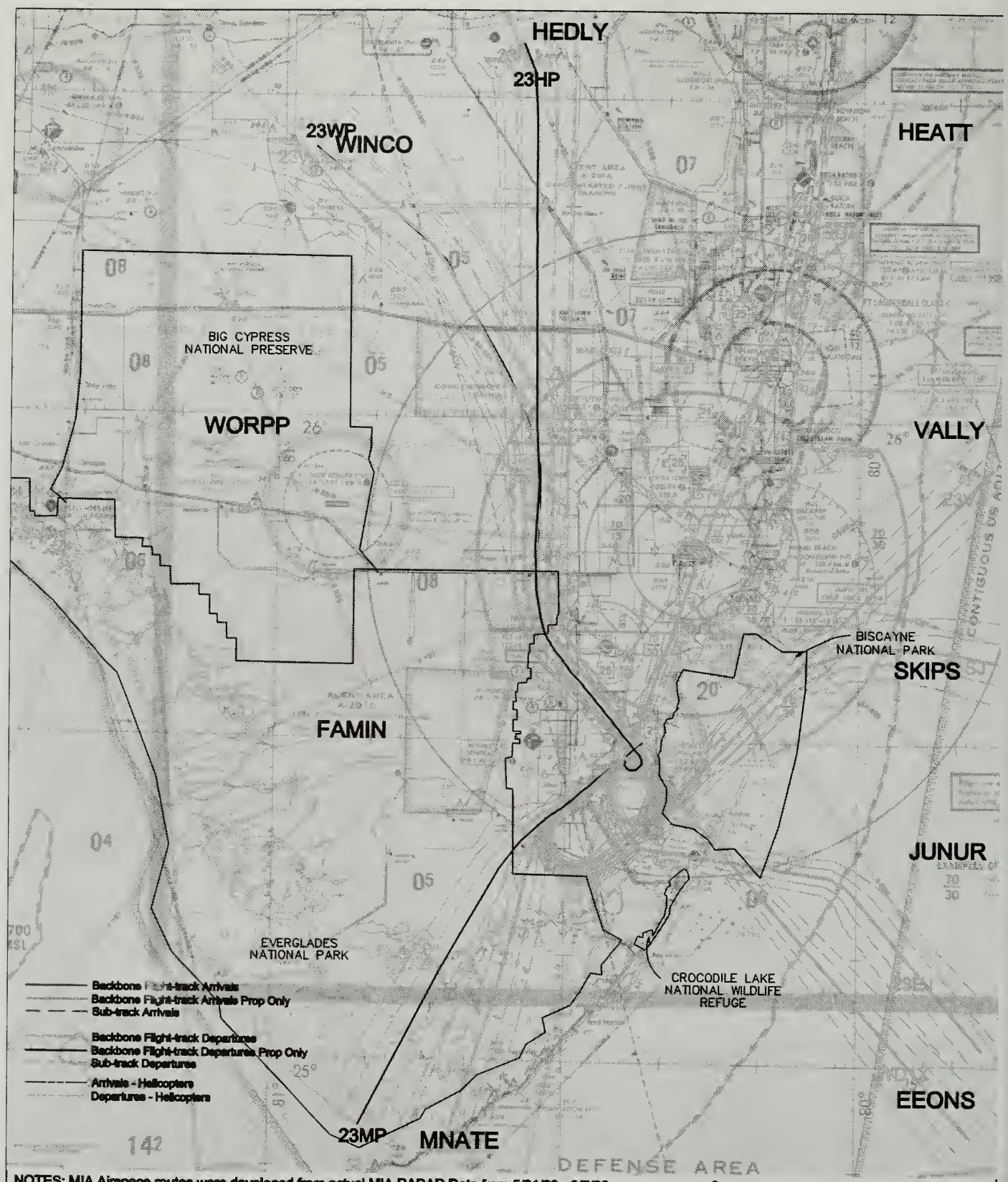
HOMESTEAD SEIS

LandrumBrown

HST WEST FLOW - ARRIVALS
FUTURE PROPOSED CIVIL ITINERANT
BACKBONE & DISPERSED TRACKS

EXHIBIT II-7

FileName: P:\Hst\Gis\CAD\HST-EXHIBITS\HST-WPROJ-TRKS.DWG Date: 11/02/99 @ 08:24:47



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998, published by National Oceanic Atmospheric Administration for air navigation use.

HOMESTEAD SEIS	LandrumBrown	HST WEST FLOW – DEPARTURES FUTURE PROPOSED CIVIL ITINERANT BACKBONE & DISPERSED TRACKS	EXHIBIT II-8

FileName: P:\Hst\Gis\CAD\HST-EXHIBITS\HST-WPROJ-TRKS.DWG Date: 11/02/99 @ 08:24:47

Military and customs aircraft are assigned to flight tracks developed for the Draft 1997 AICUZ study assessment of noise patterns at the facility. **Exhibits II-9 and II-10** provide illustrations of the location of the itinerant military tracks in east and west flow respectively. **Exhibit II-11** indicates the local pattern tracks used by military and civilian aircraft at the facility.

- Time of Day of Operations

The time of day when aircraft operate is the third critical component of the INM input data, particularly when the DNL, which carries a penalty for night operations, is used. There is no valid way to independently forecast the distribution of operations between the day and night hours for a new airport. One may however, assume that the day-night operational characteristics of nearby airports serving the same general purpose as the new airport would apply. The draft 1997 AICUZ study assumed no military operations between 10 p.m. and 7 a.m. Current estimates from the Air National Guard and Customs are that their combined nighttime operations average only about 12 a month. This is not a sufficient number to noticeably affect DNL calculations. For purposes of this analysis, Military/U.S. Customs nighttime operations are assumed to be zero.

A comparison of the character of the projected Homestead Regional civil aircraft operations with the operations at other regional airports indicated that its future character is more likely to be more like Fort Lauderdale-Hollywood International Airport (FLL) than either MIA or the large general aviation airports in the area. Therefore, the day-night traffic distribution forecast for FLL was assumed to be representative of the same distribution at Homestead. **Table II-4** provides the assumed day/night distribution for civil jets and props and government aircraft used in this analysis.

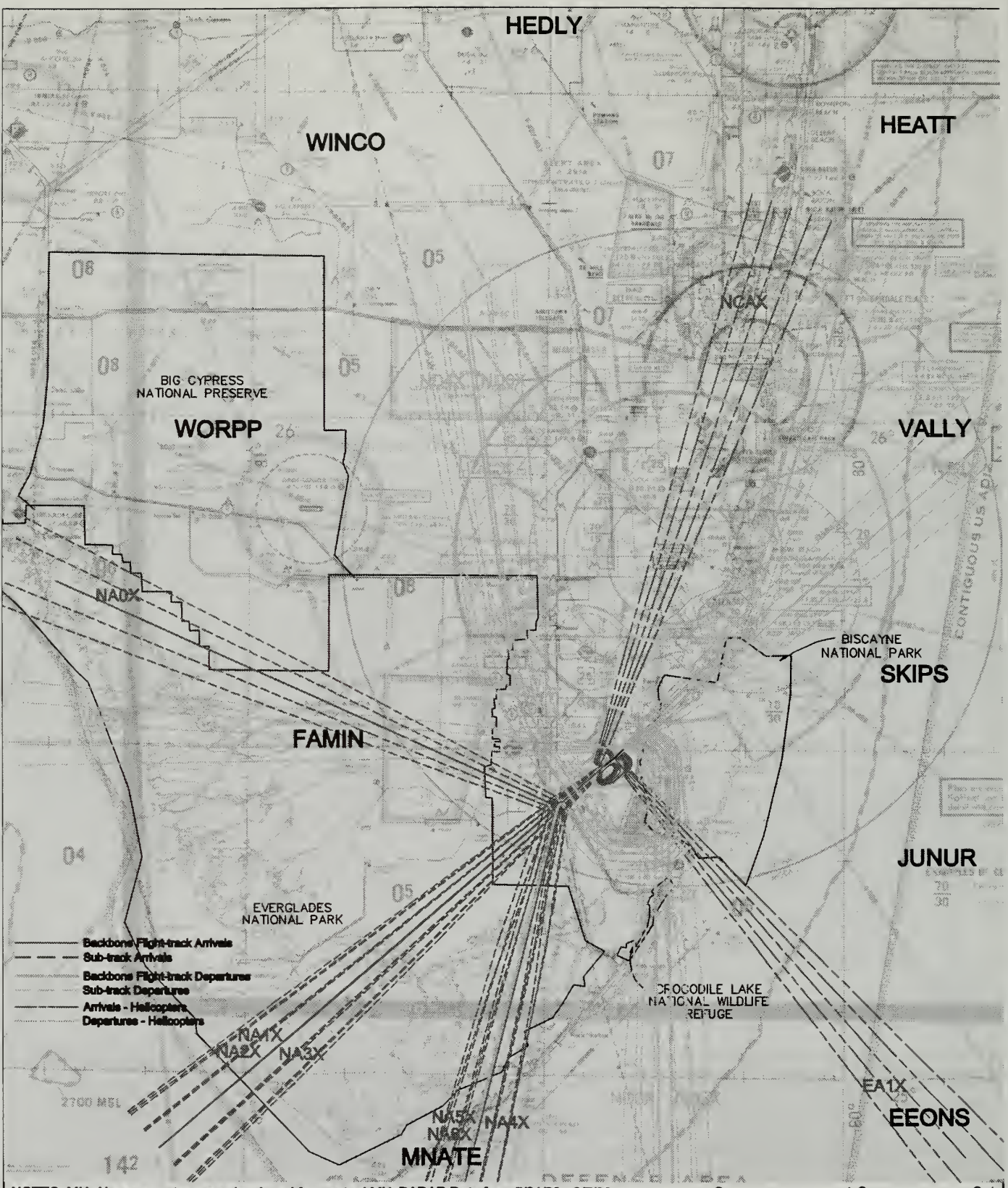
Table II-4
Assumed Day-Night Traffic Distributions
Homestead Regional Airport

Aircraft Type	Day (7 a.m. – 10 p.m.)	Night (10 p.m. - 7 a.m.)
Civil Jets	90.3%	9.7%
Civil Prop	93.8%	6.2%
Military/U.S. Customs	100%	0%

Source: 1997 INM data input files for FLL and Draft 1997 AICUZ Study for Homestead Air Reserve Base.

- Runway Utilization

The fourth critical component of the noise distribution pattern developed by the INM is the projected runway utilization at the airport. Projected use of the runways at Homestead Regional Airport can be based on an assessment of previous evaluations conducted for the facility. In southern Florida, each airport operates in east flow approximately 90% of the time. This means that aircraft primarily approach the airport from the west, landing to the east, and they depart the airport towards the east. Forecasts of operations at both MIA and FLL indicate this dominant characteristic on runway configurations that are aligned east-west. The single runway alignment at Homestead is northeast-southwest and does not have the crosswind runway that is available at other airports in the region. Consequently, the use at Homestead might be expected to differ slightly from the regional norms. The draft 1997 AICUZ Study for Homestead AFRB and its predecessor, the 1988 AICUZ study for Homestead AFB were evaluated to determine the runway usage used in each study for the facility.[v] Each indicated the use of easterly flow more frequently than 90%. It was assumed that the average annual flow used by the two AICUZ studies



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

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GRAPHIC SCALE IN NAUTICAL MILES

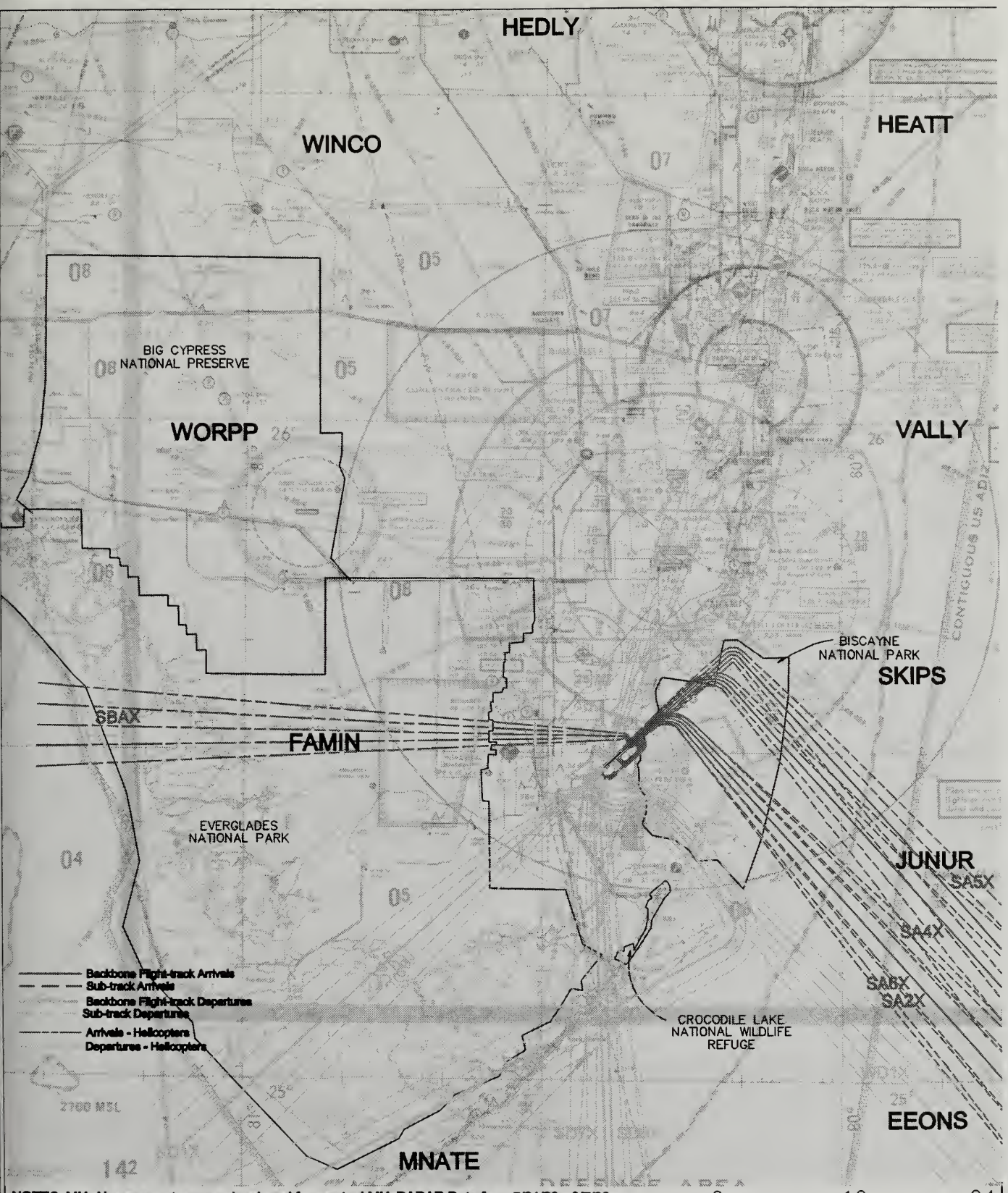
HOMESTEAD SEIS

LandrumBrown

HST EAST FLOW FUTURE PROPOSED
ITINERANT MILITARY / GOVERNMENT
BACKBONE & DISPERSED FLIGHT TRACKS

EXHIBIT II-9

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NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998,
published by National Oceanic Atmospheric Administration for air navigation use.

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GRAPHIC SCALE IN NAUTICAL MILES

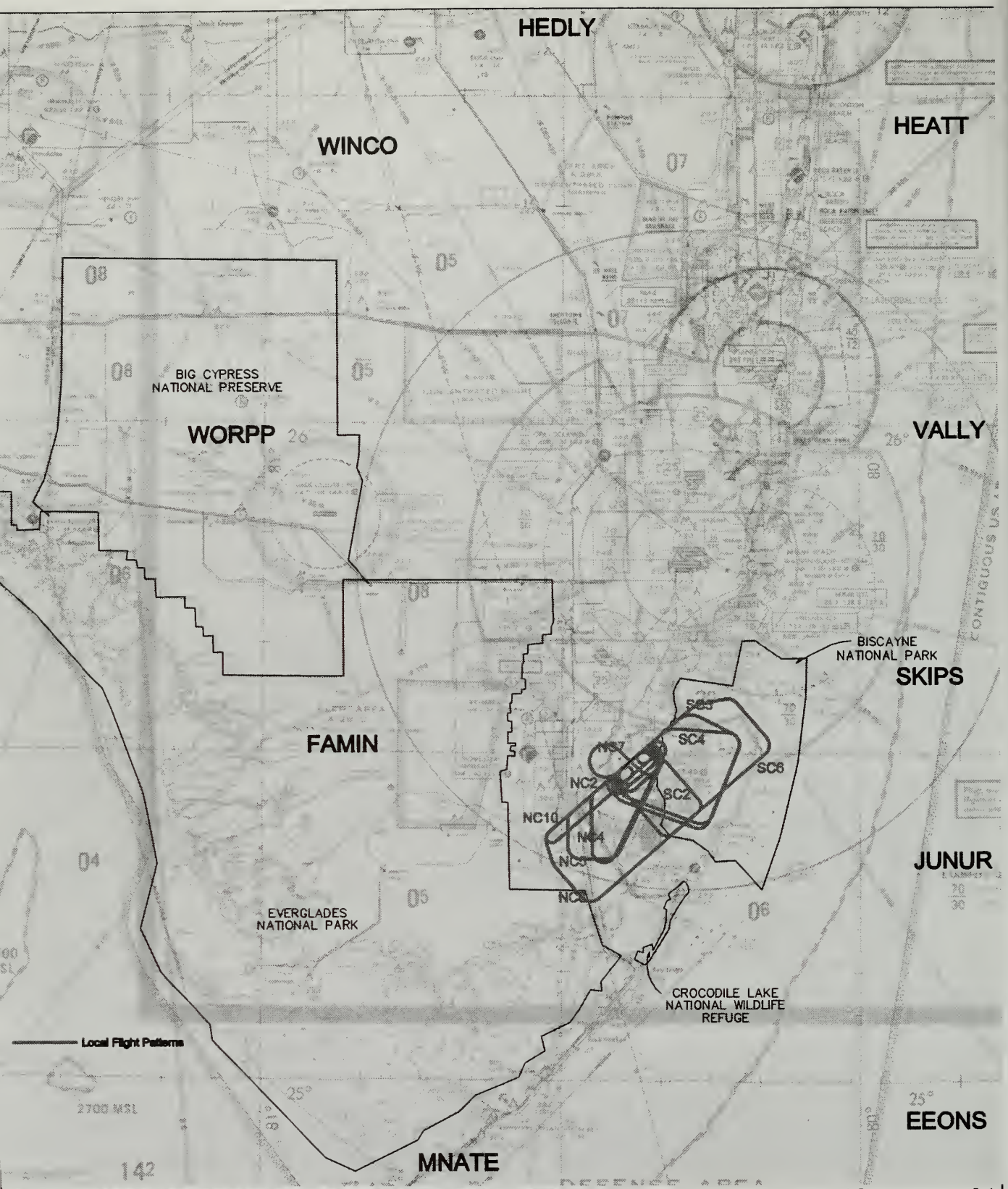
HOMESTEAD SEIS

LandrumBrown

HST WEST FLOW FUTURE PROPOSED ITINERANT MILITARY / GOVERNMENT BACKBONE & DISPERSED FLIGHT TRACKS

EXHIBIT II-10

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NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
Future Proposed HST Airspace Routes were developed in consultation with Miami TRACON.
Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998, published by National Oceanic Atmospheric Administration for air navigation use.

0 12 24
GRAPHIC SCALE IN NAUTICAL MILES

HOMESTEAD SEIS

LandrumBrown

HST EXISTING & FUTURE
LOCAL FLIGHT PATTERN TRACKS

EXHIBIT
II-11

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would represent the expected runway use conditions for the future at Homestead Regional Airport. **Table II-5** presents this distribution.

Table II-5
Assumed Runway Utilization Rate
Homestead Regional Airport

Operation Type	Runway 05 (east flow)	Runway 23 (west flow)
Take-off	94.0%	6.0%
Landing	92.1%	7.9%

Source: Average of Draft 1997 and 1988 AICUZ studies for Homestead Air Reserve Base.

- Weight-Distance Relationships for Civil Jet Departures

A special consideration of INM modeling is the use of climb rates for departing aircraft that are directly related to the weight of the aircraft. Since there is no information about anticipated distances of flight for the aircraft forecast to use Homestead, the following assumptions were made.

- General aviation, turboprop regional jet and maintenance jet aircraft would use the single default climb rate set forth by the INM, modified by the constraints of the previous section.
- Narrow-body passenger and cargo jet aircraft to domestic and international locations were assigned weights that would allow flight to destinations located 500 to 1,000 miles from Miami.
- Wide-body and Boeing 757 passenger and cargo jet aircraft to international and domestic locations were assigned weights that would accommodate flight to destinations beyond 1,500 miles.
- Military and helicopter aircraft were not assigned weight categories, but rather were programmed in accordance with the special climb rates available from the 1997 AICUZ data files.

This data is important to the modeling because the heavier an aircraft is when it departs, the more runway length is used for the takeoff roll and the slower its rate of climb. These climb rates are used in the development of the modified profiles discussed in the previous section.

- Aircraft Altitude Profiles

The rates at which aircraft descend to or climb from an airport's runways comprise the fifth component of noise evaluation by the INM. For this evaluation, climb profiles were developed for aircraft type following each departure path and each approach route. The INM's default databases include this information for conditions where the rate of climb or descent is not restricted by the use of adjacent airspace. However, in the complex airspace of southern Florida, where several airports will use the same fixes for arrivals and departures, and where flight paths to and from different airports cross, the consideration of the flight route in the vertical dimension is required. Flight track exhibits include the data necessary to discuss the altitude relationships in the area.

The NOISEMAP input data of the draft 1997 AICUZ study provided altitude-distance profiles for each aircraft in that study, along each flight track. Because the military traffic now operates within the airspace constraints of the region, no substantive changes to the military profile patterns were considered necessary, other than to bring them into conformance with INM input requirements.\[vi]

Conversely, however, civilian aircraft do not now generally operate from Homestead. They would, in the future, be required to operate within the constraints imposed by other airports, particularly MIA, when approaching or departing Homestead. Except as noted in the following paragraphs, the altitudes along departure and approach corridors are assumed to reflect unrestricted climbs or descents from 18,000 feet MSL (above sea level). The unconstrained rates of climb are dependent on the type of aircraft flown. The descent rates are assumed to be either 1) a continuous 3 degrees of descent in accordance with the INM default; or 2) reflective of step-down (stair step) procedures used to separate traffic of various types in their initial and final approaches.

Generally, small single and twin-engine general aviation piston propeller aircraft are expected to fly at low altitudes between 2,000 and 5,000 feet MSL, except when landing or taking off from the airport. Helicopter aircraft are expected to climb to and maintain 1,000 feet MSL during their courses through the area. Jets operating in the closed local pattern are assumed to fly at 1,500 feet MSL until in final approach. Propeller aircraft in the local pattern are assumed to fly at a 900 feet MSL pattern altitude.

The altitudes anticipated along each departure and approach path leading from and to Homestead Regional Airport are indicated on exhibits presented in the Airport Planning Data Technical Report.

In east flow, the following altitude restrictions would apply to departures:

- Jet and turboprop departures to WINCO and HEDLY would turn right and climb along the flight path until reaching an altitude of 5,000 feet MSL. They would maintain that altitude until crossing under the downwind approach from JUNUR and HEATT to Homestead. When clear of approach traffic, they may climb unrestricted to cross over the MIA approaches from FAMIN and WORPP at 10,000 feet MSL or more. This course overflys the western portion of Biscayne NP at 5,000 feet MSL.
- Jet and turboprop departures to VALLY would turn right and climb along the flight path until reaching an altitude of 5,000 feet MSL. They would maintain that altitude until crossing under the downwind approach from JUNUR and HEATT to Homestead. When clear of approach traffic, they may climb unrestricted to cross over the MIA approaches from JUNUR and HEATT at 10,000 feet MSL or more. This course overflys the western portion of Biscayne NP at 5,000 feet MSL.
- Jet and turboprop departures to SKIPS would turn right and climb along the flight path until reaching an altitude of 7,000 feet MSL. They would maintain that altitude until crossing under the JUNUR approach course to MIA. When clear of approach traffic, they may climb unrestricted. This course overflys the center of Biscayne NP at 7,000 feet MSL.
- Jet and turboprop departures to EEONS and MNATE would turn right and climb along the flight path until reaching an altitude of 5,000 feet MSL. They would maintain that altitude until crossing under the downwind approach from JUNUR and HEATT to Homestead. When clear of approach traffic, they may climb unrestricted. This course overflys the western portion of Biscayne NP at 5,000 feet MSL.

The following altitude restrictions would apply to east flow approaches:

- Jet and turboprop approaches from WORPP would cross the fix at 9,000 feet and 5,000 feet MSL respectively, and maintain that altitude until reaching FAMIN. After passing FAMIN, they would descend and enter the final approach course at 3,000 feet MSL.
- Jet and turboprop approaches from FAMIN would cross the fix at 9,000 feet and 5,000 feet MSL respectively, join WORPP traffic and descend to enter the final approach course at 3,000 feet MSL.

- Jet and turboprop approaches from HEATT cross over the JUNUR approach to MIA at 9,000 feet MSL, then descend to intercept the downwind segment of the Homestead approach at 6,000 feet MSL. They would then descend to enter the final approach course at 3,000 feet MSL
- Jet and turboprop approaches from JUNUR would cross the fix at 10,000 feet MSL and 8,000 feet MSL respectively, and then descend to intercept the downwind approach at 6,000 feet MSL. They would then descend to enter the final approach course at 3,000 feet MSL.

When in west flow, the airspace restraints on climb and descent are slightly different than those of east flow. West flow altitude restrictions on departures are:

- Jet and turboprop departures to WINCO and HEDLY would climb unrestricted to cross over the airport at or above 10,000 feet MSL and cross the MIA approaches from WORPP and FAMIN at or above 16,000 feet MSL.
- Jet and turboprop departures to VALLY and SKIPS would climb unrestricted to pass abeam Homestead at 10,000 feet MSL and then climb unrestricted to 16,000 feet MSL and above.
- Jet and turboprop departures to EEONS would climb and maintain 5,000 feet MSL to pass under VALLY/SKIPS departures from Homestead and then climb unrestricted to 16,000 feet MSL and above.
- Jet and turboprop departures to MNATE would climb unrestricted to 16,000 feet MSL and above.

West flow constraints on approach operations are:

- Jets, turboprop and light general aviation prop aircraft would cross the WORPP fix at 10,000 feet MSL, 8,000 feet MSL, and 5,000 feet MSL respectively, and maintain that altitude until reaching the FAMIN intersection. They would then descend/fly level to intercept the left downwind approach at 5,000 feet MSL and the final approach course at 3,000 feet MSL.
- Jets, turboprop and light general aviation prop aircraft would cross the FAMIN fix at 10,000 feet MSL, 8,000 feet MSL, and 5,000 feet MSL respectively, joining the inbound traffic from the WORPP fix. They would then descend/fly level to intercept the left downwind approach at 5,000 feet MSL and the final approach course at 3,000 feet MSL.
- Jet and turboprop approaches from HEATT would cross the JUNUR approaches to MIA at 10,000 feet MSL. They would then descend and fly over the top of Homestead Regional Airport at 9,000 feet MSL, then descend to intercept the downwind portion of the Homestead approach at 6,000 feet MSL. After intercepting the downwind approach, they would descend and intercept the final approach course at 3,000 feet MSL.
- Jet and turboprop approaches from JUNUR would cross the fix at 9,000 feet MSL and 6,000 feet MSL respectively, and then intercept the left base approach at 3,000 feet MSL. They would then fly level to intercept the final approach course at 3,000 feet MSL.

Special departure and approach profiles were developed for each aircraft type projected to operate at Homestead in future years. The general rule for the development of these altitude-distance profiles was that an aircraft was assumed to climb or descend unrestricted until reaching the constraining altitude, at which point it would transition to a level flight segment until beyond the area of constraint. This generally results in a stair-step altitude-distance profile. The effect of these INM profile modifications is that aircraft are normally at lower altitudes at greater distances from the airport than would be the case with unrestricted climbs, resulting in higher noise levels at greater distances from the airport than would normally be the case. In all cases, the altitude of an aircraft along a given route may vary between way points for reasons of poor weather or airspace conflicts, as well as by pilot technique. There is no way to predict the degree of this variability.

- Flight Heading Distributions

The assignment of the aircraft using the airport to the flight paths discussed above is the synthesis of the input data preparation. Each operation that occurs during the time under consideration must be factored by the runway usage, its projected time of day, and its expected flight corridor. In general, five basic premises apply to the distribution of the projected traffic.

- Military and customs traffic would continue to operate as they do during the current condition.
- Caribbean and Latin American passenger operations would be distributed among the SKIPS, EEONS and MNATE fixes for departure and the JUNUR and FAMIN fixes for arrivals.
- Domestic passenger operations would be distributed among the WINCO, HEDLY and VALLY departure fixes and the WORPP and HEATT arrival fixes.
- All other civil operations would be distributed among all fixes in direct proportion to the distributions set forth in Table 15 of the Airport/Airspace Planning Data Technical Memorandum, Section 3 (October 7, 1998), with the exception of itinerant, prop general aviation operations.
- A limited amount of total general aviation operations (5% or less) would be assigned to each fix serving the Caribbean and Latin America.

Using these assumptions, the civilian traffic is distributed for purposes of this analysis in accordance with the fix utilization indicated in **Table II-6.**

Table II-6
Assumed Civil Traffic Distribution Percentages by Departure or Arrival Fix
Homestead Regional Airport

	Latin/Caribbean Pax. Operations		Domestic Pax. Operations		Light GA Traffic		All Other Civil Traffic	
Fix	East Flow	West Flow	East Flow	West Flow	East Flow	West Flow	East Flow	West Flow
Departure								
WINCO	-	-	36.8	39.8	33	35	21	21
HEDLY	-	-	35.1	40.7	32	37	20	22
VALLY	-	-	28.1	20.4	25	18	16	11
SKIPS	41.9	43.5	-	-	3	3	18	20
EEONS	20.9	21.7	-	-	2	2	9	10
MNATE	37.2	34.8	-	-	5	5	16	16
Approach								
WORPP	-	-	42.3	38.3	38	35	22	23
HEATT	-	-	57.7	61.7	52	55	30	37
JUNUR	62.5	65.0	-	-	5	5	30	26
FAMIN	37.5	35.0	-	-	5	5	18	14

Source: Landrum & Brown, 1999

Tables II-7 through II-16 provide the average daily operational distribution of individual civil aircraft types to flight tracks between each runway end and each fix. **Tables II-17 and II-18** indicate the distribution of military and customs traffic to itinerant arrivals and departures by those aircraft. **Table II-19** provides the distribution of local military and government traffic onto the closed racetrack patterns on the south side of the airport. **Table II-20** provides similar local pattern information for civilian traffic. Local military/government traffic is estimated to remain constant, while the number of local civilian operations is assumed to vary with time. The data provided in these tables are formatted for INM processing and result in the various noise distribution patterns discussed in later sections of this document.

- Ground Run-up Activity

Aircraft maintenance run-up activity was also included in the noise modeling input data. As previously mentioned, the noise modeling data from the draft 1997 AICUZ study was evaluated and converted into an INM compatible format. This data also included information on run-up activity. The information indicates that virtually all of the run-up activity at Homestead is generated by the military maintenance of the F-16 aircraft.

In order to determine the expected run-up activity for the baseline and future conditions, the F-16 flight operations from the draft 1997 AICUZ study were compared to the expected level F-16 flight operations in the base year. The level of run-up activity present in the AICUZ noise modeling was then adjusted in correlation with the change in

F-16 flight activity between the AICUZ study and the baseline conditions of this analysis. These adjusted run-up operations were then included in the noise modeling for this study. In addition, the AICUZ run-up data provided information regarding the location and power setting for the F-16 run-up activity. This location and thrust information was applied to the adjusted 1997 run-up operations in the same proportions used in the AICUZ study.

The results of the analysis described in the previous paragraph reveal that there are approximately 2.5 hours of F-16 run-ups on the average day at Homestead. Generally, all of the run-up operations are conducted during the daytime hours, sometime between 7:00am to 10:00pm. The analysis indicates that about 40 minutes of the 2.5 hours of run-ups are conducted within the hush-house facility. While the remaining run-ups are typically conducted outside at various aircraft parking positions, there is generally only about 6 minutes of full power run-ups per day. The remainder of the run-up activity is conducted at moderate to low thrust settings.

Based upon the traditional relationships between run-up noise and flight noise by civilian aircraft, as well as the low number of forecast annual operations associated with aircraft maintenance, run-ups by civilian aircraft were determined not to add sufficiently to the noise level in the airport environs to affect the noise modeling.

II.C.2. Other Airports

Activity information for other airports in the region was developed from a variety of sources. These include Miami International, Fort Lauderdale-Hollywood, Kendall- Tamiami Executive and Homestead General Aviation Airports. They are addressed individually by airport. While the Dade County Aviation System Plan also projected general aviation activity at Opa-Locka Airport, Opa-Locka West Airport and Dade-Collier Training and Transition Airport, those facilities were not assessed in this analysis. Radar operations information did not indicate that flights from Opa-Locka or Opa-Locka West Airport passed

Table II-7
Homestead Regional Airport SEIS
Civilian Departure Operations by Flight Track
Average Daily Itinerant Traffic by Year
WINCO Fix

	East Traffic Flow (Runway 5) Track 05WJ or 05WP								West Traffic Flow (Runway 23) Track 23WJ or 23WP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.34	0.04	0.93	0.10	4.48	0.48	0.00	0.00	0.02	0.00	0.06	0.01	0.30	0.03
B-727 (727EM2)	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.34	0.04	0.93	0.10	4.48	0.48	0.00	0.00	0.02	0.00	0.06	0.01	0.30	0.03
B-737-500 (737500)	0.00	0.00	0.34	0.04	0.93	0.10	4.48	0.48	0.00	0.00	0.02	0.00	0.06	0.01	0.30	0.03
B-757 (757RR)	0.00	0.00	0.00	0.00	0.93	0.10	3.00	0.32	0.00	0.00	0.00	0.00	0.06	0.01	0.20	0.02
B-767 (767300)	0.00	0.00	0.01	0.00	0.55	0.06	0.80	0.09	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	0.33	0.03	4.93	0.53	0.00	0.00	0.00	0.00	0.02	0.00	0.33	0.04
Lear, Citation (LEAR35)	0.27	0.03	0.33	0.03	0.55	0.06	0.83	0.09	0.02	0.00	0.02	0.00	0.04	0.00	0.05	0.01
MD-11 (MD11GE)	0.00	0.00	0.01	0.00	0.55	0.06	0.80	0.09	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
MD-80 (MD82)	0.00	0.00	0.39	0.04	3.90	0.40	4.02	0.43	0.00	0.00	0.03	0.00	0.24	0.02	0.26	0.03
Subtotal Jets	0.27	0.03	1.81	0.19	9.39	1.01	27.80	2.99	0.02	0.00	0.12	0.01	0.61	0.07	1.85	0.20
ATR-42 (DHC830)	0.00	0.00	0.02	0.00	0.21	0.01	0.31	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00
C150, C172 (COMSEP)	5.53	0.37	6.13	0.41	8.05	0.53	10.82	0.71	0.38	0.02	0.41	0.03	0.54	0.04	0.73	0.05
Cessna Caravan (CNA441)	0.00	0.00	0.13	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.02	0.00	0.21	0.01	0.31	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00
King Air (DHC6)	0.00	0.00	0.13	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	2.15	0.14	2.64	0.17	3.86	0.25	7.83	0.52	0.14	0.01	0.18	0.01	0.26	0.02	0.53	0.04
Rotorcraft	0.41	0.03	0.59	0.04	0.78	0.05	1.17	0.08	0.03	0.00	0.04	0.00	0.06	0.00	0.08	0.00
SF3 (SF340)	0.00	0.00	0.02	0.00	0.21	0.01	0.31	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00
SWM (DHC6)	0.00	0.00	0.02	0.00	0.21	0.01	0.31	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00
Subtotal Props	8.09	0.54	9.71	0.64	13.50	0.89	21.04	1.39	0.54	0.04	0.65	0.04	0.92	0.06	1.42	0.09
Total Operations	8.37	0.56	11.52	0.84	22.89	1.90	48.85	4.38	0.56	0.04	0.77	0.06	1.53	0.13	3.27	0.29

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Homestead Regional Airport SEIS
Civilian Departure Operations by Flight Track
Average Daily Itinerant Traffic by Year
HEDLY Fix

	East Traffic Flow (Runway 5) Track 05HJ or 05HP								West Traffic Flow (Runway 23) Track 23HJ or 23HP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.32	0.03	0.88	0.10	4.26	0.46	0.00	0.00	0.02	0.00	0.07	0.01	0.32	0.03
B-727 (727EM2)	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.32	0.03	0.88	0.10	4.26	0.46	0.00	0.00	0.02	0.00	0.07	0.01	0.32	0.03
B-737-500 (737500)	0.00	0.00	0.32	0.03	0.88	0.10	4.26	0.46	0.00	0.00	0.02	0.00	0.07	0.01	0.32	0.03
B-757 (757RR)	0.00	0.00	0.00	0.00	0.89	0.10	2.85	0.31	0.00	0.00	0.00	0.00	0.06	0.01	0.21	0.02
B-767 (767300)	0.00	0.00	0.01	0.00	0.52	0.06	0.77	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	0.31	0.03	4.69	0.50	0.00	0.00	0.00	0.00	0.02	0.00	0.35	0.04
Lear, Citation (LEAR35)	0.26	0.03	0.31	0.03	0.52	0.06	0.79	0.08	0.02	0.00	0.02	0.00	0.04	0.00	0.06	0.01
MD-11 (MD11GE)	0.00	0.00	0.01	0.00	0.52	0.06	0.77	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
MD-80 (MD82)	0.00	0.00	0.37	0.04	3.53	0.38	3.83	0.41	0.00	0.00	0.03	0.00	0.25	0.03	0.27	0.03
Subtotal Jets	0.26	0.03	1.73	0.19	8.94	0.96	26.48	2.84	0.02	0.00	0.13	0.01	0.64	0.07	1.93	0.21
ATR-42 (DHC830)	0.00	0.00	0.02	0.00	0.20	0.01	0.29	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00
C150, C172 (COMSEP)	5.37	0.35	5.96	0.39	7.80	0.52	10.49	0.69	0.59	0.04	0.66	0.04	0.85	0.06	1.15	0.08
Cessna Caravan (CNA441)	0.00	0.00	0.13	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.02	0.00	0.20	0.01	0.29	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00
King Air (DHC6)	0.00	0.00	0.13	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	2.08	0.14	2.56	0.17	3.74	0.25	7.59	0.50	0.23	0.01	0.28	0.02	0.41	0.03	0.83	0.06
Rotorcraft	0.40	0.03	0.57	0.04	0.75	0.05	1.13	0.08	0.05	0.00	0.07	0.00	0.08	0.01	0.12	0.01
SF3 (SF340)	0.00	0.00	0.02	0.00	0.20	0.01	0.29	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00
SWM (DHC6)	0.00	0.00	0.02	0.00	0.20	0.01	0.29	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00
Subtotal Props	7.85	0.52	9.42	0.62	13.08	0.86	20.37	1.35	0.86	0.06	1.03	0.07	1.41	0.09	2.20	0.15
Total Operations	8.11	0.55	11.15	0.81	22.02	1.82	46.85	4.19	0.88	0.06	1.15	0.08	2.05	0.16	4.13	0.35

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Table II-9
Homestead Regional Airport SEIS
Civilian Departure Operations by Flight Track
Average Daily Itinerant Traffic by Year
VALLY Fix

	East Traffic Flow (Runway 5) Track 05VJ or 05VP								West Traffic Flow (Runway 23) Track 23VJ or 23VP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.26	0.03	0.71	0.08	3.41	0.37	0.00	0.00	0.01	0.00	0.03	0.00	0.16	0.02
B-727 (727EM2)	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.26	0.03	0.71	0.08	3.41	0.37	0.00	0.00	0.01	0.00	0.03	0.00	0.16	0.02
B-737-500 (737500)	0.00	0.00	0.26	0.03	0.71	0.08	3.41	0.37	0.00	0.00	0.01	0.00	0.03	0.00	0.16	0.02
B-757 (757RR)	0.00	0.00	0.00	0.00	0.71	0.08	2.28	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.10	0.01
B-767 (767300)	0.00	0.00	0.01	0.00	0.42	0.04	0.61	0.07	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	0.25	0.03	3.75	0.40	0.00	0.00	0.00	0.00	0.01	0.00	0.17	0.02
Lear, Citation (LEAR35)	0.21	0.02	0.25	0.03	0.42	0.04	0.63	0.07	0.01	0.00	0.01	0.00	0.02	0.00	0.03	0.00
MD-11 (MD11GE)	0.00	0.00	0.01	0.00	0.42	0.04	0.61	0.07	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00
MD-80 (MD82)	0.00	0.00	0.30	0.03	2.82	0.30	3.06	0.33	0.00	0.00	0.01	0.00	0.12	0.01	0.13	0.01
Subtotal Jets	0.21	0.02	1.38	0.15	7.15	0.77	21.18	2.28	0.01	0.00	0.06	0.01	0.32	0.03	0.97	0.10
ATR-42 (DHC830)	0.00	0.00	0.02	0.00	0.16	0.01	0.23	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00
C150, C172 (COMSEP)	4.19	0.28	5.96	0.39	6.10	0.40	5.24	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cessna Caravan (CNA441)	0.00	0.00	0.10	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.02	0.00	0.16	0.01	0.23	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00
King Air (DHC6)	0.00	0.00	0.10	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	1.62	0.11	2.56	0.17	2.92	0.19	3.80	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rotorcraft	0.31	0.02	0.57	0.04	0.59	0.04	0.57	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SF3 (SF340)	0.00	0.00	0.02	0.00	0.16	0.01	0.23	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00
SWM (DHC6)	0.00	0.00	0.02	0.00	0.16	0.01	0.23	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00
Subtotal Props	6.13	0.40	9.35	0.62	10.23	0.68	10.54	0.70	0.00	0.00	0.01	0.00	0.03	0.00	0.04	0.00
Total Operations	6.33	0.43	10.74	0.77	17.38	1.44	31.72	2.97	0.01	0.00	0.07	0.01	0.35	0.04	1.01	0.11

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Homestead Regional Airport SEIS
Civilian Departure Operations by Flight Track
Average Daily Itinerant Traffic by Year
SWIMM Fix

	East Traffic Flow (Runway 5) Track 05SJ or 05SP								West Traffic Flow (Runway 23) Track 23SJ or 23SP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.01	0.00	0.75	0.08	2.88	0.31	0.00	0.00	0.00	0.00	0.05	0.01	0.19	0.02
B-727 (727EM2)	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.01	0.00	0.75	0.08	2.88	0.31	0.00	0.00	0.00	0.00	0.05	0.01	0.19	0.02
B-737-500 (737500)	0.00	0.00	0.01	0.00	0.75	0.08	2.88	0.31	0.00	0.00	0.00	0.00	0.05	0.01	0.19	0.02
B-757 (757RR)	0.00	0.00	0.00	0.00	0.66	0.07	1.10	0.12	0.00	0.00	0.00	0.00	0.05	0.01	0.08	0.01
B-767 (767300)	0.00	0.00	0.01	0.00	0.54	0.06	0.76	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	3.53	0.38	13.87	1.49	0.00	0.00	0.00	0.00	0.23	0.03	0.92	0.10
Lear, Citation (LEAR35)	0.23	0.03	0.28	0.03	0.47	0.05	0.71	0.08	0.02	0.00	0.02	0.00	0.03	0.00	0.05	0.01
MD-11 (MD11GE)	0.00	0.00	0.01	0.00	0.54	0.06	0.76	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
MD-80 (MD82)	0.00	0.00	0.05	0.01	3.18	0.34	3.45	0.37	0.00	0.00	0.00	0.00	0.22	0.02	0.24	0.03
Subtotal Jets	0.23	0.03	0.44	0.05	11.16	1.20	29.28	3.15	0.02	0.00	0.03	0.00	0.76	0.08	1.97	0.21
ATR-42 (DHC830)	0.00	0.00	0.60	0.04	3.75	0.25	3.82	0.25	0.00	0.00	0.04	0.00	0.25	0.02	0.25	0.02
C150, C172 (COMSEP)	0.51	0.03	0.55	0.04	0.73	0.05	0.98	0.07	0.03	0.00	0.04	0.00	0.05	0.00	0.07	0.00
Cessna Caravan (CNA441)	0.00	0.00	0.11	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.60	0.04	3.75	0.25	3.83	0.25	0.00	0.00	0.04	0.00	0.25	0.02	0.25	0.02
King Air (DHC6)	0.00	0.00	0.11	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	0.20	0.01	0.24	0.02	0.35	0.02	0.71	0.05	0.01	0.00	0.02	0.00	0.02	0.00	0.05	0.00
Rotorcraft	0.04	0.00	0.06	0.00	0.08	0.00	0.10	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
SF3 (SF340)	0.00	0.00	0.60	0.04	3.75	0.25	3.82	0.25	0.00	0.00	0.04	0.00	0.25	0.02	0.25	0.02
SWM (DHC6)	0.00	0.00	0.60	0.04	3.75	0.25	3.82	0.25	0.00	0.00	0.04	0.00	0.25	0.02	0.25	0.02
Subtotal Props	0.74	0.05	3.46	0.23	16.17	1.07	17.10	1.13	0.04	0.00	0.23	0.02	1.06	0.07	1.14	0.08
Total Operations	0.98	0.07	3.90	0.28	27.33	2.27	46.38	4.28	0.05	0.00	0.26	0.02	1.83	0.15	3.11	0.29

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Table II-11
Homestead Regional Airport SEIS
Civilian Departure Operations by Flight Track
Average Daily Itinerant Traffic by Year
ELLEE Fix

	East Traffic Flow (Runway 5) Track 05EJ or 05EP								West Traffic Flow (Runway 23) Track 23EJ or 23EP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.00	0.00	0.38	0.04	1.44	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.10	0.01
B-727 (727EM2)	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.00	0.00	0.38	0.04	1.44	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.10	0.01
B-737-500 (737500)	0.00	0.00	0.00	0.00	0.38	0.04	1.44	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.10	0.01
B-757 (757RR)	0.00	0.00	0.00	0.00	0.33	0.04	0.55	0.06	0.00	0.00	0.00	0.00	0.02	0.00	0.04	0.00
B-767 (767300)	0.00	0.00	0.01	0.00	0.27	0.03	0.38	0.04	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	1.77	0.19	6.94	0.75	0.00	0.00	0.00	0.00	0.12	0.01	0.46	0.05
Lear, Citation (LEAR35)	0.12	0.01	0.14	0.01	0.24	0.03	0.35	0.04	0.01	0.00	0.01	0.00	0.02	0.00	0.03	0.00
MD-11 (MD11GE)	0.00	0.00	0.01	0.00	0.27	0.03	0.38	0.04	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00
MD-80 (MD82)	0.00	0.00	0.03	0.00	1.59	0.17	1.72	0.19	0.00	0.00	0.00	0.00	0.11	0.01	0.12	0.01
Subtotal Jets	0.12	0.01	0.22	0.02	5.58	0.60	14.64	1.57	0.01	0.00	0.02	0.00	0.38	0.04	0.99	0.11
ATR-42 (DHC830)	0.00	0.00	0.30	0.02	1.88	0.12	1.91	0.13	0.00	0.00	0.02	0.00	0.12	0.01	0.13	0.01
C150, C172 (COMSEP)	0.34	0.02	0.38	0.02	0.49	0.03	0.66	0.04	0.02	0.00	0.03	0.00	0.03	0.00	0.04	0.00
Cessna Caravan (CNA441)	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.30	0.02	1.88	0.12	1.91	0.13	0.00	0.00	0.02	0.00	0.12	0.01	0.13	0.01
King Air (DHC6)	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	0.13	0.01	0.16	0.01	0.23	0.02	0.48	0.03	0.01	0.00	0.01	0.00	0.02	0.00	0.03	0.00
Rotorcraft	0.03	0.00	0.04	0.00	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SF3 (SF340)	0.00	0.00	0.30	0.02	1.88	0.12	1.91	0.13	0.00	0.00	0.02	0.00	0.12	0.01	0.13	0.01
SWM (DHC6)	0.00	0.00	0.30	0.02	1.88	0.12	1.91	0.13	0.00	0.00	0.02	0.00	0.12	0.01	0.13	0.01
Subtotal Props	0.50	0.03	1.88	0.12	8.28	0.55	8.86	0.59	0.03	0.00	0.12	0.01	0.54	0.04	0.57	0.04
Total Operations	0.61	0.05	2.10	0.15	13.86	1.15	23.50	2.16	0.04	0.00	0.14	0.01	0.93	0.08	1.56	0.14

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Homestead Regional Airport SEIS
Civilian Departure Operations by Flight Track
Average Daily Itinerant Traffic by Year
MNATE Fix

	East Traffic Flow (Runway 5) Track 05MJ or 05MP								West Traffic Flow (Runway 23) Track 23MJ or 23MP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.01	0.00	0.67	0.07	2.56	0.28	0.00	0.00	0.00	0.00	0.04	0.00	0.15	0.02
B-727 (727EM2)	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.01	0.00	0.67	0.07	2.56	0.28	0.00	0.00	0.00	0.00	0.04	0.00	0.15	0.02
B-737-500 (737500)	0.00	0.00	0.01	0.00	0.67	0.07	2.56	0.28	0.00	0.00	0.00	0.00	0.04	0.00	0.15	0.02
B-757 (757RR)	0.00	0.00	0.00	0.00	0.58	0.06	0.98	0.10	0.00	0.00	0.00	0.00	0.04	0.00	0.06	0.01
B-767 (767300)	0.00	0.00	0.01	0.00	0.48	0.05	0.67	0.07	0.00	0.00	0.00	0.00	0.03	0.00	0.04	0.00
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	3.14	0.34	12.33	1.32	0.00	0.00	0.00	0.00	0.19	0.02	0.74	0.08
Lear, Citation (LEAR35)	0.21	0.02	0.25	0.03	0.42	0.04	0.63	0.07	0.01	0.00	0.02	0.00	0.03	0.00	0.04	0.00
MD-11 (MD11GE)	0.00	0.00	0.01	0.00	0.48	0.05	0.67	0.07	0.00	0.00	0.00	0.00	0.03	0.00	0.04	0.00
MD-80 (MD82)	0.00	0.00	0.05	0.01	2.82	0.30	3.06	0.33	0.00	0.00	0.00	0.00	0.18	0.02	0.20	0.02
Subtotal Jets	0.21	0.02	0.39	0.04	9.92	1.07	26.03	2.80	0.01	0.00	0.02	0.00	0.61	0.07	1.58	0.17
ATR-42 (DHC830)	0.00	0.00	0.53	0.03	3.34	0.22	3.40	0.22	0.00	0.00	0.03	0.00	0.20	0.01	0.20	0.01
C150, C172 (COMSEP)	0.83	0.06	0.93	0.06	1.22	0.08	1.64	0.11	0.06	0.00	0.06	0.00	0.08	0.00	0.10	0.01
Cessna Caravan (CNA441)	0.00	0.00	0.10	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.53	0.03	3.34	0.22	3.40	0.22	0.00	0.00	0.03	0.00	0.20	0.01	0.20	0.01
King Air (DHC6)	0.00	0.00	0.10	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	0.33	0.02	0.40	0.03	0.58	0.04	1.18	0.08	0.02	0.00	0.03	0.00	0.04	0.00	0.08	0.00
Rotorcraft	0.07	0.00	0.08	0.01	0.12	0.01	0.18	0.01	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.00
SF3 (SF340)	0.00	0.00	0.53	0.03	3.34	0.22	3.40	0.22	0.00	0.00	0.03	0.00	0.20	0.01	0.20	0.01
SWM (DHC6)	0.00	0.00	0.53	0.03	3.34	0.22	3.40	0.22	0.00	0.00	0.03	0.00	0.20	0.01	0.20	0.01
Subtotal Props	1.23	0.08	3.74	0.25	15.27	1.01	16.60	1.10	0.08	0.00	0.23	0.02	0.92	0.06	1.00	0.07
Total Operations	1.44	0.10	4.12	0.29	25.19	2.08	42.63	3.89	0.09	0.01	0.26	0.02	1.53	0.13	2.58	0.24

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Table II-13
Homestead Regional Airport SEIS
Civilian Arrival Operations by Flight Track
Average Daily Itinerant Traffic by Year
WORPP Fix

	East Traffic Flow (Runway 5) Track 05PJ or 05PP								West Traffic Flow (Runway 23) Track 23PJ or 23PP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.38	0.04	1.04	0.11	5.03	0.54	0.00	0.00	0.03	0.00	0.08	0.01	0.39	0.04
B-727 (727EM2)	0.00	0.00	0.07	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.38	0.04	1.04	0.11	5.03	0.54	0.00	0.00	0.03	0.00	0.08	0.01	0.39	0.04
B-737-500 (737500)	0.00	0.00	0.38	0.04	1.04	0.11	5.03	0.54	0.00	0.00	0.03	0.00	0.08	0.01	0.39	0.04
B-757 (757RR)	0.00	0.00	0.00	0.00	0.97	0.10	3.24	0.35	0.00	0.00	0.00	0.00	0.08	0.01	0.27	0.03
B-767 (767300)	0.00	0.00	0.02	0.00	0.57	0.06	0.84	0.09	0.00	0.00	0.00	0.00	0.05	0.01	0.07	0.01
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	0.37	0.04	5.54	0.60	0.00	0.00	0.00	0.00	0.03	0.00	0.43	0.05
Lear, Citation (LEAR35)	0.28	0.03	0.33	0.04	0.56	0.06	0.85	0.09	0.03	0.00	0.03	0.00	0.05	0.01	0.08	0.01
MD-11 (MD11GE)	0.00	0.00	0.02	0.00	0.57	0.06	0.84	0.09	0.00	0.00	0.00	0.00	0.05	0.01	0.07	0.01
MD-80 (MD82)	0.00	0.00	0.43	0.05	3.80	0.41	4.13	0.44	0.00	0.00	0.03	0.00	0.34	0.04	0.37	0.04
Subtotal Jets	0.28	0.03	1.99	0.21	9.97	1.07	30.53	3.28	0.03	0.00	0.16	0.02	0.85	0.09	2.47	0.26
ATR-42 (DHC830)	0.00	0.00	0.02	0.00	0.23	0.01	0.34	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00
C150, C172 (COMSEP)	6.25	0.41	6.92	0.46	9.08	0.60	12.20	0.81	0.53	0.04	0.59	0.04	0.78	0.05	1.05	0.07
Cessna Caravan (CNA441)	0.00	0.00	0.14	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.02	0.00	0.23	0.01	0.34	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00
King Air (DHC6)	0.00	0.00	0.14	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	2.42	0.16	2.97	0.20	4.35	0.29	8.84	0.58	0.21	0.01	0.25	0.02	0.38	0.02	0.76	0.05
Rotorcraft	0.47	0.03	0.67	0.04	0.87	0.06	1.32	0.09	0.04	0.00	0.06	0.00	0.08	0.00	0.11	0.01
SF3 (SF340)	0.00	0.00	0.02	0.00	0.23	0.01	0.34	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00
SWM (DHC6)	0.00	0.00	0.02	0.00	0.23	0.01	0.34	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00
Subtotal Props	9.14	0.60	10.92	0.72	15.21	1.01	23.73	1.57	0.78	0.05	0.93	0.06	1.30	0.09	2.03	0.13
Total Operations	9.42	0.63	12.91	0.94	25.18	2.08	54.25	4.85	0.80	0.05	1.09	0.08	2.15	0.18	4.50	0.40

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Homestead Regional Airport SEIS
Civilian Arrival Operations by Flight Track
Average Daily Itinerant Traffic by Year
HEATT Fix

	East Traffic Flow (Runway 5) Track 05TJ or 05TP								West Traffic Flow (Runway 23) Track 23TJ or 23TP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.51	0.06	1.42	0.15	6.86	0.74	0.00	0.00	0.05	0.01	0.13	0.01	0.63	0.07
B-727 (727EM2)	0.00	0.00	0.09	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.51	0.06	1.42	0.15	6.86	0.74	0.00	0.00	0.05	0.01	0.13	0.01	0.63	0.07
B-737-500 (737500)	0.00	0.00	0.51	0.06	1.42	0.15	6.86	0.74	0.00	0.00	0.05	0.01	0.13	0.01	0.63	0.07
B-757 (757RR)	0.00	0.00	0.00	0.00	1.32	0.14	4.42	0.48	0.00	0.00	0.00	0.00	0.14	0.01	0.43	0.05
B-767 (767300)	0.00	0.00	0.02	0.00	0.78	0.08	1.14	0.12	0.00	0.00	0.00	0.00	0.08	0.01	0.12	0.01
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	0.50	0.05	7.56	0.81	0.00	0.00	0.00	0.00	0.05	0.00	0.69	0.07
Lear, Citation (LEAR35)	0.38	0.04	0.46	0.05	0.77	0.08	1.16	0.12	0.04	0.00	0.05	0.01	0.08	0.01	0.12	0.01
MD-11 (MD11GE)	0.00	0.00	0.02	0.00	0.78	0.08	1.14	0.12	0.00	0.00	0.00	0.00	0.08	0.01	0.12	0.01
MD-80 (MD82)	0.00	0.00	0.59	0.06	5.18	0.56	5.63	0.60	0.00	0.00	0.06	0.01	0.55	0.06	0.60	0.06
Subtotal Jets	0.38	0.04	2.71	0.29	13.60	1.46	41.63	4.47	0.04	0.00	0.26	0.03	1.36	0.15	3.97	0.43
ATR-42 (DHC830)	0.00	0.00	0.03	0.00	0.31	0.02	0.47	0.03	0.00	0.00	0.00	0.00	0.03	0.00	0.04	0.00
C150, C172 (COMSEP)	8.55	0.56	9.47	0.63	12.43	0.82	16.70	1.10	0.73	0.05	0.82	0.05	1.07	0.07	1.44	0.09
Cessna Caravan (CNA441)	0.00	0.00	0.18	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.03	0.00	0.31	0.02	0.47	0.03	0.00	0.00	0.00	0.00	0.03	0.00	0.04	0.00
King Air (DHC6)	0.00	0.00	0.18	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	3.31	0.22	4.07	0.27	5.96	0.39	12.09	0.80	0.28	0.02	0.35	0.02	0.51	0.03	1.04	0.07
Rotorcraft	0.64	0.04	0.91	0.06	1.20	0.08	1.81	0.12	0.06	0.00	0.08	0.00	0.10	0.01	0.16	0.01
SF3 (SF340)	0.00	0.00	0.03	0.00	0.31	0.02	0.46	0.03	0.00	0.00	0.00	0.00	0.03	0.00	0.04	0.00
SWM (DHC6)	0.00	0.00	0.03	0.00	0.31	0.02	0.46	0.03	0.00	0.00	0.00	0.00	0.03	0.00	0.04	0.00
Subtotal Props	12.49	0.83	14.94	0.99	20.82	1.38	32.46	2.15	1.07	0.07	1.29	0.09	1.80	0.12	2.81	0.19
Total Operations	12.88	0.87	17.65	1.28	34.42	2.84	74.09	6.62	1.11	0.08	1.55	0.11	3.16	0.27	6.78	0.61

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

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Table II-15
Homestead Regional Airport SEIS
Civilian Arrival Operations by Flight Track
Average Daily Itinerant Traffic by Year
JUNUR Fix

	East Traffic Flow (Runway 5) Track 05JJ or 05JP								West Traffic Flow (Runway 23) Track 23JJ or 23JP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.01	0.00	1.11	0.12	4.22	0.45	0.00	0.00	0.00	0.00	0.10	0.01	0.38	0.04
B-727 (727EM2)	0.00	0.00	0.09	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.01	0.00	1.11	0.12	4.22	0.45	0.00	0.00	0.00	0.00	0.10	0.01	0.38	0.04
B-737-500 (737500)	0.00	0.00	0.01	0.00	1.11	0.12	4.22	0.45	0.00	0.00	0.00	0.00	0.10	0.01	0.38	0.04
B-757 (757RR)	0.00	0.00	0.00	0.00	1.07	0.12	1.79	0.19	0.00	0.00	0.00	0.00	0.08	0.01	0.13	0.01
B-767 (767300)	0.00	0.00	0.02	0.00	0.85	0.09	1.21	0.13	0.00	0.00	0.00	0.00	0.07	0.01	0.09	0.01
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	5.17	0.56	20.29	2.18	0.00	0.00	0.00	0.00	0.46	0.05	1.81	0.19
Lear, Citation (LEAR35)	0.38	0.04	0.46	0.05	0.77	0.08	1.16	0.12	0.03	0.00	0.03	0.00	0.06	0.01	0.09	0.01
MD-11 (MD11GE)	0.00	0.00	0.02	0.00	0.85	0.09	1.21	0.13	0.00	0.00	0.00	0.00	0.07	0.01	0.09	0.01
MD-80 (MD82)	0.00	0.00	0.09	0.01	5.18	0.56	5.63	0.60	0.00	0.00	0.01	0.00	0.39	0.04	0.42	0.04
Subtotal Jets	0.38	0.04	0.71	0.08	17.21	1.85	43.95	4.72	0.03	0.00	0.05	0.01	1.41	0.15	3.76	0.40
ATR-42 (DHC830)	0.00	0.00	0.87	0.06	5.50	0.36	5.60	0.37	0.00	0.00	0.08	0.01	0.49	0.03	0.50	0.03
C150, C172 (COMSEP)	0.83	0.05	0.91	0.06	1.19	0.08	1.60	0.11	0.08	0.00	0.08	0.00	0.10	0.01	0.14	0.01
Cessna Caravan (CNA441)	0.00	0.00	0.18	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.87	0.06	5.50	0.36	5.60	0.37	0.00	0.00	0.08	0.01	0.49	0.03	0.50	0.03
King Air (DHC6)	0.00	0.00	0.18	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	0.32	0.02	0.39	0.03	0.57	0.04	1.16	0.08	0.03	0.00	0.04	0.00	0.05	0.00	0.10	0.01
Rotorcraft	0.07	0.00	0.08	0.01	0.11	0.01	0.18	0.01	0.01	0.00	0.01	0.00	0.01	0.00	0.02	0.00
SF3 (SF340)	0.00	0.00	0.87	0.06	5.50	0.36	5.60	0.37	0.00	0.00	0.08	0.01	0.49	0.03	0.50	0.03
SWM (DHC6)	0.00	0.00	0.87	0.06	5.50	0.36	5.60	0.37	0.00	0.00	0.08	0.01	0.49	0.03	0.50	0.03
Subtotal Props	1.21	0.08	5.25	0.35	23.86	1.58	25.34	1.68	0.11	0.01	0.46	0.03	2.12	0.14	2.26	0.15
Total Operations	1.59	0.12	5.97	0.42	41.07	3.43	69.29	6.40	0.14	0.01	0.51	0.04	3.53	0.29	6.02	0.55

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Homestead Regional Airport SEIS
Civilian Arrival Operations by Flight Track
Average Daily Itinerant Traffic by Year
FAMIN Fix

	East Traffic Flow (Runway 5) Track 05FJ or 05FP								West Traffic Flow (Runway 23) Track 23FJ or 23FP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.01	0.00	0.66	0.07	2.53	0.27	0.00	0.00	0.00	0.00	0.05	0.01	0.20	0.02
B-727 (727EM2)	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.01	0.00	0.66	0.07	2.53	0.27	0.00	0.00	0.00	0.00	0.05	0.01	0.20	0.02
B-737-500 (737500)	0.00	0.00	0.01	0.00	0.66	0.07	2.53	0.27	0.00	0.00	0.00	0.00	0.05	0.01	0.20	0.02
B-757 (757RR)	0.00	0.00	0.00	0.00	0.64	0.07	1.08	0.12	0.00	0.00	0.00	0.00	0.04	0.00	0.07	0.01
B-767 (767300)	0.00	0.00	0.01	0.00	0.51	0.05	0.72	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	3.10	0.33	12.18	1.31	0.00	0.00	0.00	0.00	0.25	0.03	0.97	0.10
Lear, Citation (LEAR35)	0.23	0.02	0.27	0.03	0.46	0.05	0.70	0.07	0.02	0.00	0.02	0.00	0.03	0.00	0.05	0.00
MD-11 (MD11GE)	0.00	0.00	0.01	0.00	0.51	0.05	0.72	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
MD-80 (MD82)	0.00	0.00	0.05	0.01	3.11	0.33	3.38	0.36	0.00	0.00	0.00	0.00	0.21	0.02	0.23	0.02
Subtotal Jets	0.23	0.02	0.43	0.05	10.32	1.11	26.37	2.83	0.02	0.00	0.03	0.00	0.76	0.08	2.03	0.22
ATR-42 (DHC830)	0.00	0.00	0.52	0.03	3.30	0.22	3.36	0.22	0.00	0.00	0.04	0.00	0.26	0.02	0.27	0.02
C150, C172 (COMSEP)	0.83	0.05	0.91	0.06	1.19	0.08	1.60	0.11	0.08	0.00	0.08	0.00	0.10	0.01	0.14	0.01
Cessna Caravan (CNA441)	0.00	0.00	0.11	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.52	0.03	3.30	0.22	3.36	0.22	0.00	0.00	0.04	0.00	0.26	0.02	0.27	0.02
King Air (DHC6)	0.00	0.00	0.11	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	0.32	0.02	0.39	0.03	0.57	0.04	1.16	0.08	0.03	0.00	0.04	0.00	0.05	0.00	0.10	0.01
Rotorcraft	0.07	0.00	0.08	0.01	0.11	0.01	0.18	0.01	0.01	0.00	0.01	0.00	0.01	0.00	0.02	0.00
SF3 (SF340)	0.00	0.00	0.52	0.03	3.30	0.22	3.36	0.22	0.00	0.00	0.04	0.00	0.26	0.02	0.27	0.02
SWM (DHC6)	0.00	0.00	0.52	0.03	3.30	0.22	3.36	0.22	0.00	0.00	0.04	0.00	0.26	0.02	0.27	0.02
Subtotal Props	1.21	0.08	3.71	0.25	15.07	1.00	16.38	1.08	0.11	0.01	0.30	0.02	1.21	0.08	1.34	0.09
Total Operations	1.44	0.10	4.14	0.29	25.39	2.10	42.76	3.92	0.13	0.01	0.33	0.02	1.97	0.16	3.36	0.31

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

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Table II-17
Homestead Regional Airport SEIS
Military and Government Existing and Forecast Operations Distribution
Itinerant Operations - Arrivals

	Airport Totals				Daily Arrivals in East Flow (Runway 5 Operations)							Daily Arrivals in West Flow (Runway 23 Operations)							
	Annual	Landing/Takeoff Cycles			NA0X	NA1X	NA2X	NA3X	NA4X	NA5X	NCAX	SA2X	SA4X	SA5X	SA6X	SBAX	EA1X		
Aircraft Types	Activity	24-hour	Day	Night	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day		
F-15	500	1.37	1.37	0.01	0.00	0.00	0.23	1.04	0.00	0.00	0.00	0.09	0.00	0.00	0.02	0.00	0.00	0	0
F-16	3,600	9.86	9.86	0.00	2.02	0.90	0.00	2.13	2.02	2.02	0.00	0.53	0.17	0.08	0.00	0.00	0.00	0.00	0
C-141	52	0.14	0.14	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0
C-5	10	0.03	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0
P-3	500	1.37	1.37	0.00	0.00	1.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0	0
H65	500	1.37	1.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37	0.00	0	0
PA31	200	0.55	0.55	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0	0
C206	200	0.55	0.55	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0	0
H60	200	0.55	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.53	0	0
C550	200	0.55	0.55	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0	0
Total Operations	5,962	16.33	16.33	0.00	2.02	3.83	0.23	3.17	2.02	2.02	0.02	0.62	0.17	0.33	0.02	1.37	0.53	0.00	0

Table II-18
Homestead Regional Airport SEIS
Military and Government Existing and Forecast Operations Distribution
Itinerant Operations - Departures

	Airport Totals				Daily Departures in East Flow (Runway 5 Operations)						Daily Departures in West Flow (Runway 23 Operations)								
	Annual	Landing/Takeoff Cycles			ND0X	ND1X	ND2X	ND3X	ND4X	NBDX	SD0X	SD1X	SD4X	SD5X	SD6X	SD7X	SD8X	SCDX	WD1X
Aircraft Types	Activity	24-hour	Day	Night	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
F-15	500	1.37	1.37	0.01	0.99	0.00	0.15	0.00	0.00	0.00	0.05	0.00	0.08	0.10	0.00	0.00	0.00	0.00	0.00
F-16	3,600	9.86	9.86	0.00	3.39	0.06	0.38	0.17	5.08	0.00	0.00	0.00	0.00	0.30	0.44	0.02	0.02	0.00	0.00
C-141	52	0.14	0.14	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
C-5	10	0.03	0.03	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
P-3	500	1.37	1.37	0.00	0.00	0.00	0.00	1.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00
H65	500	1.37	1.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37	0.00
PA31	200	0.55	0.55	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C206	200	0.55	0.55	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00
H60	200	0.55	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53
C550	200	0.55	0.55	0.00	0.00	0.05	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00
Total Operations	5,962	16.33	16.33	0.00	4.37	0.61	0.53	2.55	5.08	0.02	0.05	0.05	0.08	0.40	0.44	0.22	0.02	1.37	0.53

Table II-19
Homestead Regional Airport SEIS
Military and Government Existing and Forecast Operations Distribution
Local Operations - Closed Pattern

	Airport Totals				Daily Closed Pattern in East Flow (Runway 5 Operations)						Daily Closed Pattern in West Flow (Runway 23 Operations)			
	Annual	Landing/Takeoff Cycles			NC2	NC4	NC5	NC6	NC7	NC10	SC2	SC4	SC5	SC6
Aircraft Types	Activity	24-hour	Day	Night	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
F-15	100	0.14	0.14	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00
F-16	4,800	6.58	6.58	0.00	3.09	0.53	0.46	0.99	1.05	0.00	0.26	0.07	0.07	0.07
P-3	500	0.68	0.68	0.00	0.32	0.00	0.00	0.32	0.00	0.00	0.03	0.00	0.00	0.03
H65	500	0.68	0.68	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05
PA31	500	0.68	0.68	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00
C206	500	0.68	0.68	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00
H60	500	0.68	0.68	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05
C550	500	0.68	0.68	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00
Total Operations	7,900	10.82	10.82	0.00	5.40	0.53	0.46	2.56	1.05	0.00	0.48	0.07	0.07	0.20

Note: Each reported touch and go training or closed pattern operation in closed pattern is counted as two operations for activity counting.

Table II-20
Homestead Regional Airport SEIS
Local General Aviation Forecast Operations Distribution
Local Operations - Closed Pattern

	Daily Closed Pattern in East Flow (Runway 5 Operations)								Daily Closed Pattern in West Flow (Runway 23 Operations)							
	2000		2005		2015		Maximum Use		2000		2005		2015		Maximum Use	
Aircraft Types	NC2	NC6	NC2	NC6	NC2	NC6	NC2	NC6	SC2	SC6	SC2	SC6	SC2	SC6	SC2	SC6
COMSEP (C150, C172)	15.99		16.21		17.55		2.41		1.02		1.03		1.12		0.15	
BEC58P (PA31)	6.49		7.06		8.48		1.75		0.41		0.45		0.54		0.11	
LEAR35 (Lear, Citation)		1.25		1.57		1.75		0.28		0.08		0.10		0.11		0.02
Rotorcraft	1.25		1.31		1.46		0.28		0.08		0.08		0.09		0.02	
Total Operations	23.73	1.25	24.58	1.57	27.49	1.75	4.43	0.28	1.51	0.08	1.57	0.10	1.75	0.11	0.28	0.02

within the vicinity of Homestead or over the national properties. The location of the airports north of Miami International limits the movement of general aviation traffic from those airports to destinations south of Homestead or MIA. Insufficient data was available on the few operations (less than 4,000 annually) that occur at Dade-Collier Airport to project noise patterns there.

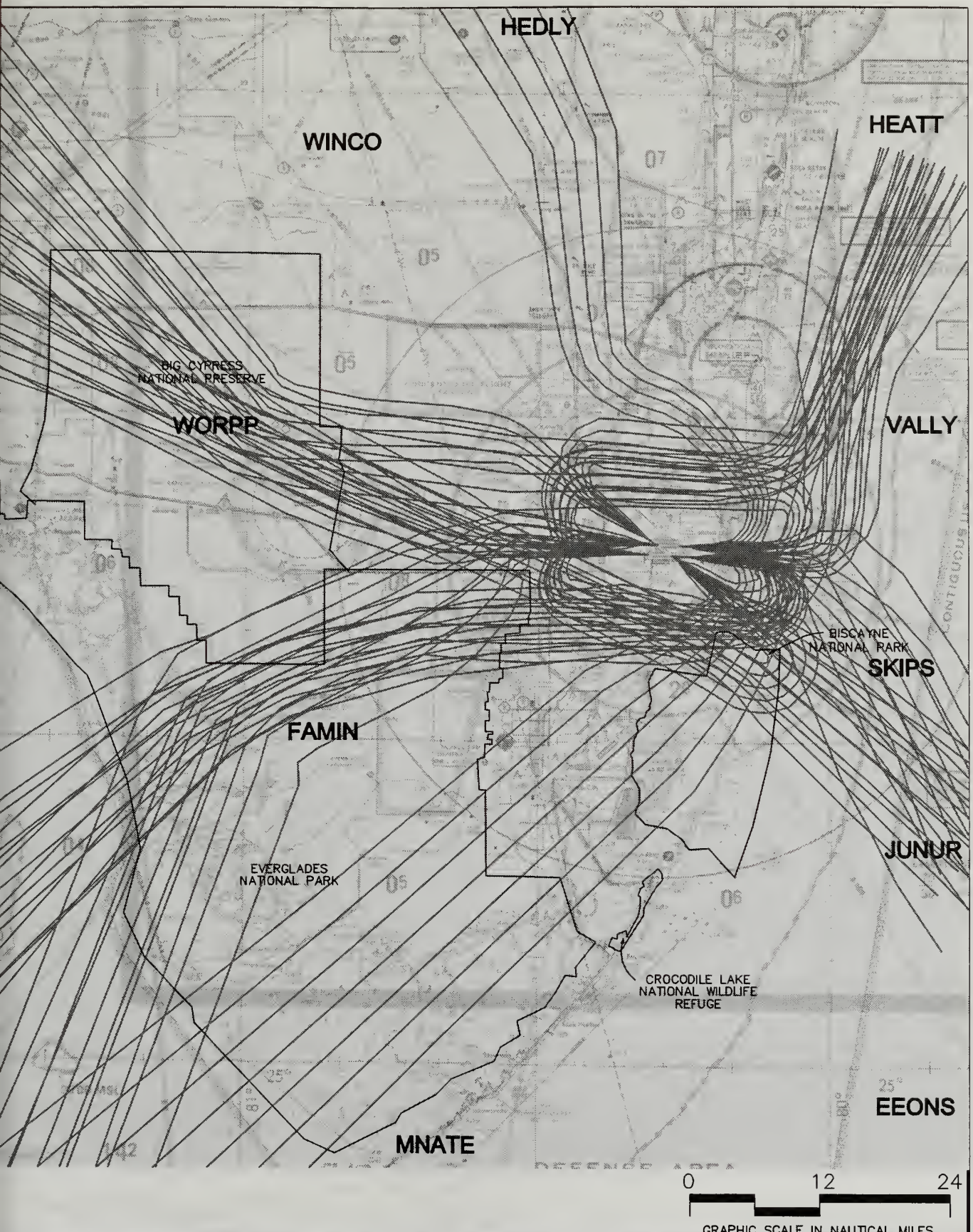
- Miami International Airport (MIA)

Miami International Airport (MIA) is located approximately 20 miles north-northeast of Homestead Regional Airport. It has two primary runways oriented in an east-west direction and a crosswind runway oriented from southeast to northwest. All runways are used by all traffic types. The orientation of the runways and the traffic to/from them sets the baseline of how air traffic is handled in the region. Like a proverbial 800 pound canary, MIA traffic is accommodated and all other traffic is handled to maximize the efficiency and flow at MIA. MIA is the principal scheduled service airport in the south Florida region, with operations totaling more than 575,000 in 1995. Its activity is projected to increase to and stabilize at approximately 735,000 annual operations. The FAA and Dade County prepared an Environmental Impact Statement in 1998 that addressed the anticipated effects of the construction of a fourth runway at MIA. As a portion of that EIS, noise exposure patterns were projected for 1995 (representing current conditions), 2000 and 2005. The INM input files for these conditions were obtained for application to this evaluation for Homestead Regional Airport.

Since the 1995 conditions were accepted as representative of current operations for the 1998 EIS, it was assumed that they would be equally acceptable for application to this evaluation of noise levels in the Homestead area and over the national properties. The year 2000 and 2005 forecast patterns for MIA are used for future activity projections for those years in this evaluation. For years beyond 2005, the MIA Master Plan was used to establish a level of operations for the year 2010 at nearly 735,000 annually. This level is considered to be the service volume for MIA with a three parallel runway configuration and was thus held constant for association with 2015 and Maximum Use One-Runway traffic levels at Homestead Regional Airport. The mix of future operations assumed for the year 2015 and beyond at MIA was consistent with the mix assumptions for the years 2005, except that all aircraft retrofit to meet Stage 3 noise standards and all discontinued lines of Stage 3 aircraft were assumed to be replaced by similar sized aircraft now in production.

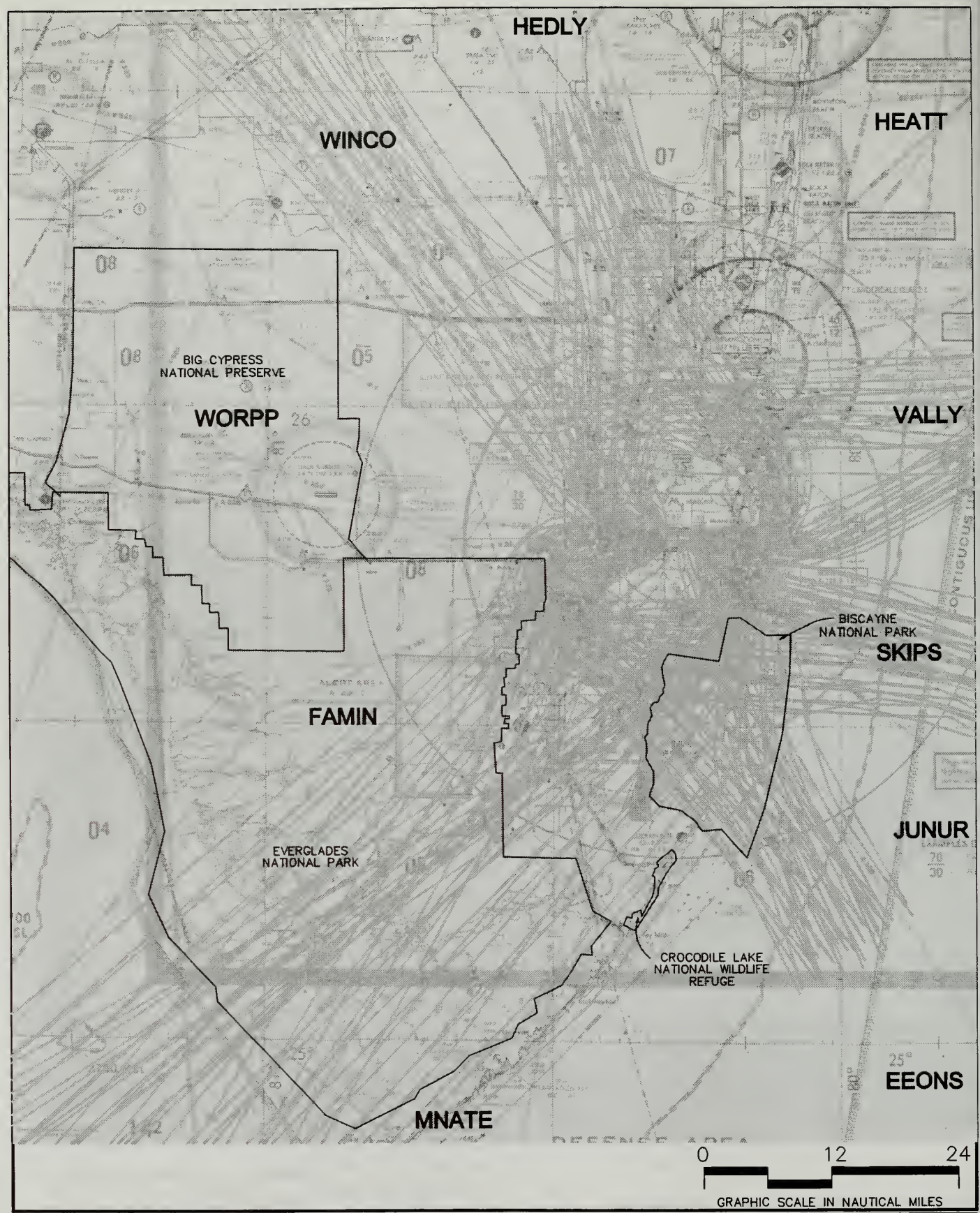
Two modifications to the EIS input data were made to improve its use in this evaluation. First, the flight track locations were modified to better reflect the location of aircraft at distances of more than fifteen miles from the airport. Normally, flight paths of 15-miles length are more than adequate for the coverage of noise contour patterns of 65 DNL or more near an airport computed for EIS evaluations. For this evaluation, with its detailed assessment of noise levels over the national parks and preserves, the routes of flight were redeveloped into a simpler processing format, based on extensive radar files for the airport, and extended to pass beyond the affected properties. Operations on the MIA tracks of the EIS were associated to radar based flight tracks from the airport to and beyond the enroute fixes in the region. When this process was completed, the operations that did not pass over or near the national parks and refuges were deleted from the input files for the airport. These two modifications resulted in the evaluation of those aircraft that fly over or near the national properties and along flight routes representative of their actual locations in space. All other components of the EIS input data were maintained as prepared by that EIS consultant.

Exhibits II-12 and II-13 indicate the flight paths used for MIA during this noise analysis. **Table II-21** indicates the number of flights from MIA and other regional airports expected to overfly the various national properties during the existing and four future time frames.



HOMESTEAD SEIS	Landrum&Brown	MIA – ARRIVAL TRACKS	II–12

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HOMESTEAD SEIS

LandrumBrown

MIA – DEPARTURE TRACKS

II–13

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Table II-21, Part 1
Existing and Forecast Average Day Overflights
Of National Parks and Wildlife Refuges
In South Florida

BIG CYPRESS OVERFLIGHT SUMMARY

	DEPARTURES					ARRIVALS				
Airport/Aircraft Type	1997	2000	2005	2015	Max.	1997	2000	2005	2015	Max.
MIA						FAM, WOR				
JETS	0	0	0	0	0	203	169	187	222	222
PROPS	0	0	0	0	0	128	77	80	84	84
MIA TOTAL	0	0	0	0	0	330	246	267	306	306
FLL						FAM, WOR				
JETS	0	0	0	0	0	66	71	80	77	77
PROPS	0	0	0	0	0	50	48	51	72	72
FLL TOTAL	0	0	0	0	0	116	120	131	149	149
TMB	WIN					FAM, WOR				
JETS	1	1	1	1	0	1	1	1	1	2
PROPS	1	1	1	1	2	1	1	1	1	41
TMB TOTAL	2	2	2	3	2	2	2	2	3	43
HST - Civil - Itin	WIN					WOR				
JETS	0	0	2	11	33	0	0	2	12	37
PROPS	0	9	11	15	24	0	11	13	18	27
HST - Civil - Itin TOTAL	0	10	13	26	57	0	11	15	30	64
HST - Mil - Itin										
JETS	0	0	0	0	0	1	1	1	1	1
PROPS	0	0	0	0	0	0	0	0	0	0
HST - Mil - Itin TOTAL	0	0	0	0	0	1	1	1	1	1
HST TOTAL	0	10	13	26	57	1	12	16	31	65

BISCAYNE BAY OVERFLIGHT SUMMARY

	DEPARTURES					ARRIVALS				
Airport/Aircraft Type	1997	2000	2005	2015	Max.	1997	2000	2005	2015	Max.
MIA	MAN					JUN				
JETS	76	67	73	87	87	1	1	1	1	1
PROPS	20	24	24	26	26	0	0	0	0	0
MIA TOTAL	96	90	98	112	112	4	5	5	5	5
FLL	MAN									
JETS	9	10	11	0	0	0	0	0	0	0
PROPS	5	6	6	1	1	0	0	0	0	0
FLL TOTAL	14	15	17	1	1	0	0	0	0	0
TMB						JUN				
JETS	0	0	0	0	0	0	0	0	0	0
PROPS	0	0	0	0	0	0	0	0	0	0
TMB TOTAL	0	0	0	0	0	0	0	0	0	0
HST - Civil - Itin	VAL, SWM,WIN, HED, ELE					WOR, FAM,HET,JUN				
JETS	0	1	7	50	141	0	1	4	39	108
PROPS	0	8	17	39	41	0	4	9	32	36
HST - Civil - Itin TOTAL	0	9	24	88	182	0	4	13	71	144
HST - Civil - Pattern										
JETS	0	1	2	2	0	--	--	--	--	--
PROPS	0	25	26	29	5	--	--	--	--	--
HST - Civil - Pattern TOTAL	0	27	28	31	5	0	0	0	0	0
HST - Mil - Itin										
JETS	0	0	0	0	0	0	0	0	0	0
PROPS	0	0	0	0	0	0	0	0	0	0
HST - Mil - Itin TOTAL	7	7	7	7	7	1	1	1	1	1
HST - Mil - Pattern										
JETS	7	7	7	7	7	--	--	--	--	--
PROPS	3	3	3	3	3	--	--	--	--	--
HST - Mil - Pattern TOTAL	11	11	11	11	11	0	0	0	0	0
HST TOTAL	18	54	69	137	204	1	5	14	72	145

MIA = Miami International FLL = Fort Lauderdale-Hollywood International
TMB = Kendall Tamiami Airport X51 = Homestead General Airport
HST = Homestead Regional Airport

Sources: MIA and FLL extrapolated and interpolated from INM input files prepared for EIS evaluations at those airports. TMB developed from application of FLL general aviation traffic distributions to TMB traffic forecasts from the Dade County Airports Systems Plan. HST data developed by Landrum & Brown, 1999.

Table II-21, Part 2
Existing and Forecast Average Day Overflights
Of National Parks and Wildlife Refuges
In South Florida

CROCODILE LAKES OVERFLIGHT SUMMARY

	DEPARTURES					ARRIVALS				
Airport/Aircraft Type	1997	2000	2005	2015	Max.	1997	2000	2005	2015	Max.
MIA	MAN					MAN				
JETS	62	50	54	64	64	1	1	1	1	1
PROPS	0	0	0	0	0	4	4	4	4	4
MIA TOTAL	63	50	55	64	64	4	5	5	5	5
HST - Civil - Itin	MAN, WIN, VAL, HED, ELE									
JETS	0	1	6	42	119	0	0	0	0	0
PROPS	0	0	0	1	1	0	0	0	0	0
HST - Civil - Itin TOTAL	0	1	6	42	120	0	0	0	0	0
HST - Mil - Itin										
JETS	1	1	1	1	1	0	0	0	0	0
PROPS	1	1	1	1	1	0	0	0	0	0
HST - Mil - Itin TOTAL	2	2	2	2	2	0	0	0	0	0
HST TOTAL	2	3	8	44	122	0	0	0	0	0

EVERGLADES OVERFLIGHT SUMMARY

	DEPARTURES					ARRIVALS				
Airport/Aircraft Type	1997	2000	2005	2015	Max.	1997	2000	2005	2015	Max.
MIA	MAN					FAM,MAN				
JETS	79	71	78	92	92	44	58	64	75	75
PROPS	25	29	30	32	32	45	48	50	53	53
MIA TOTAL	104	100	109	124	124	89	106	114	128	128
FLL	MAN					FAM, WOR				
JETS	11	12	13	0	0	13	14	16	0	0
PROPS	11	11	12	7	7	13	13	12	1	1
FLL TOTAL	22	23	25	7	7	26	27	28	1	1
TMB	MAN, WOR					FAM, WOR				
JETS	0	0	0	0	0	1	1	1	2	2
PROPS	2	2	2	2	2	34	35	36	37	44
TMB TOTAL	2	2	2	2	5	35	36	37	39	46
X51	VAL, WOR					VAL, WOR				
JETS	0	0	0	0	0	0	0	0	0	0
PROPS	5	5	6	6	6	5	5	6	6	6
X51 TOTAL	5	5	6	6	6	5	5	6	6	6
HST - Civil - Itin	WIN, MAN, HED, VAL, SWM, ELE					FAM, HET, WOR				
JETS	0	1	5	35	98	0	1	3	24	68
PROPS	0	10	16	32	42	0	26	34	59	84
HST - Civil - Itin TOTAL	0	11	20	67	140	0	27	37	83	152
HST - Civil - Pattern										
JETS	0	1	2	2	0	–	–	–	–	–
PROPS	0	0	0	0	0	–	–	–	–	–
HST - Civil - Pattern TOTAL	0	1	2	2	0	0	0	0	0	0
HST - Mil - Itin										
JETS	0	0	0	0	0	6	6	6	6	6
PROPS	0	0	0	0	0	2	2	2	2	2
HST - Mil - Itin TOTAL	0	0	0	0	0	7	7	7	7	7
HST - Mil - Pattern										
JETS	1	1	1	1	1	–	–	–	–	–
PROPS	2	2	2	2	2	–	–	–	–	–
HST - Mil - Pattern TOTAL	3	3	3	3	3	0	0	0	0	0
HST TOTAL	3	15	25	72	143	7	34	44	91	159

MIA = Miami International FLL = Fort Lauderdale - Hollywood International
TMB = Kendall Tamiami Airport X51 = Homestead General Airport
HST = Homestead Regional Airport

Sources: MIA and FLL extrapolated and interpolated from INM input files prepared for EIS evaluations at those airports. TMB developed from application of FLL general aviation traffic distributions to TMB traffic forecasts from the Dade County Airports Systems Plan. HST data developed by Landrum & Brown, 1999.

- Fort Lauderdale - Hollywood International Airport (FLL)

Fort Lauderdale-Hollywood International Airport (FLL) is located approximately 30 miles north-northeast of Homestead Regional Airport. Traffic to the airport passes over the northern portion of Everglades National Park and Big Cypress National Preserve, while a portion of the outbound traffic passes over the Biscayne and Crocodile Lakes properties. It currently serves the region as a second major air carrier facility with nearly 250,000 operations annually, projected to increase over the next twenty years to 335,000 annually. An EA for a runway extension provides current (1997) and projected (2015) noise contours for the airport. The INM input for these two conditions was obtained from the airport's environmental consultant and used to represent the operations there for the two years. As was the case for MIA, flight operations were assigned to flight paths that did not extend across the national properties. Therefore, the model input was expanded to provide operations along flight corridors indicated by the air traffic radar for the region. Aircraft along varying flight tracks near the airport were consolidated onto a single track leading from each runway end to the corridor taken between that runway and the departure or approach fix serving the airport.

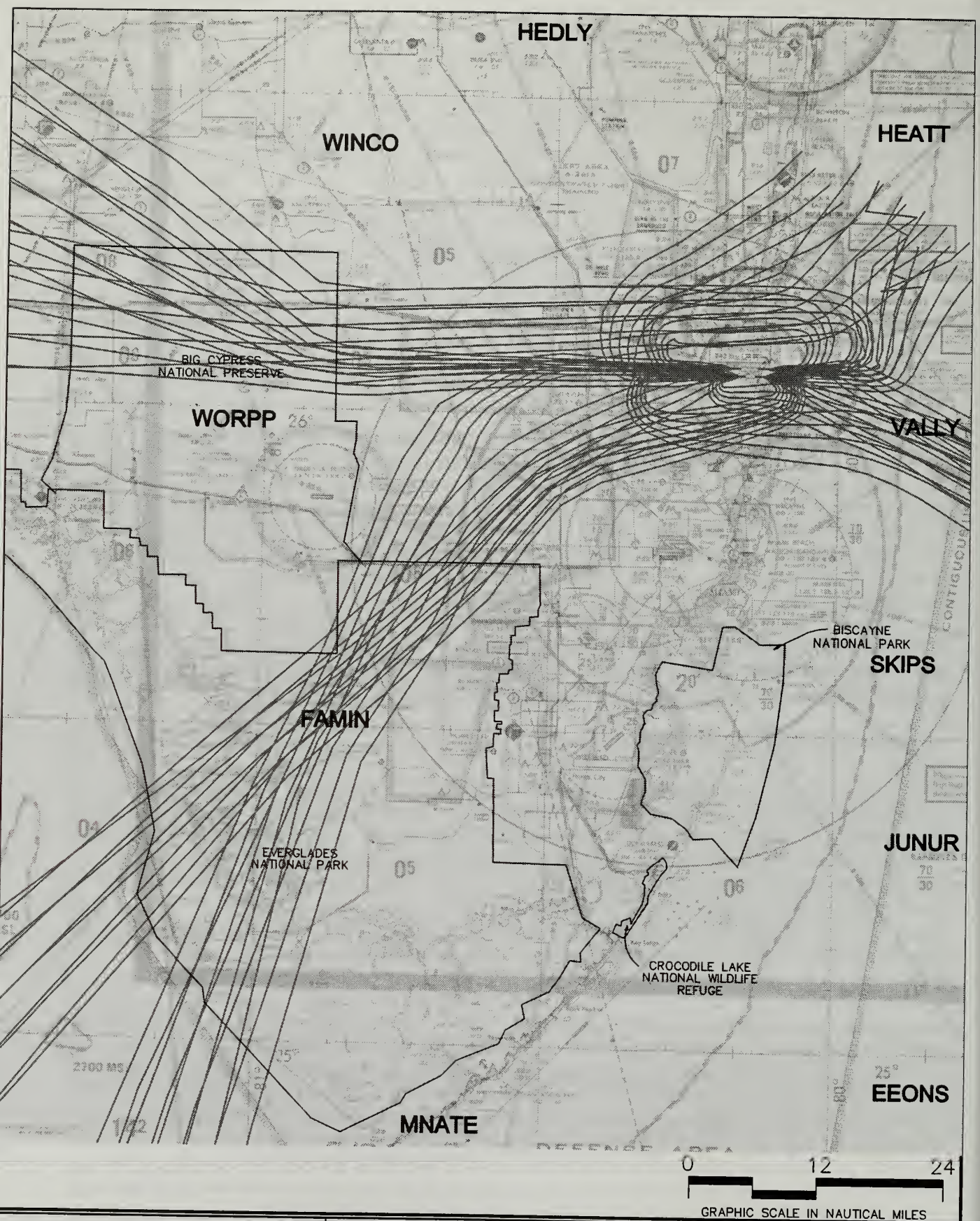
The 1997 traffic level represents the existing condition for the FAA EA, and was assumed to be representative of existing conditions for this SEIS. The future file for 2015 is representative of one of the four future target dates for file was considered. Operations for the year 2015 were assumed to be representative of the maximum use condition at the airport without additional runways, but also assuming the phase out of all retrofit and discontinued lines of Stage 3 aircraft. Operations for the years 2000 and 2005 were developed by straight-line interpolation between 1997 and 2015 activity, by aircraft type, taking into consideration the conversion of Stage 2 aircraft to meet Stage three noise compliance requirements in 2000.

Exhibits II-14 and II-15 indicate the flight paths used for FLL during this noise analysis. **Table II-21** indicates the number of flights from FLL and other regional airports expected to overfly the various national properties during the existing and four future time frames.

- Kendall-Tamiami Executive Airport (TMB)

Kendall-Tamiami Executive Airport is located approximately 10.6 miles north of Homestead Regional Airport, about three miles east of Everglades National Park. Its location near the VFR flyway for small aircraft makes it influential in the noise environment in the immediate vicinity of the eastern Everglades National Park, and affects to some extent the potential in and outbound light propeller traffic at HST. Its principal runways are oriented in an east-west direction, and being so situated, the airport operates in concert with the MIA traffic flows. Previous INM evaluations were not available for the existing time frame, nor were suitable projections of noise exposure patterns available for future activity levels. Therefore, for this SEIS, an assessment of the future noise characteristics and operational characteristics at the airport was developed, based on general operating assumptions and regional flight characteristics.

Existing and future activity levels for each planning horizon were developed based on the forecasts of operations presented in the Dade County Airport Systems Plan.[vii] That forecast presented operations and aircraft mixes based on different assumed levels of activity at the airport. The existing level was based on planning activity level (PAL) of 750,000 annual general aviation operations in the County. The PAL presented as most likely for future operations growth was for 875,000 annual general aviation operations to be attained in the year 2028, and for the level to reach 1,000,000 operations beyond the year 2030. For this study, a straight line interpolation between the level of operations and fleet mix percentages for the present case and the projected 875,000 PAL were conducted to develop activity levels for 2000, 2005 and 2015. The 1,000,000 PAL was assumed to represent the ultimate condition for this assessment. General aviation activity in the County was distributed among all the airports in the County, including MIA and



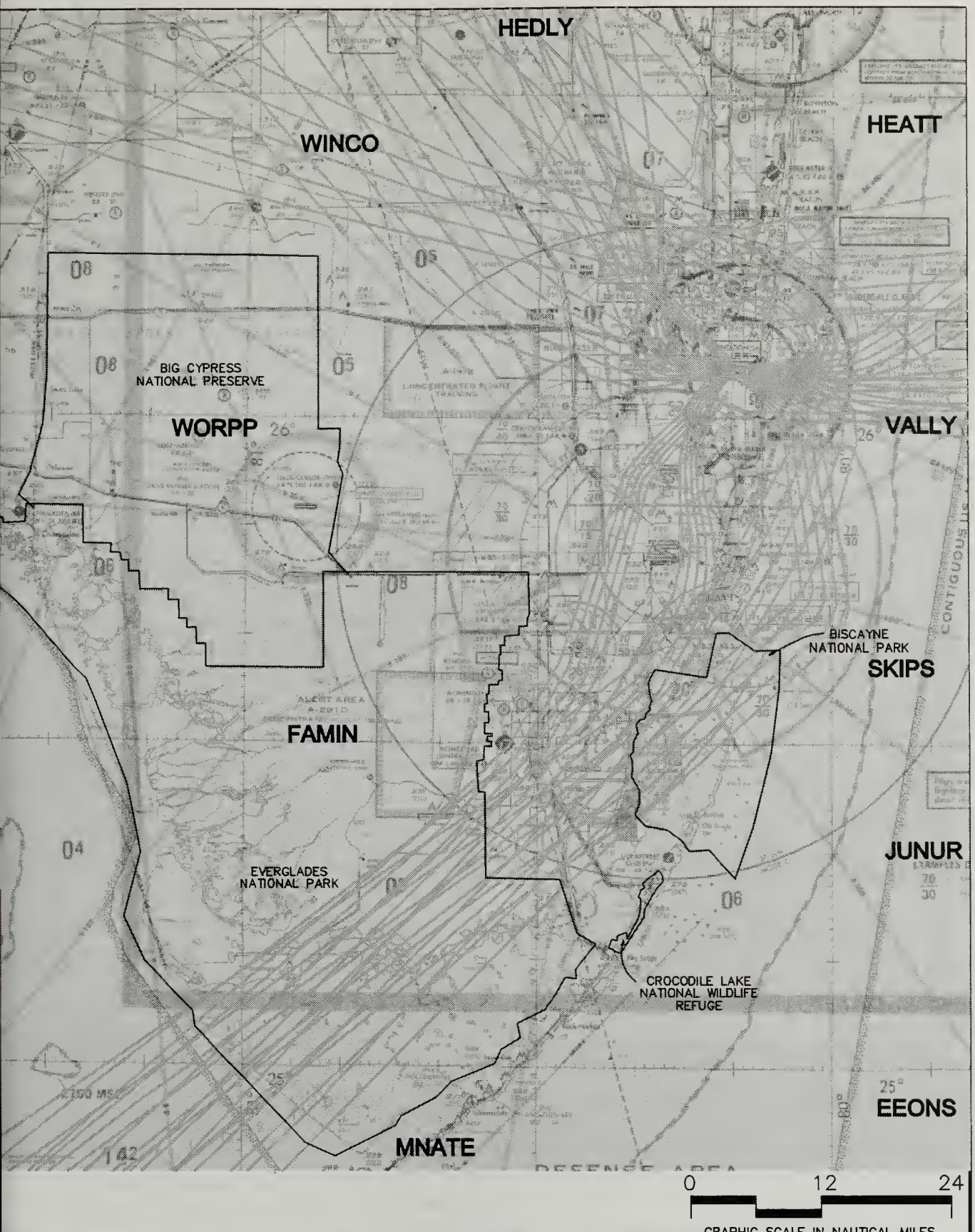
HOMESTEAD SEIS

LandrumBrown

FLL – ARRIVAL TRACKS

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HOMESTEAD SEIS

LandrumBrown

FLL – DEPARTURE TRACKS

II–15

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HST, and the distribution of itinerant and local operations were projected for each. The mix of aircraft types for existing and future cases were projected, to individual airport. At TMB, the existing condition distribution results in the usage indicated in **Table II-22**.

Table II-22
Existing Average Daily Operations Distribution
Kendall-Tamiami Executive Airport

Aircraft Type	Daily Itinerant Flights	Daily Local Flights	Total Flights
Single-engine Propeller	145.6	346.5	492.2
Twin-engine Propeller	145.4	38.5	183.9
Turboprop	11.4	0.0	11.4
Business jet	9.5	0.0	9.5
Total	311.9	385.0	697.0

Source: 1999 Landrum & Brown assessment of information provided by the Dade County Aviation Systems Plan, 1993.

Flight tracks were developed for the airport, based on tracks indicated on air traffic radar downloaded from Miami TRACON for aircraft using the facility. Runway utilization was assumed to be in accordance with the 90% east flow-10% west flow pattern for the region. Individual aircraft are assumed to operate between the airport and the various approach and departure fixes in accordance with the general aviation flight patterns displayed in Table II-6.

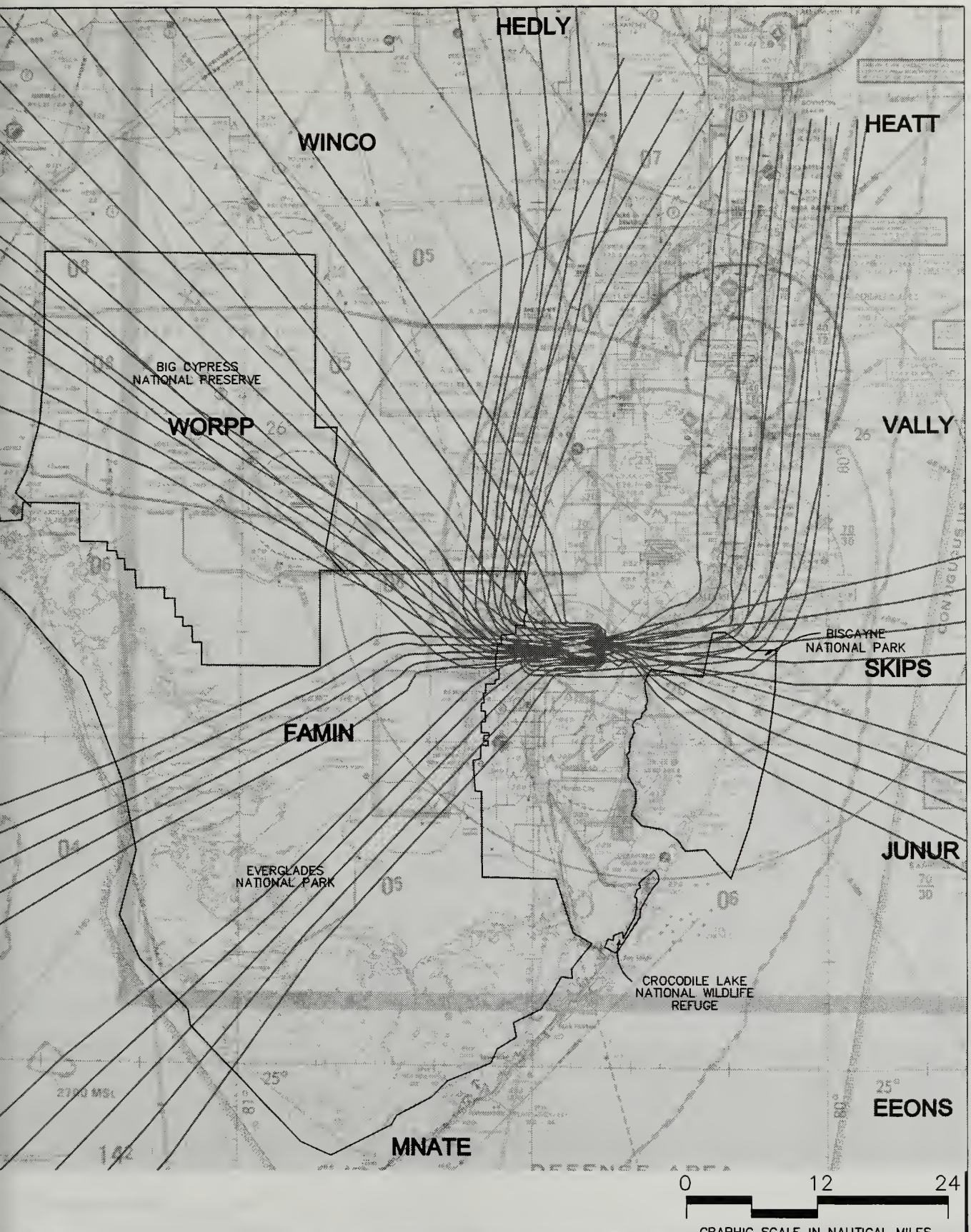
In future years, the number of operations at the facility is expected to increase in accordance with the forecasts. The projected future operations are provided in **Table II-23**. In each case, local operations within the airport traffic pattern account for more than 55% of the total operations, but none of the operations are by turboprop or jet aircraft.

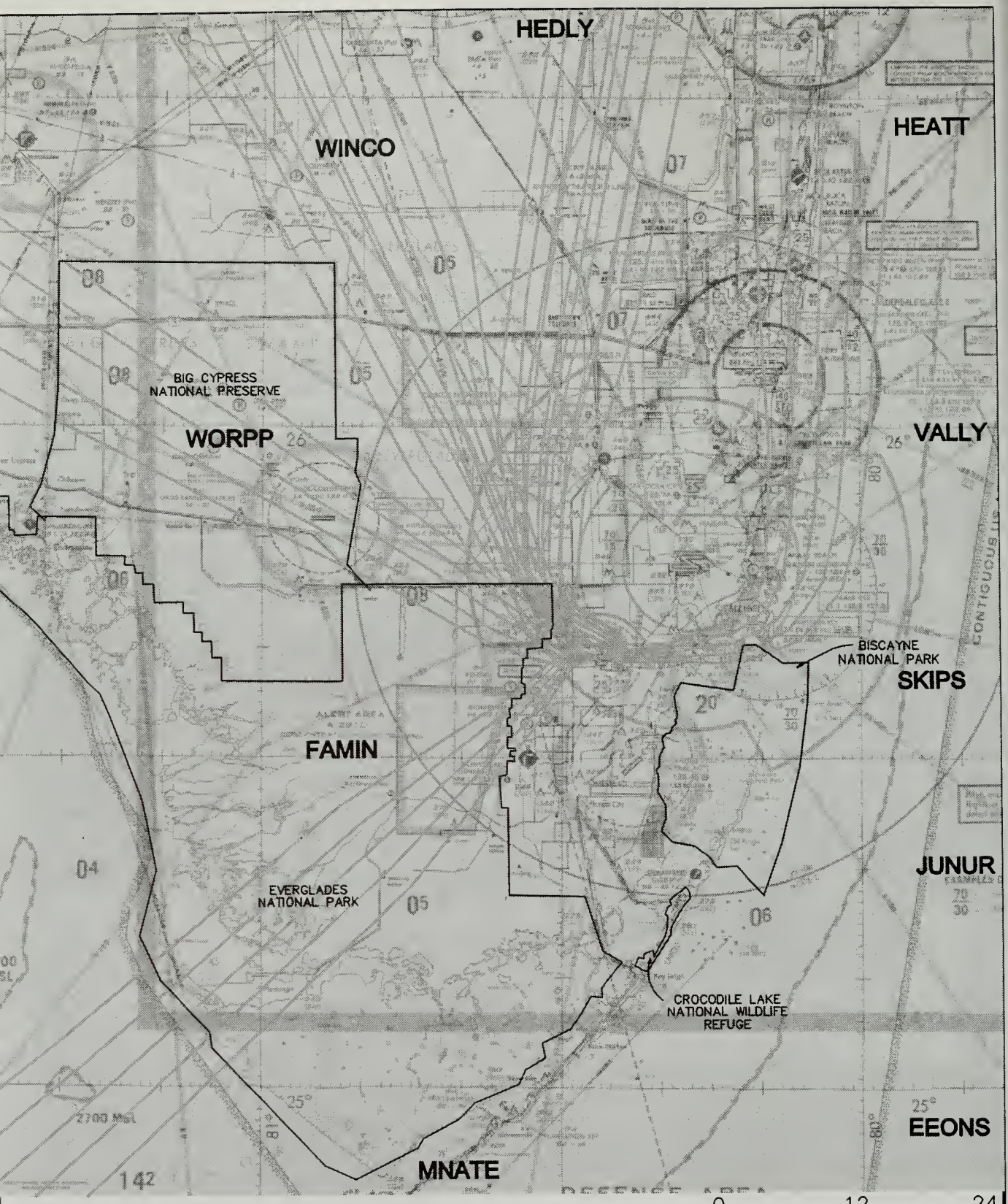
Table II-23
Future Average Daily Operations Distribution
Kendall-Tamiami Executive Airport

Aircraft Type	2000	2005	2015	Ultimate
Single-engine Piston	501.5	519.1	541.2	654.0
Twin-engine Piston	185.5	188.1	192.7	228.8
Turboprop	11.6	11.9	15.3	25.8
Business Jet	9.7	9.9	15.3	20.7
Total	708.2	729.0	764.4	929.3

Source: Landrum & Brown assessment of information provided in Date County Aviation System Plan, 1993.

Exhibits II-16 and II-17 indicate the flight paths used for TMB during this noise analysis. **Table II-21** indicates the number of flights from TMB and other regional airports expected to overfly the various national properties during the existing and four future time frames.


HEDLY
WINCO
HEATT
BIG CYPRESS
NATIONAL PRESERVE
WORPP
VALLY
BISCAYNE
NATIONAL PARK
SKIPS
FAMIN
JUNUR
EVERGLADES
NATIONAL PARK
CROCODILE LAKE
NATIONAL WILDLIFE
REFUGE
EEONS
MNATE
0
12
24
GRAPHIC SCALE IN NAUTICAL MILES



HOMESTEAD SEIS

LandrumBrown

TMB – DEPARTURE TRACKS

II–17

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- Homestead General Aviation Airport (X51)

Homestead General Aviation Airport (X51) is located 9.5 miles directly west of Homestead Regional Airport, and under the VFR flyway along the east side of Everglades National Park. While not a very busy airport in the County system, particularly since Hurricane Andrew destroyed many of the aircraft and facilities based there, the airport is the nearest to Homestead and is adjacent to Everglades National Park. Being so located, there is a potential for interaction between aircraft using the two airports. In contrast to other airports in the region, the longest runway at Homestead General is oriented in a north-south direction, indicating a greater use of that flow for normal operations by itinerant aircraft. The total number of operations at the airport are less than 34,000 annually for existing conditions, growing to approximately 45,000 in the term of the maximum use development cast at Homestead Regional Airport. The average daily operations for the existing case are presented in **Table II-24**.

Table II-24
Existing Daily Operations Distribution
Homestead General Aviation Airport

Aircraft Type	Daily Itinerant Flights	Daily Local Flights	Total Flights
Single-engine Propeller	16.28	63.57	79.85
Twin-engine Propeller	5.12	7.06	12.18
Total	21.40	70.63	92.03

Source: 1999 Landrum & Brown assessment of information provided by the Dade County Aviation Systems Plan, 1993.

Previous noise evaluations are not available for Homestead General Aviation Airport. Therefore, for this SEIS, an assessment of the future noise characteristics and operational characteristics at the airport was developed, based on general operating assumptions and regional flight characteristics. As at TMB, the distribution of general aviation operations at Homestead General was provided by the Dade County Aviation System Plan for both existing and future activity levels. Using the methodology described in the previous section, activity was developed for the four future target years of this evaluation. The average daily operations for future years are presented in **Table II-25**. In all years, the proportion of local operations approximates 77%.

Table II-25
Future Daily Operations Distribution
Homestead General Aviation Airport

Aircraft Type	2000	2005	2015	Ultimate
Single-engine Piston	82.4	86.6	95.0	101.2
Twin-engine Piston	12.6	13.2	14.5	15.4
Total	94.0	99.8	109.5	116.6

Source: Landrum & Brown assessment of information provided in Date County Aviation System Plan, 1993.

Exhibits II-18 and II-19 indicate the flight paths used for X51 during this noise analysis. **Table II-21** indicates the number of flights from X51 and other regional airports expected to overfly the various national properties during the existing and four future time frames.

II.D. Comparison of SEIS Noise Considerations to Previous EIS

This section presents a simple and brief comparison of the noise analysis conducted in this SEIS effort to the noise analysis previously conducted in the Final Environmental Impact Statement (FEIS) for the Disposal and Reuse of Homestead Air Force Base Florida, dated February of 1994. (Note: I proposed deleting Table II-26.) The discussion also presents an explanation of the meaning of the differences between the studies where applicable.

II.D.1. Area of Evaluation

The noise analysis in the previous FEIS primarily focused on the area near the airport within 10 to 15 Nautical Miles. At the request of the National Park Service, the SEIS expand the geographic area covered by the noise analysis to include the Department of Interior properties in the vicinity of Homestead. The detailed noise modeling extends from the northern boundary of Big Cypress National Preserve to the southern boundary of Everglades National Park. To the west the detailed modeling extends from the western boundary of Everglades National Park near Everglades City to beyond the eastern boundary of Biscayne National Park.

II.D.2. Other Airports

The previous FEIS noise analysis evaluated aircraft noise associated with operations at Homestead. The SEIS noise analysis includes air traffic using Miami International Airport, Ft. Lauderdale-Hollywood International Airport, Kendall-Tamiami Executive airport, and the Homestead General Airport to the extent such traffic overflys the national properties and may contribute to cumulative noise effects. This analysis has also been added at the request of the National Park Service.

II.D.3.Field Noise Measurements

The previous FEIS noise analysis included no field noise measurements in the vicinity of Homestead. The SEIS includes field measurements by FAA and NPS consultants in the national properties.

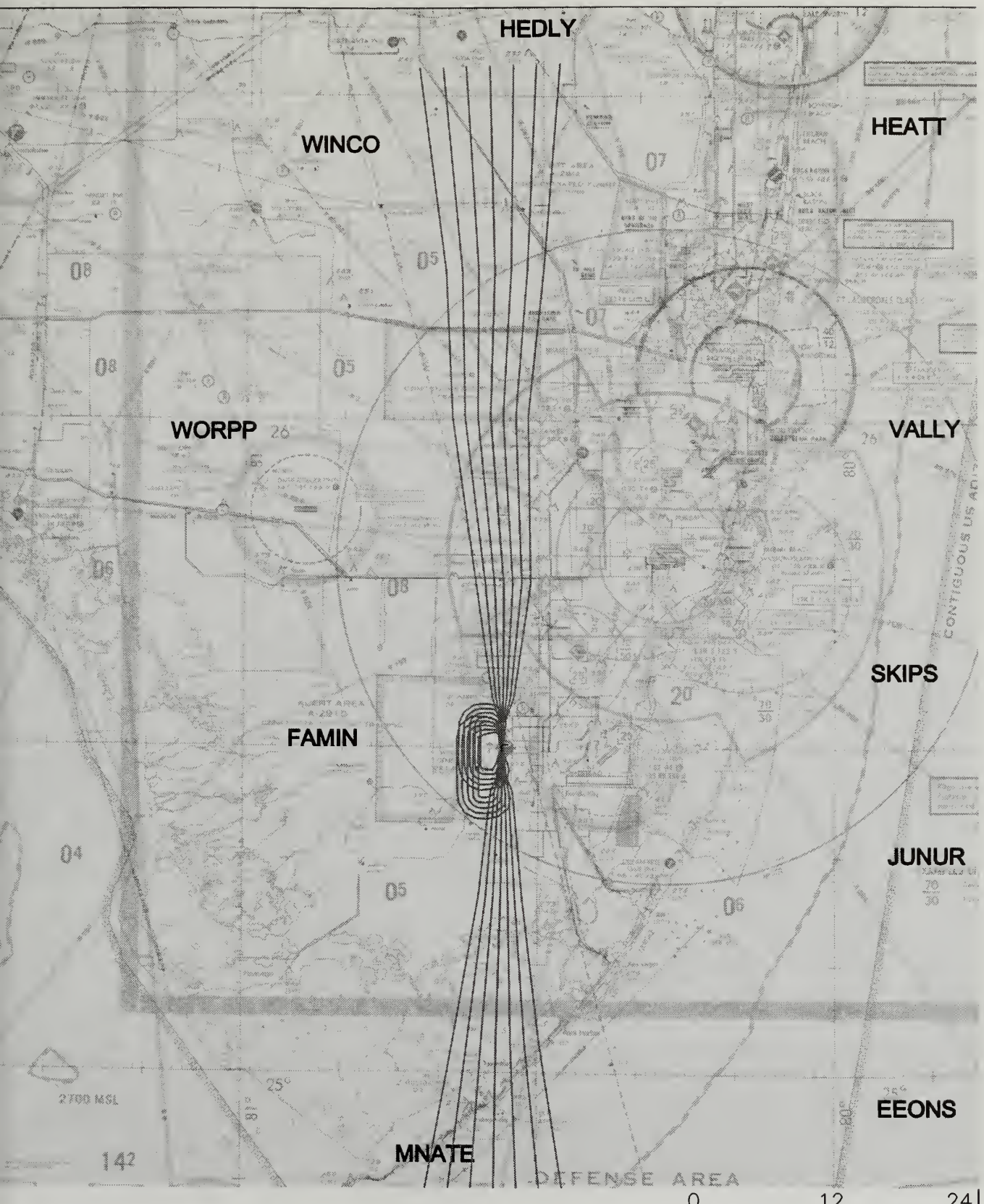
II.D.4. Noise contours

Both the previous FEIS and the current SEIS present the DNL noise contours for each of the scenarios in the respective studies. Both present the 65, 70, and 75 DNL noise contours for each case. The FEIS also presented the 80 and 85 DNL noise contours as was customary in the 1988 Air Force AICUZ study. The SEIS includes the DNL 60 contour.

The SEIS also presents typical Sound Exposure Level (SEL) contours for a single departure and single arrival of several aircraft that are forecast to use Homestead if a commercial airport is developed.

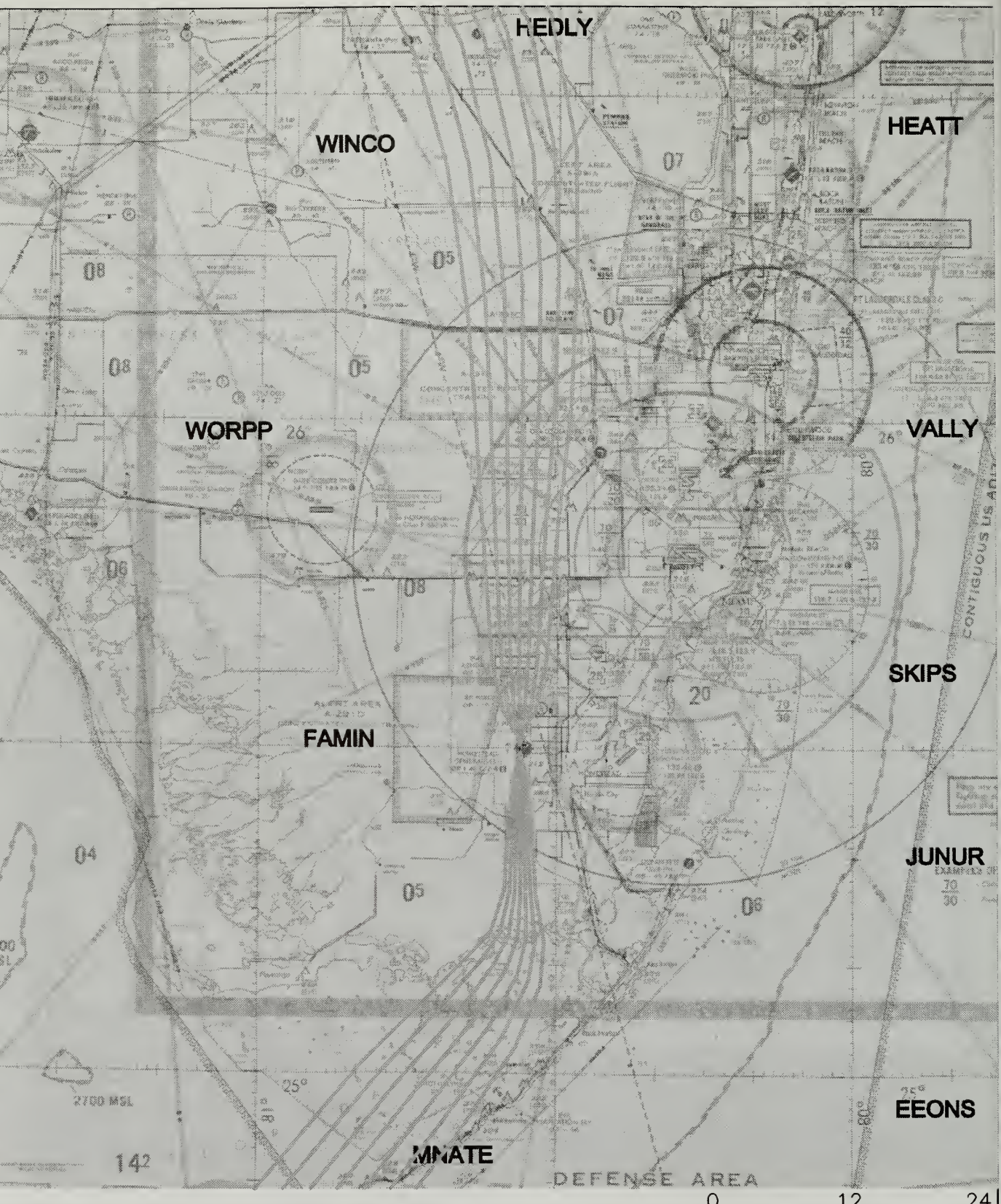
II.D.5. Additional Noise Metrics

The previous FEIS noise analysis primarily focused on the use of the DNL noise metric for the evaluation. The analysis was supplemented with some SEL evaluation at a limited number of grid points. The SEIS noise analysis includes five metrics—DNL, SEL, LAmax, Leq(h), and TA.



HOMESTEAD SEIS	LandrumBrown	X51- ARRIVAL & PATTERN TRACKS	EXHIBIT II-18

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HOMESTEAD SEIS

LandrumBrown

X51- DEPARTURE TRACKS

EXHIBIT II-19

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II.D.6. Grid Point Analysis

The FEIS presented specific noise analysis at eight noise sensitive points located within approximately 5 miles of the airfield. These points were primarily existing residential locations with one school site and one planned multifamily housing site. The FEIS presented typical SEL over-flight values at each site for several of the noisiest aircraft that were typical in the Proposed Action scenario. The FEIS also presented SEL data for a point in Everglades National Park and for another point in Biscayne National Park. SEL data for the most common jet aircraft were presented for these points.

The SEIS presents extensive grid point analysis that includes community grid points as well as more than 430 individual grid points located within or adjacent to the various national properties in southern Florida, including several sites in Biscayne Bay selected for their unique biotic characteristics. The analysis evaluates four different noise metrics for each point including DNL, peak daily SEL, maximum sound level (LAmax), and peak hour average sound level (Leq(h). In addition, for all points except those in Big Cypress and fringe locations where ambient mapping data is not available, the time above the ambient noise level is evaluated. Chapter IV presents a detailed description of this analysis.

II.D.7. Computer Model

A computer noise model was the primary tool used in the noise analysis for both the FEIS study and this SEIS study. The FEIS used the NOISEMAP version 6.1 noise model for that analysis. NOISEMAP is the standard noise model used by the Air Force for the evaluation of noise impacts around air bases. It also incorporates the civilian aircraft database utilized by the FAA's INM. In the period since the completion of the FEIS, the FAA has made upgrades and enhancements to the INM software. The latest INM Version 5.2 database contains all NOISEMAP military aircraft.

Additionally, the INM V5.2a was modified with several enhancements specifically for the Homestead SEIS effort. These modifications, which were discussed in earlier sections of this chapter, include a more detailed and refined database of noise information for the aircraft in the model, the addition of the ability to consider sound propagation over hard ground (water) as well as the traditional soft ground (grassy field), and the inclusion of an underlying ambient noise level database for the National Parks and Crocodile Lakes NWR. It should be noted that these enhancements were not available in either NOISEMAP or the INM at the time of the FEIS study.

II.D.8. Baseline Operations

The previous FEIS study was conducted in 1993 and concluded in early 1994. That study used projected 1994 operations at Homestead as the baseline case. The 1994 annual operations for that analysis were estimated to be some 39,310 operations that would be conducted by the remaining military and U.S. Customs tenants at the facility. These operations numbers were developed based on actual activity in conjunction with several anticipated missions for the Homestead Air Reserve Base. The FEIS study also referenced the 1987 noise contours as part of the historic noise conditions around the airfield.

This SEIS study uses 1997 operations at Homestead as the basis for establishing a baseline current condition and future No Action conditions. These operations total some estimated 19,824 annual operations by the current military and U.S. Customs tenants at the facility. This is nearly a 50% reduction in military and government usage of the facility over what was projected in the FEIS. This reduction in military and government operational levels is a result of the fact that a number of the missions that were anticipated to move to Homestead in the FEIS never materialized. Furthermore, since the FEIS, more current and detailed information has become available for the Air Force and U.S. Customs operations at Homestead. Also, the Office of Air Force Reserve and the U.S. Customs Service are both projecting a

steady level of operations at Homestead for the future, rather than the growth that was anticipated at the time of the FEIS study.

II.D.9. Future Operations

The FEIS study, completed in 1994, projected operational levels for three future conditions at Homestead. These scenarios were for the years 1999, 2004, and 2014 and were based on the analysis conducted in the Homestead Air Force Base Feasibility Study and Master Plan. (Dade County's Master Plan for Homestead was still in draft form at the time of the FEIS preparation and was completed in late 1994 after the FEIS was completed.) The analysis available at the time of the FEIS projected that operations at Homestead would increase to 160,430 by 1999. General aviation aircraft would conduct the majority of the 1999 activity, with a small number of aircraft maintenance related operations. The military and government operational levels were expected to remain constant at the 1994 levels in 1999. The addition of Air Carrier, Commuter, and Cargo service at Homestead was expected to bring annual operations up to 219,780 by 2004. While most (66%) of these operations were expected to be in the General Aviation category, the Air Carrier, Commuter, and Cargo development was expected to represent some 15% of the activity at the facility. The military and government traffic for 2004 was expected to remain constant at the 1994 levels. In 2014 the FEIS projected some 246,500 annual operations at Homestead with percentage assignments to the various categories similar to the 2004 breakdown. The military and government percentage of the 2014 estimate operations was reduced slightly, as the actual operations in this category were expected to remain constant at the 1994 levels.

The current SEIS analysis presents Homestead operations projections for the years 2000, 2005, 2015, and for a maximum single runway operational configuration in the distant future. Like the FEIS, the SEIS projects that the military and government traffic will remain constant throughout the future years of analysis, albeit at the much lower 1999 projected levels. Furthermore, the SEIS traffic projections range from 40% to 65% lower than the FEIS in similar future years. This reduction in anticipated future operations is primarily due to the delays in the development of Homestead as a commercial airport and the development of a more conservative forecast of anticipated General Aviation operations. In 2000, the SEIS projects that there could be some 60,650 annual operations at Homestead, while the FEIS originally projected some 160,000 annual operations by 1999. The primary difference in these projections is in the General Aviation category, with some differences also attributable to the different underlying military and government operations levels. The SEIS forecasts that by 2005, Homestead is estimated to accommodate some 74,600 annual operations. The FEIS, on the other hand, projected nearly three times as many operations in 2004, at 219,000 annual operations. Once again, much of the difference is in the projections for the General Aviation traffic. The SEIS also is anticipating slower (delayed) development of commercial operations. In 2015, the SEIS projects total operations at Homestead to reach nearly 150,000 annual operations. In contrast, the FEIS document projected that Homestead operations would exceed 245,000 by the year 2014. In the post-2014 cases, the SEIS projects substantially more commercial passenger and cargo traffic at Homestead than the FEIS, but less general aviation and military/government traffic.

II.D.10. Fleet Mix

Generally, the previous FEIS and this SEIS utilize a similar fleet mix for the baseline conditions which are exclusively military and U.S. Customs operations. In both cases the F-16 is the predominant aircraft from an operational standpoint, as well as from a noise generation perspective. In both studies the military and U.S. Customs fleet mix remains constant throughout the future years. While subtle differences in the military/government fleet mix are evident between the FEIS and this SEIS study, it should be noted that both fleets are similar enough that no appreciable difference noise generation would

be evident. The key to the differences between the FEIS and this SEIS is the number of annual operations assigned to the military/government fleet as discussed in the previous paragraphs.

In scenarios where commercial operations are anticipated, the FEIS utilizes a relatively simple fleet mix for the future conditions noise analysis. The SEIS has built on that foundation with the development of a more detailed fleet mix based on current industry trends and the commercial traffic fleets accommodated at other commercial airports in the south Florida region. Once again, however, the additional fleet mix detail in this SEIS only provides an incremental improvement in noise prediction accuracy over the FEIS analysis. The differences in the number of operations of the various aviation components discussed in the previous paragraphs is the key factor in any notable noise output difference between the FEIS and SEIS studies. As Homestead is assumed to develop as a commercial service airport in future years, the SEIS assumes a higher percentage of larger commercial aircraft and a lower percentage of smaller general aviation aircraft at the airport than did the FEIS.

II.D.11. Flight Tracks

The FEIS noise modeling effort primarily relied on flight track definitions that were developed in the 1988 AICUZ Study for Homestead Air Force Base for the baseline military and government operations at Homestead, as well as the future commercial operations investigated in the FEIS. In general, these flight tracks were defined in detail in an area near the airport. This area of detailed flight tracks ranged to approximately 10 to 15 nautical miles from the airfield. At this point all of the flight tracks were modeled to extend straight some 50 nautical miles. The flight tracks developed for the SEIS provide considerably more detail that is retained for a large distance from Homestead. All of the flight tracks developed for this analysis extend some 30 to 50 nautical miles from Homestead along detailed routes. Additionally, the SEIS flight tracks include a nominal dispersion of air traffic around each primary flight corridor. This dispersion more realistically represents the typical usage of a given flight route as aircraft fly along a corridor in space rather than along a specific defined line of flight.

The military flight tracks used in the FEIS were used in the SEIS analysis with some modification. Generally, flight track dispersion was added to the military arrival and departure routes along with more detail at greater distances from Homestead. These details were developed through extensive coordination with the Miami TRACON staff. These refinements often resulted in changes in the military routes modeled at distances greater than 10 nautical miles from Homestead. These refinements were needed to evaluate low level noise at substantial distances from the airport to cover all national properties evaluated.

The civilian and commercial flight tracks used in this SEIS analysis were also developed through the coordination process with the Miami TRACON staff. That process included a review of a sample of actual radar flight tracks in the southern Florida airspace area in conjunction with a review of Miami TRACON procedures.

The FEIS noise modeling assumed straight-out departures to the northeast that were adjusted in the SEIS to recognize airspace constraints. These constraints are a result of established departure and arrival routes, located east of Homestead, to and from Miami International and Ft. Lauderdale-Hollywood International Airports. The flight tracks developed for the SEIS account for these constraints and assign the future civil and commercial traffic to flight routes based on the best estimations of potential destinations to be served from Homestead.

Finally, the SEIS analysis includes extensive and detailed flight tracks from four other airports in the region. These tracks were developed from a sample of actual radar data from the south Florida airspace region.

II.D.12. Aircraft Profiles

The departure and arrival profiles for military aircraft utilized in the FEIS noise analysis were based on profiles developed in the 1988 Air Force AICUZ study for Homestead. These profiles were custom developed based on the actual military flight procedures utilized at the air base in 1988 and provide a reasonable basis for noise modeling. These same profiles were converted from the NOISEMAP software format to the current INM format and used in this SEIS analysis. The use of these profiles for the SEIS analysis was coordinated with the Air Force Reserve staff at Homestead.

The FEIS noise analysis utilized the standard default INM arrival and departure profiles for the modeling of the civil and commercial aircraft. While this is adequate for the simulation of aircraft operations within 10 miles of the airport, these profiles do not reflect the air traffic control procedures that would inevitably affect the profiles of arriving or departing aircraft at greater distances (10-50 NM) from Homestead. Additionally, the INM standard profiles used in the FEIS limit aircraft to an altitude of 10,000 feet AGL, which does not extend far enough for the evaluation of the noise exposure at great distances from Homestead over the national properties requested by the National Park Service.

The noise analysis for the SEIS incorporates custom arrival and departure profiles for each civil and commercial aircraft in the future fleet mix for Homestead. These profiles were developed based on individual flight routes and identified air traffic control procedures so that any climb or descent restrictions that may be required at various distances from Homestead can be included in the modeling. In addition, the arrival and departure profiles were extended beyond the INM default altitude of 10,000 feet above ground level (AGL) to a minimum of 18,000 feet AGL. This facilitates more accurate modeling of aircraft as they traverse flight routes at some 30 to 50 Nautical Miles from Homestead.

II.D.13. Noise Mitigation Alternatives

Noise mitigation alternatives were qualitatively discussed in the FEIS. The FEIS did not undertake any quantitative analysis of noise mitigation measures

The SEIS provides a detailed evaluation of three flight track alternatives for noise mitigation in the national parks, refuge, and preserve. This analysis includes a complete quantitative noise analysis including all grid points and additional noise metrics.

\[i] U.S. Department of Transportation, John A. Volpe Transportation Systems Center, Draft Final Report, *Characterization of Ambient Sound Levels at Four Southern Florida National Properties,* January, 1999. Appendix D of this document details the modifications to the Integrated Noise Model for the Homestead SEIS project.

\[ii] The protocols and results of the noise measurement program are reported in detail in *Characterization of Ambient Sound Levels at Four Southern Florida National Properties*

\[iii] United States Air Force Reserve, *Draft Air Installation Compatible Use Zone (AICUZ) Study, Volume I & II, Homestead Air Reserve Base, Florida*, 1997

\[iv] Flight track locations and their relationship to the movement of traffic throughout the south Florida region are addressed in the Airport Planning Data Technical Report, July 1999, by Landrum & Brown.

\[v] 1988 NOISEMAP digital input files provided by Air Force Systems Command, Langley, Virginia. NOISEMAP is a computer model that is used at military facilities to produce noise contours and dispersion patterns. It is the military equivalent of the INM. NOISEMAP aircraft data is incorporated into the INM databases.

\[vi] INM runs of the No Action condition were conducted to assure that the resultant noise contours adequately matched the noise contour output for the NOISEMAP files. Where appropriate, iterative adjustments to the profile data were made to provide a better fit of the noise contours between the two models.

\[vii] PB Avplan, *Dade County Aviation System Plan*, produced for Dade County Department of Airports, 1993.

Chapter III
Aircraft Noise Exposure Contours

Based on the INM input information provided in Section II Methodology, noise exposure contours using the Day Night Average Sound Level (DNL) methodology were developed for existing, future no action and future proposed action conditions. Additionally, to assist SEIS reviewers in understanding the general composition of the noise exposure contours and to provide more information about the noise of individual aircraft expected to use Homestead, noise footprints for six aircraft types considered to be most critical to the overall noise contours are presented and discussed.

III.A. Noise Exposure (DNL) Contours - Existing Conditions

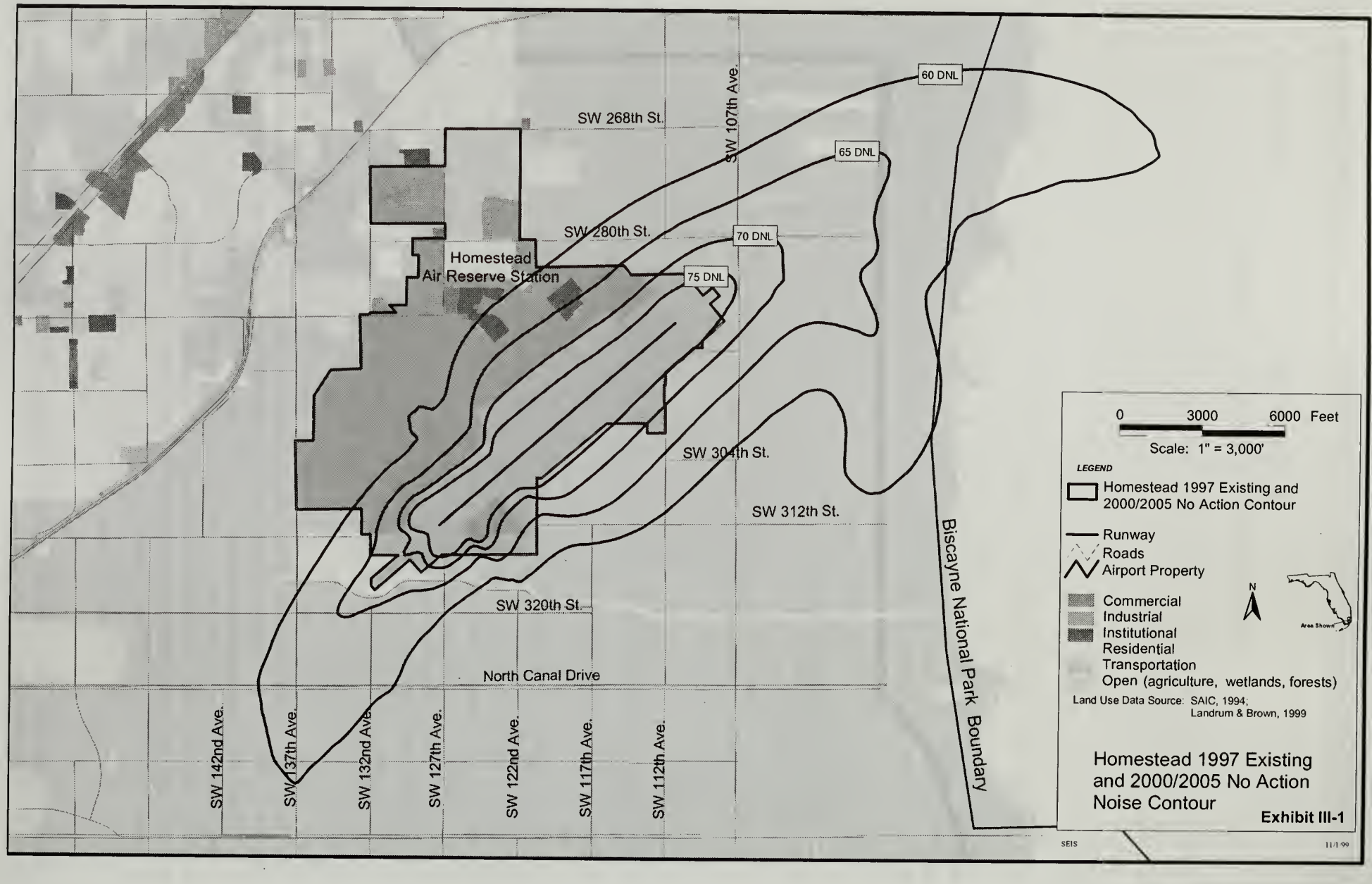
Operations present at the airport during 1997 comprise the existing condition for noise assessment purposes. Based upon the data described under Chapter II Methodology, noise contours of 60, 65, 70 and 75 DNL were computed for the existing condition. These are presented on **Exhibit III-1**. These contours include 6,458 acres within their extents. The area within each contour is presented in **Table III-1.**

Table III-1
Area of Noise Exposure in Acres
Existing Conditions

Noise Level	Off-Airport Area	On- Airport Area	Total Area
60-65 DNL	3,322	390	3,712
65-70 DNL	1,062	372	1,434
70-75 DNL	301	300	602
75+ DNL	45	666	710
Total Above 60	4,730	1,728	6,458

Source: Landrum & Brown, 1999.

The majority of the noise contour is located to the northeast of the airport, reflecting the predominant traffic flow. The 75 DNL contour remains almost entirely over airport lands, passing beyond the airport boundary by only about 1,300 feet to the northeast, reaching east to SW 107th Avenue, yet remains entirely over land uses that are compatible with high noise levels. To the south, the 75 DNL contour passes just beyond the airport boundary adjacent to the runway. The 70 DNL contour is similar in shape, but larger than the 75 DNL contour. It extends northeastward approximately 2,000 feet further than the 75 DNL contour to SW 280th Street, but remains almost entirely over airport property to the southwest. Along its southern portion, the contour includes an area adjacent to the airport that is devoted to agricultural use. The 65 DNL contour extends approximately 1.6 miles northeast of the airport, ending at SW 97th Avenue. The bulges and hook in the contour shape are indicative of the locations of turns along flight paths flown by military aircraft in either departure or closed pattern approach modes. To the southwest, the 65 DNL reaches slightly more than one-half mile off the airport along the extended centerline of the final approach, reaching SW 320th Street. The 60 DNL contour extends from beyond North Canal Drive in the southwest to over Biscayne Bay in the northeast, crossing the boundary into Biscayne National Park. It includes a southward turning hook associated with departures and pattern operations by military jets in northeast traffic flow and a southward bend at the west end of the contour associated with similar operations in southwest traffic flow.


60 DNL
65 DNL
70 DNL
75 DNL
SW 268th St.
SW 280th St.
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
SW 107th Ave.
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
Homestead
Air Reserve Station
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Homestead 1997 Existing and 2000/2005 No Action Contour
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994;
Landrum & Brown, 1999
Homestead 1997 Existing and 2000/2005 No Action Noise Contour
Exhibit III-1
SEIS
11/1 99

III.B. Noise Exposure (DNL) Contours - Future No Action Conditions

The future noise exposure without the proposed action constitutes the basis against which the potential impacts of the proposed action are evaluated. The difference between the two noise contour patterns, for any one year, will be the result of the additional traffic associated with the development of Homestead as a civil airport. This comparison applies to the contour analyses presented here and to grid point analyses presented in a subsequent Chapter of this report.

The DNL contours of the future No Action condition at the airport for the years 2000 and 2005 are identical to the contours for the existing condition. There is no change to the way aircraft are expected to fly or to the anticipated fleet mix and number of operations of the military and government aircraft that are expected to continue to operate from Homestead under any future circumstance. Consequently, the contours in Exhibit III-2 are applicable to the Future No Action Conditions for the first two future years evaluated.

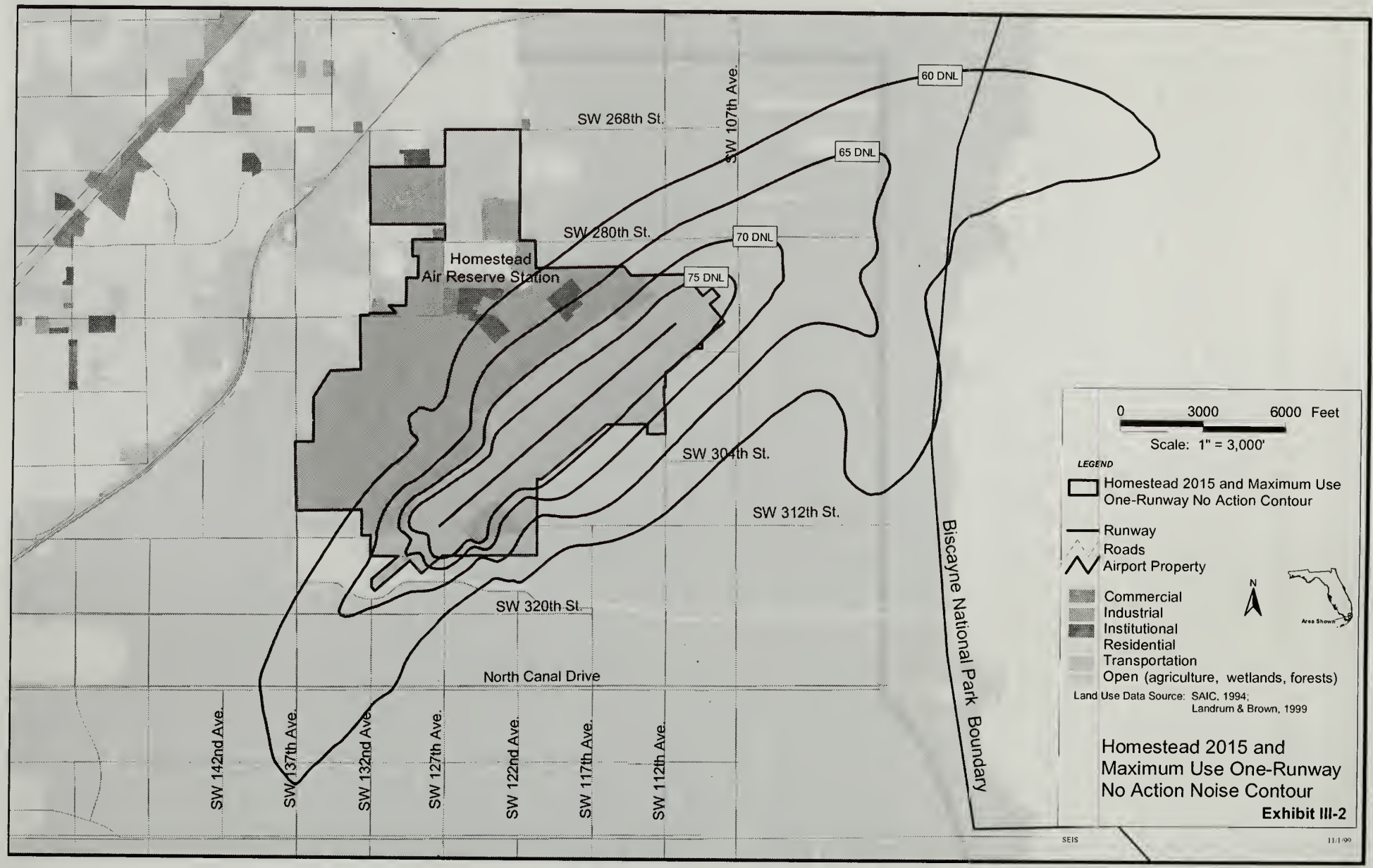
By 2015, a single change is forecast for the military fleet based at Homestead. That is the replacement of the C-141 transient transport aircraft with C-17 transport aircraft. All other conditions are currently projected to remain the same for that year. The no action condition for the year of potential maximum development of the airport as a one-runway civilian facility is the same as the 2015 no action condition. The small change in 2015 and the maximum year from the earlier years has virtually no effect on the resultant noise contours presented in **Exhibit III-2**. The areas within each contour band of the future no action conditions are virtually identical to the areas within the contours of the existing condition.

III.C. Noise Exposure (DNL) Contours - Proposed Action Conditions

The development of Homestead as a civilian airport with a continuing military and other government aircraft component to its operations would result in changes in the noise contours from the no action conditions. Noise contours are presented for each of the four future target years of civil airport development at Homestead, and are compared with the No Action conditions for the same year. The difference between the Proposed Action and No Action contours is the direct impact associated with the civil development.

III.C.1. Year 2000 Proposed Action Noise Exposure (DNL) Contours

The initial development of the airport is forecast to be limited to the addition of approximately 41,000 general aviation operations to the military/government activity now in place. This general aviation activity would be primarily conducted by light single and twin-engine piston aircraft, but is also forecast to include about 2,000 operations each by business jet and helicopter aircraft. The noise contours resulting from the total general aviation, military, and government aircraft activity are compared to the No Action condition in **Exhibit III-3**. The only difference between the two sets of contours indicated on the map is the slight lengthening of the 60, 65 and 70 DNL contours southwest of the airport, under the approach to Runway 5 and a slight widening of the 60 DNL contour east of the airport. The additional general aviation traffic, and particularly business jet aircraft, causes noise energy in that area to increase by enough to be reflected in the contour. All other areas of the contour pattern remain the same as the No Action contour for the year 2000. **Table III-2** compares the areas within the contours for the two conditions.


60 DNL
65 DNL
70 DNL
75 DNL
SW 268th St.
SW 280th St.
SW 107th Ave.
Homestead
Air Reserve Station
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Homestead 2015 and Maximum Use One-Runway No Action Contour
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994;
Landrum & Brown, 1999
Homestead 2015 and Maximum Use One-Runway No Action Noise Contour
Exhibit III-2
SEIS
11/1/99

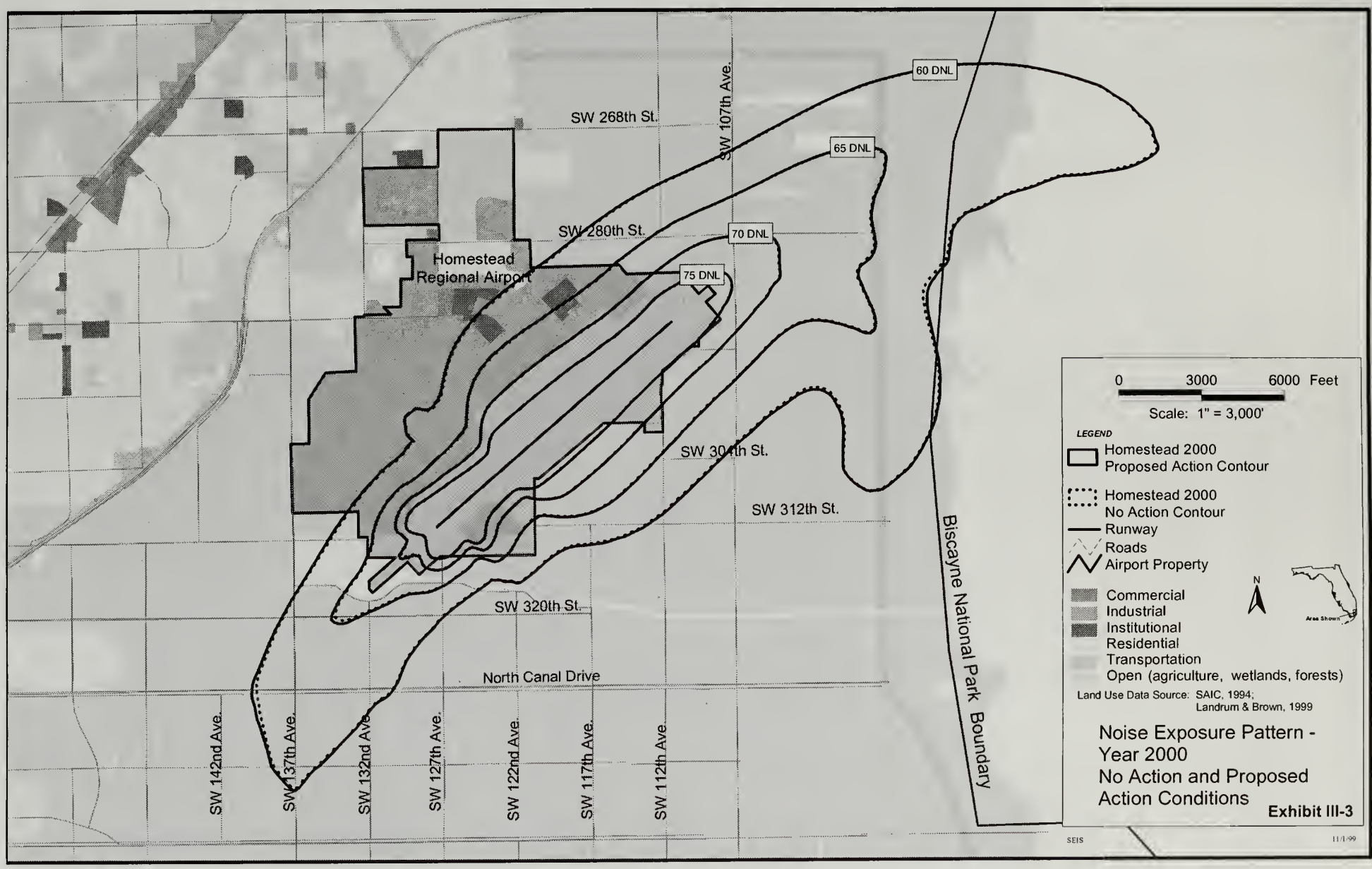

60 DNL
65 DNL
70 DNL
75 DNL
SW 268th St.
SW 280th St.
SW 304th St.
SW 312th St.
SW 320th St.
SW 107th Ave.
Homestead
Regional Airport
North Canal Drive
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Homestead 2000
Proposed Action Contour
Homestead 2000
No Action Contour
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994;
Landrum & Brown, 1999
Noise Exposure Pattern -
Year 2000
No Action and Proposed
Action Conditions
Exhibit III-3
SEIS
11/1/99

Table III-2
Comparative Areas of Noise Exposure in Acres
Year 2000 Forecast Conditions

	Off-Airport Area		On- Airport Area		Total Area	
Noise Level	No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action
60-65 DNL	3,322	3,379	390	391	3,712	3,769
65-70 DNL	1,062	1,069	372	384	1,434	1,453
70-75 DNL	301	307	300	300	602	608
75+ DNL	45	51	666	666	710	717
Total Above 60	4,730	4,806	1,728	1,741	6,458	6,547

Source: Landrum & Brown, 1999.

III.C.2. Year 2005 Proposed Action Noise Exposure (DNL) Contours

By the year 2005, the projected introduction of passenger operations by jet and turboprop aircraft, accompanied by start ups estimated for aircraft maintenance and cargo activity, would result in a slight growth of the noise exposure contours from year 2000 conditions. The contours for the year 2005 Proposed Action condition are compared to that year's No Action contours on **Exhibit III-4**. Each contour level northeast of the airport is slightly expanded beyond the No Action condition, but to such a small degree that the cumulative DNL is virtually unchanged at any location in that direction. To the southwest, the 60, 65 and 70 DNL contours each extend off the airport a short distance further than under the No Action condition. **Table III-3** indicates the comparison of the areas within the noise contours for the 2005 No Action and Proposed Action conditions.

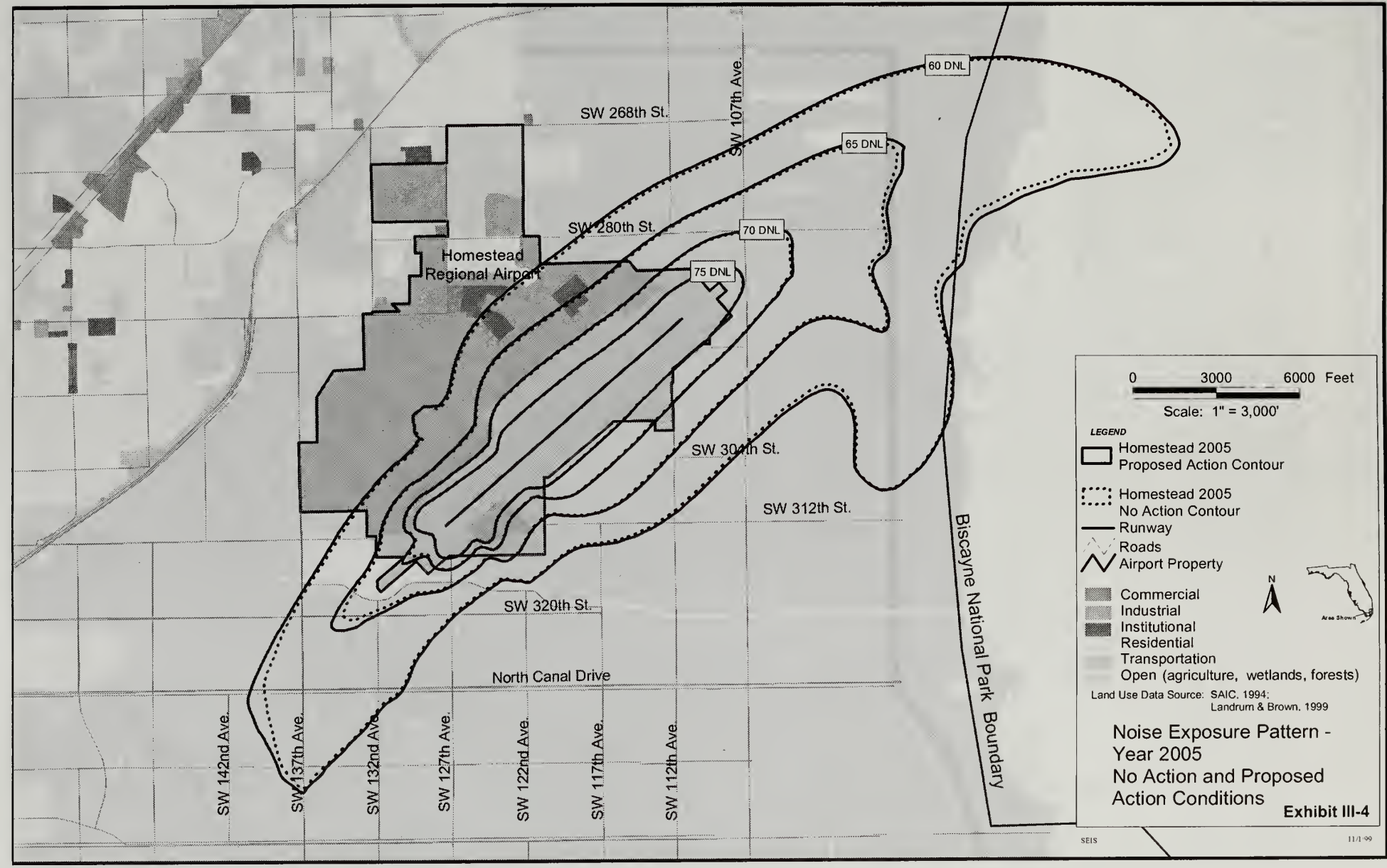
Table III-3
Comparative Areas of Noise Exposure in Acres
Year 2005 Forecast Conditions

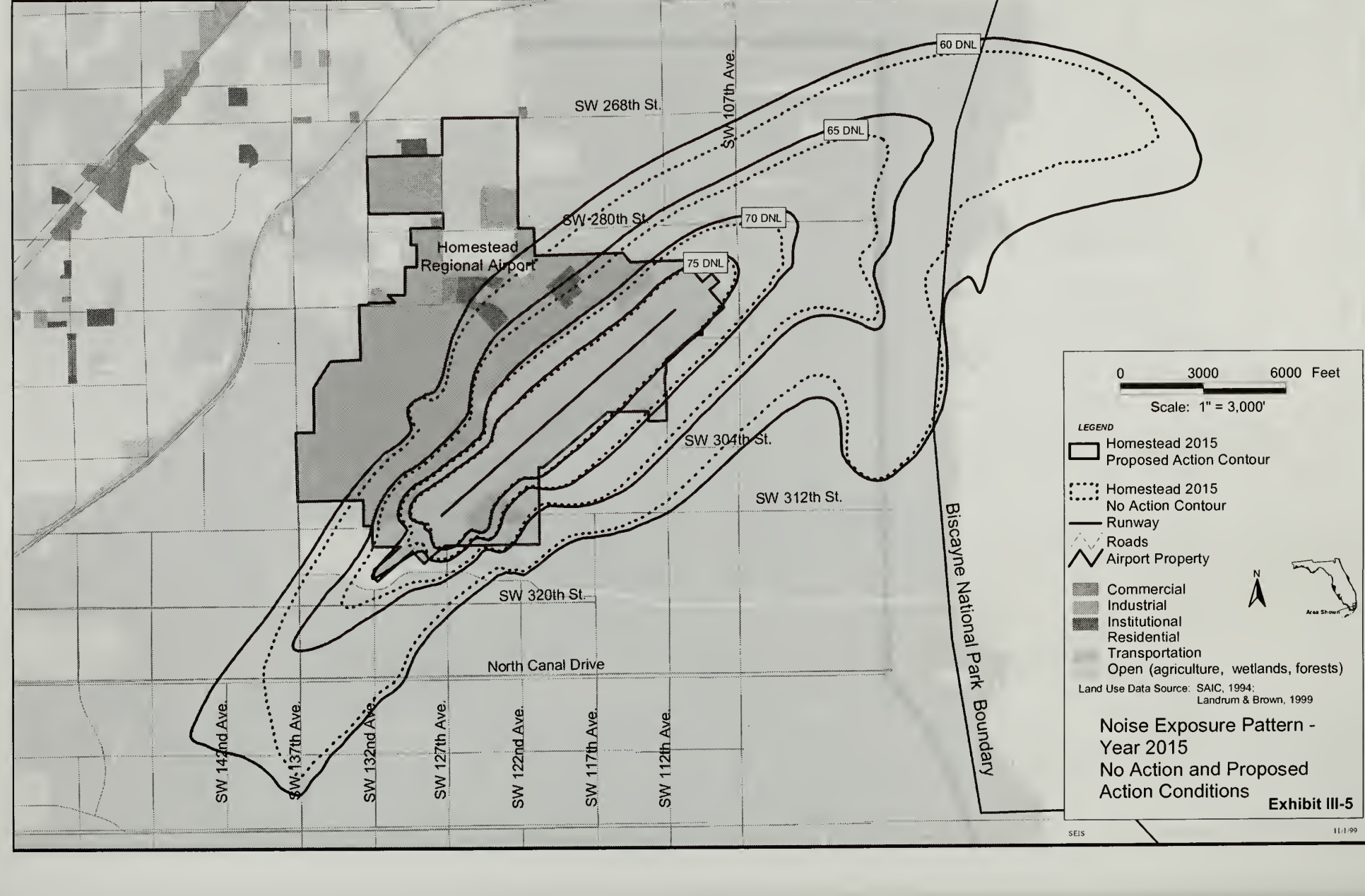
	Off-Airport Area		On- Airport Area		Total Area	
Noise Level	No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action
60-65 DNL	3,322	3.475	390	397	3,712	3,872
65-70 DNL	1,062	1,126	372	378	1,434	1,504
70-75 DNL	301	314	300	307	602	621
75+ DNL	45	51	666	672	710	723
Total Above 65	4,730	4,966	1,728	1,741	6,458	6,720

Source: Landrum & Brown, 1999.

III.C.3. Year 2015 Proposed Action Noise Exposure (DNL) Contours

The forecast Proposed Action noise exposure for the year 2015 is compared to the No Action condition for that same year in **Exhibit III-5**. The potential growth of the airport to include over 51,000 passenger operations and more than 21,000 cargo flights, as well as estimated activity in the maintenance, general aviation and military sectors of the fleet, would result in an increase in the noise contours. At each noise


60 DNL
65 DNL
70 DNL
75 DNL
SW 268th St.
SW 280th St.
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
SW 107th Ave.
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
Homestead Regional Airport
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Homestead 2005 Proposed Action Contour
Homestead 2005 No Action Contour
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994; Landrum & Brown, 1999
Noise Exposure Pattern - Year 2005 No Action and Proposed Action Conditions
Exhibit III-4
SEIS
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60 DNL
65 DNL
70 DNL
75 DNL
SW 268th St.
SW 107th Ave.
SW 280th St.
Homestead
Regional Airport
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
Biscayne National Park Boundary
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Homestead 2015
Proposed Action Contour
Homestead 2015
No Action Contour
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994;
Landrum & Brown, 1999
Noise Exposure Pattern -
Year 2015
No Action and Proposed
Action Conditions
Exhibit III-5
SEIS
11/1/99

level, the contours are generally enlarged to the northeast of the airport and to the sidelines of the runway. To the southwest, under the principal approach route, the contours expand noticeably. To the southwest, the 60 DNL contour extends across 142nd Avenue, while the 65 DNL contour grows to cross SW 137th Avenue, a lengthening of approximately one-half mile. The 70 DNL contour expands beyond the airport boundary to reach SW 132nd Street. The area within each contour for the 2015 condition is compared to the No Action condition for that year in **Table III-4**.

Table III-4
Comparative Areas of Noise Exposure in Acres
Year 2015 Forecast Conditions

	Off-Airport Area		On- Airport Area		Total Area	
Noise Level	No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action
	3,315	4,134	390	396	3,706	4,531
65-70 DNL	1,050	1,396	378	390	1,427	1,786
70-75 DNL	307	396	294	320	602	717
75+ DNL	45	58	666	698	710	755
Total Above 65	4,717	5,984	1,728	1,805	6,445	7,789

Source: Landrum & Brown, 1999.

III.C.4. Maximum Use One-Runway Proposed Action Noise Exposure (DNL) Contours

Sometime beyond the year 2015, the airport could reach its one-runway capacity. The forecasts for that condition project that the dominant component of the fleet mix would be passenger aircraft, with passenger jets playing the principal role in service. Additionally, the fleet mix is forecast to include turboprop passenger flights, general aviation activity, continued military operations, and increased levels of cargo activity by jet aircraft. To some extent, the noise generated by these forecast aircraft would be mitigated by the continued reduction in individual aircraft source noise levels in the future. The maximum condition assumes, as described in Chapter II, that the quietest of civilian aircraft currently operating in the fleet will be flown in the out years, while military aircraft will continue in their present fleet mix (with one exception) and numbers. **Exhibit III-6** compares the No Action and Maximum Use One-Runway Proposed Action noise exposure contours. **Table III-5** compares the areas within each of the contour bands for both conditions.

The maximum noise contour for the Proposed Action condition is larger than the No Action contour for that time frame. To the northeast, the 75 DNL extends to SW 107th Avenue and the 70 DNL crosses SW 280th Street, while the 65 DNL reaches nearly to the Biscayne National Park boundary. The 60 DNL contour extends over Biscayne Bay into Biscayne National Park, as does the No Action contour, although to a lesser extent. The growth of the contours to the northeast and along the sidelines adjacent to the runway is general in nature and indicative of the increased level of operations.

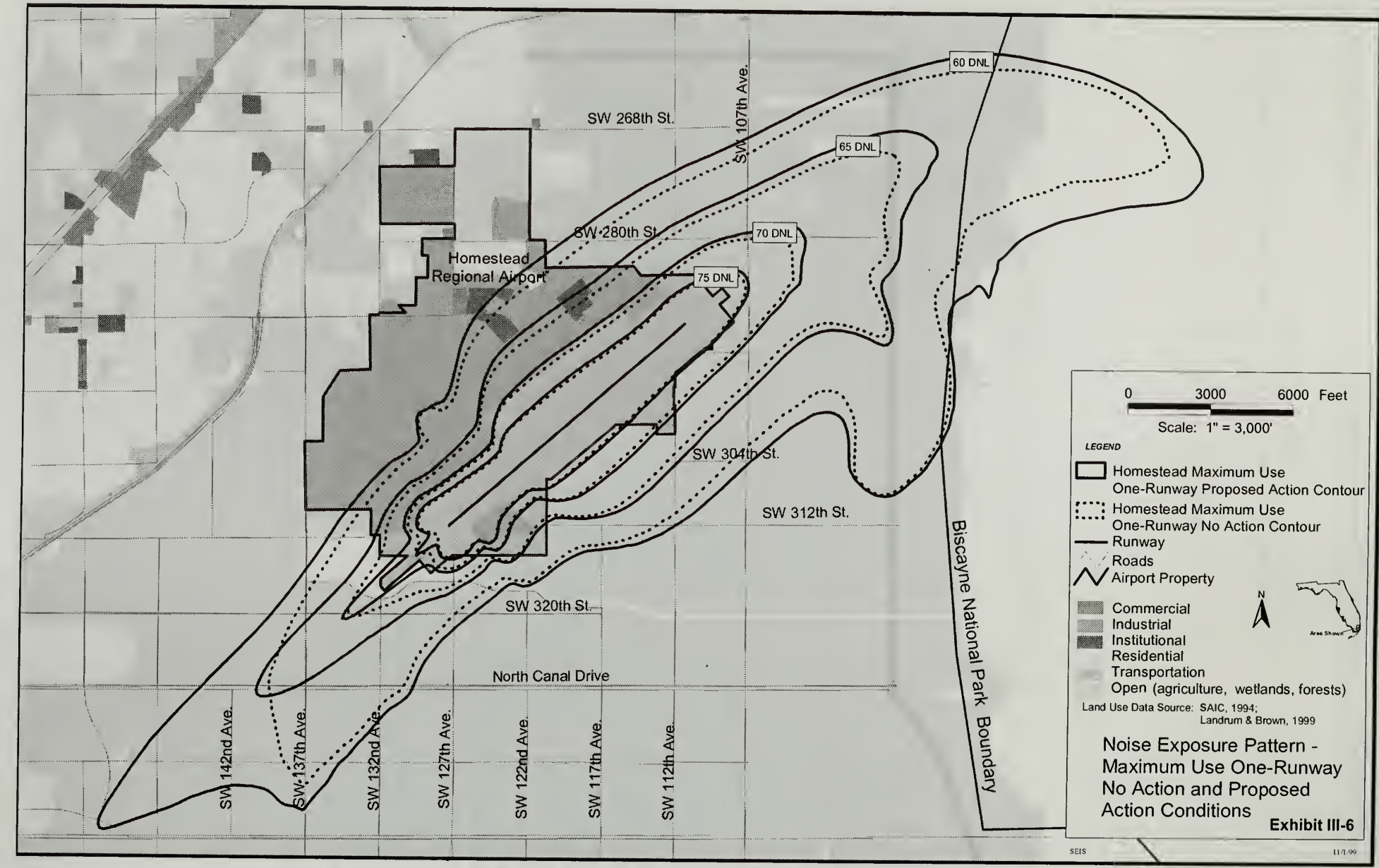

60 DNL
65 DNL
70 DNL
75 DNL
SW 268th St.
SW 280th St.
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
SW 107th Ave.
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
Homestead Regional Airport
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Homestead Maximum Use One-Runway Proposed Action Contour
Homestead Maximum Use One-Runway No Action Contour
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994; Landrum & Brown, 1999
Noise Exposure Pattern - Maximum Use One-Runway No Action and Proposed Action Conditions
Exhibit III-6
SEIS
11/1/99

Table III-5
Comparative Areas of Noise Exposure in Acres
Maximum Use One-Runway Forecast Conditions

	Off-Airport Area		On- Airport Area		Total Area	
Noise Level	No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action
60-65 DNL	3,315	4,275	390	404	3,706	4,679
65-70 DNL	1,050	1,459	378	384	1,427	1,843
70-75 DNL	307	410	294	326	602	736
75+ DNL	45	64	666	704	710	768
Total Above 65	4,717	6,208	1,728	1,818	6,445	8,026

Source: Landrum & Brown, 1999.

To the southwest, the Proposed Action contours under the approach to Runway 5 are all larger than the No Action contours. Above 65 DNL, the contours stretch away from the runway end. The 75 DNL contour in the area remains on airport property, but the 70 and 65 DNL contours spike to the southwest. The 70 DNL extends to SW 320th Street in a spike approximately 3,800 feet beyond the airport boundary. The 65 DNL extends approximately 8,000 feet beyond the airport boundary, reaching across North Canal Drive. The 60 DNL of the Proposed Action also follows the extended centerline of the approach to Runway 5, but also shows a bulge to the south indicative of noise generated by military aircraft using pattern approaches on the south side of the runway.

III.C.5 Commentary on Noise Exposure Contour Comparisons

The Existing, No Action and Proposed Action noise exposure contours are very similar. This is indicative of a situation where the existing components of the noise exposure (i.e., military aircraft) contribute so much noise energy to the exposure in the airport environs that they dominate all Proposed Action conditions. Based on a comparison of the SEL footprints presented in the following section, and the similarity of the contours, we can surmise that the F-16 is the dominant aircraft in all cases. Were that aircraft not common to all cases, or were it not as individually loud as it is, the contours might vary significantly more than is projected.

The gradual increase in noise levels to the southwest of the airport with the initiation and estimated growth of civilian operations is largely associated with the noise generated by landings. In areas where landings are the dominant operation, the noise contours associated with them appear as spikes because the rate of descent is relatively constant and the course is straight. In contrast, noise from departures, although individually louder than landings, is dispersed over broad areas by variable climb rates and turning flight tracks.

While the DNL noise exposure contours are very similar for all conditions analyzed, the characteristics of the noise varies more at lower noise levels among the Proposed Action and No Action conditions at greater distances from Homestead. Chapter IV will provide information on the noise characteristics forecast for the national properties at distances of up to 80 miles from the airport.

III.D. Aircraft Noise and Community Land Uses

The assessment of significant levels of aircraft noise on communities around airports is traditionally expressed in terms of the residential areas and other noise sensitive land uses within the contours of 65

DNL or higher. Table 2 of Appendix A of Federal Aviation Regulation, Part 150 provides the guidance for the noise sensitivity of community structures and land uses used in EIS and Part 150 studies prepared for FAA approval.[1] The table is reproduced as Table I-2 of this document.

Within the immediate environs of Homestead with noise above 65 DNL for the existing conditions, the land is generally undeveloped and used for compatible agricultural or open space uses. In future years, that land is forecast to develop into residential and other uses. Any growth of residences or other noise-sensitive uses in an area exposed to high noise levels would introduce land use incompatibilities into the area. These introduced uses establish the level of "growth risk" associated with the uncontrolled development of noise-sensitive areas.

To evaluate the existing incompatibilities within the airport environs, a field survey was conducted to determine the specific locations of any residences or other noise-sensitive facilities within an area larger than the largest 65 DNL of the Proposed Action conditions. This survey established the geographic base file against which impacts could be consistently compared among contour cases for existing incompatible uses. Additionally, the geographic base file computation program was structured to consider Dade County's forecast of residences (and associated population) within the airport environs. The numbers of persons and dwellings were computed for each operating condition. The results of this assessment are presented in the following section.

III.D.1 Community Noise Sensitive Uses Within 60 DNL Contour

When a community noise-sensitive use falls within the 65 DNL contour or higher, it is considered by the FAA to be exposed to a significant level of aircraft noise. When it falls within the 60-65 DNL range, its exposure level is considered to be moderate. **Table III-6** delineates, for each No Action and Proposed Action condition, the existing population and dwelling units (labeled "D.U.s" in the table) forecast to be within the contours in each of the years under consideration. The table assumes that additional incompatible development will not occur within the areas exposed to 60 DNL or more.

The existing condition of noise exposure at Homestead includes 95 dwellings, housing approximately 656 persons, within the 65-70 DNL contour, as well as1,148 persons in 202 dwellings within the 60-65 DNL range. All but three of the dwellings within the 65 DNL contour are located near the southwest end of the runway, in migrant labor housing. (The number 656 is an abnormally high population count for 95 dwellings. It has been estimated from signs in the area indicating there are approximately 2,200 residents located in 311 total units in the area.)

In future years, the noise contour is projected to expand to the southwest, incorporating new areas that have been developed in uses that are incompatible with airport noise. The maximum use of a single-runway airport is forecast to add 83 dwellings housing 397 persons to the area of 65 DNL or more.

While it may be desirable at local government's discretion to limit the introduction of incompatible uses within the area exposed to aircraft noise above 60 DNL, and it is certainly recommended under FAA guidelines above 65 DNL, Dade County's forecasts of future population distributions indicate that new residential development will begin to be introduced into the area, particularly after the year 2015. While the noise contours themselves would not be expected to grow significantly except to the southwest of the airport, the population within them may be increased through this growth. Consequently, the change in impacted population forecast for the various future years can be a function of both the changing size of the noise contours and the potentially increasing unrestricted population growth within the contours. **Table III-7** indicates the forecast number of dwellings and persons that would fall within the noise contours if uncontrolled growth is allowed within the airport environs.

Table III-6
Forecast Population and Dwelling Unit Impacts
Within DNL Ranges, Without Concurrent Residential Development

	60-65 DNL		65-70 DNL		70-75 DNL		75 DNL or more		Total Above 60		Total Above 65	
Year and Scenario	Pop.	D.U.s	Pop.	D.U.s	Pop.	D.U.s	Pop.	D.U.s	Pop.	D.U.s	Pop.	D.U.s
Existing Conditions	1,148	202	656	95	0	0	0	0	1,804	297	656	95
2000												
Proposed Action	1,188	212	680	98	0	0	0	0	1,868	310	680	98
No Action	1,148	202	656	95	0	0	0	0	1,804	297	656	95
Project-Related Change	40	10	24	3	0	0	0	0	64	13	24	3
2005												
Proposed Action	1,284	228	680	99	24	3	0	0	1,988	330	704	102
No Action	1,148	202	656	95	0	0	0	0	1,804	297	656	95
Project-Related Change	136	26	24	4	24	3	0	0	184	33	48	7
2015												
Proposed Action	1,429	273	642	97	166	23	0	0	2,237	393	808	120
No Action	1,148	202	656	95	0	0	0	0	1,804	297	656	95
Project-Related Change	281	71	-14	2	166	23	0	0	433	96	152	25
Maximum One-Rwy.												
Proposed Action	1,396	262	652	124	398	53	3	1	2,446	439	1,053	178
No Action	1,148	202	656	95	0	0	0	0	1,804	297	656	95
Project-Related Change	148	60	-4	29	398	53	3	1	542	142	397	83

Source: Landrum & Brown, 1999.

Table III-7
Forecast Population and Dwelling Unit Impacts
Within DNL Ranges, Assuming Unconstrained Forecast Residential Development

	60-65 DNL		65-70 DNL		70-75 DNL		75 DNL or more		Total Above 60		Total Above 65	
Year and Scenario	Pop.	D.U.s	Pop.	D.U.s	Pop.	D.U.s	Pop.	D.U.s	Pop.	D.U.s	Pop.	D.U.s
Existing Conditions	1,148	202	656	95	0	0	0	0	1,804	297	656	95
2000												
Proposed Action	1,243	234	689	101	0	0	0	0	1,932	335	689	101
.No Action	1,197	222	666	98	0	0	0	0	1.863	320	666	98
Project-Related Change	46	12	23	3	0	0	0	0	69	15	23	3
2005												
Proposed Action	1,382	283	707	109	24	3	0	0	2,113	395	731	112
No Action	1,259	249	682	105	0	0	0	0	1,941	354	682	105
Project-Related Change	123	36	25	4	24	3	0	0	172	41	49	7
2015												
Proposed Action	1,812	432	737	130	171	25	0	0	2,720	587	908	155
No Action	1,394	296	717	117	0	0	0	0	2,111	413	717	117
Project-Related Change	418	136	20	13	171	25	0	0	609	174	191	38
Maximum One-Rwy.												
Proposed Action	16,441	5,790	4,122	1,202	546	79	3	1	21,112	7,070	4,671	1,280
No Action	11,365	3,751	2,783	727	18	6	0	0	14,166	4,584	2,801	733
Project-Related Change	5,076	2,039	1,339	475	528	73	3	1	6,946	2,486	1,870	549

Source: Landrum & Brown, 1999.

It is notable that the population and dwelling units exposed to significant levels of aircraft noise are projected to remain relatively constant until the end of the planning period. At that time, the development of residential uses northeast and southwest of the airport, as forecast by Dade County, could (if uncontrolled) result in the introduction of many dwellings, and their attendant population, into the area exposed to significant and moderate levels of aircraft noise. These impacts are at risk of occurring unless the County establishes appropriate growth controls in the area for the future.

While several schools and one nursing home are in the general environs of the airport, being located south of the Florida Turnpike, none fall within the 60 DNL contour for any of the conditions evaluated.

III.D.2 Significant and Moderate Community Noise Increases of Proposed Action

The FAA's environmental guidance for the determination of significant noise impacts of proposed airport development projects in FAA Order 5050.4A, Airport Environmental Handbook, defines a significant project noise impact to be an increase caused by the project over the No Action condition of 1.5 DNL or greater for noise sensitive uses within the 65 DNL contour.\ii In addition, the Federal Interagency Committee On Noise (FICON) recommended in a 1992 report that, when noise sensitive uses within the 65 DNL contour would be exposed to an increase of 1.5 DNL or more from a proposed project, noise increases of 3 DNL or more for noise sensitive uses between 60-65 DNL should be identified as affected by moderate levels of noise exposure.

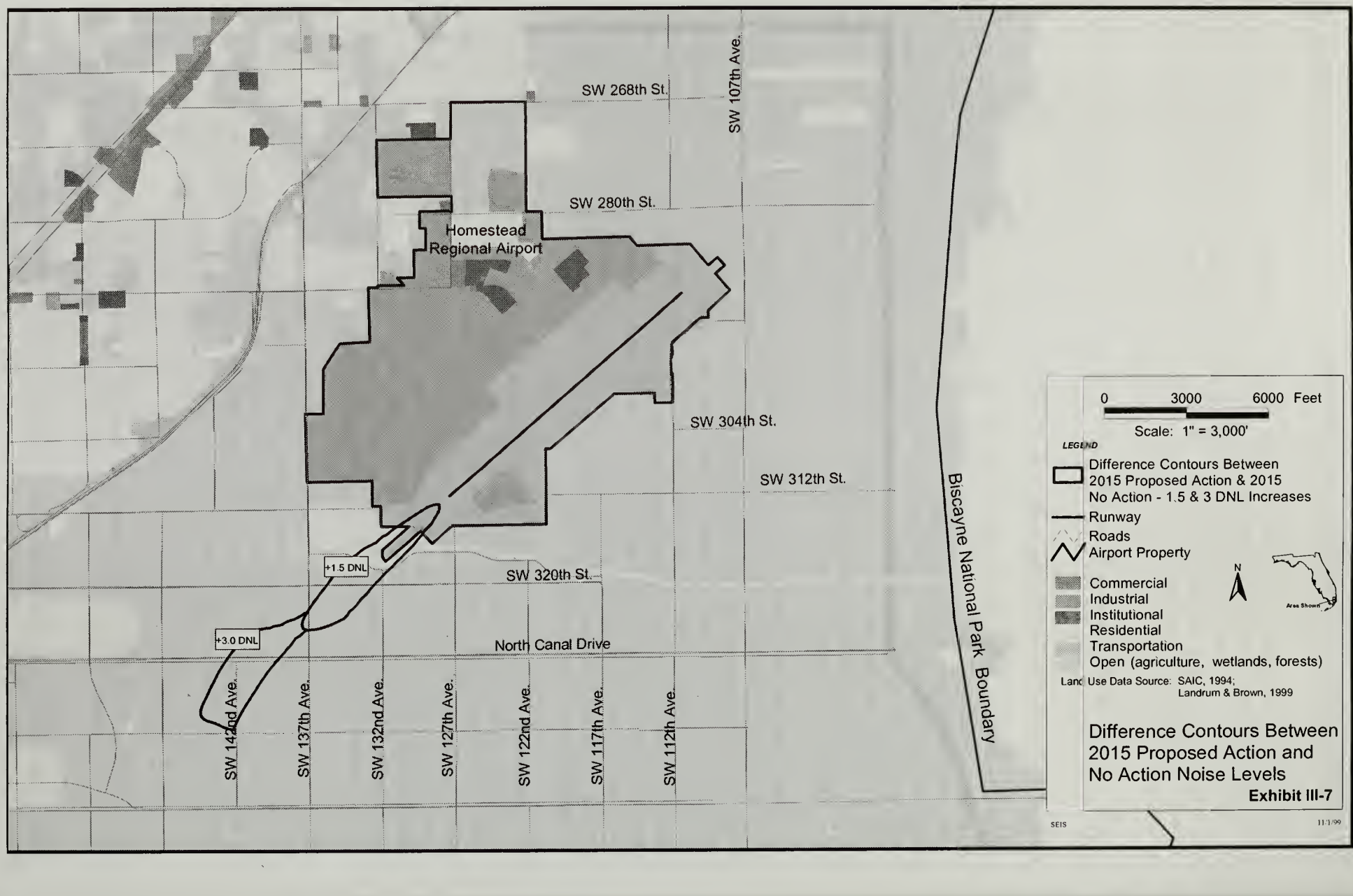
To evaluate significant and moderate increases in community noise exposure levels resulting from the proposed civil development of Homestead, a comparison of the noise levels for each Proposed Action condition is made against the No Action condition for the same year. Where differences of 1.5 DNL are found at 65 DNL and above, an assessment is made of the presence of locations where differences of 3.0 DNL are found between 60 and 65 DNL. Maps of differential noise exposure have been prepared which indicate the resulting locations, and population and dwelling unit impact computations have been made. **Exhibits III-7 and III-8** depict the areas for the two cases found to reach the criteria levels. These cases are for year 2015 and Maximum Use One-Runway conditions in which the Proposed Action condition is estimated to increase the noise levels by more than 1.5 or 3.0 DNL above the No Action condition for noise sensitive uses in certain locations.

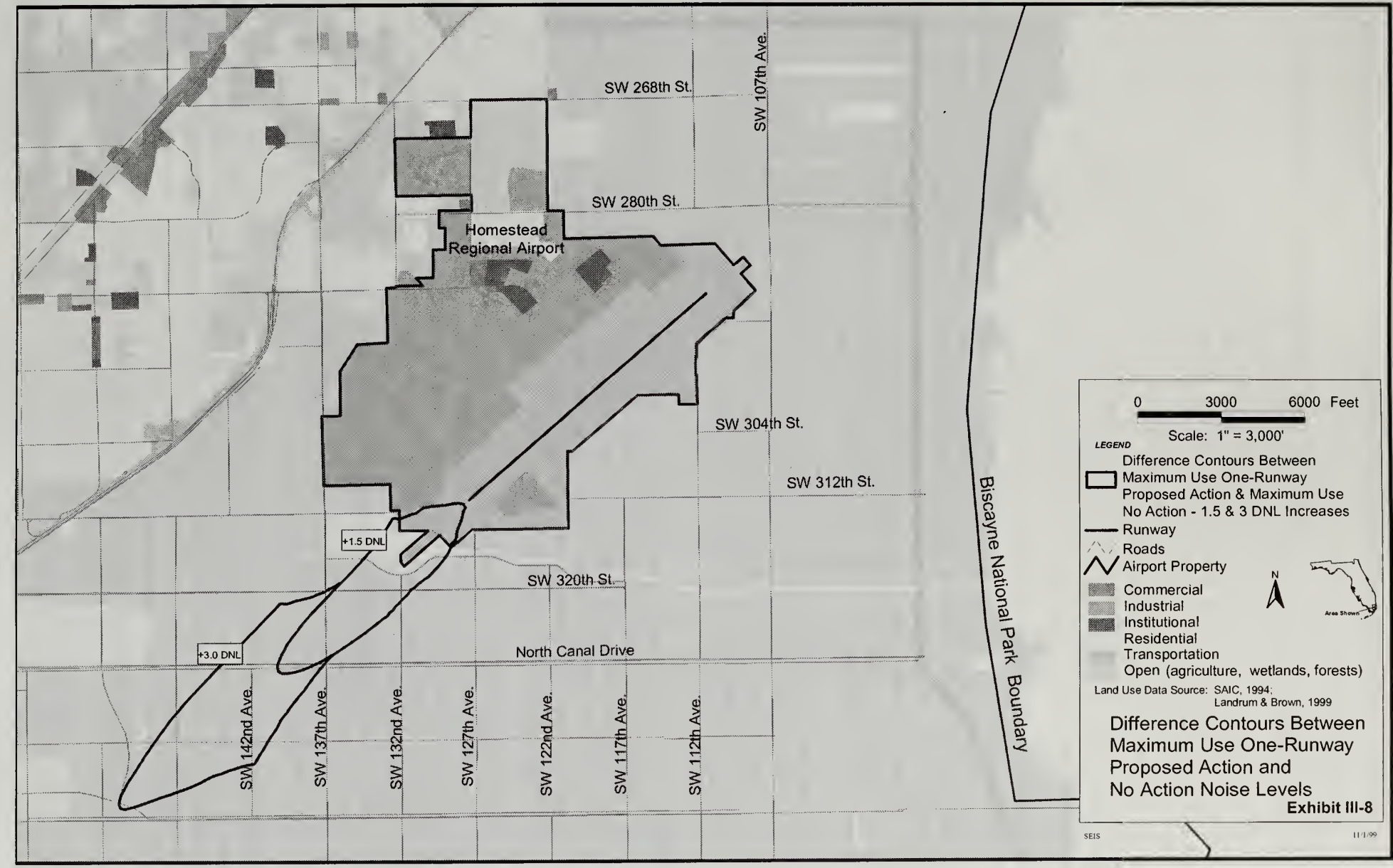
The existing dwellings and the residents that would be exposed to noise level increases of 1.5 decibels or more of DNL within the 65 DNL contour, or of 3.0 decibels or more within the 60 to 65 DNL range provide an indication of the impact levels if residential development is controlled within the noise contours. In 2015, an estimated 68 dwelling units housing 513 persons are projected to be located within the area experiencing a 1.5 DNL increase within 65 DNL, while the area experiencing 3.0 DNL of increase between 60-65 DNL is estimated to have 127 persons in 43 dwellings. Under the Maximum Use One-Runway condition, the projections would be 967 persons in 219 dwellings within the area of 1.5 DNL increase and 219 persons in 74 dwellings in the area of 3.0 DNL increase

If the area were allowed to develop residentially in accordance with Dade County plans, the population and dwelling impacts for 2015 would be unchanged from the above data. However, under the Maximum Use One-Runway condition, the impact would be 327 dwellings with 1,608 residents in the area of 1.5 DNL increase above 65 DNL, while the 3.0 DNL increase area between 60-65 DNL would be estimated to include 1,138 dwellings with 2,783 residents

III.E. Sound Exposure Level (SEL) Footprints

To better acquaint the reader with the noise levels produced by different aircraft types that contribute to the DNL noise exposure contours and to provide additional information about the noise from individual


SW 268th St.
SW 107th Ave.
SW 280th St.
Homestead
Regional Airport
SW 304th St.
SW 312th St.
+1.5 DNL
SW 320th St.
+3.0 DNL
North Canal Drive
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Difference Contours Between
2015 Proposed Action & 2015
No Action - 1.5 & 3 DNL Increases
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994;
Landrum & Brown, 1999
Difference Contours Between
2015 Proposed Action and
No Action Noise Levels
Exhibit III-7
SEIS
11/1/99


SW 268th St.
SW 107th Ave.
SW 280th St.
Homestead
Regional Airport
SW 304th St.
SW 312th St.
+1.5 DNL
SW 320th St.
+3.0 DNL
North Canal Drive
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Difference Contours Between
Maximum Use One-Runway
Proposed Action & Maximum Use
No Action - 1.5 & 3 DNL Increases
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994;
Landrum & Brown, 1999
Difference Contours Between
Maximum Use One-Runway
Proposed Action and
No Action Noise Levels
Exhibit III-8
SEIS
11/1/99

aircraft, noise footprints in SEL were prepared for six primary aircraft expected to use the airport in the future if the Proposed Action proceeds.

The Sound Exposure Level (SEL) is a single number measure of the combination of the loudness of an event over its entire duration. If an event lasts only one second, the SEL value would approximate the peak measured decibel level. However, if the event lasts more than one second, the SEL is an expression of the acoustic energy that occurs during the event, regardless of its duration. The energy present during the event is considered to all occur during a single second for calculation purposes. Consequently, the decibels of SEL for an individual event of more than one-second duration will always be greater than its one-second average (LA_{max}). Aircraft events typically expose areas to their noise for periods of several seconds to several minutes, dependent on their level and the distance to the aircraft.

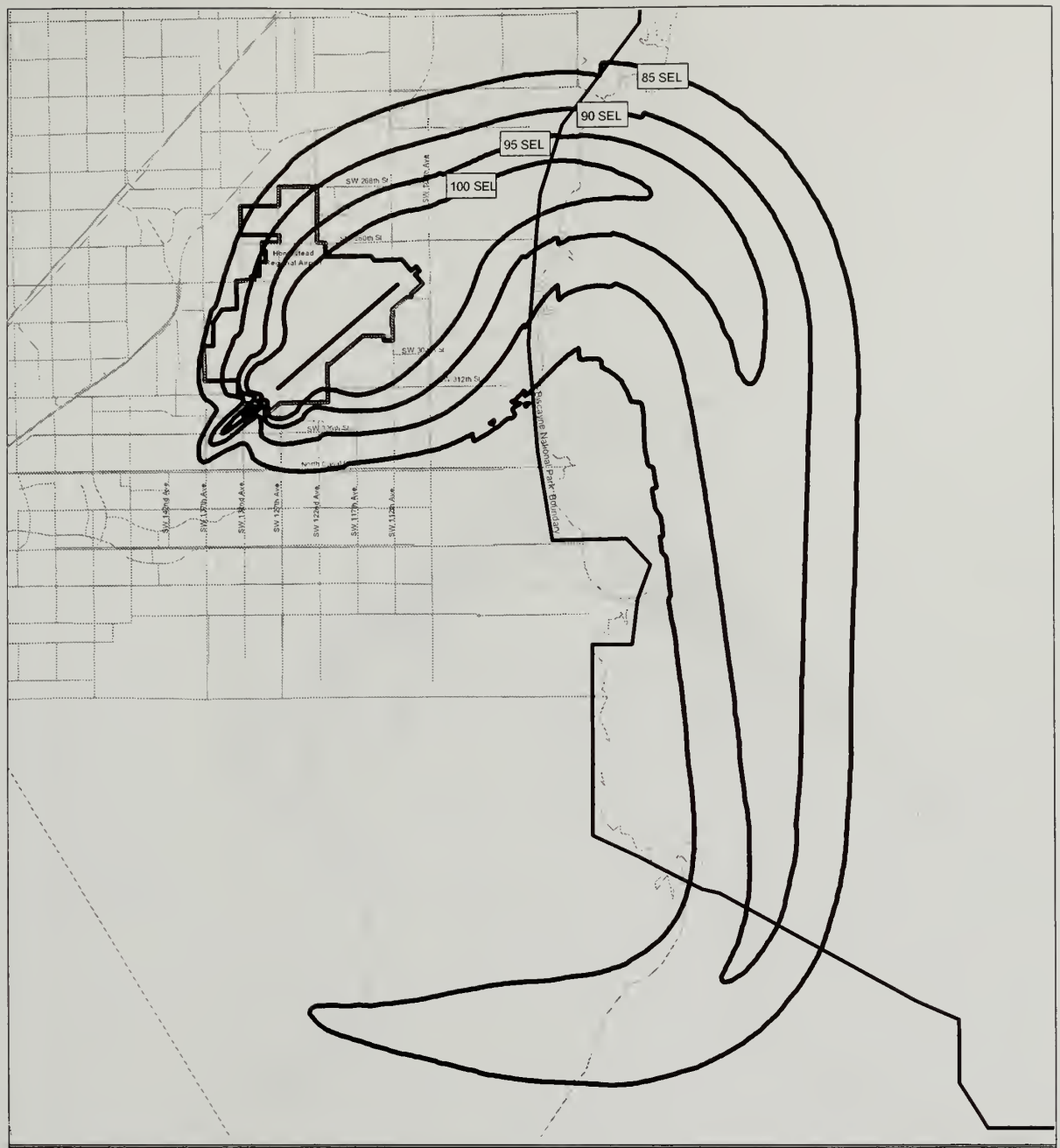
The rainfall analogy presented in Chapter One may be extended to the description of the relationship between SEL and DNL. Each SEL generated by a single aircraft overflight would be representative of the passing of a single rain shower with its varying intensity and duration related to the burst of noise energy associated with that flight. The DNL is the measure that represents the accumulation of all SEL energy that occurs during a 24-hour period, assuming a ten-fold penalty for night flights, and may be represented by the total rainfall present in the rain gauge. As a total daily rainfall of one inch may be the result of a single cloudburst or a steady gentle rain, the DNL may be the result of a single very loud overflight or a number of less intense flights -- or a mixture of loud and quiet events.

The SEL footprint represents a specific aircraft operation. The annual average DNL level considers the total noise energy associated with every operation by every type of aircraft using the airport over the period of a year and then averages it to a single day. Consequently, the DNL contours will usually be smaller than the SEL footprints of the louder aircraft using an airport and larger than the SEL footprints of the quieter aircraft using an airport.

Locations that have SEL measurements of 85, 90, 95 and 100 decibels and more are presented. The 85 SEL value represents the exterior noise level at which normal conversation is considered to be disrupted inside a well-insulated structure at distances of three feet or more. It also approximates the exterior noise level at which studies have indicated indoor sleepers may be awakened. Subsequent sections of this document provide peak SEL measurements that occur at least once each day for individual aircraft along individual flight paths for each of several hundred analytical points throughout the national properties.

Lines connecting points of equal noise exposure (contour lines) describe the outer boundaries of the SEL pattern for a combined single arrival and single departure by one aircraft along the most commonly used flight track by that aircraft to and from the airport. **Exhibits III-9 through III-14** display the SEL footprints for the following six dominant aircraft in Homestead's future fleet mix: F-16, Boeing 727-200 with retrofit engines, Boeing 737-500, Boeing 757-200, McDonnell Douglas MD-82, and Canadair Challenger 601. In each case, the modification of the lateral attenuation algorithm for the computation of noise by aircraft in flight results in a rapid widening of the footprint as the aircraft lifts off and begins to climb. These six aircraft represent the principal user groups expected to contribute to the noise levels at Homestead if the facility is used as a civilian airport.

Exhibit III-9 displays the SEL footprint for an F-16 military fighter jet aircraft taking off and landing on Runway 5. The footprint follows the departure pattern that turns to the south after takeoff and climbs to approximately the south boundary of Biscayne NP prior to turning to the west. Near the airport, the pattern bulges to the sides of the runway in the area where the aircraft would use afterburner power during takeoff. As the aircraft reaches approximately 1000 feet elevation, the shape of the highest level contour of the footprint begins to narrow and taper to closure as the aircraft climbs. The intermediate level contours also taper to closure as the aircraft continues to gain altitude and speed in leaving the airport



0 12000 24000 Feet

Scale: 1" = 12,000'

LEGEND

F16PW0 Aircraft SEL Contour

National Park Boundary

Runway

Roads

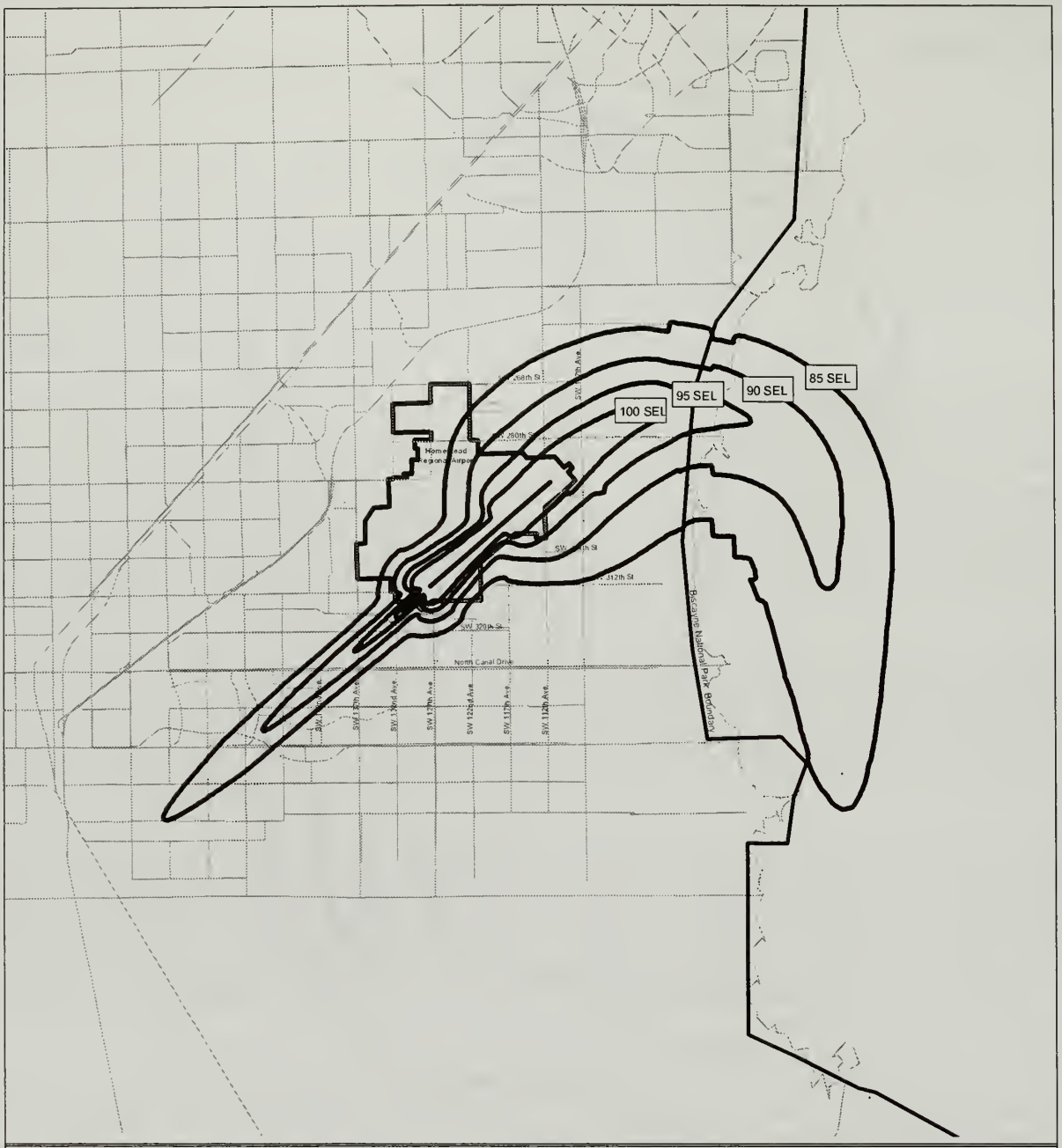
Airport Property

N



Exhibit III-9

SEL Pattern - F-16 Fighter (F16PWP)
1 Departure and 1 Arrival



0 10000 20000 Feet

Scale: 1" = 12,000'

LEGEND

727-200 Hush Kit Aircraft SEL Contour

National Park Boundary

Runway

Roads

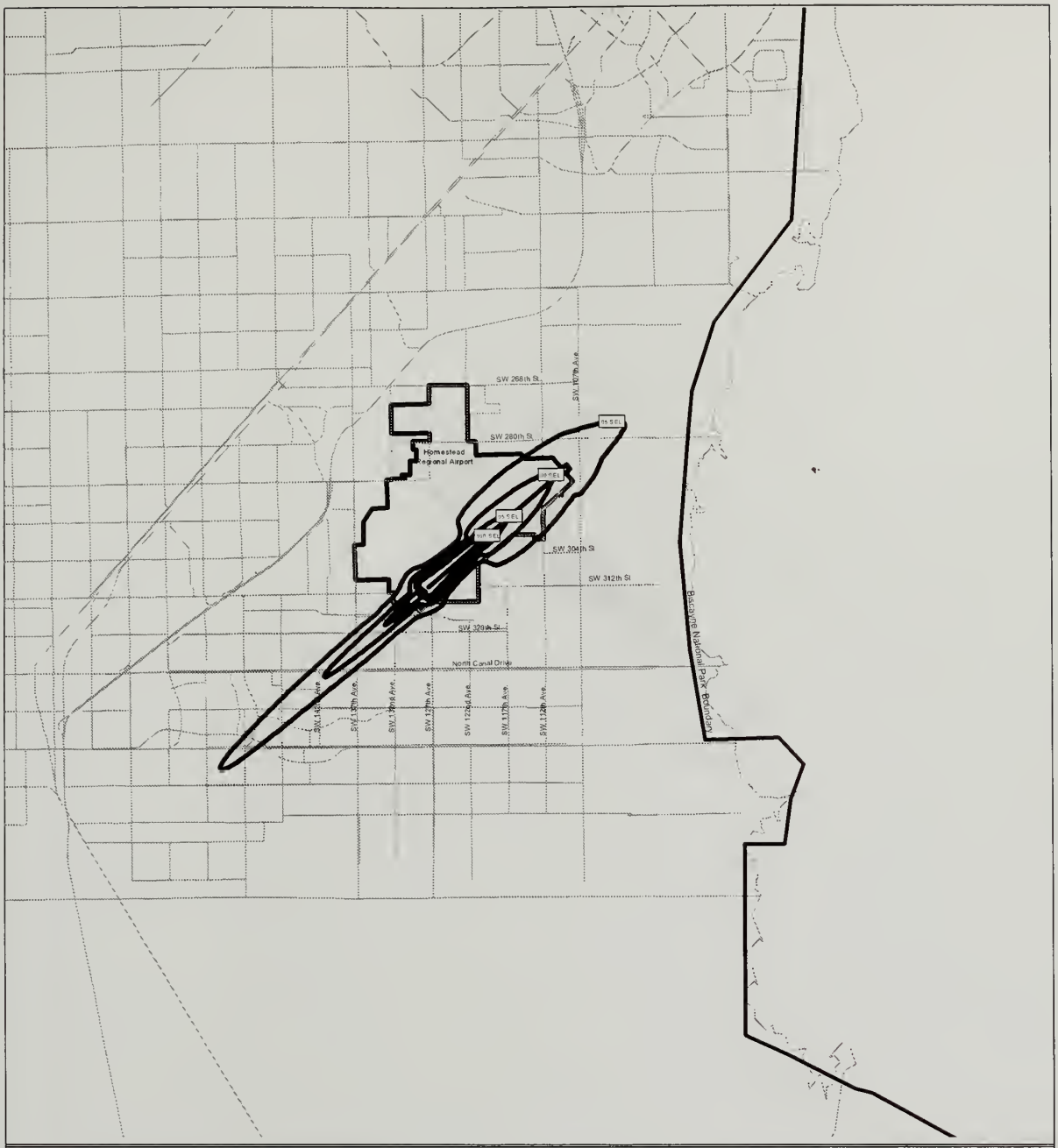
Airport Property

N



Exhibit III-10

SEL Pattern - 727-200 Hush Kit Aircraft (727EM2)
1 Departure & 1 Arrival



0 10000 20000 Feet

Scale: 1" = 12,000'

LEGEND

737-500 Aircraft SEL Contour

Runway

Roads

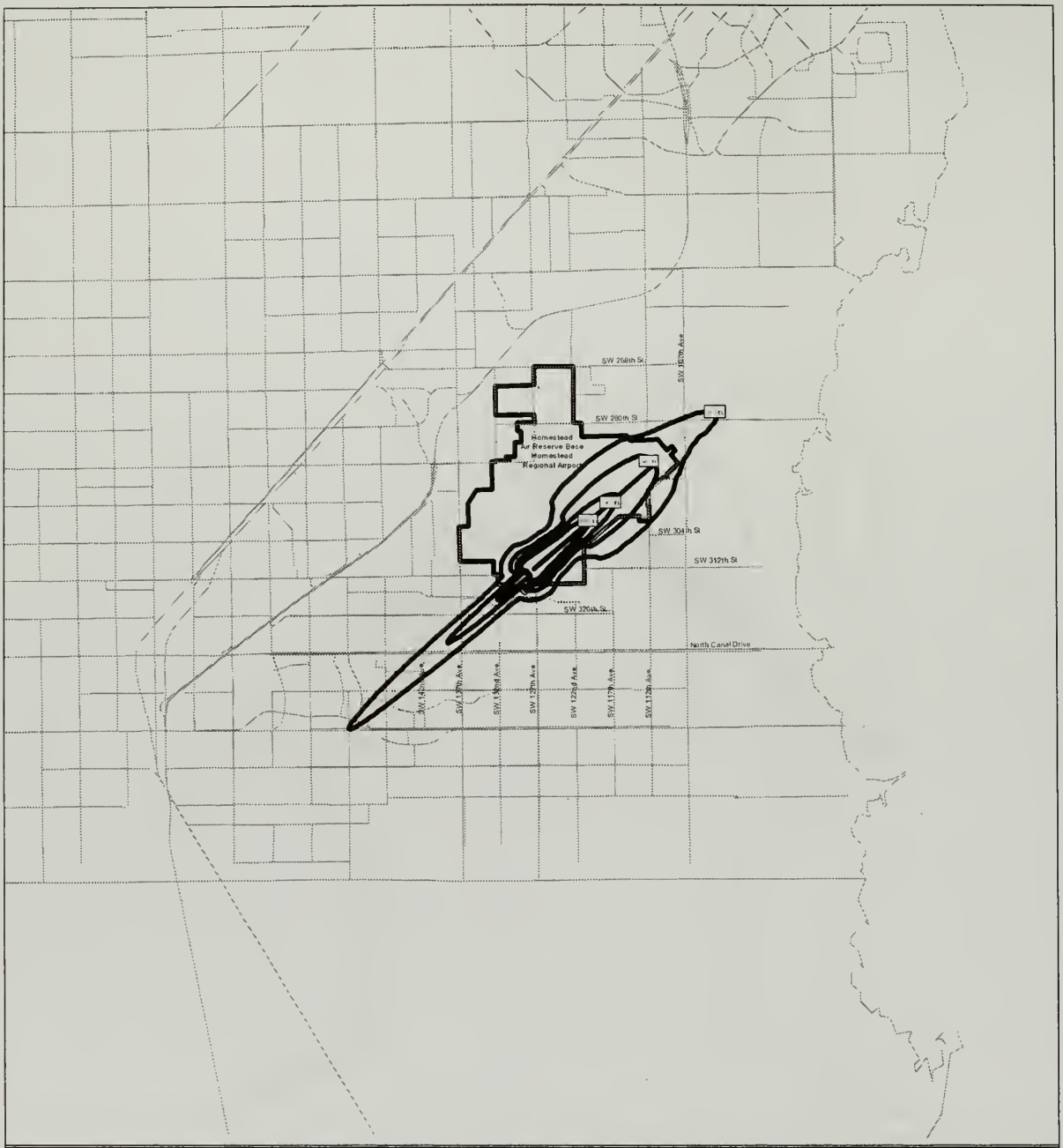
Airport Property

N



Exhibit III-11

SEL Pattern - 737-500 Aircraft
1 Departure & 1 Arrival



0 12000 24000 Feet

Scale: 1" =12,000'

LEGEND

757RR Aircraft SEL Contour

Runway

Roads

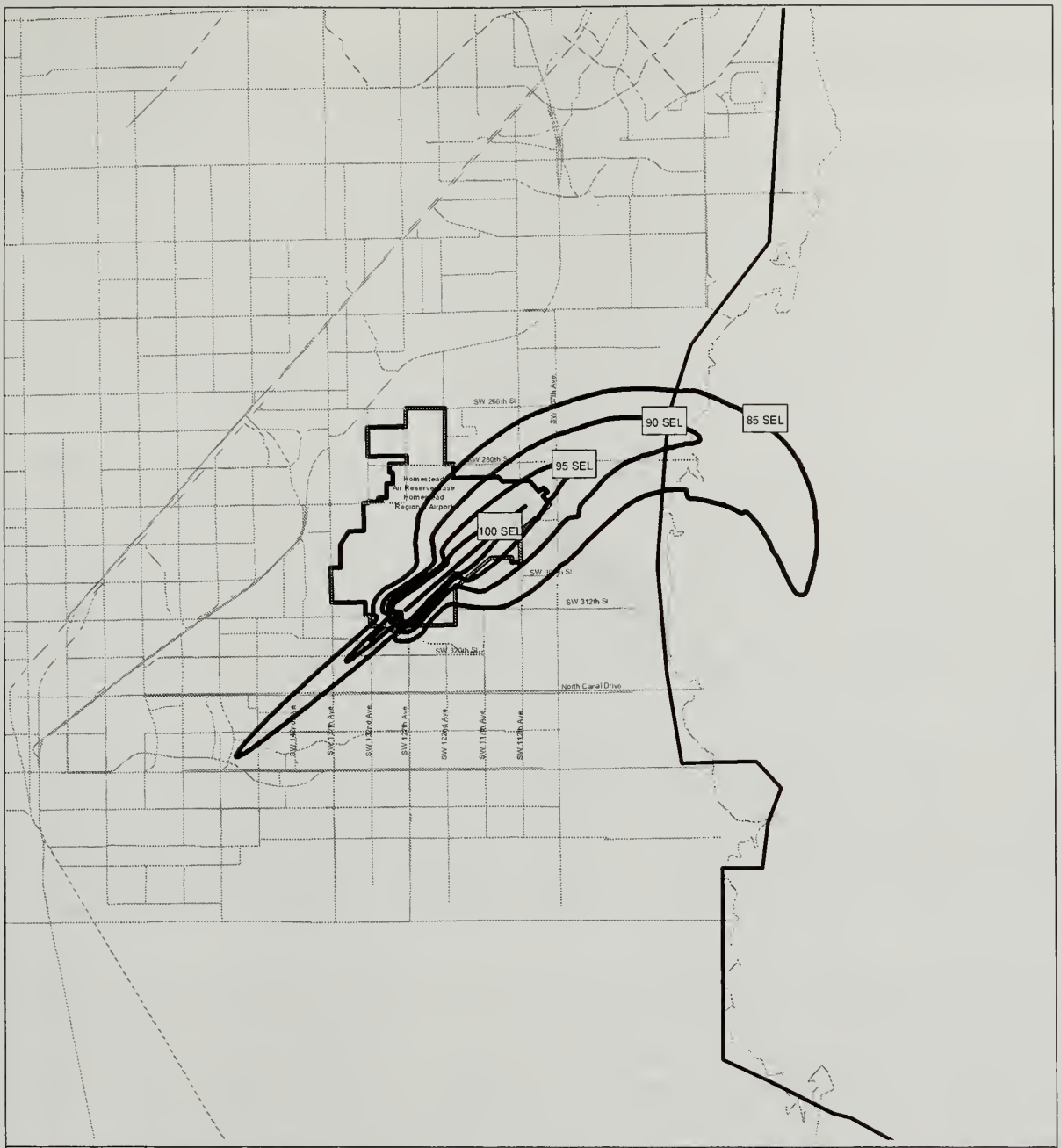
Airport Property

N



Exhibit III-12

SEL Pattern - 757-200 Aircraft (757RR)
1 Departure & 1 Arrival



0 12000 24000 Feet

Scale: 1" = 12,000'

N

Area Shown

LEGEND

- MD82 Aircraft SEL Contour
- National Park Boundary
- Runway
- Roads
- Airport Property

Exhibit III-13

SEL Pattern - MD80 Aircraft (MD82)
1 Departure & 1 Arrival

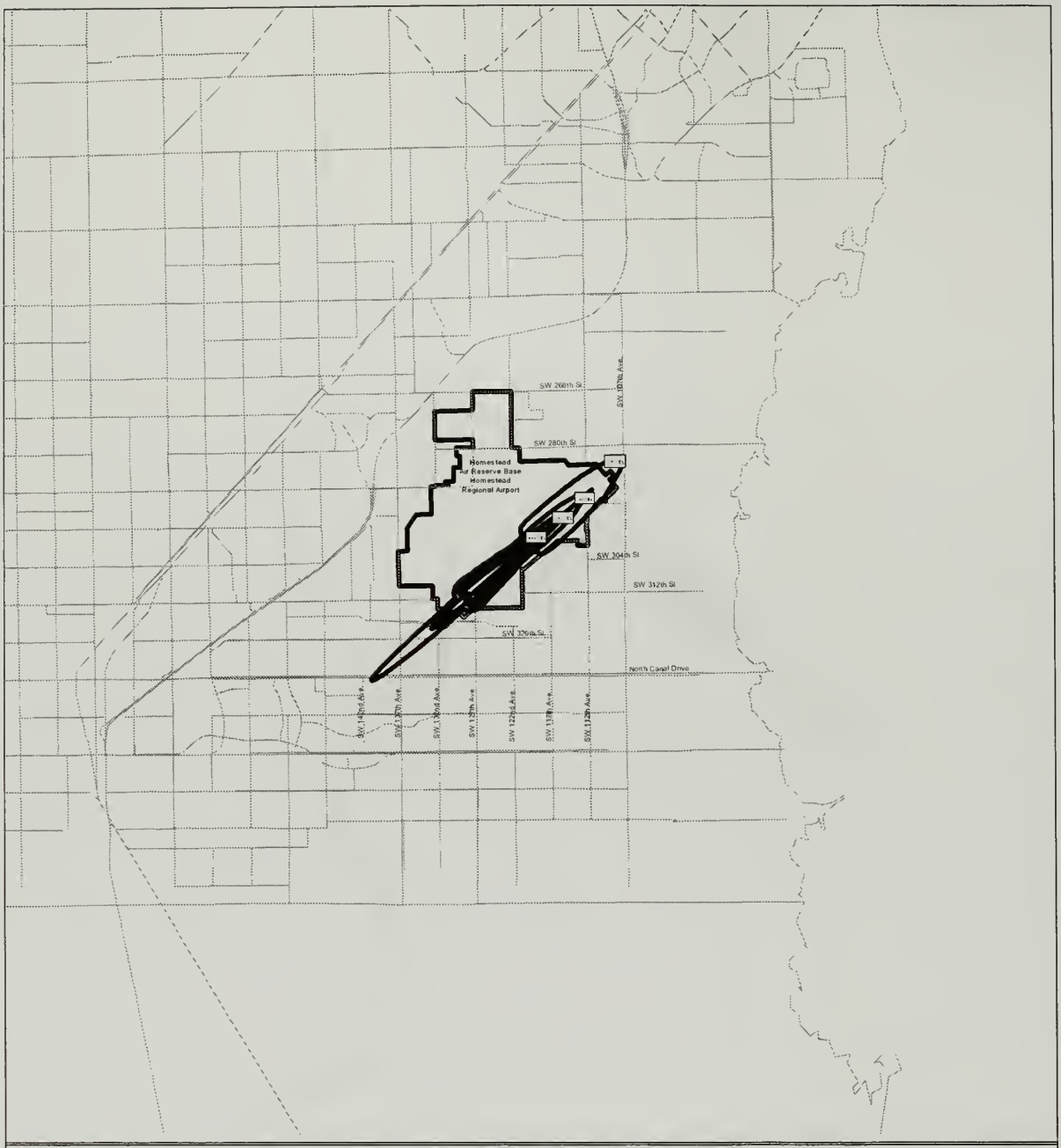


Exhibit III-14

SEL Pattern - Regional Jet Aircraft (CL601) Aircraft
1 Departure & 1 Arrival

environs. In contrast, there is an extraordinarily small footprint associated with the approach operation from the southwest. Any area within the footprint contours can expect to be exposed to noise of the indicated levels during operations by the F-16.

Exhibit III-10 indicates the SEL footprint for a Boeing 727 aircraft equipped with an engine hush kit to meet FAR Part 36 Stage 3 noise standards. The forecasts indicate that this aircraft is not expected to remain in the fleet mix in the year 2015. The shape of this footprint also turns right to follow the proposed southward departure climb out. The outer 85 SEL contour of the footprint extends southward to a point abeam the nuclear power plant southeast of the airport. The highest level contour within the footprint remains along the extended centerline of the runway and terminates at the beginning of the right turn. The intermediate contours reach closure along the flight path as the aircraft continues its climb out from the Runway 5 departure. To the southwest, the 727 footprint extends about four miles from the airport, with the intermediate contours appearing as the aircraft descends and slows to its landing.

Exhibit III-11 displays the footprint associated with an operational cycle of the Boeing 737-500 commercial jet. This aircraft is expected to be representative of the typical large jet passenger aircraft of future years. The noise footprint indicates that the departure pattern to the northeast quickly fades to levels below 85 SEL shortly after passing beyond the airport boundary. Noise at the intermediate and highest levels does not pass beyond the airport boundaries on takeoff. During the approach from the southwest, the aircraft presents a tail of the noise footprint as the jet descends to landing. At the 85-decibel level, the footprint extends about 3.5 miles from the airport along the extended centerline, but noise at the highest level (100 decibels) does not extend beyond the airport. This aircraft is forecast in use at the airport by 2005.

Exhibit III-12 presents the footprint for a landing and takeoff by the Boeing 757 commercial jet. The footprint is very similar to that of the B-737-500 presented above, although the aircraft is considerably heavier than the 737. The departure portion of the footprint extends beyond the airport boundary at the 85-decibel level, but higher noise levels remain on airport property. Under the approach from the southwest, the tail of 85 decibels extends approximately three miles from the airport. Use of this aircraft is expected through the planning period after its introduction after 2005.

Exhibit III-13 shows the noise footprint for an arrival and takeoff by a McDonnell Douglas MD-82 passenger or cargo jet. The size of the pattern falls between that of the B-727 and the B-737-500, with the lowest indicated noise level terminating over Biscayne Bay. The 90 SEL contour closes at the shoreline, while the 95 extends beyond the airport boundary to the northeast. This aircraft also has an arrival tail as exhibited by the three other commercial jets presented in the three preceding paragraphs, extending to the southwest along the centerline of the approach to a point about three miles from landing. The aircraft is expected to enter service at the airport by 2005 and, based on its age and the SEIS forecasts, be removed from the passenger fleet by 2015 and from the entire fleet by the end of the planning period.

The final footprint presented in this section is representative of the noise pattern of a typical 50-passenger regional jet. It is represented by the Challenger 601 aircraft and exhibited in **Exhibit III-14**. This aircraft is expected to enter local service after 2005 and remain there until the end of the planning period. The 85 dBA SEL noise footprint of the CL-601 barely extends beyond the airport to the northeast and reaches only about one mile from the airport under the approach from the southwest.

\i Federal Aviation Regulations, Part 150 (CFR-14-150) is the regulation that sets forth the requirements for preparation of Noise Compatibility Programs for airports. Table 2 of Appendix A has been used for virtually all of FAA determinations of the compatibility of various land uses with aircraft noise.

\ii FAA Order 5050.4A, Airport Environmental Handbook, is FAA's guidance for the preparation of environmental documents for proposed airport development to comply with the National Environmental Policy Act (NEPA) and the Council on Environmental Quality NEPA Regulations. The order establishes thresholds of significant impact for noise and other categories of environmental impacts.

Chapter IV
Grid Point Assessments

The development of specialized noise information for selected locations in the area of an airport supplements the standard DNL analysis. For the Homestead SEIS, noise levels have been computed using a grid cell or location point methodology with several different noise metrics. Each grid point and metric was selected to provide additional information on the noise effects of the existing and forecast Homestead aviation activity on the national properties at Everglades National Park, Biscayne National Park, Crocodile Lakes National Wildlife Refuge, and Big Cypress National Preserve. Additionally, a grid analysis was conducted on an area of potential incompatible development that is adjacent to the airport, but not within the national properties.

Grid cell or location point analysis provides for the computation of noise levels at selected individual locations or at points located on a regular grid spaced at consistent intervals apart. For this analysis, several different regular grids were defined. Two grids were defined in the Everglades National Park and Big Cypress National Preserve. One, Grid A, was designed to provide information at cells having a 4-nautical mile side across all of Big Cypress and the great majority of Everglades NP; the other, Grid B, was spaced on a 2.5-nautical mile cell side over the eastern portion of Everglades NP in the area of higher visitation and closer to Homestead. Another grid, Grid D, with cell sides of 2.5 miles, was overlaid on Biscayne National Park, and a fourth grid, Grid C, was overlaid on Crocodile Lakes with 1/2 mile cell sides (Crocodile Lakes being much smaller than the other properties). Additionally, supplemental information is available for the western portion of Biscayne National Park (Grid E) and for an area that is adjacent to the airport and not within national park boundaries (Grid F). Both supplemental grids were designed with 1/2 nautical mile cell side intervals.

The grid points are numbered and mapped on **Exhibits IV-1 through IV-6C**. Each grid cell or location point number is consistently used in every table of data presented in this section. The first four maps indicate the locations of regularly spaced grid cells, while the fifth map indicates the measurement location points designed to coincide with the locations measured by Volpe Labs and Sanchez Industrial Design. The sixth map indicates supplemental grid cells with information available for maximum use year conditions, and several location points of particular interest for biological assessment or for additional evaluations of noise sensitivity. **Table IV-1** provides a cross-reference between individual location points shown on Exhibit IV-5 and measurement locations presented in Chapter II.

Grid analyses in the four primary national property grids (Grids A, B, C and D) were conducted using five distinct noise metrics: DNL, LAmax, Peak SEL, Peak Hour Leq(h), and Time Above Ambient for the average annual 24-hour period. Information on noise levels is presented for current conditions, represented by information for the year 1997 at Homestead and comparable years for the other four airports in the region that have an influence on noise in the national properties. The tables presented in this Chapter are designed to allow the reader to compare aircraft noise effects in the national properties, by metric, between the No Action and various Proposed Action conditions at several hundred grid locations for each year evaluated. The supplemental grid analyses result in additional information that will allow the reader to evaluate the effects of the Proposed Action vis-à-vis the No Action alternative in areas adjacent to the airport for each future time frames under consideration by this analysis. The data provided in the area adjacent to the airport includes DNL, LAmax and Time Above 65 decibels. Finally, information is available over the western portion of Biscayne National Park that allows the reporting of single event and cumulative noise level information at a denser network of grids than the remainder of the park, however TA(amb) data is not available for that area.

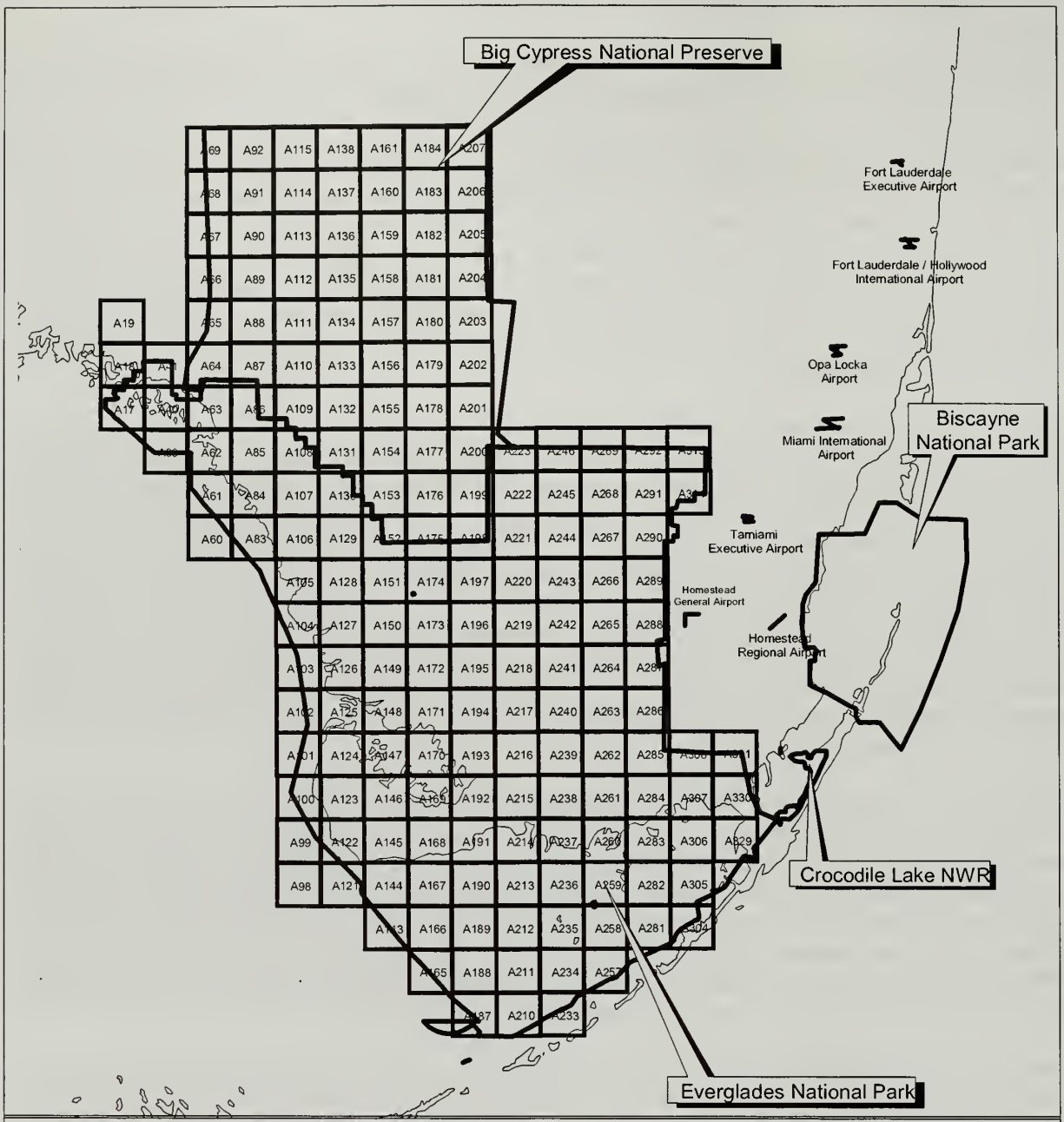
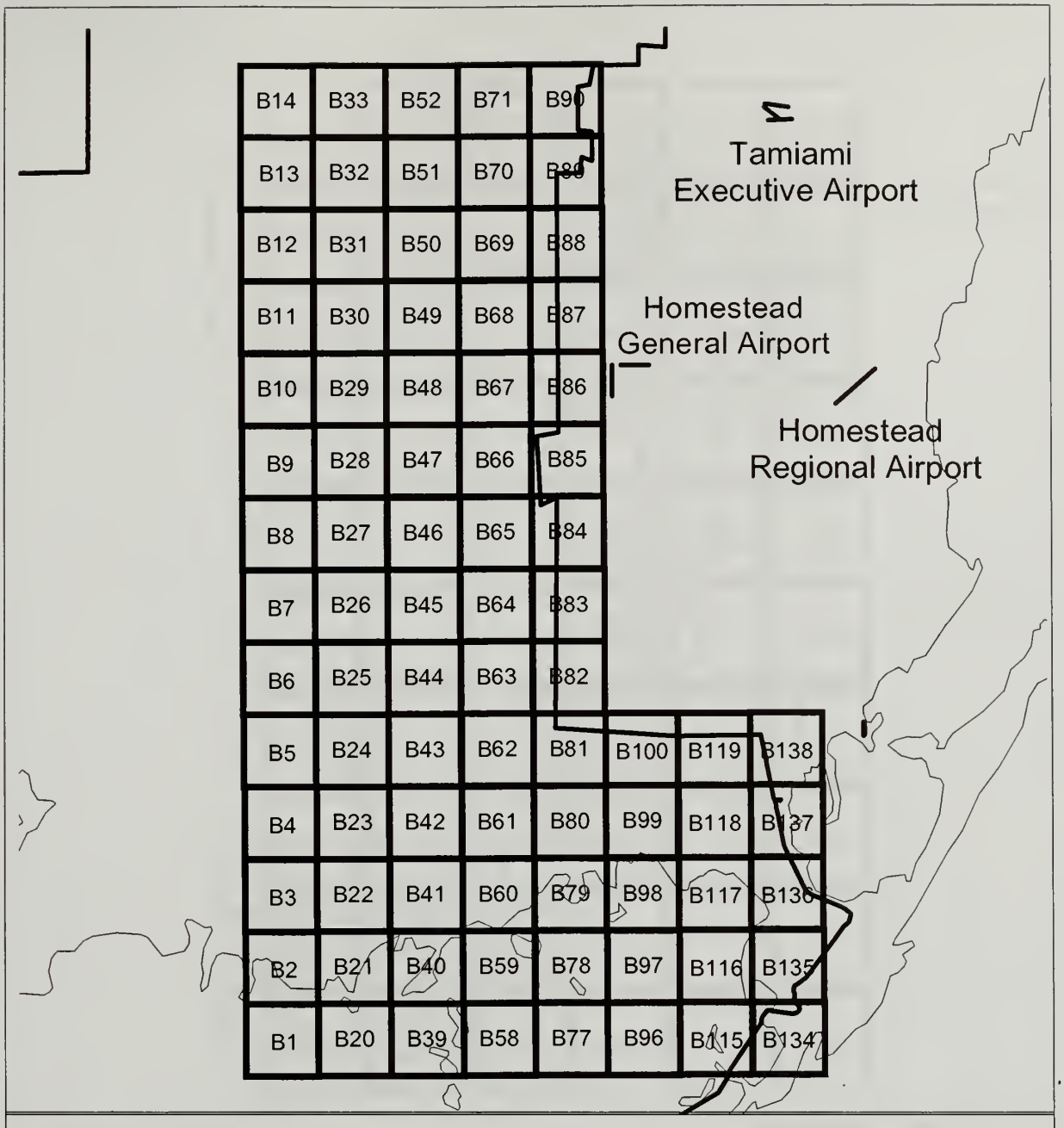


Exhibit IV-1

Everglades National Park / Big Cypress National Preserve Grid Index



5 0 5 Miles

LEGEND

Everglades National Park Boundary

Florida Boundary

Eastern Everglades National Park Grid Interval 2.5 Miles

N



Exhibit IV-2

Eastern Everglades National Park Grid Index

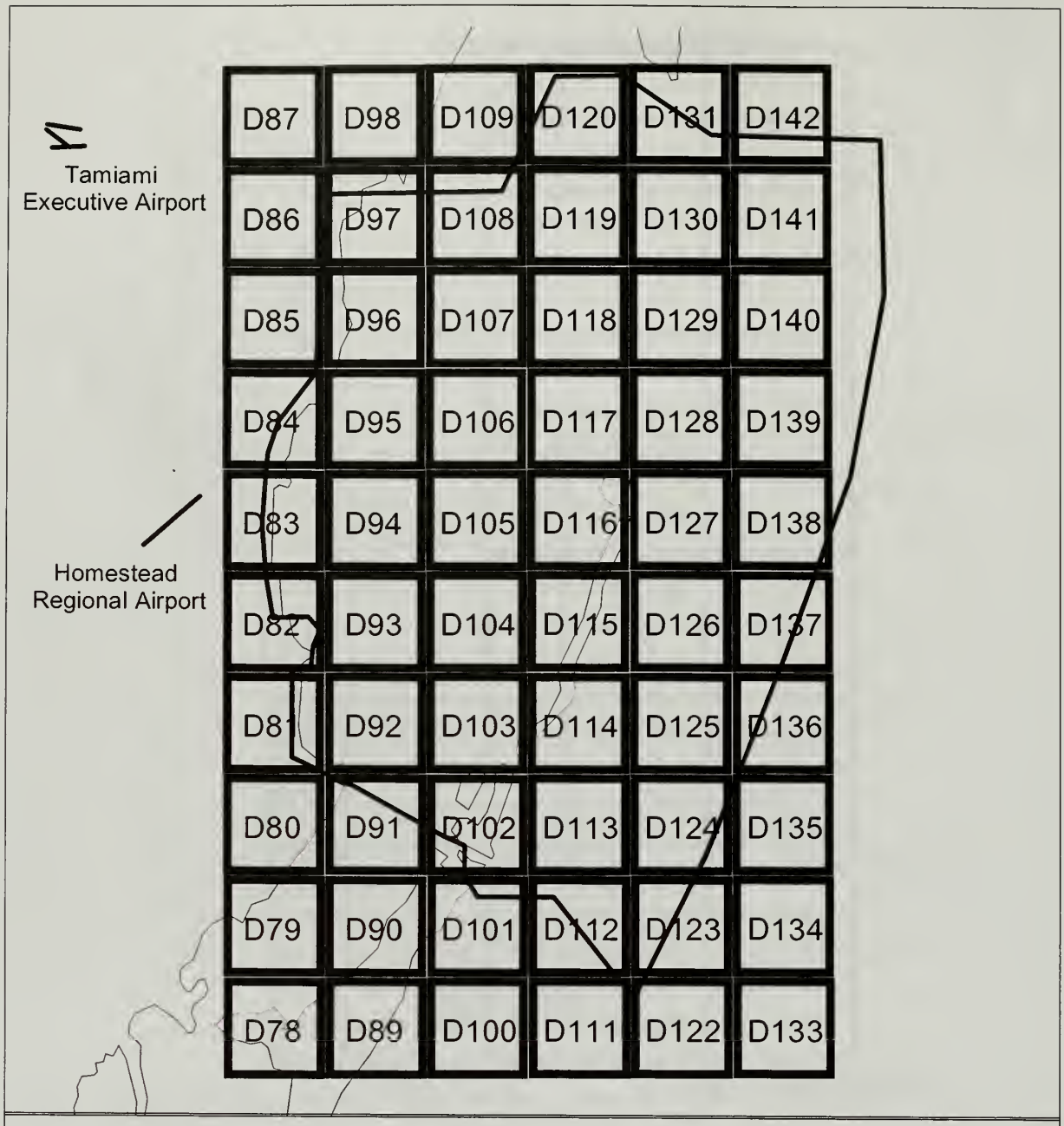


Exhibit IV-3

Biscayne National Park Grid Index



Exhibit IV-4

Crocodile Lake NWR Grid Index

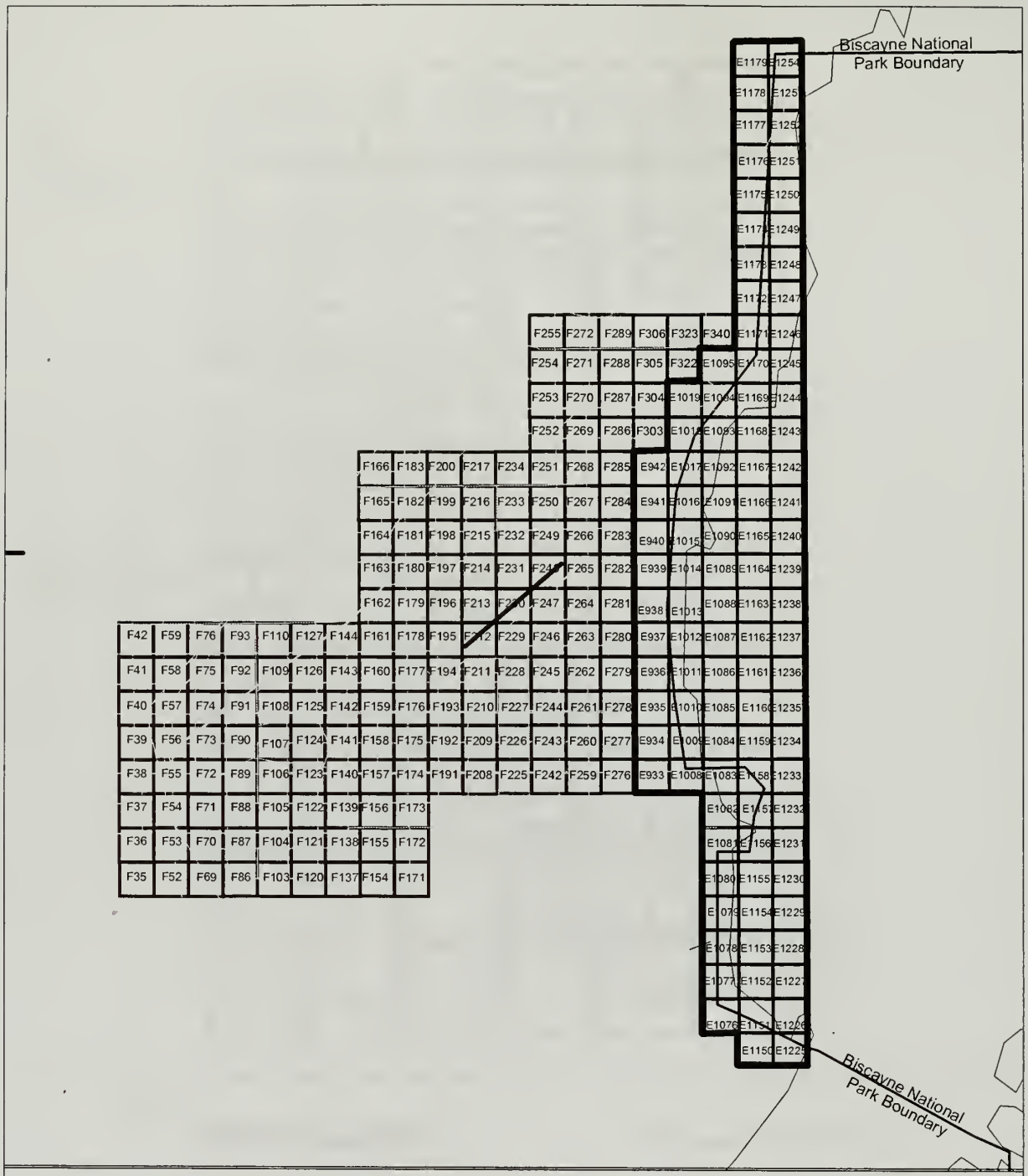


Exhibit IV-5

Homestead Supplemental Grid Indices

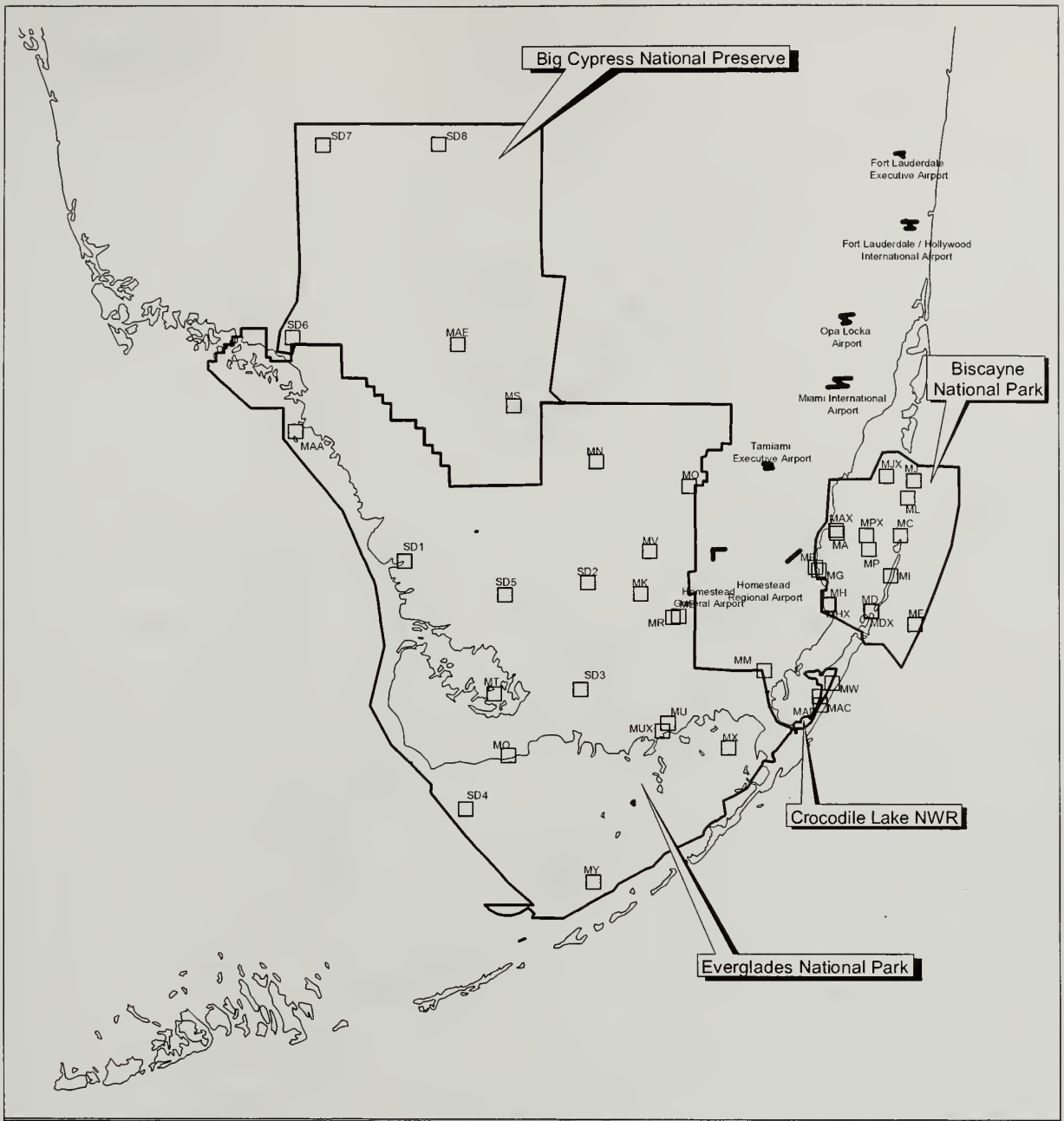


Exhibit IV-6A

Homestead Measurement Location Points

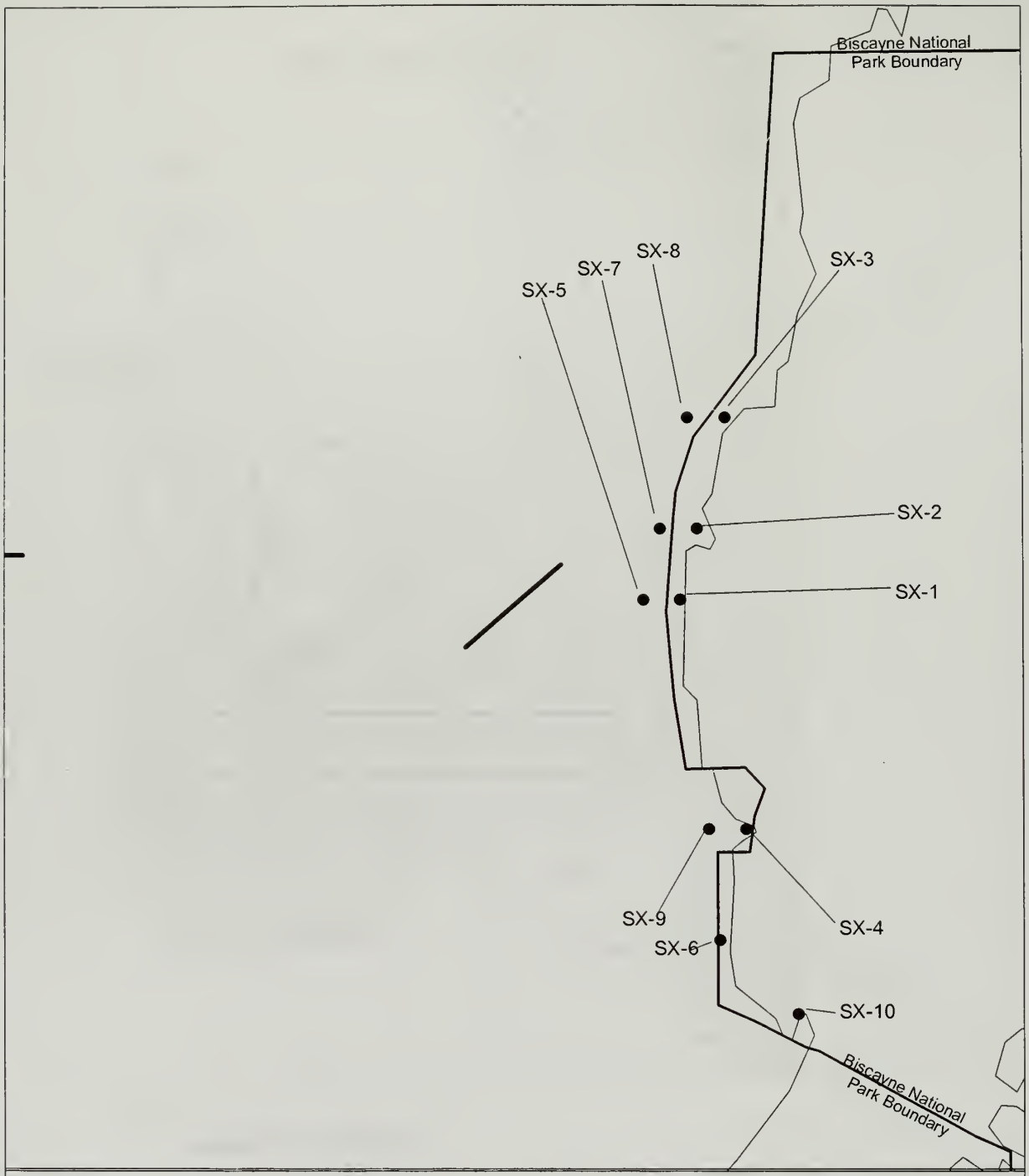
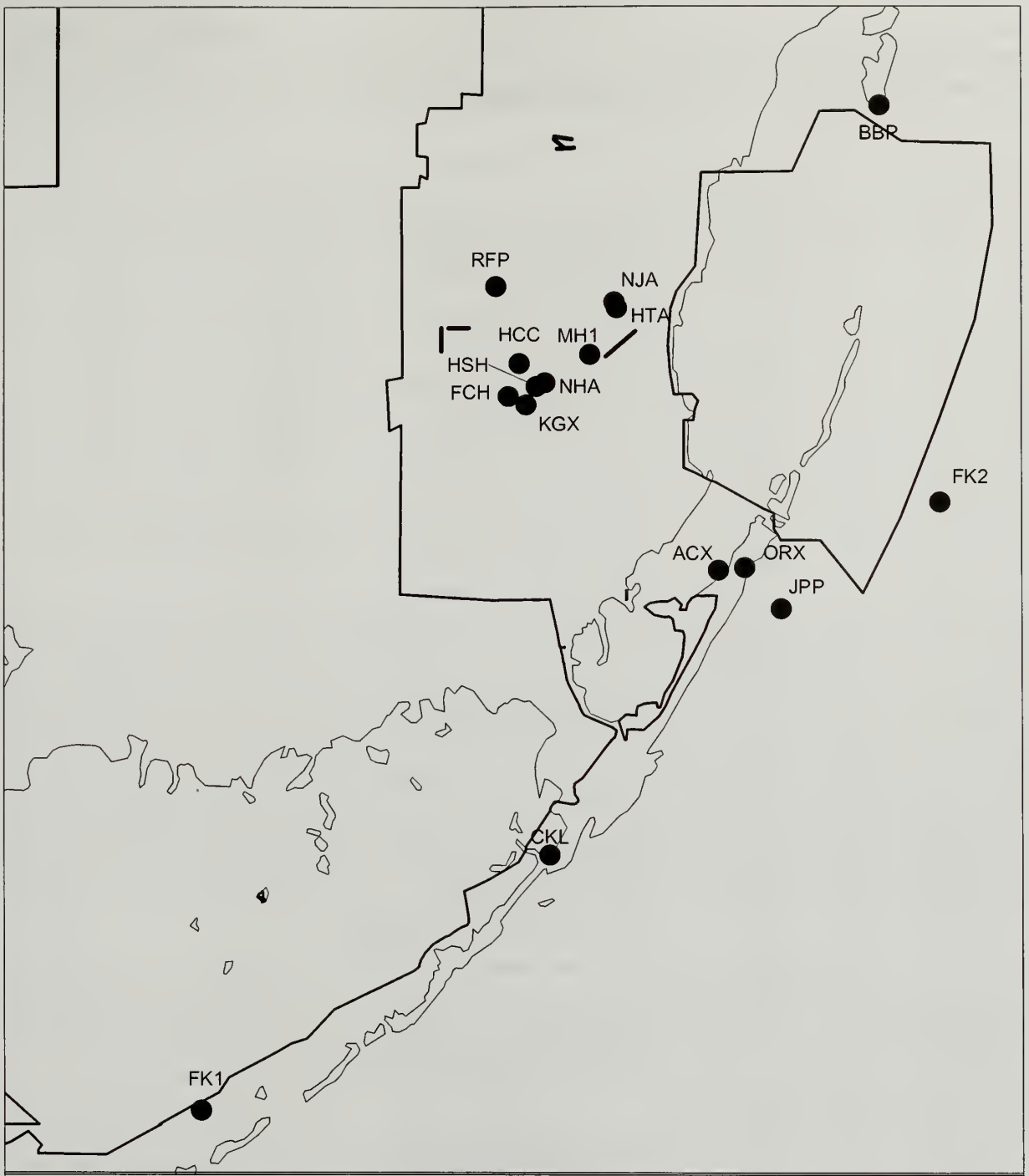


Exhibit IV-6B

Homestead Biological Assessment Locations



LEGEND

National Park Boundary

Florida Boundary

Location Point

4 0 4 8 Miles

N

Area Shown

Exhibit IV-6C

Homestead Community Points and Nursing Home

Table IV-1
Homestead Regional Airport SEIS
Supplemental Grid Points and Measurement Locations
Cross-Reference Guide

Map IV-5 Index Number	Measurement Site ID	Site Name and National Property
MA	A *	Black Point - Biscayne
MC	C * Bis2 **	Boca Chita - Biscayne
MI	I * Bis8 **	Elliot Key - Biscayne
MP	P * Bis5 **	Featherbed Bank - Biscayne Central to East Bay
MF	F * Bis4 **	Fender Point - Biscayne
MH	H *	Mangrove Key - Biscayne
ME	E * Bis6 **	Pacific Reef - Biscayne Reef off Caesar Creek
MD	D * Bis7 **	Rubicon Key - Biscayne
ML	L * Bis3 **	Soldier Key - Biscayne
MJ	J *	Stiltsville - Biscayne
MG	G * Bis1 **	Visitors Center - Biscayne
MB	B * Ever2 **	Anhinga Trail - Everglades
MY	Y *	Buchanan Key - Everglades
MO	O *	Chekika - Everglades
MM	M *	Eastern Panhandle - Everglades
MV	V *	Eastern Sparrow - Everglades
MQ	Q * Ever6 **	Eco Pond - Everglades
MR	R *	Hidden Lake - Everglades
MU	U *	Little Madeira Bay - Everglades
MX	X * Ever8 **	North Nest Key - Everglades
MAA	AA *	Pavilion Key - Everglades
MK	K *	Pinelands - Everglades
MN	N *	Shark Valley - Everglades
MT	T *	Whitewater Bay - Everglades
MAD	AD * CL10 **	Barnes Sound - Crocodile Lakes
MS	S *	Golightly - Big Cypress
MW	W *	Hardwood Hammock - Crocodile Lakes
MAC	AC *	Mangrove Inlet - Crocodile Lakes
MAE	AE *	National Scenic Trail - Big Cypress

Table IV-1 (continued)
Homestead Regional Airport SEIS
Supplemental Grid Points and Measurement Locations
Cross-Reference Guide

Map IV-5 Index Number	Measurement Site ID	Site Name and National Property
SD1	Ever1 **	Broad River Campground - Everglades
SD2	Ever4 **	Pa-hay-okee Overlook - Everglades
SD3	Ever5 **	Nine Mile Pond - Everglades
SD4	Ever7 **	Carl Ross Key - Everglades
SD5	Ever9 **	Canepatch Campground - Everglades
SD6	BigC2 **	Halfway Creek - Big Cypress
SD7	BigC3 **	Bear Island - Big Cypress
SD8	BigC4 **	National Scenic Trail - Big Cypress

* Site provided by Volpe Labs.
** Site provided by National Park Service.

Two things have been done to assist SEIS reviewers to understand the noise effects reported in the massive amount of data in the detailed tables. First, grid analysis results are summarized in the following pages to explain how changes in the use of Homestead affect noise in the national properties, including a discussion of what each of the metrics tells us about future potential changes in the noise environment. Second, a series of grid cell maps are provided and referenced in the discussion of grid analysis results. These maps graphically illustrate noise patterns for Homestead and the distribution of the noise level and noise duration increases projected for the Proposed Action above the No Action conditions for 2000, 2005, 2015, and the maximum use of the single runway. Additionally, following the summary of grid analysis results, there are special assessments of twelve sites in the national properties that provide more detailed information in narrative form about the aircraft events that influence noise at these selected locations.

With regard to the detailed tables, the noise generated by other airports in the region is included in the grid cell and location point data. The national properties are currently overflown by aircraft using several other airports in southern Florida in addition to the existing Homestead traffic. The grid assessments present the noise levels associated not only with potential future Homestead traffic, but also include the noise forecast for Miami and Fort Lauderdale-Hollywood International Airports, as well as Kendall-Tamiami Executive and Homestead General Aviation Airports. These four airports currently have much higher traffic levels than Homestead, and the first three are projected to have more operations than Homestead during each of the four future time frames evaluated.

The data in the No Action column of the tables provides the estimated noise effect at each grid cell and location point, including noise from other airports, that would be expected if no additional development beyond a continuing military/government aircraft use were to occur at Homestead. In the Proposed Action column of the tables, the noise data associated with the proposed conversion of Homestead to a commercial airport, in addition to noise from other airports, is reported. The No Action and Proposed Action columns in the tables should be compared to determine the additional noise effect associated with the Proposed Action for each year, as assessed with each of the five noise metrics.

The **DNL** metric is used to form the noise contours presented in the previous chapter, but is also computed for each of the regular grid cells within the national properties, as well as at several noise sensitive locations, including noise measurement sites. The data at various locations range from nearly zero to levels slightly less than 65 decibels in the national property grids, and from less than 40 decibels to more than 70 decibels in the grid adjacent to the airport. At locations on the airport near the runway, the levels are much higher.

The **LAmax and Peak SEL** noise metrics provide data on individual aircraft overflight noise (often termed "single-event levels") expected at each grid cell and point location, as contrasted with cumulative noise exposure calculated in DNL. LAmax is the loudest noise level among individual aircraft events expected at a location. Peak SEL in the tables is the greatest single noise energy contribution expected to occur at a location from an identifiable aircraft event that occurs at least once daily during the period under study along a single flight track. The maximum LAmax level may not occur as frequently as once daily. Every location in the grid networks is exposed to at least 20 decibels of peak level noise at some point during the day. Some locations are exposed to as much as 100 decibels under one or more of the conditions. At locations in the supplemental grid adjacent to the airport, the Peak SEL levels were not computed, but the LAmax levels range from less than 70 decibels to more than 110 decibels. On the airport, the levels are even higher. The SEL values for the various locations may be either higher or lower than the LAmax levels, dependent upon the frequency of occurrence of the events causing them

The **Time Above Ambient** (TA_{amb}) metric provides the amount of time, in minutes per day, that each grid cell or location point is exposed to aircraft noise in excess of the average traditional ambient noise level. The measured traditional ambient noise level was selected to describe the existing noise environment (natural, human, mechanical) at a site, with the exception of aircraft noise. Measurements of traditional ambient noise levels for Everglades NP, Biscayne NP and Crocodile Lakes NWR are used to assess noise-sensitive locations and to develop ambient maps of entire national property areas. All of the measured ambient data for all four ambient categories, and the development of traditional ambient noise mapping, is contained in the Volpe Noise Measurement Report. Although ambient noise levels were measured at several specific locations in the Big Cypress National Preserve, general ambient noise level mapping was not prepared for this area because of its distance from Homestead and the small number of measurements. Additionally, in some areas, the regular grid spacing resulted in the definition of locations beyond park boundaries for which ambient mapping was not available.

The TA_{amb} metric is indicative of the amount of daily time that aircraft noise would be above an average level of other existing environmental noises. This does not mean that every minute of aircraft noise above the traditional ambient level would be annoying to people or considered to be an adverse impact. It should be kept in mind that the TA metric is reporting the daily duration of aircraft noise above a certain level. TA does not report how loud the aircraft events are. Other metrics are informative as to loudness. Neither does the use of the traditional ambient as a floor of measurement mean that aircraft could never be heard at other times. Under certain conditions, it is possible that aircraft could be heard below the ambient level. However, the point at which noise sources below the ambient can be detected is extremely difficult to determine for many reasons. Important variables include noise frequency characteristics of ambient sound at each location, the frequency characteristics of each aircraft type, the weather, the terrain, and the state and attentiveness of the listener.

Within the national properties, the TA values associated with aircraft operations range from no time at all to several hours above the average traditional ambient noise level. The total daily Time Above Ambient is not all consecutive minutes, but is spaced corresponding to aircraft overflights. The amount of time a site is exposed to noise above the traditional ambient level is, because it is a relative measure, a function not only of the loudness and duration of aircraft noise events, but also of the quietness or loudness of the traditional ambient noise levels.

Time above ambient levels were not computed in the grid area adjacent to the airport (Grid F), but rather, the amount of time above 65 decibels was calculated. The 65 decibel level is commonly accepted as the level at which speech is disturbed or persons are awakened by aircraft noise. Within this area, the amount of time in excess of 65 decibels from aircraft noise range from less than a minute at remote sites to more than an hour at locations on the airport or along the extended centerline of the runway. In no case did operations from other airports in the region contribute to the amount of time the area within Grid F was exposed to noise above 65 decibels.

The **Peak Hourly Equivalent Noise Level** ($Leq_{(h)}$) metric is an expression of the hourly average noise level for the period of peak hour of operations during the average day of the peak month of operations. Because information is not available on the specific hour of peak operations at a potential future civil airport at Homestead, an assessment for the peak hour of activity at the existing airports evaluated in this study was prepared for an average busy day of projected operations. While this condition may be exceeded on isolated days, the measure will generally represent a worst case condition. The number of operations assessed for the Peak Hour noise level is computed by evaluating the average busy day noise levels and applying to each operation a peaking factor. Each peaking factor represents the proportion of the total daily activity that occurs during the peak hour. Computations were prepared for each airport based on previously documented peak characteristics. Miami International factors were drawn from its latest master plan. It was assumed that Fort Lauderdale had similar peaking characteristics to Miami International Airport. Peak factors for general aviation airports were drawn from the Dade County Aviation Systems Plan. **Table IV-2** presents the peak hour operations for each airport used to compute peak hour noise levels. Peak hour $Leq_{(h)}$ data was computed within each national property grid, but was not calculated in the grid array adjacent to the airport, as the cumulative noise levels in that area are better represented by the DNL.

Table IV-2
Peak Hour Operations at Regional Airports
Homestead SEIS

Airport/Scenario	Existing	2000	2005	2015	Ultimate
HST - No Action	5	5	5	5	5
HST – Proposed Action	N/A	16	25	41	75
Miami International	120	137	143	150	150
Fort Lauderdale – Hollywood	51	50	56	66	66
Homestead General Aviation	10	10	11	12	13
Kendall- Tamiami	148	148	148	155	163

The ($Leq_{(h)}$) is calculated by computing the 24-hour Leq present at a location for only the peak hour operations and then adding 13.8 decibels to equate the energy to the peak one-hour period.[i] The additive value represents ten times the log of 24 (hours) and is a normalizing factor to provide one-hour noise levels.

IV.A. Grid Analysis Results

This section will present the general noise trends indicated by the grid analysis, but will not attempt to describe in detail the specific results at each grid cell or location point. That information is available for review in the extensive tables following this section.

IV.A.1.Current Noise Levels

The computed noise levels for each grid cell or point location are presented in **Table IV-3** for the current condition. As discussed in Chapter Two, the fleet is comprised of military and government (Customs) aircraft that are expected to comprise the No Action operations for all future years of evaluation.

Exhibit IV-7 presents the LAmax patterns associated with operations under the existing conditions in 1997. The 1997 pattern is representative of the patterns for 1998 and 1999. The pattern of maximum decibel levels is indicative of the flight paths flown by aircraft using not only Homestead, but also those using Miami International Airport. Noise from operations at Homestead General, Kendall-Tamiami and Fort Lauderdale-Hollywood Airports appear to have little to no effect on the maximum noise levels to which areas of the national properties are exposed. Over Biscayne NP, aircraft departing Homestead to the northeast and making immediate turns to the south produce single event levels in excess of 85 dBA, while northeasterly Homestead departures not making the southerly turn or aircraft departing Miami International to the southeast produce single event levels in excess of 75 dBA. Over Everglades NP, the highest single event levels are produced under the western helicopter corridor and long straight-in approaches from Famin in the west and along the VFR flyway along the eastern side of the park; noise above 55 dBA extends along the centerline approach from the southwest. Crocodile Lakes NWR receives LAmax levels between 65 and 75 dBA.

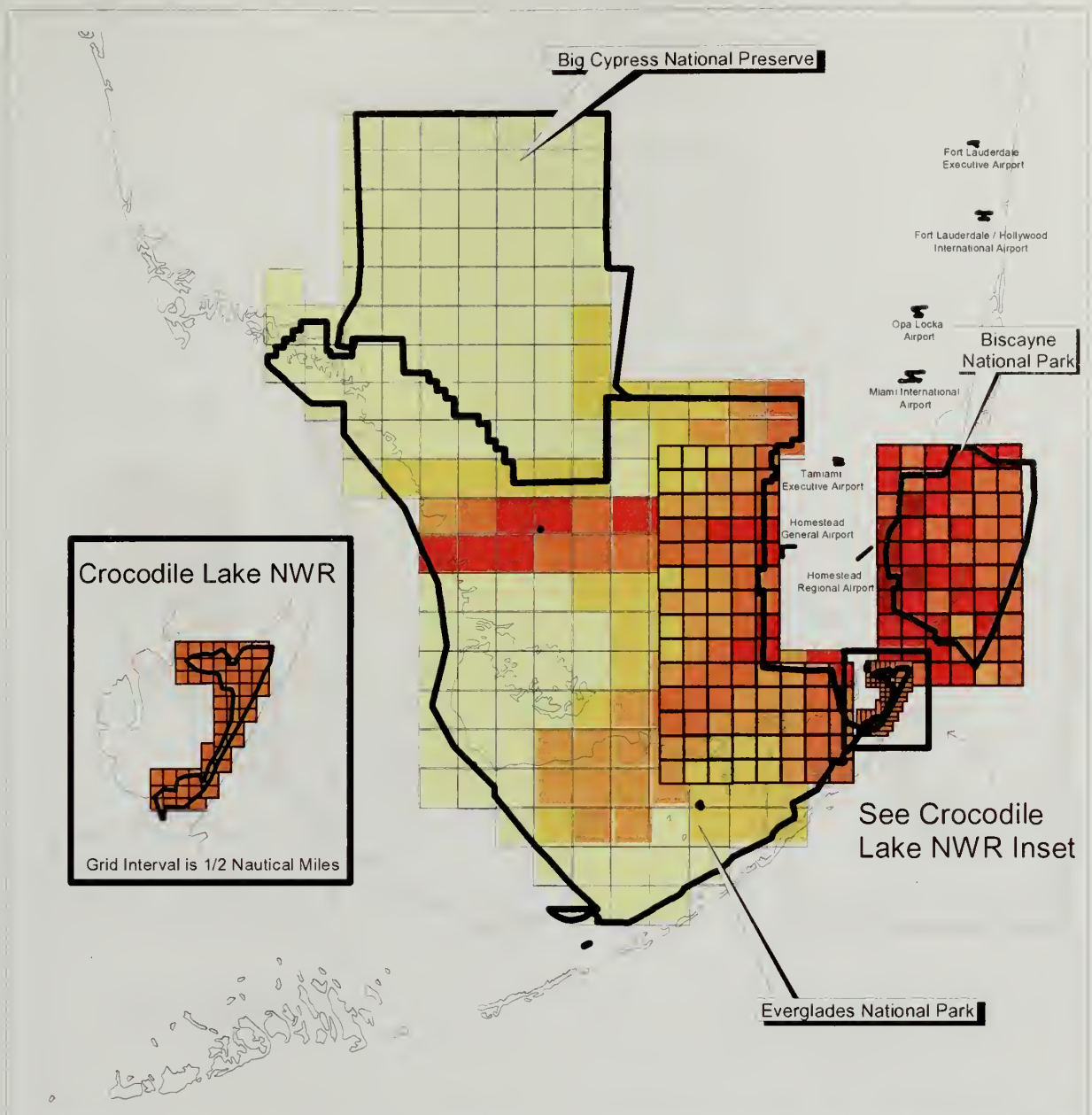
The Peak Hour Leq pattern for existing conditions is presented on **Exhibit IV-8.** It is comparable to the LAmax pattern in that the highest levels of exposure are found over Biscayne NP, under the departure paths from Homestead. An evaluation of the information in Table IV-3 indicates that the maximum-modeled Leq(h) level achieved within the national properties from existing aircraft operations is nearly 67 decibels (Site E940). The great majority of the higher Leq(h) levels mapped for the existing condition are located in Biscayne NP (within Grid E) or along the eastern edge of Everglades NP. The locations in Biscayne NP are influenced principally by traffic from Homestead, but are affected to a lesser extent by noise from other regional airports. The east/northeast portion of Everglades NP is affected more by large volumes of general aviation traffic using Homestead General and Kendall-Tamiami Airports, as well as commercial traffic using Miami International.

Exhibit IV-9 presents the $TA_{(amb)}$ for the existing conditions. This provides an indication of the effect of other airports on the total amount of time above traditional ambient levels in the national properties. The map indicates that areas under the departure or approach paths to/from Miami International and Kendall-Tamiami Airports experience the longest duration of time above traditional ambient noise levels. The relatively low current level of traffic at Homestead contributes to the time above traditional ambient levels in the vicinity of the airport, but for much shorter periods than associated with the busier airports. If aircraft traffic at Homestead increases under the Proposed Action, that pattern would change to reflect greater Homestead influences.

Maps of noise exposure patterns are not presented for Grid F adjacent to the airport, nor are the points in the western portion of Biscayne National Park (Grid E) mapped. The noise level information at each location indicated on Exhibits IV-5 and IV-6 is included in the tables presented in this chapter.

IV.A.2. Forecast Future Noise Levels

For NEPA evaluations, the effect of the Proposed Action (transfer of Homestead to civilian ownership for use as a commercial airport) is measured against the anticipated conditions if the Proposed Action does not proceed (the No Action condition involving the continued use of Homestead for Air Reserve and other government operations). The tables summarized in this section provide the total computed noise



10 0 10 20 Miles

LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

LAmax Level

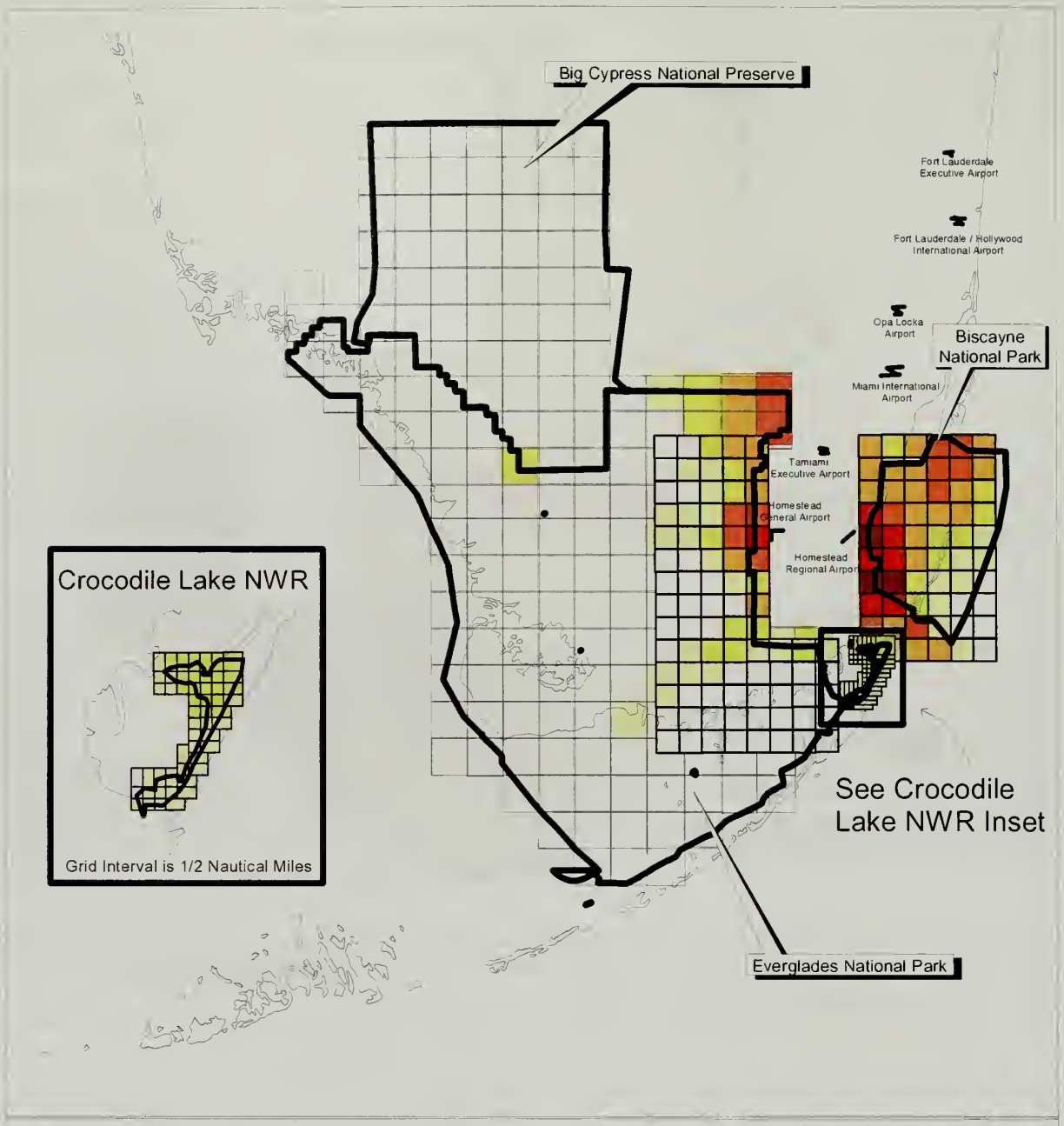
- <45 dB
- 45.1 - 55 dB
- 55.1 - 65 dB
- 65.1 - 75 dB
- 75.1 - 85 dB
- >85 dB

N



Exhibit IV-7

1997 Existing Condition
LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

Peak LEQ (h) Level

- < 30.0 dB
- 30.0 - 35.0 dB
- 35.1 - 40.0 dB
- 40.1 - 45.0 dB
- 45.1 - 50.0 dB
- 50.1 - 55.0 dB
- 55.1 - 60.0 dB
- > 60 dB

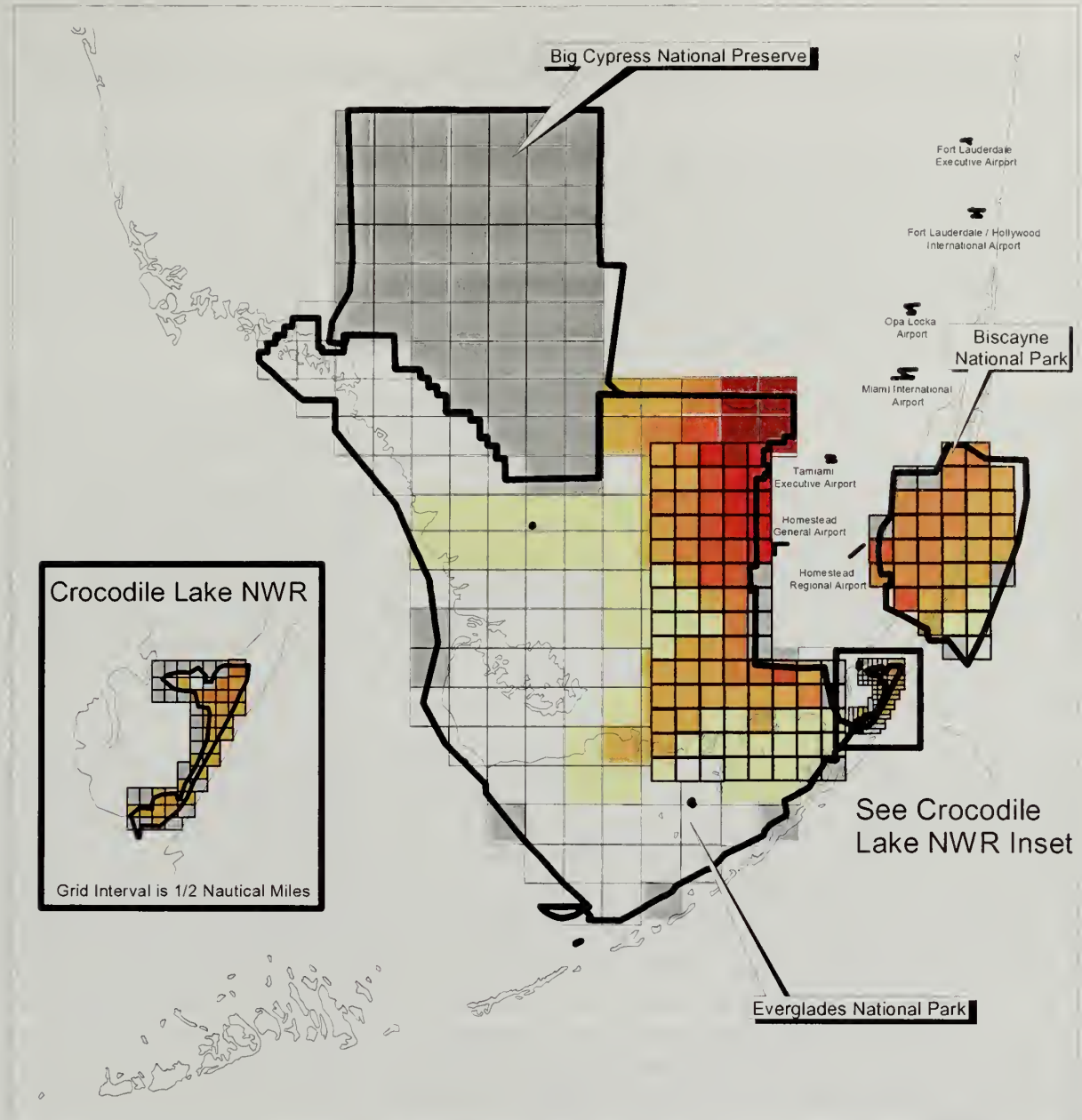
10 0 10 20 Miles

N



Exhibit IV-8

1997 Existing Condition
Peak LEQ (h)



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

$TA_{(amb)}$ Level*

- No Change
- <1 minute
- 1 - 10 minutes
- 10.1 - 30 minutes
- 30.1 - 60 minutes
- 1 - 2 Hours
- >2 Hours
- No Data

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels

10 0 10 20 Miles

N

Area Shown

Exhibit IV-9

1997 Existing Condition
Time Above Ambient Level

levels associated with each of the five described metrics, as well as the differences between the No Action and Proposed Action condition.

Grid mapping of overall results (in addition to detailed location-by-location tabular data) is provided for three metrics - Maximum Decibel Level (LAmax), Peak Hour Average Noise Level (Leq(h)), and Minutes Per Day Above Ambient Noise Levels ($TA_{(amb)}$). These metrics offer information about single event aircraft levels, cumulative aircraft noise exposure, and time durations of aircraft noise, respectively. It was not deemed meaningful to map a second single event metric (SEL) or a second cumulative metric (DNL), nor to map supplemental grid cell or location point data that fell within one of the national property grids. However, this information is included in the detailed tables.

Absolute values are mapped for existing conditions. For potential future conditions at Homestead in the years 2000, 2005, and 2015, absolute values are not mapped. Rather, the grid maps display magnitudes of noise level increases that are projected to occur with the Proposed Action to highlight the overall patterns of noise differences between the Proposed Action and No Action conditions for each year. For potential maximum use of a one-runway airport, both absolute values and changes between the Proposed Action and No Action conditions are mapped. The amounts of noise increases are divided among ranges on the map legends so that the maps are not cluttered beyond legibility by attempting to identify each specific numerical increase. LAmax increases of less than 3 decibels or Peak Hour Leq increases of less than 5 decibels are considered to fall within an area of no change , as noted on the maps based on the low levels at which they occur. The detailed tables should be referred to for absolute values and for the specific values of increases.

The LAmax and Leq(h) data mapping uses a floor of the traditional ambient level at each site in the national properties, while the tabular data reports the actual levels calculated, as well as the difference between the No Action and Proposed Action noise levels with the ambient level considered as a threshold. The use of a floor of the traditional ambient noise level provides a reference point for changes in aircraft noise above the average level of other existing environmental noises. In areas where ambient noise level data is not available, the level within adjacent grid cells was applied. Within Big Cypress National Preserve, the lowest measured level in the Preserve was applied to all cells within the property. Within Grid E in the western portion of Biscayne National Park, ambient levels for the larger grid cells of Grid D within which the smaller grids appeared were assumed as ambient levels for threshold purposes. Similar to the use of the traditional ambient for the TA analytical floor, this does not mean that all aircraft noise increases above the traditional ambient would be annoying to people on the ground, nor does it mean that aircraft noise below the traditional ambient could not be heard by an active listener under certain conditions.

IV.A.2.a Day Night Average Sound Level (DNL)

The DNL was computed for each grid cell or location point based on the average annual operating conditions present. In both No Action and Proposed Action conditions, the noise from operations forecast for the other four airports are included in the total aircraft noise levels. **Table IV-4** presents the total aircraft DNL for the No Action and Proposed Action conditions for each year evaluated. Grid maps of noise level changes are not presented for the DNL metric. The information presented in the table indicates that cumulative noise levels from the Proposed Action condition are expected to increase with the growth of operations. The data for the year 2000 indicates that the absolute aircraft DNL levels range, within the national properties, from nearly zero many miles from the airport to as much as 62 decibels under the departure path in Biscayne NP. In the grid cells adjacent to the airport, the DNL levels range from 40 to as high as 70 decibels.

The increases in DNL noise levels between the No Action and Proposed Action conditions range from no change to increases of up to 20 decibels. Areas of increase are principally under the newly designated departure or approach paths for civilian aircraft forecast to use Homestead. The greatest increases in DNL between the No Action condition and the Proposed Action are in areas more distant from Homestead with lower noise levels where civil aircraft flight tracks would be separate and distinct from military/government flight tracks. Typically, these locations are exposed to average traditional ambient noise levels substantially greater than the No Action or Proposed Action DNLs. Locations nearest to Homestead exposed to high DNL levels from military aircraft operations would experience relatively smaller increases in cumulative noise exposure with the addition of civil operations under the Proposed Action. The same trends exhibit themselves for the years 2005, 2015 and the Maximum Use One-Runway scenarios. These trends are also apparent in the grid maps of the LAmax and Peak Hour Leq metrics.

IV.A.2.b. Maximum Noise Level (LAmax)

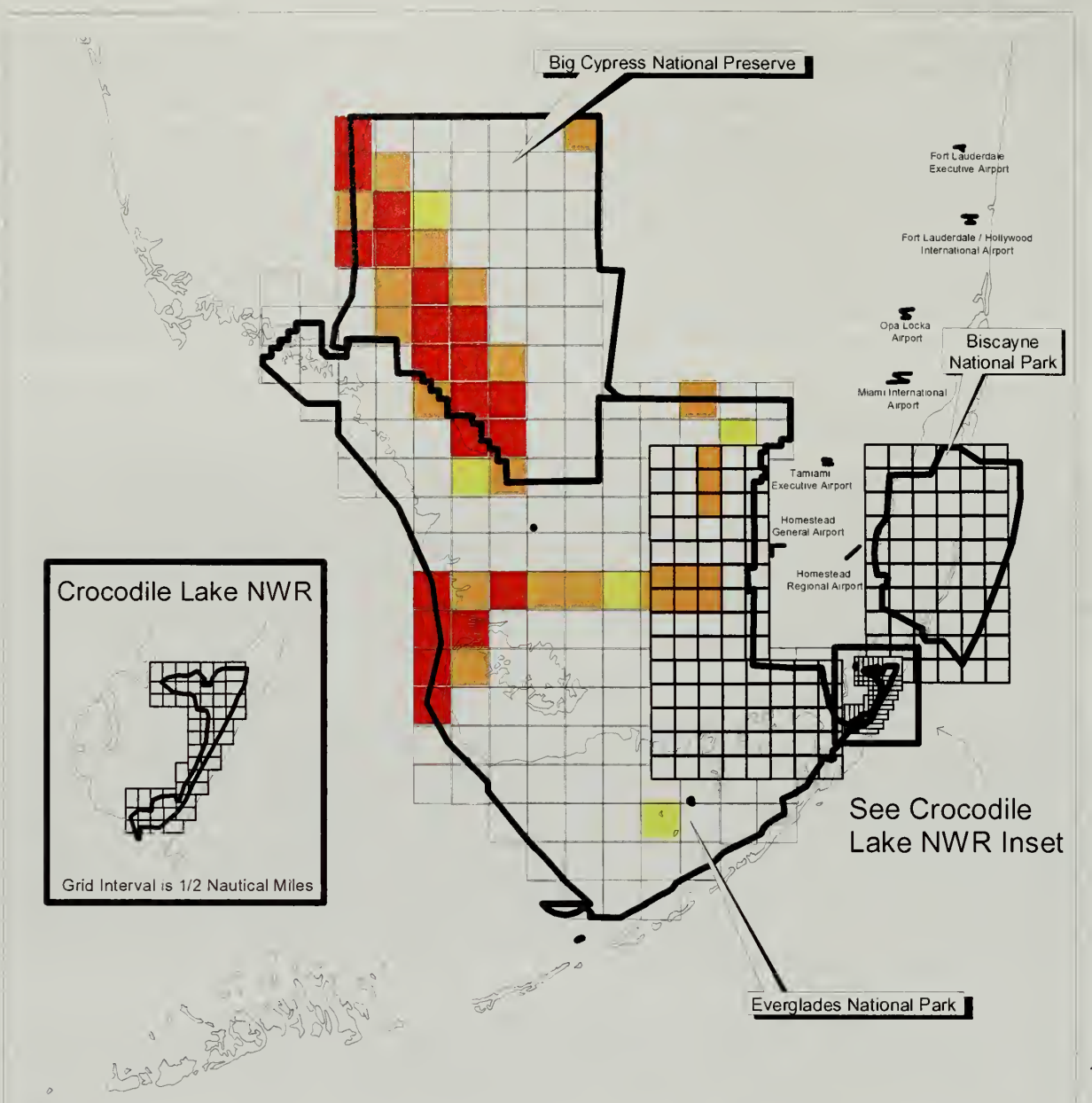
The LAmax was computed for each location for No Action and Proposed Action conditions for each future year evaluated. The absolute noise levels, as well as the increases expected with the Proposed Action, are presented in **Table IV-5**. **Exhibits IV-10 through IV-13** present maps of the increases in maximum decibel levels calculated at each grid cell in the national properties for each future forecast year. The reported increases in the table and the grid maps are subject to the traditional ambient noise level floor discussed in an earlier paragraph.

In locations nearest Homestead, the Proposed Action is not expected to increase the maximum noise level in the near term and to only a marginal degree in the longer terms because of the continued operation of loud military aircraft (refer to the F-16 SEL footprint compared to civil aircraft footprints in Chapter III). On the other hand, in areas that are farther from the airport where civil and military flight tracks diverge, such as in the western and southern Everglades NP and in Big Cypress NP, the difference between Proposed Action and No Action maximum aircraft noise levels is more pronounced, exceeding 10 decibels in several instances. At several locations in Big Cypress National Preserve with an assumed traditional ambient level of 33 decibels, the increase exceeds 20 decibels. It should be noted that in areas where the increases over the No Action condition are the greatest, the absolute LAmax values are relatively low—ranging from 40 to 60 decibels.

After 2000, as more commercial traffic is forecast to connect Homestead to locations in the Keys and Central America, the approach and departure routes to the southwest (over the southern Everglades) would cause additional increases in the maximum noise levels experienced, yet still be generally less than 60 decibels for the worst conditions. Other areas that would experience increases in maximum single event noise of more than 3 decibels are under the Worpp/Famin approach to Homestead from the west in Big Cypress NP and Everglades NP and under the VFR flyway in the northeastern portion of Everglades NP. In 2005, three locations in Biscayne NP would experience maximum single event noise increases of slightly over three decibels over No Action conditions, owing to the introduction of the retrofitted Boeing 727 into the mix in 2005. In all other conditions, Biscayne NP is not expected to receive LAmax increases of more than 5 decibels.

IV.A.2.c. Peak Sound Exposure Level (SEL)

The Peak Daily SEL was computed for each location in the national properties for No Action and Proposed Action conditions for each future year evaluated. Peak SEL was not computed in Grid F adjacent to the airport; the LAmax was selected as a representative single event metric for that area. The resulting absolute noise levels are presented in **Table IV-6**. The peak SEL level achieved by at least one aircraft operation per day varies from location to location, largely along the same trends established by



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

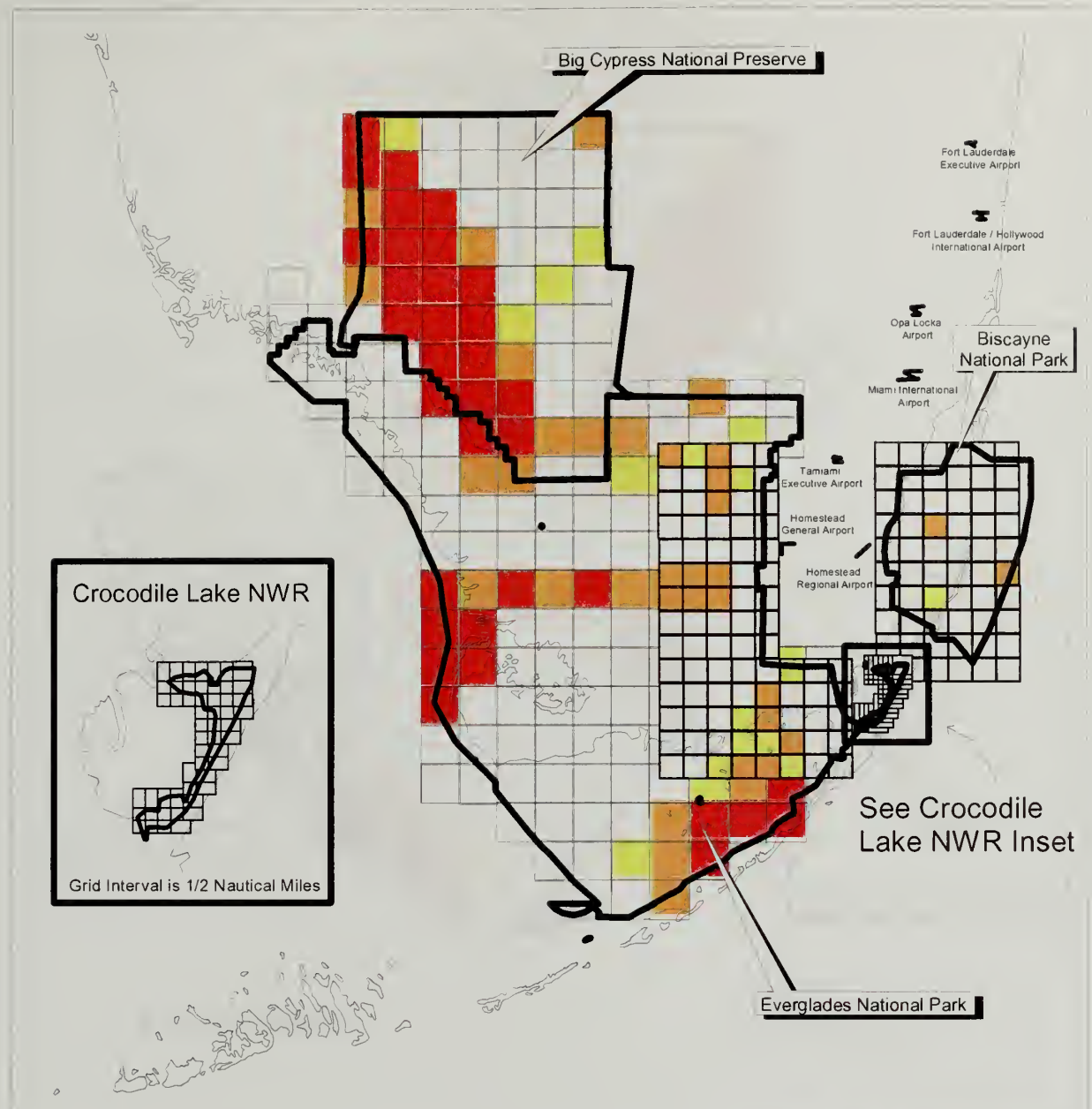
Area Shown

Change in LAmax

- >10 dB decrease
- 5 - 9.9 dB decrease
- 3 - 4.9 dB decrease
- no change
- 3 - 4.9 dB increase
- 5 - 9.9 dB increase
- >10 dB increase

Exhibit IV-10

Proposed Action vs. No Action
2000 Differences in LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

Change in LAmax

- >10 dB decrease
- 5 - 9.9 dB decrease
- 3 - 4.9 dB decrease
- no change
- 3 - 4.9 dB increase
- 5 - 9.9 dB increase
- >10 dB increase

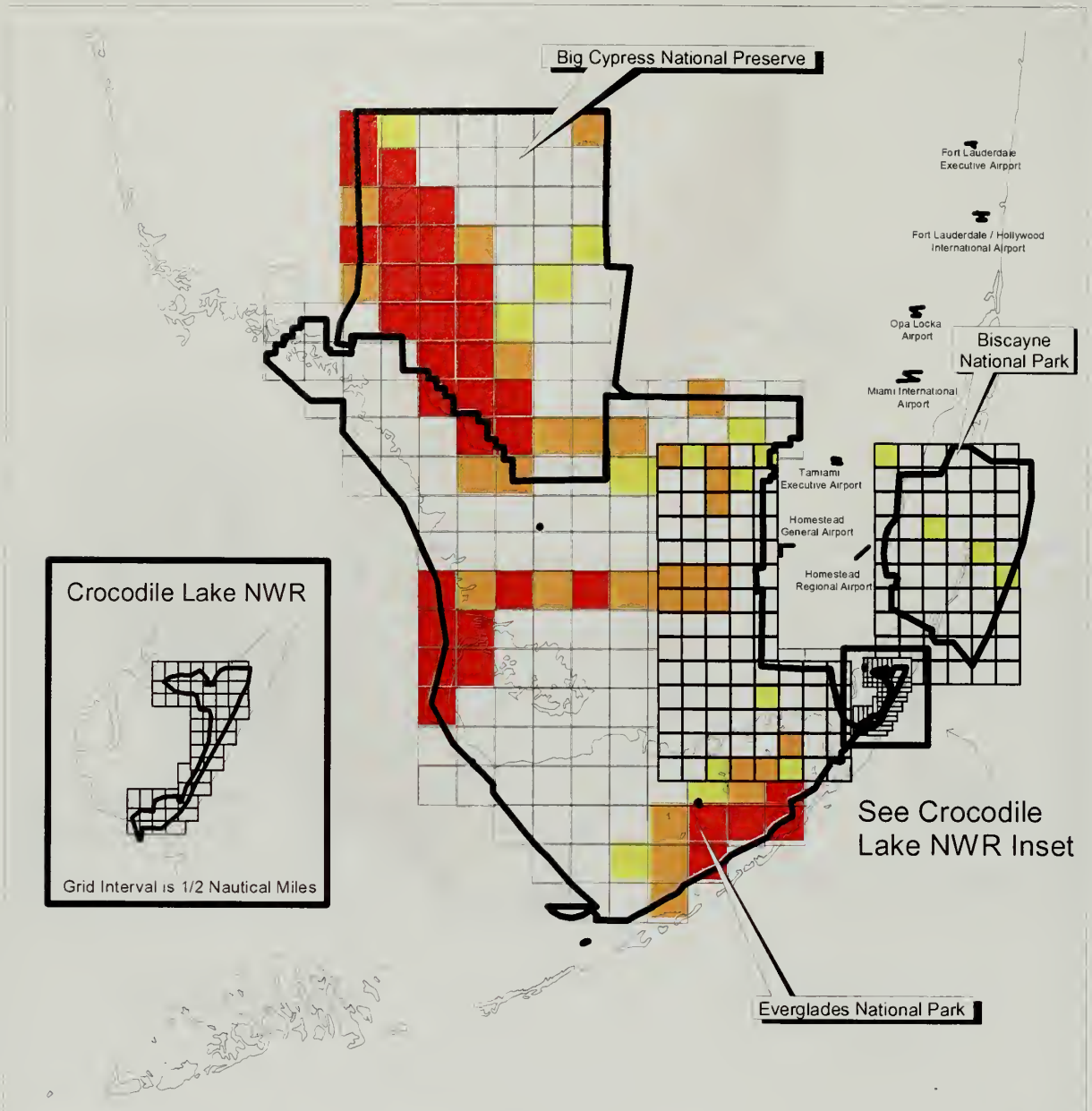
10 0 10 20 Miles

N

Area Shown

Exhibit IV-11

Proposed Action vs. No Action
2005 Differences in LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

Change in LAmax

- >10 dB decrease
- 5 - 9.9 dB decrease
- 3 - 4.9 dB decrease
- no change
- 3 - 4.9 dB increase
- 5 - 9.9 dB increase
- >10 dB increase

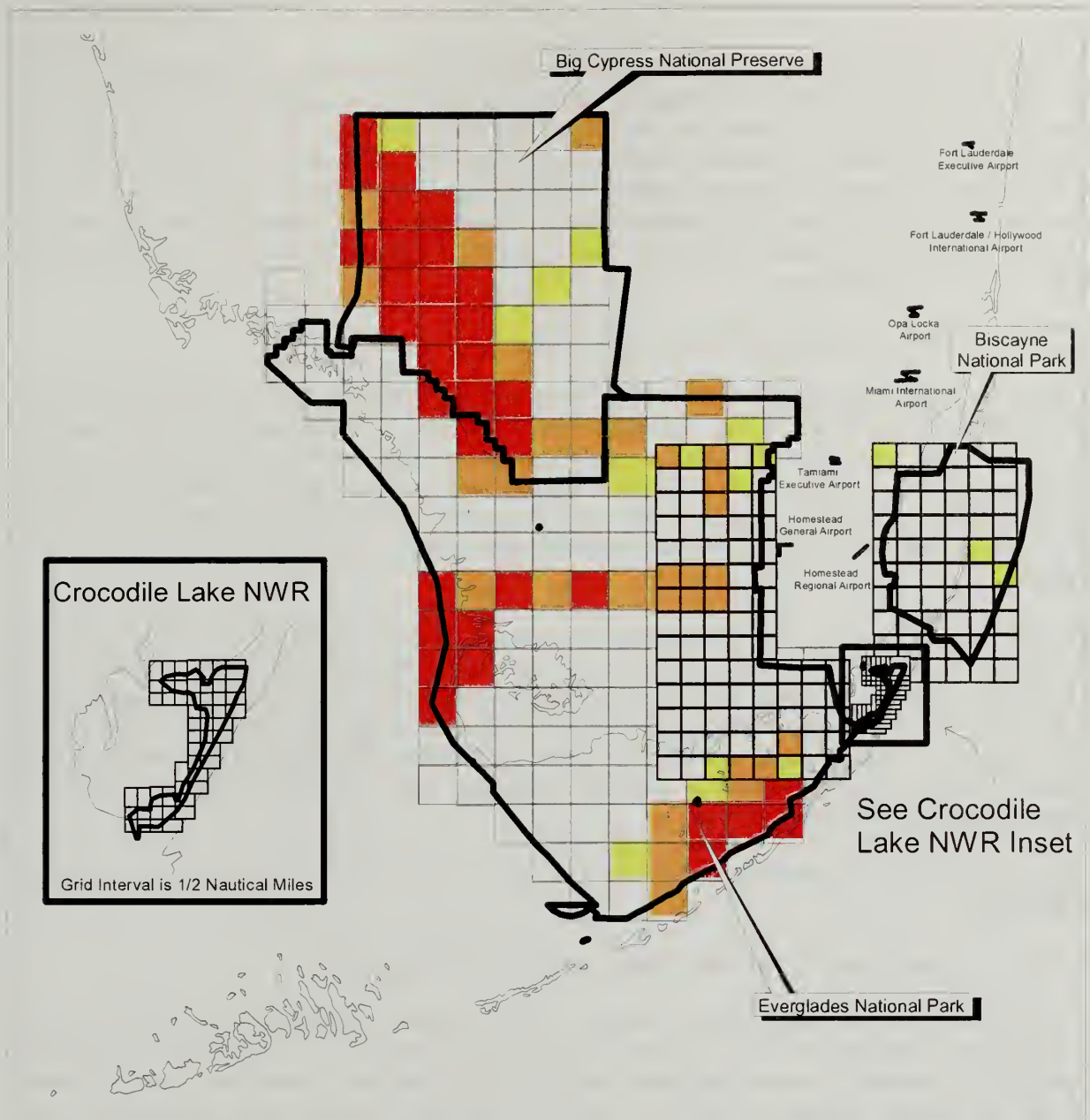
10 0 10 20 Miles

N

Area Shown

Exhibit IV-12

Proposed Action vs. No Action
2015 Differences in LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

Change in LAmax

- >10 dB decrease
- 5 - 9.9 dB decrease
- 3 - 4.9 dB decrease
- no change
- 3 - 4.9 dB increase
- 5 - 9.9 dB increase
- >10 dB increase

10 0 10 20 Miles

N

Area Shown

Exhibit IV-13

Proposed Action vs. No Action
Maximum Use One-Runway Differences in LAmax

the LAmax metric. Because the SEL metric requires the once/day frequency, the loudest SEL a site is exposed to may not be reported. This is particularly the case when the reported SEL is smaller than the reported LAmax for the same scenario and year. In general, the LAmax and SEL values are highest near the airport, and are frequently related to military operations that are present in both No Action and Proposed Action conditions. At greater distances from the airport, the dispersion of flight routes between military and civilian traffic results in a greater disparity of the expected noise level increases between the No Action and Proposed Action conditions. The LAmax grid maps may be used to understand the general trends of SEL differences.

IV.A.2.d. Peak Hour Equivalent Noise Level ($Leq_{(h)}$)

The Peak $Leq_{(h)}$ was computed for each location in the national properties for No Action and Proposed Action conditions for each future year evaluated. Peak Hour Leq was not computed in Grid F because DNL is the metric of choice for assessments of cumulative noise exposure in areas of potential incompatible residential development. The resulting noise levels are presented in **Table IV-7. Exhibits IV-14 through IV-17** display the differences between the two levels that are the result of the Proposed Action. The differences are subject to the traditional ambient noise level floor discussed in an earlier paragraph.

In the early years, few areas would be exposed to increases in Peak Leq(h) of more than 5 decibels. These are located west of Homestead, in the area of concentrated approach overflights from the Worpp and Famin fixes, and to the south, under the jet departure paths. As the level of traffic is estimated to increase in the future, the noise levels would increase in reflection of the increased traffic forecast along the route, but the level of increase would remain below 10 decibels. The increases of more than 5 dBA are more a function of increased time of exposure, rather than increased peak noise levels. This trend continues throughout the planning period.

Most areas more than a few miles from the airport do not have Peak Leq(h) values above the traditional ambient levels.

IV.A.2.e. Time Above Traditional Ambient Noise Level (TA(ambient))

The TA(ambient) was computed for each location within Everglades and Biscayne National Parks and Crocodile Lakes NWP for No Action and Proposed Action conditions for each future year evaluated. Mapping of the traditional ambient throughout the Big Cypress National Preserve was not done because of its distance from Homestead and the small number of measurements done there; consequently, Time Above was not computed for Big Cypress NP. Similarly, a number of cells on the margins of the national properties were not within the area for which ambient mapping was generally available and, consequently, TA(ambient) results are not available there. The time above data are presented in **Tables IV-8 through IV-11**. **Exhibits IV-18 through IV-21** , respectively, graphically indicate the patterns of time above the traditional ambient associated with the tables. It should be kept in mind in reviewing the data that the total daily Time Above Ambient shown in the tables and on the exhibits is not all consecutive minutes, but is spaced corresponding to aircraft overflights.

The patterns indicated by the grid maps demonstrate intensification over time of the durations various areas would be exposed to aircraft noise above the traditional ambient levels. In 2000, the areas with the longest times above the traditional ambient levels are located along the VFR flyway leading to Homestead passing Kendall-Tamiami and Homestead General Aviation Airports. Extending westward from the flyway is an area of overflights approaching both Homestead and Miami International from the Worpp/Famin fixes. To the southwest of Homestead is an area exposed to smaller increases of the length of time above traditional ambient levels under the Mnate departure corridor for propeller aircraft. Over



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

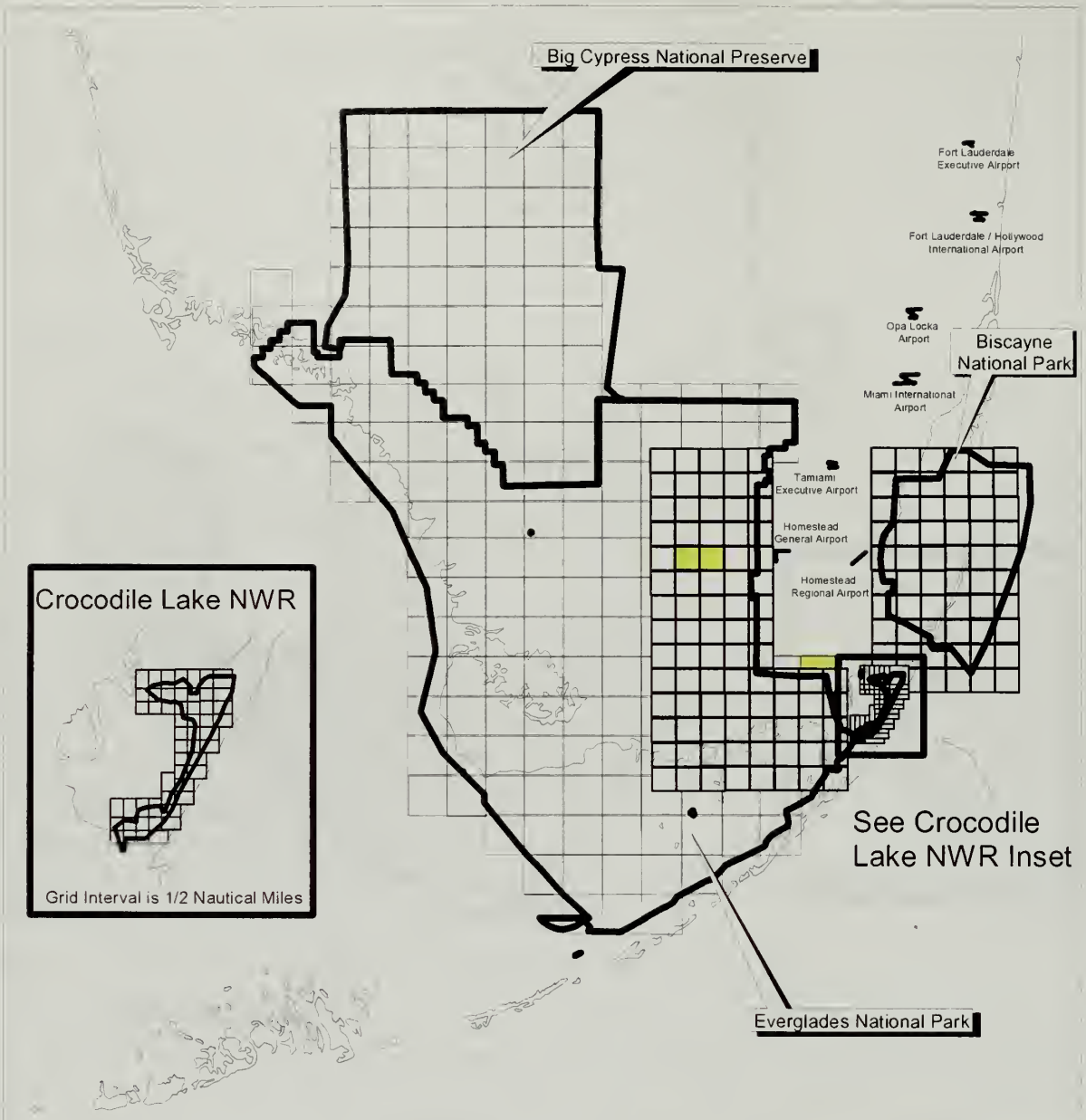
Area Shown

Change in Peak LEQ (h)

- 15 dB or greater decrease
- 10 - 14.9 dB decrease
- 5 - 9.9 dB decrease
- no change
- 5 - 9.9 dB increase
- 10 - 14.9 dB increase
- 15 dB or greater increase

Exhibit IV-14

Proposed Action vs. No Action
2000 Differences in Peak LEQ (h)



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

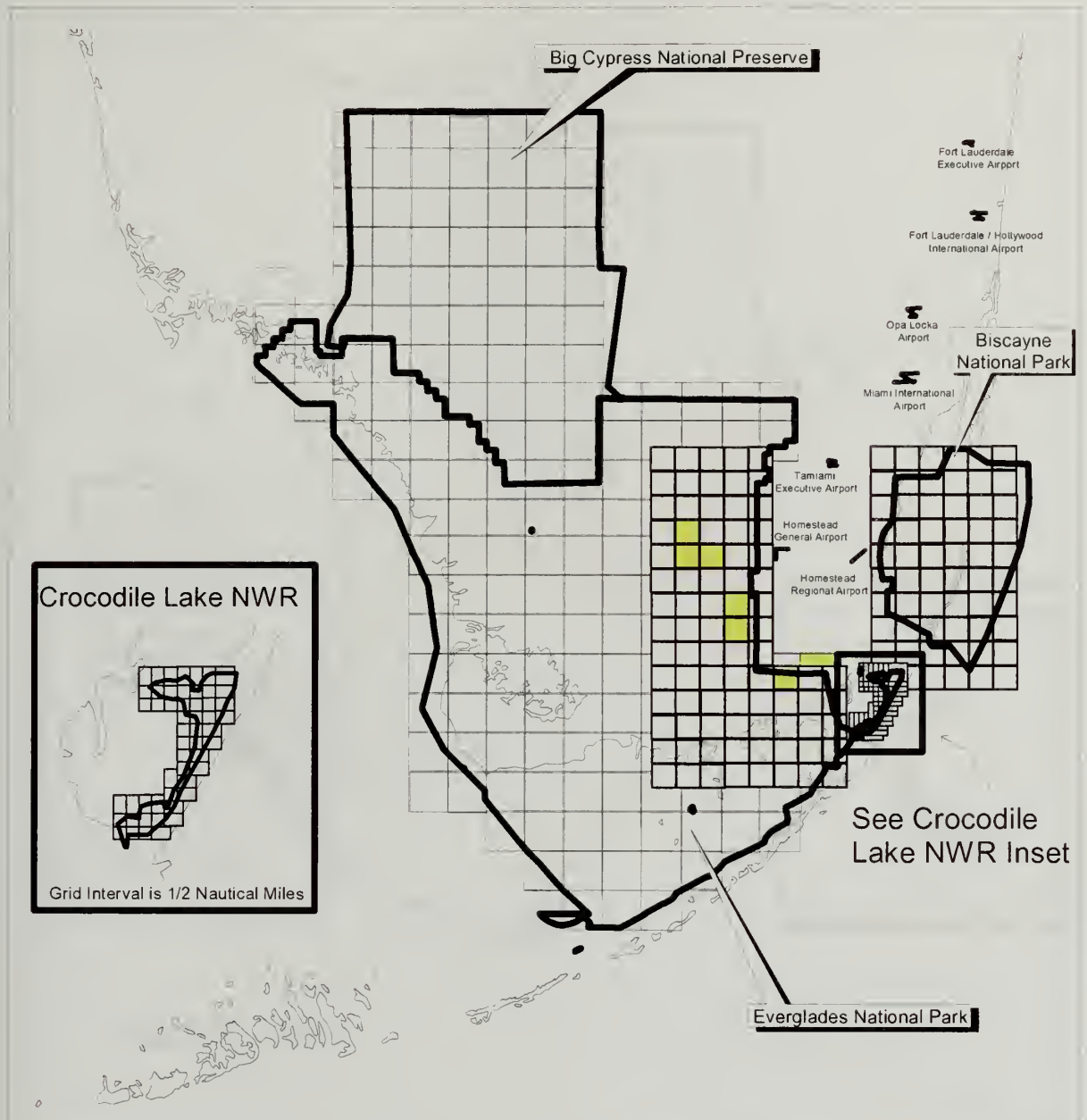
Area Shown

Change in Peak LEQ (h)

- 15 dB or greater decrease
- 10 - 14.9 dB decrease
- 5 - 9.9 dB decrease
- no change
- 5 - 9.9 dB increase
- 10 - 14.9 dB increase
- 15 dB or greater increase

Exhibit IV-15

Proposed Action vs. No Action
2005 Differences in Peak LEQ (h)



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

Area Shown

Change in Peak LEQ (h)

- 15 dB or greater decrease
- 10 - 14.9 dB decrease
- 5 - 9.9 dB decrease
- no change
- 5 - 9.9 dB increase
- 10 - 14.9 dB increase
- 15 dB or greater increase

Exhibit IV-16

Proposed Action vs. No Action
2015 Differences in Peak LEQ (h)



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

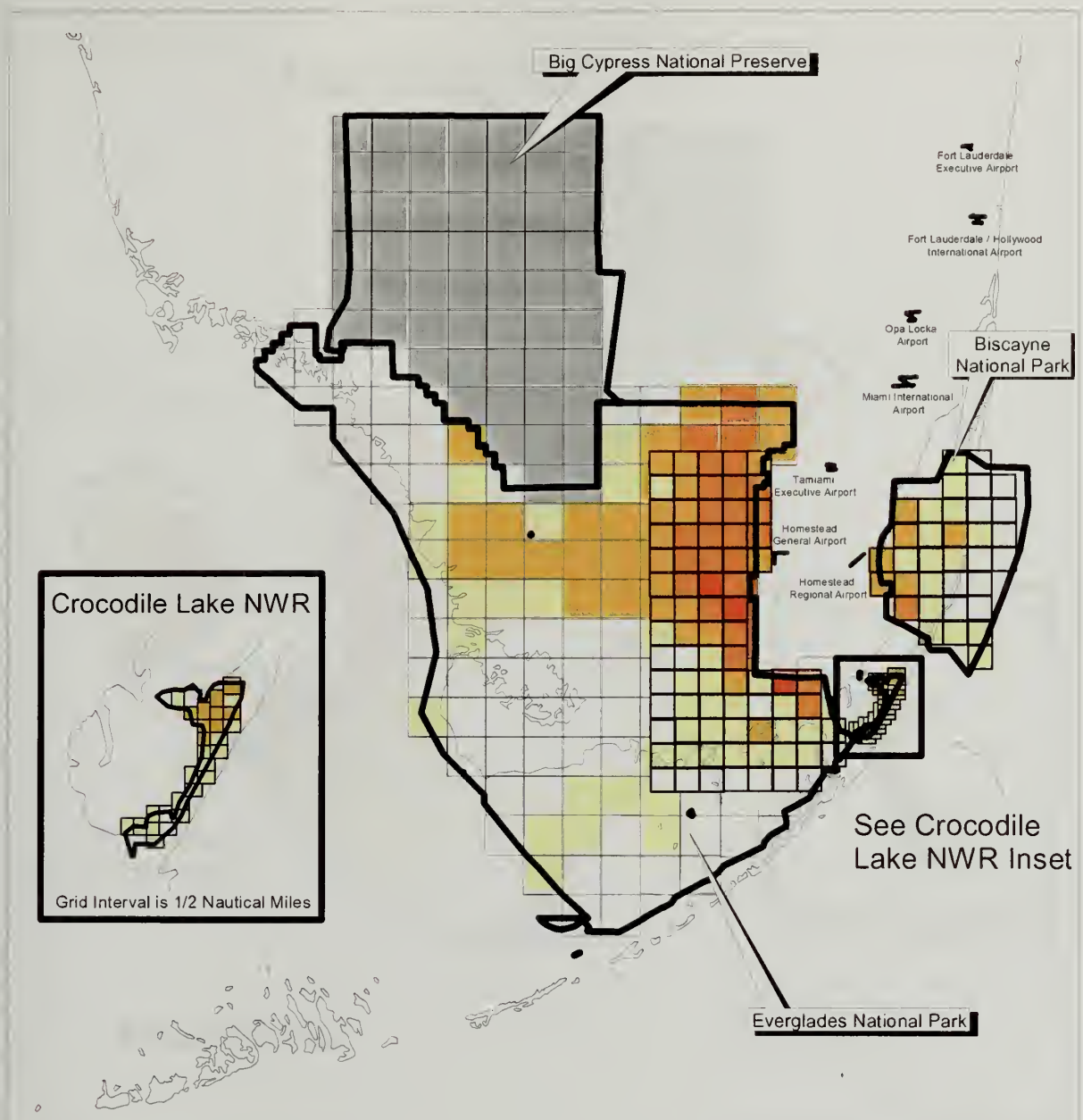
Area Shown

Change in Peak LEQ (h)

- 15 dB or greater decrease
- 10 - 14.9 dB decrease
- 5 - 9.9 dB decrease
- no change
- 5 - 9.9 dB increase
- 10 - 14.9 dB increase
- 15 dB or greater increase

Exhibit IV-17

Proposed Action vs. No Action
Maximum Use One-Runway
Differences in Peak LEQ (h)



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

Change in $TA_{(amb)}$ Level*

- No Change
- <1 minute increase
- 1 - 10 minute increase
- 10.1 - 30 minute increase
- 30.1 - 60 minute increase
- 1 - 2 Hour increase
- >2 Hour increase
- No Data

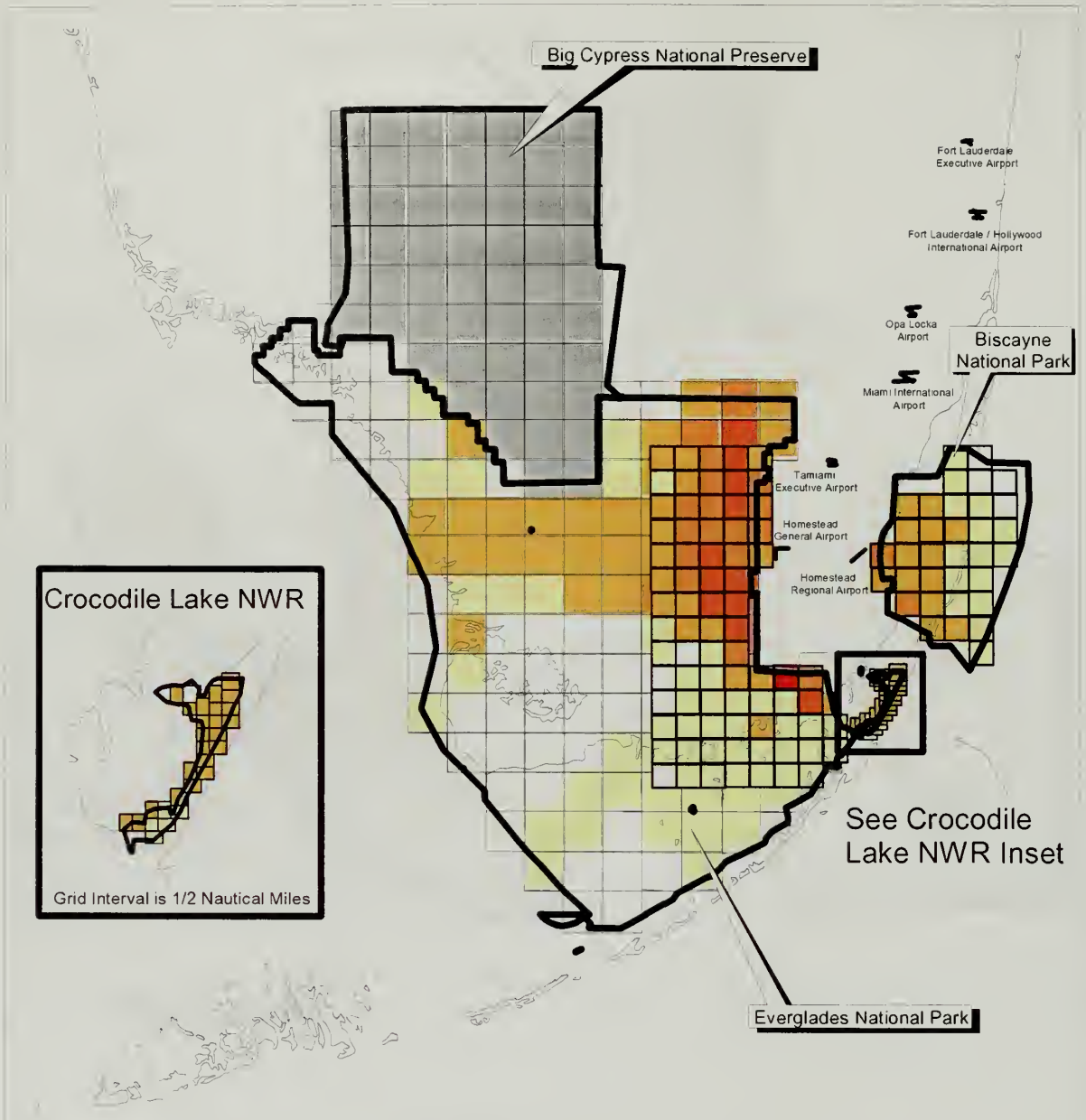
N

Area Shown

Exhibit IV-18

Proposed Action vs. No Action
2000 Differences in TA (amb)*

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

Change in $TA_{(amb)}$ Level*

- No Change
- <1 minute increase
- 1 - 10 minute increase
- 10.1 - 30 minute increase
- 30.1 - 60 minute increase
- 1 - 2 Hour increase
- >2 Hour increase
- No Data

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels

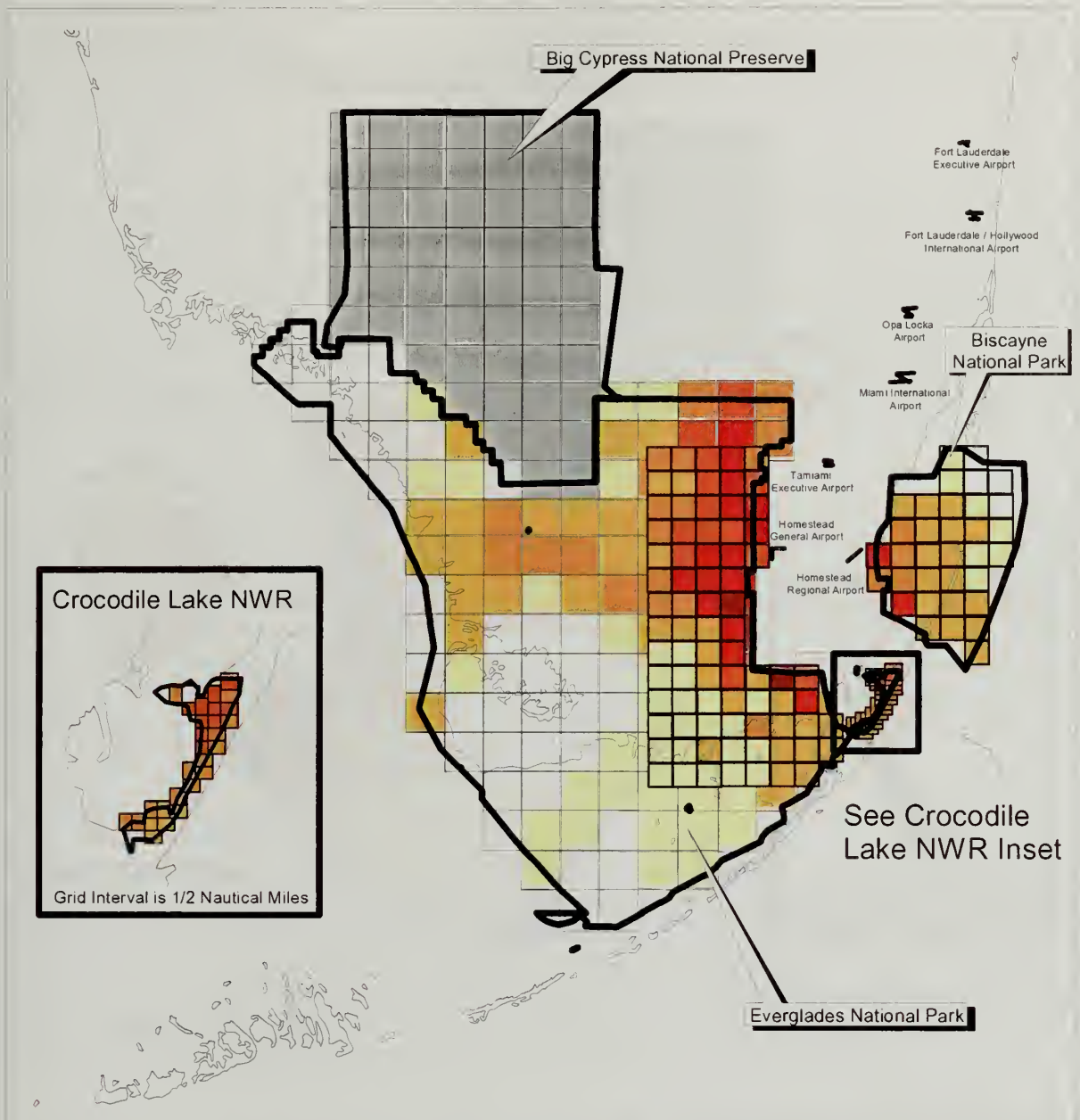
10 0 10 20 Miles

N

Area Shown

Exhibit IV-19

Proposed Action vs. No Action
2005 Differences in TA (amb)*



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

Area Shown

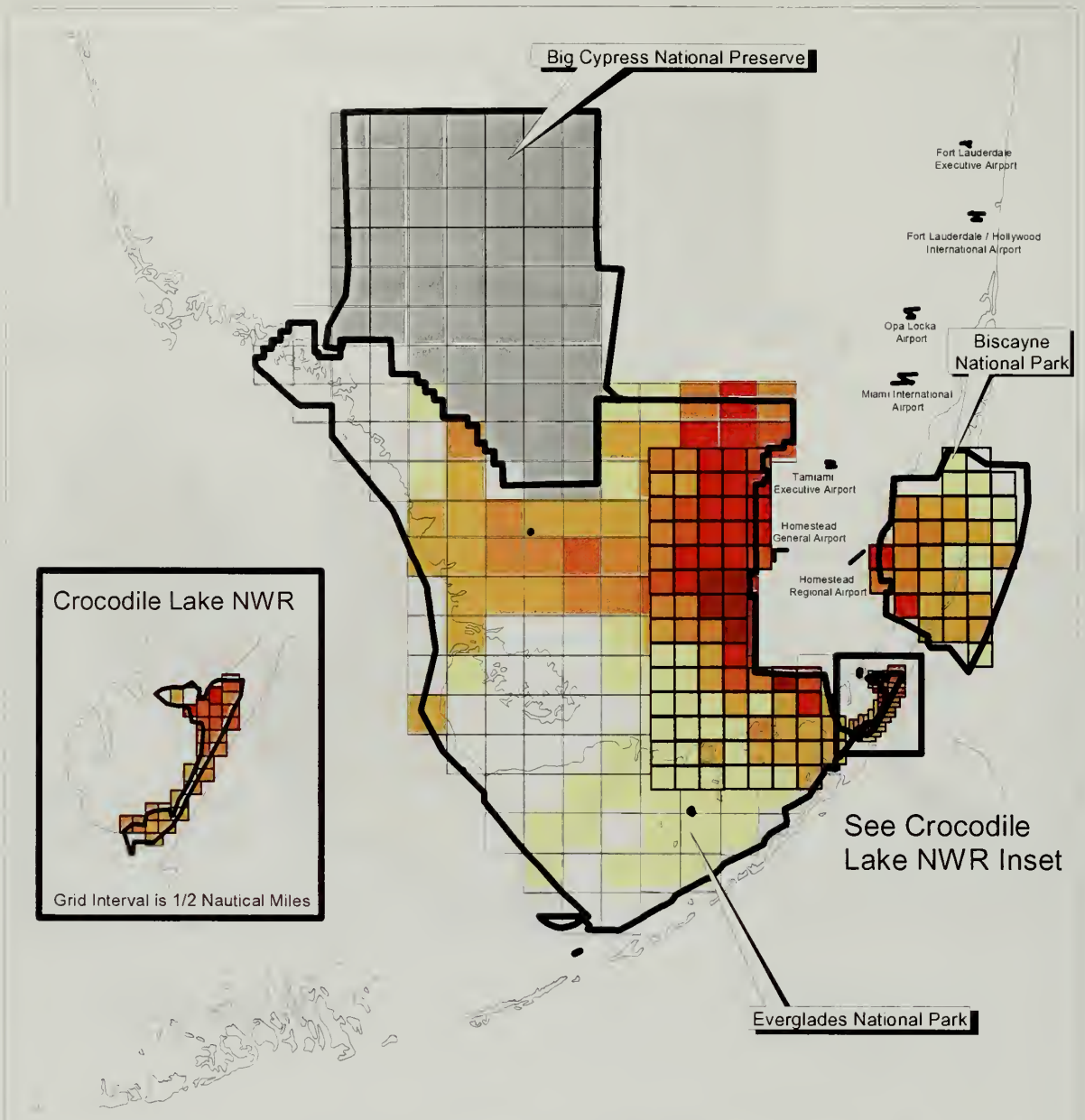
Change in $TA_{(amb)}$ Level*

- No Change
- <1 minute increase
- 1 - 10 minute increase
- 10.1 - 30 minute increase
- 30.1 - 60 minute increase
- 1 - 2 Hour increase
- >2 Hour increase
- No Data

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels

Exhibit IV-20

Proposed Action vs. No Action
2015 Differences in TA (amb)*



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

Area Shown

Change in $TA_{(amb)}$ Level*

- No Change
- <1 minute increase
- 1 - 10 minute increase
- 10.1 - 30 minute increase
- 30.1 - 60 minute increase
- 1 - 2 Hour increase
- >2 Hour increase
- No Data

Exhibit IV-21

Proposed Action vs. No Action
Maximum Use One Runway Differences in TA (amb)*

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels

Crocodile Lakes NWR and Biscayne NP, durations of aircraft noise above traditional ambient levels are expected to increase by up to ten minutes or more, respectively, with the introduction of commercial traffic at Homestead.

By 2005, each area indicated for 2000 would receive somewhat longer exposure to noise above the traditional ambient levels, and those areas would grow slightly as more traffic is introduced. The area under the jet departure path to Mnate would experience the introduction of more noise above the traditional ambient levels, as would more of Biscayne NP. By 2015, the growth of operations at Homestead and the regional general aviation airports would result in total exposure times along the VFR flyway along the east edge of Everglades NP increasing by an hour or more per day at several locations. This level of exposure will also be true at several other locations along the principal flight tracks leading to and from Homestead during easterly flow. Other areas previously affected would continue to experience a lengthening of the period of exposure to noise above traditional ambient levels as the number of operations is estimated to increase above No Action conditions.

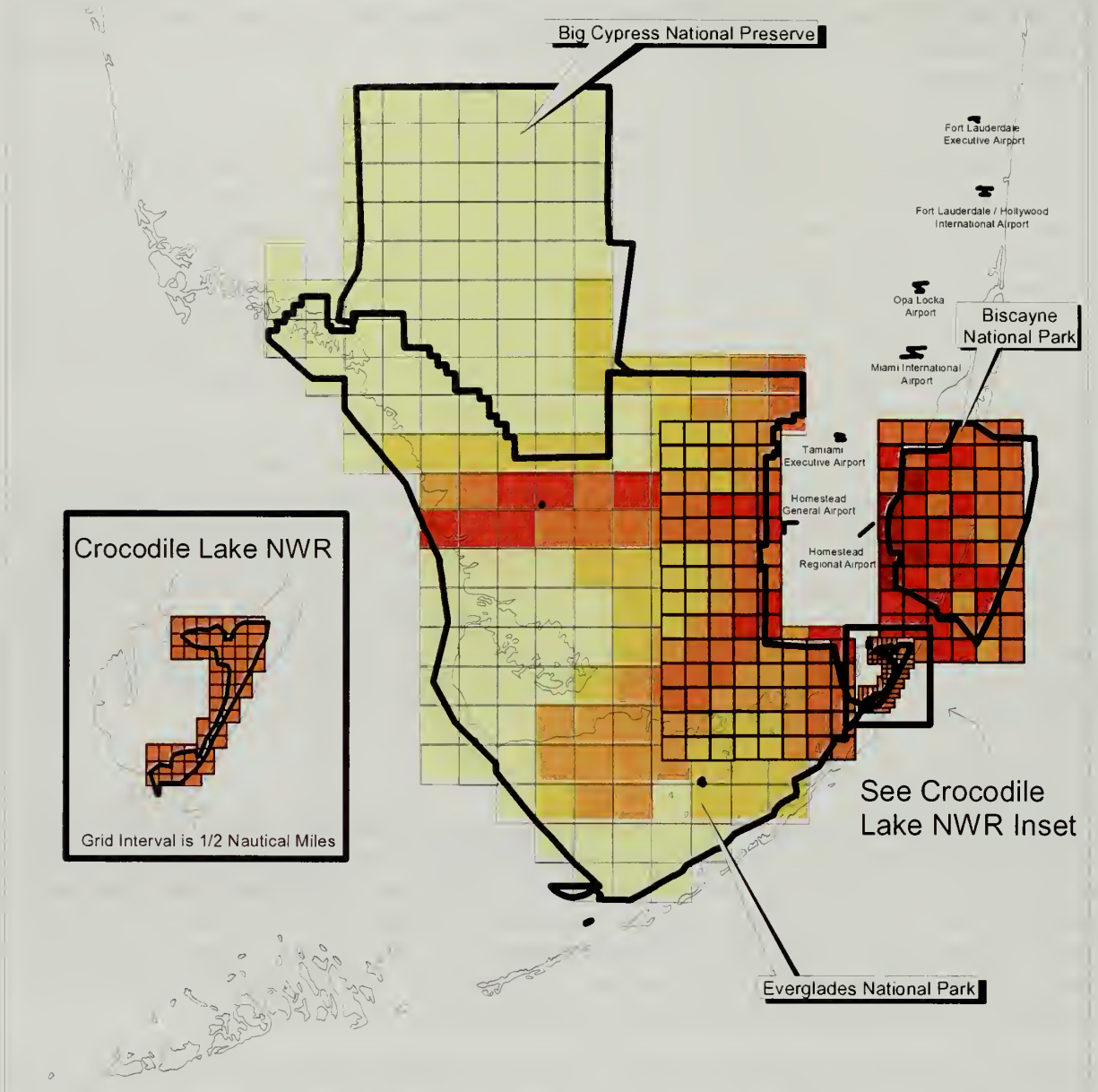
By the end of the evaluation period, the patterns established in previous years would, according to forecasts used for this analysis, reach their greatest levels under the Proposed Action. The 2015 pattern would be intensified and more areas of eastern Everglades NP and of Biscayne NP, as well as Crocodile Lakes NWP, would be exposed to increases of durations of aircraft noise of between 10 minutes and an hour above traditional ambient levels above the No Action condition. In a number of cases, the Time Above ambient level is calculated to increase by more than two hours in areas of concentrated general aviation activity and commercial overflight southwest of the airport. Only some areas in the far western and southwestern portions of Everglades NP are not forecast to experience an increase in Time Above Ambient levels above the No Action conditions.

IV.A.3. Absolute Maximum Use Noise Levels

Exhibits IV-7 through IV-9 indicated, for existing conditions, the absolute noise levels that are present at the various grid cells throughout the national properties. **Exhibits IV-22 through IV-27** are presented to allow the reader to compare the forecast noise levels for the No Action and Proposed Action conditions of the maximum use year of the single runway at Homestead. Exhibits IV-22, -23 and -24, respectively, present LAmax, Leq(h) and TA(amb) levels expected if the facility retains its use as a military/government airfield closed to civilian use. Exhibits IV-25, -26 and -27 present similar data for the maximum use of the facility as a one-runway civilian airport.

The patterns presented by the future No Action condition are highly similar to those indicated for the existing condition. In Biscayne National Park, the existing condition mapping shows grid cells with higher LAmax, Leq(h) and TA(amb) values than are indicated for the future No Action condition. This reduction of effect is largely the result of the forecast removal of retrofit Stage 3 and MD-80 aircraft from the operating fleet at Miami International Airport by the maximum one runway use year. Grid cells in Everglades National Park, Big Cypress Preserve and Crocodile Lakes are virtually identical to those of the present condition.

The Proposed Action condition for the maximum use year is, for LAmax, little different from the No Action condition in the areas closest to Homestead that receive the loudest single-event noise. The LAmax increases for the Proposed Action would occur in areas farther from the airport where civilian and military flight tracks would diverge--in Big Cypress Preserve, under the WORPP approach from the northwest, and in Everglades NP, under the FAMIN approach from the southwest and under the MNATE departures in the southeast.



10 0 10 20 Miles

LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

N

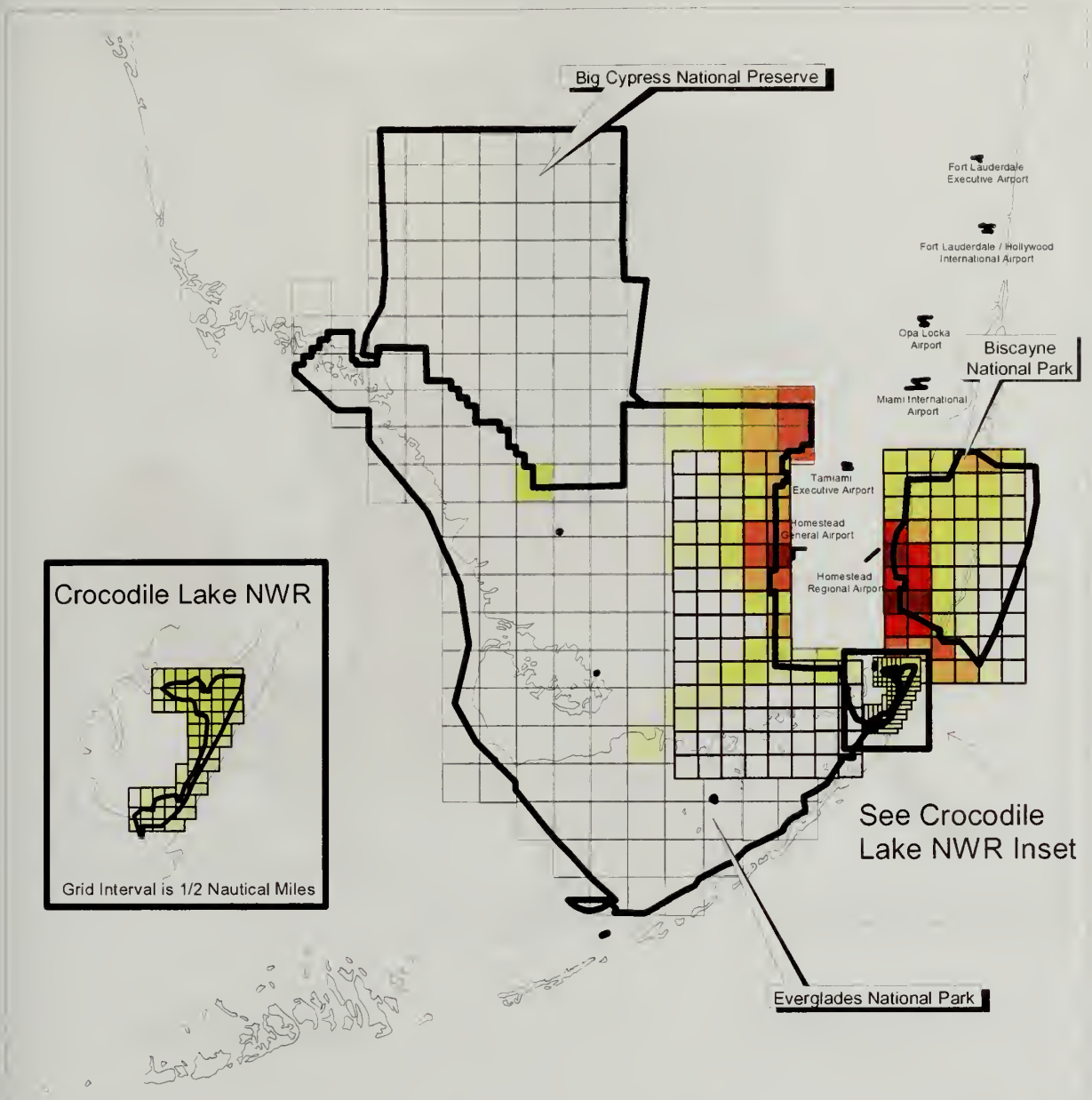


LAmax Level

- <45 dB
- 45.1 - 55 dB
- 55.1 - 65 dB
- 65.1 - 75 dB
- 75.1 - 85 dB
- >85 dB

Exhibit IV-22

No Action Maximum Use One-Runway Condition LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

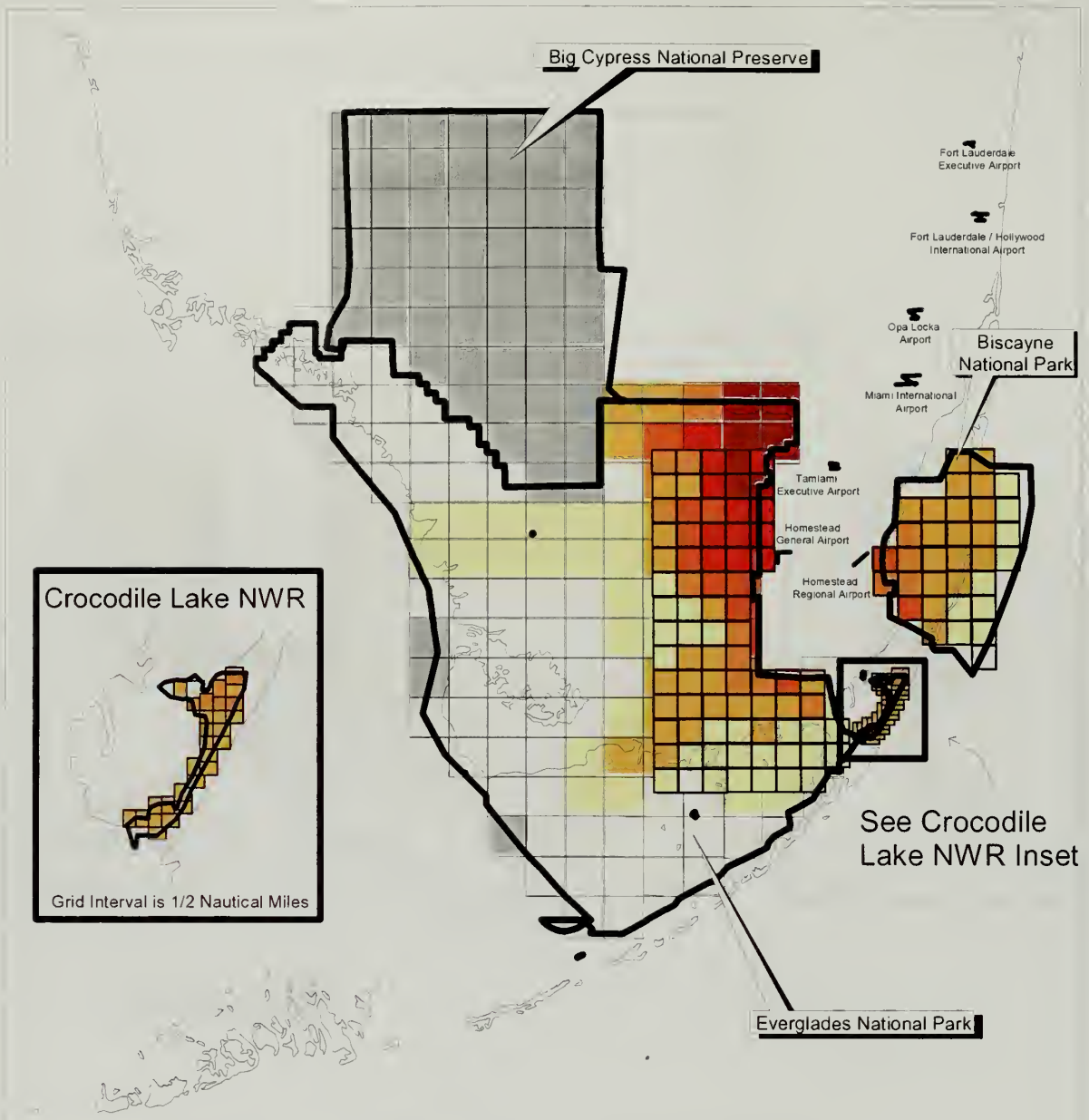
Area Shown

Peak LEQ (h) Level

- < 30.0 dB
- 30.0 - 35.0 dB
- 35 1 - 40.0 dB
- 40.1 - 45.0 dB
- 45.1 - 50.0 dB
- 50.1 - 55.0 dB
- 55.1 - 60.0 dB
- > 60 dB

Exhibit IV-23

No Action Maximum Use One-Runway Condition Peak LEQ (h)



Legend

10 0 10 20 Miles

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

N

$TA_{(amb)}$ Level *

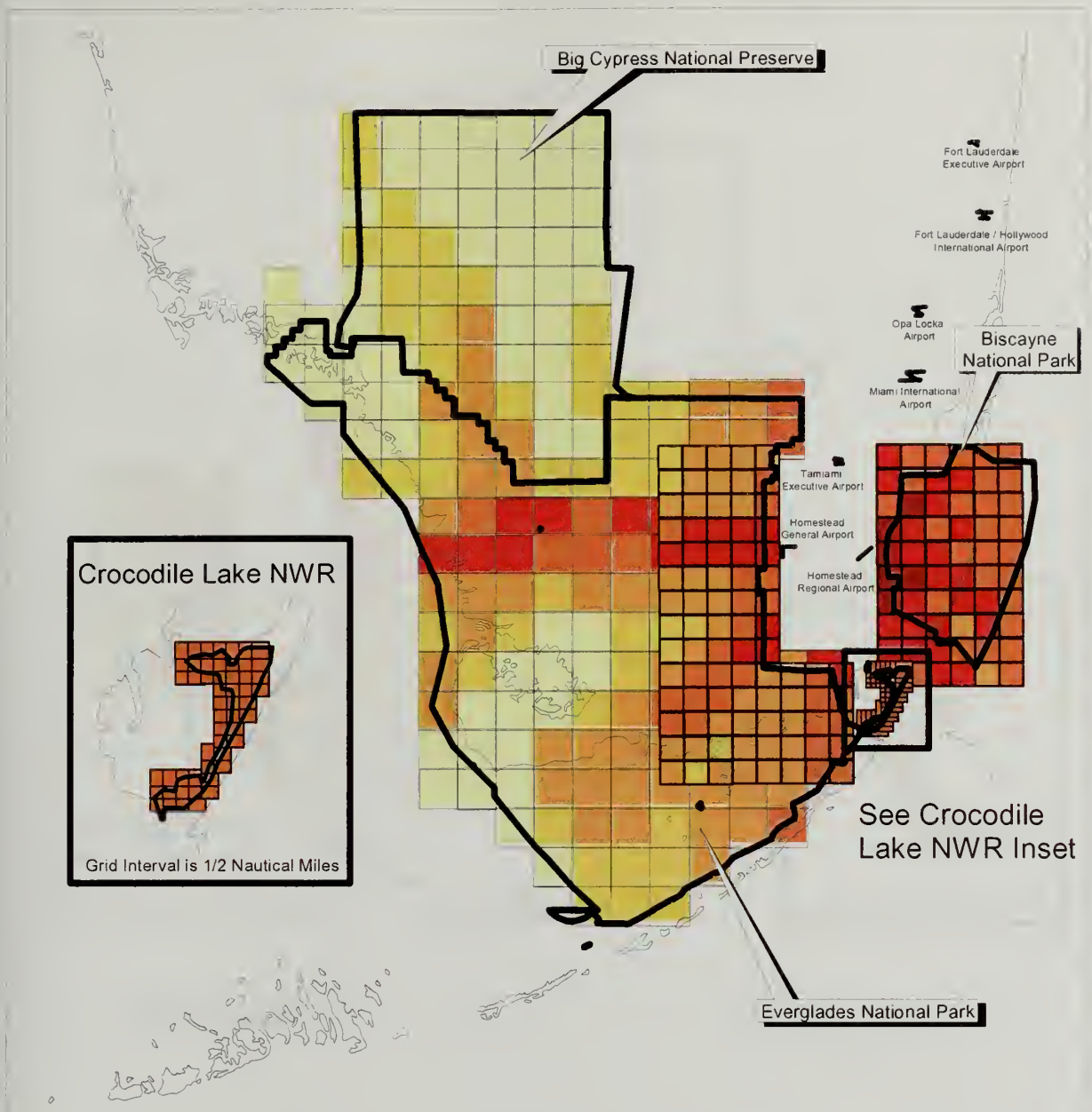
- No Change
- <1 minute
- 1 - 10 minutes
- 10.1 - 30 minutes
- 30.1 - 60 minutes
- 1 - 2 Hours
- >2 Hours
- No Data



Exhibit IV-24

No Action Maximum Use One-Runway Condition
Time Above Ambient Level

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels.



10 0 10 20 Miles

LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

N

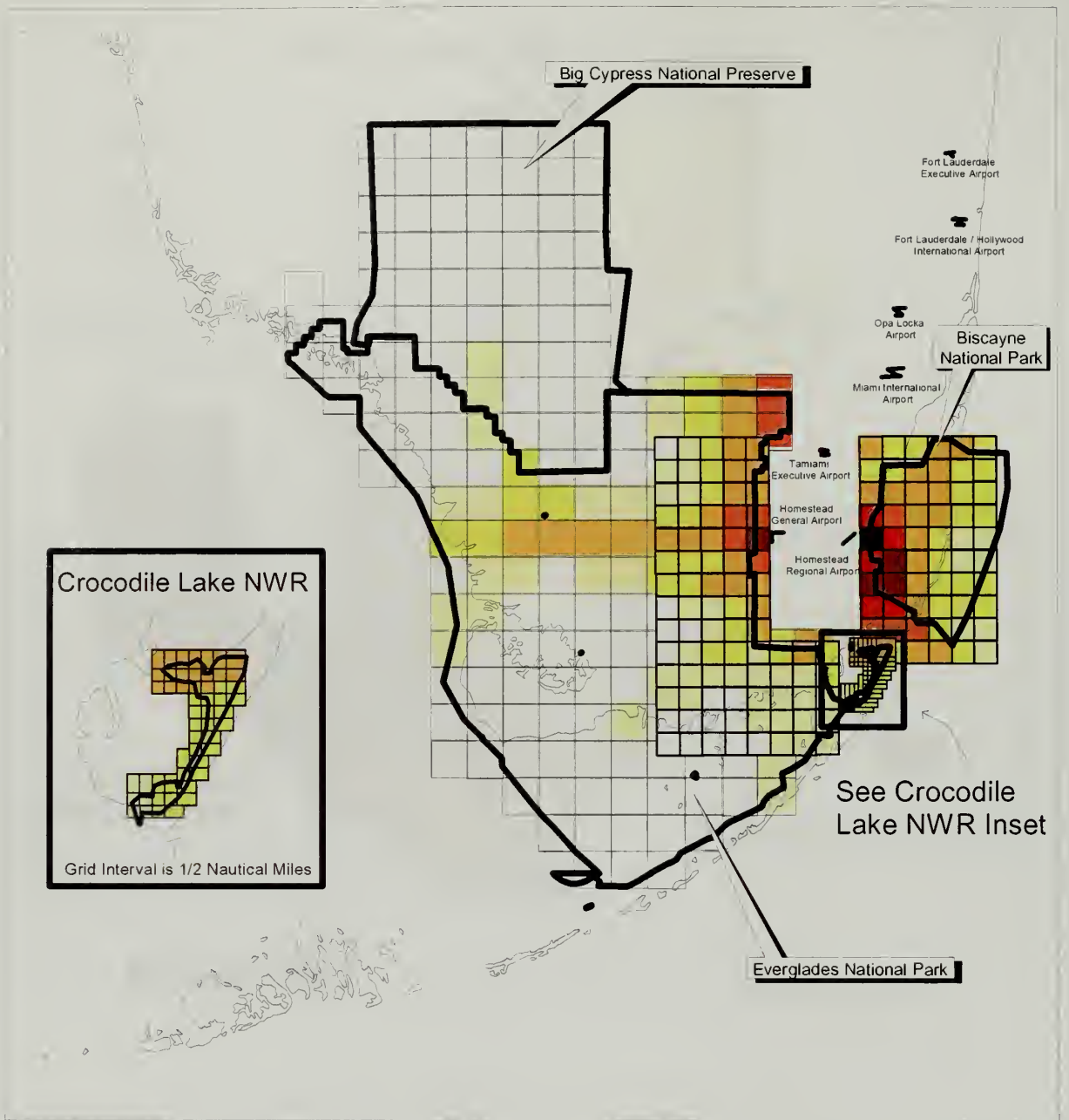


LAmax Level

- <45 dB
- 45.1 - 55 dB
- 55.1 - 65 dB
- 65.1 - 75 dB
- 75.1 - 85 dB
- >85 dB

Exhibit IV-25

Proposed Action Maximum Use One-Runway Condition
LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

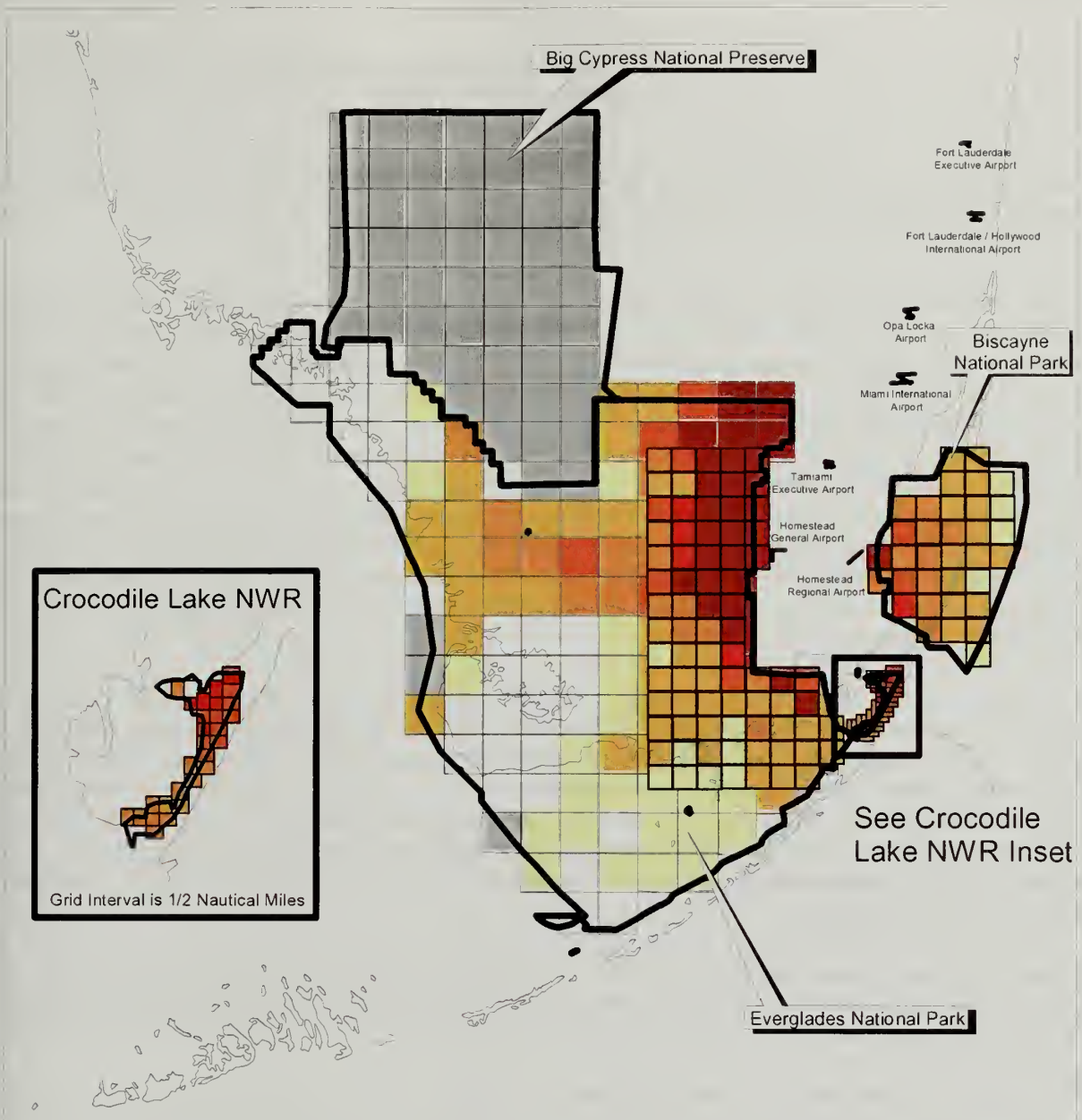
Area Shown

Peak LEQ (h) Level

- < 30.0 dB
- 30.0 - 35.0 dB
- 35.1 - 40.0 dB
- 40.1 - 45.0 dB
- 45.1 - 50.0 dB
- 50.1 - 55.0 dB
- 55.1 - 60.0 dB
- > 60 dB

Exhibit IV-26

Proposed Action Maximum Use One-Runway Condition
Peak LEQ (h)



Legend

10 0 10 20 Miles

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

$TA_{(amb)}$ Level *

- No Change
- <1 minute
- 1 - 10 minutes
- 10.1 - 30 minutes
- 30.1 - 60 minutes
- 1 - 2 Hours
- >2 Hours
- No Data

N



Exhibit IV-27

Proposed Action Maximum Use One-Runway Condition
Time Above Ambient Level

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels

The Leq(h) for the No Action condition in the maximum use year shows broad areas of somewhat lower Leq(h) values in Biscayne NP than in the existing condition because of lower cumulative noise from Miami International Airport operations. Compared to the future No Action condition, the Proposed Action maximum use condition shows increases in cumulative noise levels in Everglades NP south of the airport and along a broad band across the park west of the airport. Exhibit IV-26 also depicts an expansion of cumulative levels in Biscayne NP and the northern portion of Crocodile Lakes. Several grid locations in the southern portion of Big Cypress Preserve also show increases.

The patterns of the Time Above Ambient noise levels are expected to noticeably grow when comparing future No Action conditions to future Proposed Action conditions in the maximum one-runway use year. The number of grid cells that exceed two hours of time daily above the ambient level is forecast to expand to include virtually all of the locations under the VFR flyway serving general aviation traffic at Homestead, Homestead General and Kendall-Tamiami Airports. The change from the No Action to Proposed Action condition is attributable directly to the introduction of civil aviation activity at Homestead. Times Above Ambient noise levels would be increased in each of the national properties as a result of the Proposed Action, with total times along the eastern side of the Everglades above two hours at numerous locations and above ten minutes at many others. Time Above Ambient of the Proposed Action would also increase over the No Action condition in Biscayne NP and Crocodile Lake under the departure routes for civilian jet aircraft located along the western half of Biscayne Bay and under the EEONS across Elliot Key to the southeast.

A comparison of the Time Above Ambient with the existing condition (Exhibit IV-9) indicates a reduction of the total Time Above Ambient in several locations in Biscayne National Park, largely as a result of the elimination of Stage 2, louder retrofit Stage 3 and MD-80 aircraft now using Miami International Airport. In comparing the maximum year No Action and Proposed Action graphic depictions of Time Above, it can also be noticed that there are broad similarities in Biscayne NP between the two potential future conditions, except for a few grids along the western edge of Biscayne NP. This reflects turns to the south along the west half of the park by most traffic. Noise from military operations is constant in both conditions.

In Crocodile Lake, more concentration of traffic on the south jet departure routes in the maximum use year would result in Time Above increases shown on the Proposed Action absolute value map compared to the No Action condition.

IV.B. Special Assessments in National Properties

Special noise assessments have been prepared for twelve selected locations in the national properties, identified in **Table IV-12**, that were used for noise measurements. These assessments are intended to provide more detailed information about the aircraft events that influence noise at selected locations. The selection of the sites was based on their presence in areas of natural interest, as well as being located in areas where various flight track mitigation alternatives are being assessed to mitigate noise in the national properties. The data presented for the sites include distances between the site and typical aircraft overflights, identification of the five specific aircraft/flight track combinations that dominate the daily Leq and the single-operation SELs associated with those operations, as well as typical aircraft altitudes of significant contributors to the noise pattern. (Identification of the five aircraft that contribute the most noise at particular sites does not mean that these are the only aircraft that will contribute to the noise levels at a location.) **Tables IV-13 through IV-24** contain information for current, future No Action and Proposed Action conditions for each of the sites indicated. The locations of the individual sites are shown on area maps in Exhibits IV-5 and IV-6.

Table IV-12
Sites Selected for Detailed Noise Analysis

Grid Index Number	Site Name *	Site Description
MI	Elliot Key	Recreational area of Biscayne NP, having boating and visitor noise. Under the south easterly departure from HST.
ML	Soldier Key	Biscayne NP key subject to noise from boating activity. Under the easterly departure from Runway 5 and the approach to Runway 23.
MH	Mangrove Key	Biscayne NP water site under the southerly departure course from Runway 5, adjacent to a bird sanctuary
ME	Pacific Reef	Biscayne NP water site east of the keys in a protected reef area. Under the Junur approach and Ellee departure routes to/from HST.
MW	Hardwood Hammock	Crocodile Lakes NWR heavily vegetated site with dense hardwoods. Under Mnate departure and several approach routes in east flow.
MO	Chekika	Everglades NP land/water site surrounded by saw grass. Under the north/south VFR flyway and the Winco/Hedly departure routes.
MX	North Nest Key	Everglades NP island site in Florida Bay. Under departure route to Mnate fix.
MQ	Eco Pond	Everglades NP land site near Flamingo in the southwest portion of the park. Near Famin approach and Mnate departure routes.
MB	Anhinga Trail	Everglades NP land site near the Royal Palm Visitor Center. Under the Famin/Worpp approach to HST.
MAE	National Scenic Trail	Big Cypress NP site in the approximate middle of the preserve. Under Worpp approaches to HST and Easterly approaches to MIA.
MAA	Pavilion Key	Remote Everglades NP in the far west portion of the park in an area of potential alternative mitigation flight tracks from Worpp/Famin.
SD6	Halfway Creek	Big Cypress NP site in the southwest corner of the preserve. Under Worpp approaches and in an area of potential relocated mitigation flight tracks.

* Site locations are indicated on Exhibits IV-5 and IV-6.

Table IV-13
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MI - Elliot Key

Traditional Ambient Noise Level = 48.6 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 33.6
727Q9	D	MIA	9L	9LJM	9895	9881	78.0
727Q9	D	MIA	9L	9LJM	11097	11076	76.2
727Q9	D	MIA	12	12JM	13603	9215	73.7
727Q9	D	MIA	12	12JM	14371	10308	72.6
727Q15	D	MIA	12	12JM	14389	11280	73.1
2000 No Action							Leq = 29.7
74720B	D	MIA	9L	9LJM	10605	10580	75.9
F15A	A	HST	23	SA2X	3214	2475	83.8
74720B	D	MIA	12	12JM	13952	9713	72.0
F16PW0	A	HST	23	SA2X	4716	4243	72.5
F15A	A	HST	23	SA2X	5935	2027	78.4
2005 No Action							Leq = 30.3
74720B	D	MIA	9L	9LJM	10605	10580	75.9
F15A	A	HST	23	SA2X	3214	2475	83.8
74720B	D	MIA	12	12JM	13952	9713	72.0
74720B	D	MIA	9L	9LJM	22279	9666	66.3
F16PW0	A	HST	23	SA2X	4716	4243	72.5
2015 No Action							Leq = 30.0
747400	D	MIA	9L	9LJM	11614	11578	73.1
747400	D	MIA	12	12JM	14579	10581	70.6
747400	D	MIA	9L	9LJM	22672	10528	66.6
F15A	A	HST	23	SA2X	3214	2475	83.8
F16PW0	A	HST	23	SA2X	4716	4243	72.5
Maximum Use One Runway No Action							Leq = 30.0
747400	D	MIA	9L	9LJM	11614	11578	73.1
747400	D	MIA	12	12JM	14579	10581	70.6
747400	D	MIA	9L	9LJM	22672	10528	66.6
F15A	A	HST	23	SA2X	3214	2475	83.8
F16PW0	A	HST	23	SA2X	4716	4243	72.5
2000 Proposed Action							Leq = 29.9
74720B	D	MIA	9L	9LJM	10605	10580	75.9
F15A	A	HST	23	SA2X	3214	2475	83.8
74720B	D	MIA	12	12JM	13952	9713	72.0
F16PW0	A	HST	23	SA2X	4716	4243	72.5
F15A	A	HST	23	SA2X	5935	2027	78.4
2005 Proposed Action							Leq = 31.0
74720B	D	MIA	9L	9LJM	10605	10580	75.9
F15A	A	HST	23	SA2X	3214	2475	83.8
74720B	D	MIA	12	12JM	13952	9713	72.0
74720B	D	MIA	9L	9LJM	22279	9666	66.3
F16PW0	A	HST	23	SA2X	4716	4243	72.5
2015 Proposed Action							Leq = 32.5
747400	D	MIA	9L	9LJM	11614	11578	73.1
747400	D	MIA	12	12JM	14579	10581	70.6
DHC6	A	HST	05	05JJ	7315	6000	66.7
747400	D	MIA	9L	9LJM	22672	10528	66.6
F15A	A	HST	23	SA2X	3214	2475	83.8
Maximum Use One Runway Proposed Action							Leq = 33.0
747400	D	MIA	9L	9LJM	11614	11578	73.1
747400	D	MIA	12	12JM	14579	10581	70.6
DHC6	A	HST	05	05JJ	7315	6000	66.7
747400	D	MIA	9L	9LJM	22672	10528	66.6
737500	A	HST	05	05JJ	7315	6000	63.5

Table IV-14
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: ML - Soldier Key

Traditional Ambient Noise Level = 56.2 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 41.0
727Q9	D	MIA	12	12JM	7632	6433	81.9
727Q15	D	MIA	12	12JM	9064	8075	81.7
727Q9	D	MIA	12	12JM	8380	7297	80.7
727Q9	D	MIA	12	12JM	11075	5851	77.2
727Q9	D	MIA	9L	9LJM	10930	6571	77.4
2000 No Action							Leq = 36.4
74720B	D	MIA	12	12JM	7483	6252	79.7
727EM2	D	MIA	12	12JM	9064	8075	77.1
74720B	D	MIA	9L	9LJM	10836	6411	75.2
727EM2	D	MIA	9L	9LJM	11992	8211	73.2
727EM2	D	MIA	12	12JM	12029	7485	73.6
2005 No Action							Leq = 37.1
74720B	D	MIA	12	12JM	7483	6252	79.7
74720B	D	MIA	9L	9LJM	10836	6411	75.2
727EM2	D	MIA	12	12JM	9064	8075	77.1
74720B	D	MIA	9L	9LJM	10414	6883	76.0
74720B	D	MIA	12	12JM	10937	5581	74.7
2015 No Action							Leq = 34.7
747400	D	MIA	12	12JM	7844	6672	76.8
747400	D	MIA	9L	9LJM	11107	6851	73.2
747400	D	MIA	9L	9LJM	10756	7382	73.8
747400	D	MIA	12	12JM	11115	5917	72.6
767JT9	D	MIA	12	12JM	12928	12663	68.7
Maximum Use One Runway No Action							Leq = 34.7
747400	D	MIA	12	12JM	7844	6672	76.8
747400	D	MIA	9L	9LJM	11107	6851	73.2
747400	D	MIA	9L	9LJM	10756	7382	73.8
747400	D	MIA	12	12JM	11115	5917	72.6
767JT9	D	MIA	12	12JM	12928	12663	68.7
2000 Proposed Action							Leq = 36.5
74720B	D	MIA	12	12JM	7483	6252	79.7
727EM2	D	MIA	12	12JM	9064	8075	77.1
74720B	D	MIA	9L	9LJM	10836	6411	75.2
727EM2	D	MIA	9L	9LJM	11992	8211	73.2
727EM2	D	MIA	12	12JM	12029	7485	73.6
2005 Proposed Action							Leq = 37.2
74720B	D	MIA	12	12JM	7483	6252	79.7
74720B	D	MIA	9L	9LJM	10836	6411	75.2
727EM2	D	MIA	12	12JM	9064	8075	77.1
74720B	D	MIA	9L	9LJM	10414	6883	76.0
74720B	D	MIA	12	12JM	10937	5581	74.7
2015 Proposed Action							Leq = 35.4
747400	D	MIA	12	12JM	7844	6672	76.8
747400	D	MIA	9L	9LJM	11107	6851	73.2
747400	D	MIA	9L	9LJM	10756	7382	73.8
747400	D	MIA	12	12JM	11115	5917	72.6
767JT9	D	MIA	12	12JM	12928	12663	68.7
Maximum Use One Runway Proposed Action							Leq = 35.7
747400	D	MIA	12	12JM	7844	6672	76.8
747400	D	MIA	9L	9LJM	11107	6851	73.2
747400	D	MIA	9L	9LJM	10756	7382	73.8
747400	D	MIA	12	12JM	11115	5917	72.6
767JT9	D	MIA	12	12JM	12928	12663	68.7

Table IV-15
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MH - Mangrove Key

Traditional Ambient Noise Level = 45.1 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 53.3
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4221	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4
2000 No Action							Leq = 53.3
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4221	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4
2005 No Action							Leq = 53.3
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4221	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4
2015 No Action							Leq = 53.3
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4221	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4
Maximum Use One Runway No Action							Leq = 53.3
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4221	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4
2000 Proposed Action							Leq = 53.4
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4223	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4
2005 Proposed Action							Leq = 53.5
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4223	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4
2015 Proposed Action							Leq = 53.7
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4223	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4
Maximum Use One Runway Proposed Action							Leq = 53.7
F16PW0	D	HST	23	SD5X	3699	3692	103.1
F16PW0	D	HST	05	ND2X	4015	4000	102.7
F16PW0	D	HST	05	ND4X	4223	4000	91.7
F16PW0	D	HST	05	ND4X	5397	4000	88.3
F16PW0	D	HST	23	SD5X	5292	3622	99.4

Table IV-16
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: ME - Pacific Reef

Traditional Ambient Noise Level = 51.6 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 25.0
F15A	A	HST	23	SA2X	5829	5010	77.3
F15A	A	HST	23	SA2X	5032	4587	79.1
F16PW0	A	HST	23	SA2X	6866	6187	68.0
F15A	A	HST	23	SA6X	5345	4463	82.6
F15A	A	HST	23	SA6X	4534	4309	84.6
2000 No Action							Leq = 23.6
F15A	A	HST	23	SA2X	5829	5010	77.3
F15A	A	HST	23	SA2X	5032	4587	79.1
F16PW0	A	HST	23	SA2X	6866	6187	68.0
F15A	A	HST	23	SA6X	5345	4463	82.6
F15A	A	HST	23	SA6X	4534	4309	84.6
2005 No Action							Leq = 23.8
F15A	A	HST	23	SA2X	5829	5010	77.3
F15A	A	HST	23	SA2X	5032	4587	79.1
F16PW0	A	HST	23	SA2X	6866	6187	68.0
F15A	A	HST	23	SA6X	5345	4463	82.6
F15A	A	HST	23	SA6X	4534	4309	84.6
2015 No Action							Leq = 24.7
F15A	A	HST	23	SA2X	5829	5010	77.3
F15A	A	HST	23	SA2X	5032	4587	79.1
F16PW0	A	HST	23	SA2X	6866	6187	68.0
F15A	A	HST	23	SA6X	5345	4463	82.6
F15A	A	HST	23	SA6X	4534	4309	84.6
Maximum Use One Runway No Action							Leq = 24.6
F15A	A	HST	23	SA2X	5829	5010	77.3
F15A	A	HST	23	SA2X	5032	4587	79.1
F16PW0	A	HST	23	SA2X	6866	6187	68.0
F15A	A	HST	23	SA6X	5345	4463	82.6
F15A	A	HST	23	SA6X	4534	4309	84.6
2000 Proposed Action							Leq = 26.3
BEC58P	A	HST	05	05JP	4052	4000	70.1
GASEPF	A	HST	05	05JP	4052	4000	62.4
F15A	A	HST	23	SA2X	5829	5010	77.3
F15A	A	HST	23	SA2X	5032	4587	79.1
F16PW0	A	HST	23	SA2X	6866	6187	68.0
2005 Proposed Action							Leq = 27.7
BEC58P	A	HST	05	05JP	4052	4000	70.1
GASEPF	A	HST	05	05JP	4052	4000	62.4
F15A	A	HST	23	SA2X	5829	5010	77.3
DHC6	A	HST	05	05JJ	6008	6000	68.4
F15A	A	HST	23	SA2X	5032	4587	79.1
2015 Proposed Action							Leq = 31.7
BEC58P	A	HST	05	05JP	4052	4000	70.1
DHC6	A	HST	05	05JJ	6008	6000	68.4
MD83	A	HST	05	05JJ	6008	6000	66.8
DHC6	A	HST	05	05JJ	10527	6000	63.9
GASEPF	A	HST	05	05JP	4052	4000	62.4
Maximum Use One Runway Proposed Action							Leq = 32.9
BEC58P	A	HST	05	05JP	4052	4000	70.1
737500	A	HST	05	05JJ	6008	6000	66.1
DHC6	A	HST	05	05JJ	6008	6000	68.4
GASEPF	A	HST	05	05JP	4052	4000	62.4
DHC6	A	HST	05	05JJ	10527	6000	63.9

Table IV-17
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MW - Hardwood Hammock

Traditional Ambient Noise Level = 41.3 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 30.3
F16PW0	D	HST	05	ND2X	5579	5420	83.9
P3A	D	HST	05	ND3X	6931	6070	73.5
F16PW0	D	HST	05	ND3X	6336	5380	82.1
F16PW0	D	HST	05	ND2X	7772	5685	80.1
P3A	D	HST	05	ND3X	9901	5860	69.8
2000 No Action							Leq = 30.3
F16PW0	D	HST	05	ND2X	5579	5420	83.9
P3A	D	HST	05	ND3X	6931	6070	73.5
F16PW0	D	HST	05	ND3X	6336	5380	82.1
F16PW0	D	HST	05	ND2X	7772	5685	80.1
P3A	D	HST	05	ND3X	9901	5860	69.8
2005 No Action							Leq = 30.3
F16PW0	D	HST	05	ND2X	5579	5420	83.9
P3A	D	HST	05	ND3X	6931	6070	73.5
F16PW0	D	HST	05	ND3X	6336	5380	82.1
F16PW0	D	HST	05	ND2X	7772	5685	80.1
P3A	D	HST	05	ND3X	9901	5860	69.8
2015 No Action							Leq = 30.3
F16PW0	D	HST	05	ND2X	5579	5420	83.9
P3A	D	HST	05	ND3X	6931	6070	73.5
F16PW0	D	HST	05	ND3X	6336	5380	82.1
F16PW0	D	HST	05	ND2X	7772	5685	80.1
P3A	D	HST	05	ND3X	9901	5860	69.8
Maximum Use One Runway No Action							Leq = 30.3
F16PW0	D	HST	05	ND2X	5579	5420	83.9
P3A	D	HST	05	ND3X	6931	6070	73.5
F16PW0	D	HST	05	ND3X	6336	5380	82.1
F16PW0	D	HST	05	ND2X	7772	5685	80.1
P3A	D	HST	05	ND3X	9901	5860	69.8
2000 Proposed Action							Leq = 30.5
F16PW0	D	HST	05	ND2X	5579	5420	83.9
P3A	D	HST	05	ND3X	6931	6070	73.5
F16PW0	D	HST	05	ND3X	6336	5380	82.1
F16PW0	D	HST	05	ND2X	7772	5685	80.1
P3A	D	HST	05	ND3X	9901	5860	69.8
2005 Proposed Action							Leq = 31.1
F16PW0	D	HST	05	ND2X	5579	5420	83.9
P3A	D	HST	05	ND3X	6931	6070	73.5
F16PW0	D	HST	05	ND3X	6336	5380	82.1
F16PW0	D	HST	05	ND2X	7772	5685	80.1
P3A	D	HST	05	ND3X	9901	5860	69.8
2015 Proposed Action							Leq = 34.4
F16PW0	D	HST	05	ND2X	5579	5420	83.9
MD83	D	HST	05	05MJ	13156	11082	73.4
MD83	D	HST	05	05MJ	16930	10372	69.6
MD83	D	HST	05	05WJ	16641	10333	68.9
P3A	D	HST	05	ND3X	6931	6070	73.5
Maximum Use One Runway Proposed Action							Leq = 33.7
F16PW0	D	HST	05	ND2X	5579	5420	83.9
P3A	D	HST	05	ND3X	6931	6070	73.5
F16PW0	D	HST	05	ND3X	6336	5380	82.1
F16PW0	D	HST	05	ND2X	7772	5685	80.1
P3A	D	HST	05	ND3X	9901	5860	69.8

Table IV-18
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MO - Chekika

Traditional Ambient Noise Level = 41.0 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 32.4
GASEPV	D	X51	36A	36AD	5496	4415	72.8
F16PW0	D	HST	05	ND0X	16231	11538	70.1
GASEPV	D	X51	36A	36AD	4646	4466	74.3
F16PW0	D	HST	05	ND0X	13033	12209	70.2
GASEPV	D	X51	36A	36AD	8881	4360	68.4
2000 No Action							Leq = 32.2
GASEPV	D	X51	36A	36AD	5496	4415	72.8
F16PW0	D	HST	05	ND0X	16231	11538	70.1
GASEPV	D	X51	36A	36AD	4646	4466	74.3
F16PW0	D	HST	05	ND0X	13033	12209	70.2
GASEPV	D	X51	36A	36AD	8881	4360	68.4
2005 No Action							Leq = 32.3
GASEPV	D	X51	36A	36AD	5496	4415	72.8
F16PW0	D	HST	05	ND0X	16231	11538	70.1
GASEPV	D	X51	36A	36AD	4646	4466	74.3
F16PW0	D	HST	05	ND0X	13033	12209	70.2
GASEPV	D	X51	36A	36AD	8881	4360	68.4
2015 No Action							Leq = 32.5
GASEPV	D	X51	36A	36AD	5496	4415	72.8
F16PW0	D	HST	05	ND0X	16231	11538	70.1
GASEPV	D	X51	36A	36AD	4646	4466	74.3
GASEPV	D	X51	36A	36AD	8881	4360	68.4
F16PW0	D	HST	05	ND0X	13033	12209	70.2
Maximum Use One Runway No Action							Leq = 32.7
GASEPV	D	X51	36A	36AD	5496	4415	72.8
F16PW0	D	HST	05	ND0X	16231	11538	70.1
GASEPV	D	X51	36A	36AD	4646	4466	74.3
F16PW0	D	HST	05	ND0X	13033	12209	70.2
GASEPV	D	X51	36A	36AD	8881	4360	68.4
2000 Proposed Action							Leq = 33.2
GASEPV	D	X51	36A	36AD	5496	4415	72.8
F16PW0	D	HST	05	ND0X	16231	11538	70.1
GASEPV	D	X51	36A	36AD	4646	4466	74.3
F16PW0	D	HST	05	ND0X	13030	12209	70.2
GASEPV	D	X51	36A	36AD	8881	4360	68.4
2005 Proposed Action							Leq = 33.6
GASEPV	D	X51	36A	36AD	5496	4415	72.8
F16PW0	D	HST	05	ND0X	16231	11538	70.1
BEC58P	D	HST	05	05HP	3008	3000	71.6
GASEPV	D	X51	36A	36AD	4646	4466	74.3
F16PW0	D	HST	05	ND0X	13030	12209	70.2
2015 Proposed Action							Leq = 35.5
GASEPV	D	X51	36A	36AD	5496	4415	72.8
BEC58P	D	HST	05	05HP	3008	3000	71.6
F16PW0	D	HST	05	ND0X	16231	11538	70.1
BEC58P	D	HST	05	05WP	3399	3000	70.7
MD83	D	HST	05	05WJ	23715	23519	68.1
Maximum Use One Runway Proposed Action							Leq = 36.1
BEC58P	D	HST	05	05HP	3008	3000	71.6
BEC58P	D	HST	05	05WP	3399	3000	70.7
GASEPV	D	X51	36A	36AD	5496	4415	72.8
F16PW0	D	HST	05	ND0X	16231	11538	70.1
MD11GE	D	HST	05	05WJ	27190	26732	76.9

Table IV-19
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MX - North Nest Key

Traditional Ambient Noise Level = 39.9 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 18.5
F16PW0	A	HST	05	NA4X	10981	7872	61.5
F16PW0	A	HST	05	NA4X	7949	7685	66.5
F16PW0	A	HST	05	NA5X	11872	8491	60.3
F16PW0	A	HST	05	NA5X	8461	8265	65.7
F16PW0	A	HST	05	NA4X	15560	8067	56.9
2000 No Action							Leq = 18.4
F16PW0	A	HST	05	NA4X	10981	7872	61.5
F16PW0	A	HST	05	NA4X	7949	7685	66.5
F16PW0	A	HST	05	NA5X	11872	8491	60.3
F16PW0	A	HST	05	NA5X	8461	8265	65.7
F16PW0	A	HST	05	NA4X	15560	8067	56.9
2005 No Action							Leq = 18.4
F16PW0	A	HST	05	NA4X	10981	7872	61.5
F16PW0	A	HST	05	NA4X	7949	7685	66.5
F16PW0	A	HST	05	NA5X	11872	8491	60.3
F16PW0	A	HST	05	NA5X	8461	8265	65.7
F16PW0	A	HST	05	NA4X	15560	8067	56.9
2015 No Action							Leq = 18.7
F16PW0	A	HST	05	NA4X	10981	7872	61.5
F16PW0	A	HST	05	NA4X	7949	7685	66.5
F16PW0	A	HST	05	NA5X	11872	8491	60.3
F16PW0	A	HST	05	NA5X	8461	8265	65.7
F16PW0	A	HST	05	NA4X	15560	8067	56.9
Maximum Use One Runway No Action							Leq = 18.6
F16PW0	A	HST	05	NA4X	10981	7872	61.5
F16PW0	A	HST	05	NA4X	7949	7685	66.5
F16PW0	A	HST	05	NA5X	11872	8491	60.3
F16PW0	A	HST	05	NA5X	8461	8265	65.7
F16PW0	A	HST	05	NA4X	15560	8067	56.9
2000 Proposed Action							Leq = 19.9
F16PW0	A	HST	05	NA4X	10981	7872	61.5
BEC58P	D	HST	05	05MP	14263	10372	63.8
F16PW0	A	HST	05	NA4X	7949	7685	66.5
F16PW0	A	HST	05	NA5X	11872	8491	60.3
BEC58P	D	HST	05	05MP	19037	10077	60.5
2005 Proposed Action							Leq = 22.1
MD11GE	D	HST	05	05MJ	23376	19379	73.2
MD11GE	D	HST	05	05MJ	30687	19864	71.0
BEC58P	D	HST	05	05MP	14263	10372	63.8
F16PW0	A	HST	05	NA4X	10981	7872	61.5
BEC58P	D	HST	05	05MP	19037	10077	60.5
2015 Proposed Action							Leq = 26.9
MD83	D	HST	05	05MJ	21462	17049	67.7
MD83	D	HST	05	05MJ	16915	16632	71.6
MD83	D	HST	05	05MJ	29192	17516	63.5
MD11GE	D	HST	05	05MJ	23376	19379	73.2
MD11GE	D	HST	05	05MJ	30687	19864	71.0
Maximum Use One Runway Proposed Action							Leq = 26.9
MD11GE	D	HST	05	05MJ	23376	19379	73.2
MD11GE	D	HST	05	05MJ	30687	19864	71.0
BEC58P	D	HST	05	05MP	14263	10372	63.8
BEC58P	D	HST	05	05MP	19037	10077	60.5
MD11GE	D	HST	05	05MJ	19194	18902	75.5

Table IV-20
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MQ - Eco Pond

Traditional Ambient Noise Level = 47.2 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 9.7
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
P3A	A	HST	05	NA1X	27802	10532	50.0
2000 No Action							Leq = 9.5
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
P3A	A	HST	05	NA1X	27802	10532	50.0
2005 No Action							Leq = 9.6
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
P3A	A	HST	05	NA1X	27802	10532	50.0
2015 No Action							Leq = 9.9
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
P3A	A	HST	05	NA1X	27802	10532	50.0
Maximum Use One Runway No Action							Leq = 9.9
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
P3A	A	HST	05	NA1X	27802	10532	50.0
2000 Proposed Action							Leq = 9.8
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
P3A	A	HST	05	NA1X	27802	10532	50.0
2005 Proposed Action							Leq = 10.4
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
P3A	A	HST	05	NA1X	27802	10532	50.0
2015 Proposed Action							Leq = 12.7
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
DHC830	D	HST	05	05MP	42511	15439	48.6
Maximum Use One Runway Proposed Action							Leq = 13.1
F16PW0	A	HST	05	NA1X	21960	10000	58.9
F16PW0	A	HST	05	NA1X	17838	10000	62.6
F16PW0	A	HST	05	NA1X	27954	10000	54.1
P3A	A	HST	05	NA1X	21737	10532	53.5
DHC830	D	HST	05	05MP	42511	15439	48.6

Table IV-21
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MB - Anhinga Trail

Traditional Ambient Noise Level = 54.2 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 22.6
GASEPV	F	X51	36A	36AT	6073	900	63.3
GASEPV	F	X51	36A	36AT	3153	900	68.4
F15A	A	HST	05	NA3X	15583	1505	64.2
747200	D	MIA	27R	7RJM	10224	9990	73.5
GASEPV	A	X51	36A	36AA	12153	2172	57.6
2000 No Action							Leq = 21.8
GASEPV	F	X51	36A	36AT	6073	900	63.3
GASEPV	F	X51	36A	36AT	3153	900	68.4
F15A	A	HST	05	NA3X	15583	1505	64.2
GASEPV	A	X51	36A	36AA	12153	2172	57.6
GASEPV	F	X51	36A	36AT	9054	900	58.6
2005 No Action							Leq = 22.0
GASEPV	F	X51	36A	36AT	6073	900	63.3
GASEPV	F	X51	36A	36AT	3153	900	68.4
F15A	A	HST	05	NA3X	15583	1505	64.2
GASEPV	A	X51	36A	36AA	12153	2172	57.6
GASEPV	F	X51	36A	36AT	9054	900	58.6
2015 No Action							Leq = 22.2
GASEPV	F	X51	36A	36AT	6073	900	63.3
GASEPV	F	X51	36A	36AT	3153	900	68.4
F15A	A	HST	05	NA3X	15583	1505	64.2
GASEPV	F	X51	36A	36AT	9054	900	58.6
GASEPV	A	X51	36A	36AA	12153	2172	57.6
Maximum Use One Runway No Action							Leq = 22.3
GASEPV	F	X51	36A	36AT	6073	900	63.3
GASEPV	F	X51	36A	36AT	3153	900	68.4
GASEPV	F	X51	36A	36AT	9054	900	58.6
F15A	A	HST	05	NA3X	15583	1505	64.2
GASEPV	A	X51	36A	36AA	12153	2172	57.6
2000 Proposed Action							Leq = 30.9
BEC58P	A	HST	05	05TP	3006	3000	74.2
BEC58P	A	HST	05	05RJ	3524	3000	72.8
BEC58P	A	HST	05	05FJ	3656	3000	72.5
BEC58P	A	HST	05	05TP	4820	3000	69.8
BEC58P	A	HST	05	05RJ	3505	3000	73.1
2005 Proposed Action							Leq = 32.5
BEC58P	A	HST	05	05TP	3006	3000	74.2
BEC58P	A	HST	05	05RJ	3524	3000	72.8
BEC58P	A	HST	05	05FJ	3656	3000	72.5
BEC58P	A	HST	05	05TP	4820	3000	69.8
BEC58P	A	HST	05	05RJ	3505	3000	73.1
2015 Proposed Action							Leq = 36.0
BEC58P	A	HST	05	05TP	3006	3000	74.2
BEC58P	A	HST	05	05RJ	3524	3000	72.8
DHC6	A	HST	05	05FJ	4491	3970	70.9
BEC58P	A	HST	05	05FJ	3656	3000	72.5
BEC58P	A	HST	05	05TP	4820	3000	69.8
Maximum Use One Runway Proposed Action							Leq = 38.6
BEC58P	A	HST	05	05TP	3006	3000	74.2
BEC58P	A	HST	05	05RJ	3524	3000	72.8
BEC58P	A	HST	05	05FJ	3656	3000	72.5
BEC58P	A	HST	05	05TP	4820	3000	69.8
BEC58P	A	HST	05	05RJ	3505	3000	73.1

Table IV-22
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MAE - National Scenic Trail

Traditional Ambient Noise Level = 43.5 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 4.0
BEC58P	D	TMB	9E	9EDW	132920	11481	33.7
BEC58P	D	TMB	9E	9EDW	127255	11542	34.4
GASEPV	D	TMB	9E	9EDW	135660	12464	32.2
BEC58P	D	TMB	9E	9EDW	138569	11443	33.1
GASEPV	D	TMB	9E	9EDW	130323	12464	32.7
2000 No Action							Leq = 2.7
BEC58P	D	TMB	9E	9EDW	132920	11481	33.7
BEC58P	D	TMB	9E	9EDW	127255	11542	34.4
GASEPV	D	TMB	9E	9EDW	135660	12464	32.2
BEC58P	D	TMB	9E	9EDW	138569	11443	33.1
GASEPV	D	TMB	9E	9EDW	130323	12464	32.7
2005 No Action							Leq = 3.1
BEC58P	D	TMB	9E	9EDW	132920	11481	33.7
GASEPV	D	TMB	9E	9EDW	135660	12464	32.2
BEC58P	D	TMB	9E	9EDW	127255	11542	34.4
BEC58P	D	TMB	9E	9EDW	138569	11443	33.1
GASEPV	D	TMB	9E	9EDW	130323	12464	32.7
2015 No Action							Leq = 6.0
747400	D	MIA	9L	9LJM	251291	0	39.5
BEC58P	D	TMB	9E	9EDW	132920	11481	33.7
747400	D	MIA	12	12JM	251032	0	39.6
GASEPV	D	TMB	9E	9EDW	135660	12464	32.2
747400	D	MIA	27L	7LJM	204899	5456	40.7
Maximum Use One Runway No Action							Leq = 6.2
BEC58P	D	TMB	9E	9EDW	132920	11481	33.7
747400	D	MIA	9L	9LJM	251291	0	39.5
GASEPV	D	TMB	9E	9EDW	135660	12464	32.2
BEC58P	D	TMB	9E	9EDW	127255	11542	34.4
747400	D	MIA	12	12JM	251032	0	39.6
2000 Proposed Action							Leq = 4.9
BEC58P	A	HST	05	05RJ	34932	5000	47.2
BEC58P	A	HST	05	05RJ	43568	5000	43.8
GASEPF	A	HST	05	05RJ	34932	5000	41.4
BEC58P	A	HST	05	05RJ	26342	5000	51.1
BEC58P	D	TMB	9E	9EDW	132920	11481	33.7
2005 Proposed Action							Leq = 6.2
BEC58P	A	HST	05	05RJ	34932	5000	47.2
BEC58P	A	HST	05	05RJ	43568	5000	43.8
BEC58P	A	HST	05	05RJ	26342	5000	51.1
GASEPF	A	HST	05	05RJ	34932	5000	41.4
GASEPF	A	HST	05	05RJ	43568	5000	39.0
2015 Proposed Action							Leq = 10.4
BEC58P	A	HST	05	05RJ	34932	5000	47.2
BEC58P	A	HST	05	05RJ	43568	5000	43.8
BEC58P	A	HST	05	05RJ	26342	5000	51.1
GASEPF	A	HST	05	05RJ	34932	5000	41.4
GASEPF	A	HST	05	05RJ	43568	5000	39.0
Maximum Use One Runway Proposed Action							Leq = 12.1
A320	A	HST	05	05RJ	44156	8739	45.5
A320	A	HST	05	05RJ	35572	8359	47.4
BEC58P	A	HST	05	05RJ	34932	5000	47.2
BEC58P	A	HST	05	05RJ	43568	5000	43.8
BEC58P	A	HST	05	05RJ	26342	5000	51.1

Table IV-23
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: MAA - Pavilion Key

Traditional Ambient Noise Level = 45.4 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 2.0
GASEPV	F	X51	18A	18AT	250582	900	25.5
DHC8	A	MIA	12	12AP	263482	6000	29.6
727Q15	D	MIA	12	12JM	356024	0	35.3
BEC58P	D	TMB	9E	9EDW	249907	10628	25.4
727Q15	D	MIA	9L	9LJM	356375	0	35.2
2000 No Action							Leq = -0.5
GASEPV	F	X51	18A	18AT	250582	900	25.5
BEC58P	D	TMB	9E	9EDW	249907	10628	25.4
S65	A	HST	23	SBAX	69317	1500	45.2
GASEPV	D	TMB	9E	9EDW	250301	12464	24.5
GASEPV	F	X51	18A	18AT	247550	900	25.8
2005 No Action							Leq = -0.1
GASEPV	F	X51	18A	18AT	250582	900	25.5
BEC58P	D	TMB	9E	9EDW	249907	10628	25.4
S65	A	HST	23	SBAX	69317	1500	45.2
GASEPV	D	TMB	9E	9EDW	250301	12464	24.5
GASEPV	F	X51	18A	18AT	247550	900	25.8
2015 No Action							Leq = 4.4
747400	D	MIA	9L	9LJM	356375	0	41.6
747400	D	MIA	12	12JM	353263	12376	41.5
747400	D	MIA	9L	9LJM	343243	12376	41.8
747400	D	MIA	9L	9LJM	356375	0	41.4
747400	D	MIA	12	12JM	330024	12376	41.6
Maximum Use One Runway No Action							Leq = 4.4
747400	D	MIA	9L	9LJM	356375	0	41.6
747400	D	MIA	12	12JM	353263	12376	41.5
747400	D	MIA	9L	9LJM	343243	12376	41.8
747400	D	MIA	9L	9LJM	356375	0	41.4
747400	D	MIA	12	12JM	330024	12376	41.6
2000 Proposed Action							Leq = 1.6
BEC58P	A	HST	05	05RJ	74407	5000	38.1
GASEPF	A	HST	05	05RJ	74407	5000	33.6
BEC58P	A	HST	05	05RJ	65917	5000	39.3
S65	A	HST	23	SBAX	69317	1500	45.2
S65	D	HST	05	NBDX	67463	1545	37.4
2005 Proposed Action							Leq = 3.4
BEC58P	A	HST	05	05RJ	74407	5000	38.1
S65	D	HST	05	NBDX	67463	1545	37.4
S65	D	HST	05	NBDX	56368	1551	39.4
GASEPF	A	HST	05	05RJ	74407	5000	33.6
BEC58P	A	HST	05	05RJ	65917	5000	39.3
2015 Proposed Action							Leq = 8.6
DHC8	A	HST	05	05FJ	128721	5000	42.0
747400	D	MIA	9L	9LJM	356375	0	41.6
DHC830	A	HST	05	05FJ	128721	5000	41.6
747400	D	MIA	12	12JM	353263	12376	41.5
DHC8	A	HST	05	05FJ	120229	5000	42.4
Maximum Use One Runway Proposed Action							Leq = 9.7
A320	A	HST	05	05RJ	74683	8116	40.6
DHC8	A	HST	05	05FJ	128721	5000	42.0
A320	A	HST	05	05RJ	66290	8604	42.0
747400	D	MIA	9L	9LJM	356375	0	41.6
DHC830	A	HST	05	05FJ	128721	5000	41.6

Table IV-24
Detailed Grid Point Assessment
Homestead Regional Airport SEIS
Point: SD6 - Halfway Creek

Traditional Ambient Noise Level = 64.0 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
1997 No Action							Leq = 0.9
GASEPV	D	TMB	9E	9EDW	240271	12464	28.4
BEC58P	D	TMB	9E	9EDW	233078	11820	28.0
GASEPV	D	TMB	9E	9EDW	234986	12464	28.5
BEC58P	D	TMB	9E	9EDW	227309	11820	28.2
GASEPV	D	TMB	9E	9EDW	245697	12464	28.1
2000 No Action							Leq = -0.8
GASEPV	D	TMB	9E	9EDW	240271	12464	28.4
BEC58P	D	TMB	9E	9EDW	233078	11820	28.0
GASEPV	D	TMB	9E	9EDW	234986	12464	28.5
BEC58P	D	TMB	9E	9EDW	227309	11820	28.2
GASEPV	D	TMB	9E	9EDW	245697	12464	28.1
2005 No Action							Leq = -0.4
GASEPV	D	TMB	9E	9EDW	240271	12464	28.4
BEC58P	D	TMB	9E	9EDW	233078	11820	28.0
GASEPV	D	TMB	9E	9EDW	234986	12464	28.5
GASEPV	D	TMB	9E	9EDW	245697	12464	28.1
BEC58P	D	TMB	9E	9EDW	227309	11820	28.2
2015 No Action							Leq = 3.4
747400	D	MIA	9L	9LJM	357461	0	38.4
747400	D	MIA	12	12JM	357197	0	38.4
747400	D	MIA	9L	9LJM	357461	0	38.7
747400	D	MIA	9L	9LJM	357461	0	38.1
747400	D	MIA	27L	7LJM	307851	6177	38.5
Maximum Use One Runway No Action							Leq = 3.5
747400	D	MIA	9L	9LJM	357461	0	38.4
747400	D	MIA	12	12JM	357197	0	38.4
747400	D	MIA	9L	9LJM	357461	0	38.7
747400	D	MIA	9L	9LJM	357461	0	38.1
747400	D	MIA	27L	7LJM	307851	6177	38.5
2000 Proposed Action							Leq = 1.6
GASEPF	A	HST	05	05RJ	43800	5000	41.1
GASEPF	A	HST	05	05RJ	53456	5000	37.9
GASEPF	A	HST	05	05RJ	34147	5000	43.8
BEC58P	A	HST	05	05RJ	58370	6000	38.7
GASEPF	A	HST	05	05RJ	63082	5000	36.2
2005 Proposed Action							Leq = 3.3
GASEPF	A	HST	05	05RJ	43800	5000	41.1
GASEPF	A	HST	05	05RJ	53456	5000	37.9
GASEPF	A	HST	05	05RJ	34147	5000	43.8
BEC58P	A	HST	05	05RJ	58370	6000	38.7
A320	A	HST	05	05RJ	54361	11057	45.0
2015 Proposed Action							Leq = 8.1
GASEPF	A	HST	05	05RJ	43800	5000	41.1
A320	A	HST	05	05RJ	54361	11057	45.0
A320	A	HST	05	05RJ	45027	11560	46.9
GASEPF	A	HST	05	05RJ	53456	5000	37.9
DHC8	A	HST	05	05FJ	175540	5000	39.5
Maximum Use One Runway Proposed Action							Leq = 9.9
A320	A	HST	05	05RJ	54361	11057	45.0
A320	A	HST	05	05RJ	45027	11560	46.9
A320	A	HST	05	05RJ	63764	10547	43.1
A320	A	HST	05	05RJ	35870	12051	48.8
GASEPF	A	HST	05	05RJ	43800	5000	41.1

An examination of the information presented in the tables shows that the noise levels at several grid points are the result of aircraft operations at more than one airport. Whether the Homestead Proposed Action is approved or not, each site will be continue to be exposed to the noise levels of the No Action conditions at Homestead and other airports in the region for each future year. Pertinent information associated with each grid point is summarized below.

Rather than provide a detailed description of noise levels at each location, this section will highlight some of the pertinent factors that contribute to the noise levels at each location selected for detailed evaluation. Of particular interest is the relationship of the single event noise levels and the cumulative noise level at each location to the traditional ambient level recorded there. Each site selected for detailed analysis is a measurement site for which traditional ambient noise levels were recorded.

IV.B.1 Analysis Site MI - Elliot Key

The first site is on Elliot Key, located in Biscayne NP, directly east of Homestead. The site lies generally under the departure route from Homestead to the Skips enroute fix serving the Bahamas and the eastern Caribbean, as well as near the downwind approach route for both east and west flow traffic. It also lies under a southbound departure route from Miami International. The traditional ambient level at the site is 48.6 decibels, while the 24-hour Leq at the location ranges between 29 and 33 decibels for the various cases reported. The SEL levels for the aircraft that most influence the noise levels at the site range from 63 to 84 decibels.

Table IV-13 discloses that for the Existing condition, the Stage 2 Boeing 727 aircraft in use at Miami International dominate the noise levels at the site. After Stage 2 civil aircraft over 75,000 pounds are phased out of operation by the end of 1999, military jets operating at Homestead will play a greater role in defining the noise pattern of the location. Altitudes of aircraft departing Miami International and overflying the site are typically above 9,000 feet MSL, while those of aircraft using Homestead are between 2,000 and 6,000 feet. The lateral distance between aircraft and the site ranges from 3,000 to 23,000 feet.

IV.B.2 Analysis Site ML - Soldier Key

Site ML is on Soldier Key, located in Biscayne NP, northeast of Homestead. The site lies generally under the approach path to Runway 23 at Homestead, and under the general aviation and propeller departure route from Runway 5 to the northeast and to other south Florida airports. It also lies under a southbound departure route from Miami International from Runways 9R/L and almost directly under the extended centerline of Runway 12 departures at Miami International. The traditional ambient level at the site is 56.2 decibels, while the 24-hour Leq ranges from 34 to 41 decibels, dependent upon the case assessed. SEL levels for single operations by the aircraft that dominate the noise level at the site range from 68 to 82 decibels.

Table IV-14 discloses that, for all conditions, aircraft departing Miami International from Runways 9L or 12 are a major factor in the noise level at the site. Altitudes of principal aircraft departing Miami International and overflying the site are typically above 5,500 feet MSL, and are located from 7,500 to 13,000 feet from the site.

IV.B.3 Analysis Site MH - Mangrove Key

Site MH is at Mangrove Key, a water site located in the western part of Biscayne NP, southeast of Homestead. The site lies generally under the existing and future proposed takeoff paths for most jet aircraft departing from Runway 5 at Homestead, and under the general aviation and propeller pattern

traffic south of the airport. The traditional ambient noise level measured at the site is 45.1 decibels, and the calculated 24-hour Leq at the site is projected to remain stable at approximately 53-54 decibels, regardless of No Action or Proposed Action condition assessed.

Table IV-15 discloses that, for all conditions, the principal aircraft noise factors at the site are the military F-16s takeoffs. The single operation SELs generated by these aircraft range from 88 to 103 dBA. Because the energy of noise is considered logarithmically, the high noise level associated with one military jet contributes many times the amount of noise of a quieter commercial jet operation along the same flight path. Altitudes of the F-16s departing Homestead and overflying the site are typically between 3,500 and 4,000 feet MSL, and are located between 3,500 and 5,500 feet distant. .

IV.B.4 Analysis Site ME - Pacific Reef

Site ME is at Pacific Reef, a water site over a coral reef located on the east side of Biscayne NP, southeast of Homestead. The site lies generally under the existing and future proposed takeoff paths for jet aircraft departing from Runway 5 at Homestead to the western Caribbean and South America, and under downwind and base leg military approach paths from the northeast on Runway 23. The measured traditional ambient noise level is 51.6 decibels, while 24-hour Leq levels are computed to range from 23 to 33 decibels for future conditions.

As indicated by **Table IV-16,** approaches to Runway 23 by F-15s are the principal factor in noise of the No Action condition, while civil aviation propeller aircraft join the F-15 as significant factors in the noise level there in the Proposed Action cases. Under Proposed Action conditions, the initiation of scheduled service from the Caribbean along the Junur approach path would result in arrivals to Runway 05 becoming important to the noise exposure at the site. Altitudes of principal aircraft crossing the site from the Junur fix or along the military approach routes to Homestead are between 4,000 and 6,200 feet MSL, and are located between 4,500 and 10,500 feet distant. Single operation SELs generated by the principal aircraft in future years range from 62 to 85 dBA.

IV.B.5 Analysis Site MW - Hardwood Hammock

Site MW is at Hardwood Hammock, a land site in Crocodile Lakes NWP surrounded by dense vegetation. It is located generally south of Homestead under the existing and future proposed takeoff paths for jet aircraft departing from Runway 5 at Homestead for most destinations, and under the approach paths from the Caribbean to Runway 5. The measured traditional ambient noise level at the site is 41.3 decibels, and calculated 24-hour Leq values range from 30 to 34 decibels.

Table IV-17 discloses that military aircraft will continue to be a major factor in the noise levels present at the location, although in 2015, civilian jet passenger aircraft would also become a factor. The principal aircraft crossing the site along the military departure routes from Homestead fly over the area at altitudes between 5,500 and 6,100 feet MSL, while commercial aircraft pass over at altitudes above 10,000 feet MSL. The military aircraft are located between 5,500 and 10,000 feet distant from the site, and the MD-80 aircraft are between 13,000 and 17,000 from the site. Single operation SELs generated by the principal aircraft in future years range from 69 to 84 dBA.

IV.B.6 Analysis Site MO - Chekika

Site MO is at Chekika, a remote land and water site in the northeastern portion of Everglades NP. It is located generally west of Kendall-Tamiami Airport and north of Homestead General Aviation Airport under the VFR flyway along the east side of Everglades NP. The proposed departure patterns for civil jet aircraft from Homestead would fly high above the site, while the limited-use military departure track to

the north passes through the area above 11,000 feet MSL. The calculated 24-hour Leq levels at the site range from 32 to 36 decibels, while the measured ambient level there is 41 decibels.

Table IV-18 indicates that in the near term, noise at the site is dominated by military jets at high altitude and general aviation aircraft departing to the north from Homestead General Aviation Airport. After 2005, activity along the VFR corridor from Homestead would contribute substantially to the noise levels at Chekika. The principal general aviation aircraft crossing the site along the VFR flyway fly over the area at altitudes between 3,000 and 4,500 feet MSL, while military jet aircraft pass over at altitudes above 11,000 feet MSL and civil jets pass over above 20,000 feet. The general aviation aircraft are located between 3,000 and 9,000 feet distant from the site, and the military and commercial jet aircraft are between 13,000 and 27,000 from the site. Single operation SELs generated by the principal aircraft in future years are forecast to range from 68 to 77 dBA.

IV.B.7 Analysis Site MX - North Nest Key

Site MX is at North Nest Key, a remote water site in Florida Bay in the southeast portion of Everglades NP, under the military approach to Runway 5 and under the proposed departure route to the Mnate fix to the southwest. The traditional ambient noise levels at the location are 39.9 decibels, while the 24-hour Leqs computed at the site range from 18 to 27 decibels.

Table IV-19 indicates that the military arrivals dominate the existing and No Action future conditions at the site. Under the Proposed Action, civil departures from Homestead to the Keys or Latin America would become a factor in the noise exposure pattern at the site. The military aircraft crossing the site fly over the area at altitudes between 7,600 and 8,500 feet MSL on approach, while the civil departures fly over the site at 10,000 to 19,000 feet. The approaches are typically within a range of 8,000 to 16,000 feet from the site, while the departures are between 14,000 and 30,000 feet from the site. Single operation SELs generated by the principal aircraft in future years are forecast to range from 57 to 67 dBA for No Action conditions and from 60 to 75 dBA for Proposed Action conditions.

IV.B.8 Analysis Site MQ - Eco Pond

Site MQ is at Eco Pond, a remote land site in the southwest portion of Everglades NP near Flamingo, Florida. It is near the straight-in military approach to Runway 5 and under the propeller routes to the Mnate departure fix. The traditional ambient noise level measured at the site is 47.2 decibels, while the 24-hour Leq computed at the location is a very low 9 to 13 decibels.

Table IV-20 indicates that military aircraft are the primary aircraft, passing the site at altitudes of approximately 10,000 to 19,000 feet MSL. The approaches are typically within a range of 8,000 to 16,000 feet from the site, while the departures are between 14,000 and 30,000 feet from the location. Single operation SELs generated by the principal aircraft in future years are forecast to range from 48 to 63 dBA.

IV.B.9 Analysis Site MB - Anhinga Trail

Site MB is at Anhinga Trail, near the Everglades NP Visitor Center. The site is west-southwest of Homestead near the east edge of the national park, and lies near the approaches to Runway 5 at Homestead. The site is also near the training pattern track for Homestead General Aviation Airport. The traditional ambient level at the site is 54.2 decibels, while the calculated 24-hour Leq levels range from 22 to 39 decibels.

Table IV-21 indicates that the opening of Homestead to civil operations would result in the twin engine propeller and turboprop aircraft that are expected to use the VFR flyway to land at Homestead becoming

the dominant factors in the noise exposure pattern in all future Proposed Action conditions. For No Action conditions, general aviation activity at Homestead General and military jets approaching Runway 5 at Homestead from the north are dominant. These aircraft pass over the site at altitudes between 900 and 3,000 feet MSL during their approach to Homestead. The No Action approaches are typically within a range of 3,000 to 16,000 feet from the site. Single operation SELs generated by the principal aircraft in future years are forecast to range from just above the ambient level at 57 to 74 dBA.

IV.B.10Analysis Site MAE - National Scenic Trail

Site MAE is along the National Scenic Trail, near the center of Big Cypress National Preserve. The site is approximately 45 miles northwest of Homestead and has an average traditional ambient noise level of 43.5 decibels. In comparison with the traditional ambient level, the SEL values associated with the No Action and Proposed Action conditions should have little or no effect given their range from 32 to 51 decibels. The 24-hour Leq levels calculated for the site range from 2.7 to 12.1 decibels. **Table IV-22** indicates that altitudes of the five aircraft most influencing the site range from ground level to 11,000 feet, and from four to fifty miles from the site.

IV.B.11Analysis Site MAA - Pavilion Key

Site MAE is located at Pavilion Key on the far west side of Everglades NP in an area not currently impacted by large numbers of overflights from the study airports, nor expected to be in near proximity to aircraft overflights under the Proposed Action conditions. The site is approximately 63 miles west of Homestead and is not within forty miles of the nearest flight track used by the loudest estimated aircraft noise contributors. A lightly used helicopter route lies within about 11 miles of the site. At this distance from various operations, the SEL values range from 24 to 45 decibels and are no higher than the traditional ambient noise level of 45.4 decibels. The calculated 24-hour aircraft Leq levels at the site are less than 10 decibels in all cases.

Table IV-23 indicates that from Homestead, only the military helicopter traffic is a factor in the No Action noise level. The opening of Homestead to civil operations would result in the introduction of single and twin engine propeller aircraft expected to use the Worpp approach fix from the northwest. The altitudes of the aircraft that contribute most to noise range from ground level to above 12,000 feet MSL and are at distances of more than ten to twelve nautical miles from the site as they fly by on approach to Homestead.

IV.B.12Analysis Site SD6 - Halfway Creek

Site SD6 is located at Halfway Creek in the far southwest corner of Big Cypress National Preserve, approximately twelve miles north of the Pavilion Key site and 67 miles west of Homestead. The 24-hour aircraft Leq noise levels at the site are less than 10 decibels, while the ambient level is measured at 64 decibels. The closest flight tracks to the site for No Action and Proposed Action conditions are several miles from the location. At this distance from the various operations, the SEL values associated with aircraft are all at least 15 decibels less than the ambient level.

Table IV-24 provides the altitudes of the aircraft that contribute most to noise. These range from ground level to above 12,000 feet MSL, and are at distances of at least six miles from the location.

IV.C Community and Other Special Assessments

In addition to the twelve sites identified in the national parks and refuges for the detailed evaluation of noise levels, sixteen community and other park locations were selected for a more detailed evaluation.

Exhibit IV-6C indicates the locations of these sixteen sites. These locations are related to grids developed for the grid point noise analysis that are graphically displayed in **Exhibits IV-1, 2, 3, 4,** and **5**. The calculations of DNL, LAmax, and Time Above associated with No Action and Proposed Action conditions are presented in **Table IV-25**. Data reported in this table were extracted from the previously presented tables in this chapter and reflect estimated noise levels based on the grid values for the grid within which the selected site is located. In addition, peak hour Leq calculations for each grid point are located in Table IV-7. The community and other special locations selected for further evaluation of noise levels are:

Site ID	Site Description
BBP	Bill Baggs Cape Florida State Park
ORX	Ocean Reef residential community
ACX	Anglers Club residential community
RFP	Redlands Fruit and Spice Park residential community
HCC	Homestead Community College
KGX	Keys Gate residential community
FCH	Florida City City Hall
CKL	City of Key Largo
NHA	Nursing home
MH1	South Dade Center residential community
NJA	Naranja residential community
HTA	Homeless Trust housing area
HSH	Homestead High School
JPP	John Pennekamp Coral Reef State Park
FK1	Florida Keys National Marine Sanctuary, south site
FK2	Florida Keys National Marine Sanctuary, north site

Exhibit **IV-6B** displays locations at which noise information was computed for use in the SEIS assessment of noise effects on biotic communities. A discussion of that information is presented in Sections 3.11 and 4.11 of the SEIS.

Site BBP – Bill Baggs Cape Florida State Park

Site BBP, Bill Baggs Cape Florida State Park, is located on the south end of Key Biscayne, approximately 18 miles northeast of Homestead. The site is not far from the residential areas of Key Biscayne. The traditional ambient noise levels in the area are estimated to be 55 decibels based on the measured ambient levels in nearby areas of Biscayne National Park. The site is exposed to more noise from operations at Miami International Airport than from current or projected operations at Homestead. As indicated in Table IV-25, neither the single event maximum (LAmax) level, the cumulative noise level calculated in DNL, nor the minutes above the estimated traditional ambient noise level would be increased above No Action levels by the Proposed Action at HST in any future year analyzed. In Table IV-7, the peak hour Leq shows an increase that would not be noticeable (from 41.5 to 41.8 decibels) with the maximum use of a single runway.

Sites ORX and ACX – Ocean Reef and Angler's Club

Sites ORX and ACX are the adjacent Ocean Reef and Angler's Club residential areas, located on the north end of Key Largo, between Crocodile Lake NWR and Biscayne NP, approximately 19 miles southeast of HST. Both sites lie under the southbound departure course for most jet aircraft projected to depart HST from Runway 5. The Day-Night Average Sound Level (DNL) at both locations is projected to increase

Table IV-25
Homestead Regional Airport SEIS - Grid Point Assessmen
Community Grid Points and Noise Dat
DNL, LAmax and Time Above Threshold Levels for No Action and Proposed Action Case
(DNL and LAmax in decibels, Time Above in minutes

Community Site	Site Name	Proximate Grid Point	2000 No Action	2000 Proposed Action	2000 Project Change	2005 No Action	2005 Proposed Action	2005 Project Change	2015 No Action	2015 Proposed Action	2015 Project Change	Maximum Use No Action	Maximum Use Proposed Action	Maximum Use Project Change
DNL														
BBP	Bill Baggs Cape Florida State Park	D131	44	44	0	45	45	0	42	42	0	42	42	0
ORX	Ocean Reef	D90,C1213	35	35	0	35	36	1	35	40	5	35	39	4
ACX	Angler's Club	D90,C1214	35	35	0	35	37	2	35	41	6	35	40	5
RFP	Redland Fruit and Spice Park	B125	37	37	0	38	38	0	37	39	2	37	40	3
HCC	Homestead Community College	F58,F75	39	40	1	39	40	1	39	41	2	39	42	3
KGX	Keys Gate	F71	43	44	1	43	45	2	43	49	6	43	51	8
FCH	Florida City City Hall	F38	39	39	0	39	40	1	39	42	3	39	43	4
CKL	City of Key Largo	B115,B134	22	23	1	22	25	3	23	31	8	23	31	8
NHA	Nursing Home	NHA	44	44	0	44	45	1	44	47	3	44	48	4
MH1	South Dade Center	F177,F178	70	70	0	70	70	0	69	70	1	69	71	2
NJA	Naranja Housing Area	F217	45	46	1	45	46	1	45	48	3	45	48	3
HTA	Homeless Trust Housing	F215	54	54	0	54	55	1	54	56	2	54	56	2
HSH	Homestead High School	F90	43	43	0	43	44	1	43	46	3	43	48	5
JPP	John Pennekamp Coral Reef State Park	D100	37	37	0	37	37	0	37	38	1	37	38	1
FK1	Fl. Keys National Marine Sanct. 1	A233	3	5	2	3	10	7	8	16	8	8	17	9
FK2	Fl. Keys National Marine Sanct. 2	D135	22	25	3	22	28	6	25	33	8	25	34	9
LAmax														
BBP	Bill Baggs Cape Florida State Park	D131	73	73	0	73	73	0	70	70	0	70	70	0
ORX	Ocean Reef	D90,C1213	77	77	0	77	77	0	77	77	0	77	77	0
ACX	Angler's Club	D90,C1214	77	77	0	77	77	0	77	77	0	77	77	0
RFP	Redland Fruit and Spice Park	B125	74	74	0	74	74	0	74	74	0	74	74	0
HCC	Homestead Community College	F58,F75	71	71	0	71	71	0	71	71	0	71	71	0
KGX	Keys Gate	F71	97	97	0	97	97	0	97	97	0	97	97	0
FCH	Florida City City Hall	F38	72	72	0	72	72	0	72	72	0	72	72	0
CKL	City of Key Largo	B115,B134	69	69	0	69	69	0	69	69	0	69	69	0
NHA	Nursing Home	NHA	83	83	0	83	83	0	83	83	0	83	83	0
MH1	South Dade Center	F177,F178	107	107	0	107	107	0	107	107	0	107	107	0
NJA	Naranja Housing Area	F217	78	81	3	78	81	3	78	81	3	78	81	3
HTA	Homeless Trust Housing	F215	83	83	0	83	83	0	83	83	0	83	83	0
HSH	Homestead High School	F90	80	80	0	80	80	0	80	80	0	80	80	0
JPP	John Pennekamp Coral Reef State Park	D100	79	79	0	79	79	0	79	79	0	79	79	0
FK1	Fl. Keys National Marine Sanct. 1	A233	30	35	5	30	52	22	30	52	22	30	52	22
FK2	Fl. Keys National Marine Sanct. 2	D135	65	65	0	65	65	0	65	65	0	65	65	0
Minutes Above														
BBP	55 Bill Baggs Cape Florida State Park	D131	12	12	0	13	13	0	7	7	0	7	7	0
ORX	65 Ocean Reef	D90,C1213	<1	<1	0	<1	<1	0	<1	<1	0	<1	<1	0
ACX	65 Angler's Club	D90,C1214	<1	<1	0	<1	<1	0	<1	<1	0	<1	<1	0
RFP	65 Redland Fruit and Spice Park	B125	<1	<1	0	<1	<1	0	<1	<1	0	<1	<1	0
HCC	65 Homestead Community College	F58,F75	1	1	0	1	1	0	1	1	0	1	1	0
KGX	65 Keys Gate	F71	2	2	0	2	2	0	2	4	2	2	5	3
FCH	65 Florida City City Hall	F38	1	1	0	1	1	0	1	1	0	1	1	0
CKL	65 City of Key Largo	B115,B134	0	0	0	0	0	0	0	0	0	0	0	0
NHA	65 Nursing Home	F107	2	2	0	2	3	1	2	3	1	2	3	1
MH1	65 South Dade Center	F177,F178	86	95	9	86	103	17	86	155	69	86	217	131
NJA	65 Naranja Housing Area	F217	5	5	0	5	5	0	5	6	1	5	6	1
HTA	65 Homeless Trust Housing	F215	16	16	0	16	17	1	16	24	8	16	19	3
HSH	65 Homestead High School	F90	2	2	0	2	2	0	2	2	0	2	2	0
JPP	50 John Pennekamp Coral Reef State Park	D100												
FK1	46 Fl. Keys National Marine Sanct. 1	A233												
FK2	52 Fl. Keys National Marine Sanct. 2	D135												

Time Above may be estimated from adjacent site data.

with the Proposed Action, beginning in 2005. However, projected DNL increases are not considered sizeable at the levels at which they occur (i.e., 4 to 5 dB increases at and below DNL 40 dB), and the highest projected DNL level with the Proposed Action at maximum use of the single runway is DNL 40 dB. DNL 40 dB is a very low cumulative noise exposure level. The data presented in Table IV-25 indicate that neither site is expected to experience an increase in the maximum sound level (LAmax) or the Time Above level. The Time Above 65 decibels, a level related to community speech interference, was used for all community sites where TA data is computed. Both Angler's Club and Ocean Reef are expected to receive less than 1 minute a day of aircraft noise above 65 decibels, under either the No Action condition or the Proposed Action for all years analyzed.

Site RFP – Redlands Fruit and Spice Park

The Redlands Fruit and Spice Park (Site RFP) is in a residential area located almost eight miles northwest of HST and three miles northeast of Homestead General Aviation Airport. The site is in proximity to the VFR flyway along the east side of the Everglades NP. Neither the maximum sound level (LAmax) or Time Above 65 level is expected to change from No Action levels throughout the planning period. This area is expected to receive less than 1 minute a day of aircraft noise above 65 decibels, under either the No Action condition or the Proposed Action. In 2015 and the maximum use year for the one runway condition, the DNL is projected to increase by two to three decibels. The DNL is not projected to exceed 40 decibels with the Proposed Action.

Site HCC – Homestead Community College

Site HCC, at Homestead Community College, is located about six miles west of HST and four miles southeast of Homestead General Aviation Airport. In all No Action and Proposed Action years, the maximum sound level (LAmax) to which the area would be exposed is projected to remain the same (71 decibels), and the Time Above 65 decibels is expected to remain at one minute daily. The initiation of civil aviation activity at HST is projected to result in a gradual increase in the DNL at the site from a No Action level of 39 decibels to a Proposed Action maximum use one runway level of 42 decibels. This level is well below normal ambient noise levels experienced at this type of location.

Site KGX – Keys Gate

The Keys Gate residential community, at Site KGX, is located six miles southwest of the airport, near the extended centerline of the approach to Runway 5. The site is under the principal existing and proposed approach paths to the runway during the dominant northeasterly flow. The LAmax single event peak at the location is associated with F-16 aircraft operations and is therefore not expected to change from No Action to Proposed Action conditions in any future years. The forecast growth of civil operations at Homestead under the Proposed Action is projected to increase the total amount of aircraft noise at the location, a condition reflected by the gradual growth of the DNL from a No Action level of 43 decibels to 51 decibels in the maximum use scenario. Although the eight decibel growth over the years is among the largest projected at the community sites, the level remains well below the significant and moderate levels of 65 and 60 decibels of DNL. It is also below an EPA-recommended guideline of DNL 55 dB to provide an extra margin of noise protection below DNL 60 dB. The Time Above 65 decibels is projected to be five minutes daily at maximum use of the single runway, up from a No Action level of two minutes per day.

Site FCH – City Hall at Florida City

The City Hall at Florida City (Site FCH) is located about one mile northwest of the Keys Gate neighborhood, and is subject to similar noise patterns. Since the City Hall is farther away from the

extended runway centerline than Keys Gate, the LAmax at the location is much lower (72 decibels in all No Action and Proposed Action conditions), and the Time Above 65 decibels is expected to remain at one minute for each No Action and Proposed Action condition analyzed The DNL at the site is projected to increase from 39 decibels under No Action conditions to 43 decibels in the Proposed Action maximum one runway use condition.

Site CKL – City of Key Largo

The City of Key Largo (Site CKL) is located approximately 35 miles south of HST on Key Largo. The maximum sound level (LAmax) at the site is forecast to remain constant at 69 decibels for all future No Action and Proposed Action conditions. This LAmax level would not be experienced every day. The site is not projected to be exposed to noise above 65 decibels on an average day for any No Action or Proposed Action condition. The DNL is projected to grow from 22 or 23 decibels under No Action conditions to 31 decibels in 2015 and with maximum use of the single runway. Growth in DNL at the site would be the result of gradually increasing operations on routes leading to the MNATE departure fix. This level of DNL is well below ambient noise levels experienced for similar locations.

Site NHA – Nursing Home

The only nursing home that is near Homestead (Site NHA) is located about three to four miles west of the airport, north of the Keys Gate community. Noise levels at the site are influenced by its location just north of the extended centerline of the approach to Runway 5. The maximum sound level (LAmax) is projected to remain unchanged at 83 decibels for all future No Action or Proposed Action conditions analyzed. The Time Above 65 decibels is expected to be an average of three minutes or less per day throughout all future conditions. The DNL is expected to increase from 44 to 48 decibels with maximum use of the single runway.

Site MH1 – South Dade Center

The South Dade Center is a residential area adjacent to the southwest boundary of the airport at Site MH1. Among the community locations presented in this section, this site is projected to experience the greatest noise effects as a result of the Proposed Action. It is identified as receiving projected increases of significant levels of aircraft noise exposure in the community noise contour analysis. The DNL is projected to remain between 69 and 71 decibels throughout the planning period, while the LAmax would remain 107 decibels in all cases. The estimated increasing number of aircraft operations at the airport is reflected by the growth in the amount of time the site would be exposed to noise above 65 decibels. Under No Action conditions, the site would be exposed to 86 minutes above 65 decibels per average day, while under Proposed Action conditions the Time Above is projected to increase from a daily average of 95 minutes in 2000 to 217 minutes with maximum use of the single runway.

Site NJA – Naranja Neighborhood

Site NJA is the Naranja neighborhood, located north of SW 268th Street on the north side of the airport. This site would not be exposed to direct overflight, but rather would experience sideline noise from aircraft using the runway. The DNL is projected to increase from No Action levels of 45 decibels in all future years to 48 decibels in 2015 and with maximum use of the single runway. The maximum sound level (LAmax) is estimated to increase from 78 to 81 decibels under all future Proposed Action conditions. The amount of Time Above 65 decibels is expected to remain relatively constant at approximately 5 to 6 minutes in all cases.

Site HTA – Homeless Trust Housing

The Homeless Trust Housing (Site HTA) is located on the north portion of the airport property, about one mile closer to the runway than the Naranja site. As might be expected, the data indicate that the HTA site would be exposed to greater noise levels than the Naranja site as a result of this difference in proximity to the airfield. The DNL level is projected to increase by 1 dB (from DNL 54 to 55 dB) in 2005, and by 2 dB (from DNL 54 to 56 dB) in 2015 and with maximum use of the single runway. These are not considered to be sizeable DNL increases at these exposure levels. The maximum sound level of 83 decibels is expected to remain the same for all years under either No Action or Proposed Action conditions. The amount of Time Above 65 decibels is projected to remain relatively constant—varying between 16 minutes on a daily average under No Action conditions to a maximum of 24 minutes daily in 2015 with the Proposed Action.

Site HSH – Homestead High School

Homestead High School (Site HSH) is located near the nursing home (Site NHA) and would experience similar noise effects. The maximum sound level (LAmax) is projected to remain consistent at 80 decibels for all years with or without the Proposed Action, and the Time Above 65 decibels is projected to remain at two minutes per day under all future conditions. The DNL is projected to increase as the total volume of operations at HST is forecast to increase through the years -- from DNL 43 dB under No Action conditions to 48 decibels with maximum use of the single runway.

John Pennekamp Coral Reef State Park and Florida Keys National Marine Sanctuary

The final three sites are in marine parks located east and south of the national parks. Site JPP is in the John Pennekamp Coral Reef State Park about three miles east of the Ocean Reef and Angler's Club sites. Site FK1 is located in the Florida Keys National Marine Sanctuary just south of Everglades National Park near Lower Matacumbe Key, while Site FK2 is located in the Sanctuary about eight miles east of Old Rhodes Key in Biscayne National Park. In addition to data in Table IV-25, the Leq(h) levels for these park sites are found in Table IV-7. Ambient noise levels were not measured at these three locations, but reasonable estimates of the Time Above traditional ambient levels were able to be made based on traditional ambient data for nearby sites. The estimated average traditional ambient levels at Sites JPP, FK1 and FK2 are 50, 46 and 52 decibels respectively.

Site JPP – John Pennekamp Coral Reef State Park

Cumulative noise levels are not forecast to change noticeably with the Proposed Action. The DNL is projected to increase slightly from DNL 37 to 38 dB with the Proposed Action in 2015 and maximum use of the single runway. The peak hour Leq shows a similar slight increase, from 41.3 to 42.2 dB at maximum use. Cumulative noise levels are projected to remain below the estimated average traditional ambient level. With respect to single event noise, the maximum sound level is projected to remain at 79 decibels and not be increased by the Proposed Action. As the number of aircraft operations over the site is forecast to increase with the development of Homestead for commercial use, the time the site would be exposed to noise levels above 50 decibels (an estimated traditional ambient based on nearby data) would increase. Nearby sites indicate that the increase would be expected to be on the order of 4 to 7 minutes per day with maximum use of the single runway. The highest Time Above traditional ambient for the Proposed Action calculated at nearby grid points is 13 minutes daily.

Site FK1 – Florida Keys National Marine Sanctuary

At Site FK1 in the Marine Sanctuary, both the No Action and the Proposed Action calculated DNL noise levels are many decibels below the estimated traditional ambient level of 46 decibels. The No Action level will increase through the planning period as a result of growing operations at other airports. The highest projected DNL is 17 dB with maximum use of the single runway. Peak hour Leq calculations produce a similar result, indicating an increase from 8.3 to 18.6 dB with maximum use of the single runway. The projected LAmax at the site would increase from 30 decibels for No Action conditions to an estimated 52 decibels after 2005 and the introduction of jet operations along the MNATE departure route. This 52 decibel LAmax level may occur only occasionally. The Time Above data in nearby grid cells indicates that there would be virtually no expected increases of the time above the estimated traditional ambient noise level on an average day with the Proposed Action and that all Time Above durations would remain below one minute for each future condition.

Site FK2 – Florida Keys National Marine Sanctuary

Noise levels presented in the table for Site FK2 indicate no change in the maximum sound level between No Action and Proposed Action conditions in any future year. The Time Above the estimated 52 decibel traditional ambient level is not expected to be exceeded more than 3 minutes on the average day for any future condition. . The DNL is projected to increase with the growth of operations from No Action levels of 22 to 25 decibels to Proposed Action levels of as much as 34 decibels. The peak hour Leq shows a similar pattern to the DNL, with a projected increase from Leq 26.3 to 36.5 dB with the Proposed Action at maximum use of the single runway. Whether calculated in DNL or Leq(h), cumulative noise exposure with the Proposed Action is projected to remain well below the estimated traditional ambient noise level.

[i] The normalizing factor of 13.8 decibels is ten times the log of 24. The number 24 represents the hours in the day, and the addition of 13.8 decibels to the result of the one-hour run will provide a degree of comparability between the 24-hour level associated with DNL and the one-hour level of Peak Hour $Leq_{(h)}$.

Chapter VI
Noise Analysis for Commercial Spaceport Operations

VI. A. Introduction

The development of Homestead for a Commercial Spaceport would have different noise effects than those associated with a commercial airport. This section will assess the noise associated with commercial spaceport activity, without the presence of scheduled commercial operations by passenger and other commercial operators. Details of the commercial spaceport alternative are provided in the Alternatives Section of the SEIS.

VI.B. Spaceport Operating Characteristics

The operations of a commercial spaceport would be expected to preclude operations by all other users of the airfield, with the exception of the military and government operators now in place. Because commercial space access is a new and rapid evolving field, the specific characteristics of a commercial spaceport's operational activity are largely speculative. Consequently, numerous assumptions are required for the projection of potential noise levels associated with the activity.

A fundamental consideration in the noise exposure patterns resulting from commercial spaceport activity is the definition of the launch vehicle(s). Noise characteristics and noise modeling parameters have not yet been certified for any launch aircraft. Therefore, even the description of the vehicle must be based on the best information available at the time of assessment. As indicated in **Table VI-1**, two different launch vehicles are projected for operation from the Homestead "Spaceport" -- the "Aerospacecraft" and an "Astroliner".

As described in the Alternatives section of the SEIS, Space Access, LLC is developing an unmanned system for transporting satellites into orbit. The system would include two or three stages that work together to deploy payloads into space. A hypersonic Aerospacecraft (ASC) would serve as the main launch vehicle. The second stage, a reusable spacecraft (RSC) would carry the payload. For some missions, a third stage, a reusable orbital transfer craft (ROC), would place the payload into orbit. All three stages would be launched together under power and return to the airport as controlled, but unpowered gliders. The ASC is expected to resemble the Concorde airplane and is comparable to the Boeing 747 in weight. It would be capable of taking off and landing horizontally on the existing runway. It would be expected to launch to the northeast and land from the northeast. It would not be expected to reach supersonic speeds until reaching an altitude of 18,000 feet MSL. (The typical heavy Concorde reaches that altitude about forty nautical miles into its flight.) In both takeoff and landing, its activity would require coordination with FAA Miami TRACON because the airspace may need to be closed to allow the launch and recovery.

The Eclipse "Astroliner" is a manned tow-launch system in development by Kelly Space and Technology, Inc. It would use a Boeing 747 to tow the first stage space vehicle, a winged and partially powered Astroliner launch vehicle, from the runway to an altitude of about 20,000 feet MSL. At that point, the Astroliner's rocket engines would be ignited and the tow released. The Astroliner would climb to a pre-determined altitude (about 20,000 feet MSL) where a second stage space vehicle would be ignited. The heavy B-747 would reach this altitude approximately fifty nautical miles from takeoff. This second vehicle would place the payload into orbit. Both the tow vehicle and the Astroliner would return to the airport under power. This system is expected to operate in normal runway flows, with takeoffs and landings both made on Runway 05.

Table VI-1 below shows the estimated annual spaceport operations for 2005, 2015, and Full Buildout. These operations would be in addition to the 19,824 military and government aircraft operations that currently use Homestead and are forecast to continue under No Action conditions for all future timeframes.

Table VI-1
Projected Annual Total Operations
Homestead Regional Airport SEIS

Type of Space Access System	2000	2005	2015	Full Buildout
ASC, RSC, ROC	0	160	320	320
B-747, Astroliner	0	0	160	160
Total Space Launch	0	160	480	480

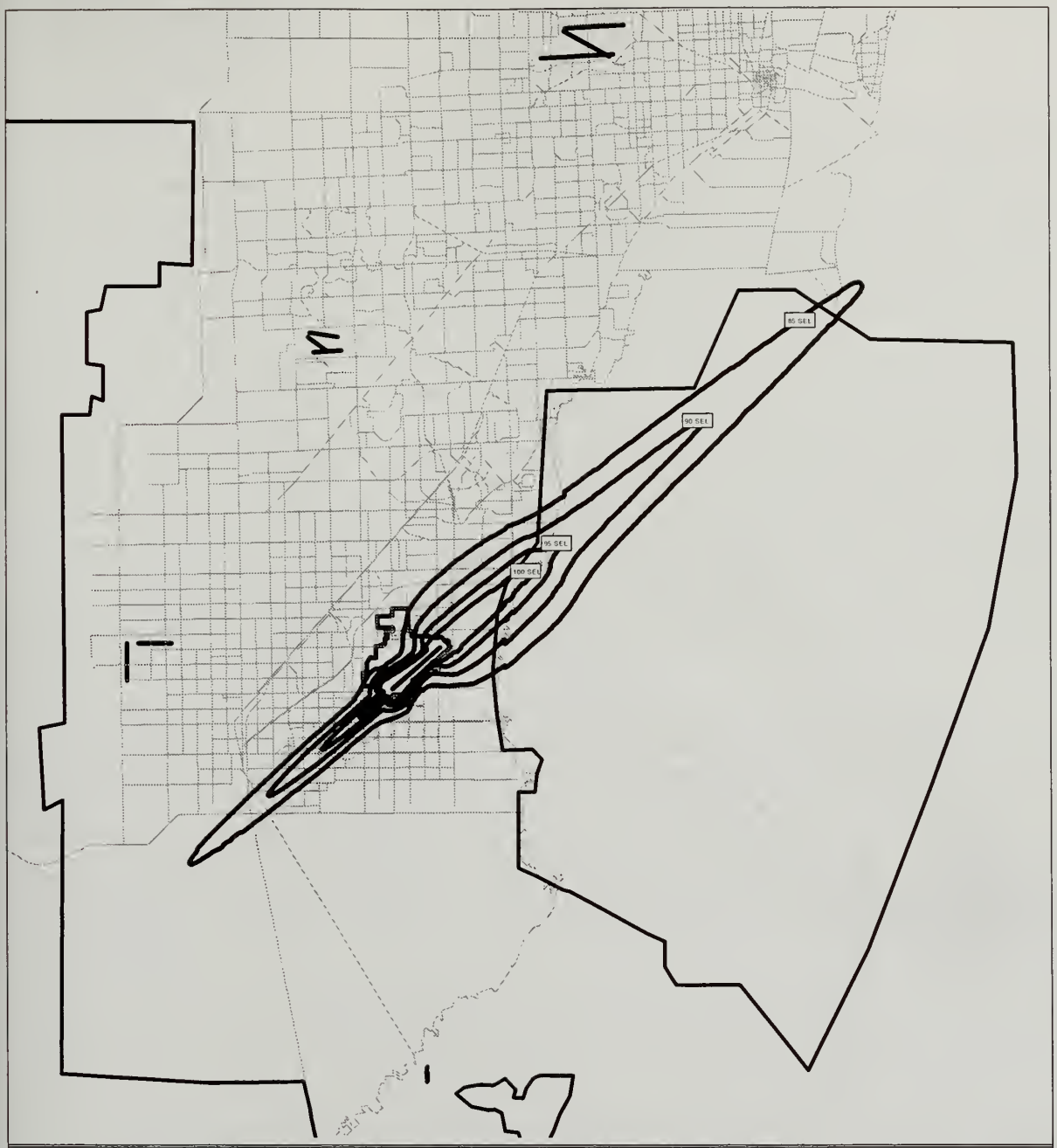
Source: SEIS Alternatives, Chapter 2, Table 2.3-5

For this noise analysis, the Astroliner system was represented by two B-747 aircraft launching simultaneously (or as if one B-747 had eight engines), with two separate landings conducted some time apart. For the evaluation of LAmax and other single event metrics, as well as the effect on the Time Above Ambient exposure, the dual takeoffs were represented as a single operation by doubling the Integrated Noise Model (INM) noise levels associated with the operation. The heaviest weight categories available in the INM were used to represent the operation. Default B-747 noise curves were retained for landing operations. **Exhibit VI-1** indicates the SEL footprint for a dual launch and single recovery of the Astroliner system space access vehicle.

As can be seen, the footprint of the dual aircraft launch is long and narrow, a pattern characteristic of an aircraft maintaining its single departure course but climbing very slowly. The 85 dBA extends across Biscayne National Park to Key Biscayne to a point about 115,000 feet into its flight, or an altitude of approximately 7,000 MSL. The 90 SEL contour reaches about 45,000 feet into the park, while the highest level contours (95 and 100 SEL) extend just beyond the shoreline at Black Point. To the southwest, the 85 SEL footprint extends about 45,000 feet from the landing threshold, terminating several miles east of the east boundary of Everglades National Park.

For the Aerospacecraft (ASC) launch system, the Concorde aircraft was used for the noise analysis. It is the only readily available supersonic aircraft in the INM of comparable design to that described for the ASC vehicle. Given the heavy weight anticipated for the ASC vehicle, the heaviest Concorde available in the INM was used for noise computations. Based on the described operating characteristics, the ASC (Concorde) was assumed to depart under full power and return to the airport unpowered. For noise modeling purposes, this effectively equates to a takeoff without a landing. **Exhibit VI-2** displays the SEL footprint that would be expected for one launch and recovery operation for the ASC/RSC/ROC system.

The SEL footprint for this launch and recovery system would be located almost entirely northeast of the airport. The 100 SEL completely crosses the north half of Biscayne NP, indicating that the aircraft would not rapidly achieve altitude. However, it appears to climb rapidly once it reaches a position about 28 miles into its flight (or at about the northeast end of the 95 SEL contour), as indicated by the closer spacing of the 85, 90 and 95 SEL contours. The contour pattern is several miles wide along most of its length, a simple indication of the general loudness of the aircraft. There is no spike of noise to the southwest because arrival operations are expected to be made to Runway 23.



30000 0 30000 Feet

LEGEND

- 2005 Space Vehicle SEL Contour
- National Park Boundary
- Runway
- Roads
- Airport Property

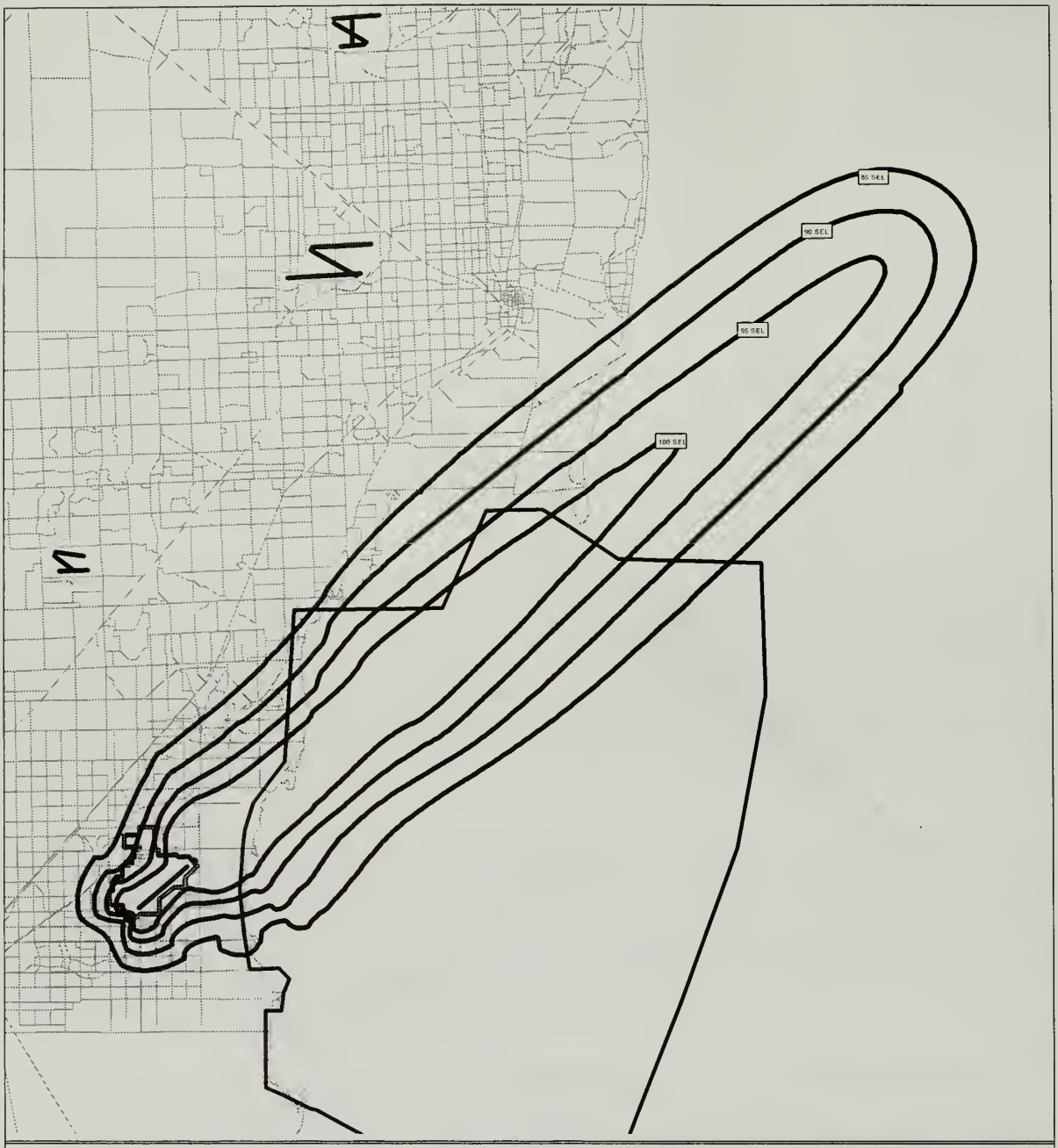
Scale: 1" = 30,000'

N

Area Shown

Exhibit VI-1

SEL Pattern - 2005 Space Vehicle -
Two 747 Aircraft Departure, One Aircraft Arrival



30000 0 30000 Feet

LEGEND

2015 Space Vehicle SEL Contour
National Park Boundary
Runway
Roads
Airport Property

Scale: 1" = 30,000'

N

Area Shown

Exhibit VI-2

SEL Pattern - 2015 Space Vehicle - Supersonic Vehicle (Concorde)

VI.C. Spaceport Noise Exposure (DNL) Contours

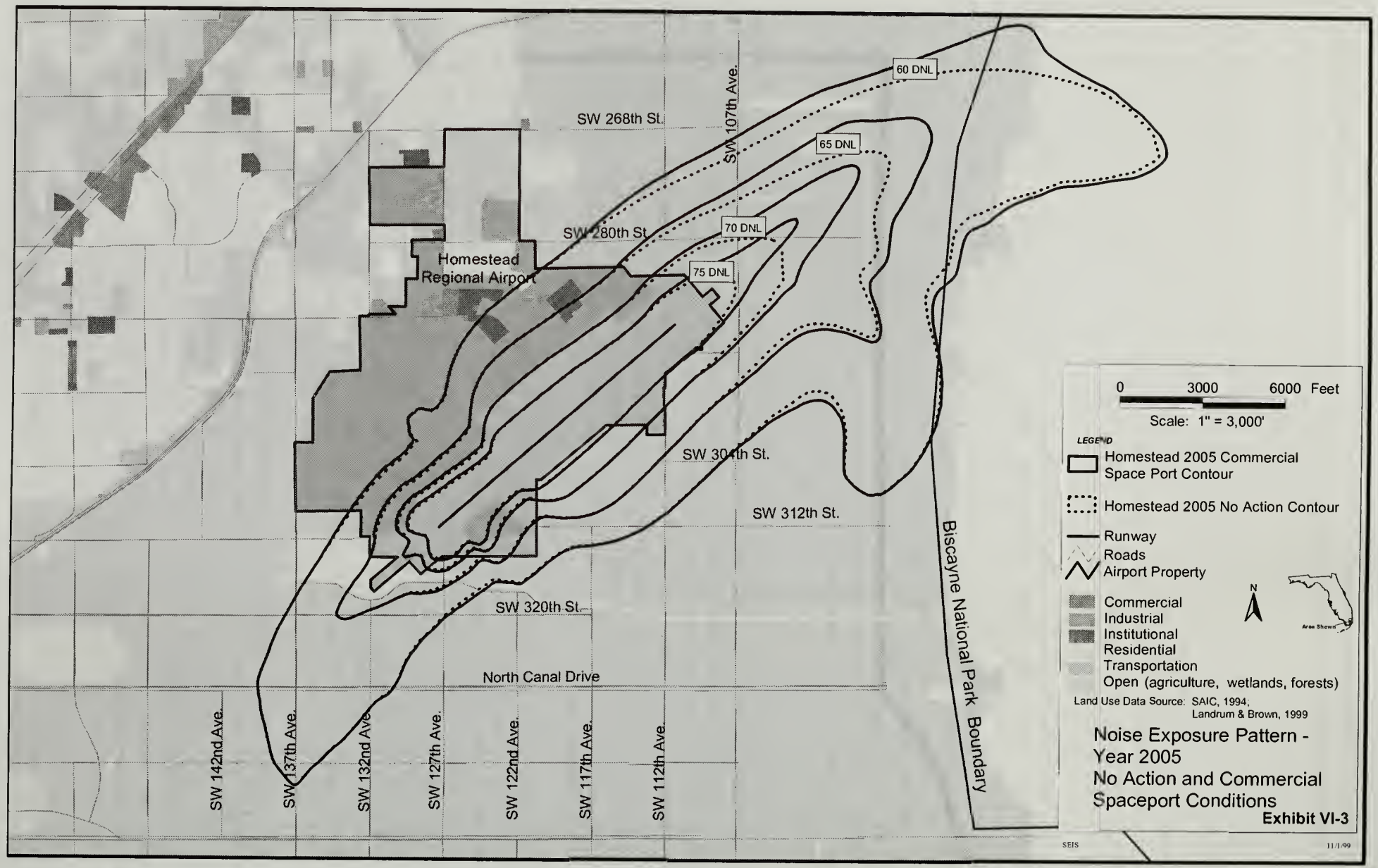
Noise exposure contours using the DNL metric were computed for the commercial spaceport operation, assuming the continued presence of military and government activity now in place at Homestead as well as the space launch activity presented in the previous section. Activity and noise levels from other regional airports are included, as they were in the Proposed Action noise analysis. Amounts of change in noise effects between the No Action conditions and the Commercial Spaceport conditions would be entirely attributable to the Commercial Spaceport alternative. Noise contours were prepared for two activity levels of potential space launch operations indicated in Table VI-1 (2005 and 2015/full buildout).

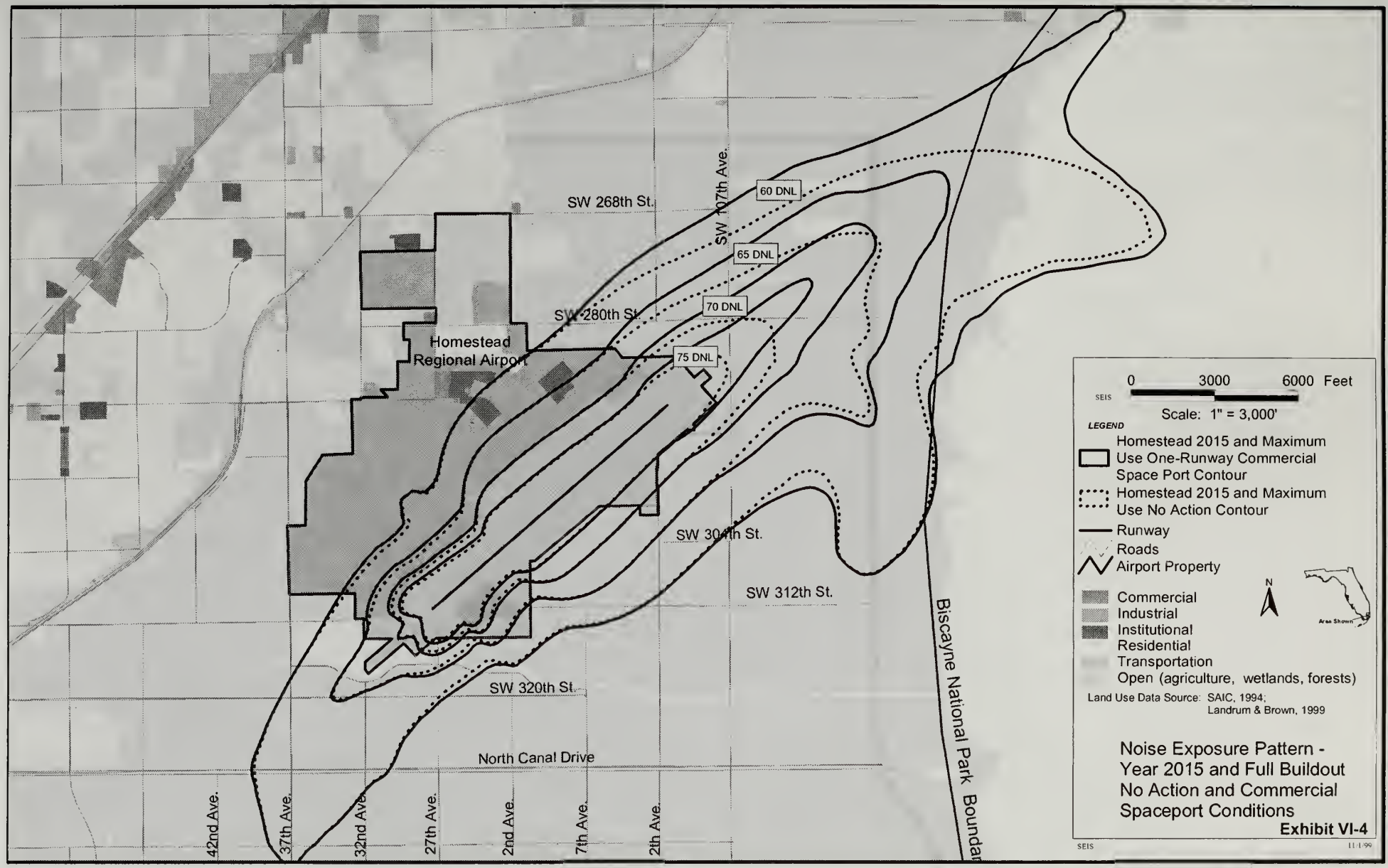
In 2005 (the first year assessed), only the ASC/RSC/ROC option would be in place, and then only at half its anticipated level at full buildout. **Exhibit VI-3** displays the expected DNL contours of 60 dBA or more resulting from this initial level of commercial spaceport activity, compared to the No Action conditions of the same year (2005). As can be seen, the contours are virtually identical along and to either side of the runway. However, to the northeast of the airport, the commercial spaceport contours are larger than the No Action contours, exhibiting increases of several decibels in some locations. The 75 DNL contour of the commercial spaceport alternative extends beyond the 70 DNL No Action contour, and the 70 DNL contour for the commercial spaceport extends nearly to the 65 DNL of the No Action condition. The 65 DNL for the commercial spaceport is larger than the No Action contour, but remains west of the shoreline. In contrast, the 60 DNL contour extends across the shoreline and into Biscayne National Park.

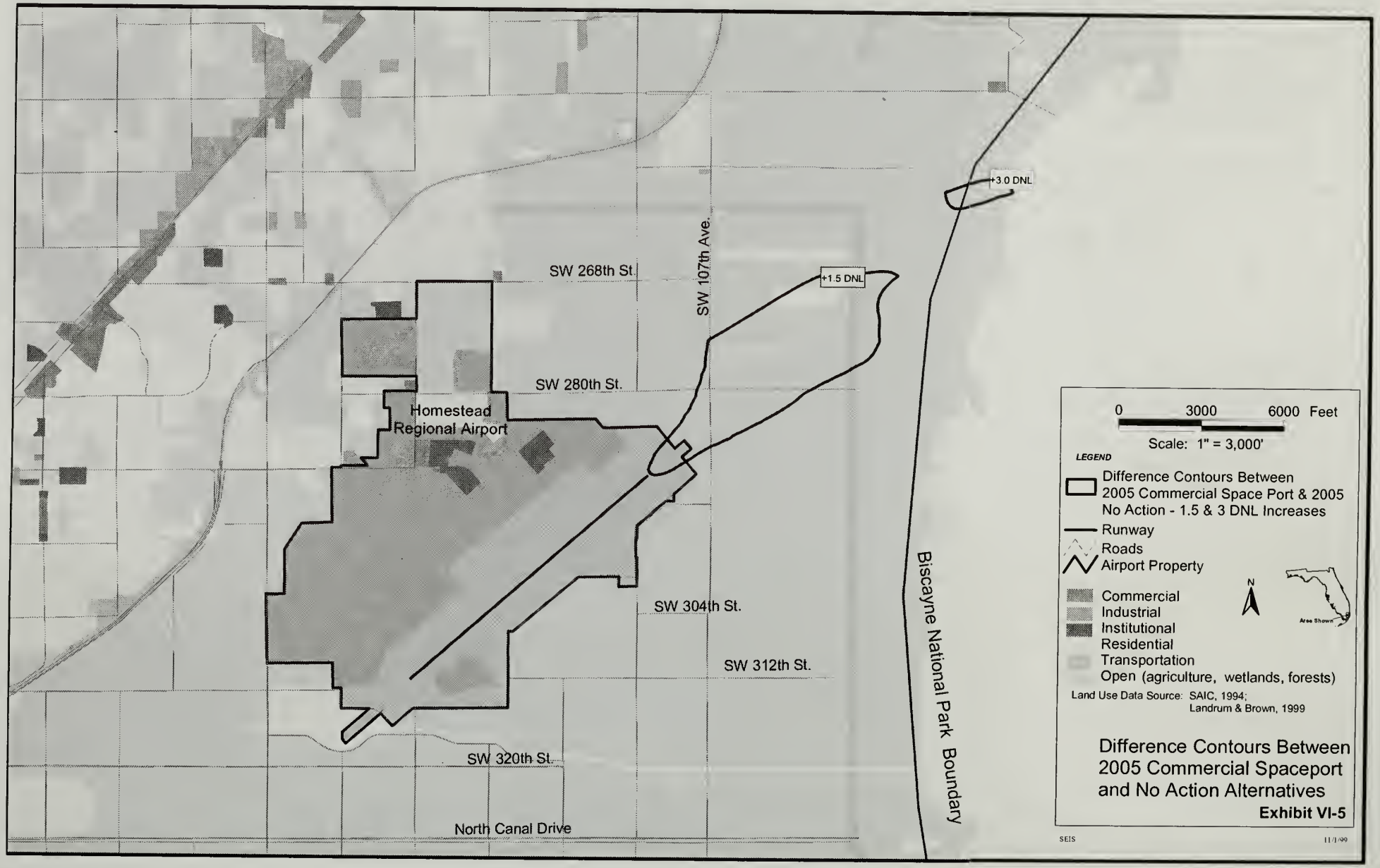
By 2015, the spaceport would be expected to reach its full forecast activity level. **Exhibit VI-4** presents the noise contours for 2015 and Maximum One Runway Use (full buildout) conditions. The contours for the two years are identical because there is no difference between the commercial spaceport operating assumptions for these conditions. Once the spaceport would reach full utilization, the 75 DNL contour would be expected to extend well beyond the No Action 70 DNL contour. The commercial spaceport 70 DNL contour would extend to the 65 DNL of the No Action condition. The 65 DNL of the commercial spaceport would extend beyond that of the No Action condition, but would not reach the shoreline. The 60 DNL contours of both the No Action and the Commercial Spaceport noise patterns would extend into Biscayne National Park.

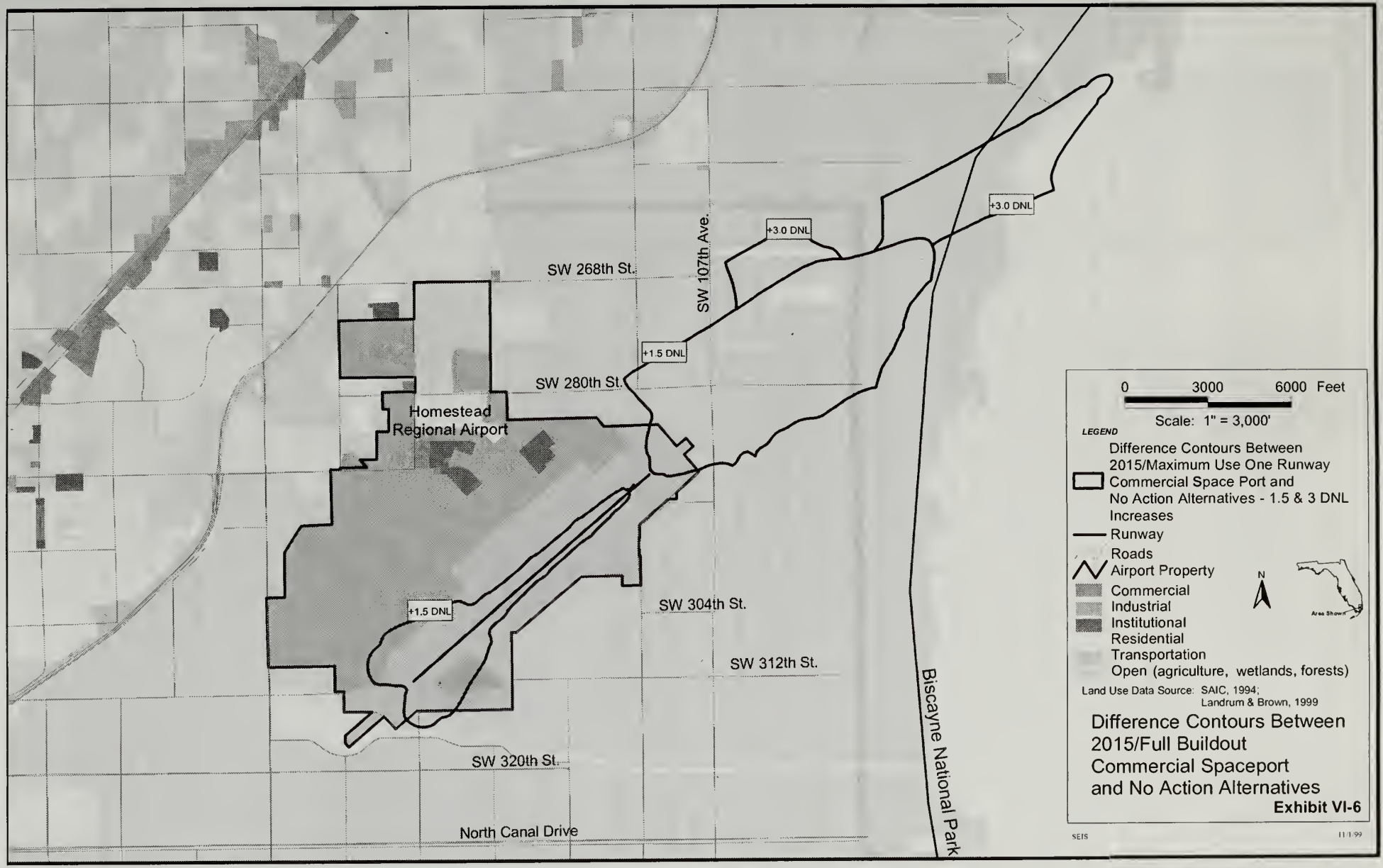
The increases in DNL noise levels in the airport vicinity for the commercial spaceport alternative would exceed those of the Proposed Action as well as the No Action conditions presented in Chapter III, particularly to the northeast of the airport. **Exhibits VI-5 and VI-6** indicate the areas that would receive an increase above the No Action conditions of 1.5 DNL or more within the 65 DNL and higher contours, and areas that would receive an increase of 3 DNL or more between 60 and 65 DNL. Exhibit VI-5 shows, for 2005, a large area of 1.5 DNL increase within the 65 DNL contour northeast of the airport. This area is the result of infrequent high noise levels during the initial stages of takeoff and final stages of approach. A small area having an increase of 3 DNL within the 60-65 DNL range is also present farther to the northeast, partly within Biscayne National Park. In both cases, the areas outside the park are over lands that are largely undeveloped currently, but could develop in future years if growth is not controlled.

Exhibit VI-6 indicates areas expected to be exposed to DNL increases of 1.5 and 3, respectively, in 2015 and full buildout conditions. The area expected to experience an increase of 1.5 DNL within the 65 DNL and higher would be larger than in 2005, reflecting the contour growth displayed between Exhibits VI-3 and VI-4. An area primarily within the airport boundary would also experience an increase of 1.5 decibels of DNL under the full buildout condition. A small area of vacant off-airport land immediately south of the west end of the runway lies within this 1.5 DNL area of increase. To the northeast of the airport, two areas between 60 and 65 DNL would experience increases of 3 DNL or more under full buildout conditions. The areas outside the park are largely undeveloped currently, but uncontrolled


60 DNL
65 DNL
70 DNL
75 DNL
SW 268th St.
SW 280th St.
SW 107th Ave.
Homestead
Regional Airport
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
SW 142nd Ave.
SW 137th Ave.
SW 132nd Ave.
SW 127th Ave.
SW 122nd Ave.
SW 117th Ave.
SW 112th Ave.
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Homestead 2005 Commercial Space Port Contour
Homestead 2005 No Action Contour
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994;
Landrum & Brown, 1999
Noise Exposure Pattern -
Year 2005
No Action and Commercial
Spaceport Conditions
Exhibit VI-3
SEIS
11/1/99


SW 268th St.
SW 280th St.
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
SW 107th Ave.
60 DNL
65 DNL
70 DNL
75 DNL
Homestead Regional Airport
Biscayne National Park Boundar
42nd Ave.
37th Ave.
32nd Ave.
27th Ave.
2nd Ave.
7th Ave.
2th Ave.
0 3000 6000 Feet
SEIS
Scale: 1" = 3,000'
LEGEND
Homestead 2015 and Maximum Use One-Runway Commercial Space Port Contour
Homestead 2015 and Maximum Use No Action Contour
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994; Landrum & Brown, 1999
Noise Exposure Pattern - Year 2015 and Full Buildout No Action and Commercial Spaceport Conditions
Exhibit VI-4
SEIS
11/1/99


+3.0 DNL
+1.5 DNL
SW 268th St.
SW 107th Ave.
SW 280th St.
Homestead
Regional Airport
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
Biscayne National Park Boundary
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Difference Contours Between
2005 Commercial Space Port & 2005
No Action - 1.5 & 3 DNL Increases
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994;
Landrum & Brown, 1999
Difference Contours Between
2005 Commercial Spaceport
and No Action Alternatives
Exhibit VI-5
SEIS
11/1/99


+3.0 DNL
+3.0 DNL
SW 107th Ave.
SW 268th St.
+1.5 DNL
SW 280th St.
Homestead
Regional Airport
+1.5 DNL
SW 304th St.
SW 312th St.
SW 320th St.
North Canal Drive
Biscayne National Park
0 3000 6000 Feet
Scale: 1" = 3,000'
LEGEND
Difference Contours Between 2015/Maximum Use One Runway Commercial Space Port and No Action Alternatives - 1.5 & 3 DNL Increases
Runway
Roads
Airport Property
Commercial
Industrial
Institutional
Residential
Transportation
Open (agriculture, wetlands, forests)
N
Area Shown
Land Use Data Source: SAIC, 1994; Landrum & Brown, 1999
Difference Contours Between 2015/Full Buildout Commercial Spaceport and No Action Alternatives
Exhibit VI-6
SEIS
11/1/99

growth in the area could introduce residences and population. One area of 3 dB increase within the 60-65 DNL contours, i.e., a noticeable increase in moderate noise exposure, would be expected to reach into the northwest portion of Biscayne National Park near Black Point and would be larger than the area within the park exposed to a 3dB increase in 2005.

Table VI-2 provides data on the amount of area and the number of persons and dwellings that are projected to be within the 60 DNL and higher noise contours for the commercial spaceport alternative in successive years evaluated. Noise sensitive residential land uses are considered noncompatible with noise exposure levels of 65 DNL or more in FAA guidelines on land use compatibility, unless structures are sound insulated. The table verifies that uncontrolled growth in the airport environs could result in the introduction of many additional noncompatible land uses within these noise contours in future years. The lines labeled "current impacts" indicate the number of persons and dwellings now located in the airport environs that would fall within the contours for each space access scenario. The lines labeled "introduced impacts" indicate the number of persons or dwellings that would be introduced into the noise contour area if growth is allowed to occur as indicated by the Dade County plans for the residential development of the area.

Table VI-3 indicates the amount of area, the population, and the number of dwelling units that would receive increases of 1.5 and 3 DNL, respectively, in the years evaluated.

The columns headed "1997" in Table VI-3 indicate the population and dwellings currently located in the areas expected to be exposed to the identified increases of noise with the commercial spaceport alternative. The differences in the numbers under the columns headed "Forecast" are the result of the potential growth risk for the area if noncompatible growth is not controlled.

Table VI-3
Acreage, Population, and Dwelling Units
With 1.5 and 3 DNL Increases for Commercial Spaceport Alternative
Homestead Regional Airport SEIS

Year and Area	Area (acres)	Population		Dwelling Units	
		1997	Forecast	1997	Forecast
2005					
Increase of 1.5 DNL	627	29	56	13	23
Increase of 3.0 DNL	38	2	4	1	2
2015					
Increase of 1.5 DNL	1,517	49	170	21	64
Increase of 3.0 DNL	544	27	94	12	36
Full Buildout					
Increase of 1.5 DNL	1,517	49	3,605	21	1,110
Increase of 3.0 DNL	544	27	1,952	12	598

Source: Landrum & Brown, 1999.

VI.D Spaceport Grid Point Analysis

A grid point assessment, using the same approach as described in detail in Chapter IV for the Proposed Action, was conducted to evaluate the noise effects of the commercial spaceport alternative on the four national properties. Maps of the differences between the noise levels and exposure times between the commercial spaceport alternative and the No Action conditions were prepared for LAmax, Leq(h) and

Table VI-2
Projected Area, Population and Dwelling Unit Impacts of the Commercial Spaceport Alternative
Homestead Regional Airport SEIS

Year and Condition	60-65 DNL			65-70 DNL			70-75 DNL			75 DNL or More			60 DNL or More		
	Area	Pop.	D.U.s	Area	Pop.	D.U.s	Area	Pop.	D.U.s	Area	Pop.	D.U.s	Area	Pop.	D.U.s
2005															
No Action	3,712	1,259	249	1,434	682	105	602	0	0	710	0	0	6,458	1,941	354
Proposed Action	3,827	1,291	254	1,530	696	111	730	16	7	806	0	0	6,893	2,003	372
Project Change	115	32	5	96	14	6	128	16	7	96	0	0	435	62	18
Current Impacts	--	1,172	205	--	663	99	--	9	4	--	0	0	--	1844	308
Introduced Impacts	--	119	49	--	33	12	--	7	3	--	0	0	--	159	64
2015															
No Action	3,706	1,384	296	1,427	717	117	602	0	0	710	0	0	6,445	2,101	413
Proposed Action	4,103	1,463	312	1,600	761	133	812	50	19	890	7	3	7,405	2,281	467
Project Change	397	79	16	173	44	16	210	50	19	180	7	3	960	180	54
Current Impacts	--	1,201	212	--	664	100	--	16	2	--	2	1	--	1883	315
Introduced Impacts	--	262	100	--	97	33	--	34	17	--	5	2	--	398	152
Full Buildout															
No Action	3,706	11,365	3,751	1,427	2,783	727	602	18	6	710	0	0	6,445	14,169	4,485
Proposed Action	4,103	11,884	3,906	1,600	3,806	1,052	812	1,068	328	890	159	49	7,405	16,917	5,335
Project Change	397	519	155	173	1,023	325	210	1,050	322	180	159	49	960	2,748	850
Current Impacts	--	1,201	212	--	664	100	--	16	2	--	2	1	--	1883	315
Introduced Impacts	--	10,683	3,694	--	3,142	952	--	1,052	326	--	157	48	--	15,034	5,020

Source: Landrum & Brown, 1999.

TA(amb) metrics. The effects of the commercial spaceport alternative on each grid point located in each national property were computed. Detailed grid point data was also developed for each of the twelve specific locations selected and reported in Chapter IV. The resulting information is presented in this section.

VI.D.1. Single Event Noise Changes With the Commercial Spaceport

Exhibits VI-7, and VI-8 present the grid maps showing the maximum single-event aircraft noise increases, using the LAmax noise metric, of the commercial spaceport alternative compared to No Action conditions. **Table VI-4** presents the tabular LAmax data. The only national property that would experience increases in LAmax levels as a result of the commercial spaceport operations is Biscayne National Park. The northwest portion of Biscayne NP would experience LAmax increases of more than 3 to more than 10 decibels as shown on the grid maps and more specifically tabulated in Table VI-4. The number of grid locations with an LAmax increase of more than 5 decibels nearly doubles between 2005 and 2015 as space launch activity is forecast to increase. In 2015/full buildout conditions, the additional points are influenced by a reduction in the No Action level rather than an increase in the alternative level. The area of Commercial Spaceport overflight is impacted principally by aircraft using MIA under the No Action scenario. In years after 2005, the retrofitted Stage 3 aircraft expected to remain in the mix for 2005 are expected to be retired. Consequently, the reduction of the No Action level under an unchanged alternative noise level by the ASC will result in an increase in differences. The loudness of the individual event does not, however reflect the changes to overall noise levels in the environs.

Table VI-5 provides information for peak SEL values that occur at least once daily for individual aircraft/flight track combinations. The SEL values that would be associated with spaceport activity do not appear on the table because that activity will occur less than daily. In contrast, the LAmax levels presented in Table VI-4 are not limited to the daily occurrence criteria the INM applies to the SEL and represent the expected maximum noise level at each location, regardless of event frequency.

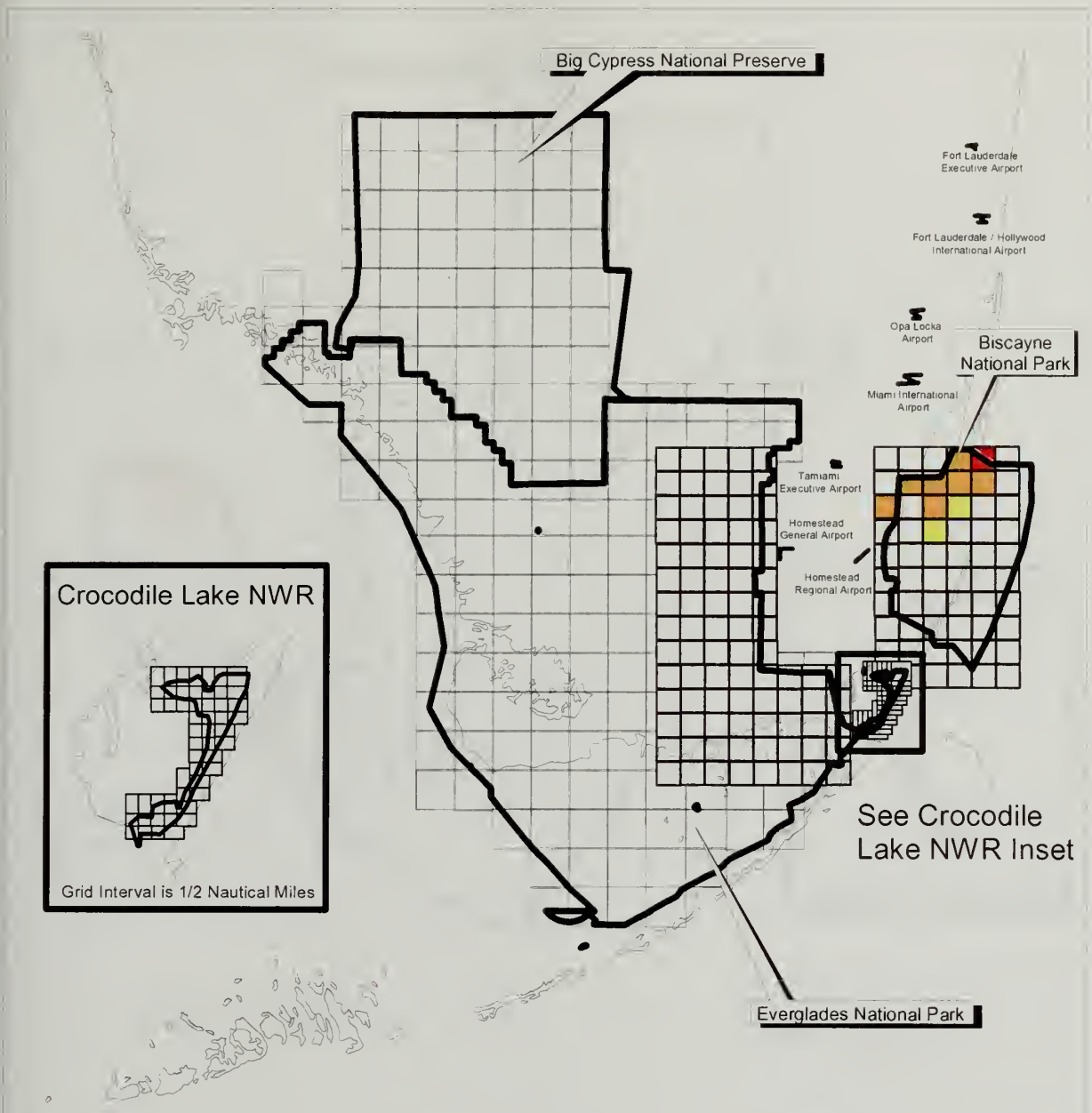
VI.D.2. Cumulative Noise Exposure Changes With the Commercial Spaceport

Changes in the Peak Hour Leq metric (Leq(h)) attributable to the implementation of the commercial spaceport alternative are presented graphically in **Exhibits VI-9, and VI-10**. A limited number of grid cells indicate an intensification of the peak hour Leq noise level northeast of the airport in the northwest portion of Biscayne NP during each future year assessed. The Leq(h) is predicted to increase by five to ten or more dB in two grid cells in 2005, and to increase by the same magnitude of amounts at more locations in 2015 and full buildout, with one grid cell in north Biscayne NP receiving 15 or more dB increases in the later years. Because Leq(h) is a function of the average daily traffic level, the data indicated in these exhibits and in **Table VI-6** may overpredict the peak hour noise level for this alternative, particularly if other aircraft operations have to be discontinued during launch and recovery periods. This data is then, considered to be a worst case estimate of the effect on Leq(h) of the commercial spaceport alternative.

Data associated with the DNL levels for the commercial spaceport alternative are presented in **Table VI-7** and compared to the No Action DNL noise levels for each grid point in the national properties. DNL data has not been mapped. It would show a pattern similar to Leq(h) mapping.

VI.D.3. TA(amb) Changes With the Commercial Spaceport

Increases in the amount of time locations in the national properties would be exposed to noise above the traditional ambient levels are presented in **Exhibits VI-11 and VI-12**. The underlying data is presented in tabular form in **Table VI-8**. To the northeast of Homestead in Biscayne NP, the pattern is essentially



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

Area Shown

Change in LAmax

- >10 dB decrease
- 5 - 9.9 dB decrease
- 3 - 4.9 dB decrease
- No Change
- 3 - 4.9 dB increase
- 5 - 9.9 dB increase
- >10 dB increase

Exhibit VI-7

With Commercial Spaceport vs. No Action
2005 Differences in LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

Area Shown

Change in LAmax

- >10 dB decrease
- 5 - 9.9 dB decrease
- 3 - 4.9 dB decrease
- No Change
- 3 - 4.9 dB increase
- 5 - 9.9 dB increase
- >10 dB increase

Exhibit VI-8

With Commercial Spaceport vs. No Action
2015/Full Buildout Differences in LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

Area Shown

Change in Peak LEQ (h)

- 15 dB or greater decrease
- 10 - 14.9 dB decrease
- 5 - 9.9 dB decrease
- No Change
- 5 - 9.9 dB increase
- 10 - 14.9 dB increase
- 15 dB or greater increase

Exhibit VI-9

With Commercial Spaceport vs. No Action
2005 Differences in Peak LEQ (h)



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

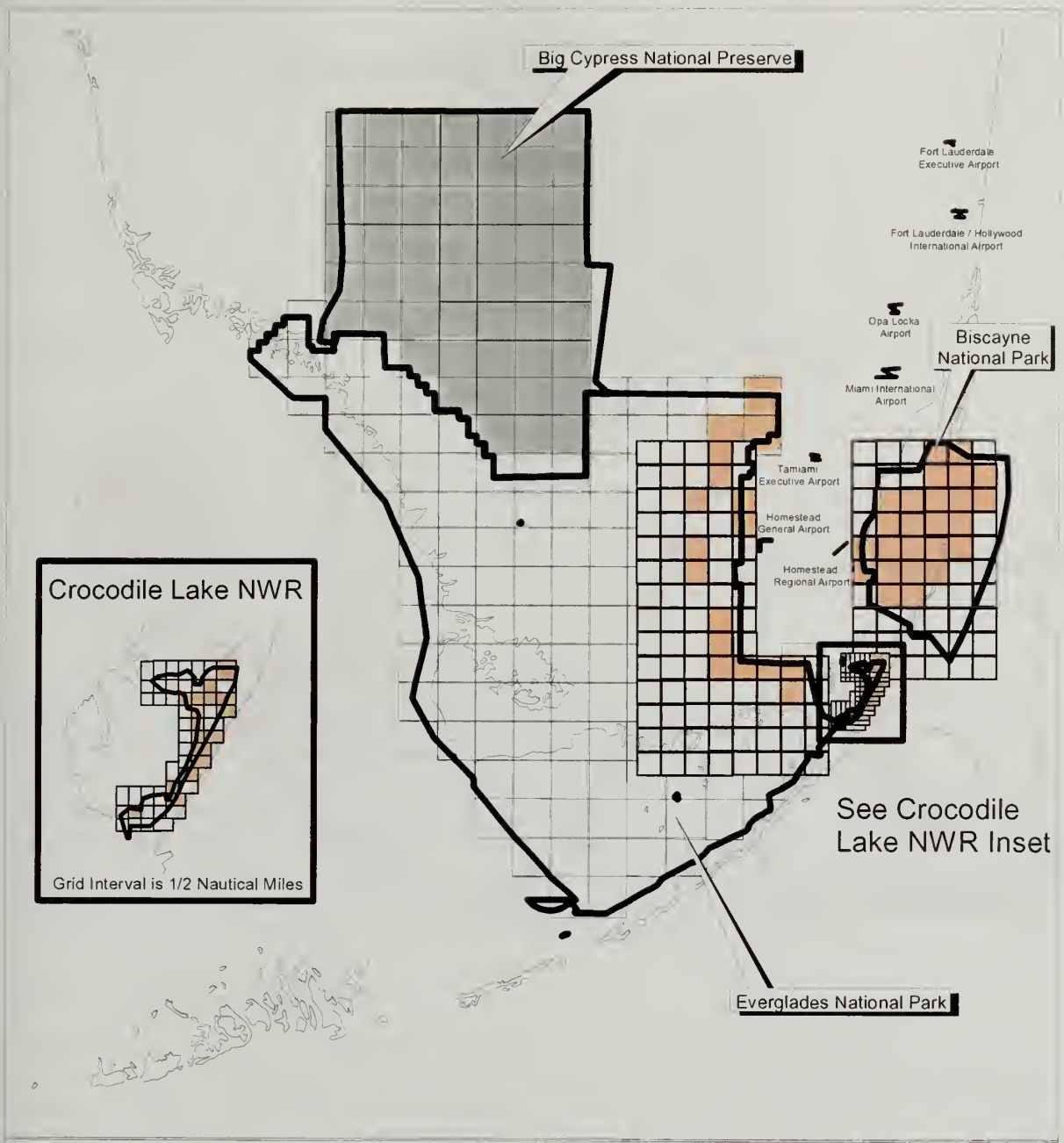


Change in Peak LEQ (h)

- 15 dB or greater decrease
- 10 - 14.9 dB decrease
- 5 - 9.9 dB decrease
- No Change
- 5 - 9.9 dB increase
- 10 - 14.9 dB increase
- 15 dB or greater increase

Exhibit VI-10

With Commercial Spaceport vs. No Action
2015/Full Buildout Differences in Peak LEQ (h)



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

Change in $TA_{(amb)}$ Level*

- > 10 minutes less
- 3.0 - 9.9 minutes less
- 0.1 - 2.9 minutes less
- No Change
- 0.1 - 2.9 minutes more
- 3.0 - 9.9 minutes more
- > 10 minutes more
- No Data

N

Area Shown

Exhibit VI-11

With Commercial Spacport vs. No Action
2005 Differences in $TA_{(amb)}$*

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

Area Shown

Change in $TA_{(amb)}$ Level*

- > 10 minutes less
- 3.0 - 9.9 minutes less
- 0.1 - 2.9 minutes less
- No Change
- 0.1 - 2.9 minutes more
- 3.0 - 9.9 minutes more
- > 10 minutes more
- No Data

Exhibit VI-12

With Commercial Spaceport vs. No Action
2015/Full Buildout Differences in TA (amb)*

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels

the same for all three time periods, with a relatively broad area in Biscayne NP receiving small amounts of increases of less than 3 minutes on a daily average. Locations in Crocodile Lakes NWR would also receive small increases in time exposure; these would be less than experienced in Biscayne NP. The pattern also reflects expected increases in exposure times across the eastern portion of Everglades NP. Three grid cells on the eastern edge of Everglades NP southwest of the extended runway centerline of Homestead would receive an additional daily exposure of less than three minutes of noise above the traditional ambient level in the later years. The introduction of the Astroliner system after 2005 would result in powered approaches made from the southwest and consequently, an increase in the time that area would be exposed to noise above traditional ambient levels.

VI.D.4 Special Assessments of No Action and Commercial Spaceport Alternatives in National Properties

Site specific noise data was computed for each of the twelve locations evaluated in Chapter IV. Detailed information was gathered for all twelve sites for the commercial spaceport alternative, but only at Sites MI and ML did the noise data calculated for the special assessments have more than a 0.1 decibel effect on the total noise energy at the site. Also, only at these two sites was an aircraft in the commercial spaceport fleet included among the five primary aircraft contributors to the noise environment at the site. The two sites at which the alternative would have an effect are discussed below.

VI.D.4.a Site MI - Elliot Key

Table VI-9 presents the detailed noise level data for the Elliot Key site. A comparison of No Action conditions with the commercial spaceport alternative for the year 2015 and at full buildout indicates that the ASC (Concorde) would become one of the principal five aircraft contributors to the noise environment. Even so, the ASC would have less effect on the site than the B-747-400s in international service from Miami International Airport and the military F-15 forecast to remain in operation at Homestead. While the ASC would become one of the primary aircraft contributors to the noise energy level at the site, it would be located more than twice as far from the site as any of the other principal aircraft contributors (at nearly ten miles). Even at that distance, the SEL for a single ASC takeoff is forecast to be ten decibels louder than the other most influential aircraft at the location.

VI.D.4.b Site ML - Soldier Key

The detailed noise and operating data associated with the commercial spaceport alternative is compared to the No Action data at Soldier Key in **Table VI-10**. This location is, under No Action conditions, affected principally by aircraft using Miami International. The introduction of the ASC in 2005 would immediately change the primary aircraft contributor to the noise levels at the location, and would by itself, increase the annual total Leq at the site by almost a decibel. By 2015, the full utilization of the spaceport would result in the ASC raising the average noise level by more than two decibels by its presence, even though its number of average day operations would be quite low (less than one). The SEL for the aircraft is projected to be more than 86 decibels, several decibels higher than the next loudest of the five principal aircraft at the site. In fact after 2015, the ASC is ten decibels louder than the next loudest of the five aircraft. The ASC would also be about twice as far from the site as the other four aircraft. At this location, the ASC would produce substantively higher noise levels than would be present in the No Action conditions.

VI.D.5. Assessment of No Action and Commercial Spaceport Alternatives at Community Location Points

The effects of the Spaceport Alternative, relative to the No Action Alternative, are provided in **Table VI-11** for noise-sensitive location indicated in Exhibit IV-6C. The addition of commercial spaceport activity

Table VI-9
Detailed Grid Point Assessment - Commercial Spaceport Alternative
Homestead Regional Airport
Point: MI - Elliot Key

Traditional Ambient Noise Level = 48.6 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
2005 No Action							Leq = 30.3
74720B	D	MIA	9L	9LJM	10605	10580	75.9
F15A	A	HST	23	SA2X	3214	2475	83.8
74720B	D	MIA	12	12JM	13952	9713	72.0
74720B	D	MIA	9L	9LJM	22279	9666	66.3
F16PW0	A	HST	23	SA2X	4716	4243	72.5
2005 Commercial Spaceport Alternative							Leq = 30.3
74720B	D	MIA	9L	9LJM	10605	10580	75.9
F15A	A	HST	23	SA2X	3214	2475	83.8
74720B	D	MIA	12	12JM	13952	9713	72.0
74720B	D	MIA	9L	9LJM	22279	9666	66.3
F16PW0	A	HST	23	SA2X	4716	4243	72.5
2015 No Action							Leq = 30.3
747400	D	MIA	9L	9LJM	11614	11578	73.1
747400	D	MIA	12	12JM	14579	10581	70.6
747400	D	MIA	9L	9LJM	22672	10528	66.6
F15A	A	HST	23	SA2X	3214	2475	83.8
F16PW0	A	HST	23	SA2X	4716	4243	72.5
2015/Full Buildout Commercial Spaceport Alternative							Leq = 30.3
747400	D	MIA	9L	9LJM	11614	11578	73.1
747400	D	MIA	12	12JM	14579	10581	70.6
747400	D	MIA	9L	9LJM	22672	10528	66.6
F15A	A	HST	23	SA2X	3214	2475	83.8
CONCRD	D	HST	05	SPCD	49953	2613	70.7

Table VI-10
Detailed Grid Point Assessment - Commercial Spaceport Alternative
Homestead Regional Airport
Point: ML - Solidier Key

Traditional Ambient Noise Level = 56.2 dB

Aircraft	Type of Operation	Airport	Runway	Track	Slant Range	Altitude	Daily LEQ and SEL for One Operation
2005 No Action							Leq = 37.1
74720B	D	MIA	12	12JM	7483	6252	79.7
74720B	D	MIA	9L	9LJM	10836	6411	75.2
727EM2	D	MIA	12	12JM	9064	8075	77.1
74720B	D	MIA	9L	9LJM	10414	6883	76.0
74720B	D	MIA	12	12JM	10937	5581	74.7
2005 Commercial Spaceport Alternative							Leq = 37.9
CONCRD	D	HST	05	SPCD	20423	6002	86.3
74720B	D	MIA	12	12JM	7483	6252	79.7
74720B	D	MIA	9L	9LJM	10836	6411	75.2
727EM2	D	MIA	12	12JM	9064	8075	77.1
74720B	D	MIA	9L	9LJM	10414	6883	76.0
2015 No Action							Leq = 34.7
747400	D	MIA	12	12JM	7844	6672	76.8
747400	D	MIA	9L	9LJM	11107	6851	73.2
747400	D	MIA	9L	9LJM	10756	7382	73.8
747400	D	MIA	12	12JM	11115	5917	72.6
767JT9	D	MIA	12	12JM	12928	12663	68.7
2015/Full Buildout Commercial Spaceport Alternative							Leq = 37.1
CONCRD	D	HST	05	SPCD	20423	6002	86.3
747400	D	MIA	12	12JM	7844	6672	76.8
747400	D	MIA	9L	9LJM	11107	6851	73.2
747400	D	MIA	9L	9LJM	10756	7382	73.8
747400	D	MIA	12	12JM	11115	5917	72.6

Table VI-11
Homestead Regional Airport SEIS - Grid Point Assessment
Community Grid Points and Noise Data
DNL, LAmax and Time Above Threshold Levels for No Action and Commercial Spaceport Cases
(DNL and LAmax in decibels, Time Above in minutes)

Community Site	Site Name	Proximate Grid Point	2005 No Action	2005 Proposed Spaceport	2005 Project Change	2015 No Action	2015 Proposed Spaceport	2015 Project Change	Maximum One-Runway Use No Action	Maximum One-Runway Use Proposed Spaceport	Maximum One-Runway Use Project Change
DNL											
BBP	Bill Baggs Cape Florida State Park	D131	45	47	2	42	48	6	42	48	6
ORX	Ocean Reef	D90,C1213	35	35	0	35	35	0	35	35	0
ACX	Angler's Club	D90,C1214	35	35	0	35	35	0	35	35	0
RFP	Redland Fruit and Spice Park	B125	38	38	0	37	37	0	37	37	0
HCC	Homestead Community College	F58,F75	39	40	1	39	40	1	39	40	1
KGX	Keys Gate	F71	43	43	0	43	43	0	43	43	0
FCH	Florida City City Hall	F38	39	39	0	39	39	0	39	39	0
CKL	City of Key Largo	B115,B134	22	22	0	23	23	0	23	23	0
NHA	Nursing Home	NHA	44	44	0	44	44	0	44	44	0
MH1	South Dade Center	F177,F178	70	71	1	70	71	1	70	71	1
NJA	Naranja Housing Area	F217	45	46	1	45	47	2	45	47	2
HTA	Homeless Trust Housing	F215	54	55	1	54	56	2	54	56	2
HSH	Homestead High School	F90	43	43	0	43	43	0	43	43	0
JPP	John Pennekamp Coral Reef State Park	D100	37	37	0	37	37	0	37	37	0
FK1	Fl. Keys National Marine Sanct. 1	A233	3	4	1	8	8	0	8	8	0
FK2	Fl. Keys National Marine Sanct. 2	D135	22	22	0	25	25	0	25	25	0
LAmax											
BBP	Bill Baggs Cape Florida State Park	D131	73	86	13	70	86	16	70	86	16
ORX	Ocean Reef	D90,C1213	77	77	0	77	77	0	77	77	0
ACX	Angler's Club	D90,C1214	77	77	0	77	77	0	77	77	0
RFP	Redland Fruit and Spice Park	B125	74	74	0	74	74	0	74	74	0
HCC	Homestead Community College	F58,F75	71	71	0	71	71	0	71	71	0
KGX	Keys Gate	F71	97	97	0	97	97	0	97	97	0
FCH	Florida City City Hall	F38	72	72	0	72	72	0	72	72	0
CKL	City of Key Largo	B115,B134	69	69	0	69	69	0	69	69	0
NHA	Nursing Home	NHA	83	83	0	83	83	0	83	83	0
MH1	South Dade Center	F177,F178	107	107	0	107	107	0	107	107	0
NJA	Naranja Housing Area	F217	78	82	4	78	82	4	78	82	4
HTA	Homeless Trust Housing	F215	83	89	6	83	89	6	83	89	6
HSH	Homestead High School	F90	80	80	0	80	80	0	80	80	0
JPP	John Pennekamp Coral Reef State Park	D100	79	79	0	79	79	0	79	79	0
FK1	Fl. Keys National Marine Sanct. 1	A233	30	30	0	30	30	0	30	30	0
FK2	Fl. Keys National Marine Sanct. 2	D135	72	72	0	72	72	0	72	72	0
Minutes Above											
BBP	55 Bill Baggs Cape Florida State Park	D131	13	14	1	7	8	1	7	8	1
ORX	65 Ocean Reef	D90,C1213	<1	<1	0	<1	<1	0	<1	<1	0
ACX	65 Angler's Club	D90,C1214	<1	<1	0	<1	<1	0	<1	<1	0
RFP	65 Redland Fruit and Spice Park	B125	<1	<1	0	<1	<1	0	<1	<1	0
HCC	65 Homestead Community College	F58,F75	1	1	0	1	1	0	1	1	0
KGX	65 Keys Gate	F71	2	2	0	2	2	0	2	2	0
FCH	65 Florida City City Hall	F38	1	1	0	1	1	0	1	1	0
CKL	65 City of Key Largo	B115,B134	0	0	0	0	0	0	0	0	0
NHA	65 Nursing Home	F107	2	2	0	2	2	0	2	2	0
MH1	65 South Dade Center	F177,F178	86	88	2	86	90	4	86	90	4
NJA	65 Naranja Housing Area	F217	5	5	0	5	6	1	5	6	1
HTA	65 Homeless Trust Housing	F215	16	16	0	16	17	1	16	17	1
HSH	65 Homestead High School	F90	2	2	0	2	2	0	2	2	0
JPP	50 John Pennekamp Coral Reef State Park	D100									
FK1	46 Fl. Keys National Marine Sanct. 1	A233									
FK2	52 Fl. Keys National Marine Sanct. 2	D135									

Time Above may be estimated from adjacent site data.

to the No Action condition would result in incremental noise changes in areas in close proximity to the runway and under the flight path northeast of the airport. The data indicate that three housing areas (Sites MH1, NJA and HTA), Homestead Community College (Site HCC) and Bill Baggs Cape Florida State Park (Site BBP) will experience increases in DNL with a spaceport in place. Bill Baggs Park is projected to experience an increase of six DNL with full spaceport development, while the other four sites will experience increases of 1 or 2 decibels. Only at the migrant housing area (MH1) will the levels exceed the thresholds of significance or compatibility purposes.

Three locations are projected to experience louder LAmax levels with the spaceport in place than under No Action conditions. These are Bill Baggs Park, as well as the Naranja and Homeless Trust housing areas. Time Above 65 decibels (55 in Bill Baggs Park) is expected to be little changed from No Action conditions. Only at the migrant housing site (MH1) is the time above the ambient level expected to increase by more than one minute per day, and there by only four minutes under the full buildout of the spaceport.

VI.D.5. Assessment of No Action and Commercial Spaceport Alternatives at Community and Other Park Location Points

The effects of the Spaceport Alternative, relative to the No Action condition, are provided in **Table VI-11** for community and park locations indicated in Exhibit IV-6C. Among the locations evaluated, the commercial spaceport would generally not affect the noise levels for cumulative, single-event, or time above metrics at sites located south, southeast and west of the airport. No change from No Action conditions would be expected at Ocean Reef, Angler's Club, Redland Fruit and Spice Park, Keys Gate, City Hall at Florida City, City of Key Largo, Nursing Home, Homestead High School, John Pennekamp Coral Reef State Park, or Florida Keys National Marine Sanctuary.

At Homestead Community College, the DNL is projected to increase by 1 dB (from 39 to 40 decibels) as a result of the commercial spaceport. This DNL increase would not be noticeable. LAmax and Time Above 65 decibel levels at the site would be unchanged from No Action conditions.

At South Dade Center (Site MH1), the DNL is projected to increase by 1 decibel over No Action conditions (from DNL 70 to 71 dB) as an additional 2 to 4 minutes per day are calculated to be added to the time of exposure above 65 decibels. This DNL increase is not considered to be a significant increase under FAA environmental guidelines. The LAmax level at the site is projected to remain unchanged.

At the two housing areas immediately north of the airfield (Naranja and Homeless Trust), the DNL is projected to increase by 1 decibel in 2005 and by 2 decibels in full buildout of the spaceport -- from 45 to 46 and 47, and from 54 to 55 and 56 decibels, respectively. These levels of DNL increases are considered small. At each site, the Time Above 65 is projected to increase by one minute over No Action levels with the full buildout of the commercial spaceport. The LAmax would increase from 78 to 82 decibels at the Naranja site and from 83 to 89 decibels at the Homeless Trust Housing site.

At community locations closest to Homestead, particularly the South Dade Center, the Naranja housing area, and the Homeless Trust Housing, the unusual nature of the operation of the commercial space launch vehicle and its noise characteristics may cause it to be noticed more than conventional aircraft, even though overall noise distinctions between the No Action condition and Commercial Spaceport alternative are relatively small.

Bill Baggs Park (Site BBP), located under the departure path for all commercial spaceport launches, would experience the most noticeable changes in noise exposure from the spaceport. The LAmax level at the site would increase from 73 to 86 decibels in the early years of the operation, and from 70 to 86

decibels at full buildout (the No Action level is estimated to decrease in the future because louder aircraft included in the No Action condition are forecast to be phased out of service at Miami International Airport). The spaceport activity would also contribute to an increase of the site's DNL from 45 to 47 decibels (a change of 2 decibels) in the short term and from 42 to 48 decibels (an increase of 6 decibels) at full buildout. These amounts of DNL increase are not considered sizeable at the levels at which they occur. The total time of exposure above the traditional ambient level of 55 decibels at the site is expected to increase by one minute for the average day for each year analyzed for the commercial spaceport.

Chapter VII
Qualitative Assessment of Noise Exposure Characteristics for Operations from a Two-Runway Airport Configuration

If a commercial service airport at Homestead successfully captures niche markets and achieves forecast levels of operations, at some point the airport could reach its operating capacity. The operating capacity of the single runway at Homestead approximates 238,000 annual aircraft operations. If and when growth approaches that level, a proposal by Dade County to build a second runway to better accommodate the traffic demand and to more efficiently handle operations would be anticipated. In fact, the Airport Layout Plan for Homestead developed by Dade County includes, for future facility planning purposes, a second runway, 9,000 feet long and located parallel to and 3,500 feet southeast of the present runway. The FAA requested the SEIS consultant to do an independent review of the potential second runway planning outlook and timeframe. Specific information relating to the potential usage and configuration of a second runway is provided in the Technical Report on Airport Planning Data.

A new Federal EIS would be required before any second runway could be approved or constructed, in addition to any State of Florida requirements. Given the capacity of the existing single runway at Homestead, there is no foreseeable need for a second runway for capacity reasons until well beyond 2015. If the construction of such a runway were approved and operations began near the time the existing runway is forecast to reach 100% capacity, the timeframe of second runway initial operation would be around the year 2038. Assuming the addition of a second runway, the timeframe in which a two-runway system at Homestead might reach capacity is estimated to be 2057 or later.

The ability to analyze a runway so far into the future beyond a reasonably foreseeable timeframe is highly speculative, particularly in an area of high technology like the aviation industry. Aircraft types, and the technological advancements that are certain to occur in the operation and control of aircraft, are not currently defined for conditions that may be some forty years in the future (year 2038) to almost 60 years in the future (year 2057). If one considers changes in aviation that have occurred during the last sixty years, the uncertainty of the degree of change that may occur in the technologically active future years is put into perspective.

- 1939 - 1st test flight of jet aircraft in Germany
- 1949 – Post-war growth of scheduled service using large propeller aircraft
- 1959 - 1st round the world jet passenger service by Pan Am Boeing 707
- 1969 - 1st flight of the 747 and Concorde; Apollo 11 lands on the moon
- 1979 - Airlines are deregulated; Space Shuttle in development; formal noise abatement planning begins
- 1989 - The phase-out of Stage 1 jets weighing more than 75,000 pounds is complete and the phase out of Stage 2 aircraft begins.
- 1999 - The phase-out of Stage 2 jets weighing more than 75,000 pounds scheduled for completion, leaving an all Stage 3 fleet of large jet aircraft

The future development of aviation is expected to see as many radical changes as the last sixty years, making any detailed quantitative noise analysis highly speculative and unreliable. Detailed noise modeling cannot achieve the reasonable level of accuracy that can be projected for the next ten to fifteen years. This section of the technical memorandum attempts to provide a qualitative review of the possible noise implications of the addition of a second parallel runway.

I.A. Airport Facility Assumptions

A potential second parallel runway is assumed to be as indicated on Dade County's Airport Layout Plan (ALP). Its location would be 3,500 feet southeast and directly parallel to the present runway, constructed at a length of 9,000 feet and width of 200 feet. Its position is not staggered from the existing runway. Figure 2.2-4 of Section 2.0 "Alternatives Including the Proposed Actions" (October 30, 1998) provides the ALP for the facility showing the parallel runway.

I.B. Fleet Assumptions

Because the date of the potential construction of a parallel runway is forecast to be more than 30 years into the future, any projected mix of specific aircraft types is a matter of conjecture. Aircraft in commercial service usually have an estimated useful life of 25 to 30 years. Although a few aircraft may survive beyond that life, any aircraft now in service would not normally be expected to be in operation more than 30 years into the future. Therefore, only those aircraft types that are presently in production, or in development, are expected to still be in operation in that timeframe.

Technological advances are anticipated to substantially reduce the amount of source noise produced by commercial aircraft in the future. The FAA and the National Aeronautical and Space Administration (NASA) began co-sponsorship of a research program in the early 1990's to develop technologies for substantial aircraft source noise reduction beyond Stage 3. The research included new engine technology with sound absorbent construction, the development of noise-cancellation technology (anti-noise), and aerodynamic structure and design to reduce airframe noise. Based on the progress in this program, the FAA plans to amend aircraft noise standards and regulations in the first decade of the 2000's.

It is also not reasonably foreseeable to project the type or extent of change in military mission and aircraft operational characteristics in far future years.

The potential for future change in the type and design of aircraft is broad ranging. Nevertheless, certain assumptions as to the character and associated noise levels of the future operating fleet have been made in this technical memorandum to allow the evaluation of an "order of magnitude" approximation of the potential noise impacts of adding a second parallel runway at Homestead. The same aircraft fleet used to assess a potential maximum one-runway operational condition (i.e., the "quietest" representatives of the Stage 3 fleet), coupled with assumptions of runway use discussed in the following paragraphs, provides a broad indication of how a second runway may affect the noise environment in the vicinity of the airport.

I.C. Runway Operational Assumptions

The noise pattern in the immediate airport vicinity resulting from the presence of a second parallel runway would vary based on the utilization of that runway.

I.C.1. Predicted Usage Immediately After Construction

If and when a proposed second runway is first constructed, it would probably be used principally to reduce congestion on the existing runway. Airports are usually operated so that aircraft departures occur on the inboard runway(s) closest to the terminal and aircraft arrivals occur on the outboard runway(s). With the terminal complex north of the existing runway at Homestead, this operational scheme would be expected, applying today's general operating mode. Military aircraft conducting overhead approaches and general aviation touch-and-go training would be more likely to be conducted on the new parallel runway, because the patterns associated with these activities would be south of the airport to avoid

aircraft using the existing runway. Approach paths for itinerant operations on a new runway would likely extend straight in to the threshold from positions at least three miles from touchdown.

I.C.2. Alternative More Mature Usage of Two Parallel Runways

If the airport and its level of operations continues to grow and if a new terminal area is developed between the runways (as shown for future planning purposes on the ALP), it is likely that the operational use pattern of the airport would shift. Airports with mid-field terminal complexes between runways typically operate with mixed operations on both runways. This means that both arrivals and departures by passenger aircraft would likely occur on each runway, with the runway selected being related to the side of the terminal on which the user has its gates. Activity by general aviation, maintenance, military and cargo operators (except local military and general aviation operations) would likely remain focused on use of the existing runway since those ground-related facilities would be developed on the north side of the runway pair. One may logically assume that if half of the passenger aircraft operators use gates on the south side of the mid-field terminal, they would by consequence use the south (new) runway. All other aircraft operators could be expected to use the existing runway for itinerant operations, but all local operations (touch-and-go training and overhead approaches) would probably be conducted on the south (new) runway to avoid conflicts with operations on the north runway.

Flight paths for approaches to the new runway would likely remain along the runway centerline for itinerant traffic, but a divergent departure course occasionally would be required when simultaneous takeoffs were conducted from both runways. It is likely that the divergent departure course would be along a heading or electronic course 15 degrees to the south of the extended centerline of the new runway. This divergence meets current FAA standards for traffic separation. It is required only when departures are made at the same time from both runways. At all other times, an initial straight-out departure course could be maintained until intercepting enroute turns to fixes. Once the initial departure course is established, it is anticipated that the traffic departing from both runways would blend into the departure stream leading to the enroute fixes established for the airport.

I.C.3. Maximum Usage of Two Parallel Runways

If and when a two-runway airport would reach its operating capacity of about 370,000 annual aircraft operations (possibly around the year 2057), it is likely that both runways would continue to be used by both landings and takeoffs by passenger aircraft. However, the usage of the runways would likely be flexible, with peak period arrivals using both runways while departures would use only one runway, and peak period departures using both runways while arrivals use only one runway. Cross-field taxiways would be required to facilitate movement to and from the runway ends. It is likely that the divergent departure courses from the new runway frequently would be used for most departures from that runway during peak departure periods.

It is likely that training activity by military operators would remain on the south (new) parallel runway. Training activity by general aviation operators would be likely to move to other airports, owing to the high level of itinerant traffic that would be expected to be present. As is projected for the one-runway airport condition, it is likely that as the capacity of a two-runway system would be approached, the mix of aircraft operations would shift to a greater extent from small general aviation and commuter aircraft to commercial jet activity. Maintenance, jet general aviation, and cargo operations would likely remain on the north runway unless the airport were expanded to accommodate additional landside development in those activities.

I.D. Airspace Assumptions

As difficult as it is to predict aircraft noise characteristics and airport operations far into the future, it is even more difficult to predict future air traffic control parameters that would enable reasonable assumptions to be made about the location of aircraft along flight paths in far future years. Technology is truly advancing at a rapid pace in this arena. In 1996, the FAA began to develop a National Airspace System modernization plan to define what the aviation system of the future would look like. The primary navigation system coming on line in the 21st century will be a Global Navigation Satellite System to replace the current ground-based navigation system. This system will be implemented in phases. It will provide a quality of aircraft positioning information never before available to the aviation community and will permit greater precision in directing aircraft operations than currently is available. With greater precision comes the ability to decrease separations of aircraft from each other and still assure safety of operations.

Technological advances create the need to redesign the airspace to meet evolving needs. A concept called "free flight" has been established as the key direction for evolution of the National Airspace System. Free flight is designed ultimately to permit aircraft operators to select their own routes as alternatives to published IFR routes. Advanced automation tools, in conjunction with satellite-based navigation, will permit pilots to fly the most direct routes between takeoff and landing instead of having to fly routes structured around ground-based navigation systems. These future changes in airspace configuration, architecture, and structure will have effects on the air traffic control system, the user community, and the environment. The future system of free flight, although now conceptual in nature, portends substantial changes to the current system. The uncertainties inherent in new technologies make quantitative predictions far into the future unreliable.

I.E. Future Noise Patterns for A Two-Runway Airport

Given the speculative nature of the fleet mix, airport geometry and operations, and future airspace parameters, the noise effects associated with the potential future development of a second parallel runway at Homestead can only be qualitatively estimated in general terms.

In the early years of a second runway, the primary assumptions are that the aircraft fleet mix and total numbers of aircraft would be about the same as for the maximum one-runway condition, and the existing runway would be predominantly used for aircraft departures (primarily in an east flow) while the second southerly runway would be predominantly used for aircraft arrivals (also primarily in an east flow).

The noise exposure (DNL) contours as shown in Chapter III, Exhibit III-6, for the Proposed Action/No Action in a maximum one-runway condition are a good reference point. Since departures toward the northeast would be expected to remain predominantly on the existing runway, the noise contours northeast of the airport that are governed by aircraft departures would be about the same as with the Proposed Action one-runway configuration for that timeframe, as shown in Exhibit III-6. Southwest of the airport, with few arrivals expected on the existing runway, the contours would more closely resemble the No Action Conditions in Exhibit III-6 on the southwest end of the existing runway. Long, thin arrival spikes in the noise contours associated with placing all final approaches on the second runway would be expected to extend to the southwest from that runway. The width of the noise contours near the airport would be slightly wider with a second runway than is presented by the one-runway Proposed Action condition.

If the airport continues to grow, if departures and arrivals are assumed to be distributed relatively evenly on two runways, and if a mid-field terminal is developed, the noise contours could be expected to widen along their full length by approximately 3,500 feet (i.e., the separation distance between the runways)

along the southeastern edge of the airport parallel to the new runway. The length of the contours to the northeast may increase beyond the maximum use one-runway Proposed Action contours, owing to a higher service level. (The degree to which aircraft source noise is reduced as time extends farther into the future would be a governing factor relative to potential contour extension.) Under the approaches to both runways, parallel spikes of arrival noise would be present to the southwest of the airport. Each arrival spike would be expected to be shorter, but broader than the single arrival spike off the southwest end of the second runway in earlier years because of the more equal distribution of arrival traffic on both runways.

The maximum operation of a two-runway system at its capacity could produce noise contours that would roughly duplicate over two runways the single set of concentric contours shown in Exhibit III-6 for the Proposed Action. (Although, since the level of operations for a two-runway configuration at its capacity is less than double the maximum use one runway operational level, simply duplicating a one-runway noise contour pattern is an overestimation for two runways.) A higher proportion of commercial passenger and cargo aircraft, and a lower number of smaller general aviation aircraft, in the mix would serve to increase contour size and extend it outward northeast and southwest of the airport off the ends of both runways. However, reductions in aircraft source noise in the far future years would counterbalance increased numbers of aircraft by an unknown amount.

Beyond the immediate airport environs and over the national properties, few changes would be anticipated in the early years of a second runway. Since the runways are parallel and only 3,500 feet apart, the direction and general location of aircraft departures and arrivals would be the same as with one runway. Aircraft departures would essentially be expected to remain on the existing runway using the same flight tracks. Aircraft arrival noise would shift only very slightly to the southeast near the airport upon final approach. When not in arrival and departure modes close to the airport, aircraft would fly the defined corridors leading to the established enroute fixes. The grid point analysis performed for the Proposed Action maximum one-runway condition is also the best available prediction of noise effects over the national properties for the early years of a second runway. Total numbers of aircraft operations on flight tracks and types of aircraft would be expected to be approximately the same.

As aircraft activity would grow on a two-runway system at Homestead, the assumption is that there would be increased numbers of aircraft over the national properties. Modifications to airspace in the area would be anticipated to handle additional traffic (not only for Homestead, but more importantly for Miami International and other airports), as well as to incorporate technological advances. Aircraft departure noise would assume a somewhat different pattern over Biscayne NP with departures more balanced on two runways and a divergent departure from the southerly runway at times of simultaneous departures. Increases in numbers of aircraft arrivals would be assumed for the eastern portion of Everglades NP that lies directly southwest of the centerlines of the runways. Any noise increases, either in Time Above Ambient or Peak Hour Leq, would be assumed to be related to increased numbers of aircraft operations and/or modifications to flight tracks, rather than louder aircraft. Anticipated reductions in aircraft source noise are assumed to negate any potential increases in LAmax or SEL and to reduce potential increases in Time Above Ambient and Peak Hour Leq—by how much is not currently known.

Unknown is the extent to which dramatic changes in airspace management and use, enabled by new technology, coupled with anticipated reductions in aircraft source noise will render these predicted noise effects over the national properties totally obsolete, as we surpass reasonable ten to twenty year forecast periods.

Chapter VIII
Pre-Realignment Conditions

Prior to its closure, Homestead Air Force Base was the home of a much greater number of military aircraft operations than use the Air Reserve Station under existing conditions. This chapter draws upon the information included in the 1988 AICUZ study's NOISEMAP input files to provide a historical frame of reference for conditions of past years.

In 1988, the United States Air Force prepared an Air Installation Compatible Use Zone assessment of noise conditions surrounding Homestead Air Force Base. The noise contours prepared for that evaluation were developed using the NOISEMAP computer model, based on 1987 operational information. The NOISEMAP model is comparable to the INM in that it uses definitions of aircraft type, numbers of operations during day and night periods, flight locations and performance characteristics to create contours of equal noise exposure. The 1988 noise exposure condition accounted for approximately 222 arrivals and departures and 153 closed-pattern operations daily, compared to existing levels of slightly more than 54 operations per day. At that time, the mix of aircraft was much more complex than at present, and the types of missions flown were more numerous. The flight tracks used by those operations are presented in the *Technical Report on Airport Planning Data*, prepared as a part of the SEIS supplemental material.

The conditions modeled in the 1988 AICUZ study were converted directly from the NOISEMAP input files used by the Air Force to a form acceptable for computation by the INM. While the INM includes all of the military aircraft used in the NOISEMAP model, it does not internally provide for the wide variety of operating modes flown by the military in its mission -- operations that include low and overhead approaches, simulated flame out descents, rapid vertical departures and multiple circling activity. Each of these operation types was extracted from NOISEMAP input files and coded to provide user-based definitions of activity. The numbers of operations assigned to each flight track defined by the NOISEMAP input files were assigned to the INM files. To maintain flight track accountability between the two models, track dispersion was not used for the INM computations of the 1988 data.

One important difference between the NOISEMAP and INM contour process is that the operations information modeled in NOISEMAP assumes a day of active operation and is not distributed across the full 365 days of the year, as is modeled with the INM. For example, numerous military aircraft in the 1987 mix of activity for Homestead Air Force Base were presumed to operate only 250-260 days per year, thus resulting in higher average day activity levels than data assessed over the full 365 day year. Because of this computational difference, the INM contours based on NOISEMAP input files may be as much as 1.5 decibels larger than those which would result from direct computation by NOISEMAP. In contrast, the inclusion of algorithms to account for the difference between noise attenuation over hard and soft surfaces is present in this version of the INM and not in NOISEMAP. The inclusion of hard surfaces (water) causes an increase in noise levels of approximately one to two decibels over that which would be expected over a homogeneous soft (grass) surface, as computed by NOISEMAP. Therefore, the overstatement of the INM by average day operations is balanced in part by the understatement of NOISEMAP for hard surfaces.

VIII.A. Noise Exposure (DNL) Contours - Pre-Realignment

The results developed from NOISEMAP in 1988 included approximately 57.8 square miles within the 65 DNL noise contour. In order to provide a degree of comparability between the 1988 data and the noise levels now present at the facility, as well as those expected to exist if the airport is developed as proposed, the NOISEMAP input data was translated into a form readable by the INM. The resulting contours are

presented in **Exhibit VIII-1**. The area within the 65 DNL contour for pre-realignment conditions, as computed by the INM using the modifications for this evaluation previously discussed, is 69.6 square miles. The difference between the NOISEMAP- and INM-computed areas is a function of both the different assumptions as to what represents an average day of operation and the enhancements to the INM that provide for consideration of the character of the surface over which aircraft fly. The main body of the INM contour and the NOISEMAP contour correlate to an acceptable degree. The difference between the two conditions is principally in the inclusion of long spikes in the 65 DNL contour along the closed overhead patterns south of the airport. These are present in the INM-computed contour and absent in the NOISEMAP-computed contour for the same data because the two models consider the thrust levels (and consequent noise levels produced) along departure and approach segments differently. The INM uses a gradual change of thrust along a segment, while the NOISEMAP considers thrust to change at the end points of segments. In either case, the differences occur principally over uninhabited areas. **Table VIII-1** provides the acreage and estimated housing and population counts within the noise contours as computed by the INM. The population and housing data is based on current housing distributions that differ significantly from the distributions in the area prior to the wide-spread destruction of many residential areas by Hurricane Andrew in 1992.

Table VIII-1
Area of Noise Exposure in Acres, With Current Population and Housing
Pre-Realignment Conditions

Noise Level	Acreage	Population	Dwellings
60-65 DNL	104,928	5,787	1,729
65-70 DNL	23,955	3,720	1,058
70-75 DNL	10,886	2,605	496
75+ DNL	9,696	1,725	323
Total Above 60	149,466	13,837	3,606

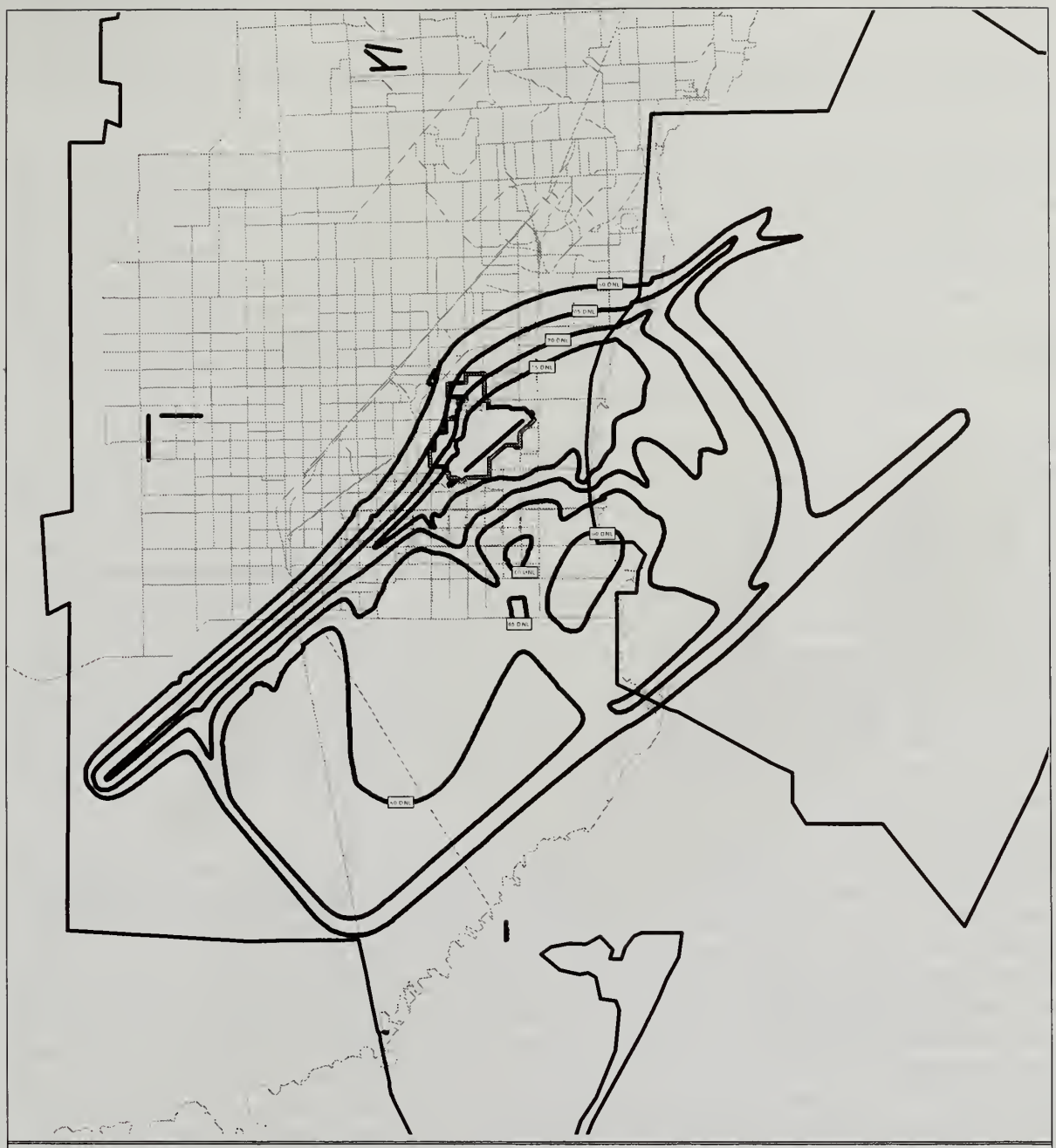
Source: Landrum & Brown, 1999.

Noise exposure data for Homestead's pre-realignment condition are not used in this report to define noise impacts associated with the present proposal to redevelop Homestead as a civil airport. The information may assist some SEIS reviewers who are unfamiliar with aircraft noise analyses to understand existing and anticipated future levels of noise within a context of historical noise that has been experienced by them.

VIII.B. Grid Analysis of Aircraft Noise - Pre-Realignment

The amount of noise present at Homestead Air Force Base prior to its closure after Hurricane Andrew exceeded current noise levels. The pre-realignment noise levels for each grid point location are provided in **Table VIII-2**. The presence of large numbers of operations by loud military jet fighter and transport aircraft prior to realignment caused average noise levels for cumulative metrics to be several decibels greater than are currently experienced. The change in the numbers and types of aircraft using the facility after Hurricane Andrew resulted in a reduction in both cumulative and single event noise levels.

It should be noted that Table VIIII-2 does not present a precise comparison of aircraft noise for pre-realignment and existing conditions. The pre-realignment noise metrics do not include aircraft noise from other airports in the area that overfly the national properties; the existing condition noise metrics include aircraft noise from Miami International, Fort Lauderdale-Hollywood International, Kendall-Tamiami, and Homestead General Aviation Airports. Furthermore, where ambient noise levels are applied to grid cells



0 25000 50000 Feet

Scale: 1" = 25,000'

LEGEND

- Homestead 1987 Pre-Realignment Contour
- National Park Boundary
- Runway
- Roads
- Airport Property

N

Area Shown

Exhibit VIII-1

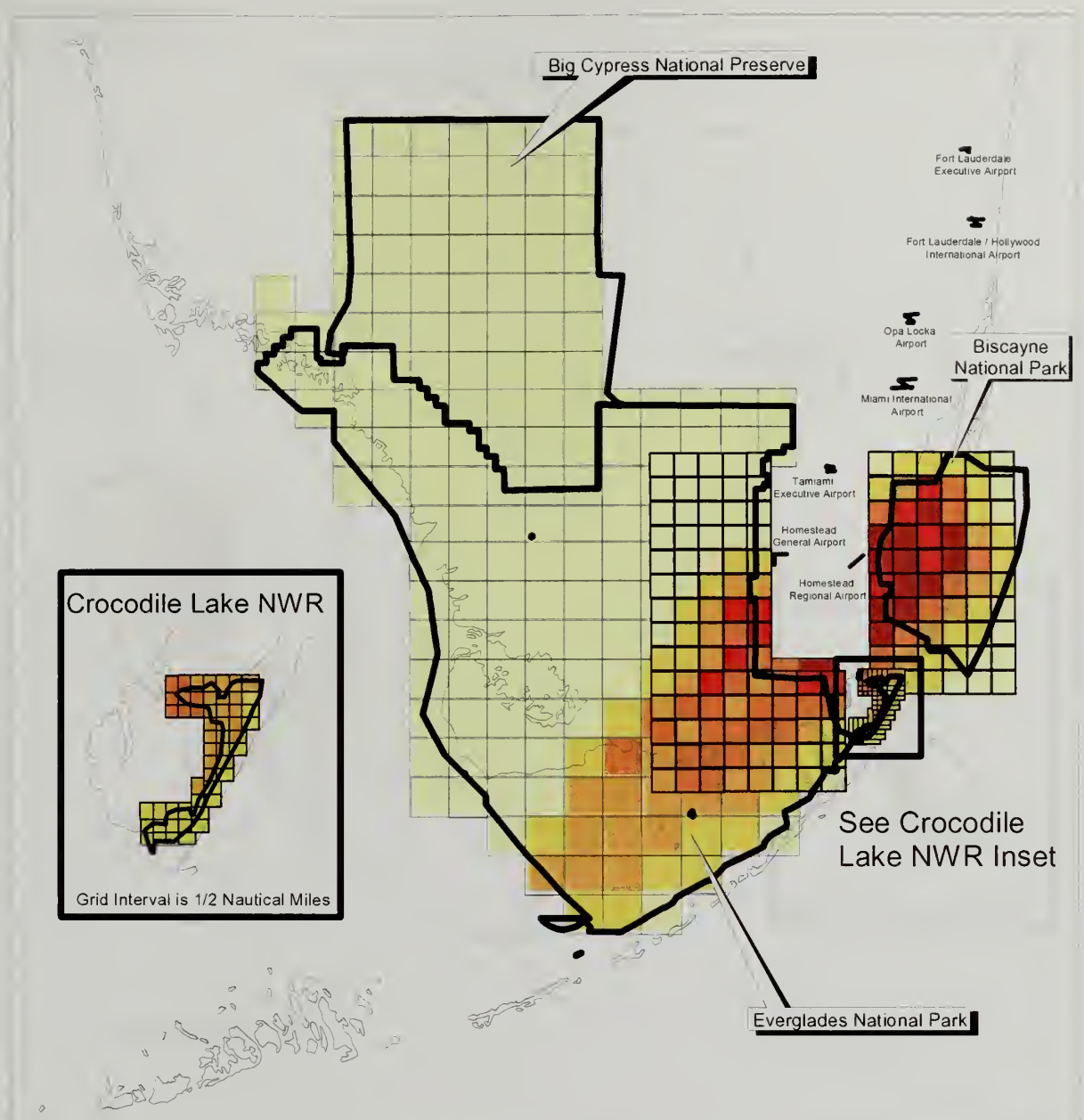
Homestead 1987 Pre-Realignment Noise Contour

and location points as thresholds of evaluation, the ambient levels are representative of 1998 levels rather than what may have been the condition in 1987.

Exhibit VIII-2 presents the LAmax noise grid pattern associated with the operation of Homestead Air Force Base in 1987. The highest single event noise levels were logically located under the departure and approach routes aligned with the runway, and east and south of the runway. Records indicate that little or no traffic from Homestead flew over large areas northwest of the airport. This absence of traffic is reflected by the computed LAmax levels below 45 dBA in the west and north parts of Everglades NP and all of Big Cypress. In contrast, the southeast portion of Everglades NP, Biscayne NP, and Crocodile Lakes properties are all calculated to have been exposed to peak noise levels above 65 dBA, with levels at individual sites ranging as high as 106 dBA. Sites in Biscayne Bay that are nearest the airport were exposed to the highest levels as aircraft climbed out during easterly takeoffs.

Exhibit VIII-3 displays the hourly average noise level (Peak Hour Leq(h)) for the peak hour of operation at Homestead AFB prior to realignment. The grid pattern reflects the noise levels associated with the operations at Homestead during a busy hour of operations. The pattern displayed by the map indicates that the highest peak hour Leq noise levels were present northeast of the airport under the departure paths. Because most pattern and overhead operations occurred to the south of the airport, the highest noise levels were biased in that direction, with most of the west half of Biscayne NP calculated to have been covered by Peak Leq(h) greater than 55 decibels and virtually all of the park above 45 decibels of Peak Leq(h). To the southwest of the airport, the noise levels over the eastern Everglades NP would have been typically less than the levels found in Biscayne NP, although a few locations along the extended centerline or under the overhead approach pattern are calculated to have exceeded 45 decibels of Leq(h). The remainder of the areas in the national properties appear to have been subject to Leq(h) noise of increasingly lower levels as distance between the flight routes near the airport and the locations increased -- a common characteristic of areas exposed to sideline noise events.

Exhibit VIII-4 indicates the amount of time, during the average annual day, that the area was exposed to noise above the current traditional ambient level from aircraft using only Homestead Air Force Base prior to its realignment. In this specific case, the noise levels and exposure patterns related to aircraft using other airports is not included. Historical data was not available in proper form to include noise levels for the 1987 time frame from the other airports. Ambient mapping data was not available for Big Cypress National Preserve because of the small number of measurements there, or in areas adjacent to but not within the other national properties. The area of exposure to noise levels above the traditional ambient level was concentrated in the eastern and southeastern portions of Everglades NP, in Biscayne NP, and Crocodile Lakes NWR. Again, the areas that experienced the greatest number of minutes above the traditional ambient level were located along the principal routes of departure traffic. Areas that primarily experienced arrival traffic were exposed to fewer minutes above the traditional ambient levels. Several sites along the western edge of Biscayne NP experienced aircraft noise above current traditional ambient levels totaling more than six hours per day.



10 0 10 20 Miles

LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

LAmax Level

- <45 dB
- 45.1 - 55 dB
- 55.1 - 65 dB
- 65.1 - 75 dB
- 75.1 - 85 dB
- >85 dB

N

Area Shown

Exhibit VIII-2

1987 Pre-Realignment
LAmax



LEGEND

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades and Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

10 0 10 20 Miles

N

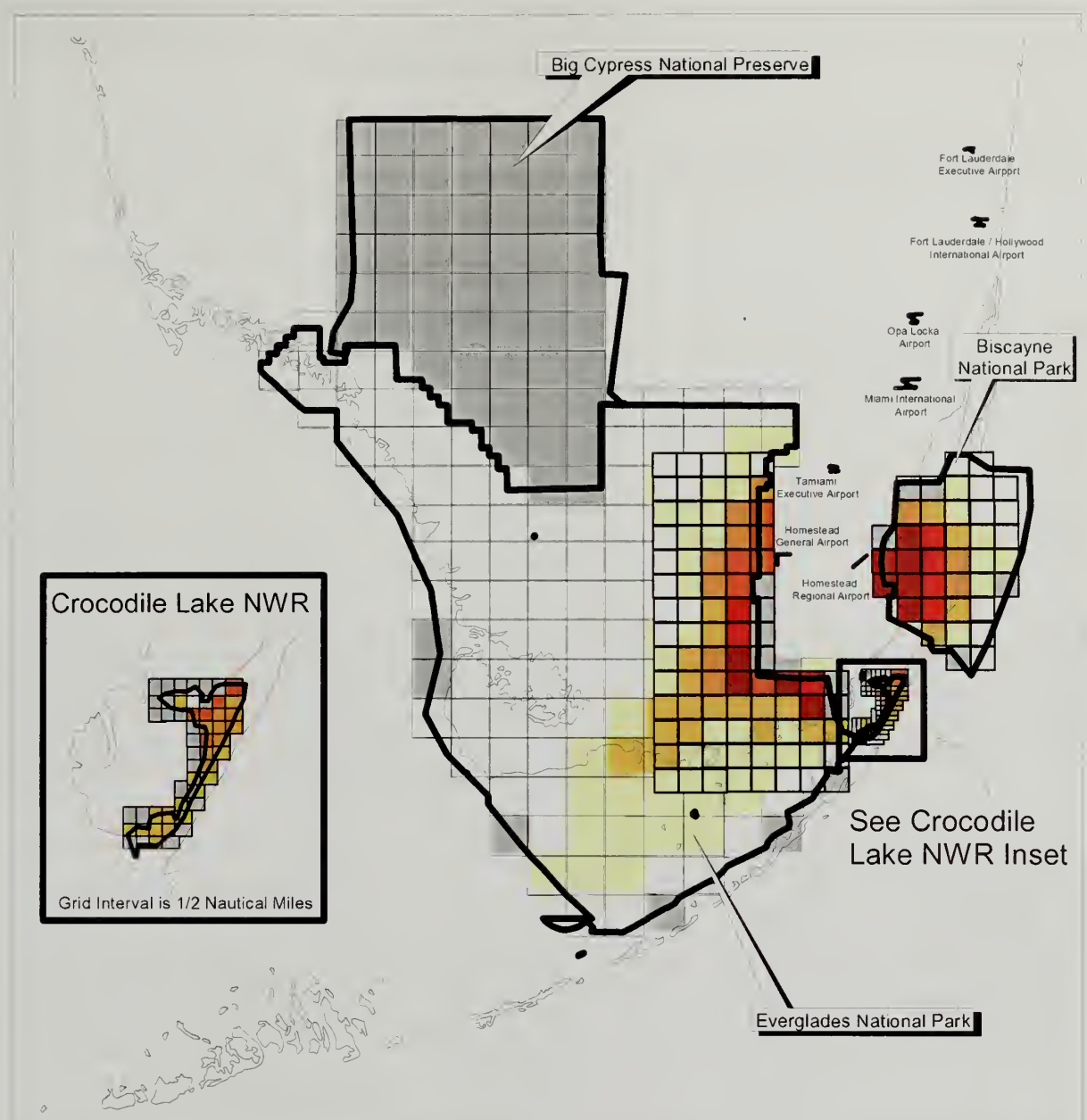
Area Shown

Peak LEQ (h) Level

- < 30.0 dB
- 30.0 - 35.0 dB
- 35.1 - 40.0 dB
- 40.1 - 45.0 dB
- 45.1 - 50.0 dB
- 50.1 - 55.0 dB
- 55.1 - 60.0 dB
- > 60 Peak dB

Exhibit VIII-3

1987 Pre-Realignment
Peak LEQ (h)



Legend

- Crocodile Lake NWR Grid Interval 0.5 Nautical Miles
- Eastern Everglades National Park Grid Interval 2.5 Nautical Miles
- Biscayne National Park Grid Interval 2.5 Nautical Miles
- Evergalades National Park Grid Interval 4.0 Nautical Miles

$TA_{(amb)}$ Level *

- No Change
- <1 minute
- 1 - 10 minutes
- 10.1 - 30 minutes
- 30.1 - 60 minutes
- 1 - 2 Hours
- >2 Hours
- No Data

* Traditional Ambient (Excluding Aircraft Noise) is used to define ambient levels

10 0 10 20 Miles

N

Area Shown

Exhibit VIII-4

1987 Pre-Realignment
Time Above Ambient Level

ADDENDUM TO APPENDIX E

This Addendum contains noise grid point analyses for Key Largo Hammocks State Botanical Site and South Florida Water Management District lands in the vicinity of Homestead (Southern Glades Wildlife and Environmental Area, Model Lands Basin, and Frog Pond).

Key Largo Hammocks State Botanical Site

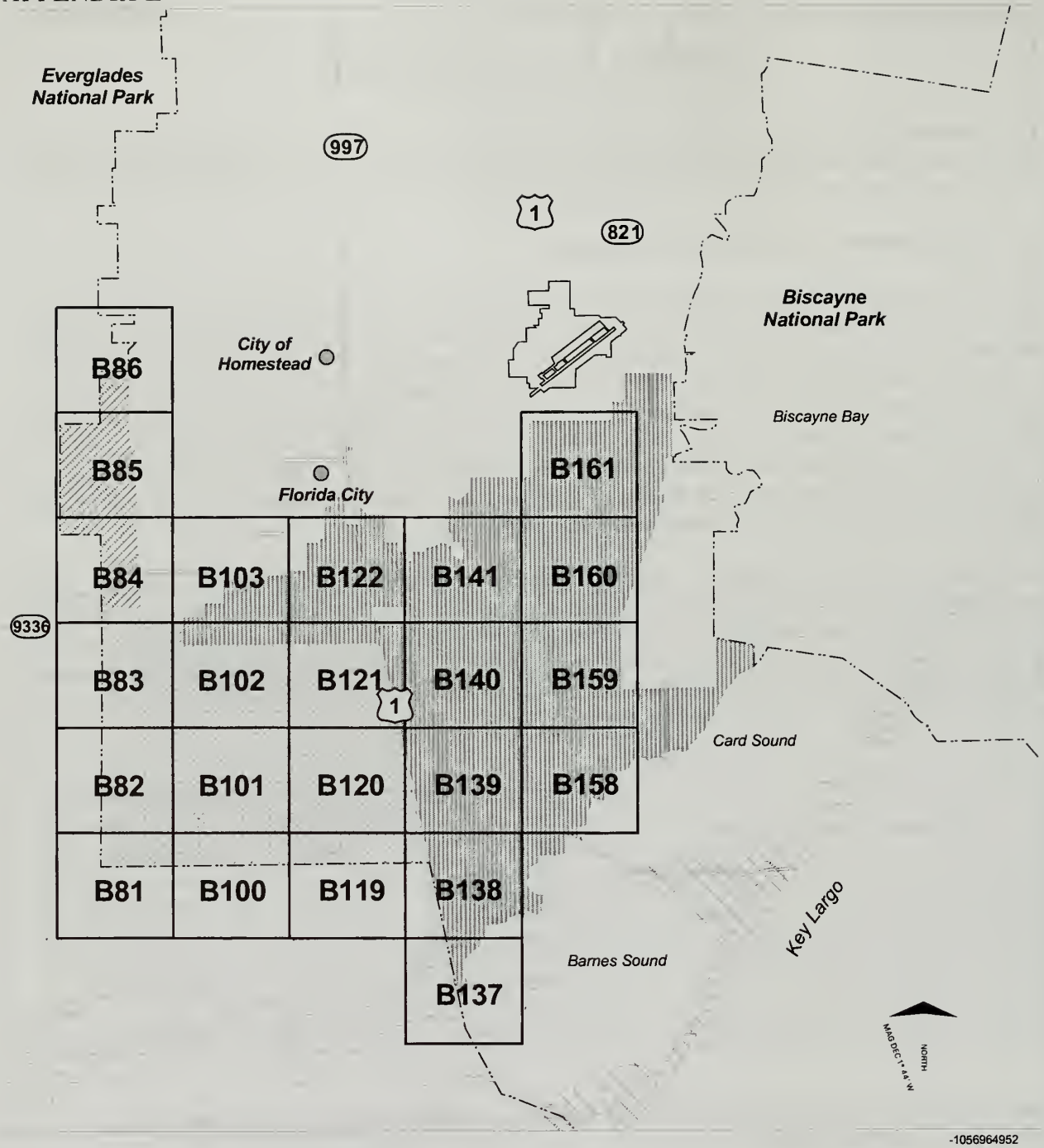
The Key Largo Hammocks State Botanical Site is located adjacent to the northeast corner of Crocodile Lake NWR, in the center of grid location D89 of the Biscayne National Park grid array. The average traditional ambient noise level is 41 decibels. The maximum aircraft noise level would remain at 72.6 decibels throughout the planning period, owing to the continuation of Homestead's use by military fighter jet aircraft. Cumulative noise levels from aircraft operations are projected to increase in the future with the Proposed Action—in 2015, from 34.3 to 38.6 Leq(h); and at maximum use, from 34.3 to 37.8 Leq(h). The maximum use increase is slightly less than the increase in 2015 because of the removal of the MD-80 aircraft from the civil fleet. In both future time frames, cumulative aircraft noise levels would remain below the average traditional ambient noise level.

Time Above Ambient information is not available for grid D89. The closest grid to Key Largo Hammocks State Botanical Site for which TAamb is available is grid C1214 in Crocodile Lake NWR. In grid C1214, TAamb would increase from 13.1 minutes per average day without the Proposed Action to 49.7 minutes in 2015 and 71.2 minutes at maximum use of the single runway airport. TAamb increases would be expected to be less in grid D89 at the Botanical Site than in grid C1214 because both LAmax and Leq(h) levels are lower in grid D89 than in grid C1214.

Difference from No Action	LAmax (dB)	Peak Leq(h) (dB)	Time Above (minutes)
D89 - Increase in 2015	Constant at 72.6	34.3 to 38.6	Not available
D89 - Increase at Maximum Use	Constant at 72.6	34.3 to 37.8	Not available
C1214 - Increase in 2015	Constant at 73.3	36.7 to 42.3	13.1 to 49.7
C1214 - Increase at Maximum Use	Constant at 73.3	36.7 to 41.4	13.1 to 71.2

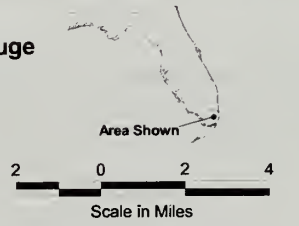
Noise Grid Analysis for South Florida Water Management District Lands—Southern Glades, Model Lands, and Frog Pond

For noise grid point analysis purposes, a grid has been superimposed over a map of the South Florida Water Management District (SFWMD) lands nearest to Homestead (**Figure A**). LAmax, Peak Hour Leq, and DNL noise level information are provided in **Tables A, B, and C** for 1997 and for the projected baseline/No Action and Proposed Action conditions in 2015 and at maximum use.



LEGEND

- Former Homestead AFB
- Grid Interval 2.5 Nautical Miles
- South Florida Water Management District Lands:
  - Model Lands Basin
  - Southern Glades Wildlife and Environmental Area
  - Frog Pond
- Crocodile Lake National Wildlife Refuge
- National Park Boundary
- Major Road
- U.S. Highway
- State Highway
- City



Derived from:
Landrum & Brown 2000, Miami-Dade County 2000, SFWMD 1999b

Figure A
SFWMD Lands Grid Index

Table A. South Florida Water Management District Grid LAmax Comparison

Grid No.	Area*	Ambient Noise Level (dB)	1997 (dB)	2015 (dB)			Maximum Use (dB)		
				No Action	Proposed Action	Difference	No Action	Proposed Action	Difference
B81	G	31.0	64.9	64.9	64.9	0.0	64.9	64.9	0.0
B82	G	31.0	80.9	80.9	80.9	0.0	80.9	80.9	0.0
B83	G	31.0	82.6	82.6	82.6	0.0	82.6	82.6	0.0
B100	G	31.0	60.5	60.5	62.6	2.1	60.5	60.5	0.0
B101	G	NA	69.7	69.7	69.7	0.0	69.7	69.7	0.0
B102	G	NA	86.9	86.9	86.9	0.0	86.9	86.9	0.0
B119	G	45.0	74.2	74.2	74.2	0.0	74.2	74.2	0.0
B120	G	NA	68.4	68.4	68.4	0.0	68.4	68.4	0.0
B121	G	NA	68.9	68.9	68.9	0.0	68.9	68.9	0.0
B84	F	31.0	72.1	72.1	72.1	0.0	72.1	72.1	0.0
B85	F	31.0	72.7	72.7	72.7	0.0	72.7	72.7	0.0
B86	F	40.0	81.7	81.7	81.7	0.0	81.7	81.7	0.0
B103	M	NA	85.3	85.3	85.3	0.0	85.3	85.3	0.0
B122	M	NA	95.4	95.4	95.4	0.0	95.4	95.4	0.0
B137	M	47.0	74.2	74.2	74.2	0.0	74.2	74.2	0.0
B138	M	40.0	77.4	77.4	77.4	0.0	77.4	77.4	0.0
B139	M	NA	83.1	83.1	83.1	0.0	83.1	83.1	0.0
B140	M	NA	84.4	84.4	84.4	0.0	84.4	84.4	0.0
B141	M	NA	88.2	88.2	88.2	0.0	88.2	88.2	0.0
B158	M	NA	77.7	77.7	77.7	0.0	77.7	77.7	0.0
B159	M	NA	80.6	80.6	80.6	0.0	80.6	80.6	0.0
B160	M	NA	90.2	90.2	90.2	0.0	90.2	90.2	0.0
B161	M	NA	90.3	90.3	90.3	0.0	90.3	90.3	0.0

Note: Differences in noise where ambient noise measurements are available consider the ambient level as a threshold for reporting. This measured threshold applies to grids B81–86, B100, B119, B137, and B138.

* G = Grid in Southern Glades
F = Grid in Frog Pond
M = Grid in Model Lands

The tables identify the grids that are primarily associated with various SFWMD lands in sequential order—Southern Glades (G), Frog Pond (F), and Model Lands (M). Grids are spaced at 2.5 mile intervals. Since the grids are square and property boundaries are irregular, there is not an exact match between grid spacings and property boundaries. Coverage of lands by the grids is almost complete; some edges of the Model Lands Basin overlap the area of the Grid B coverage.

Table B. South Florida Water Management District Grid Peak Hour Leq Comparison

Grid No.	Area*	Ambient Noise Level (dB)	1997 (dB)	2015 (dB)			Maximum Use (dB)		
				No Action	Proposed Action	Difference	No Action	Proposed Action	Difference
B81	G	31.0	31.3	31.6	34.6	3.0	31.4	34.4	3.0
B82	G	31.0	39.8	39.8	41.0	1.2	39.8	40.9	1.1
B83	G	31.0	41.3	41.2	43.3	2.0	41.2	44.0	2.8
B100	G	31.0	31.6	31.6	36.6	5.0	31.6	36.0	4.4
B101	G	NA	34.5	34.6	43.5	7.9	34.6	43.2	7.6
B102	G	NA	42.9	42.9	49.3	6.4	42.9	49.8	6.9
B119	G	45.0	36.3	36.3	43.1	0.0	36.3	40.4	0.0
B120	G	NA	33.3	33.2	42.8	9.7	33.2	44.2	11.0
B121	G	NA	37.8	37.7	42.2	4.5	37.7	42.2	4.5
B84	F	31.0	39.0	39.3	42.3	2.9	39.3	43.6	4.3
B85	F	31.0	45.8	46.3	46.7	0.4	46.6	47.0	0.4
B86	F	40.0	54.5	55.3	55.5	0.2	55.7	56.0	0.3
B103	M	NA	39.0	38.7	45.2	6.5	38.7	46.7	8.0
B122	M	NA	47.6	47.5	52.0	4.5	47.5	53.6	6.1
B137	M	47.0	29.1	29.1	36.7	0.0	29.1	36.3	0.0
B138	M	40.0	33.8	33.8	40.2	0.2	33.8	38.9	0.0
B139	M	NA	39.8	39.7	45.6	5.9	39.7	46.2	6.5
B140	M	NA	46.2	46.2	47.5	1.3	46.2	47.3	1.1
B141	M	NA	52.4	52.4	52.7	0.3	52.4	52.7	0.3
B158	M	NA	42.8	42.8	46.9	4.1	42.8	45.8	3.0
B159	M	NA	50.4	50.4	51.1	0.7	50.4	51.3	0.9
B160	M	NA	57.8	57.8	57.9	0.1	57.8	57.9	0.1
B161	M	NA	49.7	49.6	50.4	1.0	49.6	50.7	1.1

Note: Differences in noise where ambient noise measurements are available consider the ambient level as a threshold for reporting. This measured threshold applies to grids B81–86, B100, B119, B137, and B138.

* G = Grid in Southern Glades
F = Grid in Frog Pond
M = Grid in Model Lands

Traditional ambient noise levels are available for grids that abut Everglades National Park and Biscayne National Park and for special noise assessment locations where ambient measurements were done. The tables use all available traditional ambient data. Generally, along the western edge of the Southern Glades and Frog Pond, traditional ambient levels are around 31 decibels, increasing to 40 decibels in the northern Frog Pond grid, B86. Grids located closer to U.S. Highway 1 within the Southern Glades and Model Lands Basin have higher traditional ambient levels of 40, 45, and 47 decibels. Grids along the Biscayne National Park edge of the Model Lands Basin (where the Model Lands edges extend somewhat east of Grid B) also have higher traditional ambient levels. The average traditional ambient level is 45 decibels east of grid B158; 49 decibels, east of grid B159; and 56 decibels, east of grid B161.

Table C. South Florida Water Management District Grid DNL Comparison

Grid No.	Area*	Ambient Noise Level (dB)	1997 (dB)	2015 (dB)			Maximum Use (dB)		
				No Action	Proposed Action	Difference	No Action	Proposed Action	Difference
B81	G	31.0	26.7	26.8	31.3	0.3	26.8	31.0	0.0
B82	G	31.0	35.1	35.1	37.1	2.0	35.1	37.0	1.9
B83	G	31.0	36.6	36.6	39.6	3.0	36.6	40.5	3.9
B100	G	31.0	27.1	27.1	33.7	2.7	27.1	33.1	2.1
B101	G	NA	31.1	31.0	40.8	9.7	31.0	40.7	9.7
B102	G	NA	38.3	38.3	46.5	8.3	38.3	47.2	9.0
B119	G	45.0	31.7	31.7	40.1	0.0	31.7	37.4	0.0
B120	G	NA	29.0	28.8	40.3	11.5	28.8	41.9	13.1
B121	G	NA	33.6	33.4	39.4	6.0	33.4	39.4	6.0
B84	F	31.0	33.8	33.8	38.6	4.8	33.8	40.3	6.5
B85	F	31.0	39.5	39.9	40.8	0.9	40.1	41.2	1.1
B86	F	40.0	47.7	48.5	49.0	0.5	48.8	49.4	0.6
B103	M	NA	35.1	34.4	42.6	8.2	34.4	44.4	10.0
B122	M	NA	43.0	42.9	49.0	6.1	42.9	51.0	8.1
B137	M	47.0	24.7	24.8	34.2	0.0	24.8	33.7	0.0
B138	M	40.0	29.4	29.3	37.5	0.0	29.3	36.0	0.0
B139	M	NA	35.3	35.2	42.9	7.7	35.2	43.7	8.5
B140	M	NA	41.6	41.5	43.6	2.1	41.5	43.4	1.9
B141	M	NA	47.9	47.8	48.3	0.5	47.8	48.3	0.5
B158	M	NA	38.2	38.2	43.8	5.7	38.2	42.6	4.5
B159	M	NA	45.8	45.8	46.9	1.1	45.8	47.3	1.5
B160	M	NA	53.2	53.2	53.3	0.1	53.2	53.3	0.1
B161	M	NA	45.2	45.0	46.6	1.6	45.0	46.8	1.8

Note: Differences in noise where ambient noise measurements are available consider the ambient level as a threshold for reporting. This measured threshold applies to grids B81–86, B100, B119, B137, and B138.

* G = Grid in Southern Glades
F = Grid in Frog Pond
M = Grid in Model Lands

Table A presents the maximum noise level (LAmax) to which each grid would be exposed for baseline and future conditions. In all but one case, the maximum noise level now present from military fighter aircraft would remain the maximum level in the future. Only within one grid, B100 in the Southern Glades, is the maximum level predicted to increase in 2015 because of the MD-80 civil aircraft. When MD-80 aircraft are removed from the civil fleet by the time of maximum use of the runway, the maximum noise level would again be by military aircraft. Maximum noise levels would range from 60.5 decibels in Southern Glades grid B100 about 14 miles southwest of the airport to 95.4 decibels in Model Lands grid B122 located under the approach to the runway approximately 5 miles southwest of the airport.

Table B provides the Peak Hour Leq level to which each grid would be exposed for baseline and future conditions. In areas where traditional ambient noise levels are available, the ambient level sets a threshold for computation of the Leq(h) increases associated with the Proposed Action. In grids where no ambient measurements were done—which comprise the largest number of these grids—the difference between the No Action and Proposed Action condition is simply the absolute calculated difference.

Peak Hour Leq increases of less than 5 decibels are *de minimis* and considered to constitute no change in cumulative aircraft noise. In 2015, Leq increases of 5 to 9.7 decibels are projected in grids B100, B101, B102, and B120 in the Southern Glades, and increases of 5.9 and 6.5 decibels are projected in grids B139 and B103 in the Model Lands Basin. At maximum use, Leq increases of 6.9 to 11 decibels are projected in grids B101, B102, and B120 in the Southern Glades, and increases of 6.1 to 8.0 decibels are projected in grids B103, B122, and B139 in the Model Lands Basin. Aircraft noise Leq(h) increases would probably be less in comparison to a traditional ambient threshold if more traditional ambient measurements were available for the Southern Glades and Model Lands grids. This assumption is based on looking at the traditional ambient measurements that are available in these areas as distance from Everglades National Park increases and more human-made noises from other sound sources contribute to higher traditional ambient levels.

In the Southern Glades at maximum use of a commercial airport, Peak Hour Leq values from aircraft noise are projected to range from 34.4 decibels in the area farthest from Homestead to 49.8 decibels closest to the extended runway centerline. By comparison, No Action aircraft noise Leq(h) values for the maximum use timeframe would be between 31.4 and 42.9 decibels. In the Model Lands Basin, commercial airport maximum use Peak Hour Leq values are projected to range from 36.3 decibels farthest from Homestead to 57.9 decibels closer to the runway. The No Action comparison range of Leq(h) from aircraft noise would be between 29.1 and 57.8 decibels in the Model Lands Basin. These Leq(h) values are only reporting aircraft noise. In the two Model Lands grids with the lowest aircraft Leq(h) values (grids B137 and B138), the average traditional ambient is higher than cumulative aircraft noise levels under either No Action or Proposed Action conditions. In the Frog Pond, Leq(h) values are projected to range from 43.6 to 56.0 decibels with the Proposed Action at maximum use, compared to a range of 39.3 to 55.7 decibels under future No Action conditions.

With the exception of grid B122 in the Model Lands Basin, areas with the highest absolute Leq values (i.e., above 50 decibels) are projected to have the smallest increases in Leq with the Proposed Action because the No Action Leq values are similar (e.g., at maximum use—Frog Pond B86: No Action = 55.7 vs. Proposed Action = 56.0; Model Lands B141: No Action = 52.4 vs. Proposed Action = 52.7; Model Lands B159: No Action = 50.4 vs. Proposed Action = 51.3; Model Lands B160: No Action = 57.8 vs. Proposed Action = 57.9; Model Lands B161: No Action = 49.6 vs. Proposed Action = 50.7).

Table C provides DNL values for each grid. Although DNL and peak hour Leq numbers are somewhat different because of the difference in calculating the two metrics, both are cumulative noise metrics and present similar patterns of aircraft noise effects. The DNL values are somewhat lower than the Leq(h) values because the Leq(h) calculates values based on the peak (i.e., busiest) hour of the day. At maximum use with the Proposed Action, the DNL in the Southern Glades is projected to range from 31.0 to 47.2 decibels. In the Model Lands Basin, the maximum use Proposed Action DNL range would be from 33.7 to 53.3 decibels. The DNL in the Frog Pond would range from 40.3 to 49.4 decibels at maximum use of the Proposed Action.

F Soil Map Unit Descriptions



SOIL MAP UNIT DESCRIPTIONS

The following soil map unit descriptions are derived from the U.S. Department of Agriculture Soil Survey of Dade County Area, Florida, Printed 1996.

Biscayne Gravelly Marl, Drained

The drained Biscayne gravelly marl is a very shallow, nearly level, poorly drained soil located on broad, low flats, in sloughs, and in transverse glades. Individual areas are irregularly shaped or rectangular and have slopes that are smooth or concave and are less than 2 percent. Typically, the surface layer is about 7 inches of dark gray gravelly marl that has a silt loam texture. Limestone fragments are 15 to 25 percent, by volume, but can range to as much as 35 percent. The fragments typically range from 2 millimeters to 7.5 centimeters in diameter. Hard, porous limestone occurs at about 7 inches.

Permeability is moderate. The water table remains within 10 inches of the surface for 2 to 4 months during most years, receding to as deep as 36 inches during dry periods.

At some time in the past, all areas have been drained, rock-plowed or mechanically scarified, and cultivated. The natural vegetation no longer remains, and abandoned fields rapidly become overgrown. If a water-control system is installed and properly maintained, this soil is well suited to a variety of shallow-rooted cultivated crops. It is also suited for pasture.

This soil is poorly suited to the production of ornamental trees and shrubs because of the depth to bedrock. It is also poorly suited for the production of citrus and mangos because of the wetness. It is unsuited to the production of avocados. It is not used as forest land. Because of the wetness and the depth to bedrock, this soil is severely limited as a site for buildings, sanitary facilities, and recreational development. Additional drainage measures and large amounts of fill are needed to overcome these circumstances.

Lauderhill Muck, Depressional

The Lauderhill muck depressional is a moderately deep, nearly level, and very poorly drained soil located on narrow drainageways and broad open areas in sawgrass marshes. Individual areas are long and narrow or broad and irregularly shaped, and slopes are smooth or concave and are less than 2 percent. Typically, the soil is muck to a depth of about 30 inches, the upper 7 inches is black, and the lower 23 inches is very dark brown. Hard, porous limestone bedrock is at a depth of about 30 inches.

Permeability is rapid. In most years, this soil type is ponded for 9 to 12 months. The water table is within 10 inches of the surface for the rest of the year.

Most areas support natural vegetation, which consists of cattail and sawgrass. Areas of this soil can provide cover for deer and excellent habitat for wading birds and other kinds of wetland wildlife.

This soil generally is not suited to cultivation under natural conditions. This soil is not suited to the production of citrus, avocados, or pine trees because of the wetness. Because of the ponding, excess humus, subsidence, low strength, and the depth to bedrock, this soil is severely limited as a site for buildings, sanitary facilities, and recreational development.

Pennsuco Marl, Drained

The drained Pennsuco marl is a deep, nearly level, poorly drained soil located on broad, low coastal flats and in transverse glades. Individual areas are broad and irregularly shaped and range from 10 to 350 acres in size. Slopes are smooth or concave and are less than 1 percent. Typically, the surface layer is about 8 inches of dark grayish brown marl that has a texture of silt loam. The underlying material extends to a depth of about 44 inches. It is grayish brown in the upper 19 inches and dark gray in the lower 17 inches. Very pale brown, soft accumulations of calcium carbonate are between depths of 8 and 44 inches and very dark gray pockets and vertical streaks are below a depth of about 27 inches. Soft, porous limestone is at a depth of about 44 inches.

Permeability is moderately slow. The water table in the Pennsuco soil remains within a depth of 10 inches for 2 to 4 months during most of the year and is at a depth of 10 to 40 inches for the rest of the year.

At some time in the past, all areas have been drained and cultivated. The native vegetation no longer remains and abandoned fields quickly become overgrown. A water-control system has been installed in most areas. If the water-control system is properly maintained, this soil is well suited to a variety of cultivated vegetable and grain crops and ornamental trees or shrubs. This soil is also suited to pasture.

This soil is poorly suited to the production of citrus and mangos because of the wetness and is unsuited for the production of avocados. This soil is generally not used as forest land but is suited to pasture. Because of the wetness and the depth to bedrock, this soil is severely limited as a site for buildings, sanitary facilities, and recreational development. Additional drainage and large amounts of fill generally are needed to overcome these limitations.

Pennsuco Marl

The Pennsuco marl is a deep, nearly level, very poorly drained soil located in broad, low coastal marshes and sloughs and in small depressional areas. Individual areas are broad and irregularly shaped. Slopes are smooth or concave and are generally less than 1 percent. Typically, the surface layer is about 4 inches of light brownish gray marl that has a texture of silt loam and has common black streaks in old root channels. From 4 to 46 inches, this soil is a light gray marl and has a few black streaks. Commonly, this soil has whole snail shells and shell fragments that are sand sized to 1 inch in diameter. Soft, porous limestone occurs at about 46 inches.

Permeability is moderately slow. The water table in the Pennsuco soil remains within a depth of 6 inches for 2 to 4 months during most of the year and is at a depth of 10 to 30 inches the rest of the year.

At some time in the past, all areas have been cleared, drained, and cultivated. The native vegetation no longer remains and abandoned fields quickly become overgrown. A water-control system has been installed in most areas. If the water-control system is properly maintained, this soil is well suited to a variety of cultivated vegetable and grain crops and ornamental trees and shrubs.

Generally this soil is not used as forest land or rangeland, and because of ponding, this soil is severely limited as a site for buildings, sanitary facilities, and recreational development.

Perrine Marl, Drained

The drained Perrine marl is a moderately deep, nearly level, poorly drained soil located on broad, low coastal flats and in transverse glades. Individual areas are broad and irregularly shaped. Slopes are smooth or concave and are generally less than 1 percent. Typically, the surface layer is about 10 inches of grayish brown marl that has a texture of silt loam. From 11 to approximately 26 inches, this soil is a light brownish gray marl, of silt loam texture, with few to many light gray, soft accumulations of calcium carbonate and few grayish brown stains in pockets or around pores and root channels. Soft, porous limestone bedrock occurs at about 26 inches.

Permeability is moderately slow. During most years the water table remains within 10 inches of the surface for 2 to 4 months and is at a depth of 10 to 30 inches for the rest of the year.

At some time in the past, all areas have been cleared, drained, and cultivated. The native vegetation no longer remains, and abandoned fields quickly become overgrown. A water-control system has been installed in most areas. If the water-control system is properly maintained, this soil is well suited to a variety of cultivated vegetable and grain crops and ornamentals. This soil is also suited to pasture.

The soil is poorly suited to the production of citrus and mangos because of the wetness and is unsuited to the production of avocados. This soil generally is not used as forest land but is suited to pasture. Because of the wetness and the depth to bedrock, the soil is severely limited as a site for buildings, sanitary facilities, and recreational development.

Krome Very Gravelly Loam

Krome very gravelly loam is a very shallow, nearly level, moderately well drained soil located on broad, very low hills on the Miami Ridge. Individual areas are broad and irregularly shaped. Slopes are smooth and generally range from 0 to 2 percent. The soil is generally dark brown, about 7 inches thick. It is underlain by hard, porous limestone at about 7 inches.

Permeability is moderate. The water table is within the limestone bedrock. It is at a depth of 40 to 60 inches in most years.

At some time in the past, all areas have been rock-plowed or mechanically scarified and cultivated, and natural vegetation no longer remains. This soil is suitable for pasture, citrus, and a wide variety of fruit and vegetable crops with special management.

This soil generally is not used as forest land. Due to the depth to bedrock and small stones, this soil is severely limited as a site for buildings, sanitary facilities, and recreational development. Local construction methods generally overcome these limitations, allowing this soil be to used for urban development.

Udorthents-Water Complex

The Udorthents-Water complex is a soil map unit that consists of Udorthents and open bodies of water. Udorthents' thickness range from very shallow to deep. They consist of unconsolidated or heterogeneous material removed during the excavation of ditches, canals, lakes, ponds, and quarries, with slopes from 15 to 60 percent. About 65 percent of this map unit is Udorthents, and about 20 percent is open water. Typically, the Udorthents consist of mixed light gray and white limestone gravel and loamy carbonate material, which can extend to depths of 80 inches or more.

Permeability is moderate. The water table in areas of the Udorthents is within the limestone bedrock.

Weeds and native grasses have become established in some areas, while other areas support little or no vegetation. This soil type is not used as cropland. In many areas it is used as a source of road-building material and as a source of fill for new homesites, golf courses, and other construction purposes.

Udorthents, Limestone Substratum-Urban Land Complex

Forty to 70 percent of this soil map unit consists of Udorthents in open areas. Twenty-five to 60 percent consists of Urban land, or areas covered by concrete and buildings. Slopes are generally 0 to 2 percent. The Udorthents typically consist of fill material that is light gray and white, extremely stony loam about 55 inches thick, underlain by limestone bedrock.

Udorthents are in areas of lawns, vacant lots, parks, and playgrounds. Urban land consists of streets, driveways, sidewalks, parking lots, buildings, and other structures in areas where the soil is covered and cannot be observed.

Permeability is moderate in the stony fill material. The water table in areas of the Udorthents is within the limestone bedrock.

The Udorthents areas are not used as cropland, but are used as fill material. The fill material improves the suitability of low areas for building site development or other urban uses. Lawns and ornamental plants established on the soils in this map unit, require a layer of good topsoil about 6 inches thick.

Udorthents, Marl Substratum-Urban Land Complex

Forty to 70 percent of this map unit consists of Udorthents in open areas. Twenty-five to 60 percent consists of Urban land, or areas covered by concrete and buildings. The Udorthents consist of heterogeneous material that has been excavated and spread. Slopes are generally 0 to 2 percent. Typically, the upper 12 inches of the Udorthents is a light gray, very gravelly loam. The next 29 inches is brown gravelly sandy loam. From 30 to more than 60 inches, this soil map unit is predominantly natural marl soil. Hard, porous limestone occurs at about 60 inches.

Udorthents are in areas of lawns, vacant lots, parks, and playgrounds. Urban land consists of streets, driveways, sidewalks, parking lots, buildings, and other structures in areas where the soil is covered and cannot be observed.

Permeability is moderate to moderately slow in the layers of marl. Depth to the water table in the Udorthents is frequently more than 40 inches, but varies, depending on the thickness of the fill.

The Udorthents are not used as cropland, but are used as fill material. The fill improves the suitability of low areas for building site development or other urban uses. Lawns and ornamental plants established on the soils in this map unit, require a layer of good topsoil about 6 inches thick.

Perrine Marl

Perrine marl is a moderately deep, nearly level, very poorly drained soil located in broad, low coastal marshes and sloughs and in small depressions. Individual areas are broad and irregularly shaped and slopes are smooth or concave and are generally less than 1 percent. Typically, the surface layer is about 4 inches of grayish brown marl with a silt loam texture, underlain to a depth of about 29 inches by a silt

loam marl that is mottled in shades of light brownish gray and light gray, having very dark grayish brown pockets and streaks. Soft, porous limestone is at a depth of about 29 inches.

Permeability is moderately slow. The water table in the Perrine soil remains at or above the surface for 2 to 6 months in most years and is within a depth of 12 inches for the rest of the year. Areas of this soil provide excellent habitat for wading birds, aquatic reptiles, small crustaceans, and other wetland wildlife.

Because of ponding, high pH, and boron toxicity, this soil is poorly suited to cultivated crops and the production of nursery plants. This soil is generally not used as forest land. Because of the ponding and the depth to bedrock this soil is severely limited as a site for buildings, sanitary facilities, and recreational development.

Biscayne Marl

Biscayne marl is a very shallow or shallow, nearly level, very poorly drained soil located on broad, low coastal flats, in freshwater marshes and sloughs, and in small depressional areas. Individual areas are broad and irregularly shaped and slopes are smooth or slightly concave, generally less than 2 percent. Typically, the surface layer is about 5 inches of gray marl silt loam. From 6 to a depth of about 17 inches, the soil is a gray or grayish brown marl silt loam.

Permeability is moderate. The water table in the Biscayne marl soil remains at or above the surface for 2 to 4 months during most years and recedes down to 20 inches during dry periods. Areas of this soil provide habitat for wading birds, aquatic reptiles, small crustaceans, and other wetland wildlife.

Because of ponding and salinity in some areas, this soil is poorly suited to cultivated crops such as citrus, mangos, and avocados, the production of nursery plants, and pasture. This soil is generally not used as forest land. Because of the ponding and the depth to bedrock, this soil is severely limited as a site for buildings, sanitary facilities, and recreational development.

Urban Land

The Urban land soil map unit is in areas where more than 85 percent of the surface is covered by shopping centers, parking lots, streets, sidewalks, airports, large buildings, houses, and other structures. The natural soil cannot be observed. The soils in open areas, mostly lawns, vacant lots, playgrounds, and parks, are mainly Udorthents, having been altered by grading or fill.

Biscayne Marl, Drained

The drained Biscayne marl is a very shallow or shallow, nearly level, poorly drained soil located on broad, low coastal flats and in transverse glades. Individual areas are broad and irregularly shaped or are rectangular. Slopes are smooth or concave and are generally less than 2 percent. Typically, the surface layer is about 5 inches of gray marl silt loam. At depths to 15 inches, the soil is a gray and light gray marl with a silt loam texture. Hard, porous limestone bedrock occurs at about 15 inches.

Permeability is moderate. In the Biscayne marl soil, the water table remains within 10 inches of the surface for 4 to 6 months during most years and receding down to 20 inches during dry periods.

At some time in the past, all areas have been drained and cultivated. The native vegetation no longer remains and abandoned fields quickly become overgrown. A water-control system has been installed in

most areas. If the water-control system is properly maintained, this soil is well suited to a variety of shallow-rooted cultivated crops. This soil is also suited to pasture.

Because of the wetness, the soil is poorly suited to the production of citrus and mangos, and is unsuited to the production of avocados. This soil is not used as rangeland or forest land.

This soil is severely limited as a site for buildings, sanitary facilities, and recreational development because of the wetness and the depth to bedrock.

Cardsound-Rock Outcrop Complex

This soil map unit consists of a Cardsound soil intermingled with areas of Rock outcrop. Individual areas are irregularly shaped or rectangular, and slopes are smooth and range from 0 to 2 percent. About 54 percent of this map unit is soils, and 38 percent is Rock outcrop. Typically, the surface layer of the Cardsound soil is a dark yellowish brown silty clay loam, generally about 4 inches thick underlain by hard, porous limestone.

Permeability is moderately slow. The water table in areas of the Cardsound soil is at a depth of 60 to 72 inches within the limestone bedrock.

This map unit is generally not used for fruit or vegetable crops.

Because of the depth to bedrock, this map unit is severely limited as a site for urban uses. However, with local construction methods, the limitations on use of this soil type for urban development can be overcome.

Opalocka-Rock Outcrop Complex

This soil map unit consists mainly of an Opalocka soil intermingled with areas of Rock outcrop. Individual areas are generally small in size, with smooth slopes that generally range from 0 to 2 percent. Typically, the surface layer of the Opalocka soil is brown sand, about 6 inches thick, with a hard, porous limestone bedrock underneath.

Permeability is very rapid in the soil. The water table in areas of the Opalocka soil is at a depth of 60 to 72 inches within the limestone bedrock.

Generally this map unit is not used for rangeland or fruit and vegetable crops. However, when cleared and rock-plowed, the map unit becomes Krome very gravelly loam, which commonly is used for crop production.

Because of the depth to bedrock, this map unit is severely limited for urban uses. However, with local construction methods, the limitations on the use of this soil type for urban development can be overcome.

Chekika Very Gravelly Loam

Chekika very gravelly loam is a very shallow, nearly level, somewhat poorly drained soil located in transitional areas between the Miami Ridge and the Everglades. Individual areas are broad and irregularly shaped. Slopes are smooth and generally range from 0 to 2 percent. Typically, the surface layer is dark grayish brown very gravelly loam, about 5 inches thick, with a hard, porous limestone bedrock underneath.

Permeability is moderate. In most years, the water table in areas of the Chekika soil is at a depth of 12 to 36 inches within the limestone bedrock.

At some time in the past, all areas have been rock-plowed and used for vegetable crops. This soil is suitable for pasture and fruit and vegetable crops, but special management is needed.

This soil is not used as forest land but is suited to pasture. Because of the depth to bedrock and the wetness, this soil is severely limited as a site for urban uses. Water-control measures and mounding may be needed on sites for septic tank absorption fields and buildings.

Matecumbe Muck

Matecumbe muck is a very shallow, moderately well drained soil located on small tropical hardwood hammocks on the Miami Ridge and in the Everglades. It is occasionally flooded. Slopes are smooth or slightly convex and are generally less than 2 percent. Typically, the surface layer is a thin bed of leaf litter, twigs, and branches in varying stages of decomposition. Soft limestone bedrock is at a depth of about 3 inches, with sinkholes of varying size.

Permeability is rapid. In most years, the water table in areas of the Matecumbe soil is at a depth of 18 to 36 inches within the limestone bedrock.

Generally this soil is not suited to pasture, vegetable crops, or the production of fruit or citrus because of the depth to bedrock. This soil is generally not used as rangeland. It is well suited to wildlife habitat. Because of the depth to bedrock, this soil is severely limited as a site for urban uses.

Biscayne-Rock Outcrop Complex

This soil map unit consists of Biscayne marl intermingled with areas of Rock outcrop. Individual areas are broad and irregularly shaped and slopes are smooth and generally less than 2 percent. Typically, the surface layer of the Biscayne soil is about 4 inches of grayish brown marl that has a texture of silt loam. It is underlain by a hard, porous limestone bedrock.

Permeability is moderate. The soil can be briefly ponded during extremely wet periods, but for the majority of most years, the water table is below the surface.

Most areas support natural vegetation, but this map unit is not used for fruit or vegetable crops, ornamental plants, forest land, or pasture.

Because of the wetness and the depth to bedrock, this map unit is severely limited as a site for urban uses and recreational development.

Perrine Marl, Tidal

The tidal Perrine marl is a moderately deep, nearly level, very poorly drained soil located in tidal mangrove swamps near the coast. Slopes are smooth or concave and are generally less than 1 percent. Typically, the surface layer is about 12 inches thick and consists of dark brown marl that has a texture of silt loam. From 12 to 26 inches, it is dark gray marl silt loam underlain by soft, porous limestone.

Permeability is moderately slow and, under natural conditions, this Perrine marl soil remains saturated as the water table fluctuates with the tides. Areas of this soil can provide excellent habitat for birds and small marine crustaceans.

This soil is not suited to cropland, groves, or improved pasture because of tidal flooding and salinity. Because of the tidal flooding, the depth to bedrock, and the wetness, this soil is severely limited as a site for all urban uses.

Pennsuco Marl, Tidal

The tidal Pennsuco marl is a deep, nearly level, very poorly drained soil in tidal mangrove swamps near the coast. Slopes are smooth or concave and generally less than 1 percent. Typically, the surface layer is about 51 inches of light gray marl with a silt loam texture that is underlain by soft, porous limestone bedrock.

Permeability is moderately slow and, under natural conditions, this Pennsuco marl soil remains saturated. The water table fluctuates with the tides. Areas of this soil can provide excellent habitat for birds and small marine crustaceans.

This soil is not suited to cropland, groves, or improved pasture because of tidal flooding and salinity. Because of tidal flooding and ponding, this soil is severely limited as a site for all urban uses.

Terra Ceia Muck, Tidal

The tidal Terra Ceia muck is a deep, level, very poorly drained soil located in saltwater swamps and marshes that are subject to tidal flooding. Individual areas are long and narrow, and slopes are generally less than 1 percent.

Typically, this soil is muck to a depth of 80 inches or more. The upper 8 inches is very dark brown, and the lower 72 inches or more is black.

Permeability is rapid, and, under natural conditions, the Terra Ceia soil remains saturated as fluctuating tides cover the surface twice daily.

This soil is not suited to cropland, citrus, or improved pasture because of tidal flooding. Because of the tidal flooding and low strength, this soil is not suited to urban uses.

Udorthents, Limestone Substratum, 0 To 5 Percent Slopes

The limestone substratum, 0 to 5 percent slope, Udorthents are nearly level or gently sloping, moderately well drained or well drained soils, commonly 30 inches thick, consisting of thin or thick deposits of fill material that have been excavated from nearby areas and spread over the surface. Typically, the surface layer is a dark gray gravelly sand about 4 inches thick. Below this, to a depth of about 30 inches, are light gray, unconsolidated limestone fragments. Hard, porous limestone bedrock occurs underneath.

Permeability generally is rapid. Depending on the amount of fill material and the drainage measures in a given area, the depth to the water table varies. In most areas the water table is below a depth of 40 inches.

G BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES

This appendix discusses the methods and results of surveys conducted in 1998 for special-status species on and near former Homestead AFB (**Denton and Godley 1999**, **Mazzotti 1999b**). It provides a list of species with their scientific names that are mentioned in the biological sections of the SEIS (**Table G-1**). It also discusses the federal and state threatened and endangered species, as well as other rare species of concern (referred to as special-status species) occurring on and near former Homestead AFB and in other areas of south Florida, particularly Everglades and Biscayne NPs.

The analysis in this appendix depends heavily on the results of surveys for special-status species on former Homestead AFB, including a 1992–93 survey of flora and fauna (**Hilsenbeck 1993**), sensitive plant surveys (**Argonne National Laboratory 1997**, **PBS&J 1998b**), and other surveys (**Geraghty & Miller 1993**). Information regarding the flora and fauna along the western shoreline of Biscayne Bay and in other areas near former Homestead AFB is from Biscayne NP (**BNP 1998**, **Howitt 1996**), USEPA (**Metro-Dade County 1994b**), field surveys conducted for this assessment (**Denton and Godley 1999**, **Mazzotti 1999b**), and numerous other studies.

G.1 Survey Areas and Methods

Surveys for special-status species were conducted on former Homestead AFB and surrounding areas in the spring and summer of 1998. The species that were included in these surveys were determined during discussions with biologists from various federal and state agencies and from literature reviews.

G.1.1 Plants

A survey for special-status plant species was conducted on July 22, 1998 along the Military Canal and the reservoir at its western end (**Figure G-1**). The survey consisted of walking each canal bank and searching all potential habitat within 50 feet of the canal for species listed by the USFWS or the State of Florida under Section 581.185, Florida Statutes. All special-status species observed were plotted on field maps.

G.1.2 Reptiles

American Crocodile. Surveys for the American crocodile took place on former Homestead AFB (**Figure G-2**), in canals between the former base and Biscayne Bay, and along the western shoreline of Biscayne Bay in June and July 1998 (**Figure G-3**). Crocodile surveys on the former base were concentrated in the larger canals, lakes, and shallow wetlands. Surveys outside the former base took place along 44.1 miles of canals including the Florida City, North, Mowry, Military, C-102, Goulds, and L-31E canals, as well as 6.8 miles along the western shoreline of Biscayne Bay (**Table G-2**). Crocodile surveys began one-half hour after sunset and lasted for three to seven hours. The canals were spot lighted from a vehicle in areas where the canal was clearly visible from the road. A johnboat was used to survey segments of canals that were not visible from the road. The boat was also used to survey along the western shoreline of Biscayne Bay and the mouths of canals (**Mazzotti 1999b**).

Table G-1. Scientific Names of Biota

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
PLANT SPECIES				
Air potato vine	*Dioscorea bulbifera*			
Algae	*Chara* sp.	✓		
Anemia fern	*Anemia adiantifolia*			
Arrowhead	*Sagittaria lancifolia*	✓		
Australian pine	*Casuarina* sp.	✓		
Bahama brake	*Pteris bahamensis*	✓		
Bahama sachsia	*Sachsia polycephala*	✓		
Bald cypress	*Taxodium distichum*			
Beak-rush	*Rhynchospora* sp.	✓		
Bermuda grass	*Cynodon dactylon*	✓		
Bischofia	*Bischofia javanica*			
Black ironwood	*Krugiodendron ferreum*			
Black mangrove	*Avicennia germinans*			
Black needlerush	*Juncus roemerianus*			
Black olive	*Bucida bucera*			
Blackberry	*Rubus cuneifolius*			
Blazing star	*Liatris* sp.			
Blodgett's ironweed	*Vernonia blodgettii*	✓		
Blodgett's wild mercury	*Argythamnia blodgettii*			
Blueberry	*Vaccinium* spp.			
Brazilian pepper	*Schinus terebinthifolius*	✓		
Broomsedge	*Andropogon* spp.	✓		
Bulrush	*Scirpus* sp.			
Burma reed	*Neyraudia reynaudiana*			
Bushy beardgrass	*Andropogon glomeratus*	✓		
Bustic	*Dipholis salicifolia*			
Buttonwood	*Conocarpus erecta*			
Cabbage palm	*Sabal palmetto*			
Cactus	*Opuntia* sp.			
Carpet grass	*Axonopus* sp.			
Carter's small-flowered flax	*Linum carteri*	✓		
Castor bean	*Ricinus communis*	✓		
Cat's claw	*Pithecellobium unquis-cati*			
Cattail	*Typha* sp.	✓		
Christmas berry	*Crossopetalum ilicifolium*	✓		
Coastal plain willow	*Salix caroliniana*	✓		
Coffee colubrina	*Colubrina arborescens*			
Coontail	*Ceratophyllum demersum*	✓		
Deltoid spurge	*Chamaesyce deltoidea*			
Dog fennel	*Eupatorium capillifolium*			
Duck potato	*NI*			
Elderberry	*Sambucus canadensis*			
Fetterbush	*Lyonia lucida*			
Fire flag	*Thalia geniculata*			
Florida elm	*Ulmus americana* var. *floridana*			
Florida five-petaled leaf flower	*Phyllanthus pentaphyllus*	✓		
Florida lantana	*Lantana depressa*	✓		

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Florida pinewood privet	*Foresteria segregata* var. *pinetorum*	✓		
Florida royal palm	*Roystonea elata*	✓		
Florida white-top sedge	*Dichromena floridensis*	✓		
Fox grape	*Vitis labrusca*			
Foxtail	*NI*	✓		
Gallberry	*Ilex glabra*			
Geiger tree	*Cordia sebestena*			
Giant reed	*Phragmites communis*	✓		
Giant wild pine	*Tillandsia utriculata*			
Glasswort	*Salicornia* sp.			
Goldenrod	*Solidago* sp.			
Greenbrier	*Smilax* spp.			
Guara	*Psidium guajava*			
Guiana-plum	*Drypetes lateriflora*			
Gumbo limbo	*Bursera simaruba*			
Indian grass	*Sorghastrum* sp.			
Inkwood	*Exothea paniculata*			
American hornbeam	*Carpinus caroliniana*			
Jamaica dogwood	*Piscidia piscipula*			
Krug's holly	*Ilex krugiana*	✓		
Lancewood	*Nectandra coriacea*			
Lantana	*Lantana camara*	✓		
Laurel oak	*Quercus hemisphaerica*			
Lignum vitae	*Guaiacum sanctum*			
Locustberry	*Byrsonima lucida*	✓		
Love grass	*Eragrostis* sp.			
Maiden cane	*Panicum hemitomon*	✓		
Manatee grass	*Syringodium filiforme*			
Manchineel	*Hippomane mancinella*			
Marlberry	*Ardisia escallonioides*			
Marsh elder	*Iva frutescens*			
Marsh pink	*Sabatia* sp.			
Mastic	*Mastichodendron foetidissimum*			
Melaleuca	*Melaleuca quinquenervia*			
Milkwort	*Polygala* sp.			
Mistflower	*Eupatorium coelestinum*			
Morning-glory	*Ipomoea indica*	✓		
Muhly grass	*Muhlenbergia fitipes*			
Musky mint	*Hyptis alata*			
Napier grass	*Pennisetum purpureum*	✓		
Oak	*Quercus* sp.			
One-nerved ernodea	*Ernodea cokeri*			
Papaya	*Carica papaya*			
Paradise tree	*Simarouba glauca*			
Parsely fern	*Odontosoria clavata*	✓		
Paw paw	*Asimina* sp.			
Pickerel weed	*Pontederia cordata*			
Pigeon plum	*Coccoloba diversifolia*			
Pine	*Pinus* spp.			
Pineland jacquemontia	*Jacquemontia curtissii*	✓		

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Pineland noseburn	*Tragia saxicola*	✓		
Pine pink orchid	*Bletin purpurea*			
Poisonwood	*Metopium toxiferum*			
Pond cypress	*Taxodium ascendens*			
Porter's spurge	*Chamaesyce porteriana*	✓		
Possum grape	*Cissus trifoliata*	✓		
Prickly ash	*Zanthoxylum clava-herculis*			
Rabbit tobacco	*Pterocaulon pycnostachyum*			
Red bay	*Persea borbonia*			
Red cedar	*Juniperus virginiana*			
Red mangrove	*Rhizopora mangle*			
Red maple	*Acer rubrum*			
Rockland painted-leaf	*Poinsettia pinetorum*	✓		
Royal palm	*Roystonea elata*			
Running oak	*Quercus pumila*			
Saltbush	*Baccharis* sp.			
Saltgrass	*Distichlis spicata*			
Saltwort	*Batis maritima*			
Sand flax	*Linum arenicola*			
Sand spur	*Cenchrus* sp.	✓		
Satin leaf	*Chrysophyllum oliviforme*			
Saw palmetto	*Serenoa repens*			
Sawgrass	*Cladium jamaicense*	✓		
Sea grape	*Coccoloba uvifera*			
Sea lavender	*Tournefortia gnaphalodes*			
Sea oxeye daisy	*Borrichia frutescens*			
Shoal grass	*Halodule wrightii*			
Shortleaf fig	*Ficus citrifolia*			
Silk tree	*Albizzia julibrissin*			
Silver palm	*Coccothrinax argentata*	✓		
Slash pine	*Pinus elliotii*	✓		
Small-leaved melanthera	*Melanthera parvifolia*	✓		
Small's milkpea	*Galactia smallii*			
Smartweed	*Polygonum* sp.	✓		
Smooth cordgrass	*Spartina alterniflora*			
Soapberry	*Sapindus* spp.			
Soldierwood	*Colubrina elliptica*			
Spanish moss	*Tillandsia usneoides*			
Spanish nettle	*Bidens pilosa*	✓		
Spikerush	*Eleocharis* sp.	✓		
St. Augustine grass	*Stenotaphrum secundatum*	✓		
Staggerbush	*Lyonia* sp.			
Star rush	*Dichromena latifolia*			
Strangler fig	*Ficus aurea*	✓		
Sweetgum	*Liquidambar styraciflua*			
Tallowwood	*Sapium sebiferum*			
Tar flower	*Befaria racemosa*			
Tetrezygia	*Tetrazygia bicolor*	✓		
Thatch palms	*NI*			
Three-hole grass	*Bothriochloa pertusa*	✓		

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Tickseed	*Coreopsis* sp.			
Torchwood	*Amyris elemifera*			
Torpedo grass	*Panicum repens*	✓		
Turtle grass	*Thalassia testudinum*			
Umbrella sedge	*Cyperus alternifolius*	✓		
Water lily	*Nymphaea lanceolata*			
Water oak	*Quercus nigra*			
Water pennywort	*Hydrocotyle* sp.	✓		
Water shield	*Brasenia schreberi*			
Wax myrtle	*Myrica cerifera*			
Wedgelet fern	*Sphenomeris clavata*	✓		
West Indian mahogany	*Swietenia mahogani*			
Weeping fig	*Ficus benjamina*			
White mangrove	*Laguncularia racemosa*			
White water lily	*Nymphaea odorata*			
Wild balsam apple	*Momordica charantia*	✓		
Wild coffee	*Psychotria* spp.			
Wild lime	*Zanthoxylem fagara*			
Wild pine	*Tillandsia* spp.			
Wild potato morning-glory	*Ipomoea microdactyla*			
Wild tamarind	*Lysiloma bahamense*			
Willow	*Salix caroliniana*			
Wiregrass	*Aristida* sp.			
ANIMAL SPECIES				
Invertebrates				
Apple snail	*Pomacea paludosa*			
Blue crab	*Callinectes sapidus*			
Florida atala butterfly	*Eumaeus atala florida*			
Sheepswool sponge	*Hippiospongia lachne*			
Basket sponge	*Ircinia campana*			
Stone crab	*Menippe mercenaria*			
Fire coral	*Millepora alcicornis*			
Spiny lobster	*Panulirus argus*			
Schaus swallowtail	*Papilio aristodemus ponceanus*			
Penaeid shrimp	*Penaeus* sp.			
Finger coral	*Porites* sp.			
Schaus swallowtail butterfly	*Heraclides aristodemus ponceanus*			
Starlet coral	*Siderastrea siderea, S. radians*			
Star coral	*Solenastrea* sp.			
Loggerhead sponge	*Spheciospongia vesparia*			
Yellow sponge	*Spongia barbara*			
Glove sponge	*Spongia cheiris*			
Grass sponge	*Spongia germinea*			
Fish				
Angelfish-rock beauty	*Holacanthus tricolor*			
Barracuda	*Sphyraena* sp.			
Black grouper	*Mycteroperca bonaci*			
Blacknose shark	*Carcharhinus acronotus*			
Bluegill	*Lepomis macrochirus*	✓		
Bonefish	*Albula vulpes*			

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Bonnethead shark	*Sphyrna tiburo*			
Common snook	*Centropomus undecimalis*			
Conchfish	*Astrapogon stellatus*			
Florida gar	*Lepisosteus platyrhincus*			
Foureye butterflyfish	*Chaetodon capistratus*			
Gizzard shad	*Dorosoma cepedianum*			
Goby	Gobiidae			
Hogfish	*Lachnolaimus maximus*			
Ladyfish	*Elops saurus*			
Largemouth bass	*Micropterus salmoides*	✓		
Lemon shark	*Negaprion brevirostrus*			
Midas cichlid	*Cichlasoma citrinellum*			
Mollie	*Poecilia latipinna*	✓		
Mosquito fish	*Gambusia affinis*			
Mullet	*Mugil cephalus*	✓		
Nassau grouper	*Epinephelus striatus*			
Oscar	*Astronotus ocellatus*			
Pearlfish	*Carapus bermudensis*			
Permit	*Trachinotus falcatus*			
Pompano	*Trachinotus* sp.			
Red drum	*Sciaenops ocellata*			
Red grouper	*Epinephelus morio*			
Sailfin catfish	*Pterygoplichthys multiradiatus*			
Sharpnose shark	*Rhizopriodon terraenovae*			
Silver perch	*Bairdiella batabana*			
Snapper	*NI*			
Spanish mackerel	*Scomberomorus maculatus*			
Spotted seatrout	*Cynoscion nebulosus*			
Spotted tilapia	*Tilapia mariae*			
Tarpon	*Megalops atlanticus*			
Toadfish	*Opsanus tau*			
Walking catfish	*Clarias batrachus*			
Warmouth	*Lepomis gulosus*			
Amphibians				
Bullfrog	*Rana catesbeiana*	✓		
Cuban treefrog	*Osteopilus septentrionalis*			✓
Florida chorus frog	*Pseudacris* sp.			
Giant Toad	*Bufo marinus*	✓		
Salamander	*NI*	✓		
Tree frog	*NI*	✓		
Reptiles				
American alligator	*Alligator mississippiensis*	✓	✓	✓
American crocodile	*Crocodylus acutus*	✓	✓	
Atlantic ridley sea turtle	*Lepidochelys kempi*			
Basilisk lizard	*Basiliscus vittatus*			✓
Brown anole	*Anolis sagrei*			✓
Corn snake	*Elaphe guttata guttata*	✓		
Diamondback terrapin	*Malaclemys terrapin*			
Dusky pygmy rattlesnake	*Sistrurus miliarius barbouri*			
Eastern indigo snake	*Drymarchon corais couperi*	✓		

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Florida redbelly turtle	*Pseudemys nelsoni*			✓
Florida softshell turtle	*Apalone ferox*			
Gopher tortoise	*Gopherus polyphemus*		✓	
Green anole	*Anolis carolinensis*			✓
Green iguane	*Iguana iguana*			✓
Green sea turtle	*Chelonia mydas mydas*			
Hawksbill sea turtle	*Eretmochelys imbricata*			
Leatherback sea turtle	*Dermochelys coriacea*			
Loggerhead sea turtle	*Caretta caretta*			
Mangrove saltmarsh terrapin	*Malaclemys terrapin rhizophorarum*			
Mole skink	*Eumeces egregius*		✓	
Peninsula cooter	*Pseudemys nelsoni*			✓
Pine snake	*Pituophis melanoleucus*		✓	
Rat snake	*Elaphe obsoleta*	✓		
Rattlesnake	*NI*		✓	
Rim rock crowned snake	*Tantilla oolitica*		✓	
Ringneck snake	*Diadophis punctatus*			
Rough green snake	*Opheodrys aestivus*	✓		
Snapping turtle	*Chelydra serpentina*	✓		
Southeastern five-lined skink	*Eumeces inexpectatus*			
Spectacled caiman	*Caiman crocodilus*			
Birds				
Acadian flycatcher	*Empidonax virescens*			
American coot	*Fulica americana*	✓		✓
American crow	*Corvus brachyrhynchos*			✓
American goldfinch	*Cardeulis tristis*	✓		
American oystercatcher	*Haematopus palliatus*			
American redstart	*Setophaga ruticilla*	✓		
American robin	*Turdus migratorius*			✓
Anhinga	*Anhinga anhinga*	✓		✓
Antillean nighthawk	*Chordeiles gundlachii*		✓	
Artic peregrine falcon	*Falco peregrinus tundrius*		✓	
Audubon's shearwater	*Puffinus iherrminieri*			✓
Bald eagle	*Haliaeetus leucocephalus*	✓		
Bank swallow	*Riparia riparia*			✓
Barn swallow	*Hirundo rustica*			✓
Barred owl	*Strix varia*	✓		
Bell's vireo	*Vireo bellii*			✓
Belted kingfisher	*Ceryle alcyon*			✓
Black-and-white warbler	*Mniotila varia*			
Black-crowned night-heron	*Nycticorax nycticorax*	✓	✓	
Black-necked stilt	*Himantopus mexicanus*	✓		
Black rail	*Laterallus jamaicensis*		✓	
Black scoter	*Melanitta nigra*			✓
Black shouldered kite	*Elanus caeruleus*		✓	
Black skimmer	*Pynchops niger*			✓
Black-throated blue warbler	*Dendroica caerulescens*	✓		
Black-throated gray warbler	*Dendroica nigrescens*			✓
Black-throated green warbler	*Dendroica virens*			✓
Black vulture	*Coragyps atratus*	✓		

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Black-whiskered vireo	*Vireo altiloquus*		✓	
Blackpoll warbler	*Dendroica striata*			✓
Blue grosbeak	*Guiraca caerulea*	✓		
Blue jay	*Cyanocitta cristata*	✓		
Blue-gray gnatcatcher	*Polioptila caerulea*	✓		
Blue-winged teal	*Anas discors*			✓
Boat-tailed grackle	*Quiscalus major*	✓		✓
Bobolink	*Dolichonyx oryzivorus*			✓
Bonaparte's gull	*Larus philadelphia*			✓
Broad-winged hawk	*Buteo platypterus*	✓		
Brown booby	*Sula leucogaster*			✓
Brown-headed cowbird	*Molothus ater*			✓
Brown pelican	*Pelecanus occidentalis*		✓	✓
Canada warbler	*Wilsonia canadensis*			✓
Canary-winged parakeet	*Brotogeris versicolurus*			✓
Cape May warbler	*Dendroica tigrina*			✓
Cape Sable Seaside sparrow	*Ammodramus maritimus mirabilis*			
Caspian tern	*Sterna caspia*			
Carolina wren	*Thryothorus ludovicianus*	✓		✓
Cattle egret	*Bubulcus ibis*	✓		✓
Cedar waxwing	*Bombycilla cedrorum*	✓		
Chimney swift	*Chaetura pelagica*			✓
Chipping sparrow	*Spizella passerina*			✓
Chuck-will's widow	*Caprimulgus carolinensis*			✓
Clapper rail	*Rallus longirostris*			
Common ground dove	*Columbina passerina*			✓
Common grackle	*Quiscalus quiscula*	✓		✓
Common gallinule	*Gallinula chloropus*	✓		✓
Common loon	*Gavia immer*			✓
Common nighthawk	*Chordeiles minor*	✓		
Common snipe	*Gallinago gallinago*			✓
Common tern	*Sterna hirundo*			✓
Common yellowthroat	*Geothlypis trichas*	✓		
Connecticut warbler	*Oporornis agilis*			✓
Cooper's hawk	*Accipiter cooperii*	✓		
Crested caracara	*Caracara plancus*			
Cuban yellow warbler	*Dendroica petechia gundlachi*			✓
Dickcissel	*Spiza americana*			✓
Double-crested cormorant	*Phalacrocorax auritus*	✓		
Downy woodpecker	*Picoides pubescens*			✓
Dunlin	*Calidris alpina*			✓
Eastern bluebird	*Sailia sialis*			
Eastern kingbird	*Tyrannus tyrannus*	✓		✓
Eastern meadowlark	*Sturnella magna*			✓
Eastern phoebe	*Sayornis phoebe*	✓		
Eastern screech-owl	*Otus asio*	✓		
Eastern towhee	*Pipilo erythrophthalmus*	✓		
Eastern wood pewee	*Contopus virens*			✓
Eurasian-collored dove	*Streptopelia dacaocto*			✓
European starling	*Sturnus vulgaris*	✓		

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Fish crow	*Corvus ossifragus*	✓		
Florida burrowing owl	*Speotyto cunicularia*	✓		✓
Florida prairie warbler	*Dendroica discolor paludicola*			✓
Forster's tern	*Sterna forsteri*			✓
Franklin's gull	*Larus pipixcan*			✓
Fulvous whistling duck	*Dendrocygn bicolor*			✓
Glossy ibis	*Plegadis falcinellus*		✓	
Grasshopper sparrow	*Ammodramus savannarum*	✓		
Gray catbird	*Dumetella carolinensis*	✓		✓
Gray-cheeked thrush	*Catharus minimus*			
Gray kingbird	*Tyrannus dominicensis*	✓		
Gray plover	*Pluvialis squatarola*			✓
Great black-backed gull	*Larus marinus*			✓
Great blue heron	*Ardea herodias*	✓		✓
Great-crested flycatcher	*Myiarchus crinitus*			
Great egret	*Casmerodius albus*	✓	✓	✓
Great white heron	*Ardea herodia occidentalis*			
Greater yellowlegs	*Tringa melanoleuca*			✓
Green heron	*Butorides virescens*	✓		✓
Hairy woodpecker	*Picoides villosus*			✓
Herring gull	*Larus argentatus*			✓
Hill myna bird	*Gracula religiosa*			
Hooded warbler	*Wilsonia citrina*			✓
Horned grebe	*Podiceps auritus*			✓
House sparrow	*Passer domesticus*	✓		
House wren	*Troglodytes aedon*			✓
Indigo bunting	*Passerina cyanea*	✓		
Jager sp.				✓
Killdeer	*Charadrius vociferus*	✓		✓
Laughing gull	*Larus atricilla*			✓
Least bittern	*Lxobrychus exilis*	✓	✓	
Least flycatcher	*Empidonax minimus*			✓
Least sandpiper	*Calidris minutilla*			✓
Least tern	*Sterna antillarum*		✓	
Lesser black-backed gull	*Larus fuscus*			✓
Limpkin	*Aramus guarauna*		✓	
Little blue heron	*Egretta caerulea*	✓	✓	✓
Loggerhead shrike	*Lanius ludovicianus*	✓		
Louisiana waterthrush	*Seiurus motacilla*			✓
Magnificent frigatebird	*Fregata magnificens*		✓	
Magnolia warbler	*Dendroica magnolia*	✓		
Mangrove cuckoo	*Coccyzus minor*		✓	
Marsh wren	*Cistothorus palustris*			✓
Merlin	*Falco columbarius*			✓
Mississippi kite	*Ictinia mississippiensis*			✓
Monk parakeet	*Myiopsitta monachus*			✓
Mottled duck	*Anas fuligula*			✓
Mourning dove	*Zenaida macroura*	✓		✓
Muscoy duck	*Cairina moschata*			✓
Myrtle warbler	*Dendroica coronata*	✓		

Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Nashville warbler	*Vermivora ruficapilla*			✓
Northern bobwhite	*Colinus virginianus*			
Northern cardinal	*Cardinalis cardinalis*	✓		✓
Northern flicker	*Colaptes auratus*			✓
Northern gannet	*Morus bassanus*			✓
Northern harrier	*Circus cyaneus*			✓
Northern mockingbird	*Mimus polyglottos*	✓		✓
Northern oriole	*Icterus galbula*			✓
Northern parula	*Parula americana*	✓		
Northern pintail	*Anas acuta*			✓
Northern rough-winged swallow	*Stelgidopteryx serripennis*			✓
Northern waterthrush	*Seiurus noveboracensis*			✓
Orange-crowned warbler	*Vermivora celata*			✓
Osprey	*Pandion haliaetus*	✓	✓	✓
Ovenbird	*Seiurus aurocapillus*			✓
Painted bunting	*Passerina ciris*			✓
Palm warbler	*Dendroica palmarum*	✓		
Pied-billed grebe	*Podilymbus podiceps*			✓
Pileated woodpecker	*Dryocopus pileated*			
Pine warbler	*Dendroica pinus*			✓
Piping plover	*Charadrius melodus*			✓
Pomarine jaeger	*Stercorarius pomarinus*			✓
Prothonotary warbler	*Protonotaria citrea*			✓
Purple gallinule	*Porphyrula martinica*	✓		
Purple martin	*Progne subis*			✓
Purple sandpiper	*Calidris maritima*			✓
Red-bellied woodpecker	*Melanerpes carolinus*	✓		✓
Red-breasted merganser	*Mergus serrator*	✓		
Reddish egret	*Egretta rufescens*	✓		
Red-eyed vireo	*Vireo olivaceus*			✓
Red knot	*Calidris canutus*			✓
Red phalarope	*Phalaropus fulicaria*			✓
Red-shouldered hawk	*Buteo lineatus*			✓
Red-tailed hawk	*Buteo jamaicensis*	✓		✓
Red-winged blackbird	*Agelaius phoeniceus*	✓		✓
Ring-billed gull	*Larus delawarensis*			✓
Ringed turtle dove	*Streptopelia risoria*			✓
Rock dove	*Columba livia*	✓		✓
Roseate spoonbill	*Ajaia ajaja*	✓		
Roseate tern	*Sterna dougallii*			
Rose-breasted grosbeak	*Pheucticus ludovicianus*	✓		
Royal tern	*Sterna maxima*			
Ruby-crowned kinglet	*Regulus calendula*			✓
Ruby-throated hummingbird	*Archilochus colubris*			✓
Ruddy turnstone	*Arenaria interpres*			✓
Rufous hummingbird	*Selasphorus rufus*			✓
Sanderling	*Calidris alba*			✓
Sandhill crane	*Grus canadensis*			
Sandwich tern	*Sterna sandvicensis*			
Savannah sparrow	*Passerculus sandwichensis*	✓		

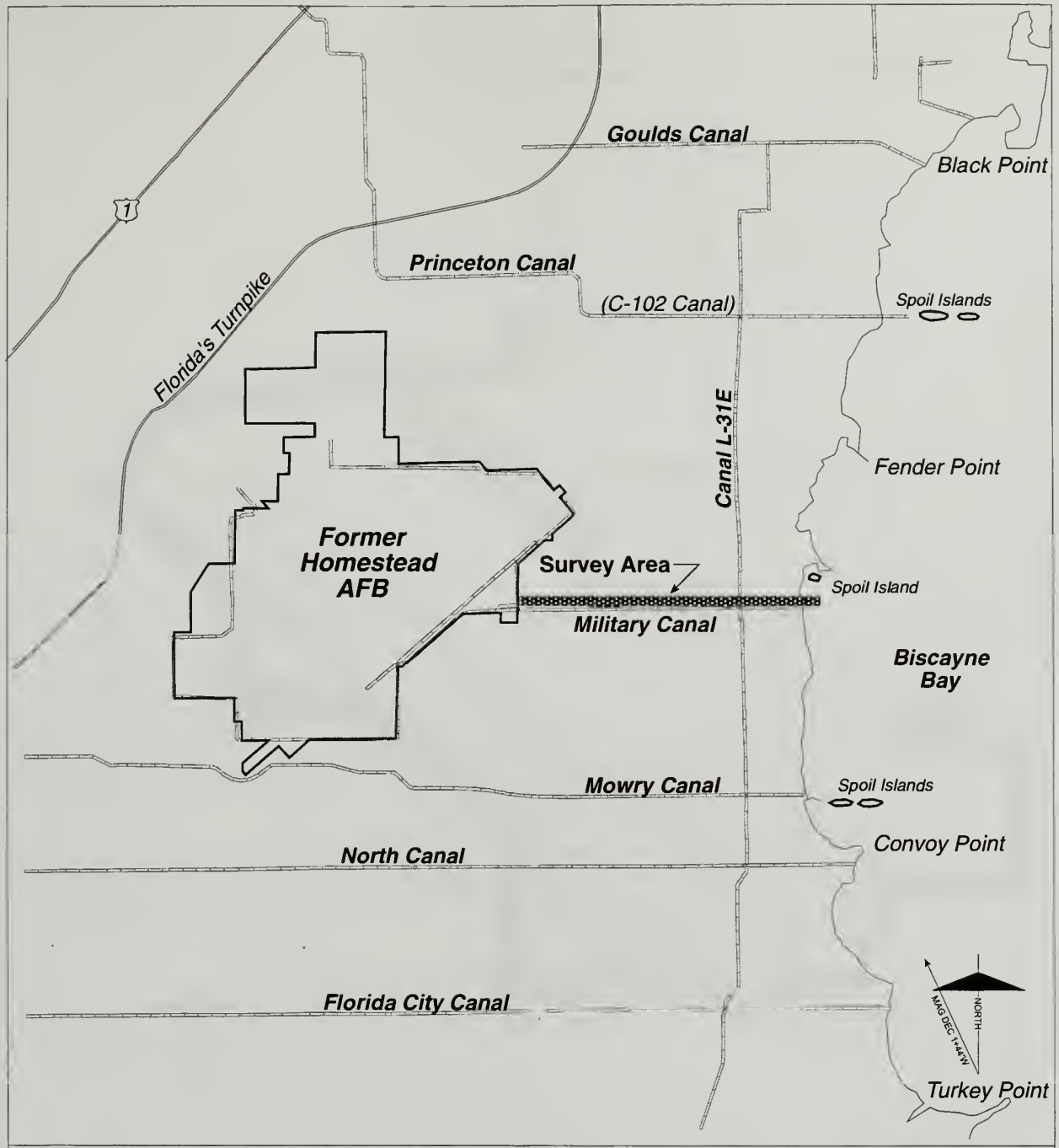
Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Scarlet tanager	*Piranga olivacea*			✓
Scissor-tailed flycatcher	*Tyrannus forticata*			✓
Sedge wren	*Cistothorus platensis*			✓
Semipalmated plover	*Charadrius semipalmatus*			✓
Sharp-shinned hawk	*Accipiter striatus*	✓		
Sharp-tailed sparrow	*Ammodramus caudacutus*			
Short-billed dowitcher	*Limnodromus griseus*			✓
Short-eared owl	*Asio flammeus*	✓		
Short-tailed hawk	*Buteo brachyurus*		✓	✓
Snail kite	*Rostrhamus sociabilis plumbeus*	✓	✓	
Snowy egret	*Egretta thula*	✓	✓	
Solitary vireo	*Vireo solitarius*			✓
Sora rail	*Porzana carolina*			✓
Southeastern American kestrel	*Falco sparverius paulus*			
Spotted sandpiper	*Tringa macularia*			✓
Summer tanager	*Piranga rubra*			✓
Swainson's hawk	*Buteo swainsoni*		✓	
Swainson's thrush	*Catharus ustulatus*			✓
Swainson's warbler	*Limnothlypis swainsonii*			✓
Swallowtail kite	*Elanoides forficatus*			✓
Swamp sparrow	*Melospiza georgiana*	✓		
Tennessee warbler	*Vermivora peregrina*	✓		
Tree swallow	*Iridoprocne bicolor*			
Tricolored heron	*Egretta tricolor*	✓	✓	✓
Turkey vulture	*Cathartes aura*	✓		✓
Veery	*Catharus fuscescens*			✓
Western kingbird	*Tyrannus verticalis*	✓		
Western sandpiper	*Calidris mauri*			✓
Whimbrel	*Neumenius phaeopus*			✓
Whip-poor-will	*Caprimulgus vociferus*			✓
White-crowned pigeon	*Columba leucocephala*		✓	
White-eyed vireo	*Vireo griseus*	✓		
White ibis	*Eudocimus albus*	✓	✓	
White pelican	*Pelecans erythrorhynchos*			✓
White-winged dove	*Zenaida asiatica*	✓		
Wild turkey	*Meleagris gallopavo*		✓	
Willet	*Catoptropho semipalmatus*			✓
Wilson's plover	*Charadrius wilsonia*		✓	
Wood stork	*Mycteria americana*	✓		
Woodcock	*Scolopax minor*			
Worm-eating warbler	*Helmitheros vermivorus*			✓
Yellow-bellied sapsucker	*Sphyrapicus varius*			✓
Yellow-billed cuckoo	*Coccyzus americanus*			✓
Yellow-breasted chat	*Icteria virens*			✓
Yellow-crowned night-heron	*Nyctanassa violacea*	✓	✓	
Yellow-throated vireo	*Vireo flavifrons*	✓		
Yellow-throated warbler	*Dendroica dominica*	✓		
Mammals				
Black bear	*Ursus americanus*		✓	
Bobcat	*Lynx rufus*	✓	✓	

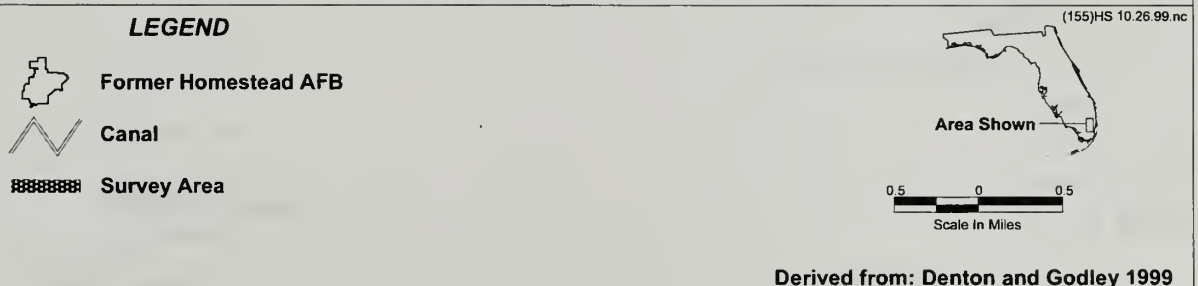
Common Name	Scientific Name	See Note[1]	See Note[2]	See Note[3]
Bottlenose dolphin	*Tursiops truncatus*			✓
Brazilian free-tailed bat	*Tadarida brasiliensis*		✓	
Cotton mouse	*Peromyscus gossypinus*			
Eastern yellow bat	*Lasiurus intermedius*			
Evening bat	*Nycticeius humeralis*			
Feral cat	*NI*			
Feral dog	*NI*			
Florida panther	*Felis concolor coryi*			
Gray fox	*Urocyon cinereoargenteus*	✓		
Gray squirrel	*Sciurus carolinensis*	✓		
Harvest mouse	*Reithrodontomys humulis*			
Hispid cotton rat	*Sigmondon hispidus*			
Key Largo cotton mouse	*Peromyscus gossypinus allapaticola*			
Key Largo woodrat	*Neotoma floridana smalli*			
Least shrew	*Cryptotis parva*			
Marsh rabbit	*Sylvilagus palustris*	✓		
Mastiff bat	*Eumops glaucinus*			
Mink	*Mustela vison*		✓	
Mole	*NI*			
Muskrat	*Ondatra zibethicus*		✓	
Opossum	*Didelphis virginiana*	✓		
Raccoon	*Procyon lotor*	✓		✓
Spotted skunk	*Spilogale putorius*			
Striped skunk	*Mephitis mephitis*	✓		
West Indian manatee	*Trichechus manatus latirostris*	✓		
White-tailed deer	*Odocoileus virginianus*			
Woodrat	*Neotoma floridana*			

Source: **SEA 1996, Florida Game and Fresh Water Fish Commission 1998a, Geraghty & Miller 1993, BNP 1998, Denton and Godley 1999, Mazzotti 1999b.**

Notes:
[1] Species commonly found on and in the vicinity of Homestead ARS, Florida, as identified in Appendix D of the Final Integrated Natural Resources Management Plan (INRMP) **(SEA 1996)**.
[2] Species recorded or with potential habitat in the vicinity of former Homestead AFB as identified in data provided by Florida Game and Fresh Water Fish Commission **(Florida Game and Fresh Water Fish Commission 1998a)**.
[3] Observed during site-specific surveys on and in the area of the former Homestead AFB **(Geraghty & Miller 1993, Denton and Godley 1999, Mazzotti 1999b)** or at Biscayne National Park **(BNP 1998)**.

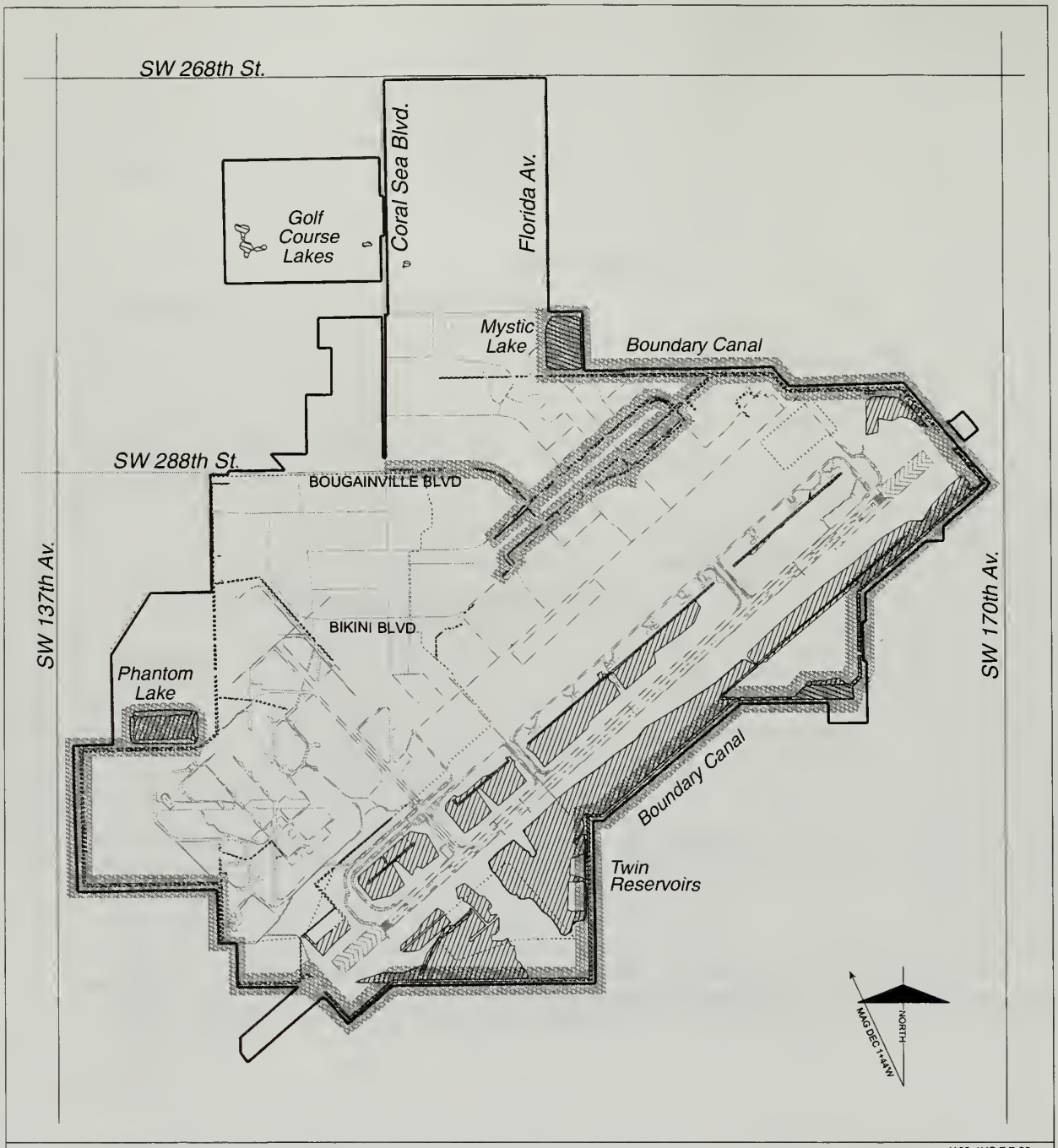
NI species not identified





Derived from: Denton and Godley 1999

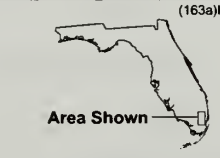
Figure G-1
Area Surveyed for Sensitive Plants Along Military Canal



LEGEND

- Former Homestead AFB Boundary
- Canal
- Road
- Wetland
- Survey Area

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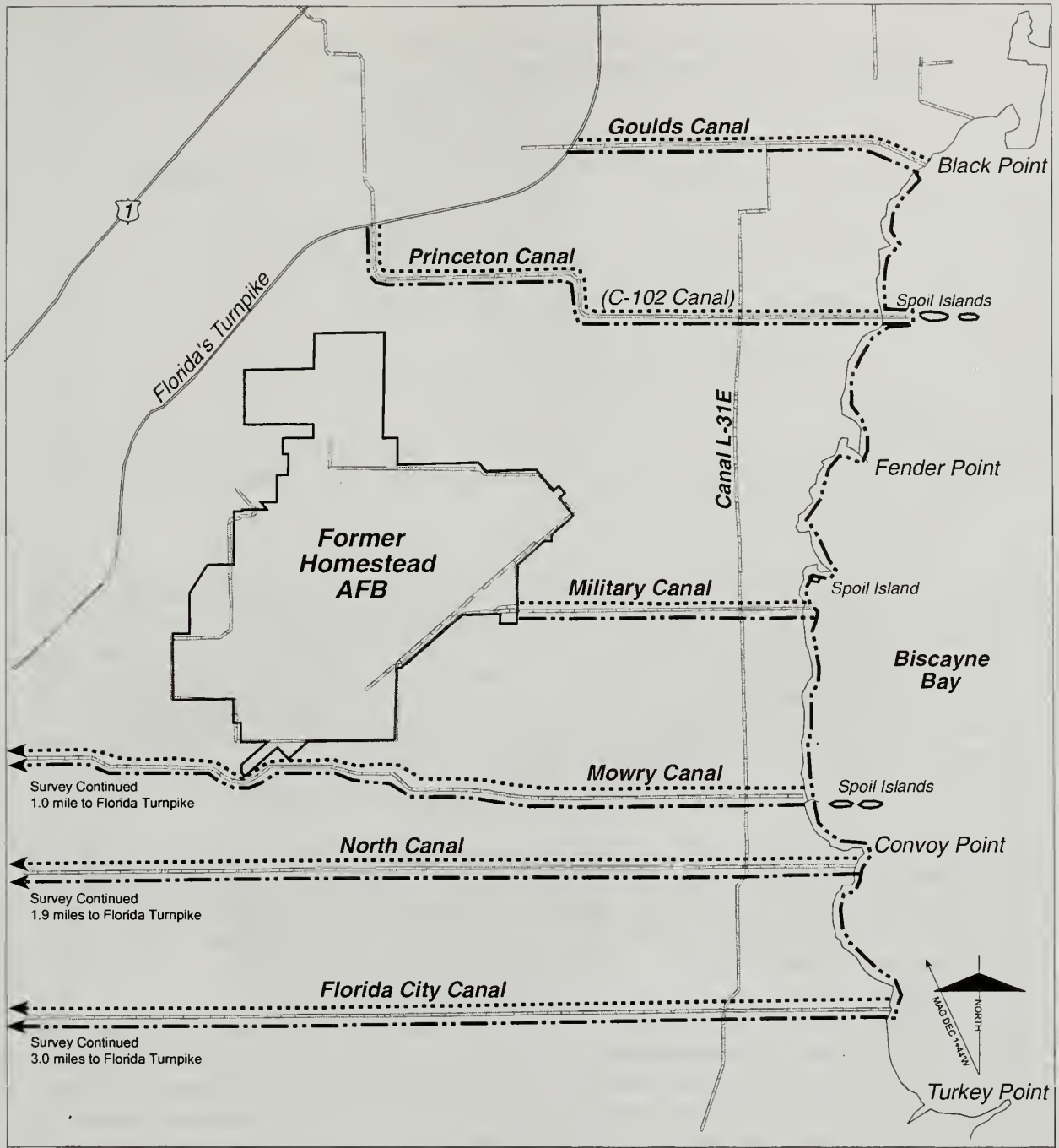


0 0.25 0.5

Scale in Miles

Derived from: Mazzotti 1999b

Figure G-2
Areas Surveyed for the American Crocodile on Former Homestead AFB, June and July 1998



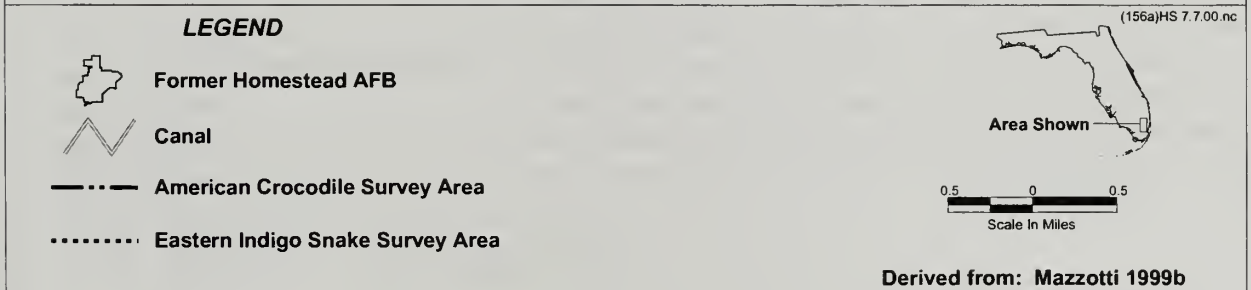


Figure G-3
Canals and the Western Shoreline of Biscayne Bay Surveyed for the American Crocodile and Eastern Indigo Snake, June and July 1998

Table G-2. Number of Miles of Canals and Western Shoreline of Biscayne Bay Surveyed for the American Crocodile and Eastern Indigo Snake in June and July 1998

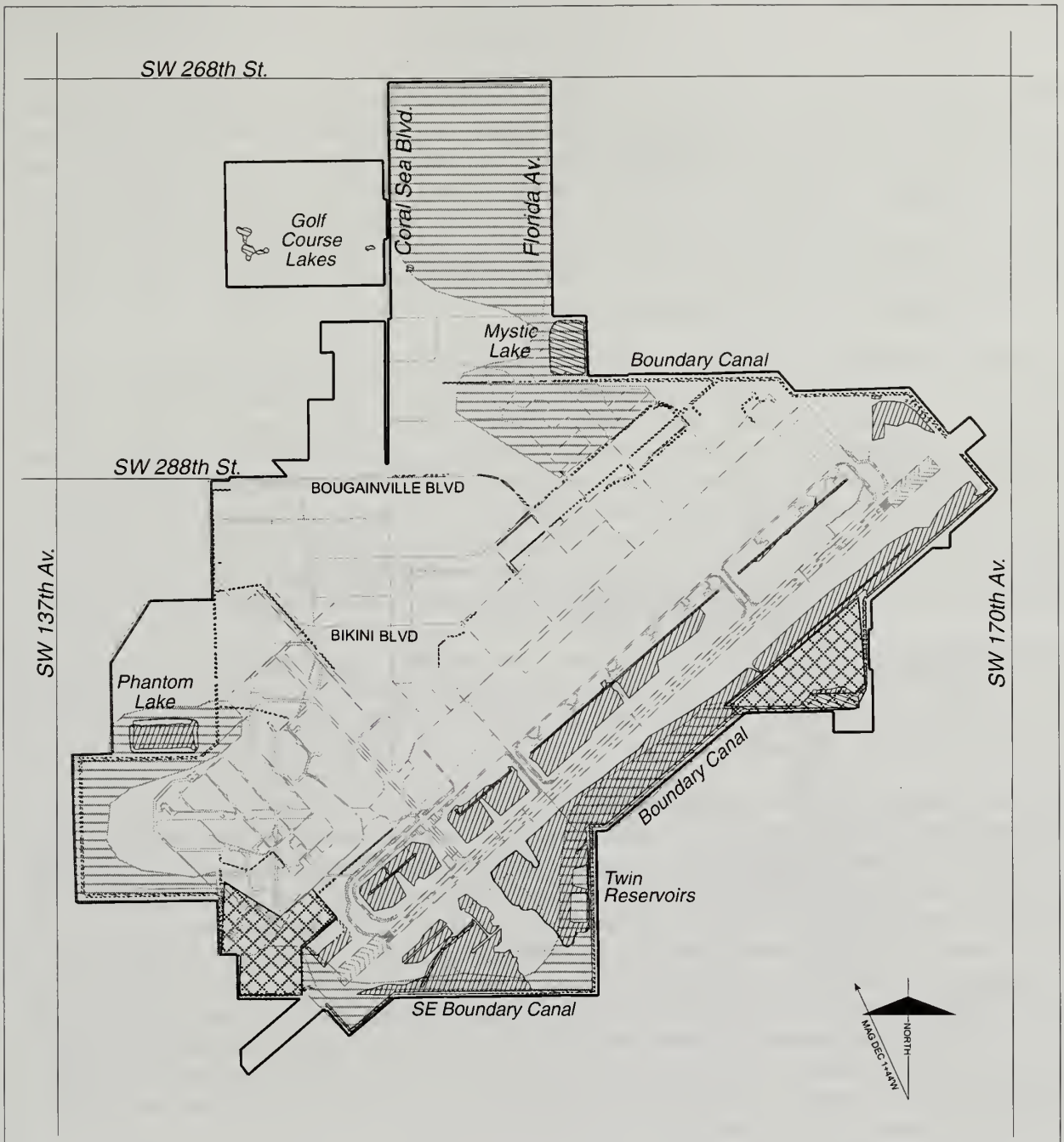
Canal[1]	Species	
	American Crocodile	Eastern Indigo Snake
Florida City Canal	8.9	8.9
North Canal	7.6	7.6
Mowry Canal	6.4	6.4
Military Canal	2.0	2.0
Canal C-102	3.6	3.6
Goulds Canal	2.5	2.5
Canal L-31E	6.3	6.3
Biscayne Bay shoreline	6.8	0.0
Total Miles	44.1	37.3

Note: [1] See Figure G-3 for locations of survey routes.

Eastern Indigo Snake. Surveys for the eastern indigo snake took place on former Homestead AFB (**Figure G-4**), as well as along canals between the former base and Biscayne Bay (see Figure G-3). Surveys on the former base centered on the vacant land and roads in the Mystic Lake area and areas south of the runway. Approximately 37.3 miles of canals outside the former base, including Florida City, North, Mowry, Military, C-102, Goulds, and L-31E canals were surveyed (see Table G-2). Two observers surveyed the canal from a vehicle that drove slowly along the canal access roads. The surveys began at sunrise and ended within four hours; all wildlife observed were recorded. In addition, biologists conducting other wildlife surveys were instructed to look for the eastern indigo snake.

Rim Rock Crowned Snake. Surveys for the rim rock crowned snake were conducted in appropriate habitat on former Homestead AFB. This small fossorial snake is relatively cryptic in behavior and localized in distribution within a limited range. Specimens have been taken from sandy and rocky soils in slash pine flatwoods, tropical hardwood hammocks, and vacant lots and pastures with shrubby growth and scattered slash pines (**Moler 1992**).

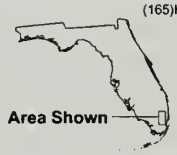
Field surveys for the rim rock crowned snake were conducted consistent with the Florida Game and Fresh Water Fish Commission recommendations for fossorial herpetofauna although specific guidelines for rim rock crowned snake have not been established. A series of two meter long drift fences with small funnel traps were established in the two remaining patches of second growth, unmowed uplands on former Homestead AFB (see Figure G-4). A third upland site was investigated but consisted largely of concrete, so it was not possible to install drift fences in that area. The drift fences were installed in June 1998 and checked daily for four weeks in June and July 1998. Five drift fences were installed in a small remnant hardwood area along the southwestern portion of the runway, and 10 were installed in the larger hardwood area along the northeast portion of the runway. The drift fences were open for 336 nights. Searches for this snake were also conducted by overturning trash, logs, and other debris in the two study areas.

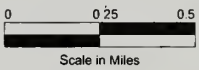


LEGEND

- Former Homestead AFB Boundary
- Canal
- Road
- Wetland
- Area Surveyed for Eastern Indigo Snakes
- Area Sampled for Rim Rock Crowned Snakes and Surveyed for the Eastern Indigo Snake

(165)HS 7.7.00.nc





Derived from:
Denton and Godley 1999,
Mazzotti 1999b

Figure G-4
Areas Surveyed for the Eastern Indigo Snake and Sampled for the Rim Rock Crowned Snake

G.1.3 Birds

Wood Stork and State-Listed Wading Birds. Helicopter surveys were conducted on June 2 and 26 and July 14, 1998 for the wood stork and state-listed wading birds on former Homestead AFB, and in an area between the former base and the Biscayne Bay coastline (**Figure G-5**). The species, number, and location of all listed wading birds were recorded along with any other special-status species that were observed. In addition, all wading birds observed were recorded during other biological surveys, which included ground surveys on former Homestead AFB and the canals and wetlands between the former base during the crocodile and indigo snake surveys, the neotropical migrant landbird surveys, and the burrowing owl and American kestrel surveys.

Southeastern American Kestrel. Surveys for the southeastern American kestrel were conducted in accordance with the *Wildlife Methodology Guidelines* recommended by the Florida Game and Fresh Water Fish Commission (**Denton and Godley 1999**). Ground surveys took place on former Homestead AFB in habitats that appeared to have the potential to support this species. Five surveys were conducted during the morning and afternoon in June and July 1998. The surveys were conducted from vehicles that moved slowly along roads in open habitat on the former base (**Figure G-6**). Researchers carefully scanned all features such as fence posts, trees, and telephone poles and lines. Biologists were instructed to look for this species while conducting other field surveys, and also during the aerial survey for wading birds. The agricultural lands near the former base were scanned for flying or perched kestrels.

Florida Burrowing Owl. Surveys for the Florida burrowing owl were conducted during the Southeastern American kestrel surveys (see Figure G-6). Areas that appeared suitable for burrow construction, and areas where owls had previously been reported were searched. All sightings of the burrowing owl were recorded and plotted on base maps.

Neotropical Migrant Landbirds. Surveys for mangrove cuckoo, black-whiskered vireo, Cuban yellow warbler, and Florida prairie warbler were conducted in overgrown areas on former Homestead AFB (see Figure G-6), in the coastal mangrove forests between Florida City Canal and Goulds Canal, and along the Military Canal and Canal L-31E (see Figure G-5). Based on the preliminary survey, it was apparent that all vegetated areas on former Homestead AFB had been cleared of native vegetation many years ago and are now dominated by exotic nuisance species such as Brazilian pepper, Australian pine, and papaya. On-site investigation revealed that the vegetated areas on the former base were too small to establish transects, so point surveys were conducted during June and July 1998. All species either heard or observed were recorded during a fixed time period at each sample point. During the initial three minutes, no methods of coaxing birds were used (i.e., no spishing or playback tapes). Thereafter, a continuous loop tape recording of breeding calls of the four target species was played for three minutes. All birds detected between stops were also recorded.

Parts of Military, L-31E, and Mowry canals were surveyed in accordance with the National Biological Services *Breeding Bird Survey* guidelines (see Figure G-5). Surveys along Military Canal consisted of slowly walking along the canal from Allapattah Road to Biscayne Bay, and stopping at approximate 300 foot intervals to record all birds detected. All species either heard or observed were recorded during a fixed time period at each sample point. During the initial three minutes, no methods of coaxing birds were used (i.e., no spishing or playback tapes). Thereafter, a continuous loop tape recording of breeding calls of the four target species was played for three minutes. All birds detected between stops were recorded. Surveys also were made along the edges of the reservoir at the head of the canal. Surveys along the L-31E Canal from the Florida City Canal to the C-102 Canal (4.9 miles) consisted of point counts every half mile using the same methods described above for Military Canal. All surveys started early in the morning, between 6:00 a.m. and 7:00 a.m.

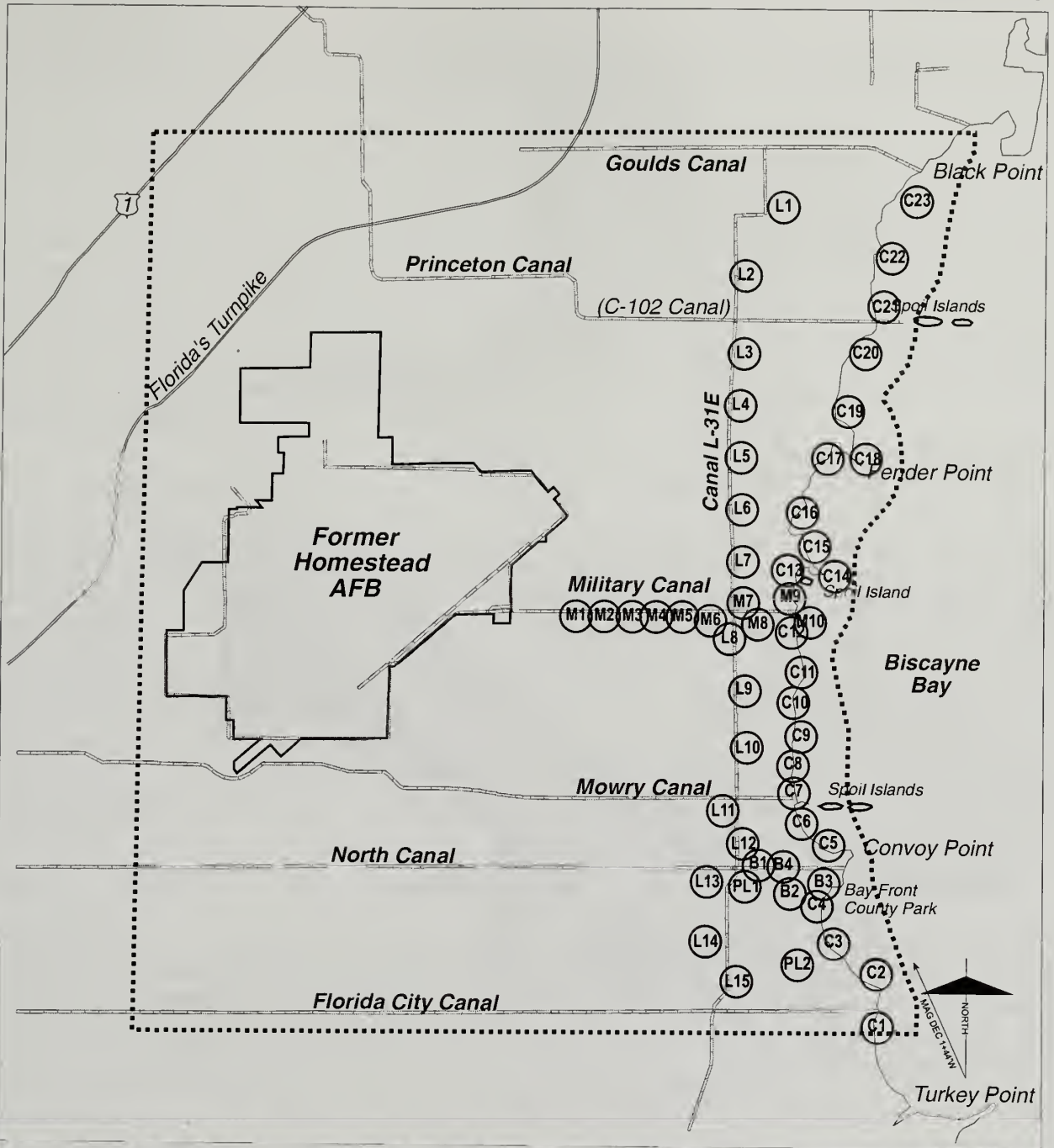
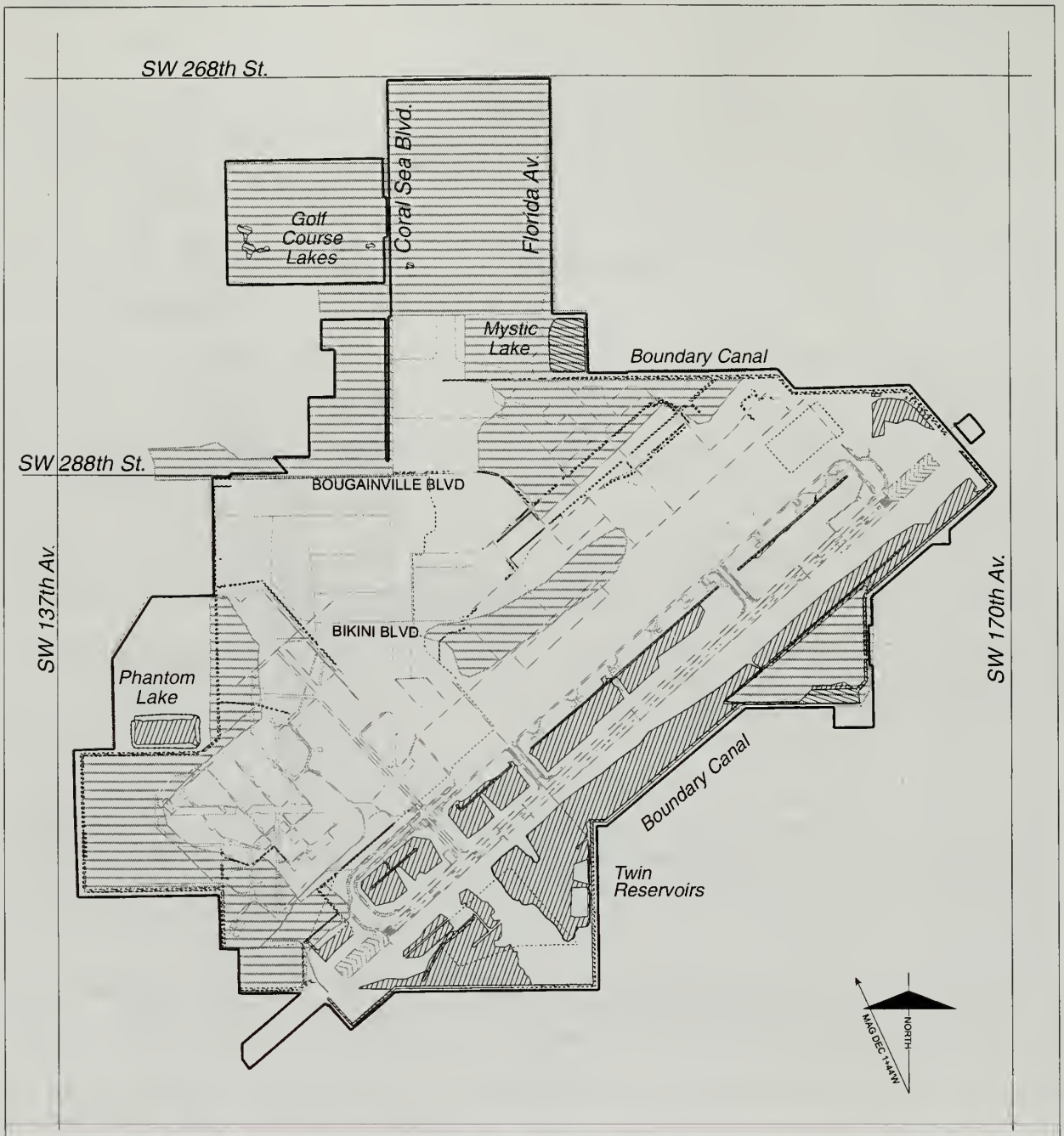


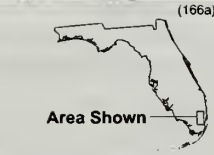
Figure G-5
Area Covered by Aerial Surveys and Breeding Bird Survey Routes Outside Former Homestead AFB



LEGEND

- Former Homestead AFB Boundary
- Canal
- Road
- Wetland
- Survey Area

(166a)HS 7.7.00.nc



0 0.25 0.5

Scale in Miles

Derived from: Denton and Godley 1999

Figure G-6
Areas Surveyed for the Southeastern American Kestrel, Florida Burrowing Owl, and Neotropical Migrant Landbirds in June and July 1998

A helicopter survey was conducted to determine the most appropriate survey locations for neotropical migrant land birds along the west shore of Biscayne Bay. The tallest stands of red and black mangrove forests and any tropical hardwood hammocks were considered the most appropriate habitats because they are known to be preferred by mangrove cuckoo, black-whiskered vireo, Cuban yellow warbler, and Florida pine warbler. One hammock-like area was located near Bayfront County Park (see Figure G-5) and one transect with four stops approximately 300 feet apart was established. The helicopter flight revealed that the remainder of the shoreline along Biscayne Bay would be most appropriately surveyed by boat, as tall stands of mangroves were generally limited to within 150 to 225 feet of the shoreline. Numerous small tidal channels provide boat access to this shoreline zone. Boat surveys along the 6.8 miles of mangrove fringe from the Florida City Canal to Goulds Canal were conducted from a shallow draft motor boat at 0.5 mile intervals. Survey methods at each point were the same as used along the canals. During all nesting neotropical migrant bird surveys, all wildlife observations and signs were recorded, including wading birds and indigo snakes. Nesting neotropical migrant bird surveys were conducted in June and July 1998.

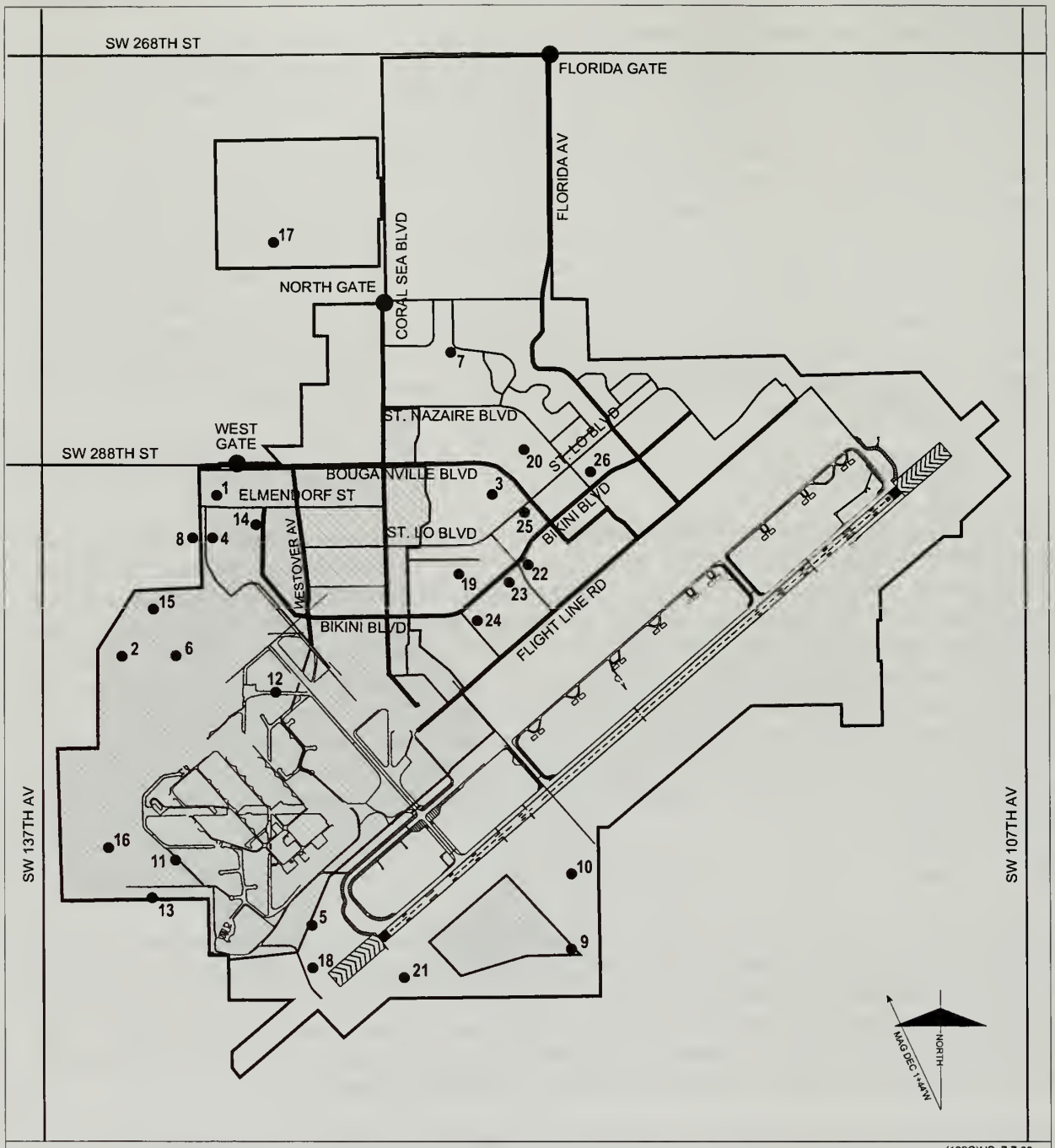
G.2 Special-Status Species

A total of 76 special-status species are known to occur on former Homestead AFB and/or the surrounding ROI (see Section 3.11 for definition of the ROI); 2 species have the potential to occur, and 2 species are unlikely to occur. These 80 species include 1 federally listed and 28 state listed plant species that have been observed on former Homestead AFB (27 species) or along Military Canal (2 species) and one federally listed species with the potential to occur on the former base. One species of butterfly occurs on the keys of Biscayne NP but not in the area of the former base. Six species of reptiles occur or have the potential to occur including three marine turtles, the American crocodile, and two species of snakes. Of the 39 special-status bird species, 36 are known to occur in the area, 1 has the potential to occur, and 2 are unlikely to occur in the area. The West Indian manatee and Florida panther are the only listed mammal species known to occur in the area. The Key Largo cotton mouse and woodrat occur farther away on Key Largo.

G.2.1 Plants

Surveys for plant species of concern were conducted on former Homestead AFB in 1992/93, 1996/97, and 1997, and along Military Canal in 1998. One federally and state endangered plant species and 28 state listed and sensitive plant species were observed (see Tables 3.11-3, 3.11-4, and 3.11-6). Twenty-three of the state species are endangered, two are threatened, and four are species of special concern. The federally listed deltoid spurge is included in this section although it has not been observed on the former base. This species occurs in pine rocklands elsewhere in Miami-Dade County.

The 1992/93 plant surveys covered all of former Homestead AFB (3,245 acres); the 1996/97 surveys covered only the Homestead ARS (937 acres); the 1997 survey covered the disposal portion of former Homestead AFB, and the 1998 survey covered all of Military Canal. The 1992/1993 surveys occurred between December 1992 and October 1993. The 1996/97 surveys occurred in November 1996 and January 1997, the 1997 surveys occurred in November 1997, and the survey along Military Canal took place in June 1998 (**Hilsenbeck 1993, Argonne National Laboratory 1997, PBS&J 1998b, Denton and Godley 1999**). A total of 26 locations were surveyed on former Homestead AFB (**Figure G-7**), and a brief description of those locations is provided in **Table G-3.** These plant surveys were conducted on Homestead AFB just after Hurricane Andrew, and again about five years after the hurricane.



LEGEND

- Former Homestead AFB Boundary
- Primary Road
- Secondary Road
- Gate
- ●1 Sensitive Plant Species Location
- Homestead ARS

(139C)HS 7.7.00.nc

Area Shown

0 .25 0.5
Scale In Miles

Derived from:
Argonne National Laboratory 1997, Hilsenbeck 1993, PBS&J 1998b

Figure G-7
Locations of Pine Rocklands and Sensitive Plant Species on the Surplus Lands

Table G-3. Locations Surveyed for Sensitive Plants on Former Homestead AFB

Number[1]	Name	Survey Dates		Description
		Disposal Land	Homestead ARS	
1	Pine rockland remnant		92/93, 96/97	Area (4.2 acres) had extensive hurricane damage. Plant community significantly degraded but contains some elements of the rare pine rockland type. Eight mature slash pine remain and some young pines were noted. Non-native species well established. Fourteen species of concern were observed during the 1992/93 survey and 13 species during the 1996/97 survey.
2	Southwest Easement		92/93, 96/97	Pine rockland and prairie types. There are many solution holes and a deep layer of litter. Diverse grass and forb species with a few Australian pine. Twelve species of concern were recorded during both the 1992/93 and 1996/97 surveys.
3	Bikini Boulevard	92/93		Site is frequently mowed with an almost continuous cover of exotic grass. There are some scattered limestone outcrops that support a rich pine rockland flora; 11 species of concern at this site.
4	West Boundary Canal		92/93, 96/97	4.2 acres were surveyed along this canal and patches of native and non-native trees and shrubs bordered canal. Much of the inside of the canal was obstructed deadfall Australian pine. Ten sensitive plant species were observed in and along this canal during the 1992/93 survey. Fourteen species were recorded during the 1996/97 survey.
5	South runway	92/93		A frequently mowed area with scattered limestone outcrops. Native flora along a canal and at limestone outcrops. There were 10 species of concern at this site
6	Southeast easement		92/93, 96/97	Former pine rockland that is dominated by Australian pine and Brazilian pepper. There are numerous limestone solution holes that support native pine rockland flora; nine species of concern were observed during both the 1992/93 and 1996/97 surveys.
7	VITA Course	92/93		This site is a frequently mowed treeless area rich in native flora along a canal that traverses the area; seven species of concern were observed during the 1992/93 survey.
8	West Boundary Canal Inner Wall		92/93, 96/97	Site consists of sheer inner walls of a deep canal constructed in the 1950s. Vegetation typical of unshaded sinkholes in south Florida; five species of concern observed during the 1992/93 survey. It was combined with location 4 during 1996/97 survey and 14 species were recorded.

Number[1]	Name	Survey Dates		Description
		Disposal Land	Homestead ARS	
9	Jet Test Site	92/93		Two acre site supports largely native flora dominated by grass. Soil shallow and limestone exposed. Five species of concern recorded during the 1992/93 survey.
10	East Borrow Area	92/93		Site consists of two deep borrow pits with steep sides filled with water. Limited native flora here and five species of concern were noted during the 1992/93 survey.
11	South of Magazine		92/93, 96/97	This a mesic prairie with numerous exposed limestone outcrops. Several areas of sawgrass in deeper depressions and many native species in the shallow depressions. Five species of concern recorded during the survey of 1992/93 and 11 during the 1996/97 survey.
12	Northeast of Magazine		92/93, 96/97	A frequently mowed site with an almost continuous cover of exotic grass. A very small remnant pine rockland forest. Four species of concern were observed during the 1992/93 survey and eight during the 1996/97 survey.
13	Southwest Boundary Canal		92/93, 96/97	This site is an inner wall of a narrow deep canal with vegetation typical of unshaded sinkholes in south Florida. There is limited native flora and only two species of concern were observed during the 1992/93 survey. Nine species were recorded during the 1996/97 survey.
14	North of Customs		96/97	Area covers 21.2 acres and supports mostly disturbed habitat. Site is bisected by a number of small canals bordered by native and nonnative trees and shrubs. Twelve species of concern occur in this area.
15	North Easement Tract		96/97	45.4 acre area has diverse mixture of mostly native hardwood shrubs and trees as well as open grasslands. Several slash pines and old stumps indicate that this area may support a pine rockland type. Ten species of concern were observed.
16	Grenade Range Prairie		96/97	30.8 acre open old field dominated by grass and forbs. The largest grassland community aside from area 15 on Homestead ARS. Site contains little soil and is underlain by limestone that is frequently exposed on the surface. Seven species of concern were recorded.
17	Golf Course/ Housing Area	97		125 acres at former golf course and housing area that is now covered with non-native vegetation. Four species of concern were observed.

Number[1]	Name	Survey Dates		Description
		Disposal Land	Homestead ARS	
18	Pine Rocklands SW of Runway	97		13.7 acre pine rockland remnant southwest of runway. Much of the area is mowed; unmowed areas overgrown with exotics. Mowed rocklands support 15 species of concern.
19	Pine Rocklands Next to Old Wing Head-quarters	97		12.8 acre remnant pine rockland that supports a few relic slash pine and has exposed rock in many areas which supports relatively diverse rockland flora. Sixteen species of concern were recorded from this site.
20	Pine Rocklands on Old Officers Club Road	97		2.6 acre remnant pine rockland that is somewhat open and was likely mowed routinely before Hurricane Andrew. Ten species of concern remain especially around old stumps.
21	Pine Rocklands South of Runway	97		0.4 acre remnant pine rockland south of runway that has considerable evidence of disturbance. Six species of concern were noted at this site.
22	Pine Rocklands South of Hangar	97		0.5 acre remnant pine rockland west of water tower has a relatively diverse rockland flora considering it is adjacent to aircraft pads and human activity. Eleven species of concern recorded from this site.
23	Pine Rocklands 100 Yards South of Water Tower	97		0.2 acre remnant pine rockland south of the water tower. Six species of concern were observed at this location.
24	Pine Rockland 200 Yards South of Water Tower	97		0.2 acre remnant pine rockland south of the water tower. It contains a relatively diverse rockland flora and 11 species of concern were recorded.
25	Pine Rockland North of Build-ing 624	97		0.1 acre pine rockland remnant that has been subject to considerable disturbance; five species of concern were recorded.
26	Pine Rockland West of Build-ing 757	97		0.3 acre remnant pine rockland site that has sustained considerable disturbance; five species of concern were recorded.

Source: **Argonne National Laboratory 1997, Hilsenbeck 1993, PBS&J 1998b.**
Note: [1] Refers to location numbers shown on Figure G-7.

Fifteen of the listed and sensitive plant species of concern were recorded on both disposal land and Homestead ARS, seven species were observed only on disposal land, and four species were observed only on Homestead ARS. Small's milkpea was only observed on the disposal land and was the only federally listed species recorded.

The following is a brief description of the plant species of concern recorded on former Homestead AFB. The locations referenced in these sections appear in Figure G-7 and are listed in **Table G-4**.

Table G-4. Locations of Special-Status Plant Species on the Disposal Property and Homestead ARS

Species	Surveys				Locations
	Disposal Land		Homestead ARS		
	92/93	97	92/93	96/97	
Pine pink orchid	—	✓	—	—	18
Locustberry	✓	✓	✓	✓	1,2,3,4,5,6,8,11,13,14,15,16,18, 19,20,22,24
Porter's spurge	✓	✓	✓	✓	1,2,3,4,5,6,7,8,9,10,11,12,18,19
Silver palm	✓	✓	✓	✓	3,4,8,14,18,19,20,23,24
Christmas berry	✓	✓	✓	✓	1,2,3,4,5,6,7,8,9,11,12,13,14,15,16,18,19,20, 21,22,24,25,
One-nerved ernodea	—	✓	—	—	19,22,
Small's milkpea	—	✓	—	—	19,22,24
Krug's holly	—	—	✓	✓	2,4,6,8,11,15
Wild-potato morning-glory	✓	✓	—	—	3,18,19,20, 21,22,24,26
Pineland jacquemontia	✓	✓	✓	✓	1,2,3,4,5,6,7,8,9,11,13,14, 18,19,20,22,23,24,26
Florida lantana	—	✓	✓	✓	1,12,15,18, 19
Sand flax	—	✓	—	—	18,19,20,22,24,25
Carter's small flowered flax	✓	—	—	—	5,7
Small-leaved melanthera	✓	✓	✓	✓	1,2,3,4,5,8,9,10,11,12,13,14,15,16,18,19,20, 21,22,23,24,26
Rockland painted-leaf	—	✓	✓	✓	1,18
Bahama break	✓	✓	✓	✓	1,2,3,4,5,6,7,8,10,11,12,13,14,15,16,17,18, 19,21,22,23,24,25,26
Royal palm	—	✓	—	—	17
Bahama sachsia	✓	—	✓	_	1,2,3
Wedgelet fern	—	—	✓	✓	2,4,6,8,13,14
West Indian mahogany	—	✓	—	✓	1,11,14,17,19,20
Tetrazygia	—	✓	✓	✓	1,2,4,6,8,11,12,13,14,15,18,19
Giant wild pine	—	✓	—	—	17
Pineland noseburn	—	—	✓	—	1
Florida white-topped sedge	✓	✓	✓	✓	1,2,3,4,5,6,7,8,10,11,12,13,14,15,16,18,19, 20,21,22,23,24,25
Florida pinewood privet	—	—	✓	✓	1,2,4,8,14,15
Florida five-petaled leaf flower	✓	✓	✓	✓	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,18, 19,20,21,22,23,24,25,26
Blodgett's ironweed	✓	—	✓	✓	1,4,5,11,16

Source: **Hilsenbeck 1993, Argonne National Laboratory 1997, PBS&J 1998b.**

G.2.1.1 Federally Listed Species

Small's Milkpea. This is the only federally listed endangered species observed on former Homestead AFB. It is a small legume with purple flowers and a prostrate habit and is endemic to pine rocklands in Miami-Dade County. Small's milkpea was listed as endangered by the federal government in 1985, and the elimination of 98 to 99 percent of the pine rockland habitat in Miami-Dade County was the principal reason for its listing (**USFWS 1998a**). This species was recorded only on disposal land, and observed in three remnant pine rockland areas that ranged in size from 0.2 to 12.8 acres. Small's milkpea does not do well in areas being invaded by non-native species (**USFWS 1998a**).

Deltoid Spurge. The deltoid spurge is a federal and state endangered species. It is a prostrate plant that forms small mats. Its leaves are deltoid to oval in shape and are a few millimeters long. It is restricted to pine rocklands in Miami-Dade County and tends to grow in areas of open shrub canopy, often in sandy areas with sparse ground cover. This species was listed as endangered in 1985 as a result of the elimination of 98 to 99 percent of the pine rocklands in Miami-Dade County. The deltoid spurge is known from 31 locations, including small remnant pine rocklands. Fire suppression, with the resulting buildup of organic matter, and invasion of tropical hammock and exotic species are the major threats to this species' continued survival (**USFWS 1998a**). This species currently occurs in the Homestead area, but was not observed during sensitive plant species surveys on former Homestead AFB or along Military Canal.

G.2.1.2 State Listed Species on Former Homestead AFB

Locustberry. This is a medium-sized shrub typically found in areas with other native hardwood shrubs and occurs in pine rocklands and hardwood hammocks (**Florida Natural Areas Inventory 1997**). This species was observed in numerous locations on former Homestead AFB during all surveys. Twenty plants were recorded at locations 3 and 5 in 1992/93; the number of plants was not reported in 1997. Two hundred plants were observed on Homestead ARS in 1996/97, approximately the same number observed at the same location in 1992/93. There was a large decline in numbers, however, in the southwest easement area (location 2), possibly due to successional changes or invasion of non-native species such as Australian pine and Brazilian pepper.

Porter's Spurge. This state endangered species is a low-growing forb that colonizes areas of low vegetation density and exposed rock, particularly along road edges. It is found in pine rocklands, hardwood hammocks, and beach dunes on limestone soil (**Florida Natural Areas Inventory 1997**). This species was recorded from many areas on former Homestead AFB. Over 530 individuals were recorded on disposal land at locations 3, 5, 7, and 9 in 1992/93 on the disposal land. In 1997, this species was recorded at locations 18 and 19 on the disposal land, but the number of plants observed was not available. One hundred plants were observed in 1996/97 on Homestead ARS, fewer than the approximately 900 plants observed in 1992/93. This species was observed at five locations on Homestead ARS during the 1996/97 survey and was missing from two locations where it was recorded in 1992/93. These changes were probably due to natural succession.

Silver Palm. This state endangered species is found in pine rocklands and hardwood hammocks (**Florida Natural Areas Inventory 1997**). It was recorded from nine locations in small numbers during all surveys. One individual was observed at location 3 on disposal land in 1992/93, while it was found at five locations during the 1997 survey. This species has also apparently increased on Homestead ARS: one plant was observed in 1992/93, while in 1996/97 one plant with fruit was observed at location 4, and nine seedlings were noted at location 14. The seedlings were in a grassy field where they could be damaged or killed by mowing.

Christmas Berry. This state endangered species is found in pine rocklands, hardwood hammocks, and the edge of sinkholes (**Florida Natural Areas Inventory 1997**). It occurs in numerous locations on former Homestead AFB. This woody species forms low, dense mats and has conspicuous red berries. It was found in grassy areas with little shade. Over 100 plants were recorded in 1992/93 on disposal land; it was observed at seven sites in 1997. In 1996/97, it occurred in all areas on Homestead ARS except location 6. Approximately 300 plants were observed, an increase over the 60 plants found in 1992/93.

One-Nerved Ernodea. This state endangered species was recorded at locations 19 and 22 on disposal land in 1997. This species was not found in 1992/92 nor was it recorded on Homestead ARS during the 1996/97 survey.

Pine Pink Orchid. This plant was observed in only one location on disposal land in 1997. It was found growing on the limestone walls of small canals at location 18.

Krug's Holly. This state endangered species was observed at only six locations on Homestead ARS. It is a small tree that grows in scattered, almost pure stands, sometimes inter-mixed with other trees and shrubs in pine rocklands, hardwood hammocks, and disturbed ground (**Florida Natural Areas Inventory 1997**). In 1996/97, it was found on Homestead ARS in moderate to high densities at locations 2, 6, and 15 (about 500 plants observed). More plants were observed in 1996/97 on Homestead ARS than in 1992/93, and most plants recorded in 1996/97 were at location 15, which was not surveyed in 1992/93.

Wild Potato Morning-Glory. This is a state endangered species that occurs in pine rocklands but has also been observed in vacant lots (**Florida Natural Areas Inventory 1997**). It was observed only on disposal land in 1992/93 and 1997. This species was only observed at location 3 during 1992/93, while it was recorded at seven locations in 1997.

Pineland Jacquemontia. This state endangered species was found in many locations on both disposal lands and Homestead ARS. It is a small vine with conspicuous white flowers, found in association with tall grasses and forbs or at the edge of shrubby areas in pine rocklands. It also occurs on spoil banks and in vacant lots on limestone (**Florida Natural Areas Inventory 1997**). Over 100 plants were observed at four locations on disposal land during the 1992/93 survey. During the 1997 survey, it was observed at seven locations with approximately 150 plants, essentially the same number found in 1992/93. This species occurs in many unmowed grassy areas on Homestead ARS. It appears to be most vulnerable to natural succession, invasion by non-native plant species, and frequent mowing; however, occasional high mowing may provide some benefit by reducing shading.

Florida Lantana. This state endangered species was recorded at five locations on both disposal land and Homestead ARS. Lantana was generally found in open, unmowed grassy areas, near the border of shrubby thickets in pine rocklands, and beach dunes (**Florida Natural Areas Inventory 1997**). It was not observed on disposal land in 1992/93, but was seen at locations 18 and 19 on disposal land in 1997. Florida lantana was observed at locations 1 and 12 on Homestead ARS in 1992/93; approximately 45 plants were tallied. Lantana was also recorded on Homestead ARS during the 1996/97 survey, but none of the plants observed could be conclusively identified as Florida lantana. This species hybridizes with the closely related, non-native *Lantana camara*, and this hybridization is considered the most significant threat to the continued existence of the Florida lantana.

Sand Flax. This is a state endangered species endemic to pine rocklands in south Florida (**Florida Natural Areas Inventory 1997**). This species was not recorded in 1992/93 or on Homestead ARS in 1996/97. It was, however, recorded at six locations on disposal land in 1997.

Carter's Small-Flowered Flax. This is a state endangered species observed only on disposal land at locations 5 and 7 in 1992/93. It is endemic to pine rockland habitat in south Florida and can also be found on disturbed ground (**Florida Natural Areas Inventory 1997**). Approximately 55 individuals were observed at the two locations. The plants occurred along banks of small canals that traverse mowed remnant pine rockland habitat. Plants were observed in flower and fruit. This species was not observed on disposal land in 1997.

Small-Leaved Melanthera. This state endangered species was observed in numerous areas on both disposal lands and Homestead ARS. This fairly large, white-flowering forb is typically found in open, unmowed areas, in pine rocklands and on disturbed ground (**Florida Natural Areas Inventory 1997**). In 1992/93, over 380 plants were observed at locations 3, 5, 9, and 10. In 1997, this species was recorded on disposal land in eight areas. Small-leaved melanthera was observed at four locations in 1992/93 and in all areas except location 6 in 1996/97. Approximately 1,000 plants were observed on Homestead ARS in 1996/97, similar to the number observed on Homestead ARS in 1992/93. Threats to the continued existence of this species appear to be natural succession, invasion of non-native plants, and frequent mowing. However, occasional mowing may provide some benefit by reducing shading.

Rockland Painted-Leaf. This is a state endangered species that is endemic to pine rocklands in south Florida (**Florida Natural Areas Inventory 1997**). It occurs on one area of disposal land and one area of Homestead ARS. This small forb was not observed on disposal land in 1992/93, but was observed in 1997 at location 18, which is remnant pine rockland habitat that supports a fairly diverse flora. It was observed only at location 1 in an open area with sparse vegetation on Homestead ARS. Three individuals were observed in 1996/97, while five plants were reported in this same area in 1992/93. The plants observed in 1996/97 had seed capsules, but no young plants were observed. The immediate threat to this species appears to be invasion of non-native plant species such as silk reed and Australian pine, which grow in close proximity to these plants.

Bahama Brake. This state endangered species occurs in many locations on disposal land and Homestead ARS. This small fern was usually observed in open areas near exposed limestone and solution holes in pine rocklands and sinkholes (**Florida Natural Areas Inventory 1997**). During surveys on disposal land, approximately 475 individuals were recorded in 1992/93 at locations 3, 5, 7 and 10; and recorded at nine locations in 1997. Approximately 3,000 plants were observed in all locations surveyed on Homestead ARS in 1996/97 and all areas but locations 9 and 12 in 1992/93. Relatively high numbers were also observed during the 1992/93 survey. The plants observed on Homestead ARS in 1996/97 were in excellent condition.

Royal Palm. Only one of this state endangered species was observed on disposal land at location 17 in 1997. Location 17 includes the golf course and housing development of former Homestead AFB, which are now overgrown with non-native species and turf grass. It is not known if the one plant recorded is native or from nursery-grown stock. This species is typically found in hardwood hammocks (**Florida Natural Areas Inventory 1997**).

Bahama Sachisa. This state endangered species was observed at locations 1, 2, and 3 and only in 1992/93. This species is endemic to pine rocklands in south Florida (**Florida Natural Areas Inventory 1997**) and occurred in small pine-rockland remnants in areas on and near exposed limestone outcrops. A total of 10 plants were observed on disposal land at location 3, and 75 individuals were observed on Homestead ARS at locations 1 and 2. This species was not recorded during resurveys of these areas in 1996 or 1997.

Wedgelet Fern. This is a state endangered species that was observed in six areas on Homestead ARS; it was not recorded on disposal land. This small fern is endemic to pine rocklands in south Florida (**Florida Natural Areas Inventory 1997**) and forms dense clumps on the exposed limestone of shaded canal walls and, to a lesser extent, in limestone solution holes. In 1996/97, the largest populations were observed on Homestead ARS on the walls of canals at locations 4, 8, and 13, and in smaller canals at location 14. Over 2,000 plants were observed in 1996/97, substantially more than were recorded in 1992/93. The populations of this species appear to be increasing, but future threats include the colonization of canal walls by Australian pine and Brazilian pepper and the accumulation of litter and branches of these species in the canals.

West Indian Mahogany. This state endangered species was observed at locations 1, 11, and 14 on Homestead ARS in 1997, and at locations 17, 19, and 20 on disposal land in 1996/97. It was not observed in 1992/93. Five trees were found on Homestead ARS in 1996/97. This tree is typically found in hardwood hammocks and may be colonizing areas on base because of the long-term absence of fire. None showed signs of reproducing, and they may be too young to reproduce. Threats to their continued existence on Homestead ARS are invasion of non-native species, fire, and manual clearing.

Tetrazygia. This state threatened species was observed at 12 locations on disposal land and Homestead ARS. This species is a large shrub or small tree, typically a component of the hardwood shrub community, pine rocklands, and hardwood hammocks, as well as disturbed ground (**Florida Natural Areas Inventory 1997**). It was not observed on disposal land in 1992/93, but was recorded at locations 18 and 19 during the 1997 survey. It was observed in fairly large numbers at several locations on Homestead ARS in 1996/97, and was also seen in several locations in 1992/93. In addition many young individuals were observed, indicating this species is increasing on Homestead ARS. Many individuals observed at locations 2 and 15 during the 1996/97 survey had died back but were resprouting. The reason for the dieback is not known.

Giant Wild Pine. This state endangered species was only observed on disposal land in 1997 and only one individual was recorded at location 17, which is the site of the former golf course and housing area. The land is now overgrown with non-native plant species.

Pineland Noseburn. This is a state endangered species that occurs in pine rocklands and is confirmed only from Miami-Dade and Monroe counties (**Florida Natural Areas Inventory 1997**). It was only observed at location 1 on Homestead ARS in 1992/93, but not in 1996/97. Ten plants were observed at location 1, which is a pine rockland remnant. The plants were confined to several small limestone outcrops near the base of several large pines.

Florida White-Topped Sedge. This is a state sensitive species that was observed in numerous areas on disposal land and Homestead ARS. It is a small, grass-like sedge that occurs in open areas with little or no shade. This species was recorded at four locations on disposal land in 1992/93 and eight locations in 1997. Over 260 clumps or individual plants were observed during the 1992/93 survey on disposal land. Over 8,000 individuals of this species were observed in all areas surveyed on Homestead ARS in 1996/97; numbers of this species have increased substantially in all areas surveyed since the 1992/93 survey.

Florida Pinewood Privet. This state sensitive species was observed at six locations on Homestead ARS but not on disposal land. It is a small- to medium-sized shrub that grows with other shrubs and trees, and occurs in pine rocklands and on shallow mounds in mixed hardwoods (**Florida Natural Areas Inventory 1997**). The total number of plants observed during the 1996/97 survey on Homestead ARS was 135, with the largest populations at locations 2 and 15. Although the number observed on

Homestead ARS during the 1996/97 survey was higher than the 1992/93 survey, most of the additional plants were recorded in areas not surveyed in 1992/93. Colonization of non-native plants is a potential threat to this species.

Florida Five-Petaled Leaf Flower. This is a state sensitive species that was observed in numerous locations on disposal land and Homestead ARS. It is a small, low-growing forb and was most common in areas with little vegetation cover, especially along edges of exposed limestone in pine rocklands and on roadside edges (**Florida Natural Areas Inventory 1997**). This species was observed in five areas during the 1992/93 survey and nine areas during the 1997 surveys on disposal land. The estimated number of plants observed was over 1,500 during the 1992/93 survey. This species was observed at all locations surveyed on Homestead ARS in 1996/97, and over 2,000 individual plants were recorded, which is similar to the number observed in 1992/93. The invasion of non-native species may pose a threat to this species. It can tolerate and may even benefit from occasional mowing.

Blodgett's Ironweed. This state sensitive species is a small forb that occurs in a variety of habitats, including pine rocklands, flatwoods, dry prairie and marl prairie (**Florida Natural Areas Inventory 1997**). It was recorded at five locations on disposal land and Homestead ARS. This species occurs in small numbers, with 12 individuals recorded at location 5 on disposal land in 1992/93. Only 11 individuals were observed at locations 1, 4, 11, and 16 on Homestead ARS in 1996/97. The number of plants observed on Homestead ARS in 1992/93 was similar to 1996/97 numbers, but all plants recorded in the earlier survey were at location 1. Natural succession and the invasion of non-native plant species may pose threats to the continued existence of this species on former Homestead AFB.

G.2.1.3 State Listed Species Along Military Canal

Blodgett's Wild-Mercury. This state endangered species is endemic to pine rocklands and hardwood hammocks in Miami-Dade County and the Florida Keys. It is typically found in wet margins of hardwood hammocks (**Florida Natural Areas Inventory 1997**). One population of four plants was observed about halfway between the salinity control structure and the eastern tip of Military Canal.

Sea-Lavender. This state endangered species is a shoreline shrub that occurs from Florida Keys north to Brevard County. It commonly grows on coastal dunes or on the outer edge of salt flats. Two large plants of this species were observed at the eastern tip of Military Canal. One plant on the northern tip of the canal had partly died back due to competition with the exotic plant, *Scaevola sericea*, while the plant on the southern tip was healthy.

G.2.2 Invertebrates

Schaus Swallowtail Butterfly. Schaus swallowtail butterfly is a federally listed endangered species and is the only sensitive invertebrate known to occur in the area of former Homestead AFB. It is a large blackish-brown butterfly that occurs in undisturbed tropical hardwood hammocks mostly from Elliott Key in Biscayne NP south to northern Key Largo. Recently, its range was extended via reintroductions on Lower Matecumber Key in the Florida Keys and at the Charles Deering Estate County Park north of Biscayne NP. The Schaus swallowtail butterfly was listed as a threatened species in 1976 due to population declines associated with the destruction of tropical hardwood hammock habitat, spraying for mosquitoes, and over harvesting by collectors. It was listed as endangered in 1984 due to dramatic population declines after the initial listing. The largest population is centered on Elliott Key and the surrounding keys. From 1985 to 1990, the estimated population size ranged from 600 to 1,000 adults on Elliott Key, with 50 to 100 individuals on nearby keys. The population was reduced to an estimated 58 individuals after Hurricane Andrew, but increased to over 600 by 1994 and has remained stable since (**USFWS 1998a**).

Schaus swallowtail butterfly occurs in mature and well-drained tropical hardwood hammocks with some natural or man-made openings such as narrow trails. Adults live about two weeks and may be found near openings feeding on nectar of such plants as wild coffee and guava. Eggs are deposited on torchwood or wild lime, which provide food for emerging young (**USFWS 1998a**). This species has not been observed on former Homestead AFB and would not be expected to occur there due to lack of appropriate habitat. It would not be expected to occur in the freshwater and mangrove wetlands between the former base and Biscayne Bay.

G.2.3 Reptiles

Six species of special-status reptiles are known to occur in the Homestead area (see Tables 3.11-3 and 3.11-4). Three species are marine turtles that occur in Biscayne Bay. Information regarding these species was derived from data supplied by Biscayne NP and other sources. As indicated in Section G.1.2, surveys for the American crocodile, eastern indigo snake, and rim rock crowned snake were conducted for this SEIS.

G.2.3.1 Federally Listed Species

American Crocodile. The American crocodile was listed as a federally endangered species in 1975. Its critical habitat was designated in 1979 (**USFWS 1998a**) and is south of Turkey Point and Elliott Key in Biscayne Bay (see Figure 3.11-5). This species is found in coastal habitat in extreme southern Florida, as well as the Caribbean, Mexico, Central America, and northern South America. In south Florida, it once occurred as far north as Lake Worth in Palm Beach County and Tampa Bay, and as far south as Key West. The current distribution includes coastal areas of Dade, Monroe, Collier, and Lee counties (**USFWS 1998a**). Until very recently, the range of the crocodile in the Homestead area was in the mangrove habitat on North Key Largo and near Turkey Point (**Alleman 1995**). There is also a population about 20 miles south of the former base in Florida Bay. Except for scattered reports, this species had not been reported from the mangrove habitat along the west shoreline of Biscayne Bay north of Turkey Point. However, detailed surveys in 1997 and 1998 revealed that the crocodile has apparently expanded its range north of Turkey Point up to Chapman Field Park and apparently to Matheson Hammock County Park (**Denton and Godley 1999, Dalrymple 1998, Mazzotti 1999b, Mazzotti and Cherkiss 1998**).

The American crocodile is found primarily in mangrove swamps and along low-energy mangrove lined bays and creeks (**Kushlan and Mazzotti 1989**). At Turkey Point, adult crocodiles were found most frequently in the low saline and fresh water canals and ditches, subadults were in all areas, and juveniles in the most saline ditches. Other studies have also shown that adult crocodiles prefer less saline water (**Kushlan and Mazzotti 1989**) and exclude the juveniles from these preferred areas. Adult females at Turkey Point use higher saline water for nesting since the only good nesting habitat is adjacent to higher saline water (**Brandt et al. 1995**).

Male American crocodiles typically begin to establish breeding territories in late February. Territorial defense takes the form of vocalization, body posturing, and aggression. Following courtship and mating, females search for a nest site which, under natural conditions, includes sites with sandy shorelines or raised creek beds next to water (**USFWS 1998a**). Nesting at the north end of Key Largo and Turkey Point takes place on levees and spoil banks associated with canals (**Brandt et al. 1995, Moler 1991**), while nesting at Chapman Field Park takes place next to a borrow pit (**Dalrymple 1998**). There are no known crocodile nest sites in natural habitats in the Biscayne Bay-Key Largo area (**Mazzotti 1999a**). Nesting takes place from late April into early May. Incubation lasts about 86 days, during which time the female periodically visits the nest. In Florida, crocodiles are not known to regularly defend their nests against humans (**Kushlan and Mazzotti 1989**). The female must excavate the young from the nest after hatching because they cannot dig themselves out. Hatchlings stay in close proximity to the nest site for

four to five weeks and then disperse. Most go only a short distance, but some may move 5 to 6 miles within three months of hatching (**Moler 1991**).

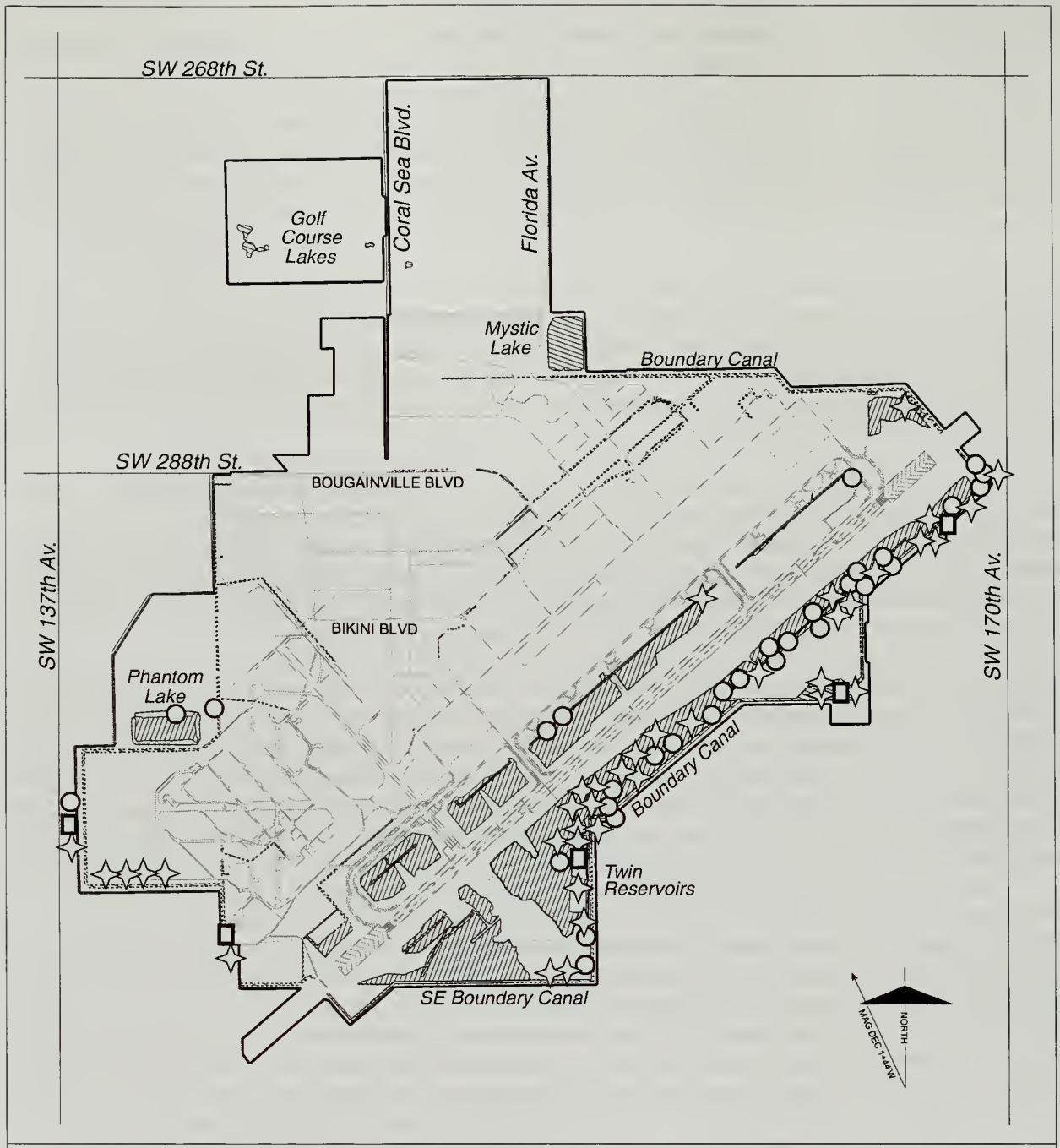
An estimated 1,000 to 2,000 crocodiles may have existed early in the 20th Century and by the mid-1970s, numbers of non-hatchling crocodiles were estimated at 100 to 400. The decline was due to habitat loss, collection, and hunting as well as human encroachment into estuarine habitats. The American crocodile population in south Florida has increased substantially over the last 20 years and this is best indicated by the increase in nesting crocodiles from 20 in the late 1970s to about 48 nests in 1995 (**USFWS 1998a**).

The closest nesting population of American crocodiles to the Homestead area is at Turkey Point. The cooling water canal system at Turkey Point was completed in 1974. Adult crocodiles were first observed at this site in 1976 and the first nest was discovered in 1978. The estimated non-hatchling population size was 17 to 19 from 1978 to 1981 (**Gaby et al. 1985**), and 24 to 30 from 1984 to 1993 (**Brandt et al. 1995**). The number of crocodiles at Turkey Point appears to be leveling off and the site may be reaching carrying capacity (**Brandt et al. 1995**).

Another American crocodile population occurs about 20 miles south of former Homestead AFB in Florida Bay in Everglades National Park. This population is centered in the crocodile sanctuary in northern Florida Bay in the area of Little Madeira and Joe Bays. The sanctuary was established in 1980 and covers 8,143 acres. Boat traffic and other recreation were originally prohibited throughout this area, but in 1992, some areas not frequented by crocodiles were reopened to boat traffic. Critical locations, such as areas used for nesting, are still off limits to all users (**Snow 1992**).

As indicated above, until recently, the American crocodile had not reoccupied its historic habitat along the western shoreline of Biscayne Bay north of Turkey Point (**Alleman 1995**). However, surveys in 1997 and 1998 revealed the presence of the American crocodile in that area (**Mazzotti and Cherkiss 1998**). Hatchlings were observed in September 1997 in a borrow pit at Chapman Field County Park about 14 miles north of Turkey Point and 11 miles north of Military Canal (**Dalrymple 1998, Mazzotti and Cherkiss 1998**). A total of 25 hatchlings were captured in the borrow pit, as well as several juvenile crocodiles up to 50 inches long (**Dalrymple 1998**).

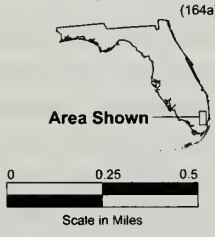
Crocodile surveys were conducted in 1998 on former Homestead AFB, along 37 miles of canals near the former base, and along about 7 miles of the west shoreline of Biscayne Bay (see Table G-2, Figures G-2 and G-3). Each location was surveyed three times from June 7 through July 22, 1998. No crocodiles were observed at former Homestead AFB, but the spectacled caiman was common and a few American alligators were also observed (**Figure G-8**). The caiman was recorded 30 times, with the largest number observed during the second survey (**Table G-5**). It is assumed that at least 30 adult caiman reside on the former base based on the second survey, where 16 caiman and 14 unidentified crocodilians (assumed to be mostly caiman) were recorded. The crocodile was recorded twice in Florida Canal and twice in Goulds Canal (**Figure G-9).** The crocodiles were the same size and in the same location each time, so it is assumed that this represents two crocodiles. The alligator was common throughout the canal system and only one caiman was detected in the canals (**Figure G-10**). The maximum number of alligators detected was 19 during the second survey and, assuming the 11 unidentified crocodilians recorded during this survey were alligators, then at least 30 adult alligators resided in the 37 miles of canals surveyed or about one adult alligator per mile of canal (**Table G-6).** The crocodile was detected twice during wading bird surveys in June and July 1998: one at the mouth of Military Canal and the other in the Black Point area. These and other recent surveys have resulted in 11 crocodile observations from the Florida City Canal to Black Point in 1997 and 1998.



LEGEND

- Former Homestead AFB Boundary
- Canal
- Road
- Wetland
- American Alligator
- Spectacled Caiman
- Unidentified Crocodilian

(164a)HS 7.7.00.nc



Derived from: Mazzotti 1999b

Figure G-8
Locations of Crocodilians
on Former Homestead AFB, June and July 1998

Table G-5. Alligator, Caiman, and Unidentified Crocodilian Observed on Former Homestead AFB, June and July

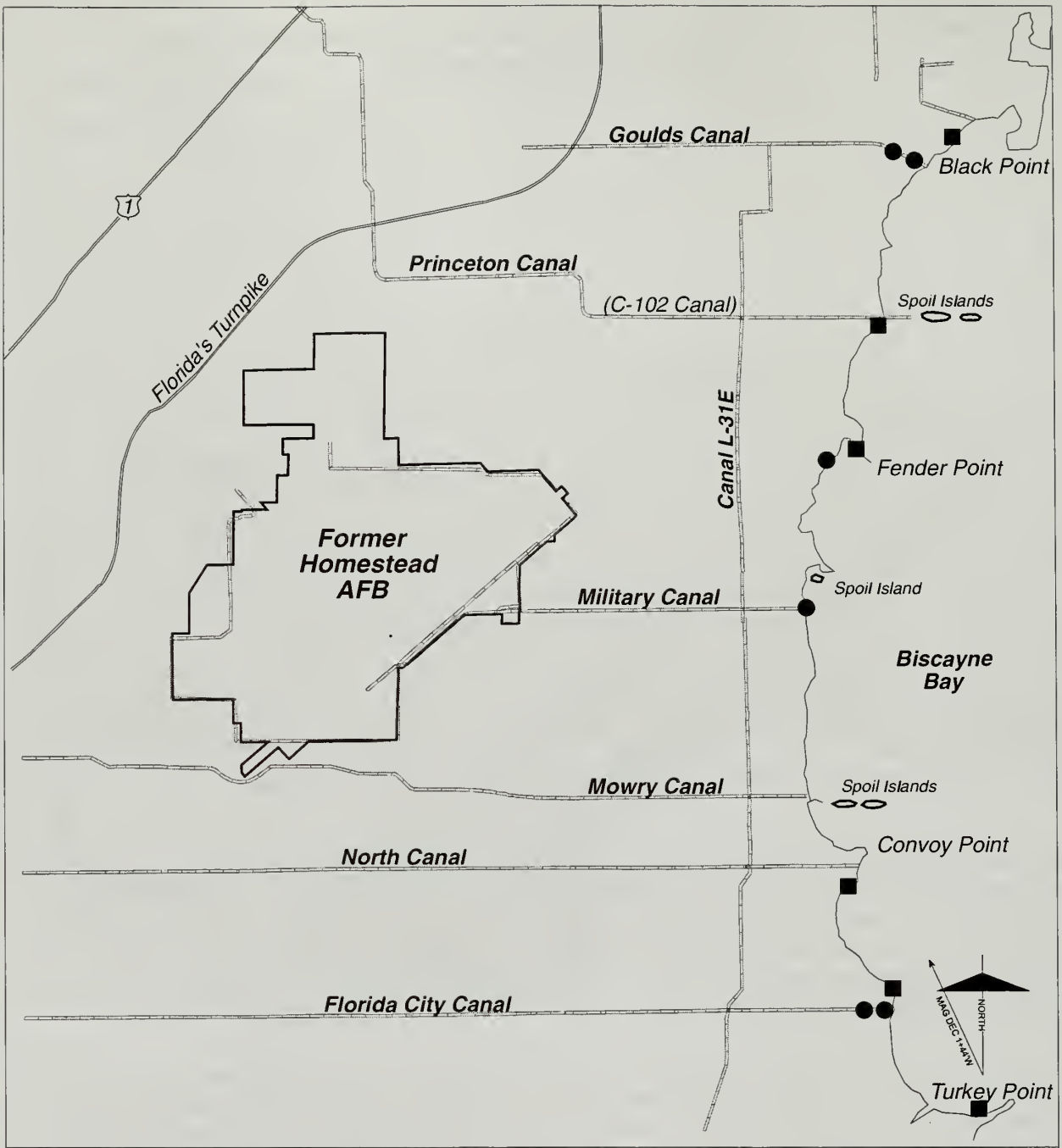
Species	Boundary Canal			Marsh	Reservoir	Twine Reservoirs	Canal North of Runway	Total
	South	West	East					
Alligator								
S1	2	0	0	0	1	0	0	3
S2	0	0	0	0	0	0	0	0
S3	0	2	0	0	0	0	0	2
Caiman								
S1	3	0	0	2	0	0	0	5
S2	1	1	2	12	0	0	0	16
S3	1	1	1	3	0	0	3	9
Crocodilian sp.								
S1	0	2	1	3	0	0	0	6
S2	1	0	0	12	0	1	0	14
S3	4	4	1	3	3	0	1	16
Total								
S1	5	2	1	5	1	0	0	14
S2	2	1	2	24	0	1	0	30
S3	5	7	2	6	3	0	4	27
Grand Total	**12**	**10**	**5**	**35**	**4**	**1**	**4**	**71**

Source: **Mazzotti 1999b**.
Note: S1 took place on June 7, 1998, S2 on June 28 and 29, 1998, and S3 on July 17 and 18, 1998.

Green Sea Turtle. In July 1978, the green sea turtle was listed as a federally endangered species in Florida and along the Pacific Coast of Mexico and is threatened in the remainder of its range. It can be found world wide, mostly in tropical and subtropical waters. It occurs around the U.S. Virgin Islands, Puerto Rico, and along the continental United States from Texas to Massachusetts. Areas known to be important feeding areas for the green sea turtle in Florida include Indian River Lagoon, Florida Keys, Florida Bay, and Cedar Key (**USFWS 1998a**).

In Florida, the green sea turtle nesting season is from June through September. Female green turtles emerge from the ocean at night to deposit their eggs, and from one to seven clutches can be deposited over the course of the nesting season; the average number of eggs per clutch is 136. Females typically do not breed every year; two to more than four years may pass before a female will produce eggs again. The age at sexual maturity for the green sea turtle ranges from 20 to 50 years (**USFWS 1998a**).

The number of nests in Florida ranged from 455 to 2,509 during 1988 to 1992. An increase in green turtle nests in Florida has been observed, but the reason for this increase is unknown. It could represent an actual increase in nesting or be the result of increased monitoring (**USFWS 1998a, Meylan et al. 1995**). In south Florida, the largest number of nests per year from 1985 through 1995 were observed in Palm Beach (301) and Martin counties (163); the average number of nests in Miami-Dade (4.5) and Monroe (6.5) counties was lower (**USFWS 1998a**).



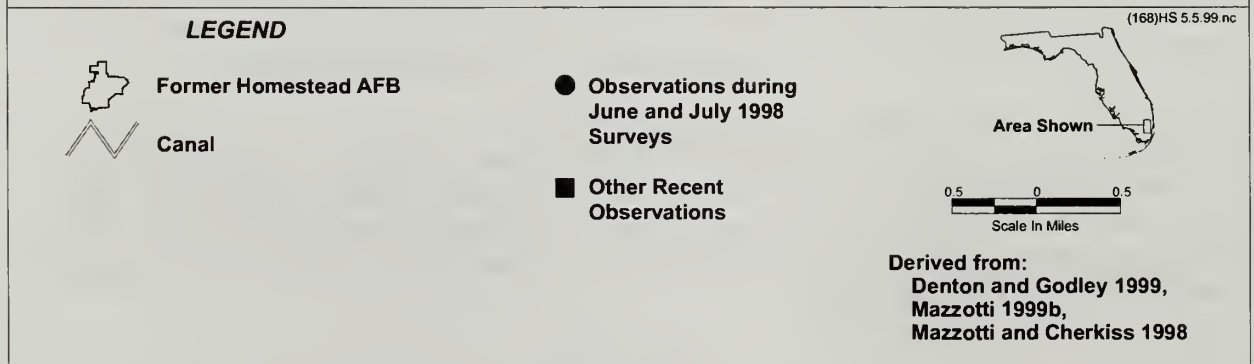
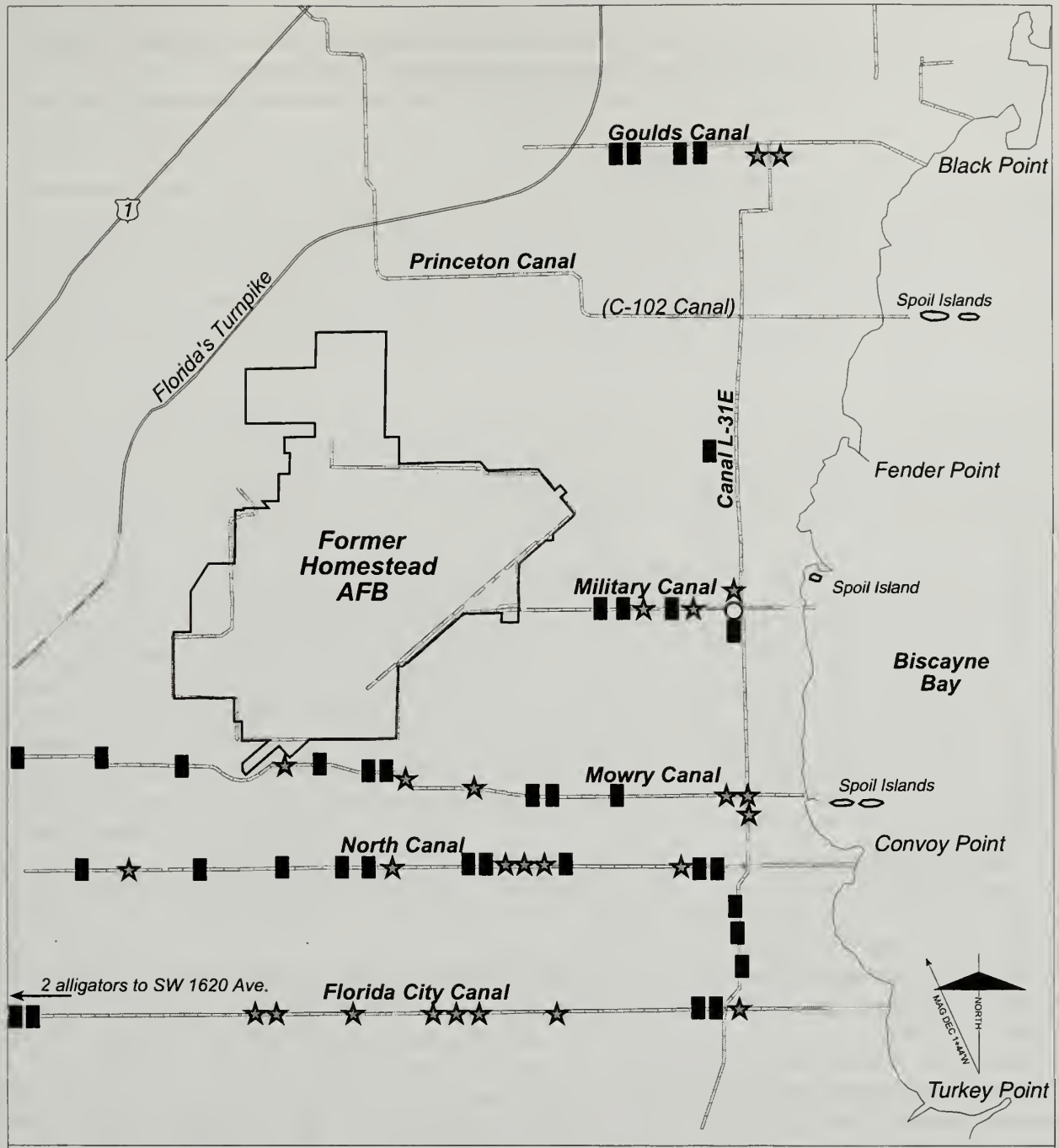


Figure G-9
Recent American Crocodile Observations Along the Western Shoreline of Biscayne Bay Between Turkey Point and Black Point



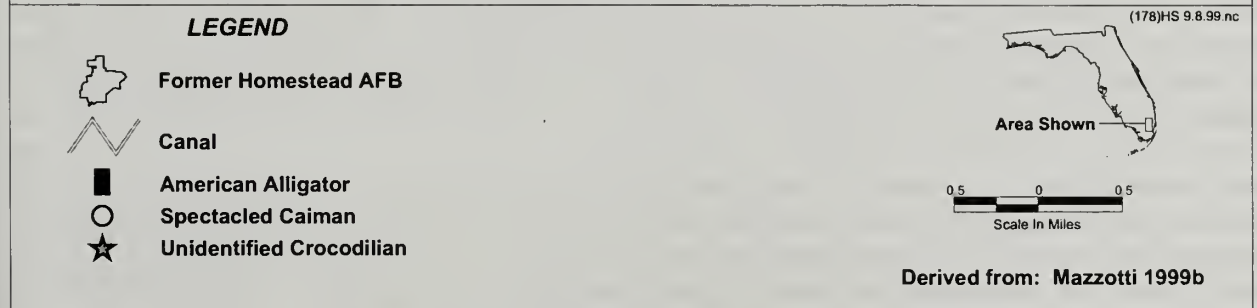


Figure G-10
Locations of Alligators, Spectacled Caiman, and Unidentified Crocodilians Observed During the Surveys in June and July 1998 Along Canals in the Area of Former Homestead AFB

Table G-6. Alligator, Caiman, Crocodile, and Unidentified Crocodilian Observed in the Canals in the Area of Former Homestead AFB, June and July 1998

Species	Canals							Total
	Goulds	Military	North	C-102	Fl. City	Mowry	L-31E	
Alligator								
S1	2	1	1	0	0	0	0	4
S2	1	3	6	1	3	4	1	19
S3	1	0	4	0	0	4	2	11
Caiman								
S1	0	1	0	0	0	0	0	1
S2	0	0	0	0	0	0	0	0
S3	0	0	0	0	0	0	0	0
Crocodile								
S1	1	0	0	0	0	0	0	1
S2	0	0	0	0	1	0	0	1
S3	1	0	0	0	1	0	0	2
Crocodilian sp.								
S1	0	1	4	0	0	0	0	5
S2	0	2	1	1	5	1	1	11
S3	1	0	1	0	3	3	3	11
Total								
S1	3	3	5	0	0	0	0	11
S2	1	5	7	2	9	5	2	31
S3	3	0	5	0	4	7	5	24
Grand Total	**7**	**8**	**17**	**2**	**13**	**12**	**7**	**66**

Source: **Mazzotti 1999b**.
Note: Refer to Figure G-3 for location of surveys. S1 took place on June 8 and 9, 1998, S2 on June 27 and 30, 1998, and S3 on July 20 and 23, 1998.

Except during migration, the green sea turtle is generally found in fairly shallow waters inside reefs, inlets, and bays. They are attracted to shallow water areas that have an abundance of marine plant life. The green sea turtle has not been recorded as a nesting species on the beaches of the keys in Biscayne NP. The closest known nesting sites are beaches in Miami-Dade County north of the park (**Mansfield 1996, USFWS 1998a**). This species has been frequently observed on the reef and in the sea grass beds in Biscayne Bay and uses the bay for foraging (**Alleman et al. 1995**, **Mansfield 1996**). The green sea turtle would be expected to forage along the western shoreline of Biscayne NP and in the salt water portion of Military Canal. Seventeen green sea turtle strandings were reported from Biscayne NP from 1995 through 1998; most of these turtles died or were dead (**BNP 1995**, **Mansfield 1996**, **Moulding and Lockwood 1997**, **Lockwood et al. 1999**).

Eastern Indigo Snake. This snake is a state and federally threatened species. It is the longest snake in North America, reaching lengths of over 8.5 feet. Historically, it occurred in the southern United States, including all of Florida and the coastal plains of Georgia, Alabama, and Mississippi. Georgia and Florida currently support the remaining populations of the eastern indigo snake, although it could still occur in Alabama. This species is thought to be widely distributed in Florida (**Moler 1985**). In south Florida, it occurs in pinelands, tropical hardwood hammocks, and mangrove forests. They seem to prefer hammocks

and pine forests, since most observations occurred in these habitats (**Steiner et al. 1983**). The indigo snake also frequents canal banks in south Florida and may enter the water or crab holes along canal banks to escape (**Lawler 1977**). Eastern indigo snakes also make use of agricultural lands and various types of wetlands (**USFWS 1998a**).

Information regarding the reproductive cycle of the eastern indigo snake in south-central Florida indicates that breeding takes place from June to January, and egg laying from April to July, with hatching occurring from mid-summer to early fall. The indigo snake is an active, terrestrial predator. Their diet includes fish, amphibians, reptiles, birds, and mammals. These wide-ranging snakes utilize a large area of land; the average home range size for males in south-central Florida was 138 acres and females 47 acres. The male's maximum home range was almost 500 acres; the maximum female home range was 120 acres (**USFWS 1998a**).

The eastern indigo snake was listed as a threatened species because of a reduction in numbers due to habitat loss, collecting for the pet trade, and gassing gopher tortoise burrows for rattlesnakes. At the time of listing (1978), the main factor causing the decline of this snake was collecting for the pet trade. Pressures from pet collecting have been reduced due to effective law enforcement. Presently, the main cause for this species decline is habitat loss (**USFWS 1998a**). As noted above, this species has a large home range making it vulnerable to habitat loss, fragmentation, and degradation. Habitat is being destroyed by residential, commercial, and agricultural development, as well as by timber harvesting. Low-density housing is also a threat to this snake due to mortality caused by land owners and pets, as well as increased mortality along newly constructed roads. At present, there is no quantitative data to determine long-term trends of the indigo snake populations in south Florida. The indigo snake will probably persist where large sections of habitat (1,000 to 10,000 acres) remain. Preliminary estimates of the amount of land needed to protect the indigo snake are about 10,000 acres of unaltered habitat. However, population modeling will need to be completed to determine if a population of eastern indigo snakes could persist on this amount of land (**USFWS 1998a**).

Eight museum specimens collected between 1929 and 1967 from the Homestead and Florida City areas indicate this species inhabited this area historically. More recently, 13 observations of the eastern indigo snake were recorded from Biscayne NP; three at Convoy Point and the remainder on Sands, Elliott, and Old Rhodes Keys. Based on over 100 observations, freshwater marsh, mangrove forest, and abandoned farmland are considered marginal habitat for the eastern indigo snake. Only five sightings of this species occurred in mangrove swamps (6 percent of the total); of these, three were along canal berms and two were in wading bird colonies (**Steiner et al. 1983**).

Prior to Hurricane Andrew, Homestead AFB was in full operation and there would have been essentially no potential eastern indigo snake habitat on most of the base given the high degree of development and human activity. Some potential habitat likely existed south of the runway in wetlands and other undeveloped lands. Currently, much of former Homestead AFB outside of the Homestead ARS consists of abandoned land with much less human activity, and this area may now provide habitat for the eastern indigo snake. Biological surveys were conducted on the disposal lands in 1992, 1993, and 1997 and the indigo snake was not observed (**Hilsenbeck 1993, Geraghty & Miller 1993, PBS&J 1998b**). Surveys specifically for this species were conducted in much of the disposal property during the summer of 1998 (see Figure G-4 for survey area) and this species was not observed. In addition, the eastern indigo snake was not observed on the former base during other intensive wildlife surveys in 1998, including surveys for the American crocodile, rim rock crowned snake, neotropical migrant breeding birds, wading birds, Southeastern American kestrel, and burrowing owl. The eastern indigo snake was said to occur on the Homestead ARS (**SEA 1996**); however, this observation was not confirmed (**Mitchell 1999**). Homestead ARS is highly developed so it is doubtful the snake inhabits that area. It may occur

occasionally along the canals and other water bodies near the base boundary that are adjacent to open land. It was also listed as a confirmed species on former Homestead AFB in a recent species account (**Hallam et al. 1998**). However, it was determined that the eastern indigo snake was not actually observed on the former base but was assumed to occur because of historical observations in the area and availability of potential habitat (**Moler 1999**).

There have been recent reports of the eastern indigo snake on lands between the former base and Biscayne Bay. An indigo snake was recently observed on disturbed land during a recent USEPA study (**Metro-Dade County 1994b**). The location of this observation was not provided. It and its shed skin have also been observed along Florida City Canal in recent years (**Moler 1999**). An adult indigo snake was observed along the berm of Military Canal on July 13, 1998. This indicates that the mangrove fringe forest, exotic dominated freshwater wetlands, canals, and abandoned lands east of former Homestead AFB are eastern indigo snake habitat. This would also include the agricultural land next to the above habitats and along the canals but not agricultural lands well away from the preferred habitat. The freshwater wetlands and mangrove forests, as well as agricultural lands near these habitats may represent marginal habitat for this species (**Steiner et al. 1983**).

Hawksbill Sea Turtle. The hawksbill sea turtle was listed as an endangered species by the federal government in 1970; it is also a State of Florida endangered species. Critical habitat for this species has been designated in Puerto Rico. This species occurs primarily in tropical and subtropical seas of the Atlantic, Pacific, and Indian Oceans. In U.S. jurisdictional waters, it is most common in Puerto Rico and the U.S. Virgin Islands. It also occurs along all the Gulf of Mexico states and along the Atlantic Ocean as far north as Massachusetts, but sightings north of Florida are rare (**USFWS 1998a**).

The hawksbill sea turtle is observed with some regularity in the waters off the Florida Keys and the reefs off Palm Beach County. Coral reefs are important foraging areas for this species because it feeds on sponges and other organisms that need a hard substrate to grow (**USFWS 1998a**). However, Hawksbills are also known to inhabit mangrove fringed bays and estuaries where coral reefs are absent (**Carr 1952**).

Nesting occurs July to October at low- to high-energy beaches, and the female typically emerges from the water at night and lays an average of 140 eggs. As with the green sea turtle, the female may lay eggs more than once during the nesting season, and then not reproduce again for a number of years. Within the continental United States, nesting occurs along the southeastern coast of Florida, including Miami-Dade and Monroe counties.

The hawksbill sea turtle has been recorded as nesting on one of the keys in Biscayne NP; two nests were observed in 1981 and two in 1990. The outcome of these nesting attempts is not known (**Moulding and Lockwood 1997**). Strandings of this species have also been reported from Biscayne NP, one each in 1995, 1996, and 1997 and zero in 1998 (**BNP 1995, Mansfield 1996, Moulding and Lockwood 1997, Lockwood et al. 1999**). The hawksbill sea turtle is less common in Biscayne Bay than the green and loggerhead sea turtles (**Alleman et al. 1995**), likely due to its preference for feeding on sponges that occur on coral reefs. This species may occur occasionally in waters near the mangrove fringe along the western shoreline of Biscayne NP and the salt water portion of Military Canal.

Loggerhead Sea Turtle. This turtle was designated as a federal threatened species in 1978 and is a State of Florida threatened species. It is distributed in temperate and tropical waters and inhabits the continental shelves and estuarine environments of the Atlantic, Pacific, and Indian oceans. The loggerhead sea turtle nests along the coast of the continental United States from Louisiana to Virginia. Major nesting areas are found on the coastal islands of North Carolina, South Carolina, and Georgia, as well as along the Atlantic and Gulf coast of Florida. This species nests in all coastal counties in south

Florida; the majority occur along the east coast in counties north of Miami-Dade County (**USFWS 1998a**).

Habitat used by the loggerhead sea turtle varies with age. Hatchlings apparently head to the open ocean after hatching and live in the pelagic drift lines for several years. Subadults then apparently move to the nearshore environment and live in estuarine waters near the coasts. Adults are also found in the nearshore environment. The primary food of subadult and adult loggerheads is invertebrates such as gastropods, mollusks, and crustaceans (**USFWS 1998a**).

In the southeastern United States, loggerheads begin nesting as early as mid-March and continue into September, with the peak months being June and July. Mean clutch size in the southeastern U. S varies from 100 to 126 and, as with other sea turtles, the female may nest multiple times during the nesting season. Incubation in Florida averages 53 to 55 days, and natural hatching success rates of 55.7 percent have been reported for Florida (**USFWS 1998a**).

The estimated number of loggerheads nesting in the southeastern United States in the 1980s was about 14,150 and, assuming 4.1 nests per female, these females accounted for about 58,000 nests. More recent data since 1990 indicates that the number of loggerhead nests in the southeastern United States is currently 60,000 to 70,000 (**Meylan et al. 1995**). These totals are believed to constitute 35 to 40 percent of the loggerhead turtles worldwide. From a global perspective, the southeastern United States nesting populations of the loggerhead sea turtle is second in size to the nesting aggregations of the islands in the Arabian Sea and is of paramount importance to the survival of the species (**USFWS 1998a**).

Data from 1989 to 1995 showed that the number of loggerhead nests in Florida ranged from about 39,200 to 59,400, with the largest number of nests in Brevard County. The average number of loggerhead nests in south Florida from 1985 to 1995 was about 29,400, and an average of 347 nests (1.2 percent of the total) were in Miami-Dade County (**USFWS 1998a**).

The loggerhead sea turtle nests on the keys in Biscayne NP, and detailed nesting studies have been conducted since 1995. Fifteen nests were discovered in 1995, and although the nesting species was not determined, they were all likely loggerhead nests. Eleven of the 15 nests were preyed on by raccoons (**BNP 1995**). In 1996, 19 nests were found and all were loggerhead nests. Twelve nests were preyed on by raccoons, including four that were totally destroyed, and eight that were partially destroyed. Reduced predation rates may have been due to the use of screens over the nest sites to protect them from raccoons. The 1996 average clutch size was 90.4; hatching success was 60.7 percent; and an estimated 779 hatchlings entered the ocean (**Mansfield 1996**). In 1997, six loggerhead nests were found and the predation rate was zero due to the use of screens. Hatching success was 62.8 percent, and an estimated 210 hatchlings entered the ocean (**Moulding and Lockwood 1997**). Thirty-eight loggerhead nests were found on Elliott, Boca Chita, and Soldier Keys in 1998. An estimated 910 hatchlings entered the ocean for a hatching success of 45.5 percent. Hatchling success was lower in 1998 than 1997 due to an increase in predation (**Lockwood et al. 1999**). Eighteen loggerhead sea turtle strandings were reported from Biscayne NP from 1995 through 1998 (**BNP 1995, Mansfield 1996, Moulding and Lockwood 1997, Lockwood et al. 1999**).

The loggerhead, along with the green sea turtle, are the species most frequently observed within Biscayne Bay (**Alleman et al. 1995**). This species would be expected to occur along the mangrove fringe of the western shoreline of the Bay and in the salt water portion of Military Canal.

G.2.3.2 State Listed Species

Rim Rock Crowned Snake. The rim rock crowned snake is a state threatened species and is found in eastern Miami-Dade and Monroe counties. Information from recent sightings indicates this species occurs in the area of former Homestead AFB (**Lynch 1998**). This species may be the rarest snake in Florida and is threatened due to the destruction of habitat throughout its range (**Moler 1992**).

The rim rock crowned snake has been observed in pine rocklands, tropical hammocks, and disturbed ground such as vacant lots (**Florida Natural Areas Inventory 1997**). It can be found beneath trash, rocks, and rotten logs. Limited potential habitat for this species occurs in the disposal land on former Homestead AFB, principally in the remnant pine rocklands and abandoned lands. This snake was not observed on former Homestead AFB during biological studies in 1992, 1993, and 1997 (**Hilsenbeck 1993, Geraghty & Miller 1993, PBS&J 1998b**), although these surveys were not specifically designed to look for this secretive species. A survey for this species was conducted in June and July 1998, by establishing funnel traps and searching appropriate areas (see Figure G-4). The rim rock crowned snake was not captured during 336 trap nights at 15 funnel traps nor was it detected during searches. In addition, it was not detected on or outside the former base during other biological surveys conducted in 1998. This indicates that the rim rock crowned snake is unlikely to occur on former Homestead AFB.

G.2.4 Birds

Six federally listed bird species occur or have the potential to occur in the Homestead area (see Table 3.11-3). These species are also listed as endangered or threatened by the state.

G.2.4.1 Federally Listed Species

Wood Stork. This bird is listed as an endangered species by both the federal and Florida state governments. The U.S. population of the wood stork was listed as endangered by the federal government in 1984 because it had declined by more than 75 percent since the 1930s. There is uncertainty regarding the size of the wood stork population in the 1930s; estimates have varied from 9,400 to 25,000 pairs and over 150,000 individuals (**USFWS 1998a, Kushlan and Frohring 1986**). By the 1970s, the estimated number of pairs was between about 5,110 and 7,600 (**USFWS 1998a**). Data from the mid-1980s indicated that the wood stork population stabilized at about 6,000 nesting pairs (**Ogden et al. 1987**) and, more recently (from 1991 through 1995), the number of nesting pairs ranged from 4,100 to 7,850 (**USFWS 1998a**). Prior to the mid-1970s, the U.S. population of the wood stork apparently did not breed outside of Florida; it now breeds in parts of Georgia and coastal South Carolina. An estimated 30 to 35 percent of the wood storks nested in south Florida in the early to mid-1990s, and the remainder nested further north in Florida, Georgia, and South Carolina (**USFWS 1998a**). From 1992 through 1998, the number of nesting pairs of wood storks in the Everglades ranged from 25 (1998) to 567 (1992) (**Frederick 1995**; **Gawlik 1997, 1998**). During the non-breeding season (July to October), wood storks are much less common in south Florida (**USFWS 1998a**).

The wood stork is primarily associated with fresh water marshes, which it uses for nesting, roosting, and foraging. They typically nest in tall trees in swamps or on islands that are surrounded by open water. Coastal nesting sites occur in red mangrove and, occasionally, Brazilian pepper, cactus, and Australian pine (**Rodgers et al. 1996**). During the non-breeding season or while foraging, storks can be found in a wide variety of wetland habitats, including freshwater marshes, stock ponds, narrow tidal creeks, and seasonally flooded roadside or agricultural ditches. The wood stork has a specialized feeding behavior that requires a fairly high density of fish to be successful. As a result, this species will forage in a wide variety of wetlands where fish have become concentrated. Although most wood storks no longer nest in

the Everglades, the wetlands in this area are still important winter feeding areas. For example, during the winters of 1985 and 1989 (drought years), an estimated 29 and 40 percent of the U.S. wood stork population foraged in the wetlands in the water conservation areas north of Everglades NP. During the wet years of 1986 through 1988, an estimated 8 to 10 percent of the U.S. wintering population foraged in wetlands in south Florida (**Bancroft et al. 1992**).

Wood storks may nest in the same area as long as the site is undisturbed and foraging habitat exists in the surrounding area. As a result of drainage of wetlands, many wood storks have shifted their nest sites from natural to impounded wetlands. A shift in wood stork breeding colonies from south Florida to north and central Florida, as well as into Georgia and South Carolina has been observed. This shift may be due to a greater food availability in the northern breeding grounds than in south Florida (**Ogden et al. 1987**). Traditionally, wood storks in south Florida nested between November and January, but in response to deteriorating habitat, wood storks now start to nest in February or March of most years. Wood stork productivity varies greatly between years, with low production during years of limited food supplies and higher production when food supplies are greater (**USFWS 1998a**).

There are no known wood stork nest sites in the area of former Homestead AFB. The bird was not observed during the summer 1998 survey on the former base, or in the freshwater wetlands and mangrove forest along Biscayne Bay east of the former base. It was also not observed on the former base during prior summer studies (**Hilsenbeck 1993**). However, wood stork were recorded on the former base on February 11, 12, and 13, 1998; the largest number, 10, was seen on February 11 (**Table G-7**). It was also reported from disposal property (**PBS&J 1998b**), and single birds were observed foraging on disposal property twice in March 1997. The wood stork has been observed in freshwater wetlands and mangrove forests along the western shoreline of Biscayne Bay and points inland from Turkey Point north to Chapman Field Park. Observation along the western shoreline of Biscayne Bay north of Turkey Point indicates this species forages along the mangrove fringe, in freshwater wetlands, and along shallow roadside ditches (**Metro-Dade County 1994b, Dalrymple 1998, Lynch 1999, Lockwood 1998a**). Most of these observations were of single or small groups, although up to 13 were observed at Chapman Field Park (**Dalrymple 1998**), and 10 were recorded at Mangrove Point just south of Turkey Point in January 1982 (**BNP 1998**). Up to 15 wood storks were observed feeding in shallow roadside ditches over a two-month period during the winter of 1996. No birds were observed at this location during the winter of 1997, and one was observed during the winter of 1998. This location is about 1.1 miles north of the former base (**Peterla 1999b**). Most observations were during November through March, although two reports did not provide dates (**Metro-Dade County 1994b, Dalrymple 1998**). These studies confirm that the wood stork is uncommon in south Florida, including the Homestead area, during the summer. These studies also show that individuals or small groups of wood storks can be expected to occur in wetland habitat between former Homestead AFB and Biscayne Bay, particularly during the winter and early spring. Very few wood storks would be expected on the former base.

Snail Kite. The snail kite is considered endangered by the federal government and the State of Florida. It is a medium-sized raptor that occurs in Florida, Cuba, and Honduras. Critical habitat west of Homestead has been designated for this species (see Figure 3.11-5). The current distribution of the snail kite is limited to the central and southern portions of the state from the Kissimmee Chain of Lakes south to Lake Okeechobee and the Everglades (**USFWS 1998a**). This species also is known from the C-111 Basin west of U.S. Highway 1. In addition to the large freshwater systems described above, the snail kite uses many other smaller, widely dispersed wetlands within its range (**Bennetts and Kitchens 1997b**).

Table G-7. Number of Wading Birds Observed by Month on Former Homestead AFB in 1998

Month (n)[1]	Species						Total
	White Ibis	Cattle Egret	Great Egret	Great Blue Heron	Wood Stork	Other[2]	
January (18)	106	157	16	7	0	88	374
February (18)	98	22	39	38	16	126	339
March (16)	39	41	38	19	0	14	151
April (17)	18	295	18	4	0	0	335
May (18)	0	599	7	21	0	0	627
June (20)	3	587	4	22	0	0	616
July (20)	155	832	38	18	0	5	1048
August (12)	218	360	24	43	0	6	651
September (7)	750	110	0	59	0	0	919
October (16)	1062	290	22	56	0	0	1430
November (15)	641	425	16	11	0	50	1143
December (13)	81	15	1	54	0	0	151
Total (190)	3,171	3,733	223	352	16	289	7,784

Source: **Peterla 1999a.**

Notes: [1] Number of observations in parenthesis.

[2] Other comprises mostly little blue herons and snowy egrets with some tri-colored herons.

Snail kite habitat consists of freshwater wetlands and shallow vegetated edges of lakes were its primary food source, the apple snail, can be found. Freshwater marshes used by foraging snail kites have been characterized as palustrine emergent, long-hydroperiod wetlands (**Cowardin et al. 1979**). Typical foraging habitat is freshwater wetlands containing vegetation less than 10 feet high interspersed with open clear, calm water. Emergent vegetation in these wetlands includes spikerush and cattail, and common submerged species are water lily and arrowhead. Low trees and shrubs, such as willow and bald cypress, are often present and provide perches for foraging snail kites. Nesting is always over water, and nests are constructed in trees, shrubs, and wetland emergent vegetation. Roost sites are almost always over water, and more than 90 percent of the roost sites in Florida are in willow (**USFWS 1998a**).

During the non-breeding season, the snail kite roosts communally with anhingas, herons, and vultures. It nests in loose colonies and often forages in close proximity to other snail kites and, in some cases, with other birds such as herons (**Bennetts and Dreitz 1997**). The snail kite feeds almost exclusively on apple snails, although on rare occasions, it may feed on small turtles and fish (**Bennetts et al. 1994**). The snail kite is non-migratory, although they are highly nomadic within their range. Movements appear to be in response to changing water depths, hydroperiod, and food availability (**Bennetts et al. 1994, Bennetts and Kitchens 1997b**). Radio telemetry data indicate that the snail kites move throughout their range in Florida. They should be considered one population and managed on a regional basis (**Bennetts and Kitchens 1997a**).

The snail kite has been listed as endangered by the federal government since 1967 because of drastic population declines. In 1965, only 10 birds were found; 21 birds were found in 1967. Historically, the snail kite was considered common and was seen in groups of 100 birds. The numbers declined dramatically in the 1950s and 1960s. Annual midwinter surveys since 1969 have shown that the snail kite

has increased in numbers. For example, from 1985 through 1994, an average of 562 snail kites were recorded, with almost 1,000 birds counted in 1994 (**USFWS 1998a**).

The snail kite has not been recorded during ecological surveys conducted on former Homestead AFB (**Hilsenbeck 1993**, **PBS&J 1998b**, **Geraghty & Miller 1993**, **Denton and Godley 1999**, **Mazzotti 1999b**), nor was it recorded during wildlife surveys in the area near former Homestead AFB (**Metro-Dade County 1994b**, **Denton and Godley 1999**, **Mazzotti 1999b**). In addition, it has not been recorded from Biscayne NP (**BNP 1998**). Given its highly nomadic nature, the snail kite has the potential to occur at former Homestead AFB and surrounding areas, but such an occurrence would likely be rare and of short duration.

Cape Sable Seaside Sparrow. The Cape Sable seaside sparrow is a federal and state endangered species; it has been federally listed since 1967. Critical habitat, which occurs west and south of the Homestead area in the Everglades, was designated in 1977 (see Figure 3.11-5). There are eight surviving subspecies of the seaside sparrow distributed along the east and gulf coasts of the United States. The Cape Sable seaside sparrow has the most restricted range of these eight subspecies, as well as having the most restricted range of any bird species in North America. It occurs only in the Everglades region of Miami-Dade and Monroe counties (**DOI 1997**).

In the 1930s, Cape Sable in Monroe County was the only known breeding range of the Cape Sable seaside sparrow. After the hurricane of 1935, the freshwater wetlands transitioned into areas dominated by salt-tolerant plants, and the Cape Sable seaside sparrow disappeared from Cape Sable. Currently, the center of abundance for the Cape Sable seaside sparrow is three populations in Shark River Slough in Everglades NP, Big Cypress National Preserve, and the Southern Glades Wildlife and Environmental Area. The western population is in the center of Everglades NP and southern Big Cypress National Preserve, the Ingram population is completely in Everglades NP, while the eastern population is in Everglades NP and the Southern Glades Wildlife and Environmental Area (**Figure G-11**). The eastern population is closest to the Homestead area. The most recent census data (1997) indicates that this species declined approximately 40 percent since 1981. The estimated population was 6,624 birds in 1981 and 3,920 birds in 1997 (**USFWS 1998a**). Since 1980, the western core population has declined 90 percent since 1980, the eastern population has declined 47 percent, and the Ingraham population has remained essentially stable. The decline in the western populations is attributed to high water levels, while the eastern population declined as a result of its habitat drying up and frequent fires. The root cause of these declines is changes in hydrology resulting from water management practices. It is predicted that the Cape Sable seaside sparrow will go extinct within 20 years if measures are not taken to facilitate the recovery of the western and eastern populations' habitat (**DOI 1997**).

Cape Sable seaside sparrows nest from late February through early August, with the majority of nesting in spring when the marl prairies are dry. The end of the breeding season usually begins when the rainy season starts (**Lockwood et al. 1997**). Nesting ceased in 1995 and 1996 when water depths reached 5.5 inches. The preferred nesting habitat is short hydroperiod prairie community dominated by muhly grass with open spaces. They avoid dense grassland, long hydroperiod wetlands, and shrubby areas.

Fire may be an important factor in the maintenance of Cape Sable seaside sparrow habitat by limiting the growth of woody vegetation and the density of ground cover (**USFWS 1998a**). However, fires may be detrimental if they occur too frequently. Presently, it is not known how long marl prairie will remain free of woody vegetation; therefore, the fire frequency necessary to maintain this habitat is not known (**DOI 1997**). The distribution of the Cape Sable seaside sparrow during the non-breeding season is not completely known (**Lockwood et al. 1997**), although it is non-migratory and tends to stay in its breeding territory after the end of the breeding season (**USFWS 1998a**, **DOI 1997**).

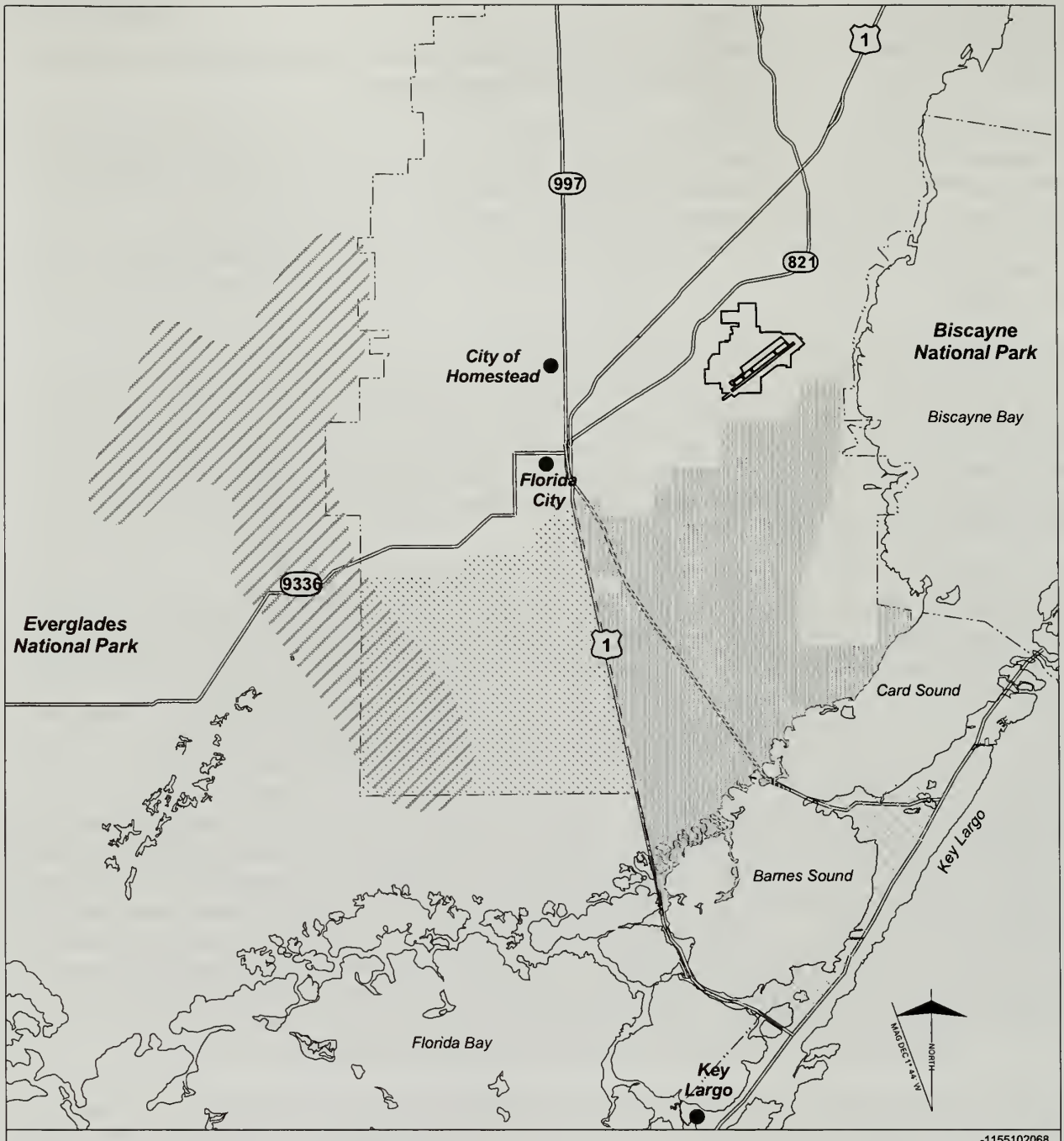


Figure G-11
Approximate Location of the Eastern Population of the Cape Sable Seaside Sparrow in Everglades National Park and the SFWMD Southern Glades Wildlife and Environmental Area

The Cape Sable seaside sparrow has not been recorded on former Homestead AFB or the surrounding area, including Biscayne NP (**Metro-Dade County 1994b**, **BNP 1998**, **Geraghty & Miller 1993**, **Hilsenbeck 1993**, **PBS&J 1998b**, **Denton and Godley 1999**, **Mazzotti 1999b**, **Bass and Ferro 1999**). The mangrove swamp forest and exotic plant dominated freshwater wetlands between former Homestead AFB and Biscayne Bay are not appropriate habitat for this species (**Bass and Ferro 1999**). The Cape Sable seaside sparrow would not occur in these areas in the future because of the lack of appropriate habitat and the restricted movement patterns of the populations in the Everglades.

Roseate Tern. The roseate tern was federally listed as endangered in the northeastern United States and threatened in Florida in 1987. The Caribbean population of the roseate tern breeds from Florida through the West Indies to islands off Central and South America. The roseate tern is strictly a coastal species that is usually observed forging along the nearshore surf. Open sandy beaches isolated from human activity provide the optimal nesting habitat for this species. In Florida, this species nests on isolated islands, rubble islets, dredge-spoil islands, and roof-tops between the Dry Tortugas and Marathon in the Florida Keys (**USFWS 1998a**).

The roseate tern, as well as other species of terns, experienced dramatic declines in the late 19th Century, but started to recovery after passage of the Migratory Bird Treaty Act. This species started to decline again in the 1950s, with the greatest declines beginning in the 1970s. Habitat destruction and alteration has had a major affect on this species in Florida. Currently, there are an estimated 300 pairs nesting from the Dry Tortugas to Marathon. Roseate terns are absent from their Florida nesting colonies after the breeding season and likely winter in South America (**USFWS 1998a**).

The nearest breeding roseate tern colonies are in the Florida Keys. Occasional transient terns from these colonies or migrants from the northeastern United States may occur at Biscayne Bay. Data from the bird occurrence information collected at Biscayne NP since the 1970s indicate that two juvenile roseate terns were observed in the reef tract in 1987 (**BNP 1998**). It is assumed that the roseate tern may occur very infrequently along the mangrove fringe of Biscayne Bay and even less infrequently as a transient in the area of former Homestead AFB.

Piping Plover. This is an endangered species in the Great Lakes region and threatened elsewhere in the United States (**USFWS 1988**). It is also considered a threatened species by Florida. The piping plover has experienced range-wide declines. The principal factors leading to the long-term declines are habitat deterioration (**Haig and Oring 1985**), human disturbance (**Flemming et al. 1988**), and predation (**Gaines and Ryan 1988**). The results of the 1996 international piping plover census indicate there are 5,837 breeding plovers in 20 states and 9 Canadian provinces; this represents a 7 percent increase over a 1991 census (**USGS 1996**). Studies on Assateague Island in Maryland and Virginia showed that predation accounted for 91 percent of the known nest losses and that recreational activities (off-road vehicle use and foot traffic) are likely not a factor in reduced productivity (**Patterson et al. 1991**). However, other studies indicate that human disturbances may be an important component in this species' decline throughout its range. Predation rates along beaches in southern Nova Scotia may have increased from 1975 to 1987 and, at the same time, the number of plovers nesting among the dune grass also increased (**Flemming et al. 1988**). Over 76 percent of the predation was from avian predators that patrol open beaches, but not grass nesting sites. In North Dakota, predation accounted for 93 percent of egg loss. In addition, nesting success was less in territories that showed evidence of human activity (e.g., all terrain vehicles) or cattle grazing (**Gaines and Ryan 1988**). In 1996, the increase in the number of piping plovers along the Atlantic seaboard was likely the result of intense efforts to reduce predation losses and human disturbance, while the declines in the great plains region is probably due to massive flooding of the Missouri River (**USGS 1996**).

The piping plover winters, but does not breed, in Florida. These birds are part of a wintering population that occurs along beaches from North Carolina to Jamaica and across the Gulf to Laguna Madre of Texas and Mexico (**USGS 1996**). This species can be found wintering at beaches, sandflats, dunes, barrier island beaches, and spoil islands along the Gulf of Mexico and the Atlantic Coast (**USFWS 1988**). In Florida, wintering piping plovers have been extirpated from entire counties. Museum records and Christmas bird counts indicate this species regularly wintered in Miami-Dade County; it is now rarely seen in the county during the winter (**USFWS 1998a**). This species was recorded only four times at Biscayne NP: once in 1978, once in 1996, and twice in 1997 (**BNP 1998**). This information plus the lack of suitable winter foraging habitat indicates that the piping plover would occur rarely along the western shoreline of Biscayne Bay. The occurrence of this species on former Homestead AFB would be even more infrequent.

Bald Eagle. The bald eagle is a federal and State of Florida threatened species. It is typically a water-dependant species occurring near estuaries, large lakes, reservoirs, major rivers, and along sea coasts. In Florida, this species usually nests within 1.5 miles of the open water it uses as foraging habitat. Nests are usually located in the tallest trees in an area. In Florida, nests are often in the ecotone between forest and water; in much of Florida bald eagles nest in pines (*Pinus* spp.) and bald cypress. In Florida Bay in the Everglades, most bald eagles nest in black and red mangroves, half of which are snags (**Curnutt and Robertson 1994**).

Bald eagles nest in south Florida in winter, generally beginning in September, with peak egg laying in December. Incubation takes about 35 days and fledging occurs within 10 to 12 weeks of hatching. Parental care may continue four to six weeks after fledging (**USFWS 1998a**). After the completion of the breeding season, many bald eagles migrate north for the summer. Based on banding returns, Broley (**1947**) determined that juvenile bald eagles fledged in Florida were also highly migratory, with some flying as far as the northern United States and southern Canada. Other researchers have documented the occurrence of adult, as well as juvenile non-breeding southern bald eagles in the northern United States and Canada in the summer (**Wright 1953, Stocek 1979, Spofford 1969**). Data from Hawk Mountain show a southward migration of adult and juvenile bald eagles during September, and it was assumed that these were southern birds migrating back to their breeding grounds (**Bildstein 1998**). Bald eagles with breeding grounds in southeast Florida, including the Everglades, apparently reside there year-round, while bald eagles from the west coast and central-Florida are more apt to migrate north for the summer (**Broley 1947, Robertson 1998, Millsap et al. 1999**).

A decline in nesting bald eagles in Florida was first noted in the late 1940s (**Broley 1947**). By the 1970s, the bald eagle population in most of Florida was less than 50 percent of historic levels and still decreasing. In contrast, data from the Everglades indicates that the number of nesting pairs has been stable from the 1960s to the present (**USFWS 1998a**). Since the bald eagle was listed as an endangered species, populations have recovered. The banning of DDT and other persistent organochlorines are major factors in this increase. The bald eagle was reclassified in 1995 as threatened because of substantial increases throughout its range. In 1963, there were an estimated 417 active nests producing 0.59 young per active nest and, by 1995, there were about 4,450 occupied territories producing 1.17 young per occupied territory. By 1998, there were an estimated 5,748 nesting pairs in the lower 48 states (**USFWS 1999a**). The increase in Florida has been equally dramatic, with the number of active breeding territories increasing from a low of 88 in 1973 to 980 in 1998 (**USFWS 1998a, 1999a**). In July 1999, the USFWS proposed to delist the bald eagle completely (**USFWS 1999a**).

The nearest breeding pair of bald eagles is about 7.5 miles south of former Homestead AFB at the south end of Biscayne NP. The next closest nest sites are in Florida Bay in Everglades NP where eagles have

nested on 52 of the 235 keys (**Curnutt and Robertson 1994**). An estimated 35 to 40 bald eagle nests were observed in Florida Bay from October 1995 through March 1996 (**Gawlik 1998**). The nearest nest is about 17 miles south of the former base in Barnes Sound. Eagles have been nesting on the same mangrove island in Biscayne Bay since at least the 1950s. This nest site has been monitored sporadically over the years, and in 1995, a pair constructed a nest in a snag on this mangrove island. Breeding behavior was observed in November of 1995 and adults incubated up until at least February 10, 1996. One eaglet was sighted from a helicopter on March 11, 1996. One young fledged on May 7. The juvenile was last observed in the area on June 11, and the adults were last observed in the area on June 15. This was the first documented successfully fledged young from this nest site since 1984 (**Howitt 1996**). A pair of bald eagles was observed at this nest site in December 1998; and in February 1999, it appeared that the female was incubating, but subsequent observations indicated the bald eagles failed to produce any young in 1999 (**Lockwood 1999a**). Historic nest sites are located in the area of the Deering Estate, Key Biscayne, and Key Largo (**Lynch 1998**). Over the years, there have been numerous bald eagle sighting in the Black Point area, but nesting has never been confirmed (**Robertson 1998, Lockwood 1998b**). The most recent aerial survey for nesting bald eagles in this area occurred in 1998, and a bald eagle nest was not detected (**Lockwood 1998b**). Except for the current active nest site, the historic nest sites on Biscayne Bay were abandoned in the 1960s (**Robertson 1998**). The bald eagle has been reported from the former Homestead AFB on one occasion (**PBS&J 1996c**) and from Homestead ARS (**SEA 1997**). This information indicates that the bald eagle commonly forages along the western shoreline of Biscayne Bay north and south of Military Canal and occurs on rare occasions at former Homestead AFB.

G.2.4.2 State Sensitive Species

A total of 33 state-listed sensitive bird species occur or have the potential to occur in the Homestead area in addition to the 6 federal and state listed species considered in Section G.2.4.1 (see Tables 3.11-4 and 3.11-6). This includes 1 endangered, 3 threatened, 9 rare, 19 species of special concern, and 1 species whose status is undetermined (**Rodgers et al. 1996, Florida Game and Fresh Water Fish Commission 1997**).

Arctic Peregrine Falcon. This falcon is a Florida endangered species and the peregrine falcon (*Falco peregrinus anatum*) was a federally endangered species that was delisted in 1999 (**USFWS 1999b**). Historically, there were an estimated 7,000 to 10,000 nesting pairs of peregrine falcons in North America. Dramatic declines began in the 1940s at the same time organochlorine pesticides such as DDT were entering the environment. Declines continued into the 1970s, and this species was extirpated from east of the Mississippi River by 1965. At its lowest point, an estimated 324 pairs of peregrine falcons nested on the continent in 1975 (**Fyfe et al. 1976**). By 1980, the population level had stabilized. By 1985, the species had begun its recovery and by 1998, there were almost 1,600 breeding pairs in the United States and Canada (**USFWS 1998b**). The peregrine falcon recovery has been dramatic, and in 1995, the USFWS proposed to remove this species from the endangered species list. More recently, the ad hoc committee appointed by the Raptor Research Foundation reviewed the status of the peregrine falcon and recommended that the populations in Alaska, Pacific, Rocky Mountain Southwest, and Canada recovery regions be de-listed and the populations in the Eastern Recovery Region be down listed to threatened (**Millsap et al. 1998**). In August 1999, it was completely delisted.

The peregrine falcon does not nest in Florida, but either migrates through or winters in Florida, especially along the coastal and barrier island shorelines. Peregrine falcons typically arrive in Florida in September and October and begin their northward migration in March; most are gone by late May (**Rodgers et al. 1996**). The peregrine falcon has been recorded at Biscayne NP 42 times from 1980 to 1998 (**BNP 1998**). All these observations occurred when wintering birds would be expected in the area. In addition, one peregrine falcon was observed along the west shore of Biscayne NP in September 1998 (**Denton and**

Godley 1999). It is therefore assumed that migrating and wintering peregrine falcons occur along the west shoreline of Biscayne NP. This species may occur occasionally at former Homestead AFB, but its use of this area is expected to be infrequent. The peregrine falcon has not been observed on the former base during any biological surveys (**Geraghty & Miller 1993**, **Hilsenbeck 1993**, **PBS&J 1998b**, **Denton and Godley 1999**, **Mazzotti 1999b**).

Southeastern American Kestrel. The southeastern American kestrel is a state threatened species and a federal species of concern. The southeastern America kestrel and the northern American kestrel (*Falco sparverius*) are the only subspecies in the United States, although American kestrels in Cuba (*F. s. sparverioides*) may occur in the Florida Keys (**Robertson and Woolfenden 1992**). The southeastern and northern American kestrels are similar in appearance and are often confused during the winter when both can occur together in the southern United States (**Lane and Fischer 1997**).

The southeastern American kestrel pair bond is strong, and pairs often remain at or near the nesting territory year-round, using the same territory during successive years. Courtship and pair bonding begins in late January, and eggs are laid from mid-March to late May. Incubation lasts about 30 days, with fledging typically in another 30 days. The adults continue to bring food to the young for several weeks after fledging, and the family group will often hunt together until the young disperse (**Lane and Fischer 1997**).

The southeastern American kestrel is usually found in open pastures or woods that include snags. They can be found in agricultural lands, pine flatwoods, old-growth slash pine, grasslands, pastures, open sites in suburban areas such as golf courses and parks, edges of river bottoms, and in coastal areas. Their habitat must include an adequate amount of open areas, with perch sites for foraging, adequate prey base, and suitable nest sites. The availability of nest sites is considered a limiting factor in the distribution and abundance of the southeastern American kestrel (**Lane and Fischer 1997**).

The long-term decline of the southeastern American kestrel in Florida appears to be related to human-induced habitat modification. This species likely disappeared from Miami-Dade County between the mid-1930s and 1940s due to cutting of slash pine forests and fire suppression that resulted in increased growth of the understory. Furthermore, the reestablishment of the southeastern American kestrel in south Florida is not likely because foraging and nesting habitat have largely been eliminated (**Hoffman and Collopy 1988**). It is believed that the Southeastern American kestrel still does not occur in south Florida (**Lane and Fischer 1997**, **Rodgers et al. 1996**).

The American kestrel was a common species on former Homestead AFB from December 1992 through March 1993 and September and October 1993; it was not, however observed from April through August 1993 (**Hilsenbeck 1993**). This could indicate that the birds observed on the former base during that time were wintering migrant northern American kestrels, and not the southeastern subspecies. The southeastern American kestrel was reported on the former base, however, in March 1993 and November 1997 (**Geraghty & Miller 1993**, **PBS&J 1998b**). As indicated above, this is the time of year the northern American kestrel was previously observed on the former base, making identification between the two difficult. A series of five surveys for the southeastern American kestrel took place in appropriate habitat on former Homestead AFB during June and July 1998 (see Figure G-6 for the areas surveyed). The southeastern American kestrel was not observed during these surveys or during other biological surveys on the former base during the summer of 1998. The American kestrel was recorded 86 times from January to early April and October into December 1998. It was not recorded during the bulk of the breeding season from the second week in April through August even though 88 observations took place (**Peterla 1999a**). In addition, it was not recorded along canals in the area of the former base and the western shoreline of Biscayne NP during ground and aerial surveys for sensitive species of reptiles and birds during the summer of 1998. Other studies report the occurrence of the American kestrel in the area

of former Homestead AFB, but do not provide subspecies information (**BNP 1998, Metro-Dade County 1994b**). Based on the 1992/1993 and 1998 surveys, and the fact that the southeastern American kestrel in not believed to occur in Miami-Dade County, it is concluded that the southeastern American kestrel does not presently reside on former Homestead AFB, and likely has not occurred in the area of the former base for many years. It is further concluded that the southeastern American kestrels previously reported on the former base (**Geraghty & Miller 1993, PBS&J 1998b**) probably were the northern American kestrel.

Least Tern. The least tern is a state threatened species because of habitat loss. It occurs along the coast of the United States, while the federally endangered interior least tern nests principally along the Missouri and Mississippi river systems (**Whitman 1988**). Historically, the least tern nested on open mainland and barrier island beaches with a coarse substrate of sand shells and small rocks. The development of beach front property and recreation has reduced suitable ground nesting locations for this species. With the disappearance of this habitat, this species now also nests on manmade areas such as dikes, dredged material islands, sand pit mines, construction fill sites, and on roofs of buildings (**Gore and Kinnison 1991, Whitman 1988**).

During a 1995 survey in southeastern Florida, 1,437 least terns in 29 active colonies were observed (**Zambrano et al. 1997**). Ninety-three percent of the colonies were on roof tops, and the remaining were on natural substrate such as beaches or rock coral. Four active colonies were observed in Miami-Dade County: two on the keys of Biscayne NP and two near the western shoreline of Biscayne Bay. One mainland site was in the Turkey Point area, and the other was near the northern boundary of Biscayne NP (**Zambrano et al. 1997**). In 1995, the least tern nested on a beach on Soldier Key in Biscayne NP and on a rooftop on Virginia Key. The beach nesting colony site on Soldier Key was not occupied in 1996 (**Howitt 1996**).

The least tern nests in the region around former Homestead AFB on Biscayne NP keys, and along the western shoreline of Biscayne Bay. It has been recorded 21 times at Biscayne NP, with most observations in the summer (**BNP 1998**). Twenty least terns were observed in June 1998 at nine locations along the western shoreline of Biscayne NP during breeding bird surveys (**Figure G-12**), and 20 more were observed during the aerial wading bird surveys (**Table G-8**). This species was observed twice on the former base in 1998 (**Table G-9**). The least tern will continue to occur at Biscayne NP, and occasional individuals will likely occur on former Homestead AFB.

White-Crowned Pigeon. The white-crowned pigeon is a state threatened species. This species is of recent West Indian origin and is generally confined to mangrove and tropical hardwood hammock forests on the mainland and Florida keys (**Odum et al. 1982**).

The white-crowned pigeon occurs at Biscayne NP, and observations indicate that it is likely a fairly common nesting species. During surveys on Biscayne NP keys, four adults were observed collecting nesting material on West Arsenicker Key on May 31, 1996, and 18 to 22 birds were observed roosting on this Key, also in May 1996 (**Howitt 1996**). Approximately 750 white-crowned pigeons were recorded at Biscayne NP during 74 observations between 1979 and 1997, and the range in number recorded per observation was 1 to 54 (**BNP 1998**). Most of the observations were on Biscayne NP keys. Potential habitat for this species occurs in the mangrove fringe along the western shoreline of Biscayne Bay. However, the white-crowned pigeon was not recorded during the June and July 1998 breeding bird surveys along the mangrove fringe and other habitats along the western shoreline of Biscayne NP. It also was not observed during breeding bird surveys on former Homestead AFB or during other wildlife surveys conducted in 1998 or at other times. This indicated that white-crowned pigeons would likely be rare along the western shoreline of Biscayne NP, and even more infrequent on the former base due to lack of appropriate habitat.

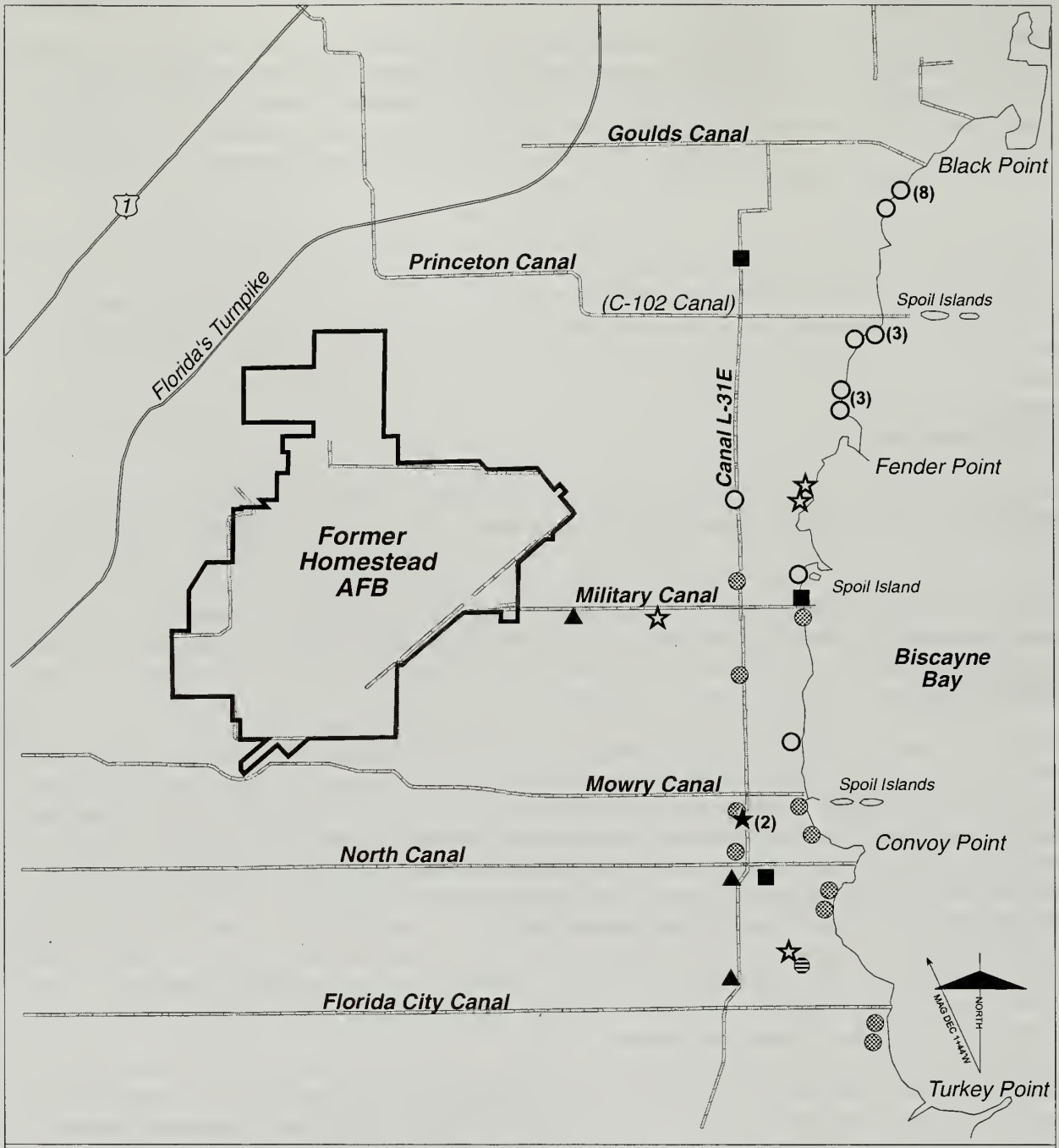


Figure G-12
Locations of Sensitive Bird Species Recorded During June and July 1998 Breeding Bird Surveys

Table G-8. Wading Birds and Other Aquatic Birds Observed During Aerial Surveys Along the Western Shoreline of Biscayne Bay, Freshwater Wetlands, and Other Habitats East of Former Homestead AFB

Species	Survey dates (1998)			Total
	June 2	June 26	July 14	
Cattle egret	7	213	5	225
White ibis[1]	7	81	113	201
Great egret[1]	3	7	31	41
Snowy egret[1]	1	5	35	41
Double-crested cormorant	0	8	13	21
Least tern[1]	0	8	12	20
Tricolor heron[1]	3	3	7	13
Little blue heron[1]	0	3	7	10
Great blue heron	0	1	7	8
Glossy ibis[1]	1	0	6	7
Brown pelican[1]	0	0	5	5
Great white heron[1]	3	2	0	5
Roseate spoonbill[1]	0	0	1	1
Muscovy duck	0	1	0	1
Osprey[1]	0	1	0	1
Common gallinule	0	0	1	1
Total State Sensitive Species	***18***	***110***	***217***	***345***
Grand Total	**25**	**333**	**243**	**601**

Source: **Denton and Godley 1999.**
Note: [1] State sensitive species.

Mangrove Cuckoo. The mangrove cuckoo is a state rare species found in most islands in the Caribbean Basin, as well as south Florida. It nests in mangroves and almost any other wooded habitat such as hardwood hammocks, provided they are not too fragmented. Its breeding range is generally restricted to coastal areas. This species is secretive, especially during the non-breeding season. However, evidence suggests that at least part of the population winters in south Florida (**Rodgers et al. 1996**).

From 1980 to 1997, the mangrove cuckoo was recorded 24 times from Biscayne NP (**BNP 1998**). One bird was observed in the winter and one in the summer, with the rest reported during the spring and fall. It was recorded in 1996 during breeding bird surveys of the outer keys and Biscayne NP, but was not considered a nesting species (**Howitt 1996**). The mangrove cuckoo was not detected during the 1993 wildlife surveys in the wetlands and mangrove forests along the western shoreline of Biscayne Bay (**Metro-Dade County 1994b**).

Table G-9. Number of Wading Birds and Other Aquatic Birds Observed on Former Homestead AFB During June and July 1998

Species	Dates (1998)							Total
	June					July		
	2	4	6	8	29	4	18	
Cattle egret	0	25	6	0	1	14	4	50
White ibis[1]	1	25	0	0	0	6	0	32
Snowy egret[1]	6	15	1	2	0	2	0	26
Great egret[1]	0	7	1	1	1	7	1	18
Laughing gull	7	0	0	0	0	9	0	16
Little blue heron[1]	4	0	1	4	1	3	0	13
Green-backed heron	0	0	3	0	0	2	8	13
Tricolor heron[1]	3	0	0	0	0	5	2	10
Great blue heron	1	1	0	0	0	2	1	5
Black-necked stilt	2	2	0	0	0	0	0	4
Common gallinule	0	0	0	0	0	0	3	3
Osprey[1]	1	0	0	0	1	0	0	2
Least tern[1]	0	1	0	0	1	0	0	2
Magnificent frigatebird	1	0	0	0	0	0	0	1
Total								
Sensitive species	15	48	3	7	4	23	3	103
Other species	11	28	9	0	1	27	16	92
Grand Total	**26**	**76**	**12**	**7**	**5**	**50**	**19**	**195**

Source: **Denton and Godley 1999, Mazzotti 1999b.**
Notes: [1] State sensitive species

Breeding bird surveys were conducted for the mangrove cuckoo and other species in June and July 1998. Twenty-two species that likely nest in the survey area were detected, and the common grackle was the most common species recorded (**Table G-10**). Other common species were the, northern cardinal, northern flicker, and red-bellied woodpecker. The mangrove cuckoo was detected at four locations including along Military Canal, a power line corridor south of Convoy Point, and twice at the same location along the Biscayne Bay shoreline between Military Canal and Fender Point (see Figure G-12). It was not recorded during 1998 breeding bird surveys or other wildlife surveys on former Homestead AFB, or during previous surveys on the former base. This information indicates that the mangrove cuckoo nests in small numbers in the wooded habitat along the west shore of Biscayne Bay. It likely does not nest on former Homestead AFB because extensive tracts of wooded nesting habitat required by this species are lacking.

Antillean nighthawk. This nighthawk is a state rare species. It was first recorded in Key West in 1941, and currently breeds throughout the Florida Keys including the outer keys of Biscayne NP. It nests mostly in man-made habitats such as at borrow pits, along unpaved roadsides, parking lots, airports, and on flat-roofed buildings (**Rodgers et al. 1996**). This species may have nested on the mainland in Miami-Dade County at Virginia Key in the 1950s and south of Florida City in the 1980s. An additional 30 records of this species (based on its calls) have been reported from the mainland in south Florida (**Robertson and Woolfenden 1992**).

Table G-10. Maximum Number of Birds Recorded During Breeding Bird Surveys Along Military and L-31E Canals, the Western Shoreline of Biscayne Bay, and a Tidal Creek[a]

Species[1]	Military Canal[2]	Canal L-31E	Biscayne Bay Shoreline	Tidal Creek	Total
Common grackle	20	98	8	6	132
Northern cardinal	24	38	21	6	89
Red-wing blackbird[3]	6	32	3	4	45
Northern flicker	3	10	6	0	19
Red-shouldered hawk	5	5	2	0	12
Red-bellied woodpecker	3	7	1	0	11
European starling	4	5	0	0	9
Mourning dove	3	5	1	0	9
Prairie warbler[3]	1	1	3	0	5
Purple martin[3]	0	2	2	0	4
Blue jay	2	1	0	0	3
Antillean nighthawk	1	2	0	0	3
Pileated woodpecker	0	2	1	0	3
White-eyed vireo[3]	1	1	0	0	2
Mangrove cuckoo[3,4]	1	0	1	0	2
Common ground dove	1	1	0	0	2
Gray kingbird[3]	0	0	0	2	2
Northern mockingbird	0	0	2	0	2
Chuck-will's-widow[3]	0	1	0	0	1
Clapper rail	0	1	0	0	1
Fish crow	1	0	0	0	1
Downy woodpecker	0	1	0	0	1
Cuban yellow warbler[3,5]	0	0	0	0	0
Total	**76**	**213**	**51**	**18**	**358**

Source: **Denton and Godley 1999.**

Notes:
[1] Includes species that may breed along the transects and not wading birds and other species that only forage in the area.
[2] 1998 Survey dates for Military Canal were June 3, 8, 22, 24 and July 13; for Canal L-31E were June 4 and 22 and July 13; for the coastline were June 9, 10, and 23 and July 14; and for the tidal stream were June 4 and 8.
[3] Neotropical migrant (**BNP 1998**).
[4] One additional mangrove cuckoo was detected along a power line corridor south of Convoy Point.
[5] One Cuban yellow warbler singing along power line corridor south on Convoy Point.

The outer keys of Biscayne NP are included in the breeding range (**Rodgers et al. 1996**) of the Antillean nighthawk. It was recorded once near the Biscayne NP visitor center in 1986 (**BNP 1998**). Before 1998, this species was not recorded from former Homestead AFB or the surrounding area. One bird was recorded along Military Canal on June 3 and two birds along Canal L-31E on June 4 (see Table G-10). Seven were recorded from former Homestead AFB on June 2 and one on June 4, 1998..All records of this species were based on its call, which is distinct from the common nighthawk's call. It is not known if this species nests on or near the former base.

Black-whiskered vireo. The black-whiskered vireo is a state rare species that breeds throughout the Florida Keys and along the west and east shoreline up to central Florida. It winters in the Amazon Basin from central Brazil to Peru (**Rodgers et al. 1996**). This vireo is widespread in coastal mangrove forests and also in hardwood habitat that borders the mangroves (**Robertson and Woolfenden 1992**).

The black whiskered vireo was recorded 161 times on the outer keys of Biscayne NP during late March to late September of 1984 through 1997 (**BNP 1998**). Up to three individuals were recorded on Elliott Key during the 1996 breeding season, including two singing males, and it is assumed that this species breeds on the outer keys of Biscayne NP. The black-whiskered vireo was not detected during 1993 wildlife studies along the western shoreline of lower Biscayne Bay, although it is included in the Deering Estate bird list (**Metro-Dade County 1994b**). It was also not detected during breeding bird surveys along Military and L-31E canals and the western shoreline of Biscayne Bay in 1998. In addition, it was not detected during breeding bird surveys at former Homestead AFB in 1998 or during earlier surveys. Based on these studies, the black-whiskered vireo is likely not a nesting species on the former base although occasional individuals may occur during migration. It is probably a rare nesting species in the mangrove habitat along the west shoreline of Biscayne Bay.

Worm-Eating Warbler. This bird is a state rare species that breeds throughout much of the eastern United States, but only widely scattered breeding locations occur in extreme northern Florida. This species winters in Mexico, part of the Caribbean, and occasionally in south Florida. Its migration routes appear to be along the Florida Coast (**Rodgers et al. 1996**). Wooded areas with dense undergrowth are important migration and wintering habitat.

The worm-eating warbler has been recorded 38 times on Elliott and Sands Keys in Biscayne NP. Most of the observations have been during migration. Only four birds were observed from 1979 through 1997 during the Christmas Bird Counts (**BNP 1998**). This indicates that the worm-eating warbler is principally a migrant species at Biscayne NP. The worm-eating warbler has not been recorded on former Homestead AFB and is not expected to occur there given the open nature of the habitat.

Louisiana Waterthrush. The Louisiana waterthrush is a state rare species that breeds throughout much of the eastern United States, as well as in northern tier counties of Florida. It is rare throughout Florida during migration, although there are winter records from central Florida. Six Louisiana waterthrush were observed between 1986 and 1997 in Biscayne NP, but none during the Christmas Bird Counts (**BNP 1998**). It was not recorded during surveys on former Homestead AFB, and the potential for it to occur there is slight.

American Redstart. The American redstart is a state rare species. Its breeding range includes much of the eastern United States and Canada, as well as the extreme northwest portion of Florida. The redstart is a frequent winter resident in central and south Florida and is more common in south Florida along the coast. Typical winter habitat includes forest borders, second growth woodlands, and mangroves, although winter habitat requirements in Florida are not well known (**Rodgers et al. 1996**).

The American redstart was one of the most numerous birds recorded from Biscayne NP; it was detected 451 times from 1980 to 1998, mostly from the outer keys. Because only 15 of these observations were during the winter, it appears that the redstart uses Biscayne NP primarily during migration (**BNP 1998**). The redstart was not observed during wildlife surveys conducted along the mangrove fringe of Biscayne NP and associated freshwater wetlands, although it was listed in the Deering Estate bird list (**Metro-Dade County 1994b**). Small numbers of wintering redstarts were observed recently in disturbed and early successional habitat at Chapman Field Park and Matheson Hammock Park on Biscayne Bay (**Dalrymple and O'Hare 1998**, **Dalrymple 1998**). The redstart was uncommon on former

Homestead AFB in 1993 during the winter and during migration periods and was not observed during the summer (**Hilsenbeck 1993**, **Denton and Godley 1999**). This species will continue to occur in small numbers on former Homestead AFB during winter and during migration, as well as in wooded areas around the former base and along the western shoreline of Biscayne Bay.

Cuban Yellow Warbler. The Cuban yellow warbler is one of 37 subspecies of the wide-spread yellow warbler. This subspecies occurs in extreme southern Florida, Cuba, and the Bahamas. In the early 1940s, it was first recorded as a breeding species when it was detected in the Florida Keys. It has since spread north to Biscayne Bay. The Cuban yellow warbler inhabits red and black mangrove forests and is rarely found in other habitats (**Rodgers et al. 1996**). This species is thought to be non-migratory and winters in the area of its breeding grounds.

In much of its range, the Cuban yellow warbler nests in the same habitat as the Florida prairie warbler, with a nesting season from late April to early July (**Prather and Cruz 1995**). Densities in prime habitat in Florida Bay are an estimated one pair per hectare, with much lower densities in less favorable habitat (**Rodgers et al. 1996**). During breeding bird surveys of the outer keys at Biscayne NP, two singing males were heard, and nest material collection was observed on three different dates in May and June 1996, indicating this species likely nests on these keys. During breeding bird surveys in 1998, one singing Cuban yellow warbler was detected along a power line corridor just south of Convoy Point (Figure G-12). A total of 6.25 miles of mangrove fringe was surveyed three times during the 1998 breeding season, but this species was not recorded. This indicates the breeding population of Cuban Yellow warblers in the mangrove habitat along the west shoreline of Biscayne NP is low. This species was also not detected during other surveys of the mangrove forest along Biscayne Bay, nor was it detected during the 1998 breeding bird surveys and other wildlife surveys on former Homestead AFB. This species is absent from former Homestead AFB because of the lack of the preferred mangrove nesting habitat. This species would be expected to continue to nest in small numbers on the keys and, probably to a lesser degree, along the western shoreline of Biscayne NP.

Brown Pelican. The brown pelican is a Florida species of special concern, but is not a federally listed species in Florida. The brown pelican was listed in 1970 as an endangered species throughout its range, partially in response to the brown pelican's susceptibility to DDT, which was banned in the United States in 1972. Between 1968 and 1976, the average annual brown pelican population in Florida was over 6,300 pairs. After DDT and other pesticides such as endrin were banned, the brown pelican started its recovery, and the average number of pairs between 1977 and 1985 grew to over 8,000. That number increased to about 12,300 pairs in 1989, but then decreased to about 10,000 pairs in 1995. In 1985, this species was taken off the endangered species list in part of its range, including Florida. It remains federally endangered in other parts of its range (**Rodgers et al. 1996**).

As the brown pelican populations recovered in Florida, a change in breeding colony distribution was noted. A 40 percent decrease in nesting pairs was noted in south Florida, including Florida Bay and Florida Keys. It is believed that this decrease is due to decreased food supplies. At the same time, a 230 percent increase in nesting brown pelicans was observed along the Gulf of Mexico north of Tampa; nesting north of Vero Beach on the Atlantic coast increased by 255 percent (**Rodgers et al. 1996**).

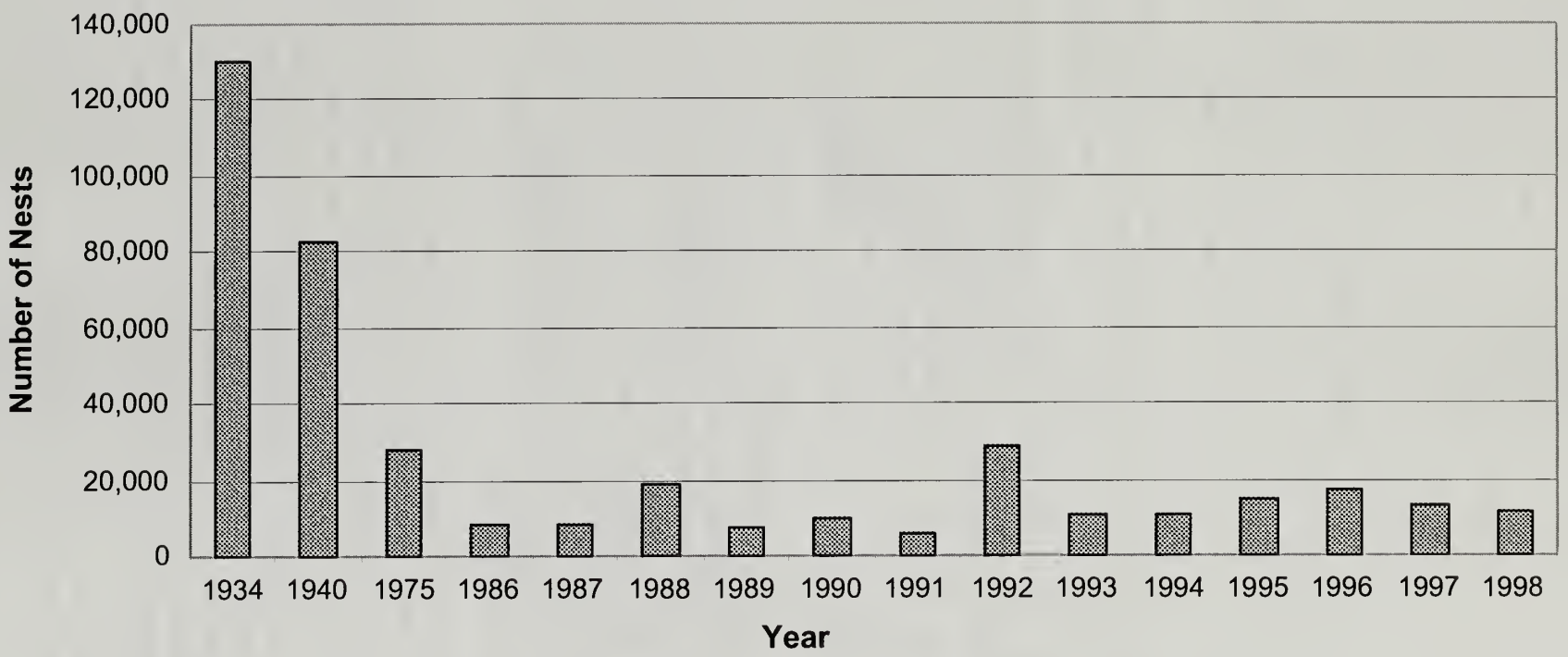
The brown pelican typically nests on small- to medium-sized islands, and most of the nest sites are or were at one time vegetated with mangroves. This species also requires loafing habitat, which can consist of beaches or mangroves. Mangrove islands used for loafing can also become nesting sites. Florida brown pelicans typically begin to lay eggs in December, with nesting continuing throughout the summer (**Rodgers et al. 1996**).

The brown pelican is not known to nest in Biscayne Bay or in Biscayne NP. However, Biscayne Bay is commonly used for foraging and loafing, and over 5,600 pelicans were recorded from 1979 to 1998. The majority were recorded in the winter, with some observed in the spring and fall, and very few in the summer (**BNP 1998**). This species was observed at the eastern end of Military Canal and also on former Homestead AFB in one study (**PBS&J 1998b**), but was not reported from the former base during other biological studies. The brown pelican will continue to be common at Biscayne NP, particularly during the winter, and it may occur periodically as an infrequent transient at the former base.

Wading Birds. The state endangered wood stork is addressed in Section G.2.4.1. The state species of special concern discussed in this section include the reddish egret, roseate spoonbill, great white heron, great egret, little blue heron, snowy egret, tricolored heron, black-crowned night heron, yellow-crowned night heron, glossy ibis, white ibis, and least bittern. This section provides an overview of the status of wading birds in south Florida, followed by brief species-specific discussions.

Historically, wading birds concentrated in the Everglades during the dry season because of the abundant aquatic life in pools as water levels decreased. These birds nested in large numbers along the southern edge of the Everglades in the mangrove forests that border Florida Bay and the Gulf of Mexico. Around the turn of the century, market hunters killed large numbers of these birds, but the populations recovered after market hunting was banned. By the 1930s, there were an estimated 125,000 to 150,000 wading birds nesting in the Everglades. This included 4,000 pairs of wood storks, 20,000 pairs of herons and egrets, with white ibis making up the remainder (**Bancroft 1989**). The largest colonies occurred along the mangrove fringe in Everglades NP. Wading bird survey data for the 1950s and 1960s were sporadic and incomplete. During that time period, wood storks and white ibis moved out of the Everglades in large numbers and began nesting in central and northern Florida, as well as South Carolina and Georgia (**Frederick 1995**). The movement out of the Everglades may have been in response to environmental degradation from agricultural development and surface water management practices that affected the aquatic prey populations and the ability of wading birds to capture prey items. This included decreased fresh water flow into the mangrove fringe estuary, which in turn resulted in a substantial decline in prey abundance in these areas (**Frederick 1995**, **Walters et al. 1992**). Studies have shown that wading bird nesting is directly linked to food supply and that nesting problems can be traced to inadequate or unavailable food supplies (**Frederick 1995**). As a result of these water management practices, the number of pairs of nesting wading birds in the Everglades has decreased substantially since the 1930s and 1940s and, except for 1992, have been around 10,000 to 15,000 pairs since 1986 (**Figure G-13**). Water management practices may also be why many wading birds now nest in the Water Conservation Areas rather than Everglades NP, and why many wading birds now delay their nesting season (**Frederick 1995**; **Bancroft 1989**; **Gawlik 1997, 1998**).

The estimated number of wading bird nests in the Everglades in 1997 (12,850) and 1998 (11,223) was similar. El Niño weather patterns in 1997 and 1998 resulted in delayed winter water drawdown and late nesting by wading birds. In addition, there was a decrease of 1,372 nests in the freshwater Everglades, and an increase of 1,244 nests in Florida Bay and the southwest coast, suggesting a shift in nest site locations. The estimated number of nests in the mainland colonies in Everglades NP was 756, which is the lowest number in the park's history. Only 4.6 percent of the 1998 nests along the south coast of the Everglades were in the mangrove fringe, whereas 75 to 95 percent of the nests in the 1930s and before were in this habitat type. One of the goals of the South Florida Ecosystem Restoration Task Force is for at least 26 percent of the nesting wading birds in the Everglades to use these mangrove areas. The percent of wading birds nesting in this habitat for the last three years has been much lower than this goal (2 to 11 percent) (**Gawlik 1997, 1998**).



Derived from: Gawlik 1998,
Gawlik 1997, Frederick 1995

Figure G-13
Estimated Number of Nesting Pairs of Wading Birds in the Everglades Since 1934

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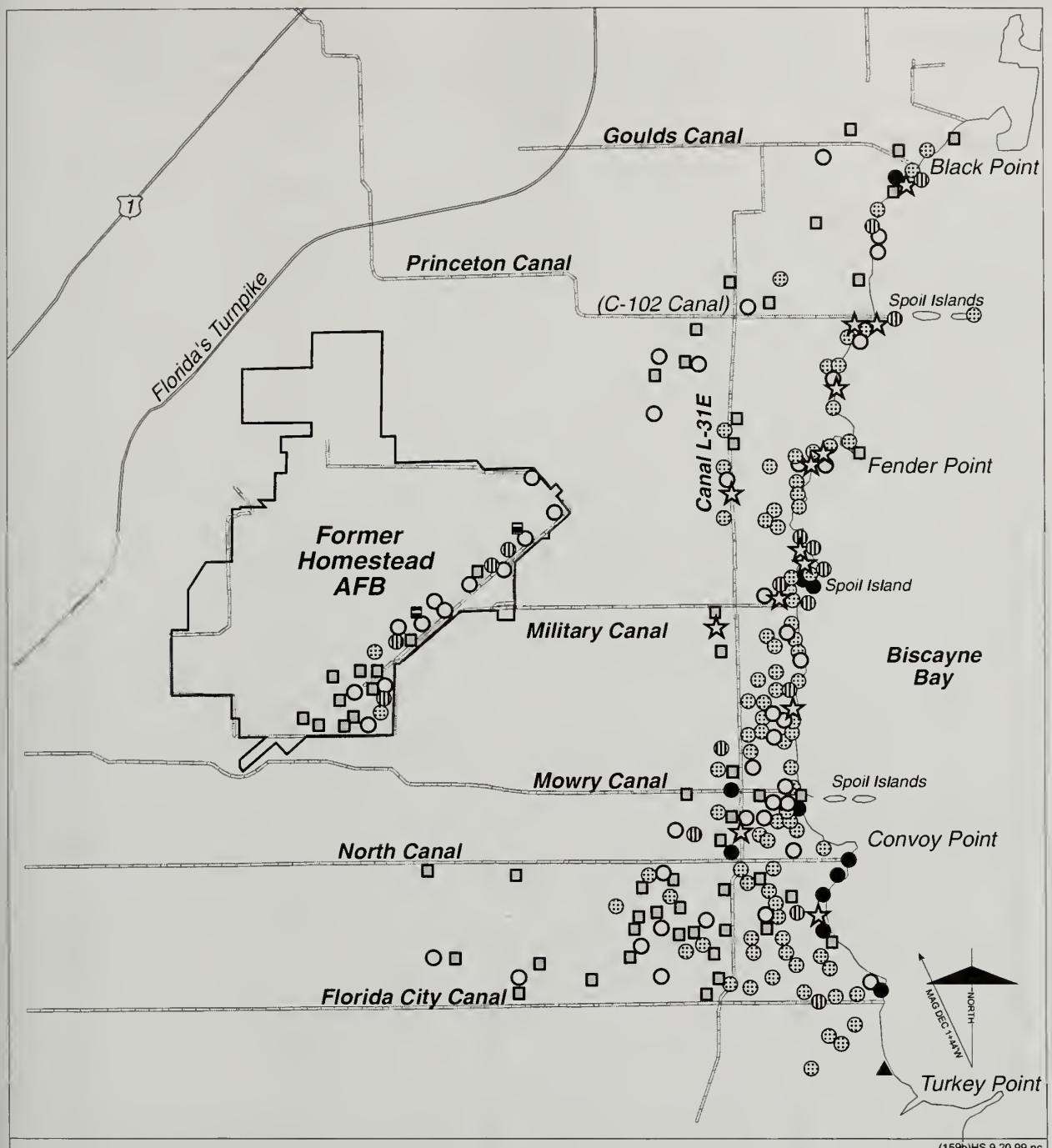
Great White Heron. This is the white phase of the great blue heron. Historic data for this species prior to human disturbance is lacking, but anecdotal information indicates there was a large population of great white herons in the Everglades. In the mid-1930s, the population was less than 50, but then it began to recover. By 1960, the population was 800 to 900 individuals, but a major hurricane in 1960 reduced the population by 30 to 40 percent. A search in a limited area detected 100 great white heron carcasses. Within two years, the population had recovered to within 90 percent of its pre-hurricane levels and by 1984, a little over 1,500 birds were counted (**Powell et al. 1989**). Current data indicate there were 171 to 257 great white heron nests in Florida Bay during the 1995–98 nesting seasons. An additional four nests were reported from mainland colonies in Everglades NP, and no nests were observed in the Water Conservation Areas or the Loxahatchee National Wildlife Refuge (**Gawlik 1997, 1998**). Telemetry studies and observations of marked birds have shown that many leave Florida Bay in the summer and move north to coastal and inland sites up to 300 kilometers north of Florida Bay. Many of these marked birds returned to Florida Bay for the winter nesting season (**Rodgers et al. 1996**).

The great white heron nests exclusively in coastal and estuarine areas, mostly on islands in Florida Bay. During the breeding season, this species forages mainly in shallow open water, mudflats, or shallow areas vegetated with sea grass. During the non-breeding season, they forage in marine and freshwater habitats.

The great white heron has been recorded numerous times at Biscayne NP throughout the year, but mostly in the winter (**BNP 1998**). It has been recorded as a nesting species on West Arsenicker and Arsenicker Keys in 1975, 1980, 1983-84, and 1996 (**Howitt 1996**). This species was recorded along the mangrove fringe of Biscayne NP during 1998 aerial surveys (**Denton and Godley 1999**), but not from former Homestead AFB (**Figure G-14**). The great white heron will continue to occur sporadically along the mangrove fringe of Biscayne NP, as well as in the wetlands inland from the fringe. Although it has not been observed on former Homestead AFB, it would be expected to occur occasionally on the former base.

Great Egret. This species was a prime target for plume hunters at the end of the 19th Century and, as a result, was almost driven to extinction; the passage of the Migratory Bird Treaty Act in 1918 probably saved this species. Under this protection, great egret populations recovered, and by the 1930s, there was an estimated 73,000 in Florida alone. The current breeding range of this species covers much of North America, including all of Florida (**Rodgers et al. 1996**). Surveys from 1992 through 1998 (1996 data not available) in the Everglades resulted in the observation of 3,300 to 4,500 great egret nests. This was the most common nesting species in the Everglades, except in 1992 when the White ibis was more numerous. In addition, 61 to 84 percent of these birds nested in Water Conservation Areas 2 and 3 during this time period (**Gawlik 1997, 1998**; **Frederick 1995**).

The great egret was recorded numerous times at Biscayne NP during all seasons, including during the Christmas Bird Counts (**BNP 1998**). This species has been observed nesting on Arsenicker and West Arsenicker Keys: 8 to 20 nests were observed in the 1970s, 100 nests in 1983-84, and three nests in 1996 (**Howitt 1996**). The great egret was observed at numerous locations on and in the area of former Homestead AFB (Figure G-14). This species typically occurred as single individuals, although small dispersed groups of two to four individuals were observed (**Tables G-11** and **G-12**). In addition, it was one of the most common wading birds recorded during the 1998 summer wading bird aerial surveys (see Table G-8). The great egret was observed near the runway on former Homestead AFB every month of the year in 1992 and 1993 (**Hilsenbeck 1993**) and was also recorded from the former base during other studies (**PBS&J 1998b**, **Mazzotti 1999b, Peterla 1999a**). In 1998, 223 egrets were observed during 190 observations throughout the year on former Homestead AFB (**Peterla 1999a**). The great egret will continue to be a fairly common species at Biscayne NP and in the wetlands between the park and the former base. In addition, small numbers will continue to forage on the former base in the shallow wetlands and open fields.



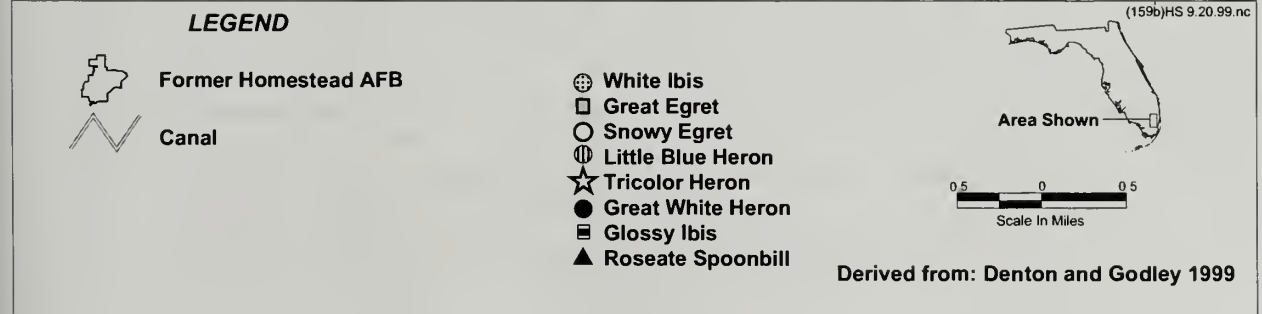


Figure G-14
Location of State Sensitive Wading Birds Observed During Aerial Surveys on June 2 and 26 and July 14, 1998, At and Near Former Homestead AFB

Table G-11. State Listed Wading Birds Observed Along Military Canal, Canal L-31E, and the Western Shoreline of Biscayne Bay, June and July 1998

Date/Sampling Point[1]	Species					Total
	Great Egret	Little Blue Heron	Snowy Egret	Tricolor Heron	White Ibis	
June 3, 1998						
M[2]	1	3	2	2	N[3]	8
June 4, 1998						
L10	1	1	0	0	1	3
L11	1	0	1	1	3	6
L12	0	0	0	1	0	1
L13	0	1	0	0	3	4
L14	0	0	0	0	14	14
L15	3	0	0	0	1	4
June 4, 1998						
B1	2	0	0	0	0	2
L3	0	0	0	1	0	1
L5	1	0	0	0	0	1
MO3	1	0	0	0	0	1
June 5, 1998						
L3	0	1	0	1	0	2
L5	1	0	0	0	0	1
L7	0	0	0	0	4	4
June 8, 1998						
B2	1	0	0	0	0	1
L10	0	0	0	0	3	3
L[2]	1	1	1	0	0	3
M3	0	1	0	0	2	3
June 9, 1998						
C8	0	0	0	1	0	1
C15	0	0	0	1	0	1
June 10, 1998						
C7	1	0	0	0	0	1
C13	0	1	0	0	0	1
C17	0	0	0	1	0	1
C[2]	0	1	1	1	0	3
June 22, 1998						
M6	0	1	0	0	0	1
L1	0	0	0	2	0	2
L7	0	0	0	0	4	4

Date/Sampling Point[1]	Species					Total
	Great Egret	Little Blue Heron	Snowy Egret	Tricolor Heron	White Ibis	
June 23, 1998						
C16	0	0	0	1	0	1
C17	0	0	2	0	0	2
C19	0	0	0	2	0	2
C20	1	0	0	2	0	3
C[2]	0	0	0	0	N	N
July 13, 1998						
L3	0	0	0	0	4	4
L5	0	0	0	0	31	31
L8	0	0	0	0	6	6
July 14, 1998						
C1	0	0	1	0	0	1
C4	0	0	0	1	0	1
C5	0	1	0	0	3	4
C7	2	1	0	4	0	7
C9	0	1	0	0	0	1
C12	0	0	0	2	11	13
C13	0	0	0	2	0	2
C16	0	0	0	0	8	8
C20	0	0	6	3	6	15
C23	4	0	8	4	20	36
July 15, 1998						
L9	0	2	0	0	4	6
L10	1	1	0	0	0	2
L12	1	1	0	0	0	2
Total						
B	3	0	0	0	0	3
C	8	5	18	25	48	104
L	10	8	2	6	78	104
M	1	5	2	2	2	12
MO	1	0	0	0	0	1
Grand Total	**23**	**18**	**22**	**33**	**128**	**224**
Average Number Per Detection	1.4	1.2	2.8	1.7	7.1	4.8

Source: **Denton and Godley 1999**.

Notes: [1] B = tidal stream, C = Biscayne Bay coastline, L = Canal L-31E, M = Military Canal, MO = Mowry Canal. (See Figure G-5 for location of sampling points.)

[2] Sample points not provided.

[3] Numerous birds observed flying over site and not counted in total.

Table G-12. State Listed Wading Birds Observed Along Canals During the Eastern Indigo Snake Surveys in June and July 1998

Location/Date	Species						Total
	Great Egret	Little Blue Heron	White Ibis	Yellow Crowned Night Heron	Snowy Egret	Tricolor Heron	
Canal L31-E							
June 8	1	0	0	0	0	0	1
June 28	1	0	0	0	0	0	1
June 28	1	0	0	0	0	0	1
July 19	1	1	1	0	0	1	4
July 19	1	1	7	0	0	0	9
July 19	1	0	0	0	0	0	1
July 19	1	0	0	0	0	0	1
North Canal							
June 28	1	0	0	0	0	0	1
July 19	4	0	0	0	1	0	5
Military Canal							
June 8	0	1	1	0	0	0	2
June 9	1	0	0	0	0	0	1
July 19	4	0	0	0	0	0	4
Florida City Canal							
June 9	1	0	0	0	0	0	1
June 27	0	0	0	0	1	0	1
June 28	0	0	3	0	0	0	3
July 19	0	0	1	0	0	0	1
Canal C-102							
June 27	0	0	0	1	0	0	1
July 19	3	0	1	0	0	0	4
Mowry Canal							
June 8	1	0	0	0	0	0	1
June 27	3	0	0	0	0	0	3
June 28	0	0	1	0	1	0	2
July 17	0	0	2	0	0	1	3
Gould's Canal							
June 8	0	0	3	0	7	0	10
June 9	2	0	0	0	0	0	2
June 27	0	0	0	1	0	0	1

Location/Date	Species						Total
	Great Egret	Little Blue Heron	White Ibis	Yellow Crowned Night Heron	Snowy Egret	Tricolor Heron	
Total							
L31-E	7	2	8	0	0	1	18
North	5	0	0	0	1	0	6
Military	5	1	1	0	0	0	7
Florida City	1	0	4	0	1	0	6
C-102	3	0	1	1	0	0	5
Mowry	4	0	3	0	1	1	9
Gould's	2	0	3	1	7	0	13
Grand Total	**27**	**3**	**20**	**2**	**10**	**2**	**64**
Average Number Per Detection	1.7	1.0	2.2	1.0	2.5	1.0	2.6

Source: **Mazzotti 1999b.**

Little Blue Heron. The little blue heron is a widely distributed nesting species in Florida and elsewhere along the Atlantic coast and southeastern United States. It did not suffer from the plume trade in the late 19th and early 20th centuries, but has apparently declined as a result of degradation of wetlands and alteration of wetland hydroperiods. The little blue heron nests in a variety of woody vegetation at coastal and inland locations. It forages in diverse locations including man-made canals and roadside ditches. Migratory little blue herons move into and through Florida during the winter, resulting in an increase in numbers during that season (**Rodgers et al. 1996**). Recent data indicate that about 1,400 to 2,100 little blue herons nested in the Everglades from 1992 though 1995, with 47 to 70 percent nesting at Loxahatchee National Wildlife Refuge, and the reminder in Water Conservation Areas 2 and 3 (**Frederick 1995**).

The little blue heron is a common winter bird at Biscayne NP (**BNP 1998**). It also breeds at Biscayne NP, having been recorded at the rookeries on Arsenicker and West Arsenicker Keys in the 1970s and 1980s. Birds in breeding plumage were observed at these rookeries in 1996, but the number of nests was not determined (**Howitt 1996**). Scattered individuals were observed foraging along Military Canal, Canal L-31E, and the western shoreline of Biscayne Bay in June and July 1998 (see Figure G-14, Tables G-11 and G-12). The little blue heron roosted at small scattered sites along the western shoreline of Biscayne Bay during the winter of 1999. It was observed every month from December 1992 to October 1993 on former Homestead AFB, where four to six individuals consistently foraged in shallow wetlands (**Hilsenbeck 1993**). Zero to four individuals were detected in June and July 1998 (see Table G-9), comprising a large percentage of the "other" wading birds tallied on former Homestead AFB (see Table G-7). The little blue heron will continue to be a common species at Biscayne NP, especially during the winter, and small groups may establish roosts along the western shoreline of Biscayne Bay. Individuals and small groups will continue to forage along the canals in the area, as well as on former Homestead AFB.

Tricolor Heron. The tricolor heron nests along much of the Atlantic and Gulf Coasts of the United States, as well as over much of central and south Florida. This bird's dark color and habit of nesting in wooded areas makes accurate census counts difficult. The number of nesting birds in south Florida has decreased from an estimated 15,000 pairs in the 1930s to 3,500 pairs in the 1970s, to 1,100 to 1,400 pairs

in 1986 and 1987 (**Rodgers et al. 1996**). More recently, the estimated number of pairs in the Everglades from 1992 through 1995 ranged from about 1,000 to 2,000 pairs (**Frederick 1995**).

The tricolor heron nests most often in mangrove islands along the coast, although it sometimes nests at inland locations. This species feeds in a wide variety of coastal and inland habitats such as marshes, mangrove swamps, roadside ditches, and around ponds and lakes.

The tricolor heron was recorded most frequently in Biscayne NP during summer and winter (**BNP 1998**). Summer observations were mostly of nesting herons on the Arsenicker keys, while winter observations occurred mostly during the Christmas Bird Counts. Nineteen to 100 tricolor heron nests were estimated to occur on the Arsenicker Keys in the 1970s and early 1980s, and it was assumed to nest on these keys in 1996, although this was not confirmed. This species nested from May to July on these keys (**Howitt 1996**). Widely scattered individuals and small groups were observed foraging along canals and the mangrove shoreline of Biscayne Bay in June and July 1998 (see Figure G-14, Tables G-11 and G-12). This species was more common along mangrove shoreline than canals, which is consistent with its preference for coastal areas. It was also observed every month from, December 1982 through October 1993, foraging in shallow wetlands on former Homestead AFB (**Hilsenbeck 1993**). Three to seven birds were also observed on the former base in June and July 1998 (Table G-9). This species will likely continue to nest at Biscayne NP and continue to forage along the mangrove fringe, wetlands, and canals inland from the fringe, and on the former base.

Reddish Egret. The reddish egret is a state rare species and historically may have nested as far north as Tampa Bay on the west coast and Cape Canaveral on the east coast of Florida. In the late 1800s, the reddish egret declined sharply in Florida and, by the early 1900s, had apparently disappeared from the state entirely. It reappeared in the 1930s, and by the mid-1970s there were an estimated 300 birds, mostly in Florida Bay (**Powell et al. 1989**). Very few reddish egret nests were observed in Florida Bay or elsewhere in the Everglades from 1995 through 1998 (**Gawlik 1998**). Reddish egrets nest exclusively on coastal natural or dredged material islands covered with mangrove, Brazilian pepper, or other woody vegetation. This species forages principally in coastal areas such as broad, barren sand or mudflats (**Rodgers et al. 1996**).

The reddish egret was recorded at Biscayne NP on eight occasions from 1979 through 1996, with three nesting pairs on West Arsenicker Key in 1980. Reddish egrets in breeding plumage were also observed on this key in 1996, but breeding was not confirmed (**BNP 1998**, **Howitt 1996**). This species was recorded during wildlife studies along the western coastline of Biscayne Bay in cattail and open water habitats (**Metro-Dade County 1994b**), but was not observed in this area during aerial and ground surveys conducted in 1998 (**Denton and Godley 1999**). In addition, the reddish egret was not recorded on Homestead AFB. The reddish egret may make occasional use of the mangrove fringe and other wetlands along the western shoreline of Biscayne Bay and may also nest in small numbers on West Arsenicker Key. It would occur very infrequently, if at all, on former Homestead AFB because it prefers to forage along the coastline.

Snowy Egret. The snowy egret, along with the great egret, was almost driven to extinction as a result of the plume trade in the late 19th and early 20th centuries. This species recovered after plume hunting ended and apparently reached peak numbers between the 1930s and early 1950s (**Rodgers et al. 1996**). As a result of water management practices, the number of snowy egrets began to decline. The average number of pairs in the Everglades from 1975 through 1978 was 3,400, and by the 1980s, this number had declined by 78 percent to an average of 946 pairs (**Bancroft 1989**). More recently, the number of pairs of snowy egrets in the Everglades was 2,295 in 1992, 1,494 in 1993, 461 in 1994, and 568 in 1995

(**Frederick 1995**). The estimated number of nests in the Everglades declined to about 450 in 1997 and 300 in 1998 (**Gawlik 1997, 1998**).

The snowy egret nests in a variety of woody plants both in coastal and inland wetlands. It is widely distributed in Florida and also nests along the Atlantic coast north of Florida and in the lower Mississippi Valley. This species is non-migratory in Florida, although snowy egrets from more northern breeding grounds move south for the winter (**Rodgers et al. 1996**).

The snowy egret is fairly common at Biscayne NP and was most often recorded during summer and winter (**BNP 1998**). Two nests of this species were found on the Arsenicker Keys in 1975, and 15 nests were observed on these keys in 1996 (**Howitt 1996**). Widely scattered individuals and small groups were observed along the western shoreline of Biscayne Bay and canals and wetlands inland from the bay in June and July of 1998 (see Figure G-14, Tables G-11 and G-12). This species also roosted in small numbers along the western shoreline of Biscayne Bay during the winter of 1998–99 (see **Figure G-15**). The snowy egret was recorded on former Homestead AFB every month from December 1992 through October 1993 (**Hilsenbeck 1993**), and up to 15 were observed during June and July of 1998 in the area of the runway (see Table G-9). In addition, this species comprised a large percentage of the "other" wading birds recorded during 190 observations from June 5 through December 12, 1998 (see Table G-7). The snowy egret will continue to occur at Biscayne NP and may continue to nest on the Arsenicker Keys. It is also expected to forage in small numbers on former Homestead AFB and in surrounding wetlands and canals.

Night Herons. The black-crowned and yellow-crowned night herons are both state species of special concern. The black-crowned night heron is widespread in North America and breeds throughout much of Florida. The Yellow-crowned night heron occurs in the eastern United States and nests in more widely scattered locations than the black-crowned night heron. Due to these species' dark plumage, tendency to nest below the canopy, and secretive habitats, there is little information regarding their population sizes. Both species nest in a variety of marine, estuarine, and inland wetland habitats (**Rodgers et al. 1996**).

The black-crowned night heron has been recorded more frequently at Biscayne NP than the yellow-crowned night heron, and most observations of both species were in the winter (**BNP 1998**). These species have not been recorded as nesting species at Biscayne NP (**Howitt 1996**, **BNP 1998**), but given their secretive nature, it is likely that one or both species nest in Biscayne NP. The yellow-crowned night heron was observed every month during an 11 month biological study on former Homestead AFB in 1992 and 1993 (**Hilsenbeck 1993**), but not during other biological surveys on the former base. The black-crowned night heron was not recorded on the former base during recent biological surveys, but is known from Homestead ARS (**SEA 1997**). Both species of night herons will continue to occur and likely nest in the mangrove fringe along Biscayne Bay and in the wetlands inland from the mangroves. Both will also continue to forage in the wetlands and along the canals around and on former Homestead AFB.

Glossy Ibis. The glossy ibis nests along the Atlantic seaboard and throughout much of Florida. This species was considered a rare breeding bird in Florida prior to the 1930s, but the number gradually increased during the next three decades to an estimated 3,500 birds in the 1970s. The population trend for this species since the 1970s is unknown. This species also spread up the Atlantic seaboard starting in the 1930s, with the northernmost colony established in Maine in 1972. The glossy ibis nests primarily in central Florida, with a small number of birds nesting in south Florida. It is essentially a freshwater species that forages in seasonally flooded grasslands, roadside ditches, shallow marshes, and along lake shores.

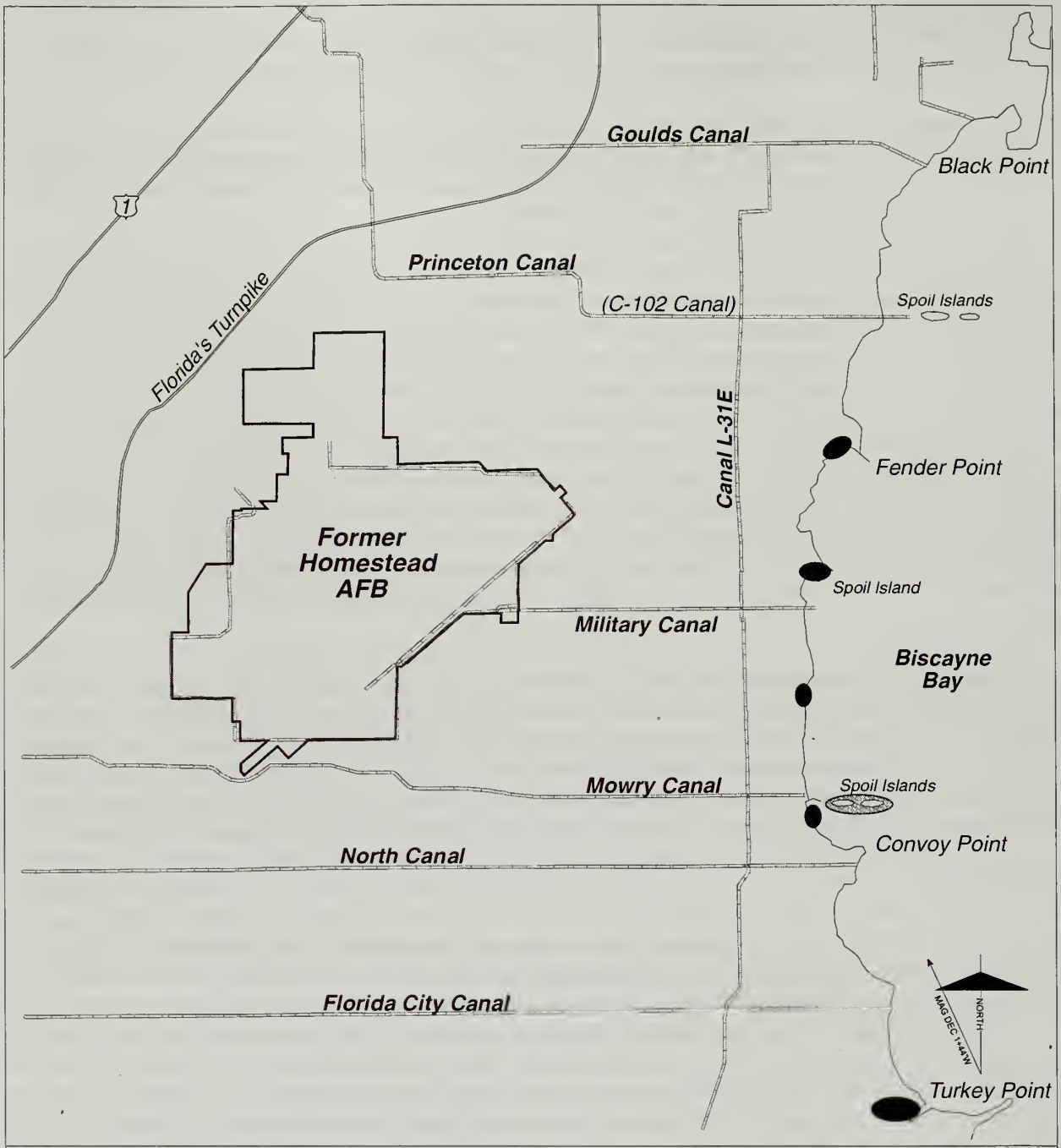


Figure G-15
Lightly Used Wading Bird and Other Aquatic Bird Winter Roost Sites Along the Western Shorelines of Biscayne Bay, Winter of 1998-99

The glossy ibis was only recorded twice from Biscayne NP: once in 1975 and once in 1986 (**BNP 1998**). However, recent observations indicate this species is more common in the park than indicated by these data. During biological field surveys in June 1998, a flock of seven birds was observed in the early morning flying north up the western shoreline of Biscayne Bay, and a flock of seven was observed flying south along the shoreline in the late afternoon of the same day. Small numbers of glossy ibis were also observed during aerial wading bird surveys, also in June and July 1998 (see Table G-8). This species was not recorded from former Homestead AFB during earlier surveys, but was recorded during the 1998 surveys (see Figure G-14). The glossy ibis is expected to continue to occur at least as a transient along the mangrove shoreline of Biscayne NP and will likely forage in the mangrove fringe and other wetlands along this shoreline. It will likely continue to occur sporadically in the shallow wetlands on former Homestead AFB.

White Ibis. The white ibis nests along the Atlantic seaboard north to Virginia, along the Gulf coast, and in central and south Florida. This colonial nesting wading bird is nomadic, and nesting colonies are in different locations from year to year. There were an estimated 100,000 breeding white ibis in Florida during the first half of the 20th Century. This species began to decline in the 1950s, and statewide surveys in 1988 indicated there were 34,000 white ibis in Florida. Consistent with its nomadic nature, the number of white ibis nests counted recently in the Everglades have fluctuated dramatically from 16,500 nests in 1992 to 600 nests in 1993. Two to three thousand nests were reported from the Everglades in 1994 and 1995, while about 3,700 nests were reported in 1997 and 1560 nests in 1998 (**Gawlik 1997, 1998**; **Frederick 1995**). Overall, there has been a dramatic decrease (95 percent) in the number of nesting white ibis in Everglades NP. There has also been a shift out of Everglades NP to water Conservation Areas 2 and 3 and the Loxahatchee National Wildlife Refuge (**Frederick 1995**). The reduction in nesting white ibis in the Everglades reached an all time low in 1998 when no nests were reported (**Gawlik 1997**). Historically, this species nested in large numbers in the estuarine mangrove areas of the park, but they no longer use these areas because of a reduction in prey species over the last 30 years.

The white ibis nests in a variety of freshwater and marine habitats, although it appears that freshwater foraging habitat is required for adults who are feeding young. This species forages in shallow-water areas, although they have been observed feeding on lawns, pastures, and at landfills. The white ibis can travel up to 19 miles one way on foraging trips and still successfully raise its young.

The white ibis is commonly observed at Biscayne NP, with most observations occurring during the winter Christmas Bird Counts (**BNP 1998**). This species also nests on the Arsenicker Keys: 106 nests were counted in July 1975, 100+ nests in May 1976, 94 nests in June of 1980, and 11 nests in June of 1996 (**Howitt 1996**). Five flocks of 10 to 50 white ibis were observed flying north along the western shoreline of Biscayne Bay while conducting a breeding bird survey along Military Canal on June 3, 1998. One flight of 40 to 50 white ibis were then observed flying south along the western shoreline of Biscayne Bay past Military Canal in the late afternoon on June 2, 1998. This flight pattern indicates these birds were traveling to and from roost sites and/or rookeries to a foraging location(s). A potential foraging location is the Miami-Dade County landfill, about 3.4 miles north of Military Canal. The white ibis commonly forages at landfills even when feeding its young (**Rodgers et al. 1996**). Possible roost or rookery locations for these birds are the Arsenicker Keys or Florida Bay, where 200 nests were observed in June 1998 (**Gawlik 1998**). The one-way trip from the Arsenicker Keys to the landfill is 10 miles, and the same trip from the east end of Florida Bay is about 21 miles. The trip from Arsenicker Keys is within the foraging travel distances reported for this species (19 miles), while the trip from eastern Florida Bay exceeds this distance. Observation of the flight path of some of these groups indicated they were coming from the direction of Florida Bay and not the Arsenicker Keys.

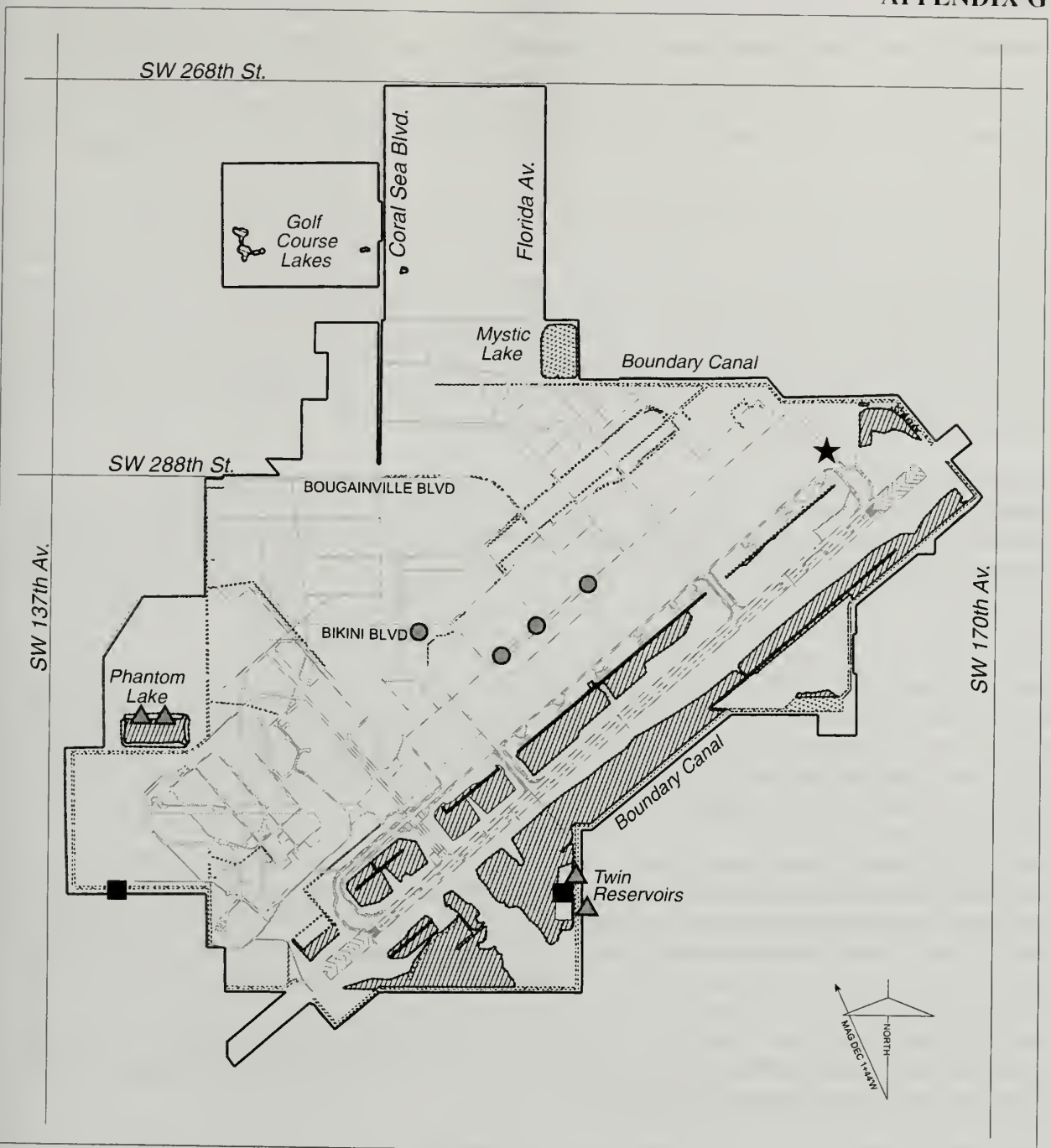
The white ibis was the second most common species of wading birds observed (cattle egrets were most numerous) during aerial surveys in June and July 1998, with 113 recorded on July 14, 1998 (see Table G-8) (**Denton and Godley 1999**). These birds were scattered throughout the mangrove and freshwater wetlands between former Homestead AFB and Biscayne Bay (see Figure G-14). White ibis were frequently observed foraging in small groups under the mangroves along the western shoreline of Biscayne Bay in February 1999. These birds may roost along the western shoreline of Biscayne Bay in the winter (see Figure G-15).

The white ibis was not observed during biological surveys of former Homestead AFB in 1992 and 1993 (**Hilsenbeck 1993**), but it was observed during surveys in June and July 1998 (see Table G-9). In addition, it was the second most common wading bird species (cattle egrets were more common) recorded during 190 observations in 1998. A total of 3,171 birds were recorded, with the largest number occurring from July through November. Very few were observed from March through June (see Table G-7). The largest number observed on the former base in 1998 was 600 on September 18. This species, along with cattle egrets and other unidentified species of herons and egrets, roost in Australian pine next to the twin reservoirs (see **Figure G-16**). The roost was active during the summer of 1998 (**BNP 1998**), as well as at other times during the last two years (**Peterla 1999b**). The white ibis will continue to use Biscayne NP, particularly during the winter and the summer nesting season. In addition, early morning and late afternoon flights along the western shoreline of Biscayne Bay may continue as long as roost and/or rookeries within flight distance of the preferred foraging location(s) are in use. This species is also expected to continue to forage along the mangrove fringe and other wetlands, canals, and roadside ditches in the area around and on former Homestead AFB.

Roseate Spoonbill. The roseate spoonbill is a state rare species and once bred in large numbers in south Florida prior to the 1880s. Plume hunters and later, meat hunters, reduced the roseate spoonbill to one colony of 15 pairs on Bottle Key in Florida Bay by 1941. Subsequently, the population began to recover, and by 1979 there were an estimated 1,254 breeding pairs. The population was reduced by 64 percent by 1984 and remained at this reduced level throughout the remainder of the 1980s (**Powell et al. 1989**). As the spoonbill recovered, it also reoccupied some of its former nesting range outside of Florida Bay. During the 1995–96 through 1997–98 nesting season, 45 to 50 spoonbill nests were observed in Florida Bay. However, this may be an underestimation because of the difficulty in observing this species during aerial surveys (**Gawlik 1998**).

The roseate spoonbill nests on coastal islands vegetated with mangroves and, in some cases, Brazilian pepper. They forage in shallow marine, brackish, and freshwater sites and the mangrove fringe; the freshwater Everglades are currently the main foraging areas for this species (**Rodgers et al. 1996**).

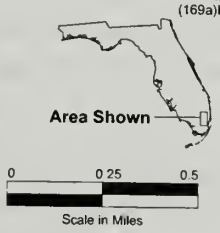
There are no records of the roseate spoonbill nesting at Biscayne NP, but it has been recorded from the park numerous times, mostly in the mid 1970s and mid- to late 1990s. In addition, most birds were observed in the winter (**BNP 1998**). This species was also observed in cattail marsh and open water during 1993 wildlife surveys of the western coastline of Biscayne NP (**Metro-Dade County 1994b**), and one bird was observed along the mangrove fringe during 1998 aerial wading bird surveys (see Table G-8 and Figure G-14). The spoonbill was not recorded on former Homestead AFB during recent wildlife surveys. This species will continue to occur sporadically along the mangrove fringe and associated freshwater wetlands, and although it has not been recorded on former Homestead AFB, it would be expected to occur on the former base from time to time.



LEGEND

- Former Homestead ABF Boundary
- Canal
- Road
- Wetland
- Burrowing Owl Nest Sites
- Osprey
- Least Tern
- Wading Bird Roost Sites

(169a)HS 9.13.99.nc



Derived from: SEA 1997, Denton and Godley 1999, Mazzotti 1999b

Figure G-16
Locations of Sensitive Bird Species Recorded in June and July 1998 on Former Homestead AFB

Least Bittern. This bird occurs over much of the eastern United States, including all of Florida. It nests in fresh and brackish wetlands and is less common in mangroves. It inhabits a variety of wetland types, including lake shores, ditches, reservoirs and other impounded areas—even wetlands close to human habitation. Nests are typically built over water. The least bittern forages from perches (**Rodgers et al. 1996**).

There is no population estimate for the least bittern in Florida because it is a very secretive species. Available information indicates it is likely fairly common, and it may nest in the freshwater wetlands inland from the mangrove fringe along the western shoreline of Biscayne NP and in the cattail wetlands and around the lakes on former Homestead AFB. The reduction of wetlands in Florida has undoubtedly resulted in a reduction of this species, but it is one of the few wading birds that benefits from dense cattail stands in areas like the Everglades (**Rodgers et al. 1996**). This species has not been recorded in Biscayne NP, the mangrove fringe, or during most biological surveys on former Homestead AFB. This species was observed, however, on Homestead ARS (**SEA 1997**).

American Oystercatcher. The American oystercatcher's breeding and major non-breeding ranges are north of Miami. It needs extensive beaches, sandbars, or mudflats for feeding and roosting, and sparsely vegetated sand areas for nesting (**Rodgers et al. 1996**). Twelve American oystercatchers were observed on six dates at Biscayne NP from 1984 through 1997. This included one observation during the 1985 Christmas Bird Count (**BNP 1998**). This species would continue to occur very sporadically at Biscayne NP and would not be expected to occur at former Homestead AFB.

Wilson's Plover. Wilson's plover occurs along much of the Atlantic and Gulf coasts and nests and forages on sandy beaches and tidal flats along the coast in the Homestead area. Nesting populations occur north of Miami, Florida Bay, and the Florida Keys. This species also migrates through or winters in south Florida, with spring migration occurring from late February to mid-March, and fall migration in August and September (**Rodgers et al. 1996**).

A total of 53 Wilson's plovers were recorded on 25 days between 1979 and 1997 at Biscayne NP. Most of these observations took place in the summer and winter, and all but four have taken place in the 1990s (**BNP 1998**). This species successfully nested on Boca Chita Key in Biscayne NP in 1996 (**Howitt 1996**). Wilson's plover was not observed during wildlife surveys of the mangrove fringe and other wetlands along the western shoreline of Biscayne Bay, the Chapman Field or Matheson Hammock parks, or on former Homestead AFB. Two Wilson's plovers were observed along Canal L-31E on July 15, 1998 (see Figure G-12) and it may occur occasionally along the western shoreline of Biscayne Bay. This species will likely continue to use the beach habitat on the Biscayne NP keys for nesting and foraging. It would likely be very infrequent on former Homestead AFB.

Cooper's Hawk. The Cooper's hawk occurs as a breeding species over much of North America, including the northern two-thirds of Florida. It occurs in south Florida as a migrant and wintering species (**Rodgers et al. 1996**). Wintering and migrating Cooper's hawks can be found in woody habitat that supports their major food supply, which is small- to medium-sized birds. The Cooper's hawk has apparently recovered from population lows in the 1970s that were due to DDT and other persistent pesticides (**Bednarz et al. 1990**). It is questionable if it should continue to be a species of special concern in Florida (**Rodgers et al. 1996**).

Cooper's hawks were reported from Biscayne NP in the fall and winter on only five occasions (**BNP 1998**). They were observed on former Homestead AFB during the spring and fall migration of 1993, but was considered rare (**Hilsenbeck 1993**). This species was not observed on the former base during other biological surveys. Cooper's hawk would be expected to continue as a rare migrant and also, potentially,

a winter resident on the former base. They could also occur as a rare migrant almost anywhere between the former base and Biscayne Bay.

Osprey. The osprey is a state species of special concern but is not listed by the federal government. It nests throughout Florida, and migrating osprey occur in Florida as they move back and forth from their northern breeding ground to their tropical wintering grounds. The osprey has recovered from serious declines in the 1950s and 1960s due to pesticide contamination, although the Florida populations were apparently not greatly affected (**Rodgers et al. 1996**).

The osprey nests in all regions of Florida, and they appear to be maintaining their historical distribution in the state. Nesting osprey are most common in bays and estuaries along the west coast of Florida between the mouth of the Apalachicola River and Florida Bay and along the Atlantic coast between St. Mary's River and Merritt Island. Osprey nest in cypress, mangrove, and pine trees. Nests in Florida Bay are usually in mangroves or shrubs, but can even occur on the ground (**Rodgers et al. 1996**). Osprey also require open, relatively clear water to capture fish.

Ospreys begin nesting in Florida Bay in late November and lay eggs before the end of December. Nesting is usually completed by April in south Florida and by July in north Florida. After nesting is complete, osprey in south Florida do not generally migrate out of the area, although some may travel into central Florida during the non-breeding season (**Rodgers et al. 1996**).

The osprey has been observed along the western shoreline of Biscayne Bay and along Military Canal. This species was recorded 100 times between 1974 and 1998 at Biscayne NP (**BNP 1998**). In 1998, there were three known active osprey nests in Biscayne NP: two on Elliott and one on Sands Keys (**Lockwood 1999a**). In addition, one osprey nest was reported from Chapman Field Park along the western shoreline of Biscayne Bay (**Dalrymple 1998**). Osprey nests were not recorded along the western shoreline of Biscayne Bay during aerial and ground surveys conducted in 1998 (**Denton and Godley 1999**), or during aerial surveys for bald eagle nests (**Lockwood 1998b**), so it likely does not nest along the coastline between Convoy Point and Black Point. The osprey was observed on former Homestead AFB near Phantom Lake (**SEA 1997**), and it was observed twice in June 1998, including at Phantom Lake and at the twin reservoirs (Figure G-16). The osprey will likely continue to nest in the keys of Biscayne Bay and forage along the western shoreline of the bay. In addition, it will likely continue to forage inland from the coast, but would use former Homestead AFB infrequently.

Florida Burrowing Owl. The Florida burrowing owl is a state species of special concern, but not a federally listed species. Historically, this species was reported in the central peninsula of Florida, the Florida Keys, and the Bahama Islands. The burrowing owl apparently underwent a range expansion in the 1940s, and it now occurs in south Florida including the Homestead area. Statewide surveys for this species have not been conducted, so the population size is unknown. Based on available information, the statewide population of the burrowing owl in 1987 was estimated to be between 3,000 and 10,000 pairs. Fairly dense populations occur in some Florida counties, including Miami-Dade County (**Rodgers et al. 1996**).

The Florida burrowing owl is usually found in open, well-drained areas with short herbaceous ground cover. Historically, these habitat requirements were met in the dry prairies of central Florida in the vicinity of burns. Clearing land for human development and draining wetlands greatly increased the amount of habitat available to the burrowing owl. This is thought to be the reason for its range expansion in Florida. This species now nests in developed areas such as golf courses, airports, canal banks, and in other partially developed areas. In developed areas, they tend to be found where 25 to 75 percent of the landscape is developed. It is believed that the Florida burrowing owl was nomadic in response to

changing available habitat created by fire in its historic range. Today, this nomadic tendency is apparent as this species inhabits recently disturbed land, but then leaves when habitat conditions deteriorate (**Rodgers et al. 1996**).

Most of the burrowing owl nesting activity occurs during the dry season from February through late May. Fledging activity peaked in late May in Cape Coral Florida. This species shows a high degree of site fidelity; 78 percent of the adults in the Cape Coral population remained on their territories from 1987 to 1989 (**Rodgers et al. 1996**).

Two pairs of burrowing owls were observed on former Homestead AFB in 1992; these two pairs had disappeared in 1993 (**Geraghty & Miller 1993**). This species was not recorded during the 1992/93 biological surveys of former Homestead AFB (**Hilsenbeck 1993**). Biological surveys in 1998 revealed the existence of three active and one inactive burrowing owl nest sites in short-grass habitat near the runway (see Figure G-16). This species was not observed along Military Canal or any other areas surveyed for sensitive species outside the former base.

Terns. The royal, sandwich, and Caspian terns are state species of special concern. These species nest in a few locations along the central coasts of Florida, but can be found in south Florida during the winter. Wintering birds occur at aquatic habitats both along the coasts and at inland lakes, wetlands, and other water bodies (**Rodgers et al. 1996**).

The Royal tern is the most common of the three species at Biscayne NP where it was recorded almost 100 times from 1979 through 1997, with all observations occurring between August and May. This species was one of the most common species in the Christmas Bird Counts at Biscayne NP, where 100 to almost 300 birds were recorded during each count. The Sandwich tern was recorded 37 times from 1979 through 1997 at Biscayne NP, and 34 of 37 birds were observed in fall and winter. The Caspian tern, the least common of the three, was recorded 20 times from 1979 through 1997. All these observation took place in late fall and early winter (**BNP 1998**). In summer, the terns nest well away from Biscayne NP, as indicated above, which explains why they were not recorded there in summer. These species of terns were not recorded on former Homestead AFB, although an occasional individual may be expected to occur at one of the small lakes.

Florida Prairie Warbler. The Florida prairie warbler is a state sensitive species whose status is undetermined. There are two subspecies of the prairie warbler. The northern prairie warbler (*Dendroica discolor discolor*) breeds in the eastern United States and winters in the Caribbean. The Florida prairie warbler breeds in Florida and winters in Florida and the Caribbean. The Florida prairie warbler nests mostly in mangroves along the east and west coasts of central and south Florida, as well as in the Florida Keys. Recent surveys on Key Largo indicated that the density of this subspecies during the nesting season was 0.86 to 1.09 pairs per hectare. The breeding season in the Florida Keys was late April to early July. No evidence that cowbirds parasitized nests of the subspecies was noted in the keys (**Prather and Cruz 1995**), although there is evidence that this does occur elsewhere (**Rodgers et al. 1996**).

The prairie warbler is common at Biscayne NP, having been recorded 718 times from 1973 to 1998. Most of these observations occurred during the winter, including 330 observations during the Christmas Bird Counts from 1979 to 1997. There were also numerous observations during the spring and fall migrations (**BNP 1998**). It is assumed that most of the wintering and migrant birds observed were the northern prairie warbler. The Florida prairie warbler was the most abundant warbler recorded during breeding bird surveys in Biscayne NP from April through June 1996; four to six territories were recorded on Sands, Elliott, Adams, and East Arsenicker keys (**Howitt 1996**). Thirteen singing males were recorded during breeding bird surveys in 1998, and the locations of 11 were recorded (Figure G-12). One was heard along

Military and Mowry canals, four along Canal L-31E, and five along the mangrove fringe coastline (**Denton and Godley 1999**). The prairie warbler was not recorded on former Homestead AFB. Nesting Florida prairie warblers would not be expected to occur on the former base due to lack of appropriate nesting habitat, but migrating and, possibly, wintering prairie warblers are likely in the overgrown areas on the former base. In addition, this species will continue to nest along the mangrove fringe of the western shoreline of Biscayne Bay.

G.2.5 Mammals

Sensitive mammals that occur or have the potential to occur in the Homestead area are the West Indian manatee and Florida panther, both of which are listed by the federal and state governments. The Key Largo cotton mouse and Key Largo woodrat are included in this section, although these species do not occur in the Homestead area.

West Indian Manatee. The West Indian or Florida manatee was listed as a federally endangered species in 1967, and critical habitat was designated in 1976. It is also a State of Florida endangered species. The present distribution of the West Indian manatee includes the coasts and rivers of Florida and Georgia, the Greater Antilles, eastern Mexico, Central America, and northern South America. Two subspecies are recognized, the Florida manatee found in Florida and the Antillean manatee (*Trichechus manatus manatus)* found in the remaining range. Year-round populations of the Florida manatee occur in coastal and inland waterways in Georgia and Florida. During the summer months, Florida manatees may range as far north as Rhode Island, west to Texas, and east to the Bahamas. The abundance of the manatee in Florida tends to be greatest around areas such as the St. Johns River and Biscayne Bay. In the winter, they concentrate in areas of natural or man-made warm waters, including Biscayne Bay and its rivers and canals (**USFWS 1998a**).

Several factors contribute to the distribution of the manatee in Florida, including (1) areas of warm water to use in the winter, (2) availability of aquatic vegetation, (3) proximity of channels at least 6 feet deep, and (4) availability of fresh-water sources. Seventeen major manatee winter concentration sites have been identified, and manatee migrate to these areas when the water temperature drops below 68 degrees Fahrenheit. As the water warms up in the spring, some manatees will migrate out of the wintering areas to their summer habitats. In south Florida, manatees forage in submerged aquatic vegetation, with deeper channels often in close proximity to these foraging areas. They are frequently observed foraging in water three to 9 feet deep. In south Florida, the manatee feed most often on species such as turtle grass and manatee grass. In the winter, manatees will often spend most of the day in warm water and swim out to feeding sites in late afternoon to feed in the sometimes cooler water. Manatees often occur in quiet waters such as canals and rivers to feed, rest, obtain fresh drinking water, mate, and calve (**USFWS 1998a**).

Manatees emit sounds within the human auditory range and these vocalizations are probably used for communication. They hear fairly well, especially low-frequency sounds. Manatees can remain submerged for several minutes. The longest recorded time submerged was 24 minutes (**USFWS 1998a**).

Aerial surveys for the manatee have been conducted for the last 19 years, but given the limitations of this methodology, the actual population size cannot be determined. Therefore, the long-term population trends for the manatee in Florida are not known. Aerial surveys do provide a general index of manatee population status. For example, the aerial survey in 1996 resulted in an estimated 2,639 manatees in Florida, with 1,457 along the east coast and 1,182 along the west coast. These estimates represent a minimum number and may not be the total number of manatees in Florida (**USFWS 1998a**).

The distribution of the manatee in Biscayne Bay has been monitored by Miami-Dade County and Florida Department of Natural Resources since 1987. Biscayne Bay supports a year-round population of manatees, with the largest number observed in winter. During the winter months, the manatee concentrate in natural tributaries such as the Little River, Miami River, Coral Gables Waterway, and Black Creek. Manatees in north Biscayne Bay travel out to the sea grass beds in late afternoon, and radio tracking data indicate they feed in these areas at night. In the summer, it appears that most manatees travel north out of the bay; several radio tracked animals left Miami-Dade County and spent the summer in Brevard County. It appears that about 30 animals remain in Miami-Dade County in the summer. The majority of manatee sightings occur in northern Biscayne Bay and its tributaries. In the area around former Homestead AFB, there have been numerous manatee observations from 1989 through 1994 in and near Black Creek, about three miles north of Military Canal and Mowry Canal, and Convoy Point, about two miles south of Military Canal. Three manatee sighting were recorded in and near Military Canal from 1989 through 1994 (**Metro-Dade County 1995b**). More recent data indicate that two adult manatees were observed in Military Canal downstream of the salinity control structure on April 27, 1995; one adult manatee was observed feeding in Biscayne Bay at the mouth of Military Canal on April 21, 1996 (**Mayo 1998**); and two manatees were in the fresh water portion of Military Canal for an undetermined period of time in June 1999 (**Lockwood 1999b**). The manatee was not observed along the western shoreline of Biscayne Bay or the nearby canals during the extensive ground and aerial surveys in June and July 1998. This species was not recorded on former Homestead AFB and is not expected to occur in the canals on the former base in the future.

Florida Panther. The Florida panther is a federal and state endangered species. It is one of the most endangered mammals in the world, and a small population of 30 to 50 adults in south Florida represents the only known population of this subspecies in the wild. Historically, this species ranged to eastern Texas and the lower Mississippi Valley east through the southeastern states and all of Florida. The only known remaining population is centered around the Big Cypress Swamp and the Everglades region. Radio tracking data indicate the center of the population is in Collier and Hendry counties; tracking data has documented the occurrence of the Florida panther in eight other counties including Miami-Dade and Monroe counties (**USFWS 1998a**).

Florida panther preferred habitat consists of native upland forests, and understory thickets of very dense saw palmetto is important resting and denning habitat. Radio-telemetry studies have shown that hardwood hammocks and pine flatwoods are preferred over wetlands and disturbed habitat. Hardwood hammocks are the most productive habitats for white-tailed deer which may be why this habitat type is preferred by the panther (**USFWS 1998a**).

The Florida panther space themselves out over the available habitat, and the home range of several females may occur within one male's home range. The average home range size for males is from 20 to 457 square miles, averaging 200 square miles. Female home range size averages 75 square miles The average dispersal distance for subadult males was 23 miles and subadult females, 6 miles

The population size of the Florida panther at the turn of the century may have been about 500, but hunting, habitat loss through residential and agricultural development, loss of prey base, and other factors lead to its decline. In 1950, this species was listed as a game species in Florida and, by 1958, was listed as a Florida endangered species. The population was estimated to be 100 to 300 animals in 1966. The Florida panther continued to decline to its present population size and, based on existing demographic and genetic conditions, the Florida panther will likely be extinct in only a few decades. Factors that continue to affect the Florida panther are habitat loss and fragmentation; environmental contaminants; prey availability; human disturbances; and mortality, disease, and genetic erosion (**USFWS 1998a**).

The Florida panther has not been reported from Biscayne NP. Documented Florida panther habitat exists south of former Homestead AFB in the model lands and C-111 Basin (**Alleman et al. 1995**). Radio-tracking data from the late 1980s showed that a panther lived in the Model Lands and spent most of its time south of Palm Drive 3.5 or more miles from former Homestead AFB. It did, on occasion, travel closer to the base and approached to within less than one mile of the former base (**Ferro 1999a**). For example, on June 13, 1987, this cat was about one-half mile south of the base, and on March 30, 1988, it was about 0.75 mile south of the west end of the runway near North Canal (**Ferro 1999a**). More recently, there have been a few unconfirmed sightings of the Florida panther south of the former base in the Palm Drive area (**Wasilewski 1999a**). Based on this, the Florida panther would not be expected to occur on former Homestead AFB, would be unlikely to occur between the former base and Biscayne Bay, but may occur to the south of the former base.

Key Largo Cotton Mouse. The Key Largo cotton mouse is a federal and state endangered species. It is a subspecies of the cotton mouse, one of the most common small mammals in Florida and throughout the southeastern United States. This subspecies is distinct from other cotton mouse subspecies by its larger size, more reddish color, and restricted habitat. Historically, the Key Largo cotton mouse inhabited hardwood hammocks throughout Key Largo, but as a result of the elimination of this plant community type, it is found only in north Key Largo (north of the Intersection of U.S. Highway 1 and County Route 905). It uses a variety of tropical hardwood hammock plant community types, from recently burned early successional types to mature hammock forests. The Key Largo cotton mouse is a nocturnal species and feeds on a variety of plant and animal matter. It is often associated with the Key Largo woodrat and is found in woodrat holes, nests, and runways (**USFWS 1998a**).

The Key Largo cotton mouse was listed as an endangered species, and critical habitat was proposed in 1984. The critical habitat proposal was subsequently withdrawn in 1986. The principal factor leading to this listing was the elimination and fragmentation of habitat due to human commercial and residential development. Before European settlement, there were an estimated 12,000 acres of tropical hammock forest on Key Largo, which has been reduced to an estimated 2,100 acres in north Key Largo. Of this, 91 percent is protected, and the remainder is vulnerable to urbanization. It is believed that the remaining stands of tropical hardwood hammock in south Key Largo are too small and fragmented to support this species. An attempt was made to establish a population on Lignumvitae Key State Botanical Site in 1970, and although one cotton mouse was trapped in 1977, later trapping efforts indicate this species no longer occurs on this key (**USFWS 1998a**).

Key Largo Woodrat. The Key Largo woodrat is a federal and state endangered species. This subspecies is endemic to the tropical hardwood hammocks of Key Largo and is the southern most subspecies of the eastern woodrat that occurs over much of the eastern United States. The Key Largo woodrat once inhabited hardwood hammocks throughout Key Largo, but as a result of the elimination of this plant community type, it is found only in north Key Largo (north of the intersection of U.S. Highway 1 and County Route 905). The two most important habitat characteristics for this species are materials for building stick nests and cover. Nests are typically built at the base of a tree, boulder, or other object, and can be 4 feet high and 6.5 to 8 feet in diameter. The nests have several entrances and generally one central chamber. An individual may use more than one nest, and nests can be used by a number of generations. This species is an active climber and uses well-defined trails over the forest floor. They are nocturnal and feed on a wide variety of plant material (**USFWS 1998a**).

The Key Largo woodrat was listed as an endangered species in 1984. The decline of the woodrat and its extirpation from its historic range in south Key Largo is largely attributable to human commercial and residential development in its tropical hardwood hammock habitat. It is believed that the remaining stands of tropical hardwood hammock in south Key Largo are too small and fragmented to support this species. An attempt was made to establish a population on Lignumvitae Key State Botanical Site in 1970, and although an estimated 476 stick nests and 85 woodrats were present in 1979, the numbers began to decline in the 1980s, and no woodrats were taken during 400 trap nights in 1990. It is believed that this species occurs in very small numbers or may be extirpated from this key (**USFWS 1998a**).

WYLE RESEARCH REPORT

WYLE RESEARCH REPORT
WR 99-17
THE SOUNDSCAPE IN SOUTH FLORIDA NATIONAL PARKS

This appendix presents a technical report completed by Wyle Laboratories for the National Park Service in June 2000 entitled, "The Soundscape in South Florida National Parks" (Wyle Report 99-17), to assist NPS in resolving methodological issues associated with defining the natural soundscape in the national parks. It includes a re-analysis of the ambient noise data collection and assessment programs conducted by FAA/John A. Volpe National Transportation Systems Center in 1998 and by NPS/Sanchez Industrial Design in 1997 and 1998 and used in the SEIS. The report also analyzes data from Wyle's south Florida noise monitoring conducted in June 1999.

The Wyle report expresses confidence in the FAA and NPS measurement data and indicates other areas of agreement, for example, that nighttime sound levels tend to be higher than daytime due to nocturnal activity by insects, amphibians, reptiles, and birds. The report, however, suggests that the data could be interpreted differently to characterize the natural ambient. The report also bases its analyses on L_n statistical metrics—L_{90}, L_{50}, and L_{10}—and suggests that the L_{90} could be used to calculate the natural ambient.

Wyle's suggested approaches are a departure from the observer-based ambient noise methodology that has been used in other federal studies, including in national parks, and was used for the SEIS. The FAA believes that observer-based measurements, as used in the SEIS, provide high quality and accurate data. The FAA also believes that observer-based measurements that distinguish the natural ambient from other sounds are preferable to using generalized statistical procedures in data analysis. The FAA's review of the Wyle report is included in this appendix in a January 19, 2000, letter to NPS and an October 24, 2000, addendum to the January comments. The FAA does not agree with Wyle's methodology. Accordingly, the Wyle report has been included in the SEIS but has not served as a basis for the noise analysis.

FAA Review of the Final Report "The Soundscape in South Florida National Parks" prepared by Wyle Laboratories for the National Park Service

October 24, 2000

This is an Addendum to FAA's review of the draft Wyle report. FAA's review was performed prior to completion of the Draft SEIS and FAA's detailed comments were submitted to NPS by letter dated January 19, 2000.

This addendum was prepared in response to the final Wyle Research Report (WR-99-17) submitted by the National Park Service (NPS) to the Federal Aviation Administration (FAA) on July 31, 2000. NPS's transmittal of the final report to FAA included a summary of changes between the final version and the draft document of August 1999 (Draft SEIS Appendix H). Changes noted by the NPS were: clarification of statements about acoustical zoning, two new tables on variance analysis for acoustical zones; placement of L90 time-of-day variations in summaries; and corrected tabular data. Other than these few changes, the final report is similar to the draft report.

In reviewing the final report, there are some important contextual issues that need to be revisited briefly. Several of these issues were discussed previously in the FAA January 19 letter of response to the NPS on the draft report.

Focus of the Wyle Report

The Wyle report addresses a small aspect of the SEIS noise analysis—natural ambient data, which are considered as supplemental data. It must be emphasized that the focus of the SEIS ambient noise methodology is on the traditional ambient sound level (all sounds except aircraft). The values for traditional ambient were the only ambient values used in the SEIS to calculate noise impacts. The Wyle report does not examine or question the collection or accuracy of traditional ambient sound data used in the SEIS analysis. Rather, it looks at the measurement and interpretation of natural ambient sound levels, which are of interest to the NPS for park natural soundscape planning. Data collected by FAA on natural ambient levels is included in the SEIS on a supplemental basis so that the public can compare traditional and natural ambient levels at different parks and sites. From such comparisons, one can see where human and mechanical activity causes the traditional ambient sound levels to be higher than the natural ambient. It also shows how traditional and natural ambient levels may be similar or even the same at places where natural sounds dominate.

In addition to the focus on natural ambient data, the Wyle report precipitates other needs for clarification. For instance, it is incorrect to describe the Wyle report as a "reanalysis" because it is a *new* analysis for the most part. The report makes extensive use of new monitored data collected by Wyle subsequent to the SEIS noise analysis. Using these data, Wyle undertakes a series of comparisons with newly created statistical methods that have received no outside or scientific review. FAA concerns about the new Wyle methodology are discussed in more depth in our January 19 response to the draft report.

General Agreement of Data Despite Differences of Methodology

It should be noted that the NPS and Wyle received all of the FAA ambient measurement data, but analyzed only a partial set of the data. This is not explained adequately in the report and is omitted from the Executive Summary. Specifically, the Wyle report looks at 15 of the FAA's 29 measurement sites. The FAA sites not analyzed are the open water sites and four land-based sites that experience higher exposure to non-natural sound sources. The rationale for their omission is not clearly stated in the report. Moreover, for 3 of the 15 FAA sites used, the Wyle analyzed only part of the acoustic data, specifically 68 percent of the data for Chekika (Everglades National Park), 62 percent for Hidden Lake (Everglades National Park), and 32 percent for Boca Chita (Biscayne National Park).

The combination of new monitoring data, new statistical methodology, and partial analysis of FAA measurements creates a complicated and confusing result in the report. The analysis is hampered by its effort to evaluate disjointed data sets that are difficult to compare accurately. Amid the volume of tabular and statistical data analyzed, it lacks a clear and reasonable basis for some of its comparisons.

Despite these limitations, the overall conclusion drawn from the report is that the various data for natural ambient are consistent. For example, FAA/Volpe Center and NPS/Sanchez Industrial Design (SID) noise measurements, conducted with similar methods, were in close agreement at many common sites. The shared use of observer-based methodology insured the complete absence of aircraft in traditional ambient sound levels—the focus of the SEIS noise analysis. A full comparison of Volpe Center and SID measured data is contained in Section 6.8.1 of the Volpe technical report, "Ambient Sound Levels at Four Department of Interior Conservation Units," June 1999. There is no basis for the sweeping conclusion in the NPS cover letter to the final Wyle report that sound pressure data in the Volpe Center technical report are incorrect. NPS evaluations and prior statements have supported the accuracy and reliability of basic FAA/Volpe measurements. Areas of difference noted by Wyle focus on greater weightings for the use of natural ambient data. The FAA continues to have confidence in all of the ambient data collected by Volpe and believes that alternative techniques proposed in the NPS/Wyle report should undergo further development, testing, and scientific review.

In spite of differences in approach, the NPS/Wyle report shows a good fit between the Wyle analysis and Volpe Center measurements (see Table 3.1 of the Wyle report). The comparison indicates a small average difference of 1.4 dB for the 15 FAA measurement sites analyzed by Wyle. An average difference would need to approach 5 dB to raise a concern about

inconsistency. Even the standard deviation of 4.1 dB reported by Wyle was surprisingly small and indicated constancy and uniformity of the Volpe Center data.

Wyle's noise monitoring data also reinforces confidence in the reliability and accuracy of Volpe Center measurements. Wyle's L90, L50, and L10 statistical comparison of Volpe Center measured data and Wyle monitored data showed average differences of 2.2 dB, 3.4 dB, and 4.0 dB, respectively (see Table 4.7 of the Wyle report). Another indicator of reliability is found in overall averages for natural ambient. Wyle states that the average 24-hour L50 (the median statistical level) for its sound level data was 42 dB. Volpe Center's average Leq for natural ambient data was 42.4 dB.

In summation, there are many ways to dissect and compare the data. However, despite Wyle's exclusive focus on natural ambient data, there is general agreement and consistency between data in the many ways analyzed. The biggest differences reported involve Wyle's use of the statistical L90 (quietest 10 percent of the data) in comparison with Leq values obtained by Volpe Center. Further comments about the L90 descriptor are included below.

Acoustic Zone Characterization for Variance Analysis

The subject of ambient mapping procedures represented the main area of revision between the draft and final Wyle report. Wyle questions the basis for the use of acoustic zones and the process of ambient mapping. The ambient mapping methodology used in the SEIS noise analysis is described in detail in the Volpe technical report (June 1999). The Volpe report notes that: "Similar studies in the national parks have established an extremely strong correlation between land cover, wind speed, and ambient sound level." The report states that in a low-level ambient sound environment, such as national parks, the vast majority of the natural sound contribution to the ambient level results from wind blowing through the vegetation or creating stronger wave action in the aquatic environment.

The basis for ambient mapping by land cover in national park environments is supported by several recent studies. The most recent study is the Final Supplemental Environmental Assessment for the Grand Canyon National Park (GCNP, February 2000). For the noise analysis in this study, the NPS provided the FAA with variable A-weighted ambient sound level data based on three vegetative categories: pinyon/juniper woodland, desert scrub, and sparse conifer forest. The NPS supported this work using its own analysis tool, the Noise Overflight Decision Support System (NODSS), which categorizes ambient sound levels for the Grand Canyon based solely on vegetative cover and wind speed.

Another study cited in the Volpe report is the FAA July 1998 study "Development of Noise Dose/Visitor Response Relationships for the National Parks Overflights Rule: Bryce Canyon National Park Study." The field measurements in this study showed an excellent correlation between increased wind speeds and increased ambient levels. Further supporting research is noted in the quotation from the Wyle report on the following page (i.e., references to the work of Fleming, Sneddon, and Reddingius).

The methodology used in the SEIS for ambient mapping began with the selection of noise measurement sites by representative land cover and geographic coverage. Regional mapping

for the national parks was performed by referencing the measured data with eight representative categories of land-cover data obtained from the Florida Game and Fresh Water Fish Commission (FGFWFC), unit boundary data from the NPS, and site observations with photographs. Due to higher reflectivity of water surfaces, no cross-over assignments were made between open water and land-based measurements.

It is impossible to accurately assess the Wyle variance analysis (i.e., ANOVA) because of the extent to which Wyle reassigned SEIS FGFWFC land-cover data for the analysis. Although Wyle claims that its reclassification of Volpe and SID land cover data was similar (see below quote from Wyle report), there is little similarity between the FGFWFC acoustic zone classifications used in the SEIS and the reassigned categories by Wyle, as shown in Table 1.

> "Since natural sounds are related to the type of nearby vegetation (Fleming et al., 1998, Sneddon et al., 1994 and Reddingius, 1994), the population of animals that are drawn to the vegetation, and the interaction of the wind with vegetation, the reanalyzed data from Volpe 1998 and SID 1997 were classified into acoustical zones similar to the grouping used by Volpe in its analysis as shown in their Table 10 (Fleming et al., 1999)."

Table 1 lists the eleven FAA/NPS measurement sites in Everglades National Park (ENP) evaluated by Wyle and draws a comparison between the Volpe FGFWFC and Wyle land-cover categories for these sites. Land-cover was an important factor in developing the ENP ambient map, more so than Biscayne National Park (BNP) or Crocodile Lake National Wildlife Refuge (CLNWR), because of the fact that ENP is so large geographically and supports a wide variety of vegetation and land-based surfaces that influence sound attenuation. Of the eight FGFWFC land-cover categories used by Volpe Center, seven were applied in the ENP ambient mapping (see Table 10, Mapping of Land-Cover Categories for ENP in the Volpe technical report, June 1999). For the ANOVA variance analysis, Wyle uses its own system of seven categories, of which six are applied to ENP sites (see Wyle report Table 3.3).

There is no clear rationale for imposing a different classification scheme for the ANOVA analysis, especially because the FGFWFC was considered to be the best source of land-cover data available in the south Florida region. The lack of consistency in the land-cover reclassification by Wyle raises concerns about the findings of the Wyle variance analysis.

Although Wyle's use of ANOVA may be appropriate given the structure of the acoustic zone data sets and may be technically accurate for the data used by Wyle, it is possible that the Wyle ANOVA results would be quite different if Wyle kept the FGFWFC classes or made a more consistent reclassification.

Unmanned Monitoring Approach

In contrast to the SEIS use of observer-based measurements, the Wyle report relies primarily on unmanned noise monitoring, which requires software and statistics to replace the human ear in estimating the noise content of the sound level data.

Table 1: Wyle Reassignments of Volpe FGFWFC Land-Cover Categories used in the Wyle ANOVA analysis

ENP measurement site	Volpe (V) or SID (S) site	Acoustic Hard (H) or Soft (S)	Volpe FGFWFC Land Cover Category For SEIS	Wyle Land Cover Reassignment for ANOVA
Eastern Sparrow	V	H	Freshwater Marsh and Wet Prairie	Prairie, Slough
Hidden Lake	V	H	Freshwater Marsh and Wet Prairie	Open Forest
North Nest Key	V & S	H	Freshwater Marsh and Wet Prairie	Open Shoreline
Pa-hay-okee	S	H	Freshwater Marsh and Wet Prairie	Open Forest
Eco Pond	V& S	H	Mangrove Swamp	Dense Forest
Nine Mile Pond	S	H	Mangrove Swamp	Open Forest
Pavilion Key	V	H	Open Water	Dense Forest
Shark Valley	V	H	Scrub Swamp	Prairie, Slough
Chekika	V	S	Hardwood Hammocks & Forests	Prairie, Slough
Anhinga Trail	V & S	S	Grasslands	Intruded
Pinelands/Long Pine Key	V & S	S	Pineland	Open Forest

It is difficult to track the use of the unmanned monitored data in the Wyle document because there is no clear summary or description of the statistical procedures and assumptions used in the analysis. For example, it is unclear how transient aircraft events were treated in calculating the various average sound levels. In addition, the report suggests in the Executive Summary that there is a 20 dB difference between the L90 ambient value of 33 dB and the Volpe Center Leq value. This implies a Leq of 53 dB, and yet the Volpe Center measurements for Leq averaged about 42–43 dB.

While a monitoring approach may be appropriate for approximations and relative comparisons of data for internal park management of noise, it is not a good stand-alone tool for noise impact analysis. Unmanned monitoring produces less accurate data than observer-based measurements and does not identify the sources of sound.

Noise Descriptors and Low-Level Impact Criteria

TA versus Leq–The correlation of the time above (TA) metric with important human responses such as annoyance is poor, especially at the lower levels of aircraft noise affecting regions analyzed outside of airport noise contours. Leq and changes in Leq have the best predictive value for annoyance that is available at this time.

L90 versus Leq–The Wyle report does not present an effective argument for the use of an L90 descriptor, rather than Leq, to characterize typical natural ambient noise levels. The FAA believes that Leq offers a more reliable average of existing sound conditions for more of the

time. It is a better predictor of what a person is likely to hear during a visit to the park. The fact that the acoustic-based Leq accounts for higher noise events is actually a strength in the metric because it is the higher sound level events that drive human annoyance. This is why Leq is also a better predictor of human response to aircraft noise than TA.

L90, Audibility, and Annoyance–The Wyle report contends that the statistical L90 noise descriptor provides an improved threshold for characterizing the natural soundscape and for assessing noise events. The report attempts to make a case for the establishment of new impact assessment methodology based on unmanned noise monitoring and the L90 (minimum) sound level average. This case is not persuasive either technically or procedurally. Also notable, there are no criteria suggested for the characterization of the *impact* of excursions above any of the experimental threshold levels (L90 plus 10, 20, 30, and 40 dB).

The application of Time Above (TA) L90 with noise monitored data to approximate the time of audibility of sound is inappropriate. The statistically derived L90 could be *below* hearing audibility for appreciable periods of time. It is unscientific and unrealistic to establish a threshold level for sound intrusions that is so low that sounds cannot be heard by attentive listeners at times. It separates noise from hearing detection and ignores masking effects of ambient sound. Furthermore, the audibility of sound does not equate to adverse effect. People and animals are physically capable of hearing sounds that are not loud enough to produce an adverse reaction (commonly referred to as "annoyance" on the part of people). The application of Wyle's methodology would classify various man-made sounds (including, but not limited to, aircraft noise) as an impact on the natural soundscape without relating those sounds to any negative consequences based on human or wildlife reactions to noise.

U.S. Department
of Transportation
**Federal Aviation
Administration**

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JAN 19 2000

William B. Schmidt, Special Assistant
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Dear Bill:

Thank you for the opportunity to review and comment on the draft report prepared by Wyle Laboratories entitled "The Soundscape in South Florida National Parks". Our understanding is that the purpose of this report is to assist the National Park Service (NPS) in defining the "natural soundscape," which is further defined in your November 2 letter as "the conditions that do or would exist in national parks in the absence of human-caused noise". The report includes a review of data from earlier studies in south Florida parks and questions whether some of the methodology and assumptions in these earlier studies should be used to obtain the most accurate assessment of the natural soundscape.

The Federal Aviation Administration (FAA) has reviewed this draft report from two perspectives. One perspective is to offer our comments on the suggested new methodological approach to defining the natural soundscape in all national parks, which is a distinct departure from current NPS methodology. The second more immediate perspective has been to review Wyle's re-analysis of previous south Florida data and additional Wyle data based on monitoring in south Florida to consider the implications for all of the previous work done by FAA and NPS in that area, including the data used in the Homestead Draft Supplemental Environmental Impact Statement (Draft SEIS). The FAA has been assisted in our review of the Wyle report by the John A. Volpe National Transportation Systems Center (Volpe) that has done a great deal of work in the area of sound measurements in national parks, including the south Florida parks.

As you know, the Homestead SEIS uses traditional ambient noise measurements (i.e., all sounds except aircraft) together with computer-modeled aircraft noise to describe the existing noise environment in the south Florida national parks. Our purpose, under the National Environmental Policy Act (NEPA), is to describe a baseline affected environment—including all components that contribute to current noise levels—in order to evaluate how potential alternative reuses of Homestead would change noise within the affected environment. We continue to believe that the natural ambient alone does not fully describe the affected noise environment in the parks, particularly in Biscayne National Park which is influenced by boating noise, current aircraft noise

from Homestead and Miami International Airports, and other visitor noises. We do not consider it reasonable at this point to base a NEPA analysis on a baseline natural ambient noise level under the assumption, put forward in your July 21 letter, that all non-natural noise sources—visitor noise, park operation noise, concessionaire noise, and aircraft noise—could be eliminated over time.

We recognize that the NPS has a quite different purpose in preparing national park soundscape plans, which leads you to focus on the natural ambient (i.e., the sounds of nature absent human and mechanical sounds) and has caused you to engage in a review of natural ambient data that was collected, along with traditional ambient data, in south Florida studies that contributed to the Homestead analysis. We were pleased to hear at the September interagency meeting on Homestead that the NPS has confidence in the accuracy of FAA measurement data used in the Homestead analysis, based on Wyle's work, and that NPS concerns essentially rest with the interpretation of the data for natural ambient.

Wyle's Reanalysis of South Florida Ambient Noise Measurement Data

To describe ambient noise conditions in south Florida, the FAA and NPS with the support of expert acoustic consultants undertook a major noise measurement program that encompassed 37 sites in four national parks and refuges. While the Homestead SEIS noise analysis is based on the traditional ambient measurements, it also presents three other categories of ambient measurements for comparison and information (SEIS Table 3.5-1). These categories are existing ambient (all sounds including aircraft), natural ambient (e.g., wind, waves, wildlife, insects), and natural plus visitor self-noise (e.g., voices and footsteps of visitors).

Ambient data was collected and analyzed using FAA guidelines for measuring and assessing low-level ambient noise. These guidelines set forth equipment specifications, data collection procedures, and analysis methods. The procedures outlined in the guidelines have undergone years of interagency and technical scrutiny. They evolved from NPS noise measurement programs at Grand Canyon and Hawaii National Parks in 1992, from Rocky Mountain National Park planning efforts in 1997, and from FAA dose-response studies at Bryce Canyon and Grand Canyon National Parks in 1997 and 1998. The guidelines insure improved quality and consistency of data sets collected by different organizations. Such consistency made it possible to combine FAA and NPS noise measurement data for use in the Homestead SEIS.

The Wyle report reanalyzes the ambient noise data that was collected by the Volpe National Transportation Systems Center in 1998 for FAA and by Sanchez Industrial Design (SID) in 1997 and 1998 for NPS. The original analysis of the data is presented in the technical report, *Ambient Sound Levels at Four Department of Interior Conservation Units: In Support of Homestead Air Base Reuse Supplemental Environmental Impact Statement* (June 1999).

The Wyle report adds confidence to the accuracy of FAA/Volpe and NPS/SID ambient measurement data, which Wyle tested independently. Wyle, however, suggests that the data could be interpreted differently to characterize the natural ambient. Wyle's draft report includes a statistical, computer-assisted method for increasing the amount of time and data classified as natural

ambient. Using this method, acoustic data of less than 3 decibels over calculated average background levels are considered to be part of the natural ambient. The result is that the natural ambient is considered to occur for longer periods of time because man-made noises, including aircraft, continue to be counted as natural so long as they are less than 3 decibels over average background sound levels.

Wyle's natural ambient calculations contain aircraft noise and other man-made sounds. This appears to FAA to be inconsistent with the NPS definition of the natural soundscape, i.e., the natural condition that would exist in the absence of human caused noise. It is not the way that NPS work to date has distinguished aircraft sounds from natural sounds, and it is not clear to us that NPS would prefer such an approach. In addition to "contaminating" natural ambient data with man-made noises, it is somewhat arbitrary to take acoustic data of less than 3 decibels over computed average background levels and assign it to natural sound. In any case, Wyle's reanalysis of the Volpe south Florida measurement data using this approach shows an overall difference of only 1.4 decibels in ambient noise level for all of the measurement sites and sessions analyzed. This essentially shows close agreement between the results of both methods.

Noise Monitoring Versus Noise Measurement

In addition to the reanalysis, the Wyle report presents findings of its noise monitoring program conducted in south Florida in June 1999. While more data is always better, the report does not always distinguish clearly between the different data sets and how they contributed to the report's conclusions.

Wyle discusses the observer-based noise methodology that was used by both FAA/Volpe and NPS/SID for the south Florida noise measurement program. The observer-based techniques applied to this effort originated with NPS. For years, Federal agencies, including FAA, NPS, and the U.S. Air Force, have agreed that noise measurements with trained observers produce higher quality and more accurate data than unmanned noise monitoring. Trained acoustic observers can certify the presence of intruding sounds, the source of the sounds (such as aircraft), and how long the sounds last. The capacity of the human ear to identify and distinguish aircraft sounds, especially in low-level sound environments such as national parks, is better than unmanned noise monitors and statistical applications. This was reaffirmed in a recent noise validation field test at Grand Canyon National Park. An advisory committee of acoustic scientists and technicians enlisted by NPS and FAA at Grand Canyon recommended observer-based measurements rather than noise monitoring.

This is not to suggest that unmanned noise monitoring is inappropriate or not useful in certain circumstances if measurements cannot be done. Indeed, noise monitoring is less expensive than measurements and can be used for longer periods of time. However, the quality of data obtained from noise monitoring is less than that obtained from trained observer-based measurements and should not be regarded as a preferred, or even equivalent, substitute methodology.

In looking specifically at the category of natural ambient, the FAA's reasons for performing and preferring an observer-based methodology—where it is reasonable to do so—remains data quality.

This methodology guarantees that natural ambient data are uncontaminated and free of non-natural sounds. It also avoids distortions inherent in Wyle's suggested generalized statistical procedures for separating and defining noise events after-the-fact.

Metrics

With regard to metrics, Wyle provides analysis on L_n statistical metrics (L_{90}, L_{50}, and L_{10}) and uses the noise-monitored data to compare L_n levels with acoustic-based Leq levels. The Leq metric, which FAA used in the south Florida parks analysis, is the equivalent or average sound level incorporating all noise events, their duration, and the magnitude of sound. In a steady state sound environment, Leq and L_n levels tend to converge, particularly the Leq and L_{50}. Louder impulsive sounds, natural or otherwise, influence the acoustic-based Leq.

We believe that the Leq metric is an appropriate descriptor for several reasons. Research has shown that response to aircraft noise is related to loudness and frequency of noise events (Federal Interagency Committee on Aircraft Noise report, 1992). As stated, Leq is sensitive to loudness. In addition, the widely used Leq offers greater comparability with other studies. Conversely, analyzing noise monitored data with a simple statistical L_n metric is inadequate for quantifying specific components of the sound environment—an important element of noise analysis.

In situations where it is not practical to employ other than a simple statistical metric in conjunction with remote noise monitoring, L_{50} appears to be more appropriate than L_{90}. The L_{90} should not be used generally because it represents the quietest ten percent of the data and, as such, is a minimum level that does not reflect average natural sound levels in a park setting. L_{90} has not been used to evaluate ambient noise in the Grand Canyon for this reason. L_{50} provides a more representative statistical calculation of the natural ambient than L_{90}.

Wyle reports an average 24-hour natural sound level for south Florida national parks of 42 decibels, with a standard deviation of 4 decibels, based on an L_{50}. The average natural ambient levels reported in the SEIS, using the Leq metric, are similar. SEIS average natural ambient sound levels are approximately 43 decibels in Everglades National Park and 45 decibels in Biscayne National Park. These results show close broad agreement between Wyle and Volpe average natural ambient values, particularly when considering differences in methodology and in sites selected for data collection. It is only when Wyle applies the L_{90} to its monitored data—resulting in a minimum value, rather than median or average value—does it appear that the natural ambient would be lower than measured in previous studies. We do not believe that additional on-site measurements would verify that natural ambient levels in the south Florida parks are as low as statistically calculated using L_{90}.

Other Comments

Wyle indicates other specific areas of agreement with FAA/Volpe and NPS/SID data, for example, that nighttime sound levels in the south Florida national parks tend to be higher than daytime levels due to nocturnal activity by insects, amphibians, reptiles, and birds.

Attached are additional detailed comments on the draft Wyle report prepared with the assistance of acoustic experts at Volpe, plus further comments on the July 21, 1999 NPS letter. Among the comments is information on the consistency between the Volpe and SID measured data. The comments also note the agreements by our agencies on the benefits of observer-based data, the use of similar acoustic-state identification hierarchies (aircraft, non-aircraft, human, natural), and the selection of measurement sites. The selection of measurement sites in south Florida included many natural resource and wildlife locations recommended by the NPS. Site selection criteria also included representative land cover, geographic coverage, and access. For water sites, Volpe followed NPS advice for conducting boat-based measurements, with NPS supplying the boats and pilots. The comments confirm that the sound of wave action against boats was not classified as natural ambient.

Summary Conclusion

In summary, there was reasonable agreement in many major respects between Wyle's results and the previous studies. However, the FAA does not regard the methodology in the draft Wyle report as an approach that will result in a more accurate assessment of the natural soundscape than the approach that has been used to date.

We are cognizant that the NPS has a substantial task before it to characterize the natural soundscapes for many national parks, and that less expensive and resource-intensive tools may be needed to accomplish this entire task. Noise monitoring can be an appropriate alternative methodology, if used with representative measurements and adjusted for local conditions. If a L_n metric is used for statistical interpretation of monitored data, the L_{50} offers a more reasonable approximation of natural ambient sound levels than the L_{90}. There should be a level of confidence that statistical calculations of natural ambient can be verified by actual on-site measurements.

Various points in the Wyle report deserve further review and discussion among the agencies and members of the acoustic community engaged in national park noise. The NPS may find it useful to request a scientific peer review of the report. It is important to have a scientifically valid, consistent, and broadly-accepted methodology for assessing noise in national parks.

Sincerely,

Lynne Sparks Pickard

Lynne Sparks Pickard
Manager, Community and
Environmental Needs Division, APP-600

cc: Mr. Nat Wood, NPS
Mr. Doug Heady, USAF

Attachment

Additional Detailed Technical Comments

Acoustic State Logging

For measurements of the scope of those undertaken in southern Florida, the need for accurate, repeatable acoustic state identification is crucial. Section 2.0 of the Wyle Report makes reference to a "difference in collection schemes" between the FAA/Volpe and NPS/SID data sets. We cannot account for Wyle's view that the two data collection schemes were different. We believe they were, in fact, entirely consistent.

FAA/Volpe have emphasized the use of consistent measurement protocols in the development of the "Draft Guidelines for the Measurement and Assessment of Low-Level Ambient Noise" (Guidelines Document). Both the FAA/Volpe and NPS/SID measurement teams used the acoustic state hierarchy outlined in the Guidelines Document to consistently log the acoustic environment. In the "Purpose of Study" section of the NPS Technical Report, it is stated "the contractor followed the draft FAA/NPS protocol..." This is further supported by subsequent discussions between FAA/Volpe and NPS/SID. During the July 1998 scoping meetings with NPS that took place prior to the FAA/Volpe measurements, the measurement team emphasized the necessity for consistency. NPS subsequently reviewed the FAA/Volpe test plan and considered the plan reasonable, feasible and consistent with their previous work.

The FAA/Volpe team utilized an automated, macro-driven spreadsheet on a laptop computer to implement an acoustic-state hierarchy approach, while the NPS/SID team utilized the button-box assembly, which is a component of the LOWNOMS system. Section 3.3.1 of the Wyle Report purports to attribute differences in the two data sets to a time delay associated with the use of Volpe's spreadsheet. However, as with the LOWNOMS button-box system, only a single button is required to accurately establish the time of an acoustic state change, and as such, there is *no lag* in time associated with the FAA/Volpe hardware/software system. There may be a small and probably negligible time lag associated with a delay in *human response*, but this is inherent in both the FAA/Volpe and NPS/SID systems. Further, the FAA/Volpe spreadsheet version allows the user to view a brief history of the acoustic states in real-time and to correct any mistakes that may have been made while still fresh in the observer's mind. LOWNOMS does not offer this capability. Also, as is documented in the "Ambient Sound Levels at Four Department of Interior Conservation Units" report (Florida Ambient report), the differences between the FAA/Volpe and NPS/SID data sets are small and explainable. Section 6.8.1 of the Florida Ambient report highlights some of these reasons, including temporal and seasonal variations, and difference in sound level due to changes in insect activity.

A potential inconsistency between the FAA/Volpe and NPS/SID measurements is cited in Section 3.3 of Wyle's report. Here Wyle states that SID "judged [which acoustic state was] loudest at the time," rather than utilizing the audibility hierarchy outlined in the Guidelines Document. This conflicts with the LOWNOMS User's Manual, which instructs the user to "[listen] and [push] the appropriate intruding or background button when a sound is heard." Additionally, the NPS/SID Technical Report actually highlights an instance (propeller aircraft at EVER1 at 13:24) where the rise of the A-weighted sound level starts approximately 30 seconds after the acoustic state was identified by the trained acoustic observer as Propeller Aircraft. This indicates consistency with the FAA/Volpe hierarchy-based logging approach, and further is consistent with all similar NPS measurement studies over the last decade. Further discussions among FAA/Volpe, NPS/SID, and Wyle could help to clarify data collection practices.

Boat-Based Measurements

In section 4.5.5, Wyle makes reference to the inappropriateness of boat-based measurements for locations on the water. Boat-based data were collected during both the FAA/Volpe and NPS/SID measurement programs. By measuring from a boat, it is understood that the measurement team can introduce sounds into the environment (i.e., the sound of waves slapping against the hull of the boat). Generally it is advisable for the field-measurement team not to affect the acoustic environment, thus arguing against the use of a boat for water-based measurements. However, after expressing concern about this very issue to the NPS during the scoping meetings, including suggesting alternative approaches to performing water-based measurements, the NPS insisted, for the sake of consistency with previously collected NPS data, that all water-based measurements be conducted on boats. As such, the FAA/Volpe team reluctantly agreed.

The Wyle Report continues on to ascertain that "the natural sound levels were distorted because of wave slaps against the hull of the boat." Section 3.4 of the Florida Ambient document clearly outlines the fact that sounds generated by boats and the sound of waves against the hull of a boat were classified as "Non-Aircraft - Human", *not* "Natural", thus introducing no distortion into the FAA/Volpe natural data. In other words, the natural ambient sound levels reported in the Florida Ambient document do not include the sounds of waves slapping against the boat. They are truly representative of the sounds of nature.

Natural Ambient

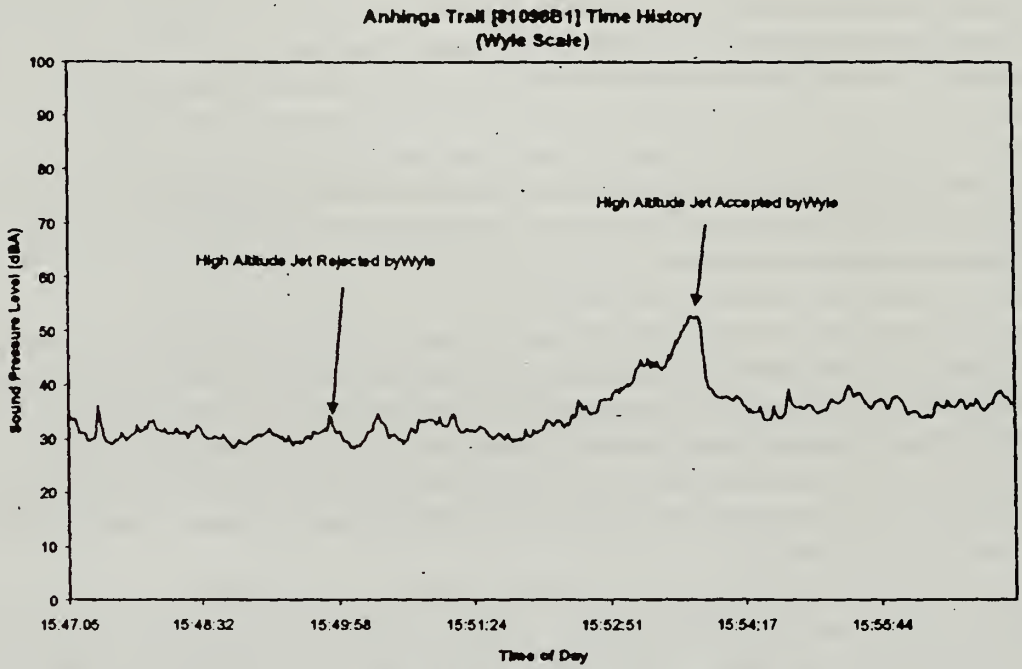
Section 3.1 of the Wyle Report documents what it terms a "misidentification" on the part of the FAA/Volpe data by stating "the lowest levels ascribed to non-natural sounds were often lower than the lowest levels ascribed to natural sounds. This cannot be the case..." As documented in the Florida Ambient report, we found the sounds of nature to be greater than man-made sounds at times at several sites. In particular, changes in the natural ambient sound levels by as much as several decibels due to changes in insect activity were not uncommon. This is further corroborated by the NPS/SID data for EVER1 (Broad River Campground- 10/3/97). These data illustrate that the natural ambient (insects and birds) can in fact be some 15 dBA greater than all intruding sound levels measured at that site, including low level noise from distant commercial jets and propeller aircraft. In effect, even though aircraft may be present, their noise can be acoustically "masked" by the sounds of nature.

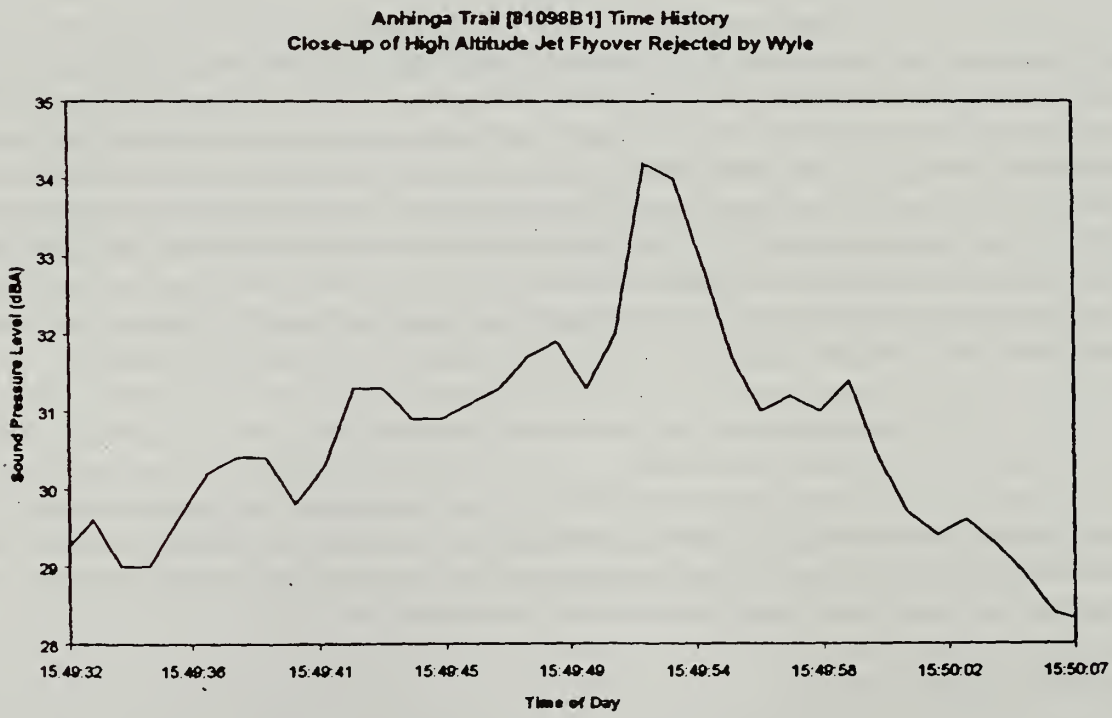
Section 1.0 of the Wyle Report refers to "the bias [associated with] using the L_{eq} of the totality of sounds as a descriptor of the natural soundscape..." in the FAA/Volpe analysis. The Florida Ambient report rather utilizes the L_{Aeq} of only the sounds of nature, as observed in real-time by trained acousticians, to describe what the NPS refers to as the natural soundscape. Declaring that a "totality of sounds" was used illustrates a clear misunderstanding of that document and the four ambient definitions presented in Section 5.1 of the Guidelines Document.

Wyle Re-Analysis Methodology

Wyle's re-analysis of Florida ambient data, outlined in section 3.2 of the Wyle Report, distorts the meticulously collected data sets. As illustrated in the figures below, the Wyle procedure uses an exaggerated y-axis scale that washes out detailed sound level information collected during the measurements. Using this exaggerated scale, Wyle incorrectly classified audible aircraft sounds

(identified in the field by trained acoustic observers) as natural ambient. Effectively, this attributes sound energy *generated by aircraft* and other non-natural sources to natural ambient or natural quiet. The following figures illustrate our concerns with the Wyle re-analysis methodology.[1]





[1] The precise criteria for determining the surrounding ambient sound levels is not identified in the Wyle Report. As such, some assumptions were made in this discussion of their re-analysis.

The sound level time-history of the example jet reassigned as natural ambient in the Wyle re-analysis is considered to be typical of high altitude jets in an environment such as southern Florida. It is obvious from the close-up of the time-history that there is a substantial amount of aircraft sound energy associated with this event. Although in the purest sense it would not be a completely uncontaminated event, the aircraft energy rises above the surrounding natural ambient by some 5 to 6 dB. It is inappropriate to relegate this energy to data associated with the natural soundscape of the park.

The need for consistently measured and analyzed ambient sound level data throughout the national parks and other low-level sound environments cannot be stressed enough. Otherwise, the FAA and NPS will continue to collect disjointed data sets that are difficult to accurately compare and contrast.

Keeping in mind the need for the collection of consistent ambient data throughout the parks, it is interesting to note some issues with the Wyle re-analysis, as it relates to aircraft audibility. The NPS has promoted the use of audibility metrics for the analyses done for Grand Canyon National Park (GCNP). To further illustrate the potential gross anomalies which can result from an analysis of this type, a subset of ambient sound level data from the recently completed GCNP measurement study was re-analyzed. Specifically, data collected during the joint FAA/NPS Model Validation Project at the Grape Vine site (9/10/99) were subjected to our interpretation of the Wyle re-analysis criteria. The results are summarized in the following table:

Hour	Measured Time Audible (%)	*Re-Analysis* Time Audible (%)	*Difference*
0900	61	12	*49*
1000	44	2	*42*
1100	39	4	*35*

The data suggest that measured time audible of the range 39% to 61% would be reduced to between 2% and 12% for the three hours of data analyzed. Given the example data and the "error" associated with the Wyle re-analysis technique, GCNP would likely already have achieved the NPS goal of 50% of the park having natural quiet at least 75% of the time. As you know, there are considerable research funds from both FAA and NPS dedicated to achieving this goal.

Measurement Site Selection

As you are aware, every effort was made during the FAA/Volpe measurements to ensure that data collection and analysis methods would result in the most accurate and representative ambient sound levels being reported. As such, several measurement locations were chosen at the request of NPS, directly related to resource/wildlife protection. This is contradictory to the assertion in Wyle's "Reanalysis Results" section which states "...measurements were carried out primarily in areas where there was human activity..." Further evidence of the conservative nature of the results are the facts that measurements were made during the general time of year: (1) of least visitation to the area; and (2) of lowest winds. Both visitation and wind are likely to result in an increase in ambient sound levels during other times of the year.

Use of Statistical Noise Descriptors

The Wyle Report suggests the use of one or more of the L_n family of noise descriptors for describing the natural soundscape. It is important to recall the various issues related to use of L_n descriptors. First, the use of these descriptors generally means the use of unmanned acoustic monitors, which produces lower quality data than manned measurements. Second, when trying to quantify a specific component to the acoustic environment, e.g., the natural ambient, the use of statistical measures presents many limitations. For example, in a park environment where aircraft and other intruding sounds are often audible, use of statistical measures will result in the inclusion of aircraft sound in the statistical measures describing the natural ambient soundscape. Third, the use of the L90 descriptor, which represents the quietest 10 percent of data, is a minimum level that does not include the full range of natural sounds.

As part of the model validation effort at Grand Canyon National Park, a Technical Review Committee (TRC), hand-picked and agreed upon by the FAA and NPS for their expertise in transportation-related acoustics, was assembled. During an August 1999 pre-measurement meeting, the TRC intimated that an L_{eq} is preferable to a statistical measure in describing ambient sound levels. Further, it was the TRC's opinion that if an L_n were to be used, an L_{50} would be preferable to an L_{90} for approximating ambient sound levels. The use of the L_{90} descriptor is also not supported by the NPS' own acoustic consultant, whose stated reasoning is that L_{90}, by definition, only includes a small percentage of the original data set.

Other Observations

The Wyle Report suggests further noise monitoring is needed in order to best describe the southern Florida soundscape. The objectives highlighted would be to: (1) increase coverage area; (2) investigate seasonal variations; (3) investigate seasonal effects on diurnal patterns; (4) investigate seasonal effects on visitation; and (5) develop a transient event database. It is agreed that more data is always better in defining an ambient environment. The FAA/Volpe measurements did, however, cover the vast majority of areas of interest. Data is lacking on seasonal effects for both the natural ambient and visitation, but evidence points to the fact that the current data is conservative with respect to those effects (i.e., their effect would likely be to raise ambient sound levels). Further, the un-manned monitoring data collected for NPS suggests that although human-related activity (and associated sound levels) may typically decrease during nighttime hours, insect activity and other "natural" phenomena actually seem to at least partly compensate for this change.

As is illustrated by many of the issues raised herein, there exists a significant and pressing need for standardization of ambient sound level measurement and analysis. A significant step has already been taken by FAA/Volpe in the preparation of the draft Guidelines Document. Its methodologies and procedures have been tested several times by the FAA, NPS and the US Army. It is now hoped that the NPS and other federal (and international) agencies will collaborate in an effort to finalize a protocol for the collection and analysis of ambient sound level data that reflects the current technical knowledge base.

Integrated Noise Model

Another subject of the July 21, 1999 NPS letter was the Integrated Noise Model (INM). FAA modeling enhancements for the SEIS were based on INM Version 5.2. Virtually all of these enhancements, as with earlier INM enhancements for Grand Canyon analysis, were incorporated into public version INM 6.0. While INM noise calculations remain primarily A-weighted, INM noise computations will increasingly use the model's new aircraft spectral database. This database will support growing capabilities for advanced acoustic effects such as terrain shielding, meteorology, and new excess attenuation algorithms, currently under formal review by the Society of Automotive Engineers (SAE) Aviation Noise Committee.

With respect to INM validation, the INM has been the FAA's standard methodology for predicting and assessing noise impacts for over two decades. Over 700 government and private organizations throughout the United States and 40 foreign countries use INM. The FAA used the model for this analysis because of its: 1) widespread scientific acceptance; 2) conformance with industry and international standards; 3) measurement-derived noise and performance data; 4) large civil and military aircraft data base; and 5) adaptability and reliability for assessing a variety of situations, including southern Florida's high percentage of acoustically hard and mixed surfaces.

Formal INM validation involved three major airports and more than 50,000 aircraft flight events over a six-month period. It consisted of extensive field measurement programs correlated with actual aircraft position and performance data. For Homestead and surrounding park environments, we believe that INM provides very accurate estimates of noise impact. Reasonableness checks indicate that the modeled results for south Florida correlate well with the noise measurements taken by the FAA. More information will be available soon from two independent test efforts--the INM validation program with the NPS at Grand Canyon NP and an INM field measurement program with the National Aeronautics and Space Administration (NASA) at Boston Logan Airport.

Audibility

Finally, on the complex issue of audibility, the use of this concept for noise assessment has major limitations in both theory and practice. These limitations include historical roots not in psychoacoustics, but in physical detection of enemy assets. Audibility is an extreme measure of minimum change in the sound environment and assumes that the average person is actively listening for aircraft. As a frequency-based measure, audibility is extremely sensitive to weather and atmospherics, aircraft type, flight procedures, and terrain. It is costly and difficult to implement because it depends on proprietary aircraft manufacturer data, local measurements, and additional analysis. Understanding the audibility metric, d', is difficult by acousticians, let alone government representatives and the public. And most importantly perhaps, audibility has no established relationship with human response. In short, further research on audibility is needed.

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

July 12, 2000

Robin Brandin
SAIC
2109 Air Park Rd.,
Albuquerque, NM 87106

Dear Ms. Brandin,

I am writing to transmit the final version of the report by Wyle Laboratories entitled "The Soundscape in South Florida National Parks" for inclusion in the homestead Supplemental Environmental Impact Statement. Because this letter provides a link between the draft Wyle report that was part of the draft SEIS and because of the additional explanations provided below, we would like it included with the attached Wyle report in the final version of the SF15.

The more significant changes, i.e., other than typographical errors and rewording to clarify points in the draft, are as follows:

Acoustical Zoning: Statements about the independence of sound levels to acoustical zones have been modified. Instead of stating a certain independence exist, the report now states that no evidence of dependence between sound levels and acoustical zones was found in the data. The rewording appears in Sections 3.3,4. 4.5.4, and 5.1.

Additional Tables:
Two tables were added to Section 4 to demonstrate the ANOVA (analysis of variance) for time of day' and acoustical zones for unmanned measurements. Table 4.5. ANOVA for L90 versus time of day shows that the different periods are statistically different. Table 4.6 ANOVA for L90 versus Acoustical Zones shows that no dependence was observed.

Corrected Tables:
Table 4.2: Acoustical Zone Labels were corrected.
Table 4.4b: Average Leq numbers have been corrected. The numbers in the draft for this table were wrong.

Section 4.4.1: Sound level values for B3 (Hiking North of Elliott Key) and B4 (Hiking Trail South of Elliott Key) have been corrected.

Values for the time of day variations in L90 are included in the summaries.

In addition, some points were raised by reviewers that warrant comment but do not neatly fit within the framework of the report itself. We would like to deal with the more relevant of these here.

A basic question is why does the interpretation of the same data differ so much between the report "Ambient Sound Levels at Four Department of Interior Conservation Units" (Volpe report) funded by the FAA and this report by Wyle labs funded by The National Park Service. The answer is that the Volpe report inexplicably misinterprets the data by mixing audibility and sound pressure level information. It appears that the root of the problem is the rigid adherence by the Volpe observers to the hierarchy of sounds as described on page 47 of their report. As a consequence. the observers continued to record the presence of mechanical noise well below the ambient sound levels. Had the report merely presented the time a source, e.g., an aircraft, was audible, there would have been no problem. Unfortunately the authors went beyond that and assigned the sound pressure level for that entire time period to that event, even though an examination of their energy logs clearly shows that other sources were actually controlling the sound pressure level during a portion (or even all) of that period of time. As a consequence the NPS is confident that. all of the sound pressure data presented on pages 61 through 72 of the Volpe report are incorrect and, to the extent that those data are incorporated in the SEIS and related analyses. those elements are also incorrect.

Another question raised was why the NPS didn't use the audibility approach used for the ongoing studies of "restoration of natural quiet" at Grand Canyon National Park for the South Florida study. The answer lies in the definition of "restoration of natural quiet," a term specific to Grand Canyon. In that ease the issue of restoration specifically turns on the percentage of time that aircraft are audible. The issue for the NPS in South Florida is the restoration and preservation of the natural soundscape.

Another issue raised was why the NPS report asserted that the methodological differences between the data collected by Sanchez Industrial Design (SID) using the LOWNOMS system and that collected by Volpe using the VOLARE system accounted for the reanalysis difference between the two systems when both used the same "hierarchy of sounds" approach. The answer is that LOWNOMS and VOLARE do not use the same approach. As indicated above, the VOLARE approach required strict adherence to the aircraft/non-aircraft human/natural hierarchy regardless of the level of other competing sounds. The LOWNOMS approach requires the observer to log the dominant sound source.

The final question we would like to deal with is that of Leq versus an exceedance metric such as L_{90}. As commenters noted, the Leq corresponds very well with loudness and is frequently used in near-airport locations. The answer is that the NPS concern is with the protection of the natural soundscape — quietness rather than loudness.

Thank you.

cc: Lynne Pickard, FAA
Doug Heady. Air Force

Sincerely,

William B. Schmidt
Special Assistant to the Associate Director,
Natural Resource Stewardship and Science

WYLE RESEARCH REPORT

WR 99 – 17

The Soundscape In South Florida National Parks

Prepared For:

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
1849 C STREET, NW
WASHINGTON, DC 20240

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June 2000

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Acknowledgments

The authors would like to acknowledge the staffs at Biscayne and Everglades National Parks for their assistance in the field measurements. We give special appreciation to Patrick Lynch, Janice Lynch, and Karyn Ferro for successfully coordinating the logistics of the field study. We also acknowledge input and advice of Gonzo Sanchez, Dr. William Bowlby, and Dr. Jim Foch. And, lastly, we appreciate the assistance and support of William Schmidt for his role as project manager for the National Park Service.

1 EXECUTIVE SUMMARY

The National Park Service (NPS) has been concerned about noise intruding on the natural soundscape within its parks for a long time. They have actively engaged in the measurement of intruding sounds and the natural ambient levels in the parks for more than 15 years. The NPS has developed policies related to soundscape management, preservation, and restoration, which require information about the natural ambient sound levels, referred to as soundscapes, in all of their properties throughout the country. Measurement of the south Florida parks have been undertaken to refine acoustical metrics that best describe the natural soundscape and to develop general procedures for measuring the natural soundscape. Coincidentally, the proposed conversion of Homestead Air Force Base to a civilian airport has brought the issue of preserving and restoring natural soundscape to the forefront.

In connection with the Supplemental Environmental Impact Statement (SEIS) for the proposed conversion action, several series of sound measurements have been made by NPS and Federal Aviation Administration (FAA) contractors: John A. Volpe National Transportation Systems Center Acoustics Facility (Volpe) and Sanchez Industrial Design, Inc. (SID). Two of these studies used manned observation stations to continuously measure the sound levels over limited periods (generally, one to three hours) and to identify the source of each sound. These measurement studies concentrated on the audibility of intrusive sounds on the natural soundscape.

This report investigates the natural soundscape using an acoustical energy basis[1] rather than audibility. As part of this change in approach, the sound level data from the previous studies are reanalyzed from an acoustical energy perspective. Also, additional unmanned measurements were conducted to provide a better understanding of the variations inherent in the natural soundscapes in the south Florida parks. From these additional measurements, the A-weighted sound levels due to natural sources are found to be reasonably consistent over the region for the time period monitored. The average 24-hour L_{90} for all of the Wyle monitored sites was 33 dBA, while the average 24-hour L_{50} was 42 dBA. Quantitatively, the protected shorelines were the quietest sites while the loudest sites were the dense forests, but no statistically significant dependence of any 24 hour sound level metric on acoustical zone (i.e. type of local ecosystem) was found. However, diurnal dependence was found with the daylight hours being the quietest period in general, and the nighttime hours being the loudest. The average

[1] The acoustical energy described in this report refers to the A-weighted acoustical energy

daytime L_{90} was 32 dBA, and the average nighttime L_{90} was 40 dBA with average sunrise and sunset L_{90}s falling in between at 36 and 35 dBA, respectively.

The unmanned measurements, along with the reanalyzed manned measurements, demonstrate that L_{90} provides a baseline for assessing the natural soundscape on an acoustical energy basis. L_{50}, on the other hand, represents the median levels occurring at a site and adds an indication of the range of sound levels. From the reanalysis of the SID and Volpe manned measurements, L_{90} of the subset of natural sounds was the same as that of the total data set, and it was not affected by human-caused noise. The reanalysis also demonstrated that the L_{50}, although a good representation of the total noise environment, generally overestimated the L_{50} of the natural sounds. Moreover, during periods of minimal intrusions, the difference between the hourly L_{50} and the hourly L_{90} was less than 5 dBA at most sites. Thus, characterizing the natural soundscape by L_{90}, rather than L_{50}, does not overly bias the characterization toward lower levels. Thus, for assessment purposes, the L_{90} of the totality of sounds provides an accurate baseline upon which to establish threshold levels for defining transient and/or intruding events. This finding differs from the reported results in the Volpe report (Flemming et al, 1999), which described the traditional ambient in terms of L_{eq} with variations based on vegetation.

The bias in using the L_{eq} of the traditional ambient as a descriptor of the natural soundscape is much more significant. Typically, hourly L_{eq} values were similar to the hourly L_{10} values. This relation means that the L_{eq} is biased toward the louder events. As an example, if the sound levels were 30 dBA for 95% of the time with some loud events of 60 dBA for 5% of the time, the corresponding L_{eq} for that time period would be 47.1 dBA. From the unmanned measurements, the difference between the average L_{90} and L_{10} was 20 dBA, which is significant in terms of acoustical energy. Use of L_{eq} or L_{10} as a baseline for natural sound levels is not appropriate since these values represent the loudest events occurring in the soundscape. Thus, use of these values to assess potential intrusions could prevent the NPS from achieving its goal of preserving and restoring the natural soundscape in its parks.

The unmanned sound level measurements demonstrated a diurnal pattern, with the highest levels occurring at night and the lowest during the day. This difference probably results from more active animal vocalization occurring during the night. Intruding transient sound events exhibited the opposite diurnal trend in that they increased during the day and decreased at night. This trend suggests that human-based activity generated most of the transient events.

This report provides details of a reanalysis of some of the acoustic data that has been acquired in south Florida with an eye toward defining the soundscapes in the measured properties. It also provides an analysis of additional acoustic data collected over a longer measurement period than in the earlier studies. Finally, based on the totality of acoustic data measured in the south Florida properties, it recommends general procedures for refining the definition of the soundscapes of these properties.

Park personnel can now start to establish criteria for assessing intrusions to the natural soundscape by using L_{90} as an objective basis for defining intruding event thresholds. The assessment of intruding sound events needs to include the maximum sound level of each event, the duration of each event, and the number of events occurring within a given time period. For our analysis, thresholds were set at 10 dBA, 20 dBA, 30 dBA, and 40 dBA above the hourly L_{90}. These thresholds act as filters and provide a good description of the intruding sound events that rise above the natural background level. Exact thresholds for assessment should be formulated so that the goals of soundscape preservation and restoration can be met. The exceedance metrics, e.g. L_{50} and L_{40}, should also be examined to ascertain the level at which the intruding events have an impact on the natural soundscape.

For assessing aircraft noise impacts, noise models such as INM and NoiseMap may be used to calculate aircraft noise intrusiveness based on the established guidelines. For INM, the Time Above calculation can be used to determine potential intrusiveness. For NoiseMap the top contributor calculation can be used to determine intrusiveness although some work would be required to translate the calculated data into individual transient events. Also, for a complete assessment, additional information is required on the hourly operational rates that are not included in the data bases of either of these aircraft noise models.

Chapter 2 provides background information relating to the previous acoustic measurement programs. Chapter 3 describes the reanalysis that was carried out on these measurements, and discusses general conclusions that can be made from this reanalysis. Chapter 4 summarizes the results of the unmanned field measurements that were conducted in south Florida. Chapter 5 provides recommendations for acoustic metrics, and the related acquisition procedures, to be used in refining the definition of the soundscapes in the NPS south Florida properties.

2 BACKGROUND

The NPS is developing noise and soundscape management plans for its parks in south Florida – Everglades National Park, Biscayne National Park, and Big Cypress National Preserve. An essential tenet is the definition of the natural ambient soundscape as a resource to be managed per the NPS Organic Act of 1916 and other relevant mandates. The key to this concept is the development of a credible and defensible description of that resource.

There have been at least three significant sound monitoring efforts in one or more of the parks that have collected data on the nature of the sound environment. The first was by Sanchez Industrial Design, Inc. (SID) in September-October of 1997 (Sanchez, 1997), the second was by the John A. Volpe National Transportation Research Center (Volpe) in August of 1998 (Flemming et al, 1999), and the third was by SID in November of 1998 (Sanchez, 1998).

The first two of these studies employed trained observers to acquire acoustic data at 1-second intervals for short periods of time (1 to 3 hours) along with meteorological information (temperature, humidity, and wind speed and direction) and to identify the sound source that was heard at each instant of time. For the Volpe study, emphasis was on separating periods of time in which no human or mechanical sounds were heard from periods of time in which intruding sounds from non-natural sources, such as aircraft, boats, and human activity were audible. Thus, natural sounds were identified when no other human or mechanical sound could be heard. In addition, the intruding sounds were identified based on a hierarchy of sounds that placed greatest emphasis on aircraft noise followed by "human noise," and lastly on natural sounds.

For the SID 1997 data, the separation of the sound levels into two groups, natural and intrusive, was based on the dominant sound source as determined by the listener at the time of data collection (Sanchez, 1999). For the Volpe data, the data were grouped according to a hierarchy of sounds heard without regard of the dominant sound source. Therefore, a difference exists between the two data sets because of difference in collection schemes. It is also important to note that with audibility based measurements, the observer notes "natural" sounds when he is really noting the absence of intruding human-caused noise. Thus, "natural" should be the quietest period of the record. There are exceptions, such as thunder and birdcalls, but they generally do not cause the overall natural sound levels to be louder than the intruding levels.

For the third study, SID 1998, unmanned monitors were used to collect 24 hours of sound level data at a limited number of sites along with some one-hour duration manned measurements. The unmanned approach was used to obtain an understanding of how the sound levels varied throughout the day, which was lacking in the previous studies. It demonstrated that unmanned monitoring provided a good picture of the hourly variations and diurnal dependence of the sound levels.

The acoustic metric used to quantify the intensity of the measured sound in these studies was the A-weighted sound level. This measure approximates the frequency response of the human ear, which is most sensitive at frequencies between 1,000 and 6,000 Hz and less sensitive at other frequencies. The A-weighted sound level is the most common measure used to quantify environmental sounds - both natural and man-made. The ranges of sound levels ascribed to natural and non-natural sound sources was described in terms of various statistical acoustic metrics, such as L_{eq}, the energy-average sound level and L_x, the sound level exceeded x-percent of the time.

3 REANALYSIS OF PREVIOUS MEASUREMENTS

3.1 Criteria for Natural vs. Intrusive Sound Events

One's ability to detect a given noise source does not depend on the magnitude of its A-weighted sound level alone. The human mind can discriminate between two sounds of different frequencies even though one may be at a much lower A-weighted sound level than the other. Consequently, a human can detect a given sound source even though that source may not be the dominant source which controls the measured A-weighted sound level. Because of this fact, the procedure used to identify sources of sound in the south Florida studies often resulted in A-weighted sound levels from natural sources being identified as being from non-natural sources since some of the intruding sound energy was below the natural background sound energy. This distinction is important when considering audibility versus acoustical energy based measurements.

For example, suppose an observer hears something and reports the identity of the source in a time-based log, and at the same time independently records the A-weighted sound levels. A difference can appear when the observer log is compared to the recorded sound levels, since the observer may have heard a certain sound source that did not dominate the sound level at that particular time. At this instance, the natural sound is intruded upon based on audibility, but on an acoustical energy basis, the natural soundscape levels are not affected. The error occurs when this affected sound level is associated with an intrusive source although that source does not significantly contribute to the overall sound level. This difference between audibility-based and acoustical energy-based approaches is the reason for the reanalysis since in the original analysis a sound level is identified as intrusive just because the listener could hear an intrusion.

This misidentification of acoustical energy had two consequences. First, the amount of acoustic data ascribed to natural sounds was much less than actually occurred, resulting in less statistical confidence in the range of natural sound levels occurring at a site. Second, the lowest levels ascribed to non-natural sounds during a given measurement period were often lower than the lowest levels ascribed to natural sounds during that period. This cannot be the case since natural sounds are what remain when non-natural sounds are no longer present. Thus, this misidentification can erroneously skew the non-natural population of sound levels toward lower levels, and it can erroneously skew the natural population of sound levels toward higher levels. In fact, in Table 4 of Volpe's report (Flemming et al, 1999), there are several measurement points where the

traditional ambient (everything but aircraft) is less than the natural ambient. This would mean that the addition of some man-made sounds would reduce the average sound levels. This finding does not appear to accurately assess the natural soundscape.

In order to correct this potential identification error, the acoustic data acquired in the south Florida parks by SID, Inc. in 1997 and by the Volpe National Transportation Research Center in 1998 were reanalyzed using an energy-based definition of an intruding event. The ambient level was determined based on the observer's identification of the periods of natural sounds to anchor the acoustic data and place them in a more accurate context. This new definition identifies a sound intrusion when the intruding source is seen to increase the overall A-weighted sound level from what it was just before and just after the identified event. An event is not identified as intruding if an increase in sound level is not apparent in the acoustic time history.

This energy-based identification procedure only identifies an intruding event if the total sound level (intruding plus background) is equal to or greater than 3 dBA above the background level. This 3 dBA increase occurs when the intruding and natural sound energies are equal (i.e. if both the intruding and background levels are 40 dBA, then the overall sound level is 43 dBA). This discrimination ensures that the acoustic energy of the intruding event is equal to or greater than that of the background. Thus, for example, even though a passing aircraft may be audible at levels, which are well below the A-weighted sound levels of the background, it is not identified as an intruding source until its A-weighted sound level is equal to or greater than that of the background.

3.2 Reanalysis Procedures

The reanalysis was accomplished by inspection of the one-second L_{eq} time histories, the observer notes, and the temperature and wind speed records. Using the criterion described above, each one second L_{eq} was identified as being either natural or intrusive.

To reanalyze the manned data of Volpe and SID 1997 in accordance with these criteria, computer software was developed to simultaneously display on a computer monitor the one-second L_{eq}, information from the source observation logs, the temperature, and the wind speed. Elevated wind speed would could indicate the presence of the natural sounds of wind rustling leaves or grass. Temperature could potentially be related to animal activity and vocalizations. Simultaneous observation of each of these pieces of information allowed the analyst to identify when an intruding event caused the total A-weighted sound level to rise above the background A-weighted sound level just before and just after the sound event.

Figure 3.1 is an example of the output display of this computer software. The A-weighted sound level during a 10-minute time period from 15:47:07 to 15:57:07 is displayed in the figure, as is the temperature (at top) and wind speed (at bottom). The scales for sound level and temperature are on the left vertical axis; that for the wind speed is on the right. The horizontal axis shows the local time during the observation. Vertical lines (with identifying letters near the bottom of the line) delineate the noise source identified by the observer.

The figure starts at 15:47:07 with an aircraft (A-A) being identified as present, followed by a very short period of time in which the source is identified as natural (N-N). Next, a short period of time in which the source is identified as aircraft is again followed by a very short period of time in which the source is identified as natural. Throughout each of these periods, the sound level varies between 30 and 35 dBA. There is no apparent difference in the range of sounds levels between those segments identified as aircraft and those segments identified as natural. During this time, an aircraft was audible but it does not appear to have effected the overall levels occurring at this site during this time period.

Next is a large period of time in which the source is identified as aircraft, followed by a short period of time, beginning about halfway from 15:52:07 to 15:57:02, in which the source is identified as natural and a similar period of time in which the source is identified as human activity (H-H). During the remainder of the time to 15:57:07 natural, human, and aircraft sounds are identified. Note that, during this time period, the A-weighted sound level varies from about 35 dBA to about 40 dBA with no apparent change as different sources are identified.

The only event in the figure that can be clearly identified as intruding is an aircraft, which caused the gradual rise from around 35 dBA to about 53 dBA and return to 35 dBA that occurs just before 15:54:07. This is the only portion of the 10-minute A-weighted sound level time record that one might conclude is not natural. Thus, the reassignment identified all other portions of this time period as natural.

This reassignment is done interactively within the computer program. While scrolling through the observation data, the user can set cursors at two times and reclassify the contained time period as natural or intrusion. In the figure, the horizontal line just below 70 dBA represents the reclassification. The solid portion of the line denotes natural sources and the dashed portion of the line denotes intrusions. This method is not totally objective but requires the analyst to use judgement in re-identifying the sound levels.

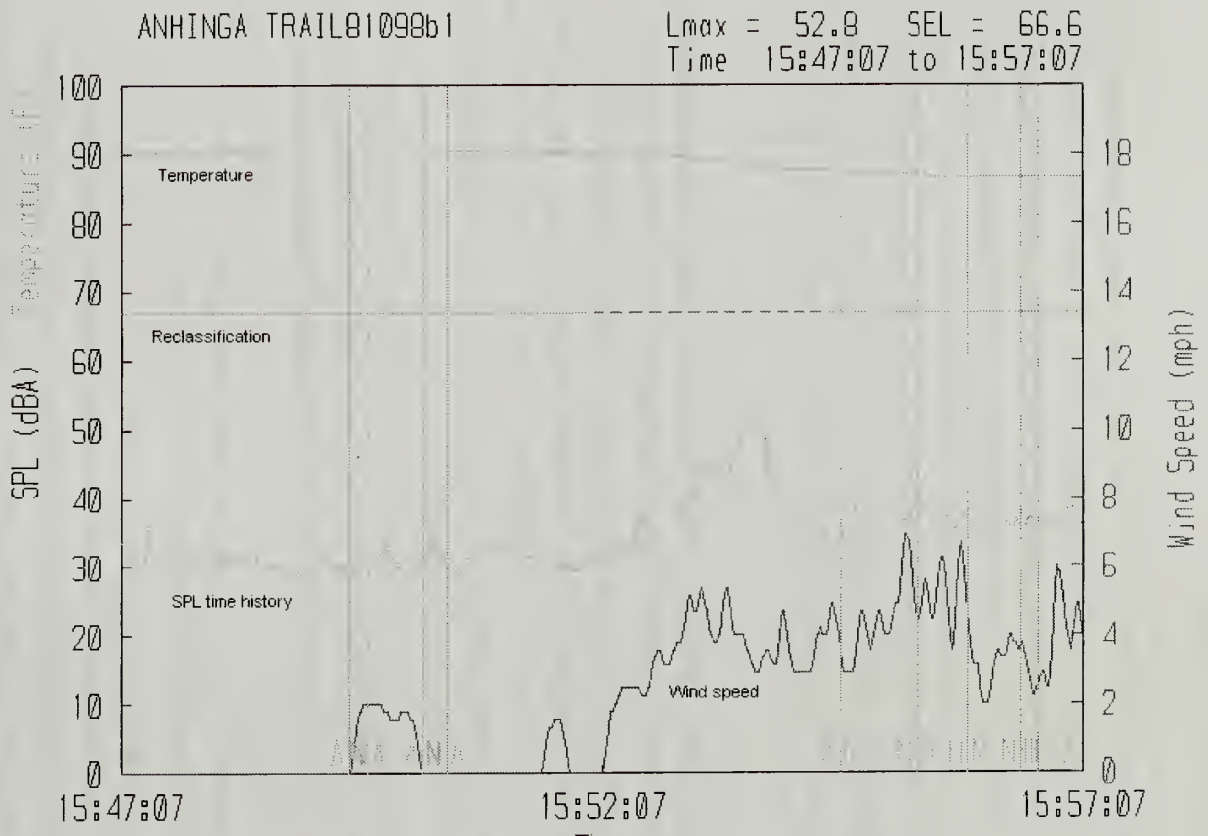


Figure 3.1. Example of the Reanalysis Procedure

Several examples were performed independently by three people in order to test the reproducibility of this approach. This comparison showed that the general results were stable with some variations in the exact identifications. These variations did not effect the overall statistical results.

3.3 Reanalysis Results

The SID 1997 and Volpe 1998 studies focused on the audibility of aircraft noise intrusion, although their discrimination schemes were slightly different, with Volpe focusing on their hierarchy of noise sources rather than the dominant sound. At some sites, measurements were made during weekdays and weekends to quantify the effects of increased visitor activity on the sound levels.

The measurements were performed while observers were present so that sound sources could be identified. For the Volpe measurements, a hierarchy of identification was used which went from aircraft to mechanical to human to natural. Thus, whenever an airplane was heard, the resulting sound levels were identified as aircraft noise even though (a) other noise sources, such as boats, humans, or birds, could also be heard or (b) the aircraft noise did not change the measured overall A-weighted one-second L_{eq} from what it had been prior to the onset of the aircraft noise.

For the SID 1997 measurements, the observer identified as the sound source that source which was judged the loudest at the time. Again, no effort was made to determine whether or not a new noise source changed the A-weighted one-second L_{eq} from what it was for the previous noise source.

The SID 1997 and Volpe 1998 measurements were generally carried out between 08:00 and 16:00, thus precluding any identification of diurnal variation in the natural soundscape. Several of the SID 1998 measurements were made over periods of at least 24 hours. The associated diurnal variation will be discussed below.

During the SID 1997 and Volpe 1998 studies, measurements on open water were carried out in a boat. The sound level data appeared to be influenced by noise from the wave action on the boat hull. Recordings of these measurements were not made available so that times where the sound levels were not distorted by the wave slap on the hull were not determined. Accordingly, sites in which measurements were conducted from a boat were not reanalyzed. However, a comparison of data obtained from these sites with Wyle's unmanned measurements is provided in Chapter 4.

3.3.1 Comparison of Volpe and SID Analysis with Wyle Reanalysis

Table 3.1 compares the natural ambient L_{eq} from Volpe's analysis of 23 of its non-boat measurements with the natural ambient L_{eq} from Wyle's reanalysis of those data. The average difference in L_{eq} between Volpe and Wyle is 1.4 dBA, with a standard deviation of 4.1 dBA. The largest positive difference (Volpe L_{eq} > Wyle L_{eq}) is 11.5 dBA at Elliot Key on August 15, 1998; the largest negative difference (Volpe L_{eq} < Wyle L_{eq}) is -3.2 dBA at Mangrove Inlet on August 18, 1998. This results shows that the L_{eq} is insensitive to changes in the quieter noise levels in an overall distribution of levels since the L_{eq} is controlled by the louder events. Thus, this small difference in L_{eq} from the reanalysis is expected since the reanalysis recovers the lower sound levels.

Of more interest, in terms of defining the natural ambient, is the time recovered by the Wyle reanalysis. This figure represents the time that was attributed to non-natural sources by Volpe's identification system, but for which the A-weighted sound level did not change from the range it occupied during nearby time periods in which the source was identified as natural. For all of the reanalyzed data, an average of 5484 seconds were recovered, representing 49 percent of the total observed measurement time. This demonstrates the misidentification error of using audibility based observations and applying them to energy based levels.

For the most extreme case, the Soldier Key measurement on August 16, 1998, Volpe identified only 228 seconds of the 10,894 second measurement period as being due to natural sources, whereas Wyle's reanalysis identified 9734 seconds as being due to natural sources. This raised the percentage of time for which natural conditions dominated at this site from 2% to 89%. This represents a reassignment of 87 percent of the measurement period from intrusion to natural.

The least extreme cases were the August 18, 1998 measurements at Eastern Sparrow and North Nest Key, both of which were remote sites that would be expected to be dominated by natural sounds. Even then, in each case, 29 percent of the measurement period was reassigned from intrusion to natural. For Eastern Sparrow, the percentage of time of natural levels was corrected from 46% to 74%, and for North Nest Key, the percentage was corrected from 57% to 86%.

These differences mean that the Volpe identification skewed the intrusive levels inappropriately toward low values by including large amounts of natural sound levels into the intrusive grouping. Moreover, this recovered time demonstrates that natural ambient

Table 3.1. Comparison of Natural Ambient L_{eq} - Volpe Measurements vs. Wyle Reanalysis

							Natural - Volpe Measurement			Natural - Wyle Reanalysis			Volpe-Wyle	Time	Total	
Data File	Site ID	Site Name	Acoustical Zone	Date	Start Time	Stop Time	Leq (dBA)	Duration (seconds)	% of time	Leq (dBA)	Duration (seconds)	% of time	Difference (dBA)	Recovered (seconds)	Duration (seconds)	% Time Recovered
81098C1	C	Boca Chita	6	08/10/1998	12:13:13	14:59:46	42.0	1677	17	42.6	5668	57	-0.6	3991	9993	40
81298I1	I	Elliot Key	7	08/12/1998	9:34:59	12:37:02	49.2	1397	13	42.2	7616	70	7.0	6219	10923	57
81598I1	I	Elliot Key		08/15/1998	14:13:28	17:09:25	58.0	228	2	47.3	6061	57	10.7	5833	10557	55
81798I1	I	Elliot Key		08/17/1998	13:26:53	16:27:06	56.4	706	7	44.9	8026	74	11.5	7320	10813	68
81198F1	F	Fender Point	7	08/11/1998	7:18:48	10:20:16	42.2	3905	36	40.9	7682	71	1.3	3777	10888	35
81498F2	F	Fender Point		08/14/1998	11:12:14	14:12:31	33.1	564	5	34.1	5228	48	-1.0	4664	10817	43
81398L1	L	Soldier Key	6	08/13/1998	10:49:46	13:34:19	54.4	510	5	57.4	8466	86	-3.0	7956	9873	81
81698L1	L	Soldier Key		08/16/1998	9:41:48	12:43:22	58.1	228	2	59.8	9734	89	-1.7	9506	10894	87
81098B1	B	Anhinga Trail	1	08/10/1998	15:21:52	18:22:02	40.7	3913	36	39.3	7530	70	1.4	3617	10810	33
81298B1	B	Anhinga Trail		08/12/1998	7:57:08	10:32:59	65.6	620	7	58.6	5381	58	7.0	4761	9351	51
81598B1	B	Anhinga Trail		08/15/1998	7:32:55	10:08:03	56.2	1513	16	51.3	7536	81	4.9	6023	9308	65
81098O1	O	Chekika	4	08/10/1998	8:52:42	13:01:56	40.6	5034	34	39.9	9996	67	0.7	4962	14954	33
81898V1	V	Eastern Sparrow	4	08/18/1998	9:41:18	14:55:34	31.2	8603	46	31.6	14004	74	-0.4	5401	18856	29
81498Q1	Q	Eco Pond	3	08/14/1998	8:44:40	14:39:32	48.1	5372	25	48.6	18407	86	-0.5	13035	21292	61
81598R1	R	Hidden Lake	2	08/15/1998	11:55:29	14:55:24	35.1	2808	26	35.6	8822	82	-0.5	6014	10795	56
81898X1	X	North Nest Key	6	08/18/1998	14:34:24	17:30:03	40.1	6020	57	40.3	9026	86	-0.2	3006	10539	29
82098AA1	AA	Pavilion Key	3	08/20/1998	8:07:21	11:06:16	45.5	5267	49	45.5	10075	94	0.0	4808	10735	45
81398N1	N	Shark Valley	4	08/13/1998	9:26:15	12:31:10	43.2	1824	16	41.4	6805	61	1.8	4981	11095	45
81698N1	N	Shark Valley		08/16/1998	8:05:23	11:04:49	46.3	4783	44	47.3	9622	89	-1.0	4839	10766	45
81898AC2	AC	Mangrove Inlet	3	08/18/1998	14:39:41	16:09:43	33.4	198	4	36.6	2238	41	-3.2	2040	5402	38
81698S1	S	Golightly Campground	1	08/16/1998	12:52:40	15:40:48	36.0	2044	20	38.4	5234	52	-2.4	3190	10088	32
81798S1	S	Golightly Campground		08/17/1998	7:59:03	10:58:55	42.7	6659	62	42.9	9991	93	-0.2	3332	10792	31
82098AE1	AE	National Scenic Trail	1	08/20/1998	8:43:50	11:21:27	44.6	541	6	42.9	7394	78	1.7	6853	9457	72
												Average	1.4	5484	11261	49
												St. Dev.	4.1	2383	3197	17
												Count	23	23	23	23

Acoustical Zone Key
1 = Intruded
2 = Open Forest
3 = Dense Forest
4 = Prairie, Slough
5 = Open Water
6 = Open Shoreline
7 = Protected Shorline

levels are present within the park for most of the time and are more likely to be impacted by additional noise intrusions.

Table 3.2 shows similar information for the SID 1997 data. Differences between the SID analysis and the Wyle reanalysis of that data were not as extreme as for the Volpe data. The average L_{eq} difference for 11 non-boat measurements was 0.0 dBA with a standard deviation of 0.4 dBA. The largest positive difference (SID L_{eq} > Wyle L_{eq}) was 0.8 dBA at North Nest Key on October 5, 1997; the largest negative difference (SID L_{eq} < Wyle L_{eq}) was -0.7 dBA at Elliott Key on September 20, 1997.

The remarkable difference in how each of the two analysis with Wyle's reanalysis may be due to the different assignment hierarchies used in the two studies. Volpe identified the measurements as being due to an airplane whenever an airplane could be heard; SID identified the measurements as being due to whatever noise source was judged the loudest at each second of time.

Additionally, differences in technique may have affected the identifications. SID used a button box to log the identification of the dominant noise source and , as a result, was able to keep track of short periods of time in which that source changed by pressing a single button. Volpe entered source identification data into a spreadsheet in a laptop computer. Because of the time required to type in source identification comments, short periods of time in which aircraft (or other sources in the hierarchy) could no longer be heard may have been omitted. The omission would result in more time associated with an intruding sound instead of natural sound.

3.3.2 Comparison of Exceedance Plots for All and Natural Only Sounds

Figures 3.2 and 3.3 are examples of sound level exceedance plots, which show the percentage of the measurement time during which a given A-weighted sound level is exceeded. The abscissa of the plots is a linear scale showing the A-weighted sound level; the ordinate is a normal probability scale showing the percentage of time (or probability) that each sound level is exceeded. A normally distributed set of data would appear as a straight line on such a plot, with the median value of the data being at the 50 percent level. Thus, the straightness of the distributions curve (or lack thereof) demonstrates how normal the distributions are.

Figure 3.2 shows data taken by SID, Inc. at the Anhinga Trail in Everglades National Park from 15:22:31 to 16:33:11 on October 5, 1997. The dashed line represents all of the acquired data; the solid line represents the subset of data that was identified in the reanalysis as being due to natural sounds. Note that, at low sound levels, corresponding

Table 3.2. Comparison of Natural Ambient L_{eq} - SID Measurements vs. Wyle Reanalysis

							Natural - SID Measurement			Natural - Wyle Reanalysis			SID-Wyle	Time	Total	
Data File	Site ID	Site Name	Acoustical Zone	Date	Start Time	Stop Time	Leq (dBA)	Duration (seconds)	% of time	Leq (dBA)	Duration (seconds)	% of time	Difference (dBA)	Recovered (seconds)	Duration (seconds)	% Time Recovered
Bis-1	B1	Visitor Center BISC	1	9/18/97	13:50:34	14:47:47	48	2216	65	47.8	2827	82	0.2	611	3433	18
Bis-8	B8	Elliott Key	7	9/20/97	11:25:33	12:38:18	44	1260	29	44.7	1939	44	-0.7	679	4365	16
Bis-8(2)	B8			9/22/97	12:49:04	13:54:21	36	2651	68	35.6	2853	73	0.4	202	3917	5
Ever-2(2)	E2	Anhinga Trail	1	10/5/97	15:22:31	16:33:11	40	2691	63	40.2	3049	72	-0.2	358	4240	8
Ever-3(2)	E3	Long Pine Key	2	10/1/97	12:20:52	13:23:11	34	3155	84	34.5	3261	87	-0.5	106	3739	3
Ever-4	E4	Pa-hay-okee O'look	2	10/1/97	10:05:22	11:07:04	38	3177	86	38.3	3382	91	-0.3	205	3702	6
Ever-4(2)	E4			10/4/97	17:45:27	18:49:54	41	2826	73	41	3076	80	0	250	3867	6
Ever-5	E5	Nine Mile Pond	2	10/1/97	17:53:57	18:58:25	34	1878	49	33.9	1831	47	0.1	-47	3868	-1
Ever-6	E6	Eco Pond	3	10/1/97	7:39:52	8:42:08	35	2774	74	35.3	2961	79	-0.3	187	3736	5
Ever-6(2)	E6			10/3/97	17:27:58	18:35:32	42	2512	62	41.7	3262	80	0.3	750	4054	19
Ever-8	E8	North Nest Key	6	10/5/97	10:05:20	11:15:18	39	3191	76	38.2	3322	79	0.8	131	4198	3
												Average	0.0	312	3920	8
												St. Dev.	0.4	258	274	7
												Count	11	11	11	11

Acoustical Zone Key
1 = Intruded
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4 = Prairie, Slough
5 = Open Water
6 = Open Shoreline
7 = Protected Shorline

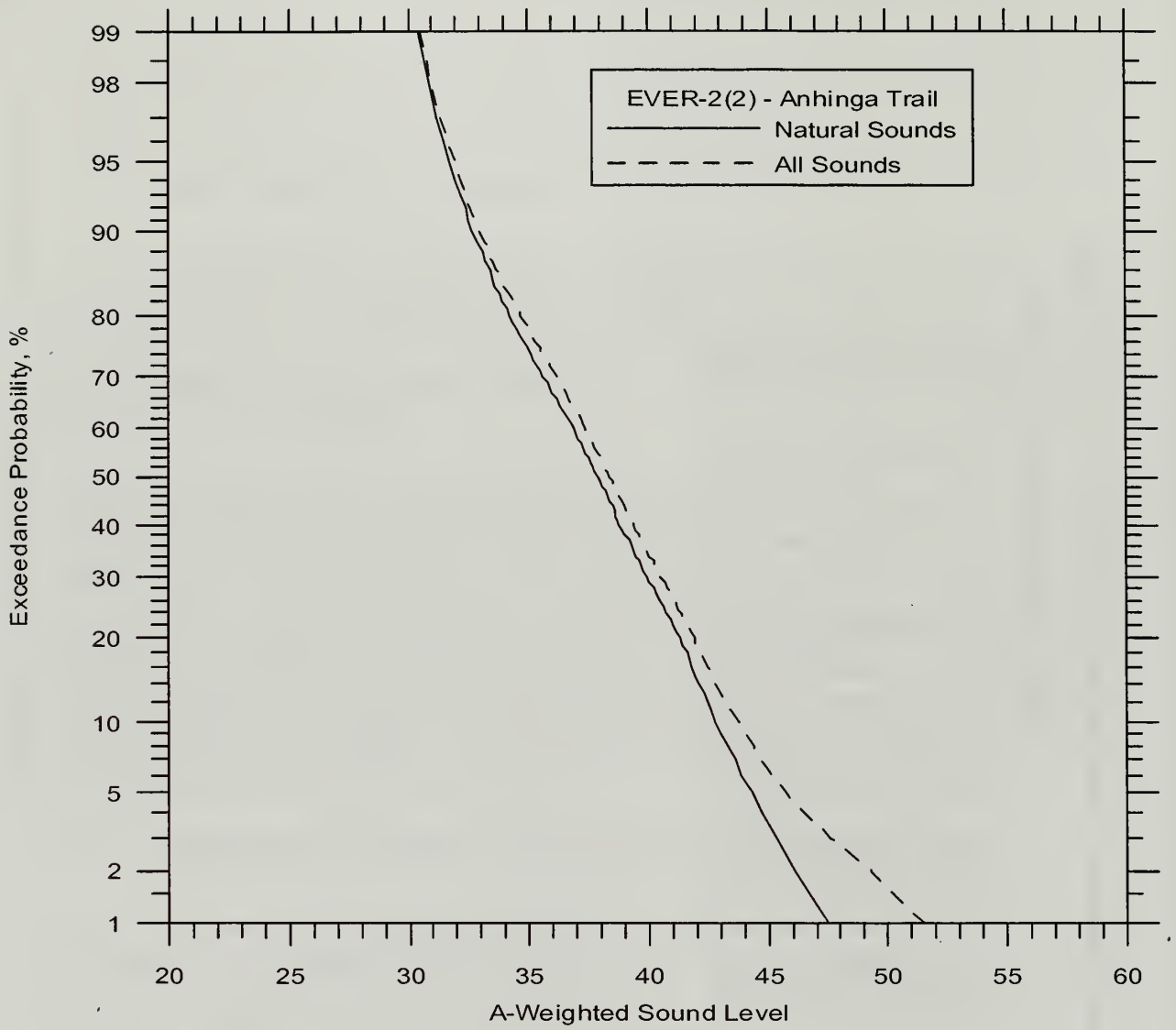


Figure 3.2. Exceedance Plot for SID Data at Anhinga Trail

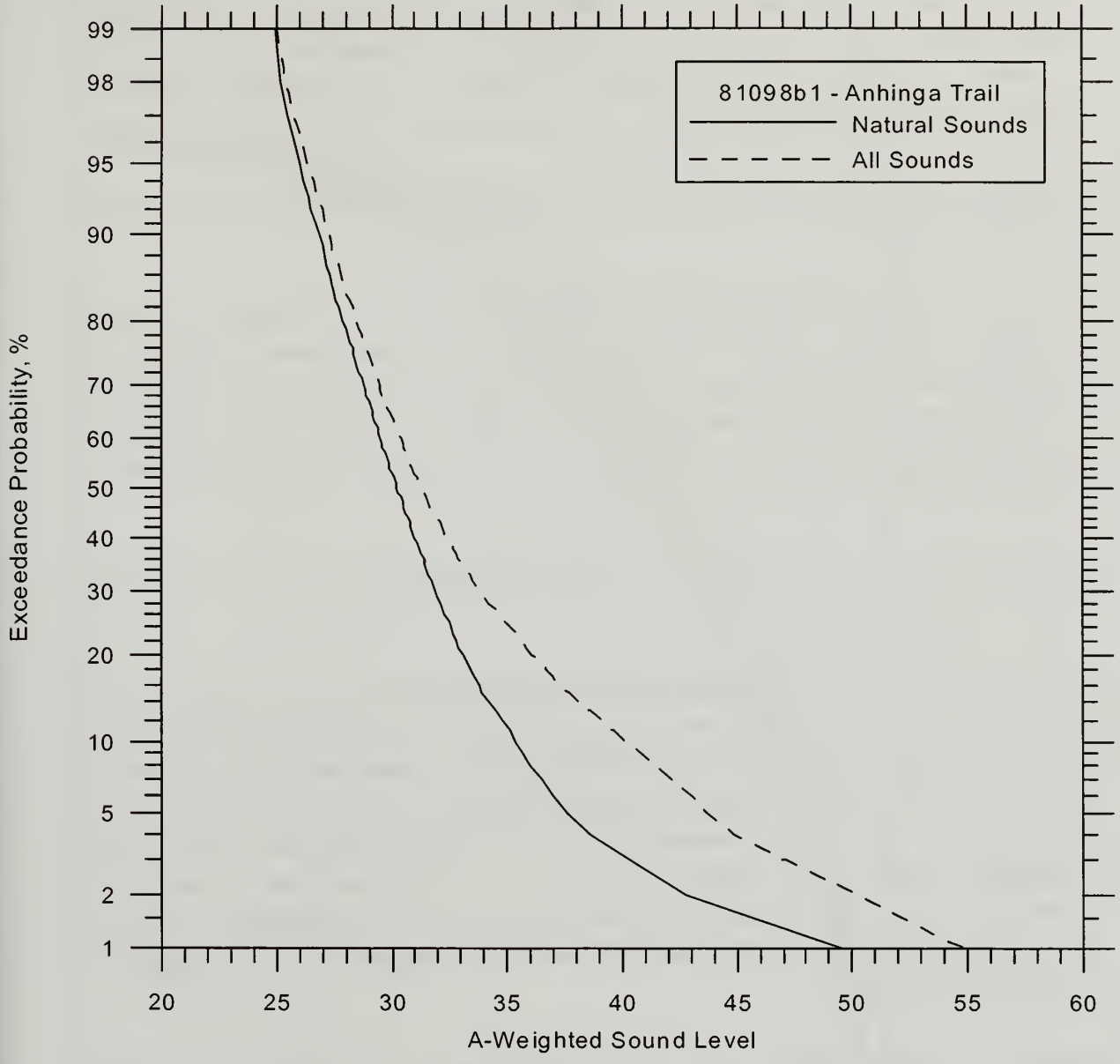


Figure 3.3. Exceedance Plot for Volpe Data at Anhinga Trail

to exceedance levels L_{99}, L_{95}, and L_{90}, which metrics are typically used to characterize ambient or background sounds levels, there is little difference between the two sets of data. It is only at higher sound levels, corresponding to exceedance levels L_1, L_5, and L_{10} (metrics typically used to characterize intrusions), that appreciable differences occurred because of intruding sounds.

Exceedance plots for each of the non-boat measurements acquired by SID in 1997 are contained in Appendix A.

Figure 3.3 shows similar data taken by Volpe at the Anhinga Trial form 15:21:52 to 18:21:52 on August 10, 1998. Although the behavior to the two curves is similar to that of the SID data in the previous year, the range of sound levels differs. For the SID data, the A-weighted sound levels ranged from 30.5 dBA to 51.5 dBA; for the Volpe data, these levels ranged from 25 dBA to 55 dBA. Thus, the range of daytime sound levels is on the order of 20 to 20 dBA.

Exceedance plots for each of the non-boat measurements acquired by Volpe in 1998 are contained in Appendix B.

Exceedance curves for the exclusive subset of natural sounds can only be obtained with manned measurements. Observations are required to identify sources of the sound so that the levels may be divided into two distinct subsets (natural and intrusive) from the totality of sound levels. It is much less labor-intensive (and more cost effective) to use automatic data recording instruments site. In order to determine how accurately various exceedance levels for the total set of sounds approximate the corresponding exceedance levels for the subset of natural sounds, the average differences between L_x of the total data set and L_x of the natural sounds were computed for both the SID 1997 and the Volpe 1998 data.

Figures 3.4 and 3.5 show the average differences as a function of exceedance percentile for the SID data and the Volpe data, respectively. At each exceedance percentile in these figures, a solid circle indicates the average value of the difference: $(L_x)_{total} - (L_x)_{natural}$. The vertical bars represent ± one standard error of the mean about the average value.

From these figures, it can be seen that the value of L_{90} for the natural sounds differs from that of the totality of sounds by less than one-half dBA. The value of L_{50} for the natural sounds differs from that of the totality of sounds less than 2 dBA.

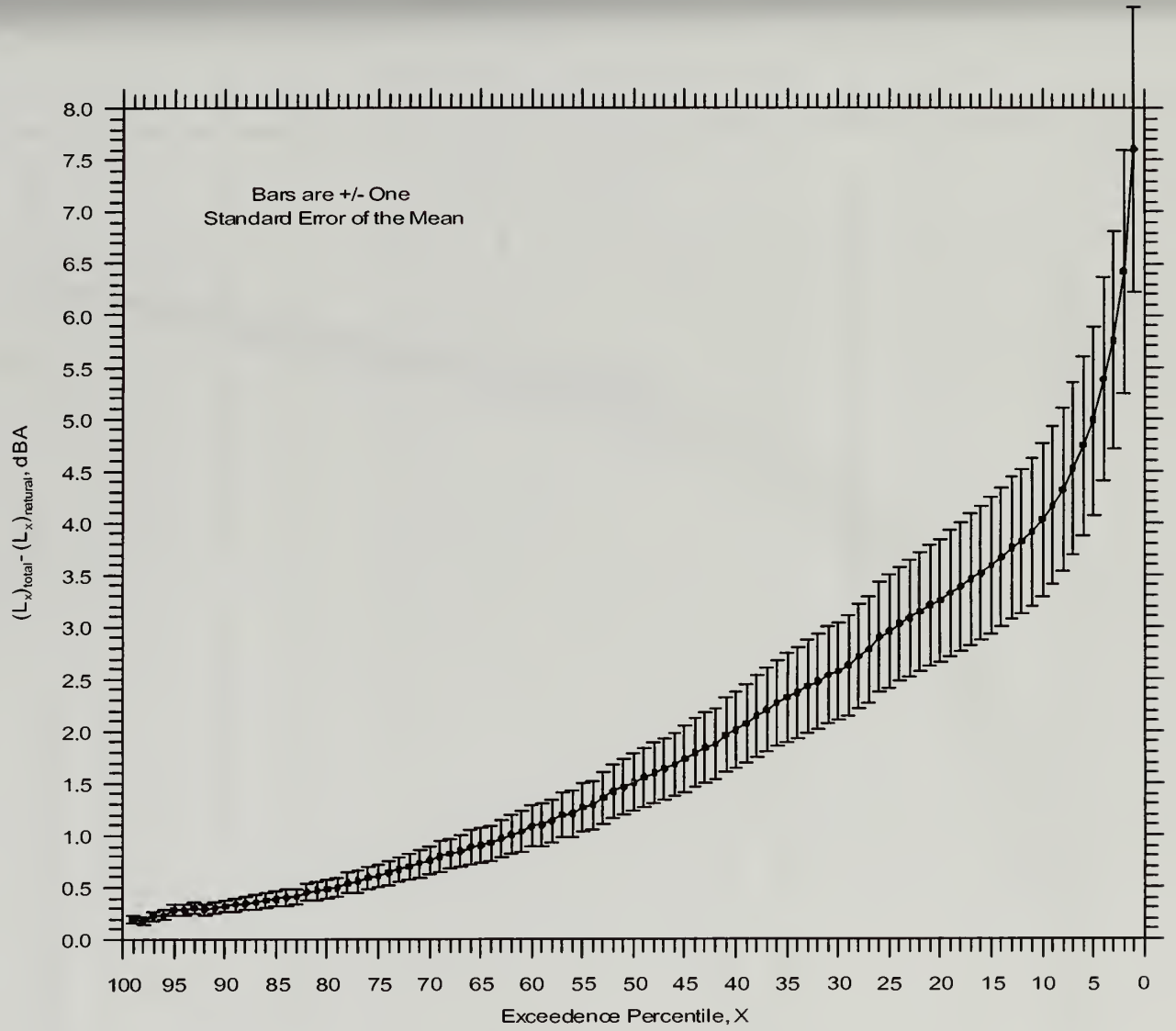


Figure 3.4. Average Differences Between Total and Natural Exceedance Levels for SID Data

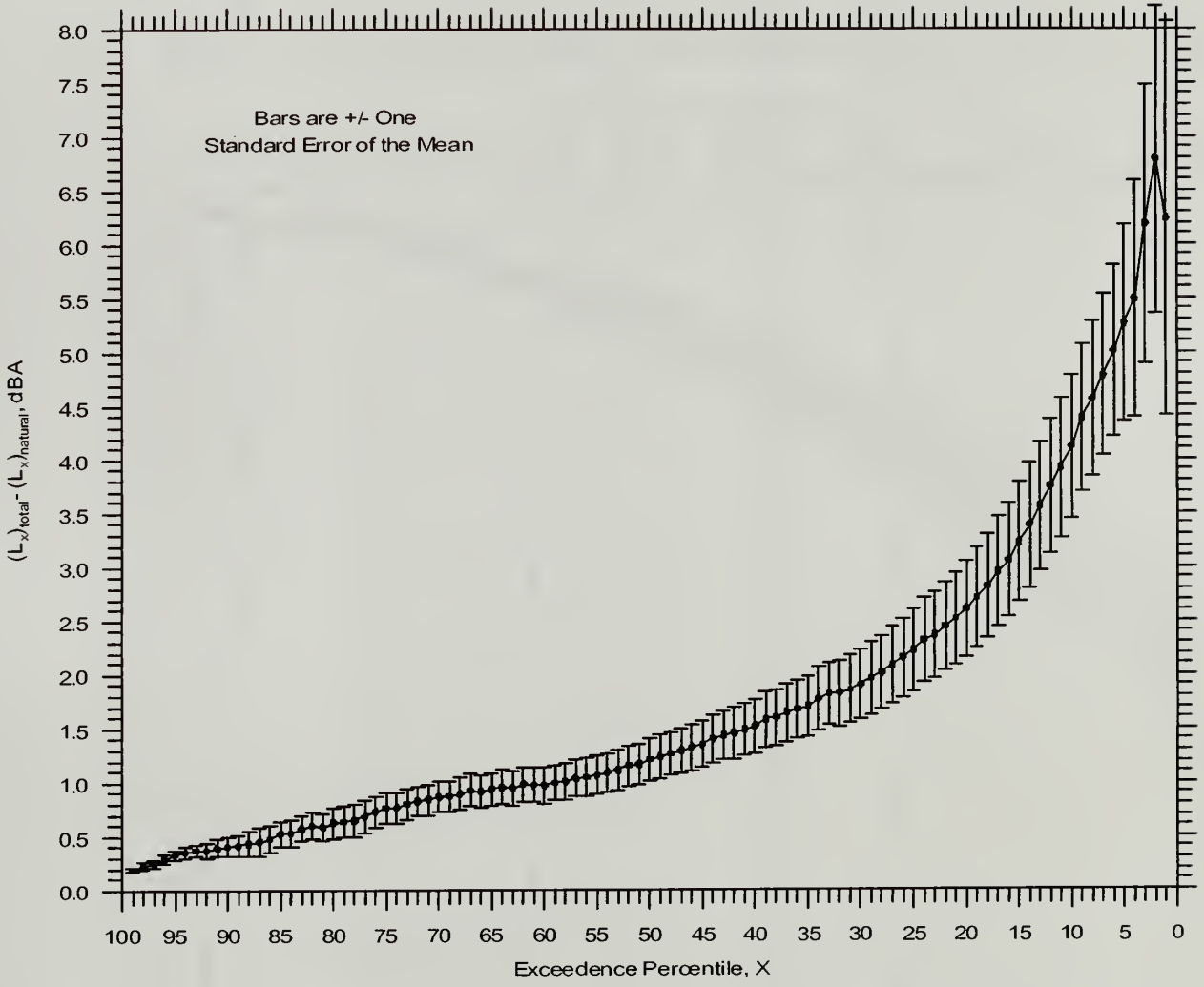


Figure 3.5. Average Differences Between Total and Natural Exceedance Levels for Volpe Data

These accuracy estimates can probably be considered upper bounds, since the data were taken during daylight hours during which intruding, non-natural sounds were relatively common. Figure 3.6 show the hourly L_{50}, L_{90} and Leq values made at the Anhinga Trail by SID in November 1998. Note that, during nighttime hours when there were relatively few intruding noise sources, the hourly L_{50} and L_{90} values are nearly identical. This fact indicates a near constancy of sound level which, absent nearby constant non-natural noise sources (such as HVAC equipment), implies that L_{50} and L_{90} of the total data set are equal to the L_{50} and L_{90} of the subset of natural sounds.

Appendix C contains plots of hourly L_{50}, L_{90}, and L_{eq} values for each of the seven measurement sites in the SID 1998 study.

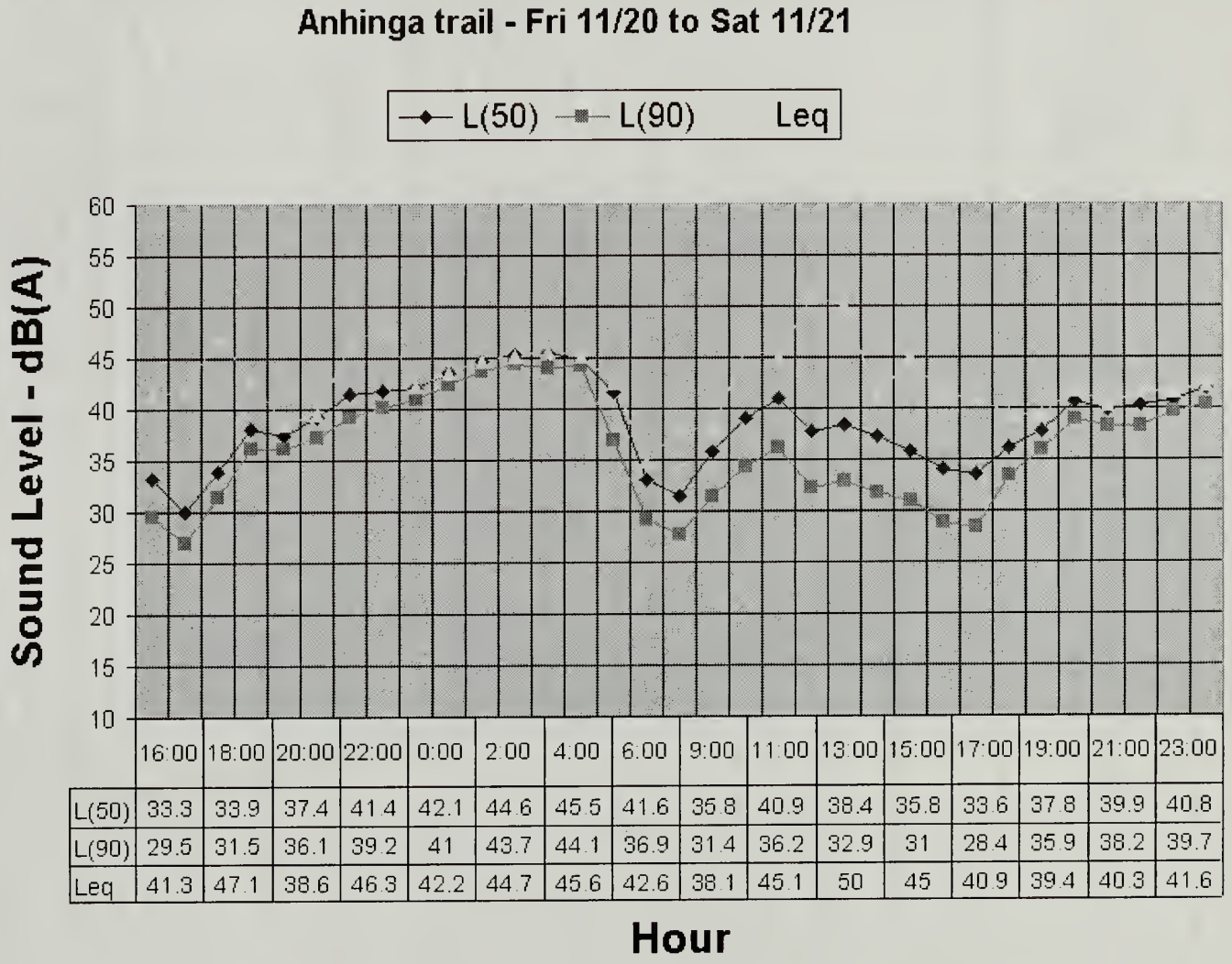
3.3.3 Exceedance Plots for 24-Hour Measurements

The SID 1998 study measured 1-second Leq values at seven sites for periods in excess of 24 hours. From these data, 24-hour exceedance plots have been developed. Figure 3.7 shows an example of such a plot from the data taken at the Anhinga trial on 16-17 Nov 1998. The solid curve shows the exceedance plot for the entire 24-hour period, with levels ranging from 27 dBA to 54 dBA. Exceedance plots for two subsets of the data are also shown in this figure - hours corresponding to darkness (dashed line) and hours corresponding to day light (dot-dashed line). Note that, except for levels above L_{10}, the darkness hours are louder than the daylight hours. Thus , the natural soundscape is louder at night at this location than in the daytime, and the total sound levels, as defined by the L_{10} are louder during daylight hours. This difference probably results form insects being more active at night and human caused intrusions occurring during the daytime.

Appendix D contains exceedance plots for each of the sites in the SID 1998 study.

3.3.4 Dependence of Acoustic Metrics on Acoustical Zone

Since natural sounds are related to the type of nearby vegetation (Flemming et al, 1998, Sneddon et al, 1994 and Reddingius, 1994), the population of animals that are drawn to the vegetation, and the interaction of the wind with vegetation, the reanalyzed data from Volpe 1998 and SID 1997 were classified into acoustical zones similar to the grouping used by Volpe in its analysis as shown in their Table 10 (Flemming et al, 1999). These classifications allow the data to be tested for any dependence of the overall natural sound levels on the local area conditions.



	16:00	18:00	20:00	22:00	0:00	2:00	4:00	6:00	9:00	11:00	13:00	15:00	17:00	19:00	21:00	23:00
L(50)	33.3	33.9	37.4	41.4	42.1	44.6	45.5	41.6	35.8	40.9	38.4	35.8	33.6	37.8	39.9	40.8
L(90)	29.5	31.5	36.1	39.2	41	43.7	44.1	36.9	31.4	36.2	32.9	31	28.4	35.9	38.2	39.7
Leq	41.3	47.1	38.6	46.3	42.2	44.7	45.6	42.6	38.1	45.1	50	45	40.9	39.4	40.3	41.6

Figure 3.6. SID 1997 Anhinga Trail 24-hour Measurements

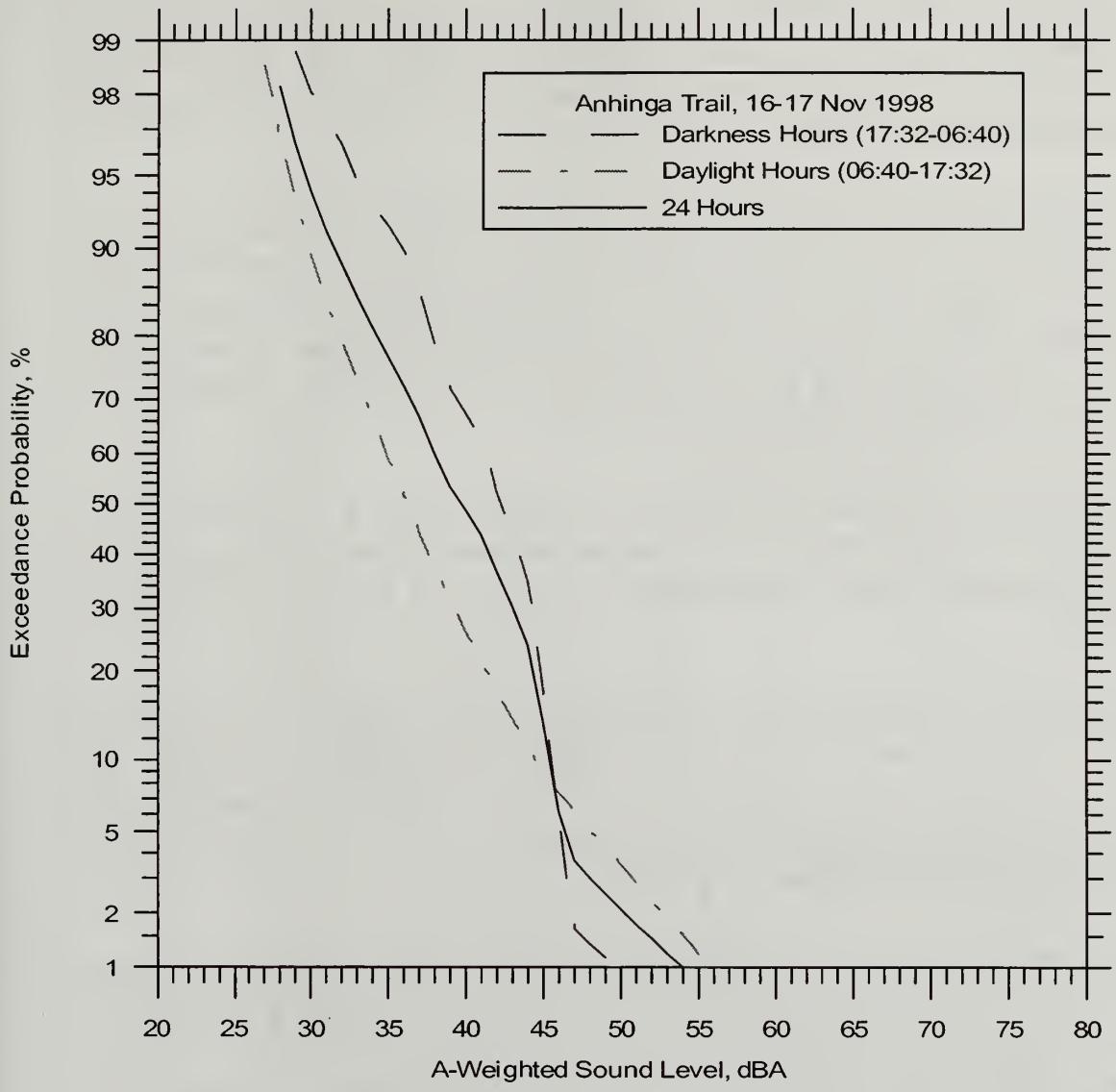


Figure 3.7. 24-Hour Exceedance Plot at the Anhinga Trail

These acoustical zone classifications are a relatively simple set that represents the types of vegetation occurring in the south Florida National Parks. This grouping looks at potential differences between natural sound sources might include leaves fluttering in the wind, insects, frogs, rainfall on the leaves, and birds.

For the reanalysis, the following acoustical zones descriptions were used to group the data: intruded , open and dense forests, prairie, open water, and open and protected shoreline. Simple statistical analyses of variances (ANOVA) were carried out to investigate whether or not the values of these metrics differ between acoustical zones. Table 3.3 shows the L_{eq}, L_{90}, and L_{50} that resulted form the reanalysis of the SID 1997 and Volpe 1998 data as a function acoustical zone.

Table 3.4 shows the results of a single-factor analyses of variance of L_{eq} as a function of acoustical zone classification at the 95 percent level of confidence, no dependence of the L_{eq} on acoustical zones is demonstrated. Tables 3.5 and 3.6 show similar results for L_{90} and L_{50}.

Although on-site experience has shown that the timbre of the natural sounds in many of these acoustical zones are different, the A-weighted sound level is apparently not a sufficiently precise measure to reflect those differences. This is not surprising, given that all spectral information, which defines the quality of the sound, is removed once the A-weighting filter has been applied to the sounds.

On the other hand, this lack of dependence of acoustic metric on acoustical zone may simply result from seasonal variations in the vocalizations of the animal populations. It must be recalled that the SID 1997 and Volpe 1998 data were gathered over short periods - usually from one to three hours during daylight hours when natural sounds were lower and more intrusions occurred. Differences between acoustical zones that might be evident for longer times, such as 24 hours, might be obscured by the short samples collected in these studies. In addition, the data may not be statistically robust enough to demonstrate a dependence. This point is examined in more detail in Section 4.0 which describes the unmanned 24-hour measurements that were carried out by Wyle Laboratories in 1999.

Table 3.3. Reanalyzed SID/Volpe Metrics as a Function of Acoustical Zone

Site Name	Acoustical Zone	Date	Leq (dBA)	L90 (dBA)	L50 (dBA)
Boca Chita	6	08/10/1998	42.6	30.7	36.3
Elliot Key	7	08/12/1998	42.2	28.3	31.9
		08/15/1998	47.3	33.8	37.3
		08/17/1998	44.9	29.8	32.5
Fender Point	7	08/11/1998	40.9	28.6	34.3
		08/14/1998	34.1	28.0	32.2
Soldier Key	6	08/13/1998	57.4	38.2	52.5
		08/16/1998	59.8	53.5	57.3
Anhinga Trail	1	08/10/1998	39.3	26.9	30.2
		08/12/1998	58.6	28.3	31.3
		08/15/1998	51.3	35.9	38.2
Chekika	4	08/10/1998	39.9	32.1	35.3
Eastern Sparrow	4	08/18/1998	31.6	22.9	28.2
Eco Pond	3	08/14/1998	48.6	41.2	47.3
Hidden Lake	2	08/15/1998	35.6	29.3	32.0
North Nest Key	6	08/18/1998	40.3	24.1	30.7
Pavilion Key	3	08/20/1998	45.5	34.0	43.0
Shark Valley	4	08/13/1998	41.4	36.1	38.5
		08/16/1998	47.3	43.1	45.3
Mangrove Inlet	3	08/18/1998	36.6	29.2	34.6
Golightly Campground	1	08/16/1998	38.4	29.2	32.9
		08/17/1998	42.9	33.0	37.2
National Scenic Trail	1	08/20/1998	42.9	35.2	40.1

Site Name	Acoustical Zone	Date	Leq (dBA)	L90 (dBA)	L50 (dBA)
Visitor Center BISC	1	09/18/1997	47.8	44.8	46.9
Elliott Key	7	09/20/1997	44.7	38.9	41.7
		09/22/1997	35.6	27.2	30.6
Anhinga Trail	1	10/05/1997	40.2	32.7	37.9
Long Pine Key	2	10/01/1997	34.5	22.9	31.7
Pa-hay-okee O'look	2	10/01/1997	38.3	31.0	35.8
		10/04/1997	41.0	34.9	38.6
Nine Mile Pond	2	10/01/1997	33.9	23.0	27.3
Eco Pond	3	10/01/1997	35.3	31.5	33.7
		10/03/1997	41.7	38.3	39.9
North Nest Key	6	10/05/1997	38.2	36.1	37.3

Acoustical Zone Key
1 = Intruded
2 = Open Forest
3 = Dense Forest
4 = Prairie, Slough
5 = Open Water
6 = Open Shoreline
7 = Protected Shoreline

Table 3.4. ANOVA of L_{eq} vs. Acoustical Zone

SUMMARY				
Acoustical Zone	Count	Sum	Average	Variance
1	8	361.4	45.2	48.6
2	5	183.3	36.7	8.7
3	5	207.7	41.5	32.2
4	4	160.2	40.1	41.9
6	5	238.3	47.7	102.9
7	7	289.7	41.4	24.3

ANOVA						
Source of Variation	SS	df	MS	F	P-value	F crit
Between Groups	397.6	5	79.5	1.9	0.1	2.6
Within Groups	1187.1	28	42.4			
Total	1584.7	33				

$F < F_{crit}$ means that we must acept the hypothesis that the means of each population are equal at the 95 percen level of confidence.

Table 3.5. ANOVA of L_{90} vs. Acoustical Zone

SUMMARY				
Acoustical Zone	Count	Sum	Average	Variance
1	8	266.0	33.3	32.3
2	5	141.1	28.2	27.3
3	5	174.2	34.8	24.0
4	4	134.2	33.6	71.1
6	5	182.6	36.5	119.9
7	7	214.6	30.7	17.9

ANOVA						
Source of Variation	SS	df	MS	F	P-value	F crit
Between Groups	230.7	5	46.1	1.0	0.4	2.6
Within Groups	1231.0	28	44.0			
Total	1461.7	33				

$F < F_{crit}$ means that we must acept the hypothesis that the means of each population are equal at the 95 percen level of confidence.

Table 3.6. ANOVA of L_{50} vs. Acoustical Zone

SUMMARY				
Acoustical Zone	Count	Sum	Average	Variance
1	8	294.7	36.8	29.3
2	5	165.4	33.1	18.6
3	5	198.5	39.7	32.7
4	4	147.3	36.8	50.4
6	5	214.1	42.8	130.8
7	7	240.5	34.4	15.1

ANOVA						
Source of Variation	SS	df	MS	F	P-value	F crit
Between Groups	331.7	5	66.3	1.6	0.2	2.6
Within Groups	1175.7	28	42.0			
Total	1507.4	33				

$F < F_{crit}$ means that we must acept the hypothesis that the means of each population are equal at the 95 percen level of confidence.

4 UNMANNED FIELD MEASUREMENTS

4.1 Objectives

In order to describe the energetics of the natural soundscape in the south Florida National Parks, unmanned monitors were employed to collect the sound level data to characterize the natural soundscape. The few 24-hour measurements conducted by SID in 1998 demonstrated that the unmanned measurements provided a clear picture of the variations in the sound levels at a site. Recent studies have demonstrated the robustness of employing unmanned monitoring to describe and define the natural soundscape. (Foch, 1998 sand Gdula Gudorf, 1998). Observer based measurements were not used as the primary data collection method because of their limitations in describing the variation of the natural sounds.

One major limitation of observer based data collection is the short time periods of data collection. From these small data samples, it is difficult to determine the range of the naturally occurring sound levels. In addition, the previous observer-based data were limited to daylight periods that preclude any comprehension of the diurnal variations of the sound levels. Another pitfall of observer-based measurement is confusing audibility based metrics with energy based metrics as demonstrated by results from the reanalysis in Chapter 3.

Acoustical data collected with unmanned monitors deployed over longer periods provide a clear picture of the variations within the natural soundscape. This acoustical data helps to estimate sound levels associated with park maintenance, visitors, and intruding sounds, such as aircraft. Data from these unmanned measurements can demonstrate the diurnal variations in the sound levels, can highlight transient events occurring throughout the day, and can examine the dependence of sound levels on acoustical zones.

Unmanned monitoring of the sound levels can be used to address the following questions about the natural soundscape:

- What is the level of dependence of the natural soundscape acoustical energy levels of on the local ecosystem of acoustical zone (i.e. grassy prairie vs. forest)?
- What is the diurnal dependence of the soundscape?
- How do day-to-day variations in the soundscape compare to diurnal variations?

Since other studies (Fleming, et al, 1998, Sneddon et al, 1994, and Reddingius, 1994) have hypothesized a dependence of sound levels on acoustical zones, the first item addressed with the unmanned measurements was testing the statistical independence of acoustical zones that was not found in the reanalysis. (Strictly speaking, the results derived from this data set are limited to the summer season in south Florida and should not be extrapolated to other seasons at this time until seasonal variations are evaluated. Continued monitoring should be a part of the NPS soundscape management activity that will help to perform this seasonal variation evaluation.)

4.2.1 Measurement Methods and Equipment

Sound levels were measured at selected sites within Biscayne National Park and Everglades National Park, each representing an acoustical zone. In order to address the first question, two spatially independent sites were selected for each acoustical zone. At each site, the microphones were placed above the ground and secured so that no branches or leaves would interfere with the microphone. A four-inch diameter spherical foam windscreen was placed over the microphone to reduce wind noise. This windscreen provided shielding from artificial wind induced noise. This type of windscreen is effective for wind speeds up to 10 knots. For faster wind speeds, artificial wind noise will increase the recorded sound levels.

Two-second L_{eq} time histories were recorded using a Larson-Davis 820 Sound Level Monitor (Larson Davis, 1991). The two-second time interval was selected to increase monitoring periods to four days before the units memory would be filled and would need to be downloaded. The units were time synched to the local time to facilitate comparisons between sites and with supporting data. The sound level data were stored in the monitor and were downloaded to a laptop computer for detailed analysis. The two-second time histories were used to calculate the different acoustic metrics used to assess the natural soundscape.

Supporting weather data was obtained from Homestead Air Force Base, Homestead General Airport, several weather reporting station in the Everglades National Park, and a USGS monitoring site in Taylor Slough near the Ernst Coe Campsite. These supporting weather data ranged in detail from daily values to 15 minute averaged values for temperature, wind speed, relative humidity, and precipitation.

At some of the sites, manned observations were made for short periods to identify the local sounds sources. During some of these observations, a DAT recorded was used to

document the sounds heard at the site and to verify the recorded levels of the sound level meters.

4.3 Selected Sites

Sites were selected based on representative acoustical zones, access to site, and park limitations on human intrusions. The areas covered did not include all areas of the park but did include all of the major acoustical zones environments found at the parks. Table 4.1 provides a listing of the sites with the site identification, location, acoustical zone, and dates of monitoring. The locations are highlighted in Figure 4.1 along with the sites from the previous studies.

4.3.1 Biscayne NP

At Biscayne National Park, the following acoustical zones were monitored: open water, forest on key, key shoreline, and shoreline of mangrove key. Appendix E contains pictures of the sites, which shows the placement of the sound level monitor within each acoustical zone.

The site at Convoy Visitor Center, B1, represents an intruded acoustical zone since humans, office buildings, cars, and boats are present. Three sites were located on Elliot Key. One site, B2, was in the picnic area away from the docs and close to the hiking trails.

This site was in an open forest acoustical zone, an area with an open canopy and ample light. Air conditioners and generators were audible in this area and the exact monitor location was chosen to minimize acoustic energy received from the units. The other two sites, B3 and B4, were placed along the hiking trail approximately ½ mile from the Elliot Key Visitor Center. Both sites were in dense forest acoustical zones since the tree canopy shielded most of the sunlight.

The next sites were located along the shoreline of mangrove keys. One monitor, B5, was on Long Arsenicker Key. The microphone was placed on the top of a mangrove and was approximately ten feet from the edge of the key. The key is near open water. However, the shoreline was considered protected since shallow water surrounded the key for most of the time. The other site, B6, was located on Old Rhodes Key along a narrow channel. The microphone was place atop an old mangrove branch at the edge of the key. This site was also considered protected since it was only accessible during high tide.

Table 4.1 Site Identification and Measurement Dates

Sites		Acoustical Zone	Jun 7	8 T	9 W	10 T	11 F	12 S	13 S	14 M	15 T	16 W	17 T	18 F	19 S
B1	Visitor Center	1	SU	Bad	Bad/S U	Bad/ TD				SU	+	TD			
B2	Elliot Key	2	SU	+	V	V	V	+	+	TD					
B3	Hiking Trail North of B2	3	SU	V	V	+	TD								
B4	Hiking Trail South of B2	3	SU	V	TD										
B5	Long Arsenicker Key	7	SU	V	+	TD									
B6	Rhodes Keys	7	SU	V	+	V	V	+	+	TD					
B7	Adam's Key	6	SU	V	+	V	V	+	+	TD					
B8	Shoal Marker Open water	5	SU	V	V	V	V	+	+	TD					
B9	Shoal Marker Pelican Bank	5			SU	+	TD								
E1	Open water key	6											SU	TD	
E2	Coastal Prairie	4									SU	+	+	TD	
E3	South Joe River Chickee	7								SU	+	+	TD		
E4	N. Harney River/ mangrove	7								SU	+	+	TD		
E5	In mangrove	3								SU	+	+	TD		
E6	Mahogany Hammock (outside)	2			SU	+	TD								
E7	Mahogany Hammock (inside)	3			SU	+	TD								
E8	Prairie near Ernest Coe	4					SU	+	+	TD					
E9	Hidden Lake Education center	2					SU	+	TD						
E10 A&B	Pineland fire road	4 & 2									SU*	+*	+*	+*	TD
E11	Long Pine Key campground	2									SU	+	V	TD	
E12	Anhinga Trail	1					SU	+	TD						
E14	L67 canal in Shark Valley	4										SU	+	+	TD
E15	Chekika	1										SU	+	+	TD

(SU = setup site, V = visit, + = continue measurement, TD = tear down site.)

Acoustical Zones

1 = intruded
2 = open forest
3 = dense forest
4 = prairie
5 = open water
6 = open shoreline
7 = protected shoreline

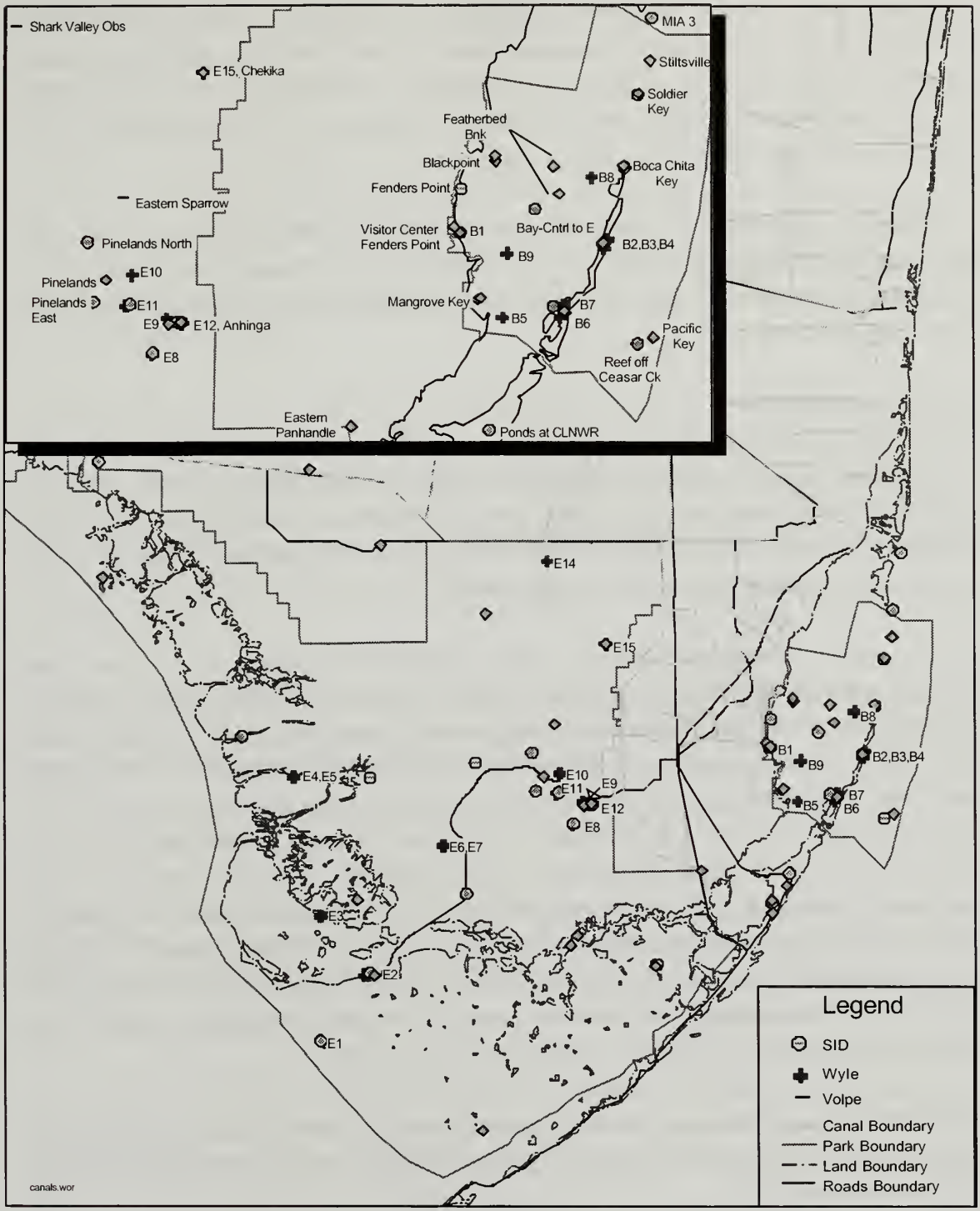


Figure 4.1 Location of Monitored Sites in South Florida Parks

The site at Adam's Key, B7, was considered open shoreline since it was close to a major channel for boat traffic to and from the open ocean waters. The microphone was placed approximately 20 feed from the shoreline and sway from the docks. The soundscape was influenced by an operating generator that provides power for the residences on the key and for a picnic area.

Two sites, B8 and B9 were located in the open water. Monitors were placed on shoal warning markers near the Feather Bank shoal. And the Pelican Bank shoal. The microphones were secured to each post about eight feet above the water and about ten inches from the post.

4.3.2 Everglades NP

At Everglades National Park, the following acoustical zones were monitored: pineland forest, mangrove forest, prairies, slough, hardwood hammock, and protected and open shoreline. Appendix E contains pictures of the sites which shows the placement of the sound level monitors within each acoustical zone.

The first group of sites was located in the southwestern portion of the park near Flamingo. Site E1 was located on Carl Ross Key, which is a key in the open waters of the Florida Bay. The microphone was placed five feet above the ground and was 20 feet away from the open shoreline on two sides. Site E2 was located near the Coastal Prairie Trail in the open prairie. The microphone was placed five feet above the ground and away from small groups of brushes. Site E3 was placed on the South Joe River Chickee, which is a campsite (an elevated wooden platform with a roof constructed over open water) located about 30 feet from the shoreline. This site is considered a protected shoreline since it is in a cove well away from any major boat traffic channel. Sites E4 and E5 were placed close to an environmental monitoring station on the North Harney River. Site E4 was placed at the shoreline about six feet above the water surface. Site E5 was placed about 300 feet into the dense mangrove forest.

Two monitors were located at the Mahogany Hammock. Site E6 was placed at the border of the forest and the slough. Site E7 was placed inside the dense hammock along the boardwalk trail.

The next group of sites was located in the eastern section of the park. Site E8 was sited in the open prairie near Taylor Slough and about two miles northeast of Ernest Coe campsite. Site E9 was in the Hidden Lake Education Center. This site can be characterized as either open forest or intruded acoustical zone depending on the use of

facilities at the time. During the monitoring period, there were no environmental education activities, and therefore the site is categorized as open forest. The site is surrounded by trees and has open stage areas for the educational activities. Two sites, E10 A&B, were placed at the transition zone between the Long Pine Key and the open marl prairie. The two monitors were separated by approximately 1000 feet. Site E10A was placed in the open prairie whereas site E10B was placed within a dense stand of trees. These two monitor sites were selected to help assess any spatial variation in the soundscape. Site E11 was in the open forest areas of the campgrounds in Long Pine Key. This site was not influenced by visitor intrusions during the monitor period since the campground was closed.

Two intruded sites were monitored in the Everglades. One, E12, was along Anhinga Trail and the other, E15, was near the Chekika parking lot. Anhinga Trail is a boardwalk that allows visitors to observe some of the wildlife and plants found in the Everglades. For the most part visitors tend to be quiet as they walk along the boardwalk. At Chekika, the site was placed at the edge of the parking lot and about 5 feet into the sawgrass. The sound levels at this site could be affected by cars as visitors entered and left the recreational area.

The last site at Everglades was in the Shark River Slough, E14. The actual location was 2 miles south of Highway 41 along the L-67 extension canal, which cuts through the center of Shark River Slough. This site is characterized as open prairie.

4.4 Acoustic Data

The acoustic data were analyzed and hourly, daily, and total L_{90}, L_{50}, L_{10} and L_{eq} metrics were calculated and transient sound events above a threshold were determined. The hourly metric analysis provides a good way to observe the diurnal variations occurring in the soundscape. Appendix F contains all of the monitored time histories.

Figure 4.2 shows a representative plot of these temporal variations. These data are from site B5 on Long Arsenicker Key. In this plot it can be seen that all of the metrics are within 5 dBA of each other during the evening hours and diverge during the daylight hours.

To assess diurnal variations the 24-hour day was separated into four periods:

- nighttime (2200 to 0459)
- sunrise (0500 to 0759)

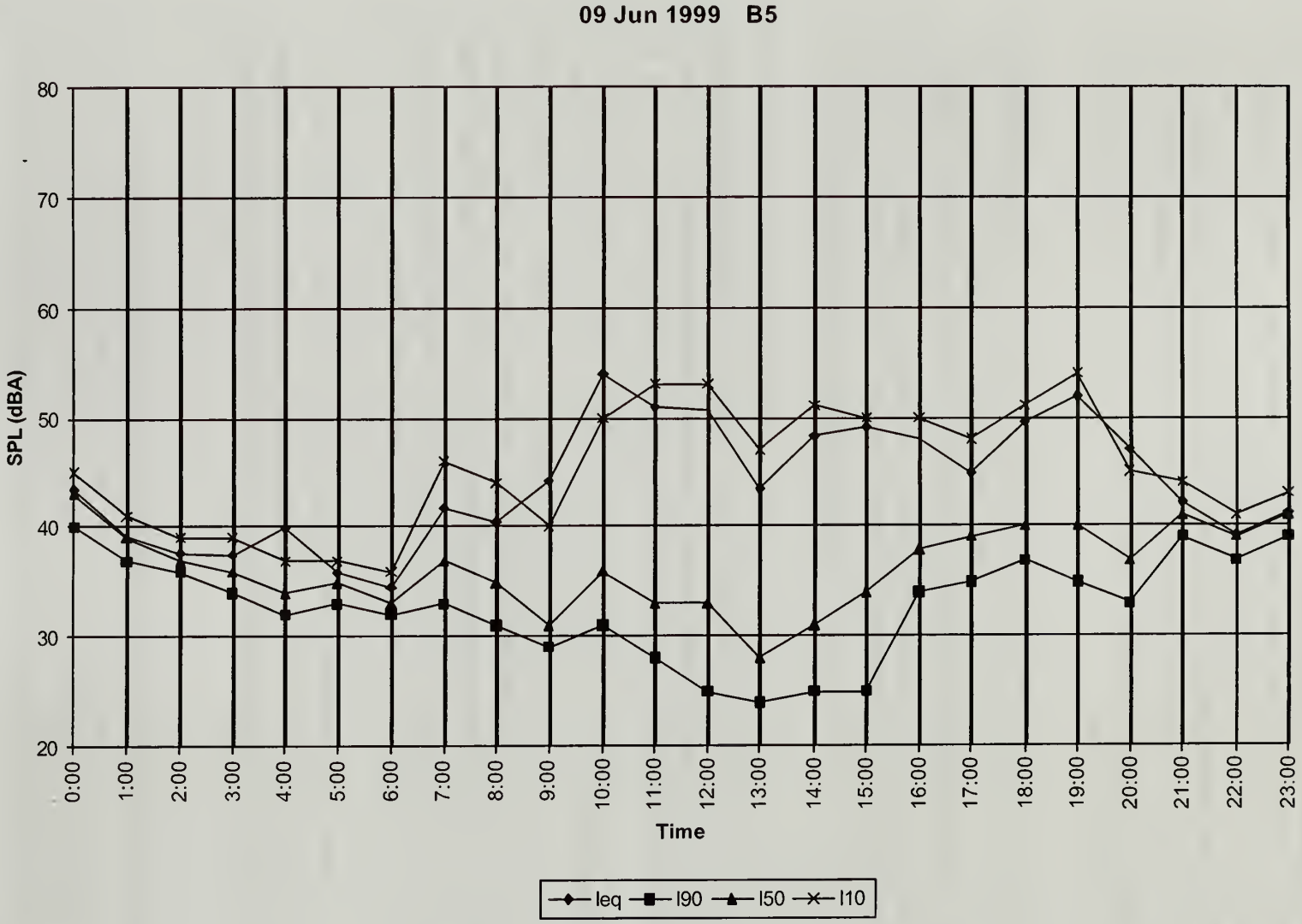


Figure 4.2. Example of Hourly Variation in Acoustic Metrics – Long Arsenicker Key

- daytime (0800 to 1859)
- sunset (1900 to 2159).

Table 4.2 provides the period breakdown along with the total values for all of the sites.

The total L_{90}, L_{50} and L_{10} metrics were determined from the entirety of the measured data at that site. These metrics are used to assess variations occurring among sites. L_{90} shows the variations occurring in the background sound levels, or the levels, occurring at a site. L_{50} demonstrates how the median sound levels vary. And, L_{10} and L_{eq} illustrate the variations occurring in the higher levels. When these three metrics are within 5 dBA, the total soundscape is fairly consistent over the recorded period. When they diverge, transient events are occurring that rise well above the background sound levels.

In the final data analysis, individual sound events that exceeded thresholds above the hourly, L_{90} at a site were identified. The hourly L_{90} was selected as the threshold basis since the reanalysis in Chapter 3 showed the L_{90} form the total populations of sound levels was essentially equal to the L_{90} of the subset of natural sound levels. Thus, the L_{90} determined from the unmanned data is a very good measure of the L_{90} of the natural soundscape.

This individual exceedance analysis shows when the natural background sound levels are concealed by louder transient sound events. Transient events are those events whose sound energy rises out of the background towards a maximum then diminish into the background over some short period. Examples of transient events are aircraft overflights, car drive bys, and thunder. This process does not judge the source of the transient event, but it does provide an assessment of the number and nature of transient occurring at a site.

Exceedance thresholds for transient identification were set at 10 dBA, 20 dBA, 30 dBA, and 40 dBA above the hourly L_{90}. These thresholds present exclusive groupings so that the first group would be for transient events that had an L_{Amax} between 10 and 20 dBA above the hourly L_{90}. The first 10 dBA step was chosen to identify transient events that would be perceived as twice as loud as the natural ambient background. The increasing thresholds represent events that are perceived to be approximately twice as loud as the preceding threshold.

To be identified as an intrusion, an event had to have a duration between 10 seconds to 15 minutes. For each such transient event, the actual duration was determined along

Table 4.2 Total and Period L_{90}, L_{50}, and L10 for Unmanned Measurements

Site	Acoustical Zone	L_{90}					L_{50}					L_{10}				
		Total	Night	Sunrise	Day	Sunset	Total	Night	Sunrise	Day	Sunset	Total	Night	Sunrsie	Day	Sunset
B 1	1	36	36	35	38	36	39	38	38	43	38	51	44	52	55	44
B 2	2	39	44	39	38	39	44	47	42	43	44	51	52	48	51	49
B 3	3	30	42	29	29	33	40	46	37	35	41	47	48	47	46	45
B 4	3	34	40	34	32	34	41	43	40	39	40	46	46	50	46	44
B 5	7	32	34	32	30	37	40	39	34	41	43	49	44	40	52	49
B 6	7	29	32	32	28	28	38	40	40	35	37	45	44	45	46	46
B 7	6	33	33	32	34	33	36	34	35	39	36	49	41	51	52	48
B 8	5	34	31	29	35	41	48	46	46	49	49	55	54	56	56	56
B 9	5	33	34	28	34	41	44	47	36	44	47	54	54	41	55	53
E 1	6	34	36	41	31	32	41	38	44	46	36	52	43	47	53	45
E 2	4	30	39	42	28	31	41	45	46	35	40	47	48	49	44	46
E 3	7	25	28	26	24	24	32	32	29	35	30	46	40	34	49	48
E 4	7	33	44	37	31	37	43	49	43	38	45	51	51	45	45	49
E 5	3	39	55	48	36	44	51	63	51	46	58	69	76	62	52	64
E 6	2	28	42	29	26	32	40	46	36	32	47	54	61	41	44	69
E 7	3	28	53	35	26	33	44	55	42	32	54	60	61	58	45	65
E 8	4	28	38	31	26	30	38	41	38	34	39	47	48	44	44	47
E 9	2	33	50	39	31	33	45	51	42	38	49	52	52	49	46	54
E 10A	4	39	44	45	37	40	46	48	48	44	46	56	55	52	58	64
E 10B	2	36	47	40	34	40	47	53	42	41	53	61	69	49	56	63
E 11	2	35	42	43	32	36	43	45	45	39	45	47	47	48	46	48
E 12	1	35	38	39	34	33	41	41	41	40	42	48	43	45	53	48
E 14	4	35	38	38	33	39	42	43	41	39	56	57	56	45	50	63
E 15	1	39	45	43	37	37	47	49	48	44	44	54	54	53	52	59
average		33.2	40.2	36.1	31.8	35.1	42.1	45.0	41.0	39.6	44.1	52.0	51.3	48.0	49.8	52.8
st dev		3.9	6.9	6.0	4.1	4.7	4.2	6.8	5.1	4.6	6.8	5.7	8.8	6.1	4.5	8.0

with the maximum A-weighted level and the L_{eq} for the event. Figure 4.3 provides an example of the transient event identification. This example shows 20 minutes of the sound level time history obtained at Anghinga Trail on 12 June 1999. During this hour the L_{90} was 41 dBA: thus the threshold levels are set at 51 (L_{90} + 10 dBA), 61 (L_{90} + 20 dBA), 71 (L_{90} + 30 dBA), and 81 (L_{90} + 40 dBA). One transient event which starts at 8:10:00 is identified in Figure 4.3. This event rises above the first threshold level for 46 seconds (8:10:12 to 8:10:58) which is greater than the 10 second duration threshold. For this transient event, the maximum level was 56 dBA, and its sound exposure level was 71 dBA. It is also important to note the very short event that occurs at 8:09:26. Even though the maximum level of this event is 52 dBA, it is not classified as a transient event because its duration is less than one second.

The one-hour averaged values of the transient events are provided in Section 4.5.2. The number of individual exceedances occurring are grouped by hour to show temporal variation of these transient sound events. the number of events was averaged for each hour based on the number of times that hour was monitored. Appendix H contains the plots of number of occurrences for each hour for each site.

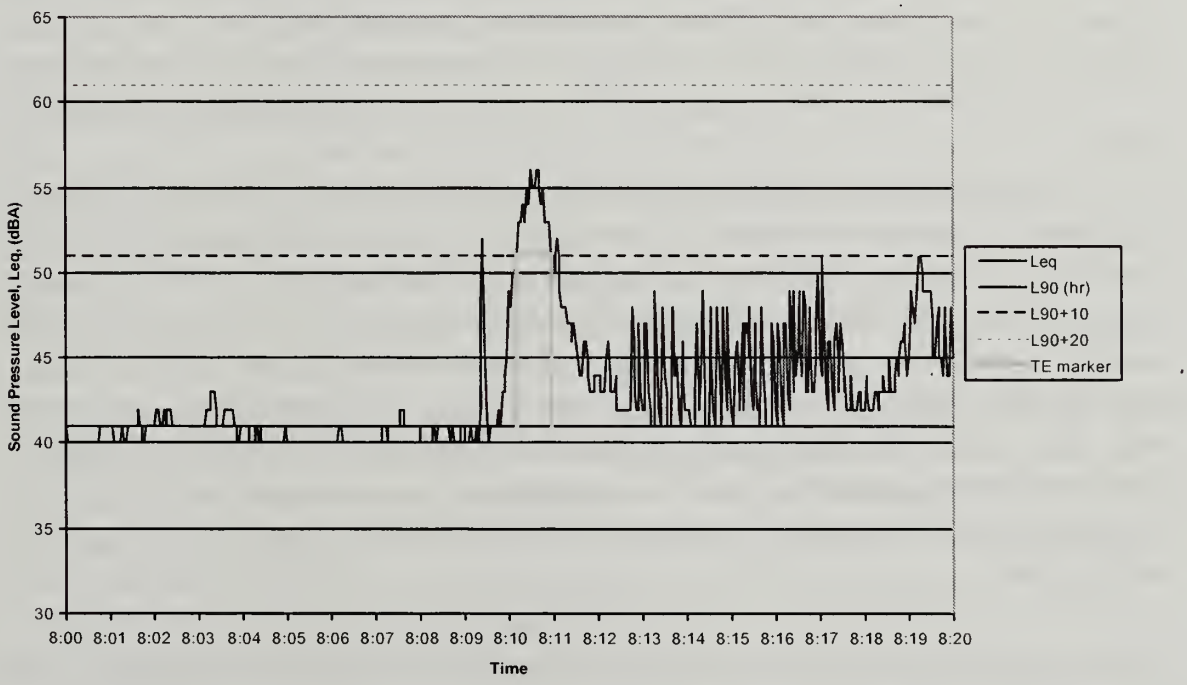


Figure 4.3. Transient event identification example: Anhinga trail on 12 June 1999

4.4.1 Biscayne NP

B1 Convoy Point: This site was monitored for 49 hours between 14 and 16 June 1999. During this period, the L_{90} of 38 dBA with a daytime L_{90} of 38 dBA being the loudest and with a nighttime, sunrise and sunset L_{90} of 36 dBA, 35 dBA, and 36 dBA, respectively. The L_{50} was 39 dBA with the high of 43 dBA also occurring during the daytime. The L_{10} was 51 dBA with a maximum of 55 dBA occurring during the daytime period. For a threshold of 10 dBA above the L_{90} the average hourly number of transient events was 3.9 with an average duration of 49 seconds. Transient events were greatest during the daytime with an average of 8 events per hour. For this exceedance threshold, the maximum number of occurrences per hour was 10. For the hourly variation, L_{90}, L_{50}, L_{10}, and Leq were within 5 dBA during the night and separated during the daytime. The separation started around 0600 and ended around 1900, which agree with the variation in the number of exceedances. These findings agree with expectations that visitors impact the natural soundscape during the daytime at this site.

B2 Elliot Key: This site monitored for 162 hours between 7 and 14 June 1999. During this period the L_{90} was 39 dBA with a nighttime L_{90} of 44 dBA being the loudest and with a sunrise, daytime, and sunset L_{90} of 39 dBA, 38 dBA, and 39 dBA, respectively. The L_{50} was 44 dBA with the high of 47 dBA also occurring during the nighttime. The L_{10} was 51 dBA with a maximum of 52 dBA occurring during the nighttime period. for a threshold of 10 dBA above the L_{90} , the average hourly number of transient events was 5.3 with a duration 32 seconds. These low threshold events occurred throughout the day; the events with a threshold of 20 dBA above the L_{90} were also greatest during the daytime. The greatest number of events was 13 per hour for the exceedance threshold of 10 dBA above the L_{90} and 5 per hour for a threshold of 20 dBA above L_{90}. for the hourly variation, L_{90}, L_{50}, L_{10}, and L_{eq} were within 5 dBA during most of the monitoring period except for a few times during the daytime. These finds demonstrate that the sound levels are fairly constant over the day with most intrusion occurring during the daylight hours. Also, it is important to note that the air conditioners and generators at the nearby building probably increased the sound levels at this site. This increase can be seen by comparing the L_{90} measured at this site to the L_{90} measured at sites B3 and B4 described later.

B3 Hiking Trail North of Elliot Key: This site was monitored for 94 hours between 7 and 11 June 1999. During this period the L_{90} was 30 dBA with a nighttime L_{90} of 42 dBA being the loudest and with a sunrise, daytime, and sunset L_{90} of 29 dBA, 29 dBA, and 33 dBA, respectively. The L_{60} was 40 dBA with the high of 46 dBA occurring during the nighttime. The L_{10} was 47 dBA with a maximum 48 dBA occurring during the nighttime

period. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 4.9 with a duration of 22 seconds. The number of events was greatest during the daytime with a peak occurring around noon. For this threshold, the maximum number of occurrences was 37 during 1200 to 1300. For the hourly variation, L_{90}, L_{50}, L_{10} and L_{eq} were within 3 dBA during the nighttime hours with the L_{90}, and L_{50} decreasing during the daylight hours. The sound levels at this site showed a definite diurnal pattern with the quietest background noise occurring during the daytime.

B4 Hiking Trail South of Elliot Key: This site was monitored for 45 hours between 7 and 9 June 1999. During this period the L_{90} was 34 dBA with a nighttime L_{90} of 40 dBA being loudest and with a sunrise, daytime, and sunset L_{90} of 34 dBA, 32 dBA, and 34 dBA, respectively. The L_{50} was 41 dBA with the high of 43 dBA occurring during the nighttime. The L_{10} was 46 dBA with a maximum of 50 dBA occurring during the sunrise period. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 4.6 with a duration of 33 seconds. The events were greatest during the daytime with peaks occurring around sunrise, and from 1300 to 1400. For the hourly variation , L_{90}, L_{50}, L_{10}, and L_{eq} were within 3 dBA during the nighttime hours with the L_{90} and L_{50} decreasing during the daylight hours. The sound levels monitored at site B4 are greater than the corresponding levels at site B3. These increased levels may have resulted from a generator that was just audible at the site during set up and tear down. The sound levels at this site showed a diurnal pattern with the quietest background noise occurring during the daytime.

B5 Long Arsenicker Key: This site was monitored for 69 hours between 7 and 10 June 1999. During this period, the L_{90} was 32 dBA with the highest L_{90} of 37 dBA occurring at sunset and with a nighttime, sunrise, and daytime L_{90} of 34 dBA, 32 dBA, and 30 dBA, respectively. The L_{50} was 40 dBA with the high of 43 dBA occurring during sunset. The L_{10} was 49 dBA with a maximum of 52 dBA occurring during the daytime. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 5.0 with a duration of 52 seconds. The events were greatest during midday. For this threshold, the maximum number of occurrences was 22 during 1500. For the hourly values, L_{90}, L_{50}, L_{10}, and L_{eq} were within 5 dBA during the nighttime hours with the L_{90} and L_{50} decreasing and the L_{10} and L_{eq} increasing during the daylight hours. The sound levels at this site showed a diurnal pattern with the quietest background noise occurring during the day time. Also, this site had significant increase of transient events during the daytime as can be seen in the 20 dBA separation between the L_{90} and L_{10} values.

B6 Old Rhodes Key: This site was monitored for 163 hours between 7 and 14 June 1999. During this period the L_{90} was 29 dBA with the highest L_{90} of 32 dBA occurring at

nighttime and sunrise and with a daytime and sunrise L_{90} of 28 dBA. The L_{50} was 38 dBA with the high of 40 dBA occurring during nighttime and sunrise. The L_{10} was fairly constant at 45 dBA throughout the day. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 8.1 with a duration of 60 seconds. The number of events was greatest during the daylight hours and was fairly constant during these hours with some events occurring during nighttime. For the hourly variation, L_{90}, L_{50}, L_{10}, and L_{eq} did not show a strong diurnal pattern. The levels were close for some nights although this did not occur all of the time. There appears to be a general increase in the sound levels form 0300 to 0600.

B7 Adam's Key: This site was monitored for 166 hours between 7 and 14 June 1999. During this period the L_{90} was 33 dBA with the highest L_{90} of 34 dBA occurring at daytime and with a nighttime, sunrise, and sunset L_{90} of 33 dBA, 32 dBA, 33 dBA, respectively. The L_{50} was 36 dBA with the high of 39 dBA occurring during daytime. The L_{10} was 49 dBA with a maximum of 52 dBA occurring during the daytime. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient event was 5.0 with a duration of 47 seconds. The events were level during the daylight hours with some minor peaks at 1100 and 1400 hours. For this threshold, the maximum number of occurrences was 20 during 1100. for the hourly variation, L_{90}, L_{50}, L_{10}, and L_{eq} were within 5 dBA during the nighttime hours with the L_{10} and Leq increasing during the daylight hours. For most of the monitoring period the L_{90} and L_{50} were within 3 dBA of each other except during the weekend daylight hours when they were separated by 5 to 10 dBA. The sound levels at this site showed a diurnal pattern in L_{10} and Leq with the quietest background noise defined by L_{90} remaining constant over the entire monitoring period. It should be noted that this site was influenced by the power generator utilized on the key. In addition, this site had significant increase of transient events during the daytime as can be seen in the 15 dBA separation between the L_{90} and L_{10} values.

B8 Shoal Warning Post at Feathered Bank: This site was monitored for 166 hours between 7 and 14 June 1999. During this period, The L_{90} was 34 dBA with the highest L_{90} of 41 dBA occurring at sunset and with a nighttime, sunrise, and daytime L_{90} of 31 dBA, 29 dBA, and 35 dBA, respectively. The L_{50} was 48 dBA with the high of 49 dBA occurring during daytime and at sunset. The L_{10} was 55 dBA with a maximum of 56 dBA occurring during the daylight hours. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 5.3 with a duration of 38 seconds. For this threshold, the events were common throughout the day with an increase in the early daylight hours. for the higher thresholds, the events were prevalent during the daylight hours and were minimal at night. For the exceedance threshold of 10 dBA above the L_{90}, the maximum number of occurrences was 14 during 0700. There was a large day to

day variation observed in the hourly L_{90}, L_{50}, L_{10}, and L_{eq} values. Most of the time they were within 10 dBA of each other but with no real dependence found with time of day. The wide variations observed suggest that the monitored levels were possibly controlled by the wind. The type of windscreen utilized would lose it effectiveness for wind speed above 10 mph.

B9 Shoal Warning Post at Pelican Bank: This site was monitored for 166 hours between 7 and 14 June 1999. During this period, the L_{90} was 33 dBA with the highest L_{90} of 44 occurring at sunset and with a nighttime, sunrise and daytime L_{90} of 34 dBA, 28 dBA, and 34 dBA, respectively. The L_{50} was 44 dBA with the high of 47 dBA occurring at sunset and during nighttime. The L_{10} was 54 dBA with a maximum of 56 occurring during the daylight hours. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 7.7 with a duration of 51 seconds. Events occurred throughout the day for the low threshold and during the daylight hours for the higher thresholds similar to the observations at site B8. For the exceedance threshold of 10 dBA above the L_{90}, the maximum number of occurrences was 31 during 1400 to 1500. There was a large day to day variation observed in the hourly L_{90}, L_{50}, L_{10}, and L_{eq} similar to that seen at site B8. Most of the time they were within 10 dBA of each other but with no real dependence found with time of day. Comparison with site B8 shows similar results in the levels. Thus, the monitor levels were consistent across the open water.

4.4.2 Everglades NP

E1 Carl Ross Key: This site was monitored for 24 hours between 17 and 18 June 1999. During this period, the L_{90} was 34 dBA with a L_{90} of 41 dBA at sunrise being the loudest and with a nighttime, daytime, and sunset L_{90} of 36 dBA, 31 dBA, and 32 dBA respectively. The L_{50} was 41 dBA with the high of 46 dBA occurring during the daytime. The L_{10} was 52 dBA with a maximum of 53 dBA occurring during the daytime period. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 7.7 with a duration of 38 seconds. Events were greatest during the midday with other peaks occurring around sunrise and sunset. For this threshold, the maximum number of occurrences was 32 during 1200. For the hourly variation, L_{90}, L_{50}, L_{10} and L_{eq} were within 8 dBA during the nighttime hours. The limited monitoring period precludes any strong statement about time of day variations.

E2 Coastal Prairie Trail: This site was monitored for 71 hours between 15 and 18 June 1999. During this period, the L_{90} was 30 dBA with the highest L_{90} of 42 dBA occurring at sunrise and with a nighttime, daytime, and sunset L_{90} of 39 dBA, and 31 dBA, respectively. The L_{50} was 41 dBA with the high of 46 dBA occurring at sunset. The L_{10}

was 47 dBA with a maximum of 49 dBA occurring at sunrise. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 8.4 with a duration of 45 seconds. Events ere greatest during the daylight hours for all threshold levels. For this threshold, the maximum number of occurrences was 25 during 1100. For the hourly values, L_{10} and L_{eq} were somewhat constant during the monitored period, and the L_{90} and L_{50} exhibited a diurnal pattern with decreases during the daylight hours. During the nighttime, all of the levels were within 5 dBA of each other . Thus, the daylight hours had the quietest background levels as defined by the L_{90} and L_{50}.

E3 South Joe River Chickee: This site was monitored for 71 hours between 14 and 17 June 1999. During this period, the L_{90} was 25 dBA with the highest L_{90} of 28 dBA occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 26 dBA, 24 dBA, and 24 dBA, respectively. The L_{50} was 32 dBA with the high of 35 dBA occurring during daytime. The L_{10} was 46 dBA with a maximum of 49 dBA also occurring daytime. For threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 9.6 with a duration of 27 seconds. Events were greatest during the late afternoon (1500-1800). For this threshold, the maximum number occurrences was 36 during 1600. For the hourly values, L_{90}, and L_{50} are within 5 dBA except for the period where there are many exceedances. As for L_{10} and L_{eq}, there is a large scatter in the data. The pattern suggests loud transient events are occurring during the morning to late afternoon periods at this site. L_{90} and L_{50} showed diurnal pattern with decreases during the daylight hours. During the early morning hours, the exceedance levels were within 5 dBA of each other. The quietest hours were between midnight and noon. This site had the lowest observed L_{90} values of the study.

E4 North Harney River Shoreline: This site was monitored for 70 hours between 14 and 17 June 1999. During this period, the L_{90} was 33 dBA with the highest L_{90} of 44 dBA occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 37 dBA, 31 dBA, and 37d BA, respectively. The L_{50} was 43 dBA occurring during nighttime. The L_{10} was 51 dBA with a maximum of 51 dBA also occurring during nighttime. Transient events occurred between 1300 and 1900. At all other hours the number of transient events was negligible. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 2.4 with a duration of 37 seconds. For this threshold, the maximum number of occurrences was 18 during 1400 and 1500. For the hourly values, L_{90}, L_{50}, L_{10}, and Leq ere within 5 dBA except for the periods where there were transient events. The values were loudest during the nighttime and quietest during the daytime. Thus, a diurnal pattern exist at this site. Also, during observations at this site several commercial aircraft overflights were seen and heard. During the hour of observation, aircraft noise was above the natural background for 16 minutes.

E5 Mangrove Forest along North Harney River: This site was monitored for 70 hours between 14 and 17 June 1999. During this period, the L_{90} was 39 dBA with the highest L_{90} of 55 dBA occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 48 dBA, 36 dBA and 44 dBA, respectively. The L_{50} was 51 dBA with the high of 63 dBA occurring during nighttime. The L_{10} dBA 69 dBA with a maximum of 76 dBA also occurring during nighttime. For a threshold set 10 dBA above L_{90}, the average hourly number of transient events was 3.1 with a duration of 43 seconds. Transient events occurred between 1300 and 2000 with minor events during 0400 and 0500. At all other hours the number of transient events was negligible. For this threshold, the maximum number of occurrences was 21 during 1800. For the hourly value, L_{90}, L_{50}, and L_{10} were within 8 dBA except for the periods where there were transient events. However, it should be noted that during the nighttime the levels were unexpectedly high. For two of the three nights, the L_{90} was above 70 dBA whereas it was 57 for the other night. Weather records indicate that there were local rain showers during the quietest night, which probably limited animal sounds. Since no direct observation were made during this period, the exact source of the high sound levels can not be identified. No obvious equipment problems were found, so the sound levels at this site need to be directly observed to verify or to correct the monitored levels. Otherwise, it can be stated that a diurnal pattern exists with the levels loudest during the nighttime and quietest during the daytime.

E6 Outside Mahogany Hammock: This site was monitored for 44 hours between 9 and 11 June 1999. During this period, the L_{90} was 28 dBA with the highest L_{90} of 42 dBA occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 29 dBA, and 32 dBA, d respectively. The L_{50} was 40 dBA with the high of 47 dBA occurring at sunset. The L_{10} was 54 dBA with a maximum of 69 dBA also occurring at sunset. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 10.0 with a duration of 26 seconds. Large numbers of transient events occurred during the daylight hours at this site. During the night, the number of transient events was negligible. For this threshold, the maximum number of occurrences was 40 during 1000 to 1100. For the hourly values, L_{90}, L_{50}, L_{10} and L_{eq} were within 3 dBA during most of the nighttime hours. Large differences in the values were present during the day light hours as a result of the large number of transients events. L_{90} and L_{50} show a diurnal dependence as the levels were lowest during the day and increased at night.

E7 Inside Mahogany Hammock: This site was monitored for 44 hours between 9 and 11 June 1999. During this period, the L_{90} was 28 dBA with the highest L_{90} of 53 dBA occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 25 dBA, 26

dBA, and 33 dBA, respectively. The L_{50} was 44 dBA with the high of 55 dBA occurring during nighttime. The L_{10} was 60 dBA with a maximum of 65 dBA occurring at sunset. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 6.8 with a duration of 25 seconds. Similar to site E6, large numbers of transient events occurred during the daylight hours at this site. During the night, the number of transient events was negligible. For this threshold, the maximum number of occurrences was 30 during 0900. For the hourly values, L_{90} and L_{50} are within 3 dBA for most of the time and they show a strong diurnal dependence between night and day. The daytime values are about 25 dBA lower than the nighttime values. During the night, all of the metrics are within 5 dBA. Large differences in the values were present during the daylight hours as a result of the large number of transient events. L_{90} and L_{50} show a diurnal dependence as the levels were lowest during the day and increased at night. Compared to site E5, this site also had loud sound levels during the night as seen with L_{90} values greater than 50 dBA.

E8 Prairie in Taylor Slough near Ernest Coe Campsite: This site was monitored for 74 hours between 11 and 14 June 1999. During this period, the L_{90} was 28 dBA with the highest L_{90} of 38 dBA occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 31 dBA, 26 dBA, and 30dBA, respectively. The L_{50} was 38 dBA with the high of 41 dBA occurring during nighttime. The L_{10} was 47 dBA with a maximum of 48 dBA also occurring at nighttime. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 10.4 with a duration of 29 seconds. Many transient events occurred between 0700 and 2000 with strong peaks at 0700 and 1400 at this site. During the night, the number of transient events was negligible except for some peaks at 0100 and 2300 hours. For this threshold, the maximum number of occurrences was 44 during 1500 to 1600. For the hourly values, L_{90} and L_{50} are separated by 5 dBA for most of the daytime and are within 3 dBA during the nighttime. A strong diurnal dependence between night and day was present with the daytime values being 10 to 15 dBA lower than the nighttime values. During the night, all of the exceedance metrics are within 5 dBA. Large differences in the values were present during the daylight hours as a result of the large number of transient events. L_{40} and L_{eq} show a weak diurnal dependence as the levels were below 40 dBA through the day and higher than 40 dBA at night. The USGS monitoring station was near this site and provided weather data for comparison to the sound levels. No strong relationship was found for any weather parameter, even wind speed. Wind speeds varied from 0 to 10 knots, and recorded sound levels were independent of the wind speed.

E9 Hidden Lake Education Center: This site was monitored for 43 hours between 11 and 13 June 1999. During this period, the L_{90} was 33 dBA with the highest L_{90} of 50 dBA

occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 39 dBA, and 33 dBA, respectively. The L_{50} was 45 dBA with the high of 51 dBA occurring during nighttime. The L_{10} was 52 dBA with a maximum of 54 dBA occurring at sunset. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 4.5 with a duration of 39 seconds. Many transient events occurred between 0600 and 1900 at this site. During the night, no exceedances were monitored. For this threshold, the maximum number of occurrences was 31 during 1100 to 1200. For the hourly values, L_{90}, L_{50}, L_{10}, and L_{eq}. All of the metrics showed a diurnal pattern with the daytime being the quietest time and the dependence was strong for L_{90} and L_{50}. During the night, the levels were loud with an L_{50} of 50 dBA..

E10A Transition Zone between Marl Prairie and Pinelands: This site was in the open prairie part of the transition zone. This site was monitored for 90 hours between 15 and 19 June 1999. During this period, the L_{90} was 39 dBA with the highest L_{90} of 45 dBA occurring at sunrise and with a nighttime, daytime and sunset L_{90} of 44 dBA, and 40 dBA, respectively. The L_{50} was 46 dBA with the high of 48 dBA occurring during nighttime and sunrise. The L_{10} was 56 dBA with a maximum of 64 dBA occurring at sunset. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 3.8 with a duration of 38 seconds. Most transient events occurred between 0800 and 1100 at this site. For this threshold, the maximum number of occurrences was 17 during 0800. For the hourly values, L_{90}, L_{50}, L_{10}, and L_{eq} were within 2 dBA during the entire monitoring period. L_{90} and L_{50} are separated by 3 dBA for most of the time. Variations are seen but no string diurnal effect was observed. One day the levels are constant throughout the entire day while for another day they are elevated during the evening hours.

E10B Transition Zone between Marl Prairie and Pinelands: This site was in a stand of pine and other trees in the transition zone. This site was monitored for 90 hours between 15 and 19 June 1999. During this period, the L_{90} was 36 dBA with the highest L_{90} of 47 dBA occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 40 dBA, 34 dBA, and 40 dBA, respectively. The L_{50} was 47 dBA with the high of 53 dBA occurring during nighttime and at sunset. The L_{10} was 61 dBA with a maximum of 69 dBA occurring during nighttime. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 6.6 with a duration of 40 seconds. Most transient events occurred between 0200 and 1700 at this site. For this threshold, the maximum number of occurrences was 18 at 1200. During the night, L_{90}, L_{50}, L_{10} and L_{eq} were within 5 dBA and the levels were high especially around midnight where the levels were around 70 dBA. During the day, the spread in the values was about 10 dBA although there were some time when the values were within 2 dBA of one other. The levels were

consistently high during the night and low during the day. The daily variations were not the same for the four-day monitoring period, which means other factors beside diurnal effect were influencing the sound levels at this site.

E11 Long Pine Key Campground: This site was monitored for 69 hours between 15 and 18 June 1999. During this period, the L_{90} was 35 dBA with the highest L_{90} of 43 dBA occurring at sunrise and with a nighttime, daytime, and sunset L_{90} of 42 dBA, and 36 dBA, respectively. The L_{50} was 43 dBA with the high of 45 dBA occurring during nighttime, sunrise and sunset. The total L_{10} was 47 dBA with a maximum of 48 dBA occurring at sunrise and sunset. For a threshold of dBA above the L_{90}, the average hourly number of transient events was 4.5 with a duration of 41 seconds. Most transient events occurred between 0800 and 2000 at this site. For this threshold, the maximum number of occurrences was 15 that occurred at 1000 to 1100. During the night, L_{90}, L_{50}, L_{10} and L_{eq} were within 4 dBA. During the day, L_{90} and L_{50} decreased about 10 dBA on average and they were separated by 3 dBA.

E12 Anhinga Trail: This site was monitored for 69 hours between 11 and 13 June 1999 which was the weekend when the site is expected to have the most visitation and therefore significant amount of noise intrusions should have occurred. During this period, the L_{90} was 35 dBA with the highest L_{90} of 39 dBA occurring at sunrise and with a nighttime, daytime, and sunset L_{90} of 38 dBA, 34 dBA, and 33 dBA, respectively. The L_{50} was 41 dBA with the high of 42 dBA occurring at sunset. The L_{10} was 48 dBA with a maximum of 53 dBA occurring during the day. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 6.4 with a duration of 27 seconds. Most transient events occurred between 1000 and 2000 as expected. During the nighttime, minimal events were observed. For this threshold, the maximum number of occurrences was 35 that occurred at 1500 to 1600. During the night, L_{90}, L_{50}, L_{10} and L_{eq} were within 4 dBA. During the daylight hours, L_{90} and L_{50} decreased slightly, and L_{10} and L_{eq} increased slightly as a result of visitors. The quietest period as defined by L_{90} occurred during late afternoon.

E14 Prairie in Shark Valley: This site was monitored for 73 hours between 16 and 19 June 1999. During this period, the L_{90} was 35 dBA with the highest L_{90} of 39 dBA occurring at sunset and with a nighttime, sunrise, and daytime L_{90} of 38 dBA, 38 dBA, and 33 dBA, respectively. The L_{50} was 42 dBA with the high of 56 dBA occurring at sunset. The L_{10} was 57 dBA with a maximum of 63 dBA also occurring at sunset. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 9.0 with a duration of 32 seconds. Transient events occurred throughout the day except for the hours of 2100 and 2200. For this threshold, peaks of 26 events occurred at 1100

to 1200. For the hourly values, L_{90} was about 10 dBA lower than L_{10} and 2 to 5 dBA lower than L_{50}. L_{90} was highest during sunset and lowest during daytime. The increased levels observed at sunset were repeatable. Field observation at this site noted low rumbles of airboats and aircraft. This site was close to several air tour boat operators who are along Highway 41 directly north of the park.

E15 Chekika: This site was monitored for 74 hours between 16 and 19 June 1999. During this period, the L_{90} was 39 dBA with the highest L_{90} of 45 dBA occurring during nighttime and with a sunrise, daytime, and sunset L_{90} of 43 dBA, 37 dBA, and 37 dBA, respectively. The L_{50} was 47 dBA with the high of 49 dBA occurring during nighttime. The L_{10} was 54 dBA with a maximum of 59 dBA occurring at sunset. For a threshold of 10 dBA above the L_{90}, the average hourly number of transient events was 6.2 with a duration of 33 seconds. Transient events occurred between 1000 and 2000. For this threshold, about 14 events per hour occurred during this period. For the hourly values, L_{90} was 2 to 5 dBA lower than L_{50} L_{90} and L_{50} were highest during sunset and lowest during the afternoon. The increased levels observed at sunset were repeatable.

4.5 Observations

4.5.1 Overall

The collected sound level data describes the sound energy that currently exists at Biscayne and Everglades National Parks. Sound energy data demonstrate the range of levels occurring within the parks and provides a basis for defining potential intrusive sound events. It is important to understand that these data are based on sound energy and not on audibility. The sound levels were collected with an A-weighting filter and nothing can be inferred about the frequency content of the monitored sound spectra. Therefore, these data should not be used to define the audibility of a particular sound source such as a boat or an airplane. Figures 4.4, 4.5, and 4.6 show the L_{90}, L_{50}, and L_{10}, respectively, of the monitored sound level data.

Table 4.2 in Section 4.4 provided the average of the total L_{90}, L_{50} and L_{10} measurements at each site. The average L_{90} was 33 dBA with a standard deviation of 4 dBA. Thus, the overall L_{90} occurring within the parks has minimal variation. The L_{90} had an absolute measured range from a low of 25 dBA at E3 (South Joe River Chickee) in the Everglades to a high of 39 dBA at B2 (Elliot Key picnic area), at E10A (transition zone between the Marl Prairie and the Pinelands), and at E15 (Chekika).

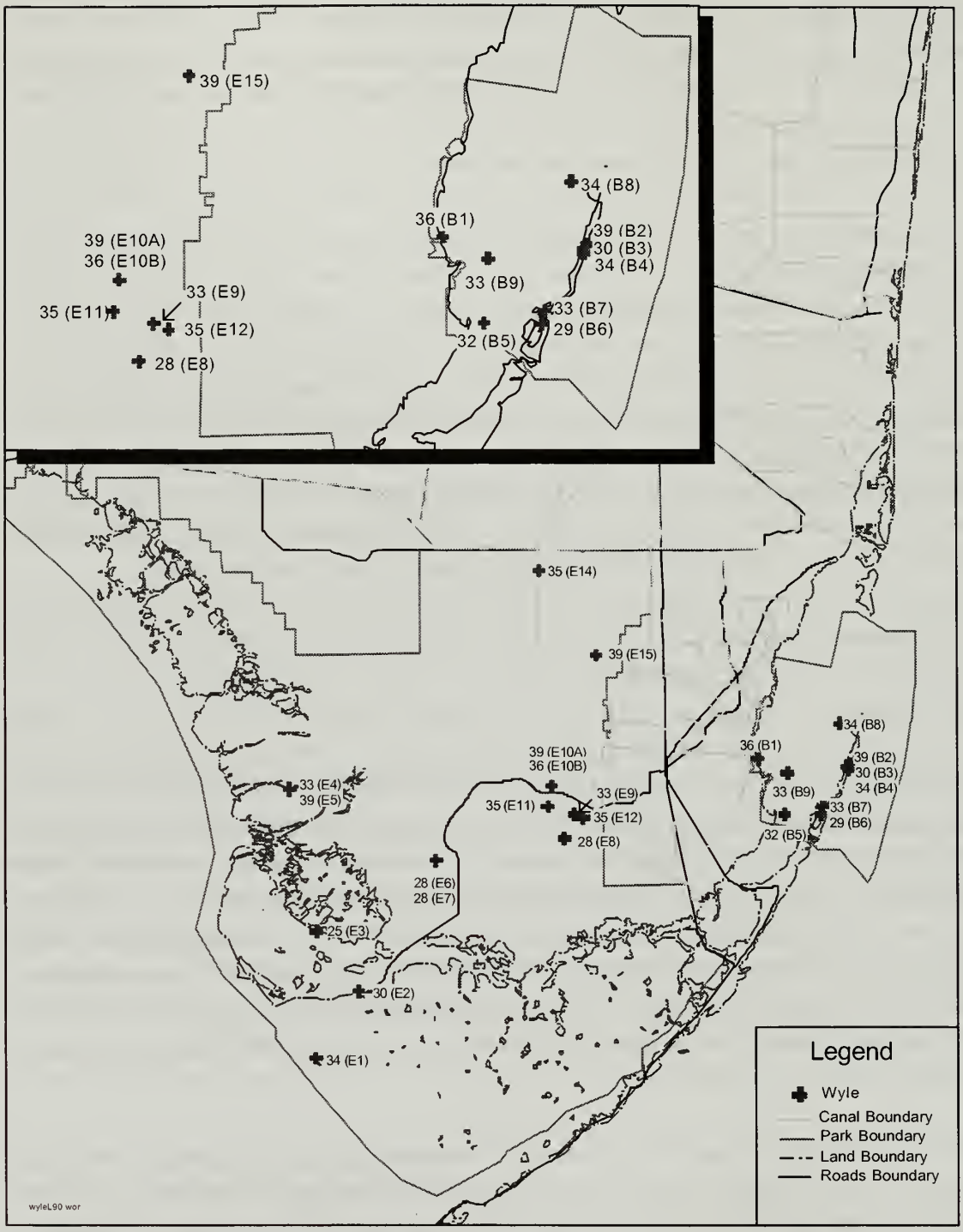


Figure 4.4. Map of L_{90} Based on Unmanned Measurements

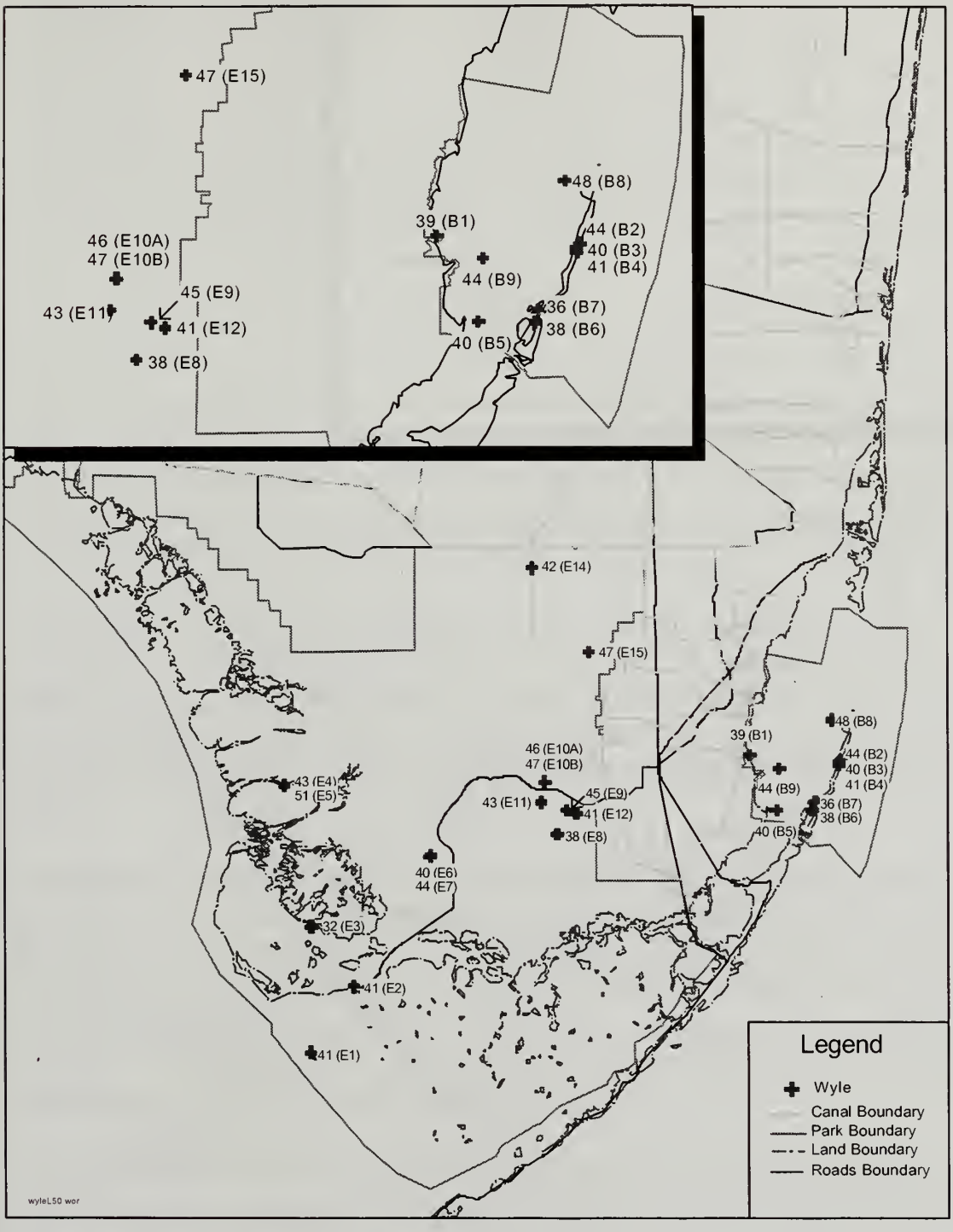


Figure 4.5. Map of L_{50} based on Unmanned Measurements

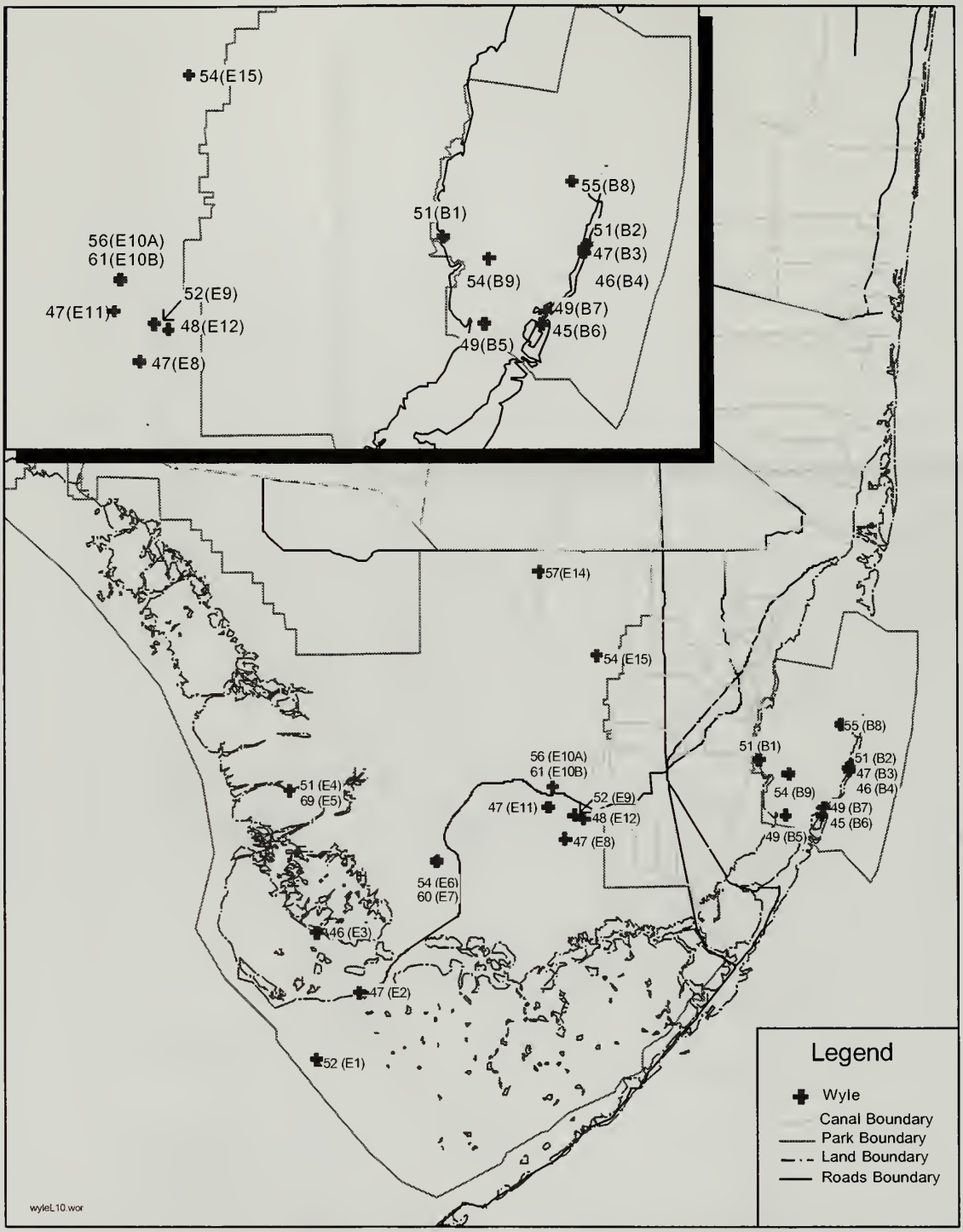


Figure 4.6. Map of L_{10} based on Unmanned Measurements

The average L_{50} was 42 dBA with a standard deviation of 4 dBA, again showing that the median sound levels varied little throughout the area. The measured range of the L_{50} was a low of 32 dBA also at E3 (South Joe River Chickee) and a high of 51 dBA at E5 (Mangrove Forest along North Harney River). The average L_{10} was 52 dBA with a standard deviation of 6 dBA. The measured range of L_{10} was from 45 dBA at B6 (Old Rhodes Key) to 69 dBA at E5 (Mangrove Forest along North Harney River). Thus, the L_{10} was more variable than the L_{90} and L_{50}, most likely because it was influenced by different sets of intrusive events at each site.

An important finding to note is the similarity between L_{10} and L_{eq}. For the hourly values, these two metrics were similar in magnitude. This equivalent relationship means that using L_{eq} to represent the average acoustical energy for a given period as the basis for defining the background sound levels inappropriately skews the definition of natural ambient toward higher levels. For this data set, using L_{eq} to define the baseline for natural ambient sound levels would set the baseline sound levels about 20 dBA higher compared to using L_{90}. This difference is significant in terms of acoustical energy.

The L_{90} hourly levels were close to the L_{50} and L_{10} levels when the sound level was constant. This occurred mostly at night and indicates the absence of intruding non-natural sources. The diurnal variation observed in L_{10} correlates with the number of hourly transient events. This result is as expected since transient events will cause a separation between L_{90}, L_{50}, and L_{10} by creating a greater distribution of observed sound levels.

From the reanalysis in Chapter 3, it was noted that the L_{90} of the totality of sounds is an accurate measure of the L_{90} of the natural sounds. The total L_{50} was shown to be above the natural L_{50} due to intrusive events. Thus, in using L_{50} as a basis one must adjust the unmanned measurements of L_{50} to account for the effect of intrusive events, whereas the unmanned measured L_{90} needs no adjustment. Therefore, the L_{90} obtained by unmanned monitoring provides the natural background sound levels and furnishes a solid basis for determining intrusive event threshold levels.

The soundscape at Site B2 appears to be effected by the air conditioners and generators at the visitor area. The L_{90} level recorded here was 5 to 9 dBA higher than levels recorded ½ mile north and south of this location (sites B3 and B4). Also comparing with similar acoustical zones (open forest), this site had the highest L_{90} of the group but its L_{50} and L_{10} values were lower within the group. This finding suggests that air conditioners and generators are effecting the background levels, thereby making it impossible to determine the natural soundscape at this location.

Another observation about potential impact is for Anhinga Trail. Visitors do not appear to greatly increase the sound levels as expected. The L_{90}, L_{50}, and L_{10} values are similar to those in the open forest acoustical zones (except B2 as noted above). Transient events are noted to occur primarily during the daylight hours when visitor are present but their disruptions do not greatly impact the natural soundscape. Thus, it can be inferred that most visitors are quiet and respectful as they observe the environment at this location.

4.5.2 Transient Events

The measured number of transient events provides an assessment of the level of intruding sound events occur3ring during a given period. Transient events were defined by thresholds with offsets of 10, 20, 30, and 40 dBA above the hourly L_{90}. These events were also defined by their durations. The minimum duration was set at 10 seconds with a maximum of 15 minutes. The minimum limit filters out short events such as birdcall, and the maximum limit filters out sound level shifts that result from shifts in the background from daytime to nighttime levels. These long duration events were natural transitions between daytime lower levels to higher levels at nighttime. This identification of transient events does not attempt to identify the sources of the transient events. A series of detailed observations are required to develop a source identification methodology before statistical judgements can be made about the source of the transient sound events.

For the analysis, the following thresholds were set: L_{90}(hr)+10dBA, L_{90}+20dBA, L_{90}(hr)+30dBA, and L_{90}(hr)+40dBA. This range of thresholds provides a good description of the magnitude of the transient events occurring within the parks. Table 4.3 provides a summary of the overall average of events per hour and their duration for each park.

Table 4.3. Transient Event Overall Summary

	Everglades		Biscayne	
Threshold	#/hr	Duration	#/hr	Duration
L_{90}+10 dBA:	6.6	35 s	5.5	43 s
L_{90}+20 dBA:	1.9	65 s	1.7	105 s
L_{90}+30 dBA:	0.4	102 s	0.5	163 s
L_{90}+40 dBA:	0.1	95 s	0.1	217 s

The overall average shows that few very loud events (i.e., 20 dBA or greater above L_{90}) currently occur within the parks on an hourly basis. Also, these numbers show that the average durations are different between the two parks. Everglades NPA has shorter duration events compared to Biscayne, yet the number of events per hour are very similar. This difference in duration may result from the boat traffic occurring near most of the Biscayne sites. The explanation of this difference can be confirmed with a few observations at some of the different sites.

Table 4.4a and 4.4b provide the averages for the transient events at each site. The average values include the number of events per hour, duration, and event L_{eq}.

At most of the sites, an increase during the daylight hours was observed as expected since human intrusions occur mostly during the daylight hours as well as birds and wind generated sounds. Transient events were also reduced during the night because of the increase in the background levels. In general, the analysis of transient events provides a credible basis on which to base acceptable levels, numbers, and duration of intrusive events, since any proposed intrusive event can be evaluated in terms of its additional disruption to the natural soundscape.

4.5.3 Temporal Variations

The data were separated into four time periods since the sound levels at most sites demonstrated a diurnal pattern. The periods were defined as the following: Nighttime (2200 to 0459), Sunrise (0500 to 0759), Daytime (0800 to 1859) and Sunset (1900 to 2159). This grouping separates out Sunrise and Sunset periods since animals tend to be very active during these transitional times. Table 4.5 shows the results of a single-factor analysis of variance of L_{90} as a function of time of day at the 95% confidence levels. This analysis if the time-based group showed that a significant difference exists between the four periods for L_{90}. Nighttime had the highest levels at most sites. The average L_{90} for the nighttime period was 40 dBA with a standard deviation of 7 dBA. These levels were primarily natural since they were constant during most of the observed nights. A few sites, however, were impacted by continuously operating air conditioners or electrical generators. Insect, amphibians, reptiles and, possibly, birds are probably the main contributors for the natural nighttime levels.

The natural ambient was quietest during the daytime at most sites. The average daytime L_{90} was 32 dBA with a standard deviation of 6 dBA. The average daytime L_{50} was 40 dBA with a standard deviation of 5 dBA. L_{90} generally decreased during the day at most sites, which suggests that the natural levels decreased during the daylight hours.

Table 4.4a. Transient Event Summary for Biscayne National Park

Hourly Average Number of Intrusions						total hours
Site	Aco. Zone	L90+10	+20	+30	+40	observed
B1	1	3.9	1.3	0.5	0.1	49
B2	2	5.3	1.9	0.3	0.0	162
B3	3	4.9	1.8	0.5	0.1	94
B4	3	4.6	1.2	0.2	0.1	45
B5	7	5.0	1.5	0.7	0.1	69
B6	7	8.1	2.3	0.7	0.1	163
B7	6	5.0	3.0	0.5	0.1	166
B8	5	5.3	1.0	0.3	0.1	166
B9	5	7.7	1.5	0.5	0.1	47
average/hr		5.5	1.7	0.5	0.1	

1=intruded
2=open forest
3=dense forest
4=prairie
5= open water
6= open shoreline
7= protected shoreline

Average Durations (seconds)					
Site	Aco. Zone	L90+10	+20	+30	+40
B1	1	49.4	97.5	278.3	266.4
B2	2	31.5	46.8	44.5	98.0
B3	3	22.4	78.9	198.6	360.8
B4	3	33.0	133.8	67.8	86.7
B5	7	51.6	104.1	144.6	307.1
B6	7	60.3	94.4	163.4	225.0
B7	6	46.7	122.8	202.1	221.1
B8	5	37.7	116.7	186.7	171.1
B9	5	51.2	152.6	180.5	217.3
average		42.7	105.3	162.9	217.1

Average L_{eq} of Events					
Site	Aco. Zone	L90+10	+20	+30	+40
B1	1	49.0	55.7	64.0	65.6
B2	2	52.6	59.8	67.2	68.4
B3	3	41.6	47.3	55.3	65.7
B4	3	45.8	53.2	62.7	65.5
B5	7	45.3	51.0	55.3	62.5
B6	7	41.0	47.1	54.1	57.7
B7	6	46.4	52.3	58.3	67.0
B8	5	47.0	52.8	56.9	62.9
B9	5	46.1	53.6	57.1	67.2

Table 4.4b: Transient Event Summary for Everglades National Park

Hourly average of intrusions						total hours
Site	Aco. Zone	L90+10	+20	+30	+40	observed
E1	6	7.7	2.0	0.5	0.0	23
E2	4	8.4	1.5	0.3	0.0	71
E3	7	9.6	2.9	0.2	0.1	71
E4	7	2.4	0.7	0.3	0.1	70
E5	3	3.1	0.8	0.3	0.1	70
E6	2	10.0	4.3	0.9	0.2	44
E7	3	6.8	3.3	1.0	0.2	44
E8	4	10.4	2.0	0.6	0.1	74
E9	2	4.5	1.9	0.1	0.1	43
E10A	4	3.8	0.5	0.1	0.0	90
E10B	2	6.6	0.8	0.0	0.0	90
E11	2	4.5	0.7	0.1	0.0	69
E12	1	6.4	2.2	0.4	0.1	49
E14	4	9.0	4.1	0.8	0.1	73
E15	1	6.2	1.3	0.2	0.0	74
average/hr		6.6	1.9	0.4	0.1	

1=intruded
2=open forest
3=dense forest
4=prairie
5= open water
6= open shoreline
7= protected shoreline

Average Duration					
Site	Aco. Zone	L90+10	+20	+30	+40
E1	6	38.4	39.9	52.2	22.0
E2	4	44.5	80.3	104.3	120.0
E3	5	26.8	89.3	183.9	100.0
E4	5	36.5	57.1	39.7	45.8
E5	3	43.4	34.2	39.2	37.2
E6	2	25.5	57.0	106.4	42.3
E7	3	25.2	49.7	58.1	62.6
E8	2	29.2	77.4	120.2	44.4
E9	4	39.4	58.3	41.5	420.7
E10A	4	37.7	75.8	83.1	0.0
E10B	2	40.1	73.8	309.0	119.3
E11	2	40.5	89.0	126.3	268.0
E12	1	27.0	49.4	68.2	114.4
E14	4	32.4	65.4	100.3	29.7
E15	1	32.9	83.2	103.4	0.0
average		34.6	65.3	102.4	95.1

Average Leq					
Site	Aco. Zone	L90+10	+20	+30	+40
E1	6	45.1	57.0	106.4	42.3
E2	4	41.7	49.7	58.1	62.6
E3	5	42.8	77.4	120.2	44.4
E4	5	43.0	58.3	41.5	420.7
E5	3	55.0	75.8	83.1	0.0
E6	2	39.5	73.8	309.0	119.3
E7	3	39.3	89.0	126.3	268.0
E8	2	41.2	49.4	68.2	114.4
E9	4	45.7	65.4	100.3	29.7
E10A	4	50.7	83.2	103.4	0.0
E10B	2	50.5	0.0	0.0	0.0
E11	2	46.1	0.0	0.0	0.0
E12	1	46.7	0.0	0.0	0.0
E14	4	47.5	0.0	0.0	0.0
E15	1	49.9	0.0	0.0	0.0

This result may arise because most animals tend to be less active during the daylight hours for this time of year. In addition, it should be noted that transient events increased during the daylight hours, which corresponds to human activity. Thus, transient events are most apparent during the daylight hours.

Sound levels occurring during sunrise and sunset were distinct from nighttime and daytime levels and usually as a transition between the two. The average sunrise L_{90} was 36 dBA with a standard deviation of 6 dBA, and the average sunset L_{90} was 35 dBA with a standard deviation of 5 dBA.

Table 4.5. ANOVA of L_{90} vs. time of day for unmanned measurements

SUMMARY				
Time of day	*Count*	*Sum*	*Average*	*Variance*
Nighttime	30	1270.0	42.3	49.2
Sunrise	30	1128.0	37.6	26.9
Daytime	30	1062.5	35.4	26.7
Sunset	30	1170.3	39.0	33.2

ANOVA						
Source of Variation	*SS*	*df*	*MS*	*F*	*P-value*	*F crit*
Between Groups	757.0	3	252.3	7.4	0.0	2.7
Within Groups	3942.8	116	34.0			
Total	4699.8	119				

4.5.4 Acoustical Zones

The measurement sites were selected to test the reanalysis finding that no dependence of the natural sound levels on acoustical zones were found. Table 4.6 shows the results of a single-factor analysis of variance of L_{90} as a function of acoustical zone at the 95% confidence level. For the unmanned monitored data, the variation within the data did not demonstrate a significant difference between the acoustical zones. Therefore, no dependence on acoustical zones was found in the data. Qualitatively, the protected shoreline data had the lowest average L_{90} of 3 dBA and the intruded sites had the highest L_{90} of 37 dBA.

This finding agrees with the lack of dependence on acoustical zone determined from the reanalysis of the Volpe and SID data. Thus, for the summer season single A-weighted

metrics may be used to set general levels throughout large areas of a park since they are independent of acoustical zones. From this finding one can not say that the different acoustical zones have the same sound quality. A-weighted levels only define the acoustical energy occurring at a site and do not say anything about the timbre of the sounds occurring at a site.

This finding needs to be tested for other periods of the year to verify this apparent independence of acoustical zones. More detail statistical methods may be required to determine if an acoustical dependence exists for Everglades and Biscayne National Parks.

Table 4.6. ANOVA of L_{90} vs. acoustical zones for unmanned measurements

SUMMARY				
Acoustical Zones	*Count*	*Sum*	*Average*	*Variance*
Intruded	3	118.3	39.4	8.3
open forest	6	241.2	40.2	11.6
dense forest	5	196.6	39.3	35.3
prairie	4	151.4	37.9	21.6
open water	4	163.6	40.9	7.5
open shoreline	3	106.6	35.5	5.5
protected shoreline	5	167.1	33.4	17.9

ANOVA						
Source of Variation	*SS*	*df*	*MS*	*F*	*P-value*	*F crit*
Between Groups	199.8	6	33.3	2.0	0.1	2.5
Within Groups	386.0	23	16.8			
Total	585.8113	29				

4.5.5 Comparison with Volpe and SID data

To link these new findings to the previous measurements, Table 4.7 provides a comparison between existing sound levels for all of the data sets. This comparison uses the daytime period from the Wyle measurements and land-based measurement sites from the previous SID and Volpe measurements. The comparison points were further restricted to locations that were near each other.

This comparison shows that the average differences in L_{90}, L_{50}, and L_{10} were 2 dBA, 3dBA, and 4dBA, respectively, with standard deviations between 5 dBA and 6 dBA. These differences show good overall agreement, and no general discrepancies exist

between the three data sets. The size of the variation in the differences, as represented by the standard deviations, is what can be typically expected in outdoor environmental noise measurements. Sources of the variation were from differences in sample size and potentially from rainfall and seasonal changes.

It should be noted that the Wyle measurements included periods of rain, which were excluded from the SID 1997 and Volpe 1998 measurements.

Several SID and Volpe sites included boat-based measurements. At these sites, the natural sound levels were distorted because of wave slaps against the hull of the boat. Sites B8, B9, B6, and E3 from the Wyle measurements are compared to Volpe and SID measurements to assess the potential effect of the wave slaps. It should be noted that no recordings were available to directly assess the effect of the wave slaps. Table 4.8 provides a comparison of measured daytime values of L_{90}, L_{50}, and L_{10}.

It was noted (Sanchez, 1999) that there was no wave slap for the measurements of Bis-7(2) because the water surface was still. The levels recorded at this site are similar to the monitored levels at site B6, Old Rhodes Key. These sites had very similar surroundings and were within ½ mile of each other.

For the other measurements made at Rubicon Key when the water surface was not still, the L_{90} and L_{50} levels are greater but the L_{10} is similar to the L_{10} at site B6. This trend suggests that the wave slap increased the background sound levels by adding acoustical Energy to the measurements. Moreover, the comparison between the measurements in Whitewater Bay also shows this same trend. The L_{10} levels are similar, but the L_{90} values are on the order of 10 dBA higher for the boat-based measurements. This trend was also observed at the open water site at B8. During observations, a sound level meter was used on the boat that was 1000' from the shoal marker. The sound meter recorded levels of 43 dBA whereas at site B8 the recorded level was 35 dBA.

However, the overall comparison between the open water sites, does not show as strong a difference in the data as expected. For both of the boat-based and shoal marker measurements, the sound levels are similar in magnitude. For the shoal marker based monitors, the effect of surface winds may explain this result via a natural or artificial manner. First, surface wind generated waves on the open water may have created levels comparable to the wave slap noise. Second, the surface winds that are higher on the open water may have distorted the readings by generating interference noise on the microphone.

Table 4.7: Comparison between Wyle Unmanned Sound Levels and Volpe and SID Data (Daytime period from Wyle data used)											
									Differences		
Acoustical	Volpe/SID				Wyle				Between Sites		
Zone	Site	L_{90}	L_{50}	L_{10}	Site	L_{90}	L_{50}	L_{10}	ΔL_{90}	ΔL_{50}	ΔL_{10}
1	Bis-1	45	48	52	B1	38	43	55	-7	-5	3
1	Bis-1(2)	40	46	63					-2	-3	-8
1	Bis-8	40	47	58	B2	38	43	51	-2	-4	-7
1	Bis-8(2)	27	32	40					11	11	11
1	81298I	29	34	46					9	9	5
1	81598I	34	39	52					4	4	-1
1	81798I	30	34	49					8	9	2
4	81898V	23	29	38	E8	26	34	44	3	5	6
2	81598R	30	33	40	E9	31	38	46	1	5	6
2	Ever-3	23	32	39	E11	32	39	46	9	7	7
1	Ever-2	33	38	44	E12	34	40	51	1	2	7
1	81098B	27	31	40					7	9	11
1	81298B	29	33	45					5	7	6
1	81598B	36	39	45					-2	1	6
4	81398N	36	39	45	E14	33	39	50	-3	0	5
4	81698N	43	46	50					-10	-7	0
1	81098O	32	37	43	E15	37	44	52	5	7	9
							Average		2.2	3.4	4.0
							St.dev		5.9	5.5	5.4

Table 4.8. Assessment of Wave Slap on Background Sound Levels

Location	Previous	L_{90}	L_{50}	L_{10}	Wyle	L_{90}	L_{50}	L_{10}
Feathered Bank	81298P1	42	48	53	B8	35	49	56
	81498P1	25	36	46	B9	34	44	55
	81598P1	31	40	50				
	Bis-5	50	53	57				
Old Rhodes Key					B6	28	35	46
Rubicon Key	Bis-7(2)*	29	35	45				
	Bis-7	36	42	47				
	81198D1	36	43	52				
	81498D1	40	50	55				
Whitewater Bay	81798T1	38	41	45	E3	24	35	49

* denotes still water surface measurement conditions

For boat-based measurements near open and protected shoreline areas, the effect of the wave slap appears to have increased the background levels on the order of 10 dBA in terms of A-weighted sound energy. For the open water measurements, no effect was observed, but it is possible that measurement error obscured the effect. To ascertain the exact distortion of wave slaps on the background sound levels measured in the open water, further measurements will be required to determine the undistorted wind influenced sound levels occurring in the open waters.

5 CONCLUSIONS AND RECOMMENDATIONS FOR REDEFINING SOUTH FLORIDA NATIONAL PARKS SOUNDSCAPES

5.1 Conclusion about South Florida Ambient Data

In the south Florida National Parks, the A-weighted sound levels due to natural sources are reasonably constant over the region. The average 24-hour L_{90} for all of the monitored sites was 33 dBA with a standard deviation of 4 dBA, while the average 24-hour L_{50} was 42 dBA with a standard deviation of 4 dBA. Quantitatively, the protected shorelines were the quietest sites and the loudest sites were the dense forests, but no statistically significant dependence of sound level on acoustical zone (i.e., type of local ecosystem) was determined. This finding suggests that single A-weighted L_{90} exceedance value can appropriately describe the natural background acoustical energy occurring in large areas of the park. The unmanned measurements, along with the reanalyzed manned measurements, demonstrate that L_{90} provides a baseline for assessing the natural soundscape on an acoustical energy basis.

L_{50}, on the other hand, represents the median levels occurring a t a site and provides an understanding of the range of sound levels at a site. From the reanalysis, L_{90} for all of the monitored sites was 33 dBA with a standard deviation of 4 dBA, while the average 24-hour L_{50} was 42 dBA with a standard deviation of 4 dBA. Quantitatively, the protected shorelines were the quietest sites and the loudest sites were the dense forests, but no statistically significant dependence of sound level on acoustical zone (i.e., type of local ecosystem) was determined. This finding suggests that single A-weighted L_{90} exceedance value can appropriately describe the natural background acoustical energy occurring in large areas of the park. The unmanned measurements, along with the reanalyzed manned measurements, demonstrate that L_{90} provides a baseline for assessing the natural soundscape on an acoustical energy basis.

L_{50}, on the other hand, represents the median levels occurring at a site and provides an understanding of the range of sound levels at a site. From the reanalysis, $L_{90}$of the subset of natural sounds was the same as that of the total data set, and it was not affected by human-caused noise. The reanalysis of the manned measurements also demonstrated that the L_{50}, although a good representative of the total noise environment, often overestimated the L_{50} of the natural sounds.

Moreover, during periods of minimal intrusion, the difference between the hourly L_{50} and the hourly L_{90} was less than 5 dBA. Thus, characterizing the natural soundscape by L_{90}, rather than L_{50},does not unreasonably bias the characterization toward lower levels.

Thus, for assessment threshold levels for defining transient and/or intruding events. This finding differs from the reported results in the Volpe report, which described the traditional ambient in terms of L_{eq} with variations based on terrain.

The monitored sound levels demonstrated a diurnal pattern with the highest natural sound levels occurring mostly at night and the lowest during the day. The average daytime L_{90} was 32 dBA, and the average nighttime L_{90} was 40 dBA with the average sunrise and sunset L_{90}s falling in between at 36 and 35 dBA, respectively. This difference probably results from more active animal sounds occurring during the night. Intruding transient sound events exhibited the opposite diurnal trend in that they increased during the day and decreased at night. This trend suggests that human-based activity generated most of the transient events.

The Wyle measurements also did not find any statistical dependence of the soundscape, as defined by the acoustical energy, on acoustical zones. This finding asserts that natural sound energy levels are fairly constant over the park areas and that levels do not appear to vary according to specific regions. This finding does not allude to any details about the sound quality throughout the park. The observed sound quality varied among the acoustical zones.

The bias in using the L_{eq} of the totality of sounds as a descriptor of the natural soundscape, as was done in the Volpe study, is significant. Typically, hourly L_{eq} values were similar to hourly L_{10} values, which biases the sound level toward that of intruding, transient events. The difference between the average L_{90} and L_{10} as a baseline for natural sound levels is not appropriate since these values represent the loudest levels occurring in the soundscape. Use of these values to assess potential intrusions could prevent the NPS from achieving its goal of preserving and restoring the natural soundscape in its parks.

5.2 Recommendations about South Florida Nature Ambient Soundscape

Park personnel can now start to establish criteria for assessing intrusions to the natural soundscape by using L_{90} as an objective basis for defining intruding event thresholds. The assessment of intruding sound events needs to include the maximum sound level of each event, the duration of each event, and the number of events occurring within a given time period.

For our analysis, thresholds were set at 10 dBA, 20 dBA, 30 dBA, and 40 dBA above the hourly L_{90}. These thresholds act as filters and provide a good description of the intruding

sound events that rise above the natural background level. Exact thresholds for assessment should be formulated so that the goals of soundscape preservation and restoration can be met. Along the identification and assessment of intruding events, the exceedance metrics, e.g. L_{50} and L_{10}, should be examined to ascertain the level at which the intruding events have an impact on the natural soundscape.

Continued unmanned monitoring of the natural soundscape is recommended to build on these findings. Additional sites should include coverage of the entire parks as well as assessment of seasonal variations to test the statistical independence of A-weighted sound levels on acoustical zones at other seasons of the year than were considered here. It is recommended that at least 7 complete days of measurements be conducted at these additional sites so that the diurnal pattern can be established with more confidence.

These on-going measurements can be accomplished with a few sound level monitors that are rotated to different sites on a week by week basis. This approach will quickly build a database of sound levels that can be used to describe the character of the soundscapes in the parks. The unmanned monitor data will also highlight areas where direct observations should be undertaken.

Additional unmanned monitor data will bring the natural soundscape into focus and make direct observations efficient by assessing the need before they are conducted. Observation periods can concentrate on assessing the sound environment and the characteristics of the transient events occurring at the site. These observations will build a database of both natural and intrusive transient events for statistical discrimination of the events at other times and locations. This database will help in assessing the impact on the natural soundscape from both current and proposed noise events.

The recommended on-going monitoring should have the following objectives in order to describe the soundscape:

- Additional measurement to cover the entire park areas
- Seasonal variations in natural soundscape
- Seasonal influences on the diurnal pattern
- Seasonal variations in visitor impacts
- Observations to build a database of characteristic transient events

The observational data collected by both Volpe and SID can be used as a starting point for the development of a transient event database. The observational data along with

the associated acoustic record can be analyzed to determine the characteristics of noise from intrusive sources such as aircraft and boats. With these basic characteristics defined, the transient events identified in the unmanned data can be described as natural or intrusive.

Once these objectives are met, an assessment monitoring plan can be established to evaluate the effectiveness of guidelines in preserving and restoring the natural soundscape in the parks.

5.3 Intrusive Assessment Approaches

For the south Florida National Parks, the thresholds based on the hourly L_{90} used in this analysis are recommended. The acceptable number and level of transient events will have to be determined by park personnel so that the goal of preservation and restoration of the natural soundscape can be pursued.

Several intrusive sources were identified in the course of the unmanned measurements. The generators and air conditioners at Elliot Key visitor area obscured the natural soundscape. The noise from these units was the dominant noise source in the area. The generator at Adam's key was also noticeable during our observations although boat noise was also present. At Convoy Visitor Center, the concessionaire tour boats were noisy as well as the air conditioners. Since this site serves as a focal point for visitors to Biscayne NP and as the office complex for park personnel, the natural soundscape may not be realistically restored, but the noise levels could be minimized.

At the Everglades NP, airboats could be heard in the northern Shark Valley region. Few land based noise sources were observed at the Everglades NP because the number of visitors was very low during the monitoring period. Another general noise source was aircraft which include military, commercial and regional airliners, general aviation and helicopters. Aircraft were heard in all areas of the park during the monitoring.

For assessing aircraft noise impacts, noise models such as INM and NoiseMap may be used to calculate aircraft noise intrusiveness based on the established guidelines. For INM, the Time Above calculation can be used to determine intrusiveness although some work would be required to translate the calculated data into individual transient events. Also, for a complete assessment, additional information is required on the hourly operational rates that are not included in the data bases of these aircraft models.

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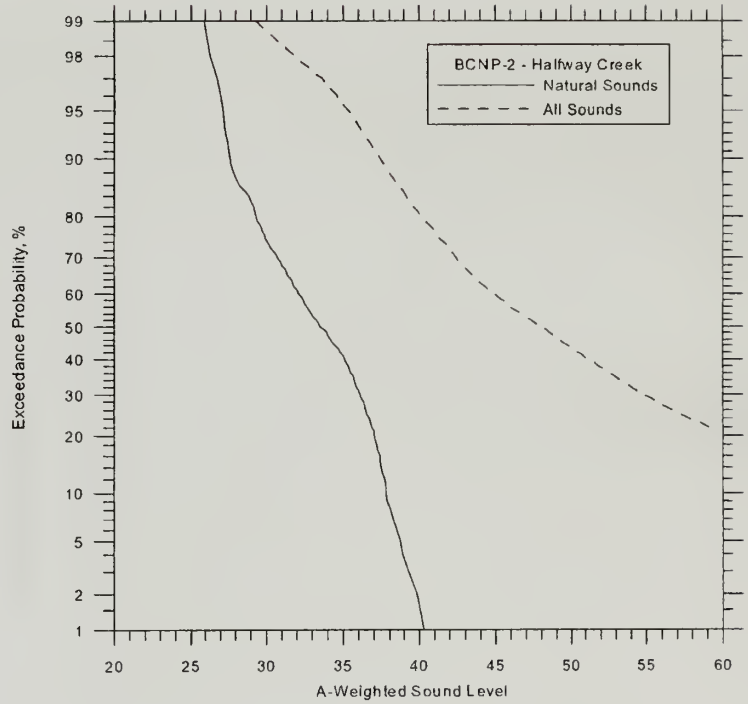
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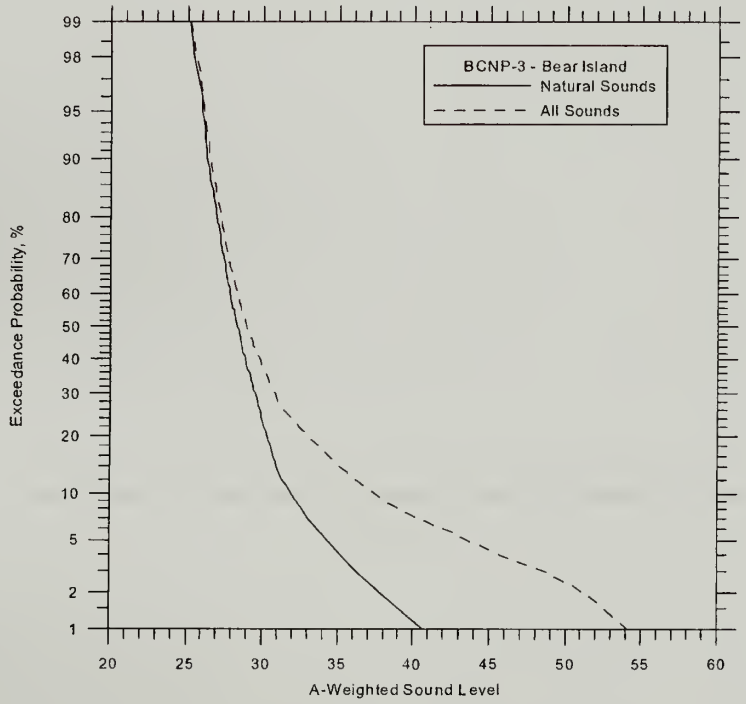
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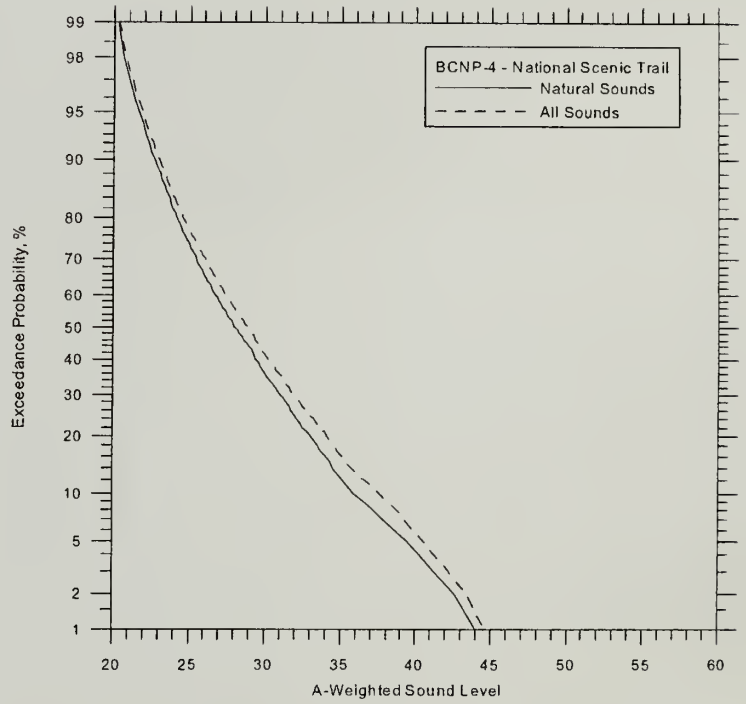
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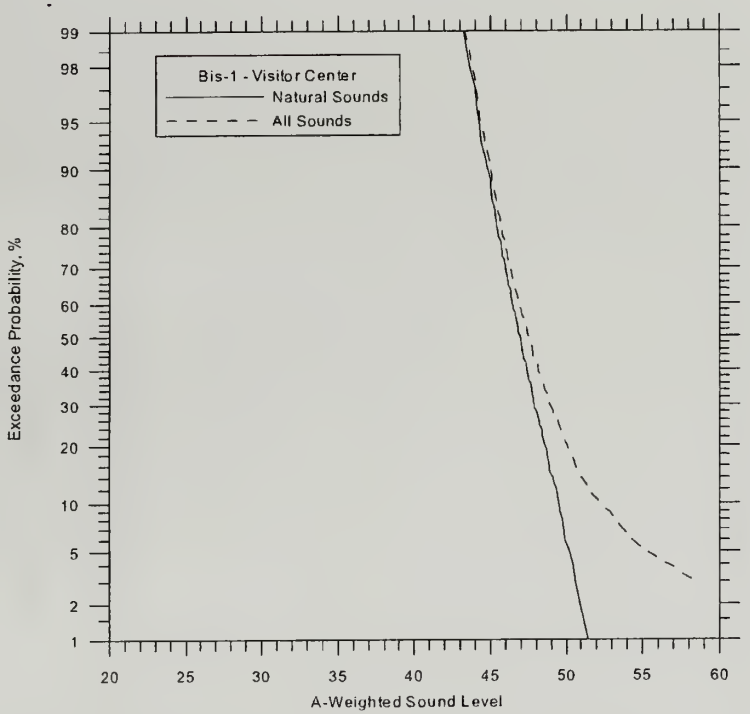
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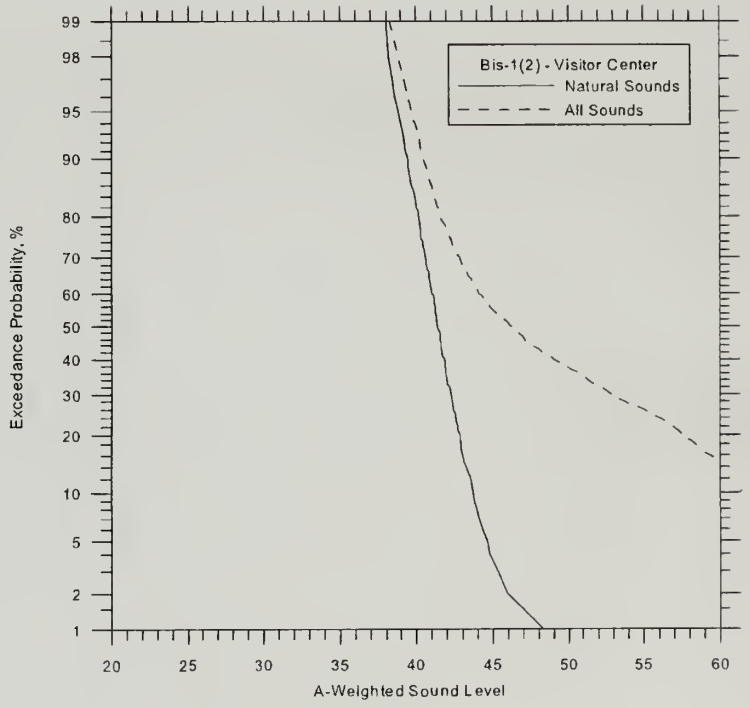
Appendix A
Exceedance Plots for Sanchez Industrial Design 1997 Measurements

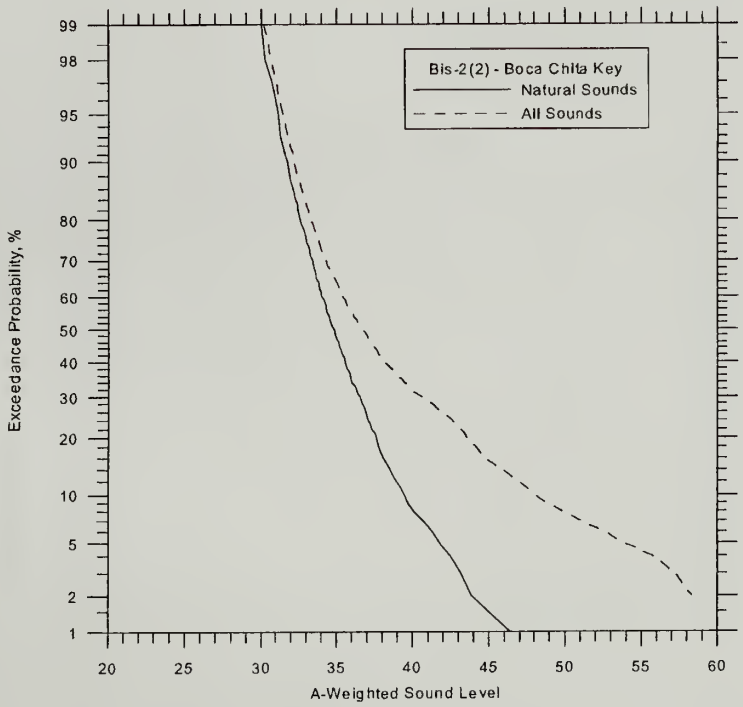


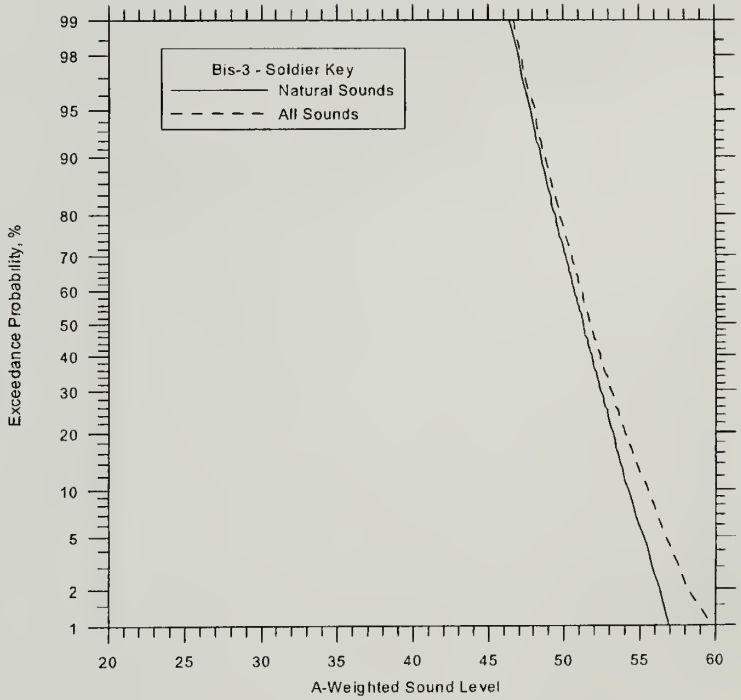

BCNP-3 - Bear Island
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

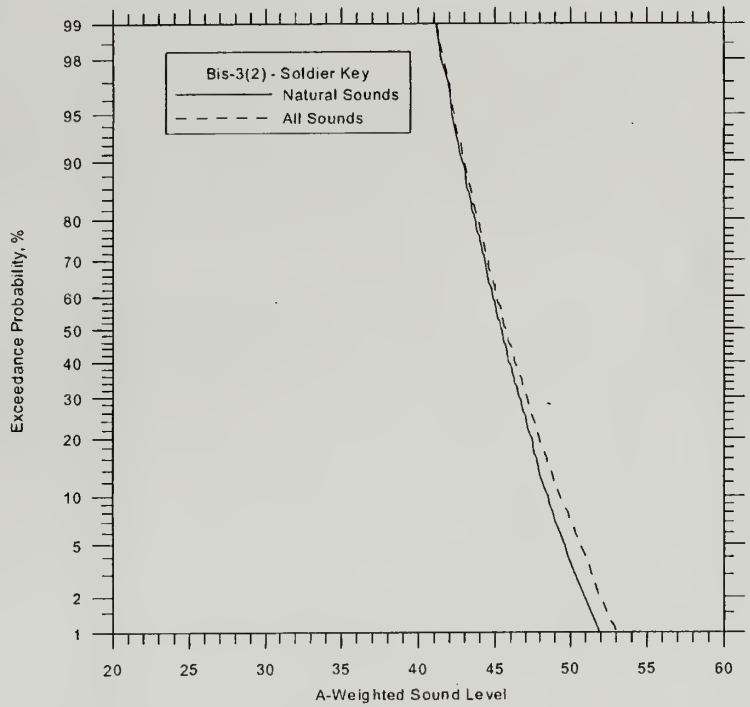

BCNP-4 - National Scenic Trail
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

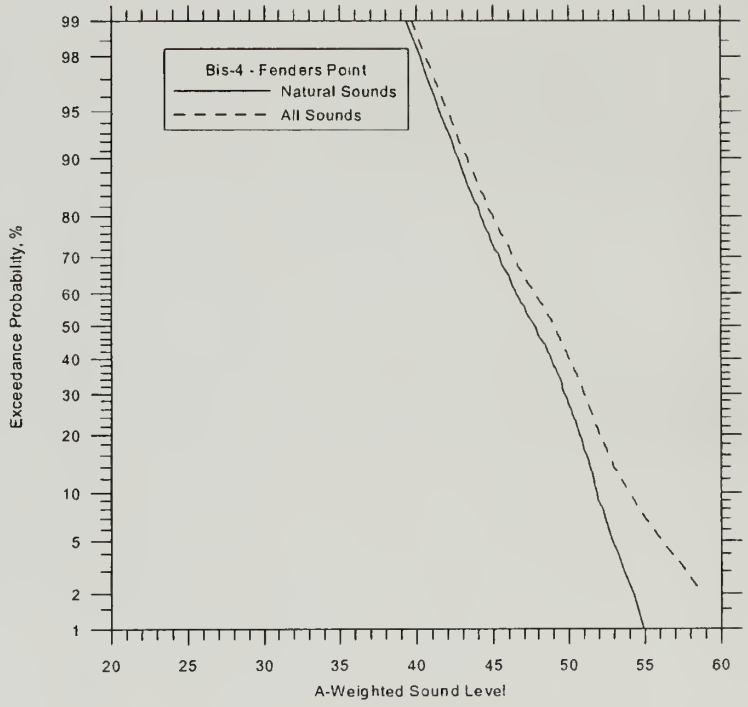

Bis-1 - Visitor Center
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

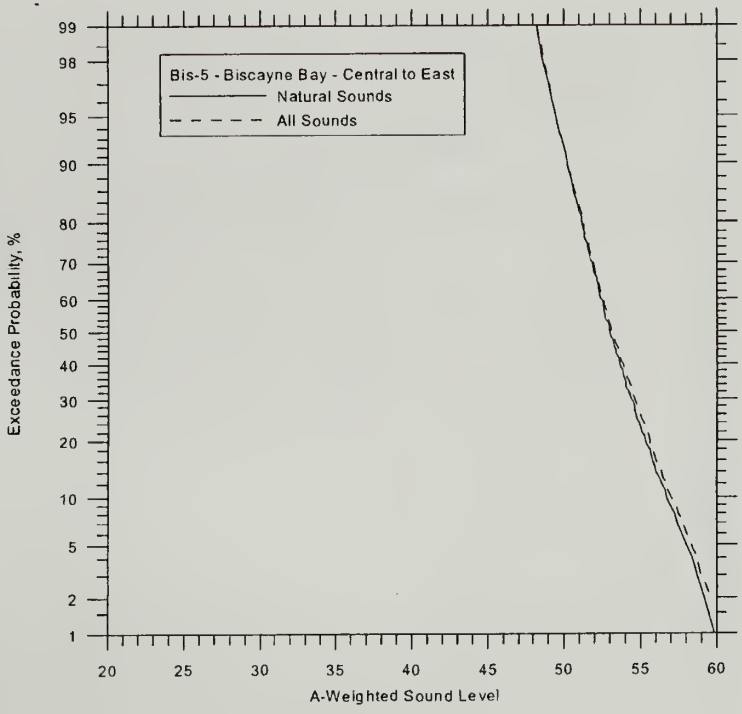

Bis-1(2) - Visitor Center
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

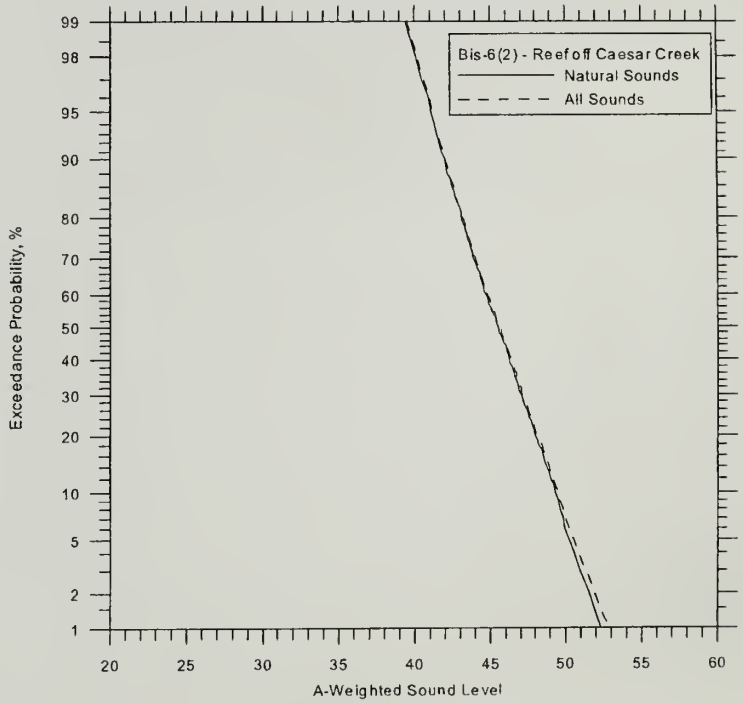

Bis-2(2) - Boca Chita Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

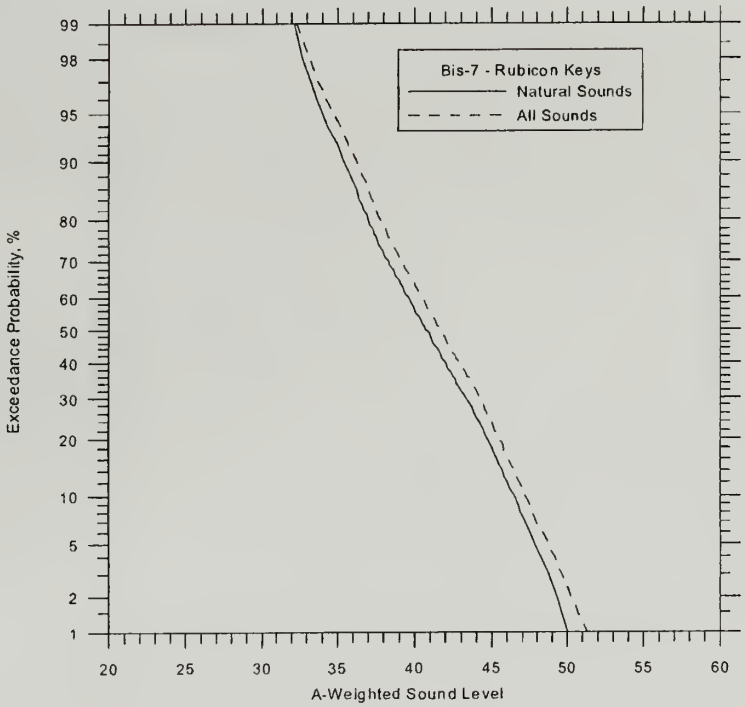

Bis-3 - Soldier Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
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25
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35
40
45
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55
60

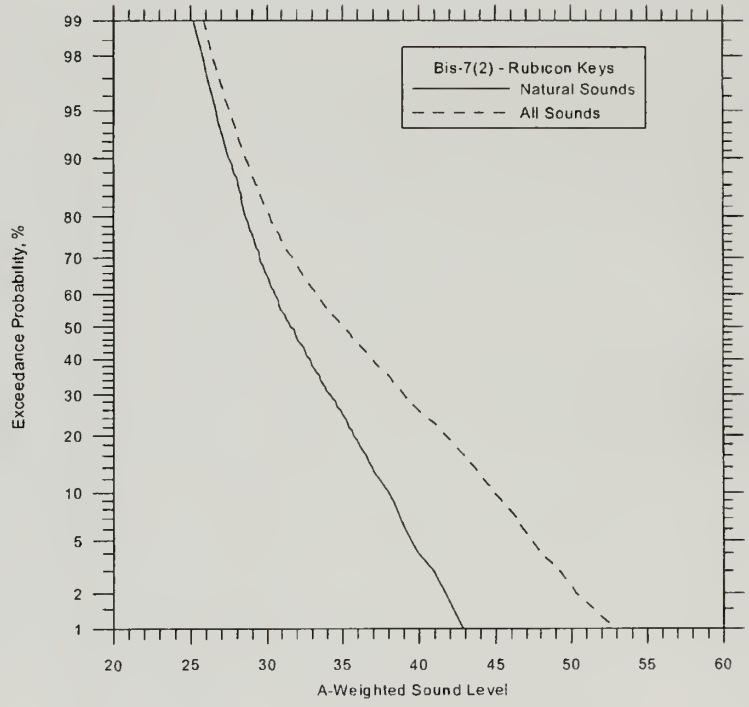

Bis-3(2) - Soldier Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
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25
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35
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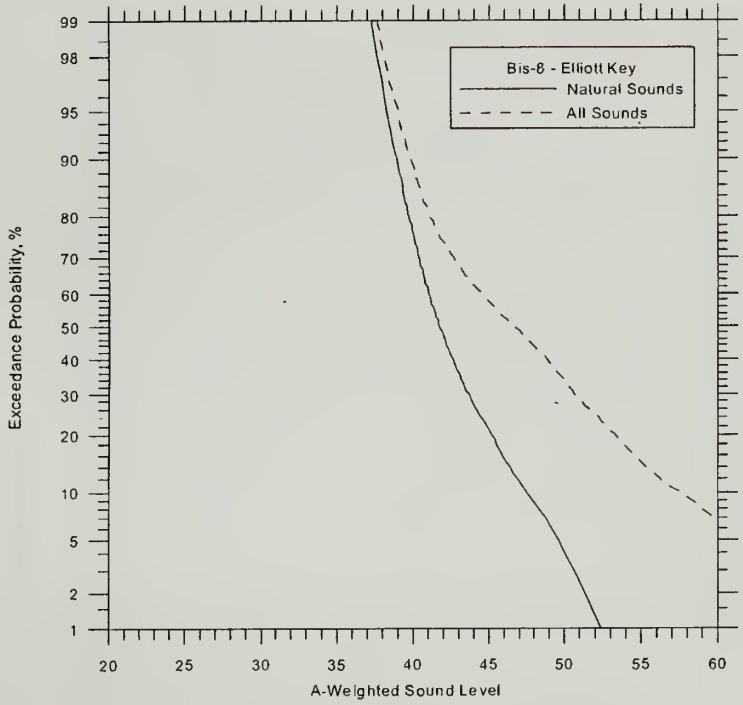

Bis-4 - Fenders Point
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
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25
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35
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45
50
55
60

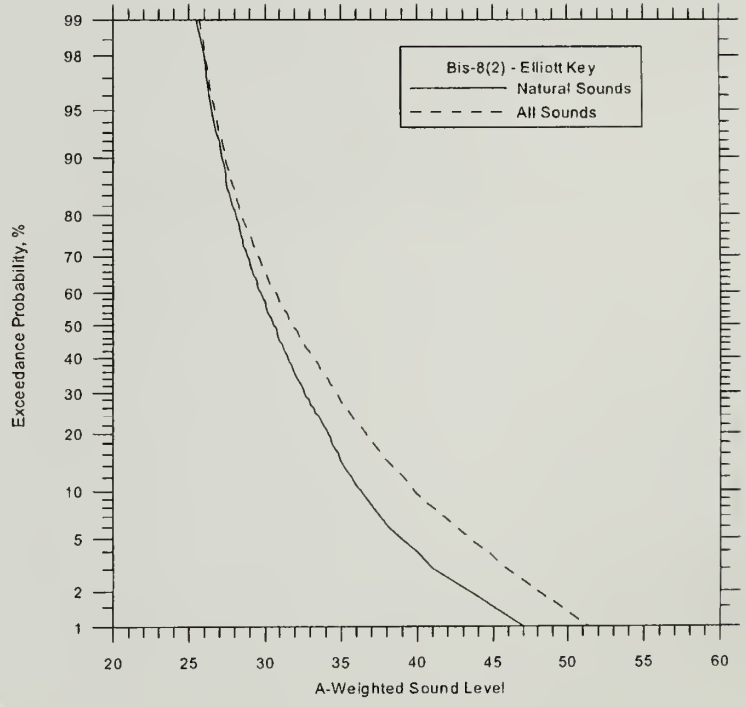

Bis-5 - Biscayne Bay - Central to East
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
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45
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55
60

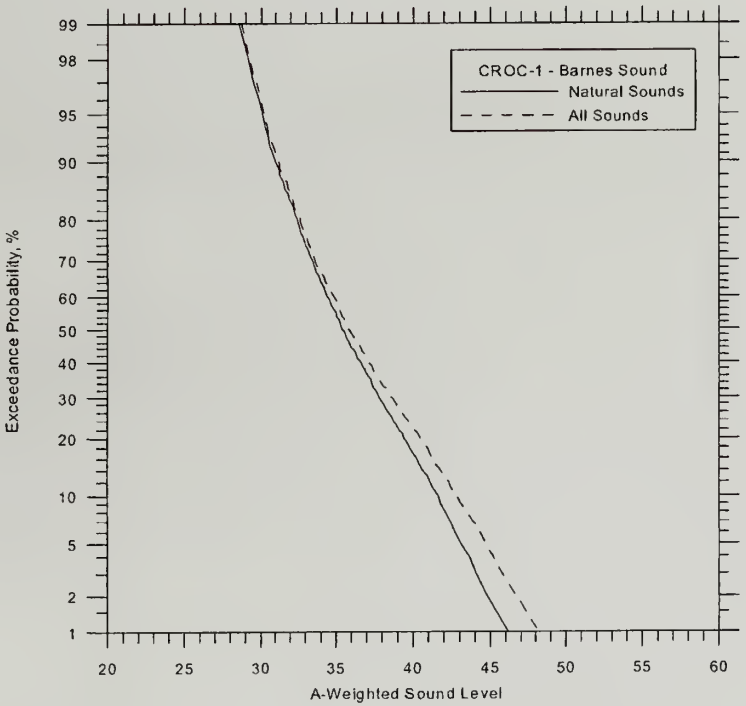

Bis-6(2) - Reef off Caesar Creek
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

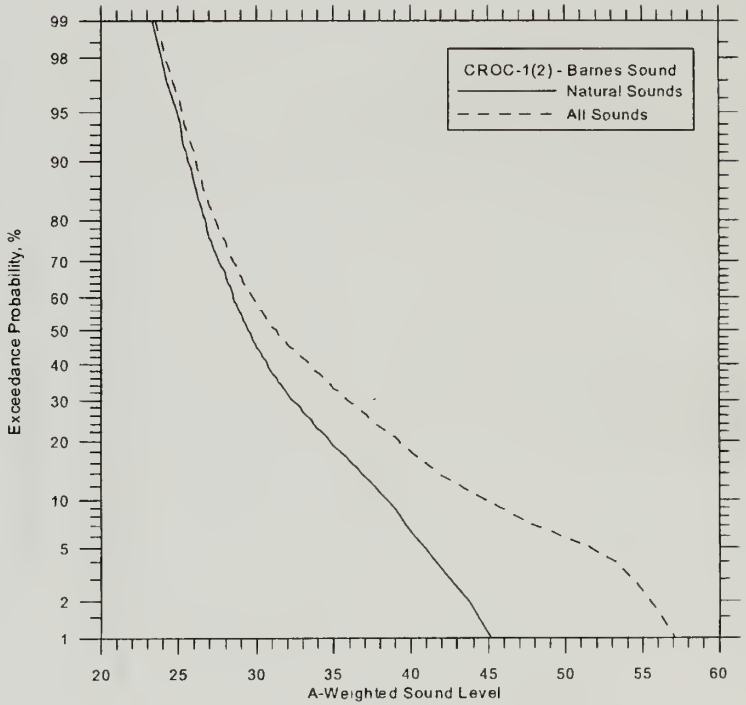

Bis-7 - Rubicon Keys
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
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60

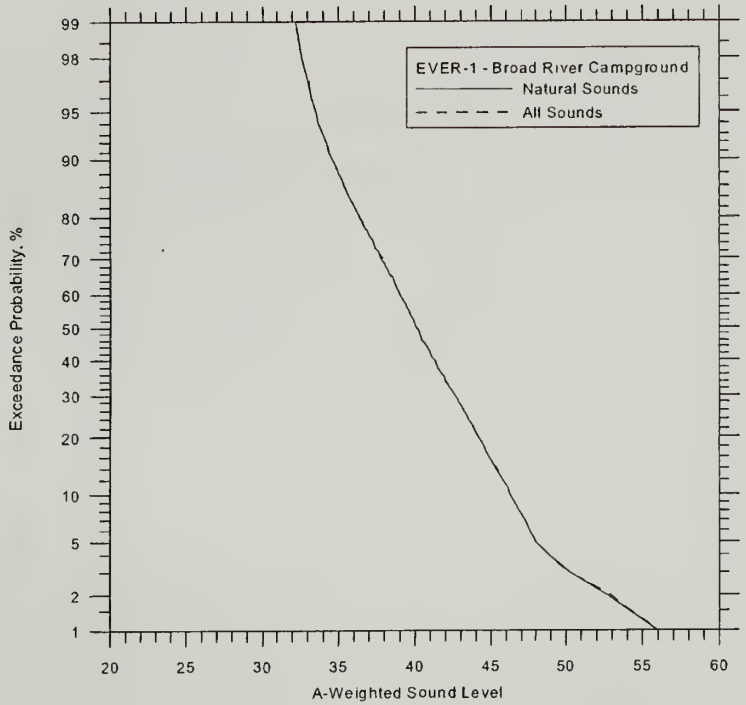

Bis-7(2) - Rubicon Keys
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
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30
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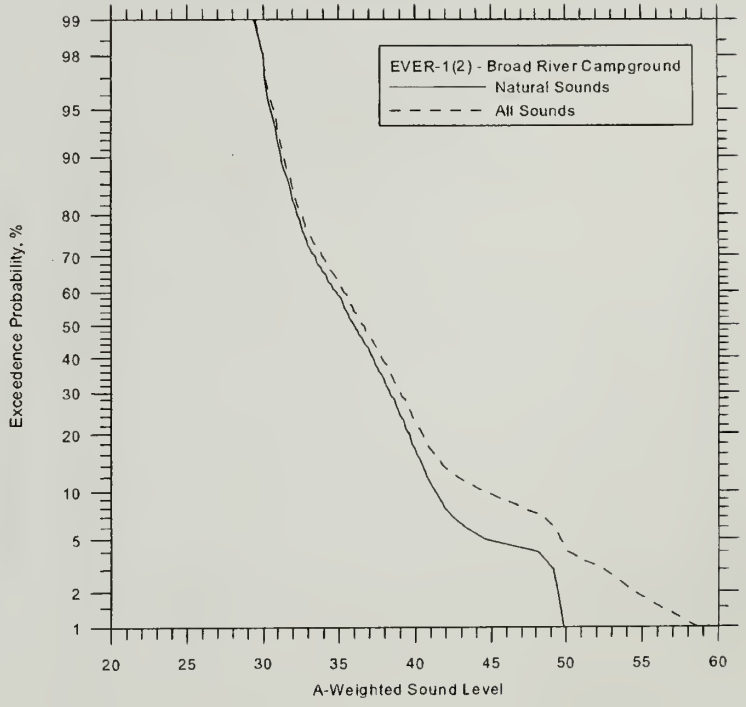

Bis-8 - Elliott Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
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30
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10
5
2
1
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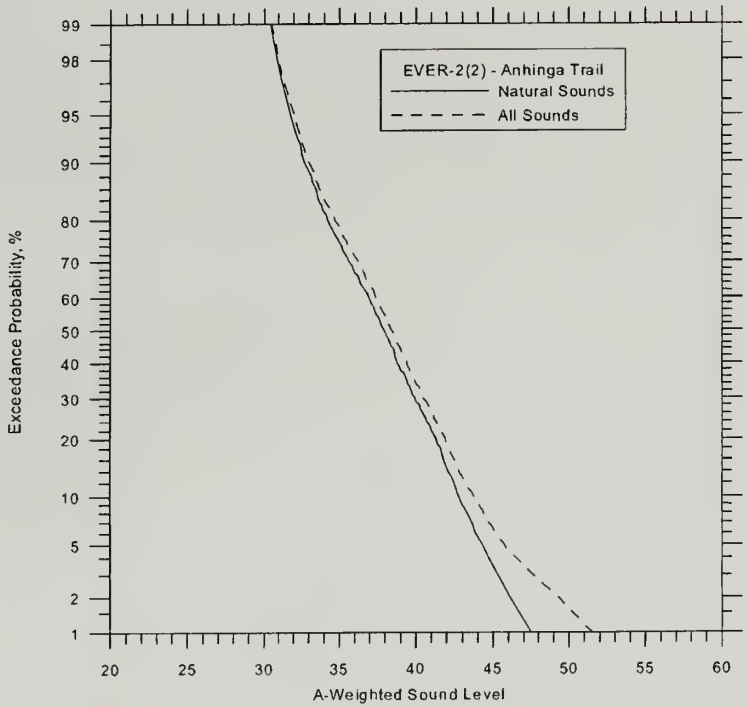

Bis-8(2) - Elliott Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
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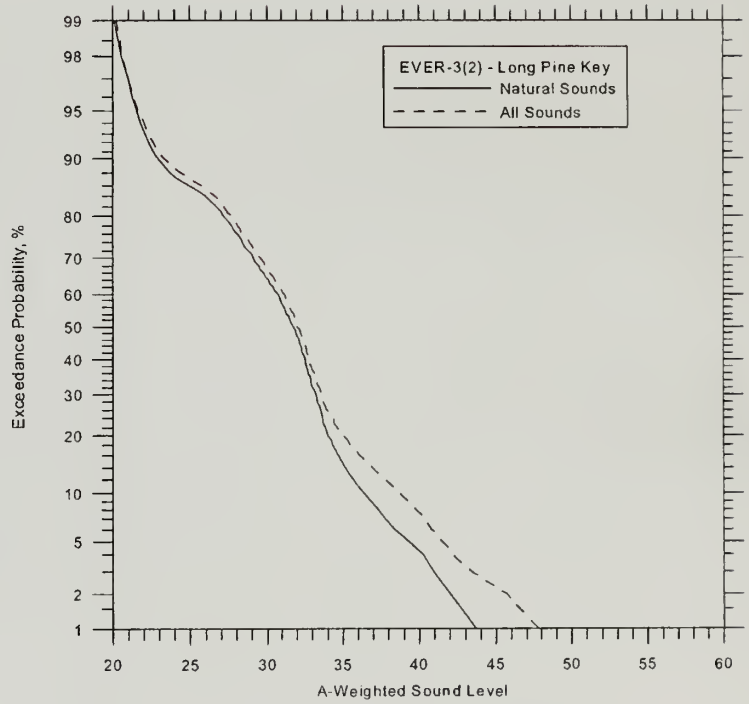

CROC-1 - Barnes Sound
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
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20
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25
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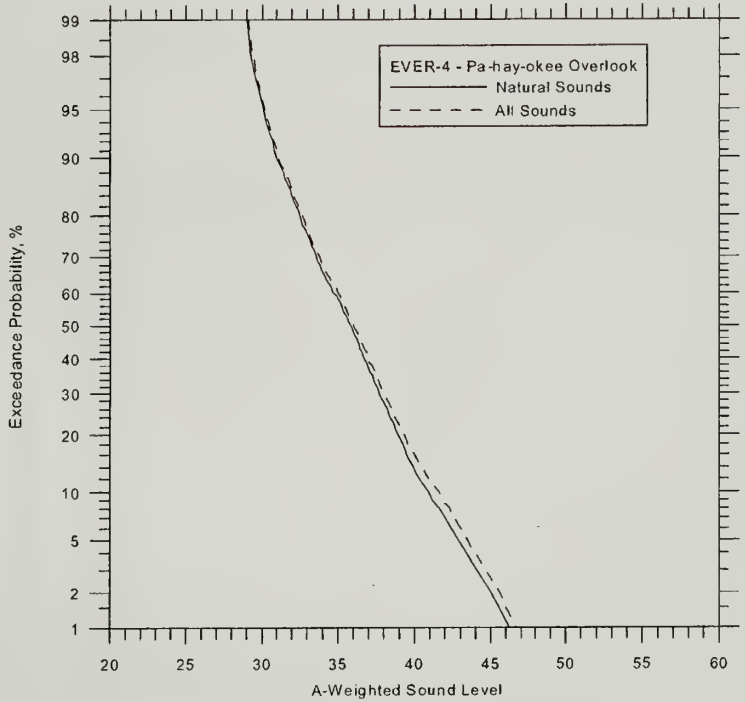

CROC-1(2) - Barnes Sound
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
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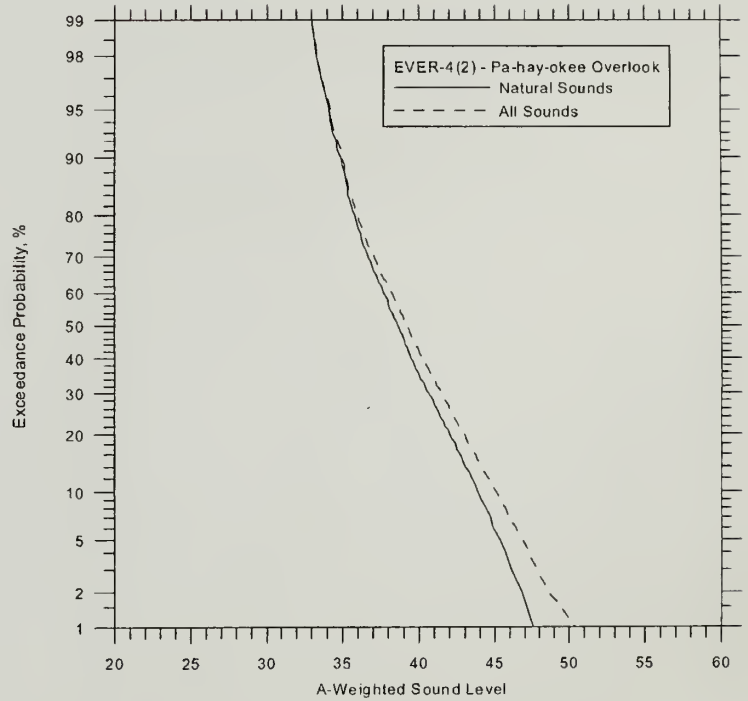

EVER-1 - Broad River Campground
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
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1
20
25
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35
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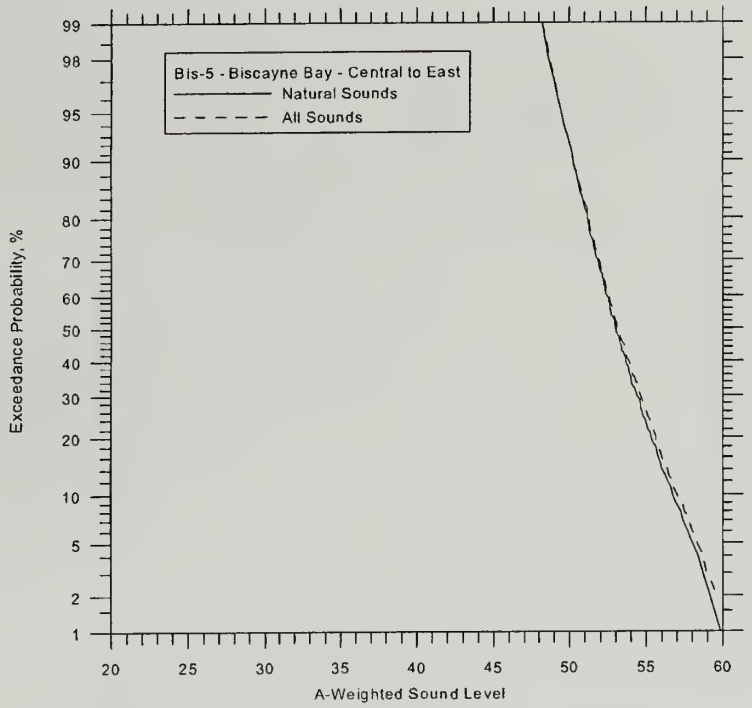

EVER-1(2) - Broad River Campground
Natural Sounds
All Sounds
Exceedence Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
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25
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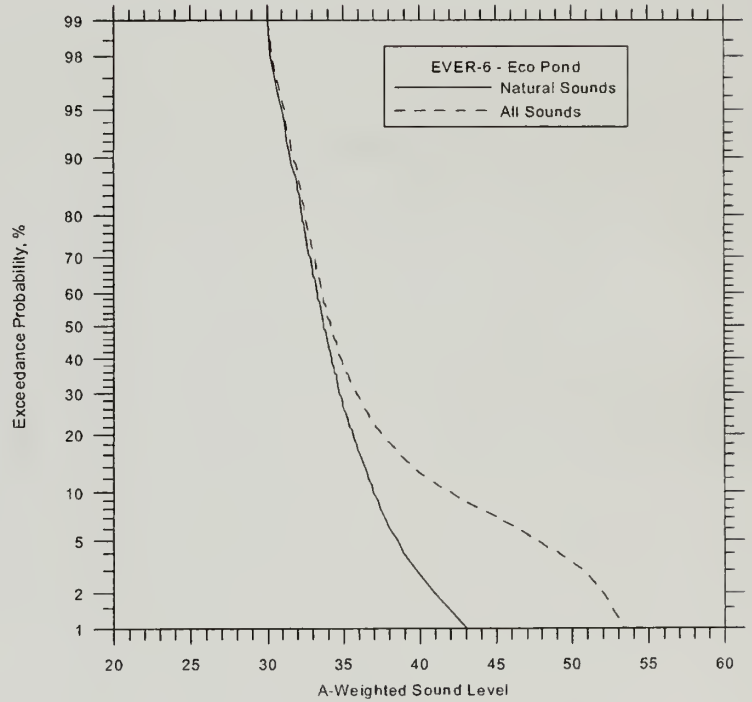

EVER-2(2) - Anhinga Trail
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
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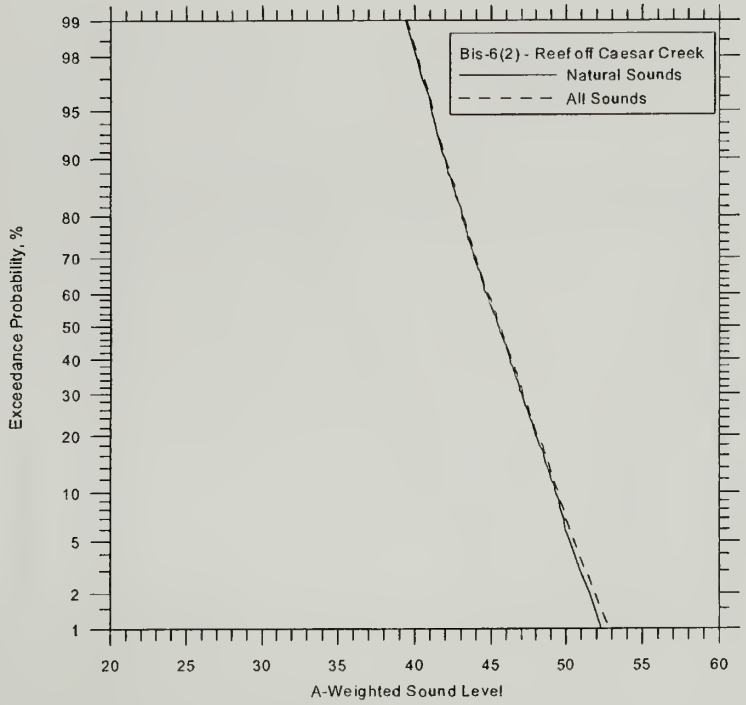

EVER-3(2) - Long Pine Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
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5
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20
25
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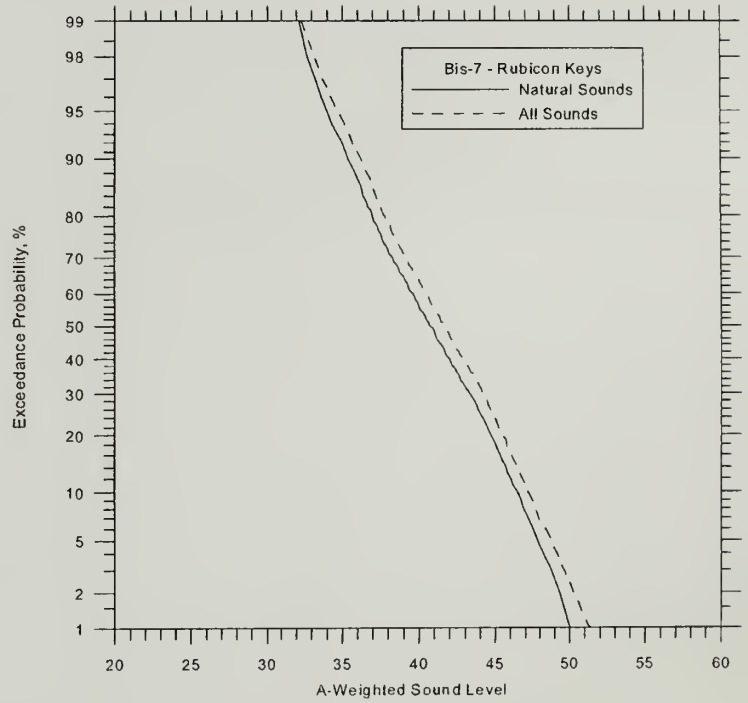

EVER-4 - Pa-hay-okee Overlook
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
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1
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25
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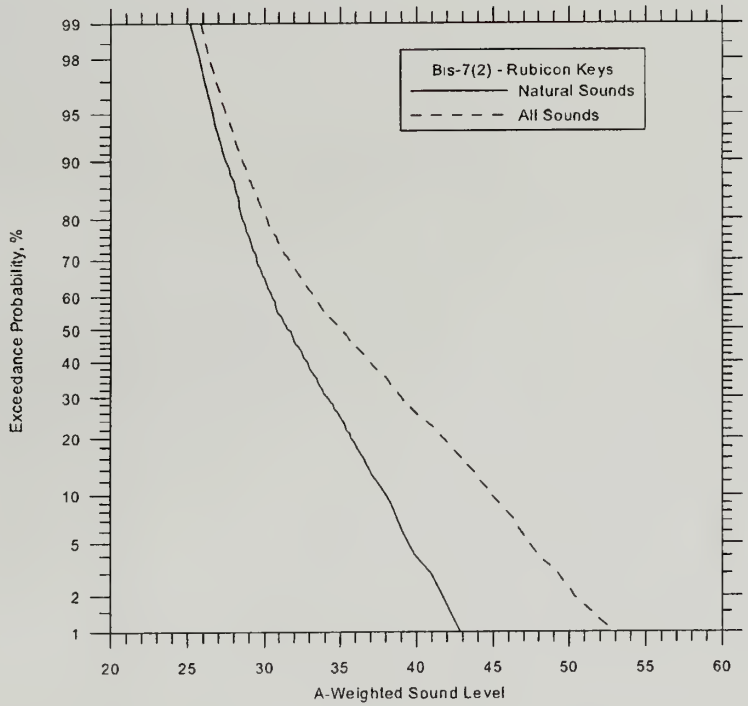

EVER-4(2) - Pa-hay-okee Overlook
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
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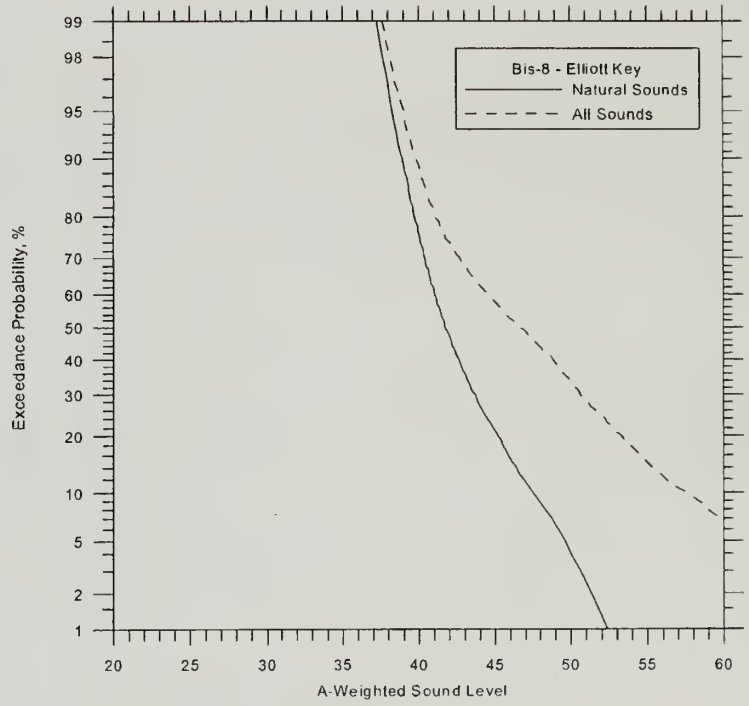

Bis-5 - Biscayne Bay - Central to East
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

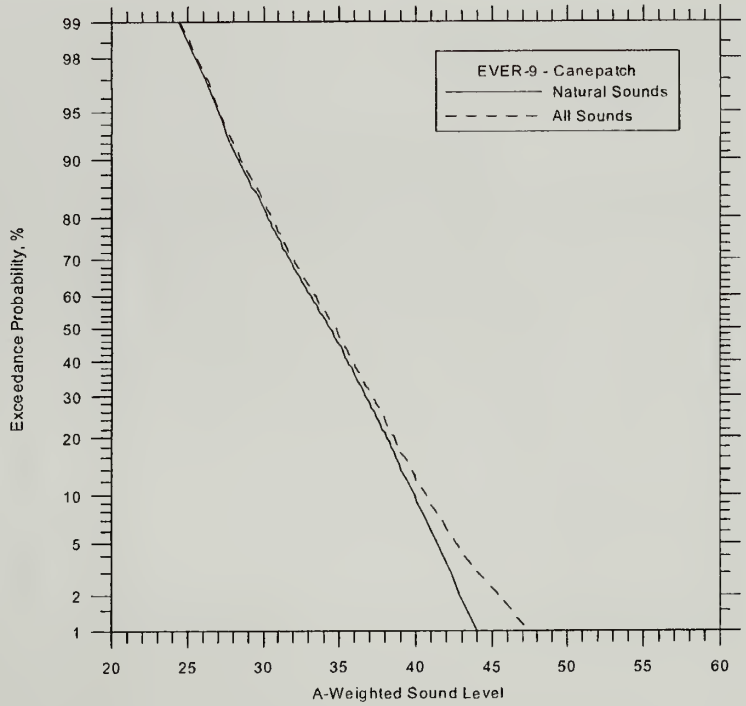

EVER-6 - Eco Pond
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
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10
5
2
1
20
25
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50
55
60
A-Weighted Sound Level

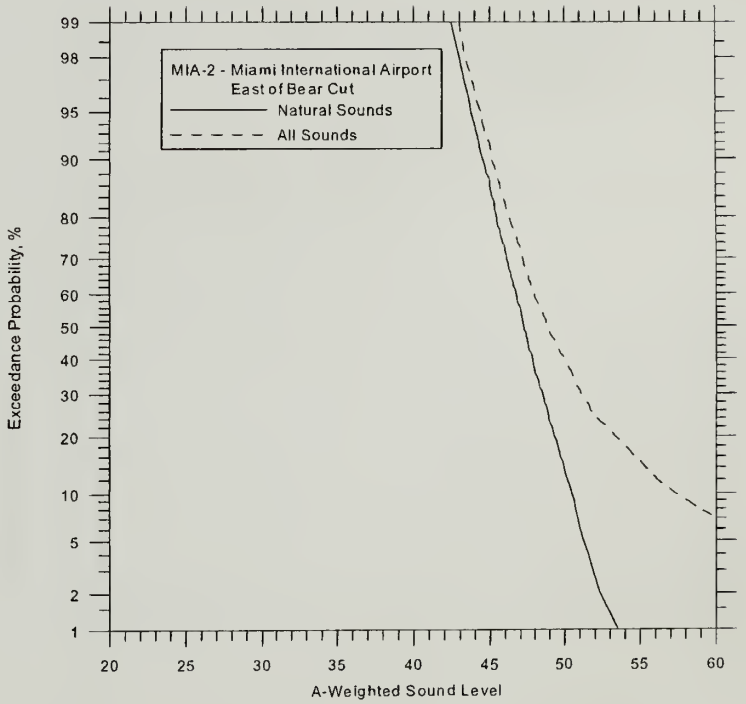

Bis-6(2) - Reef off Caesar Creek
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
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45
50
55
60
A-Weighted Sound Level

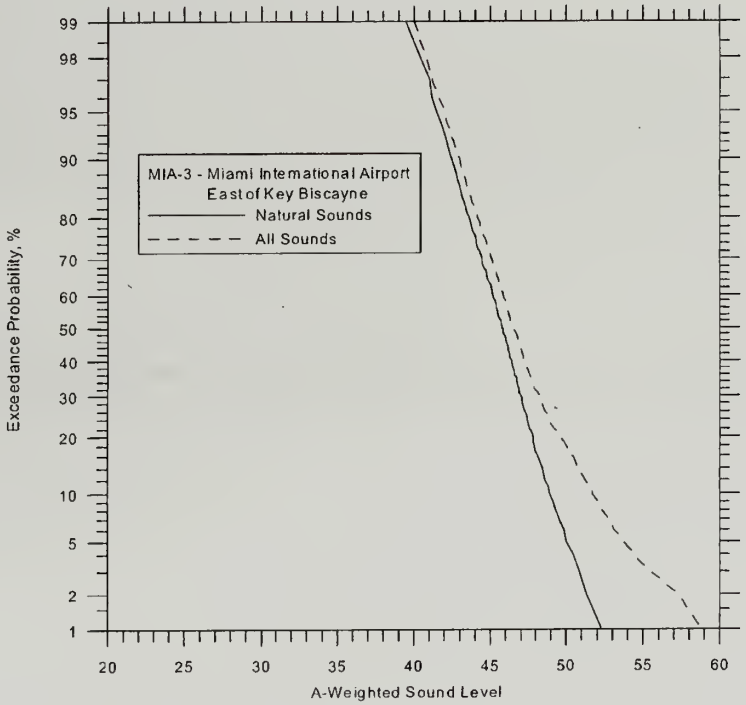

Bis-7 - Rubicon Keys
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level


Bis-7(2) - Rubicon Keys
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level


Bis-8 - Elliott Key
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
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50
55
60
A-Weighted Sound Level

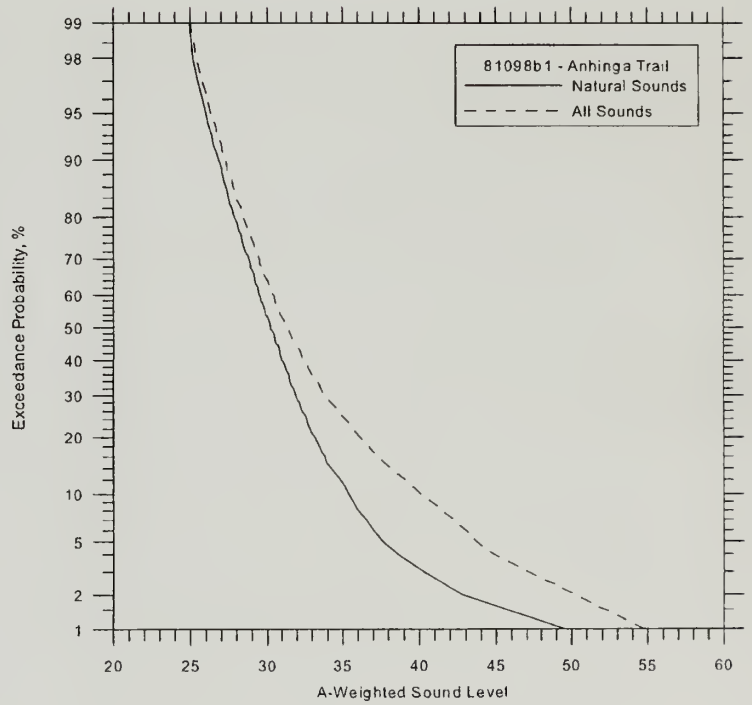

EVER-9 - Canepatch
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
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10
5
2
1
20
25
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40
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50
55
60
A-Weighted Sound Level

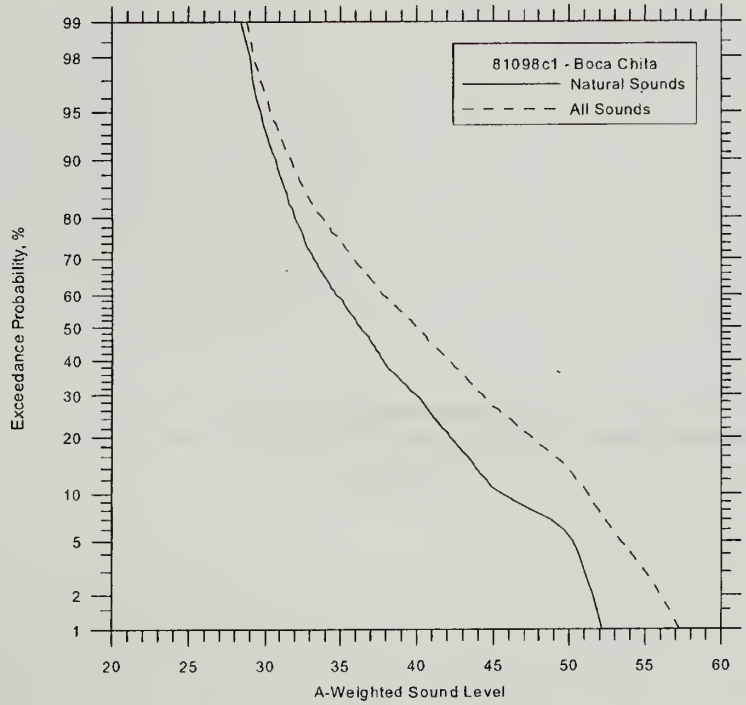

MIA-2 - Miami International Airport
East of Bear Cut
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

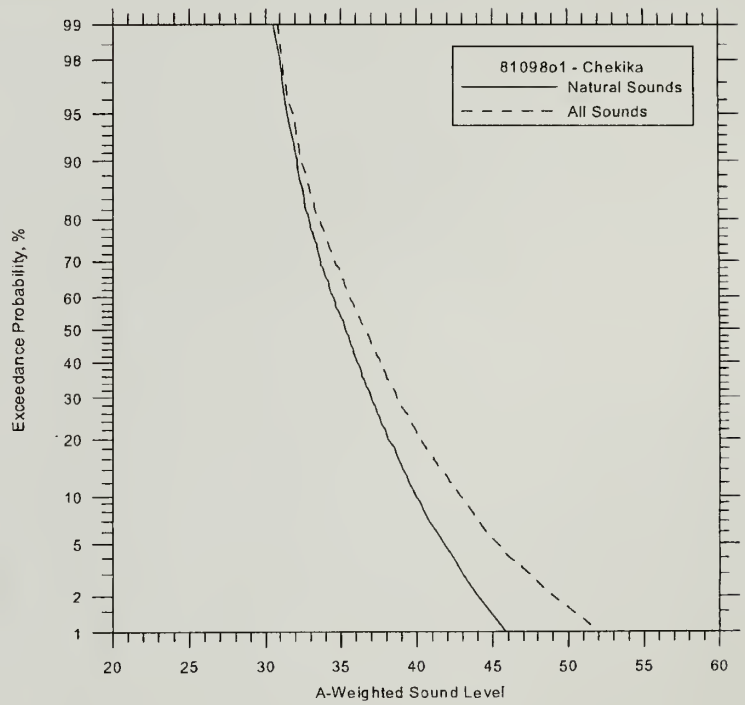

MIA-3 - Miami International Airport
East of Key Biscayne
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

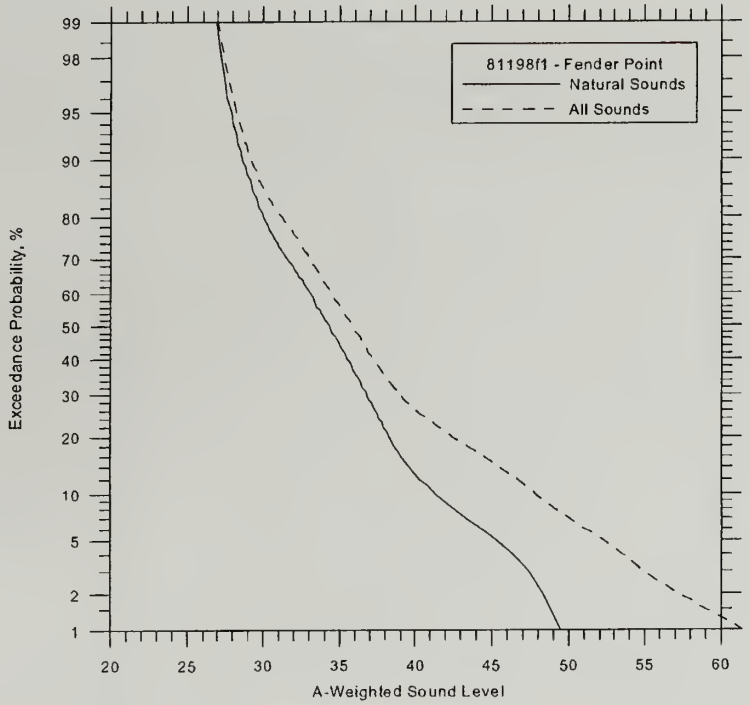
Appendix B

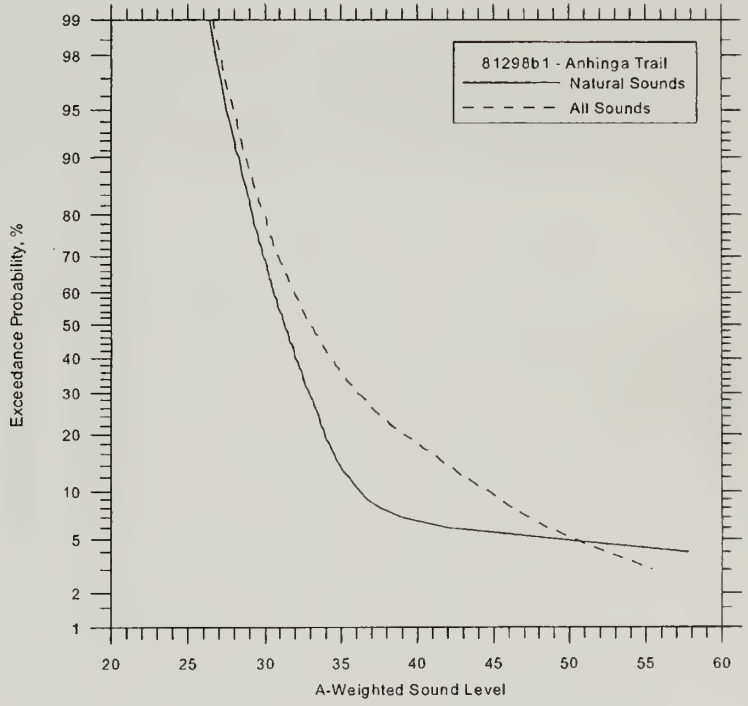
Exceedance Plots for John A. Volpe National Transportation Research Center 1998 Measurements

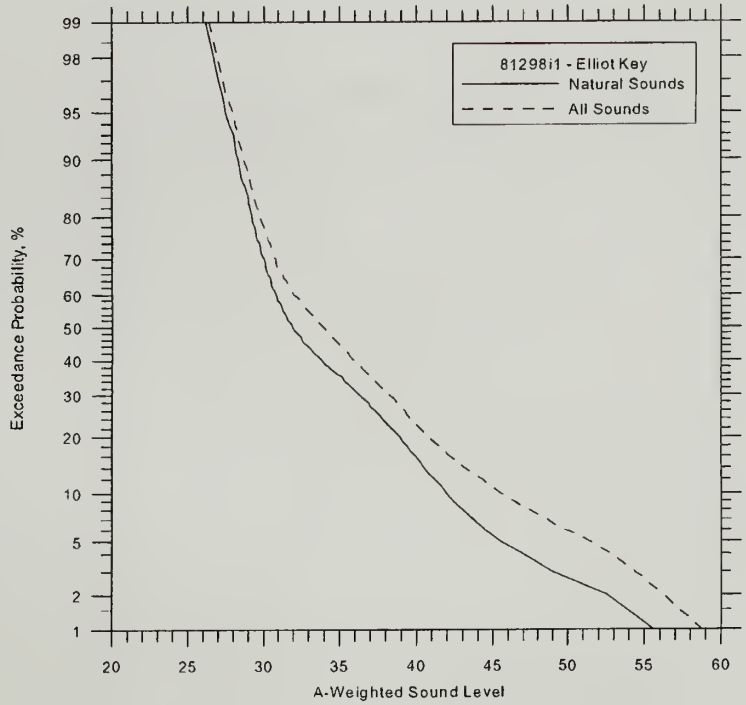


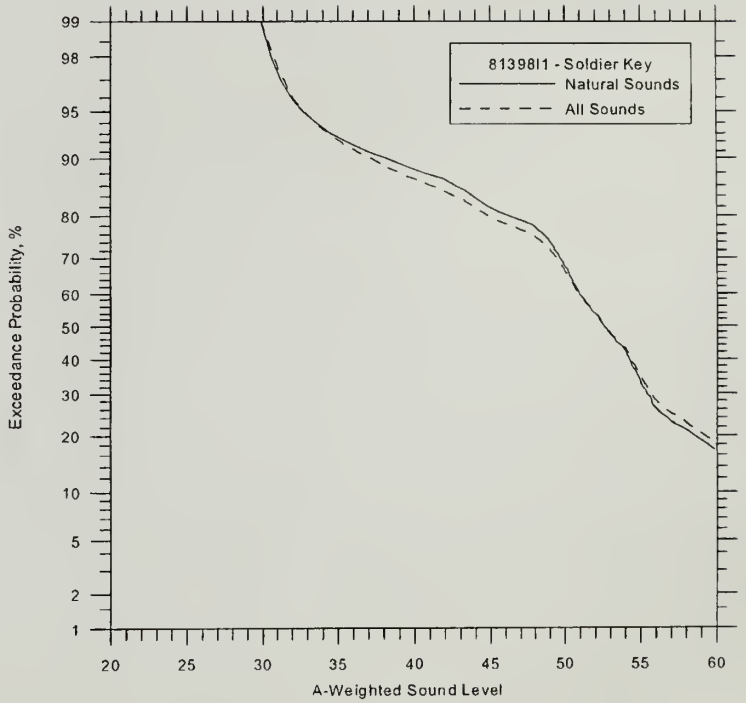

81098c1 - Boca Chita
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
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50
40
30
20
10
5
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25
30
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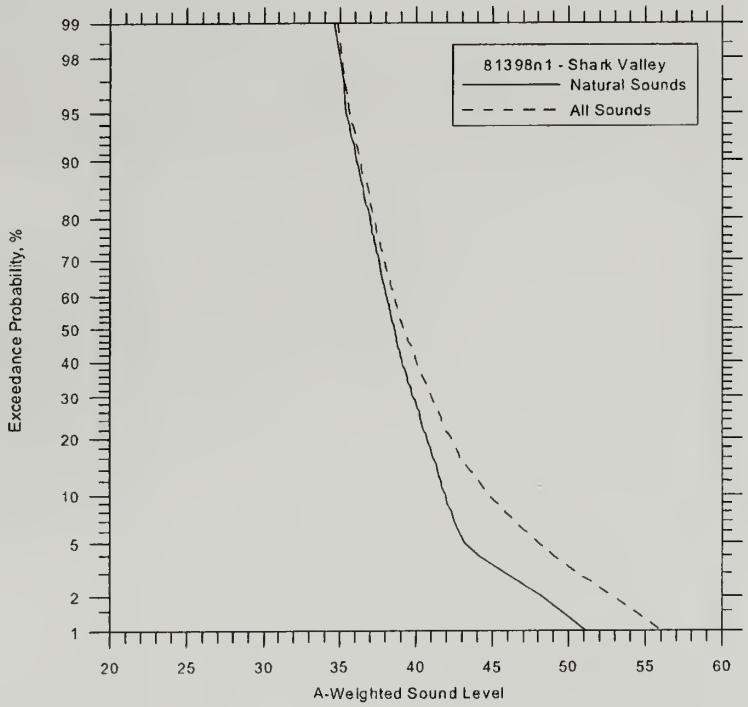

81098o1 - Chekika
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

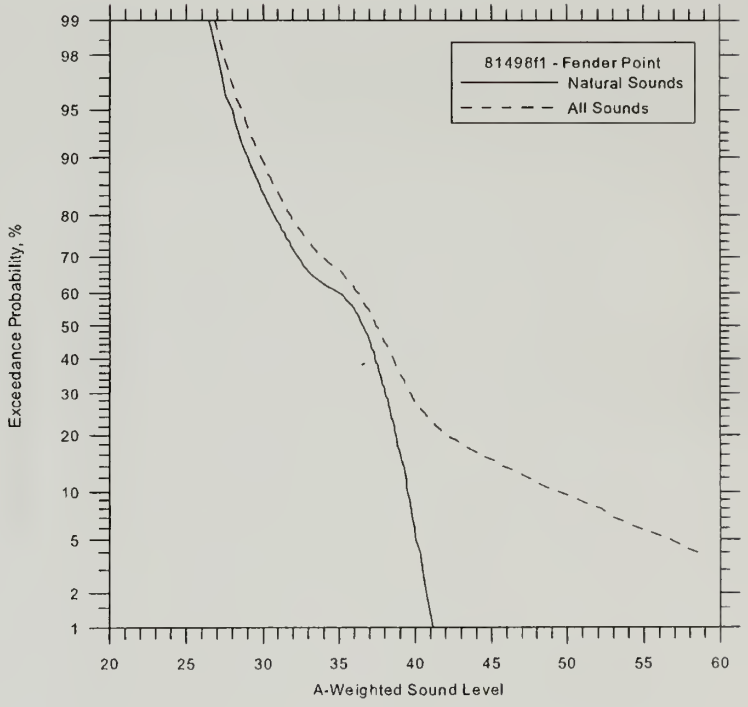

81198f1 - Fender Point
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

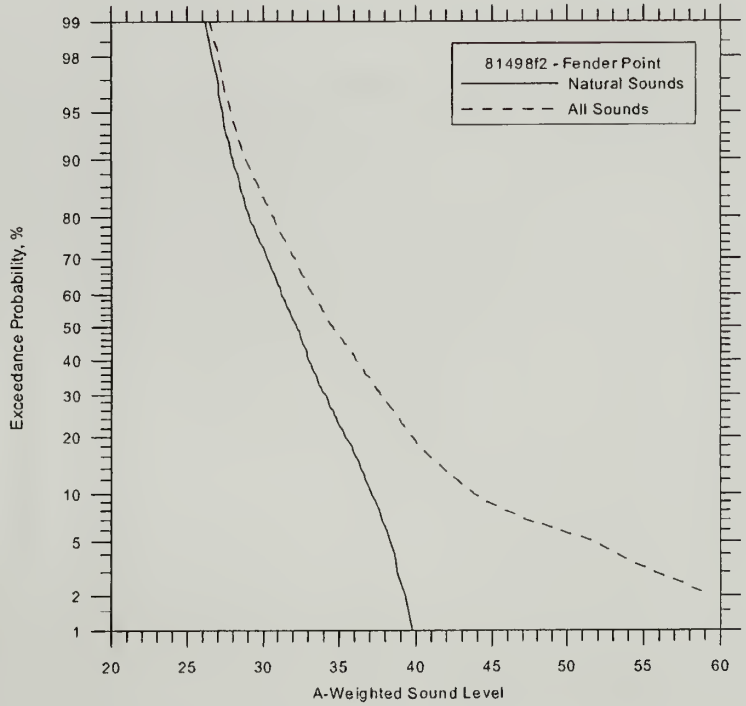

81298b1 - Anhinga Trail
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

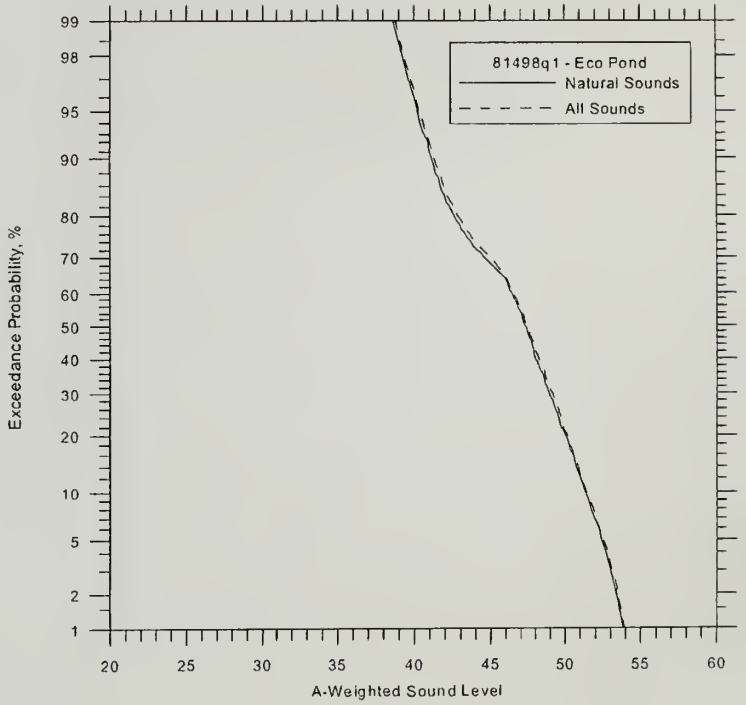

81298i1 - Elliot Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

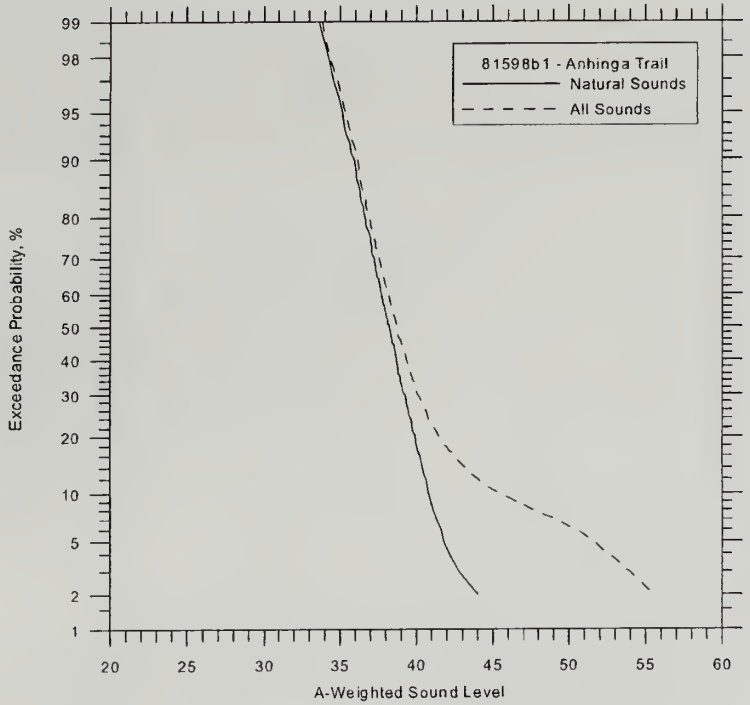

81398l1 - Soldier Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

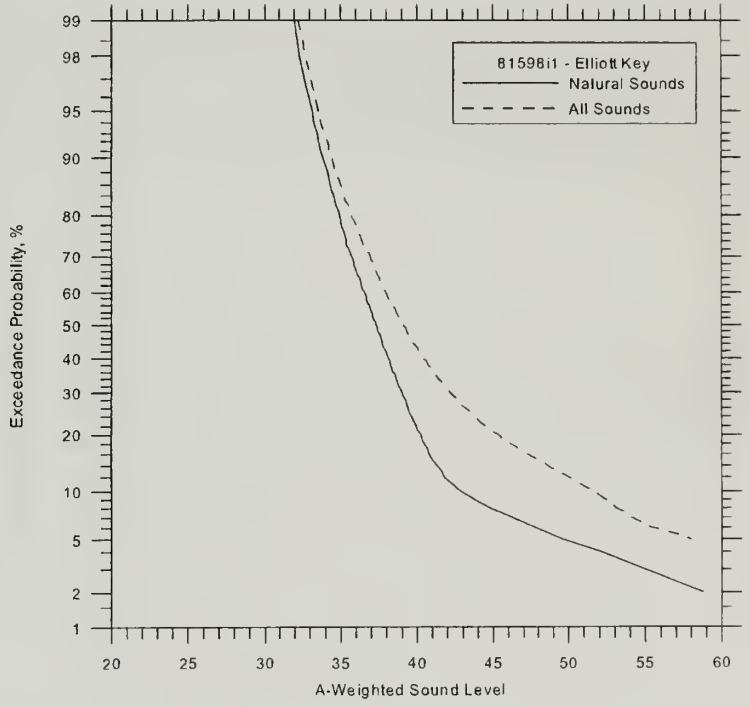

81398n1 - Shark Valley
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

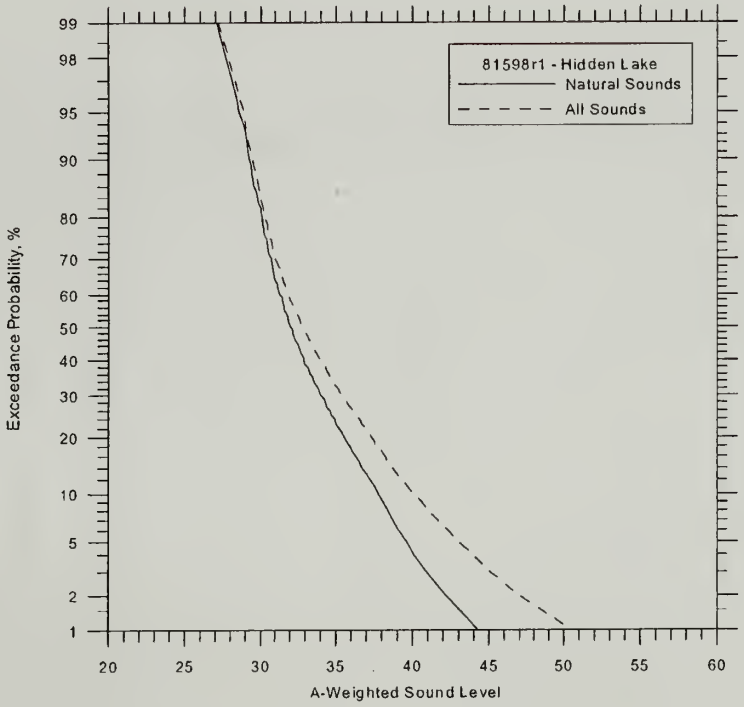

81498f1 - Fender Point
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

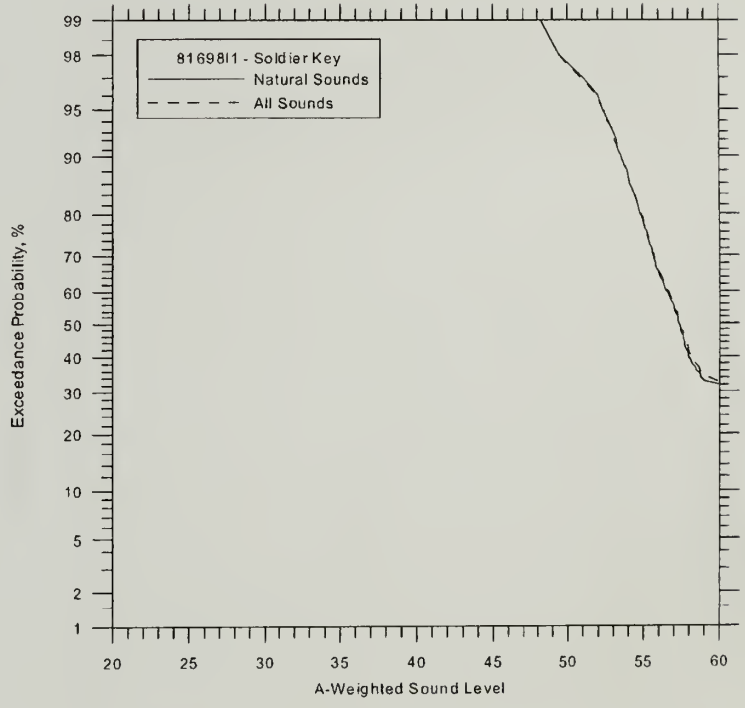

81498f2 - Fender Point
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

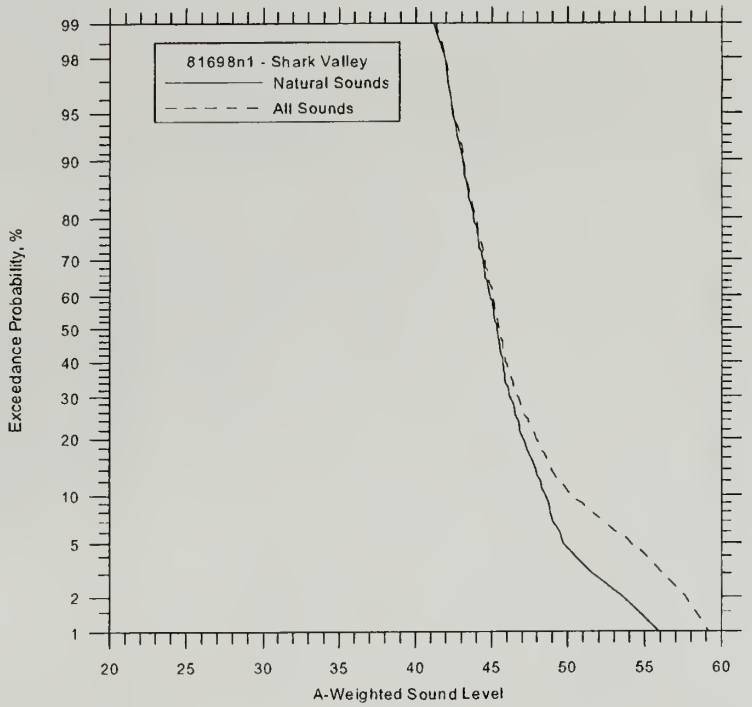

81498q1 - Eco Pond
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

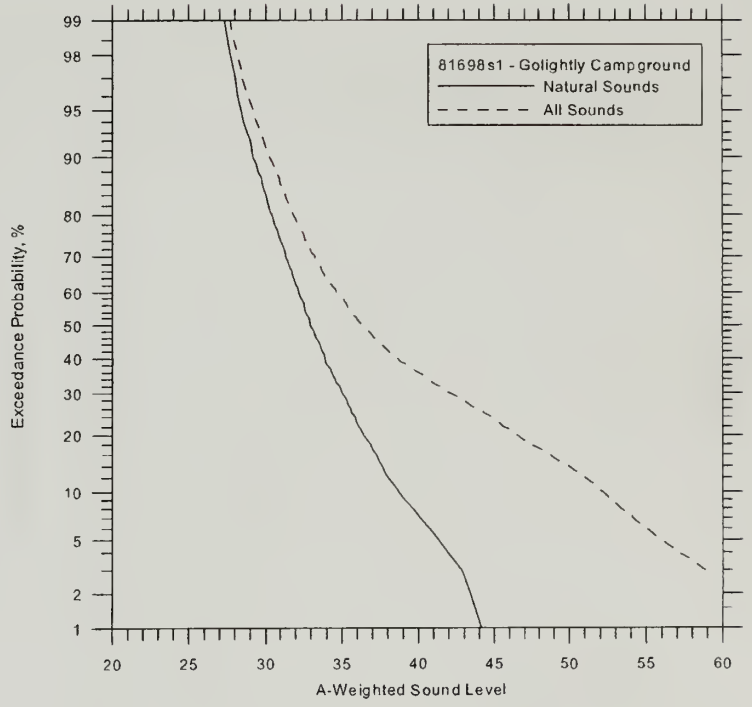

81598b1 - Anhinga Trail
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

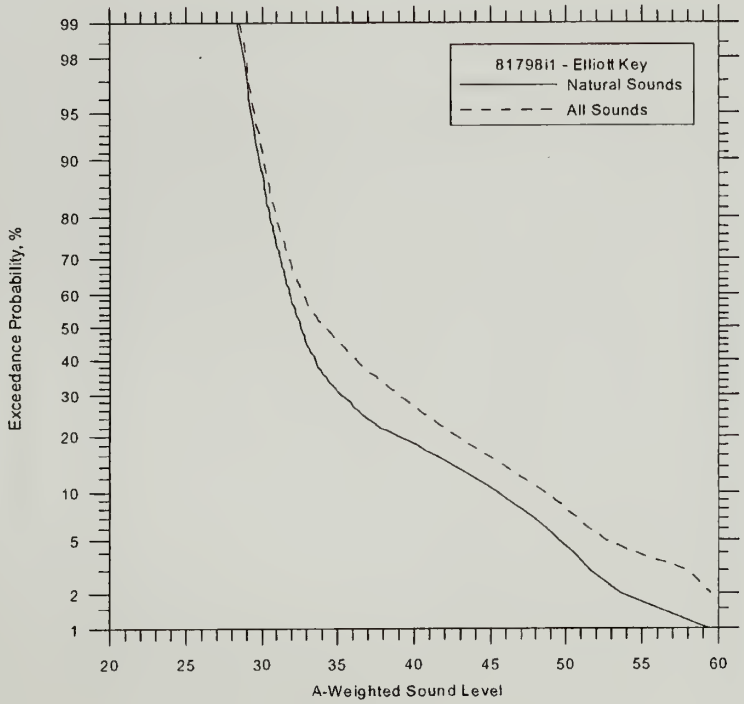

81598i1 - Elliott Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

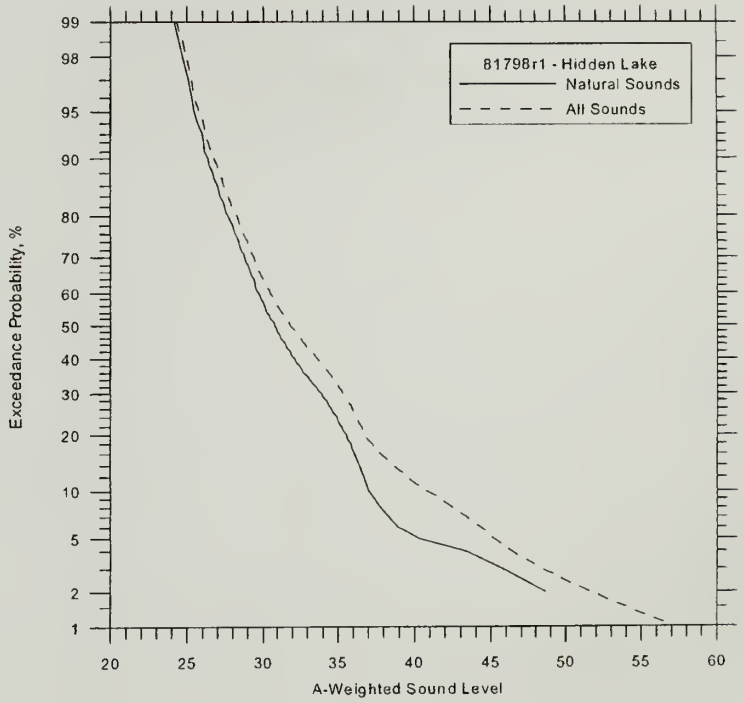

81598r1 - Hidden Lake
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

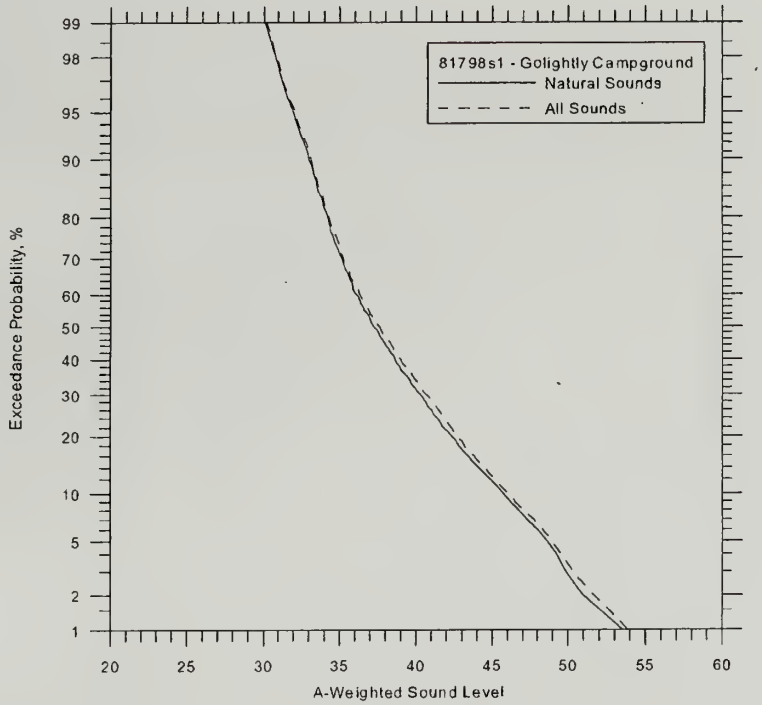

81698l1 - Soldier Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

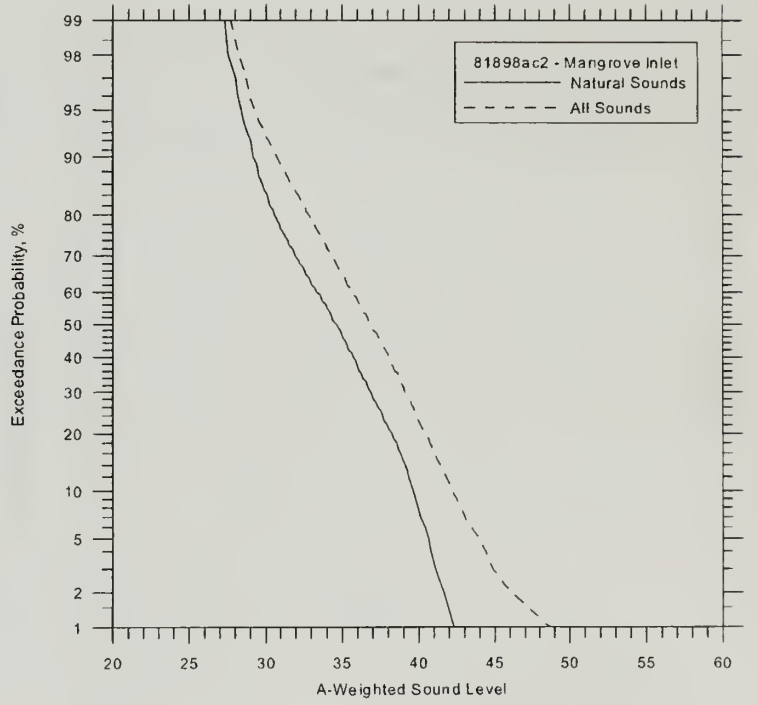

81698n1 - Shark Valley
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

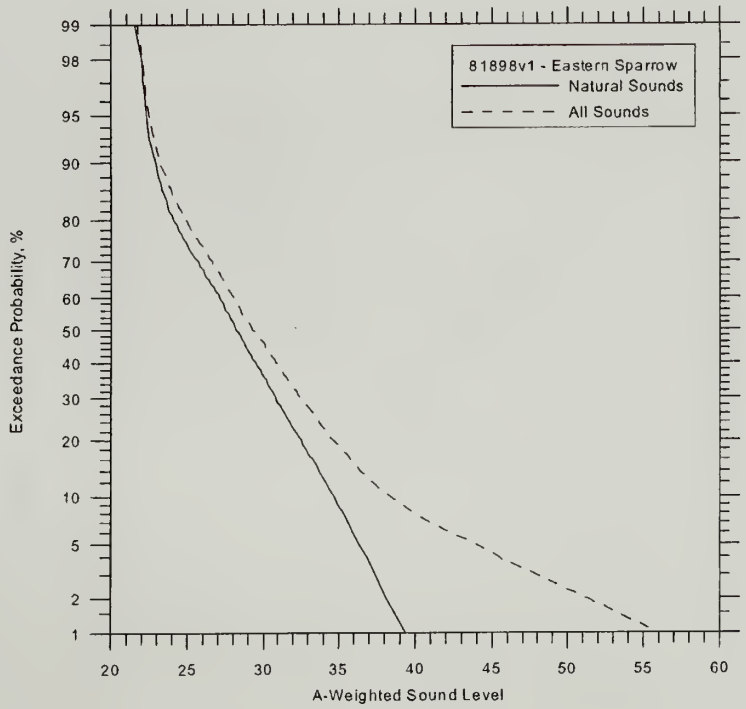

81698s1 - Golightly Campground
Natural Sounds
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
A-Weighted Sound Level

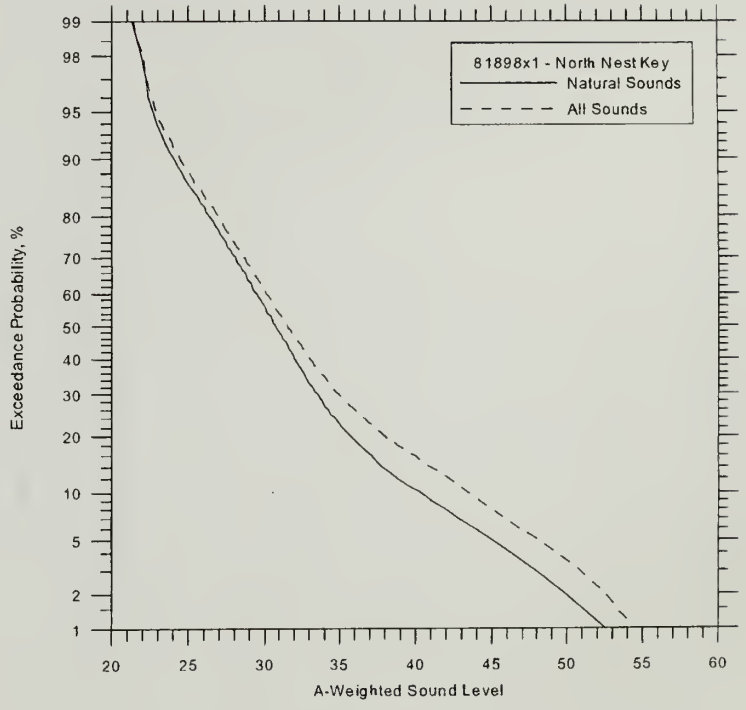

81798i1 - Elliott Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

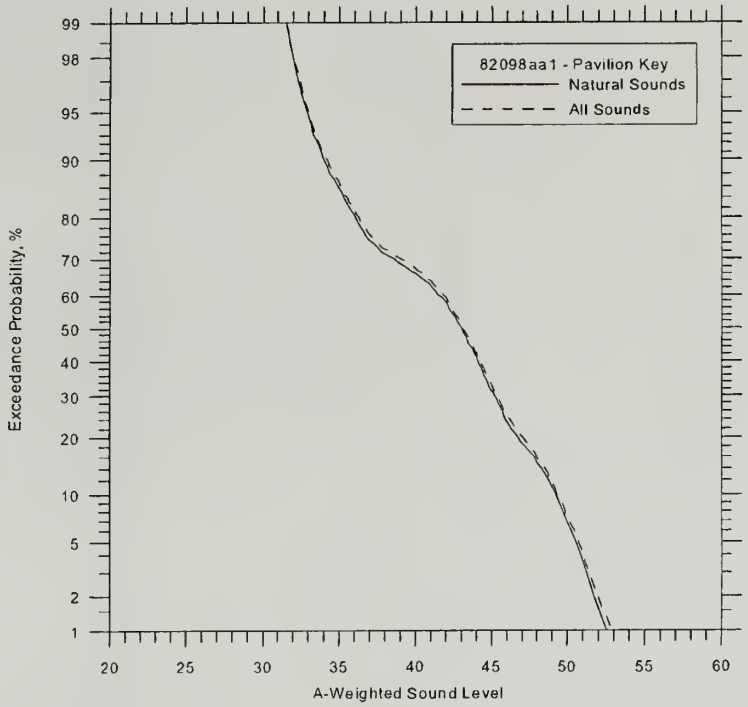

81798r1 - Hidden Lake
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

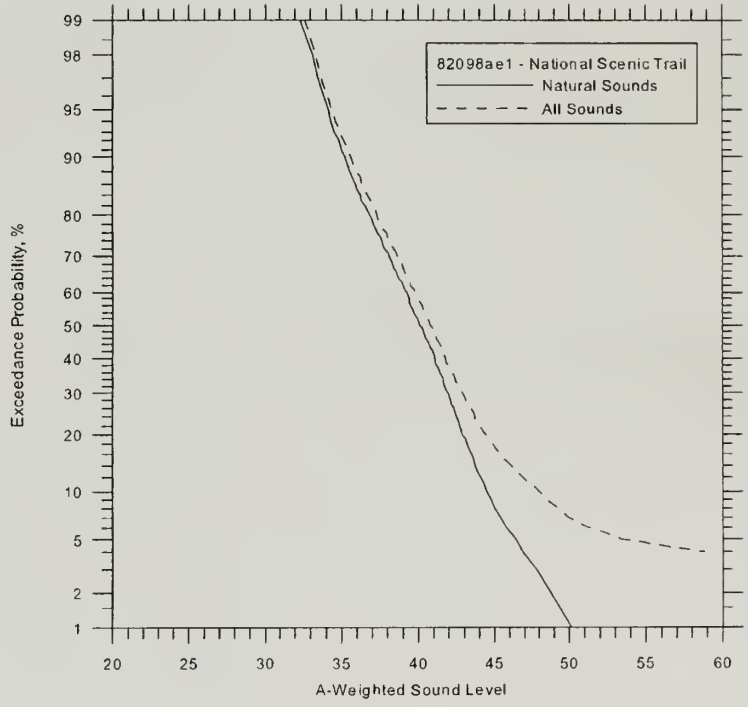

81798s1 - Golightly Campground
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60


81898ac2 - Mangrove Inlet
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60


81898v1 - Eastern Sparrow
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60


81898x1 - North Nest Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60


82098aa1 - Pavilion Key
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
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40
45
50
55
60

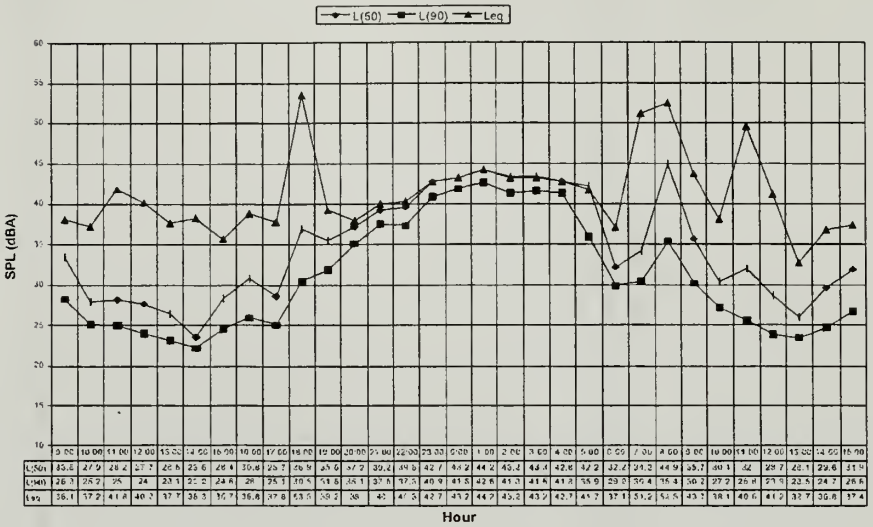

82098ae1 - National Scenic Trail
Natural Sounds
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60

Appendix C
Hourly L50, L90, and Leq for Sanchez Industrial Design 1998 Measurements

Anhinga trail - Fri 11/20 to Sat 11/21

	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00
L(50)	33.3	30	33.5	38	37.4	39.2	41.4	41.7	42.1	43.6	44.6	45.3	45.5	44.9	41.6	33.1	31.4	35.8	39.1	40.9	37.7	38.4	37.3	35.8	34	33.6	36.1	37.5	40.0	39.9	40.4	40.8	41.9
L(90)	29.5	27	31.6	36.1	36.1	37.3	39.2	40.2	41	42.4	43.7	44.3	44.1	44.2	30.9	29.2	27.8	31.4	34.3	36.2	32.2	32.9	31.7	31	28.9	28.4	33.4	35.9	38.8	38.2	38.2	39.7	40.3
Leq	41.3	41.9	47.1	43	38.6	39.5	46.3	46	42.2	43.6	44.7	45.2	45.6	45.2	42.8	34.9	37.9	38.1	45.8	45.1	50.8	50	41	45	41.1	40.9	39.4	39.4	41.7	40.3	41.5	41.6	42.2

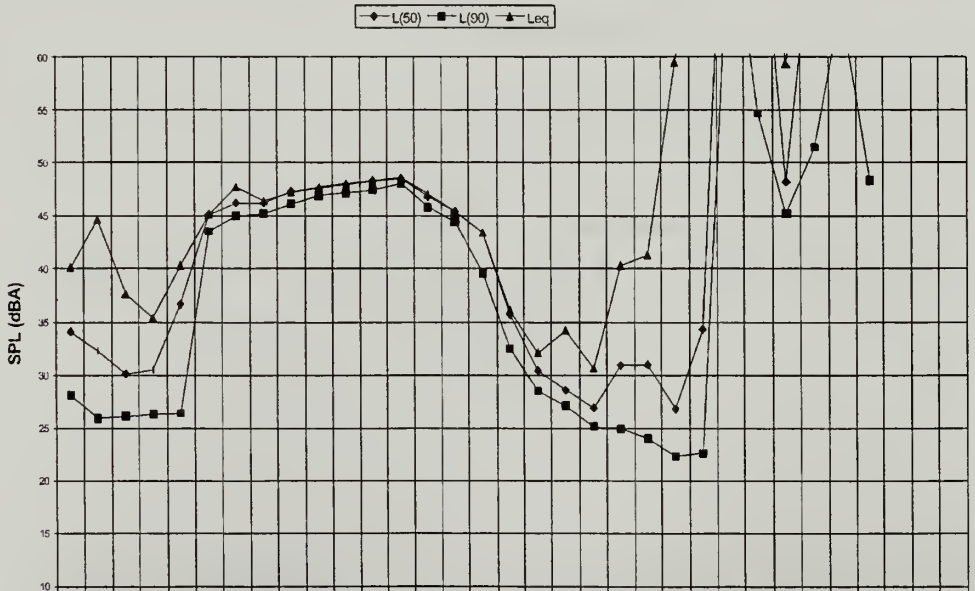
Big Cypress - 11 mile road - Tue 11/17 to Wed 11/18



	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00
L(50)	35.6	27.9	28.2	27.7	26.6	25.6	26.4	30.6	29.7	29.9	29.6	30.7	39.2	39.8	42.7	43.2	44.2	45.2	44.4	42.8	42.2	32.2	31.3	44.9	35.7	30.1	42	29.7	28.1	29.6	31.9	
L(90)	28.1	25.2	25	24	23.1	22.5	23.8	28	28.1	28.5	28.8	28.1	37.8	37.5	40.9	41.8	42.6	43.3	41.8	41.7	35.9	29.8	29.4	38.4	30.2	27.2	26.8	27.1	23.8	24.7	26.8	
Leq	36.1	37.2	41.8	40.2	37.7	36.3	36.7	36.8	37.8	53.6	38.2	38	45	47.5	42.7	43.2	44.7	45.2	43.7	42.7	41.7	37.1	31.2	52.5	45.5	38.1	40.6	41.2	32.7	36.8	37.4	

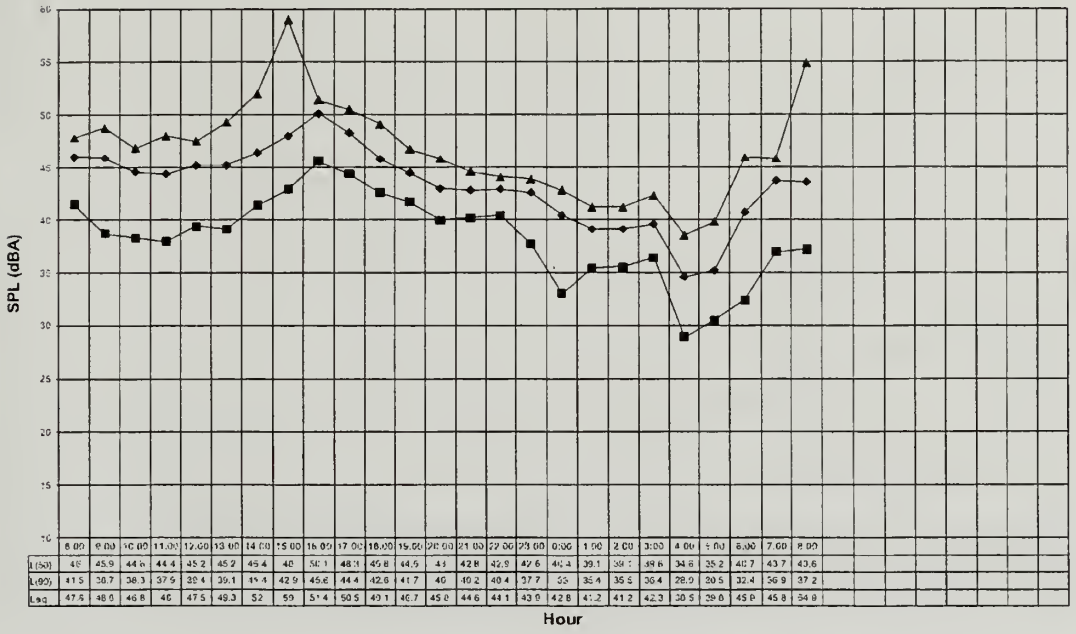
Hour

Canepatch - Thur 11/19 to Fri 11/20



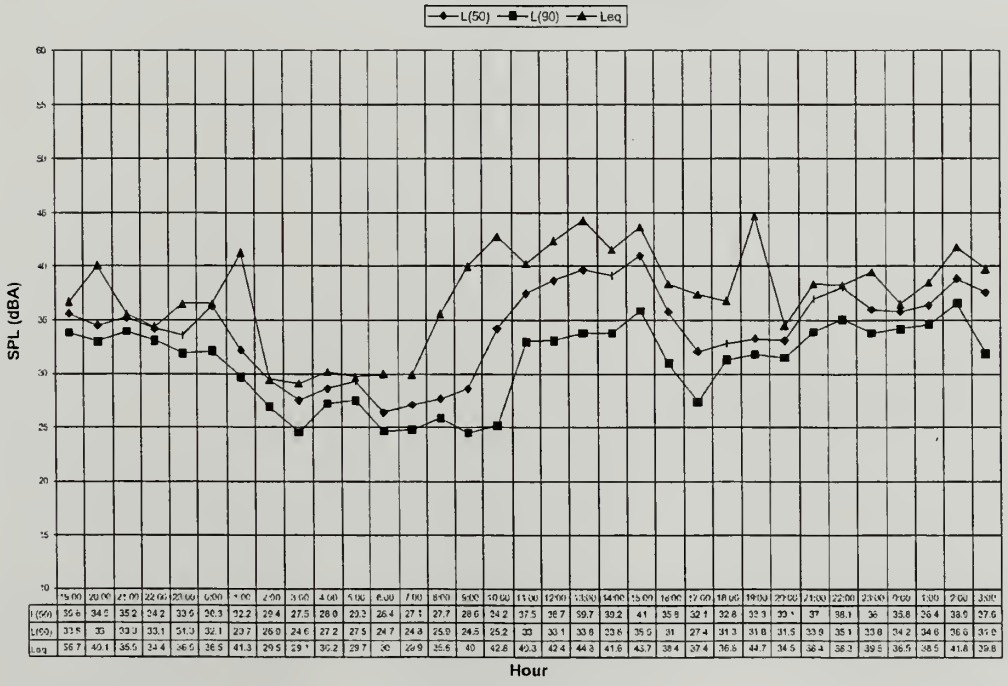
	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
L(50)	34.1	32.3	30.1	30.5	38.7	45.1	46.2	46.2	47.3	47.8	47.9	48.3	48.5	46.8	45.4	43.4	35.7	30.4	28.6	26.9	30.0	31	26.8	34.3	92	79.7	48.2	72.9	72.5	66.6
L(90)	28.1	25.9	26.1	26.3	26.4	43.5	45	45.2	46.1	46.9	47.1	47.4	48	45.8	44.4	39.6	32.5	28.5	27.1	25.1	24.9	24	22.3	22.6	75	54.7	45.2	51.5	64.8	48.3
Leq	40.1	44.6	37.6	35.4	40.3	45.1	47.7	46.4	47.2	47.7	48	48.3	48.6	47	45.4	43.4	36.1	32.1	34.2	30.6	40.3	41.3	59.5	72.2	91.6	92.5	59.4	74.2	72.8	76.2

Crocodile Lakes (Barnes Sound) - Fri 11/20 to Sat 11/21



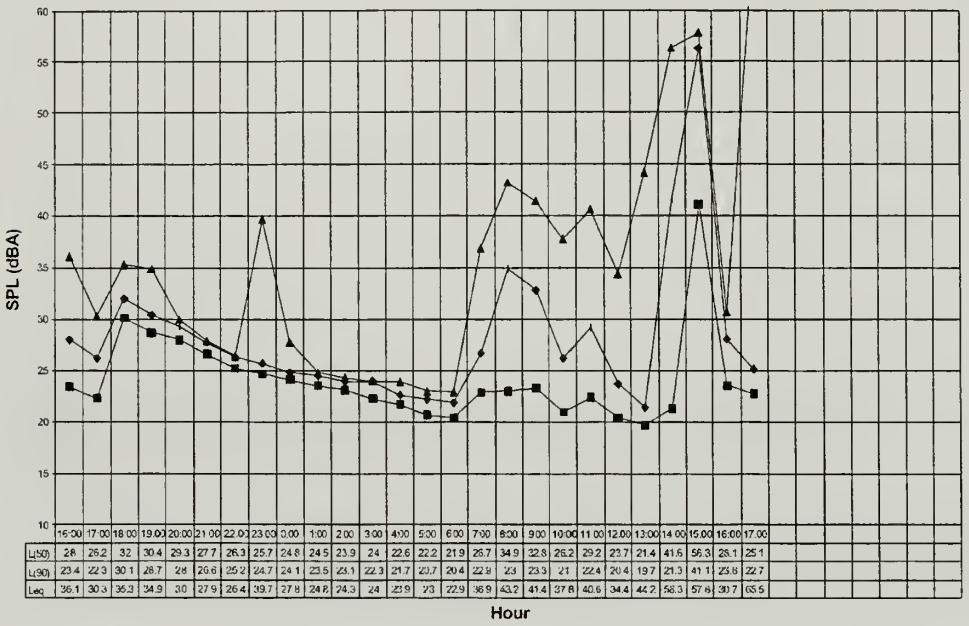
	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00
L(50)	46	45.9	44.6	44.4	45.2	45.4	46	50.1	48.4	45.8	44.9	43	42.8	42.9	42.6	40.4	39.1	39.1	39.6	34.8	35.2	40.7	43.7	43.6	
L(90)	41.5	38.7	38.3	37.9	39.4	39.1	41.4	42.9	45.6	44.4	42.6	41.7	40	40.2	40.4	37.7	33	30.4	30.5	30.4	28.9	30.5	32.4	36.9	37.2
Leq	47.6	48.6	46.8	46	47.5	49.3	52	59	57.4	50.5	49.1	46.7	45.8	44.6	44.1	43.6	42.8	41.2	41.2	42.3	38.5	39.6	45.9	45.8	54.9

Ernest Coe - Tue 11/17 to Thur 11/19



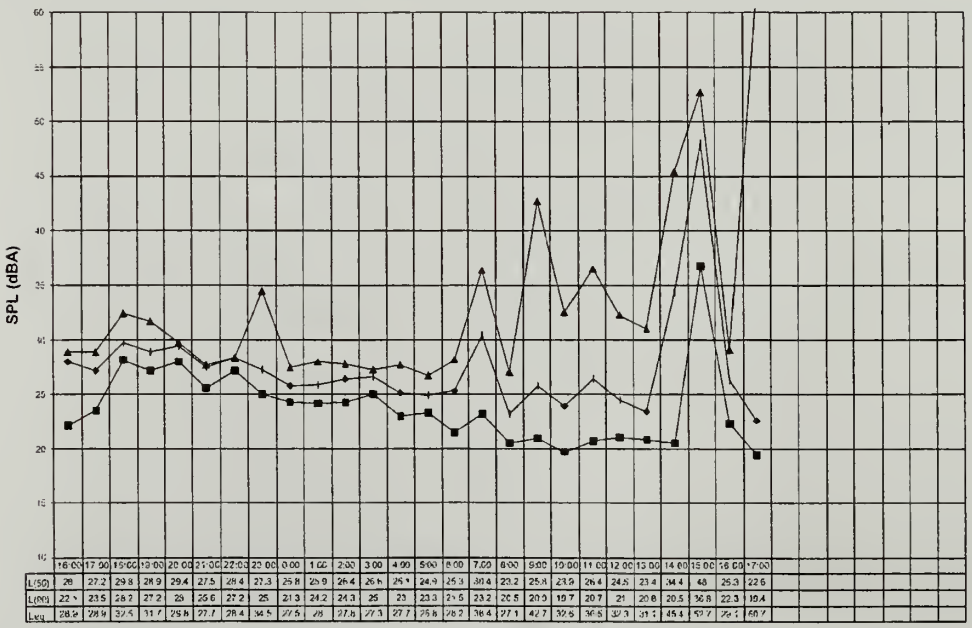
	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	3:00
L(50)	35.6	34.5	35.2	34.2	33.6	30.3	32.2	29.4	27.5	28.0	23.3	26.4	27.1	27.7	28.6	34.2	37.5	39.7	39.7	39.2	41	35.8	32.1	32.8	33.3	33.1	37	38.1	36	35.8	36.4	38.6	37.6
L(90)	33.8	33	33.0	33.1	31.0	32.1	29.7	26.0	24.6	27.2	27.5	24.7	24.8	25.0	24.5	25.2	33	33.1	33.6	33.6	35.9	31	27.4	31.3	31.8	31.5	33.9	35.1	33.8	34.2	34.6	36.6	31.9
Leq	36.7	40.1	35.5	34.4	36.6	36.5	41.3	29.5	29.1	30.2	29.7	30	29.9	35.6	40	42.8	40.3	42.4	44.3	41.6	43.7	38.4	37.4	36.8	44.7	34.5	38.4	38.3	39.5	36.9	38.5	41.8	39.8

Pinelands East - Mon 11/16 to Tue 11/17



	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
L(50)	28	26.2	32	30.4	29.3	27.7	26.3	25.7	24.8	24.5	23.9	24	22.6	22.2	21.9	26.7	34.9	32.8	26.2	29.2	23.7	21.4	41.6	56.3	28.1	25.1
L(90)	23.4	22.3	30.1	28.7	28	26.6	25.2	24.7	24.1	23.5	23.1	22.3	21.7	20.7	20.4	22.9	23	23.3	21	22.4	20.4	19.7	21.3	41.1	23.8	22.7
Leq	36.1	30.3	36.3	34.9	30	27.9	26.4	39.7	27.8	24.8	24.3	24	23.9	23	22.9	36.9	43.2	41.4	37.8	40.6	34.4	44.2	58.3	57.8	39.7	65.5

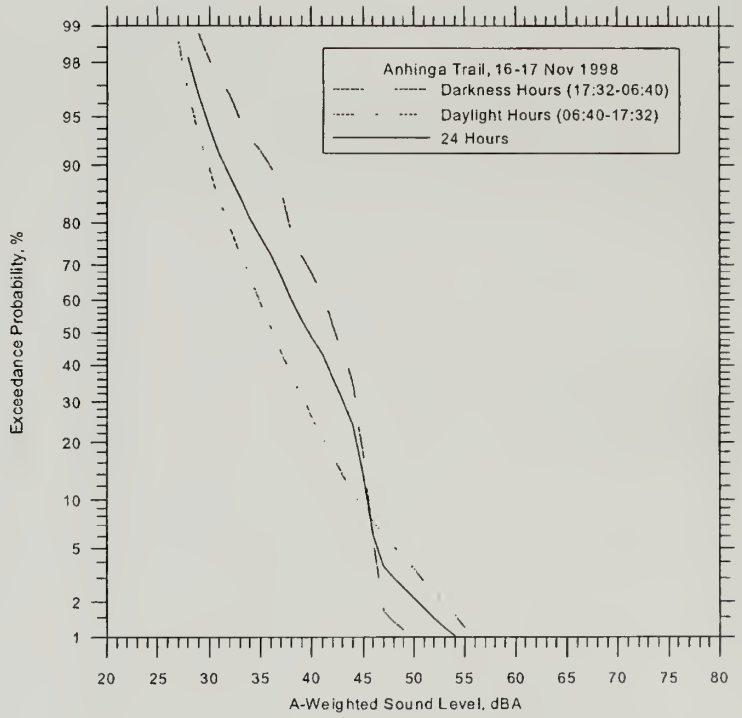
Pinelands North - Mon 11/16 to Tue 11/17

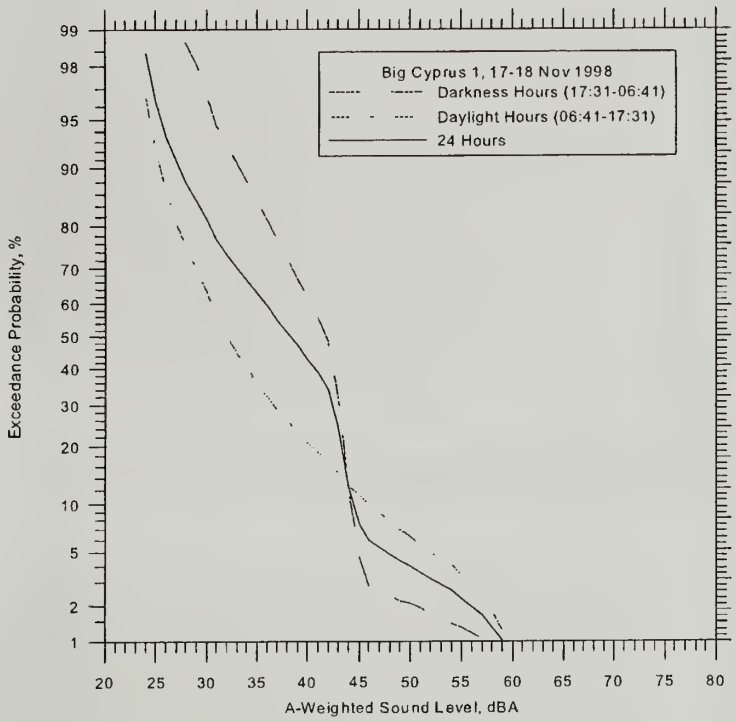


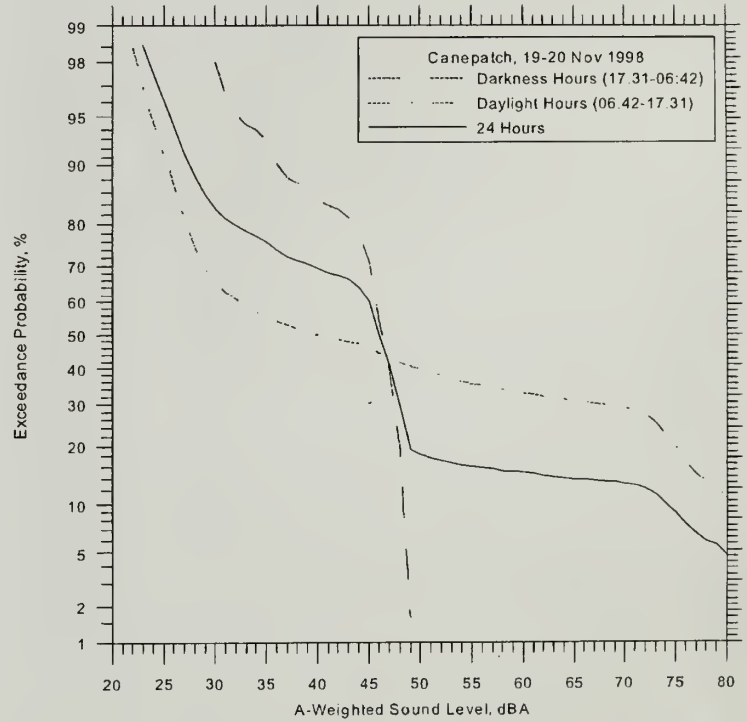
	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
L(50)	28	27.2	29.8	28.9	29.4	27.5	26.4	27.3	25.8	25.9	26.4	26.6	25.9	24.9	25.3	30.4	33.2	25.8	23.9	26.4	24.5	23.4	34.4	48	25.3	22.6
L(90)	22.9	23.5	28.2	27.2	28	25.6	27.2	25	24.3	24.2	24.3	25	23	23.3	24.6	23.2	26.5	20.9	19.7	20.7	21	20.6	20.5	36.8	22.3	19.4
Leq	28.9	28.9	32.5	31.7	29.8	27.7	28.4	34.5	27.5	26	27.8	27.3	27.7	25.8	28.2	36.4	37.1	42.7	32.5	36.5	30.3	31.1	45.4	57.7	36.1	66.7

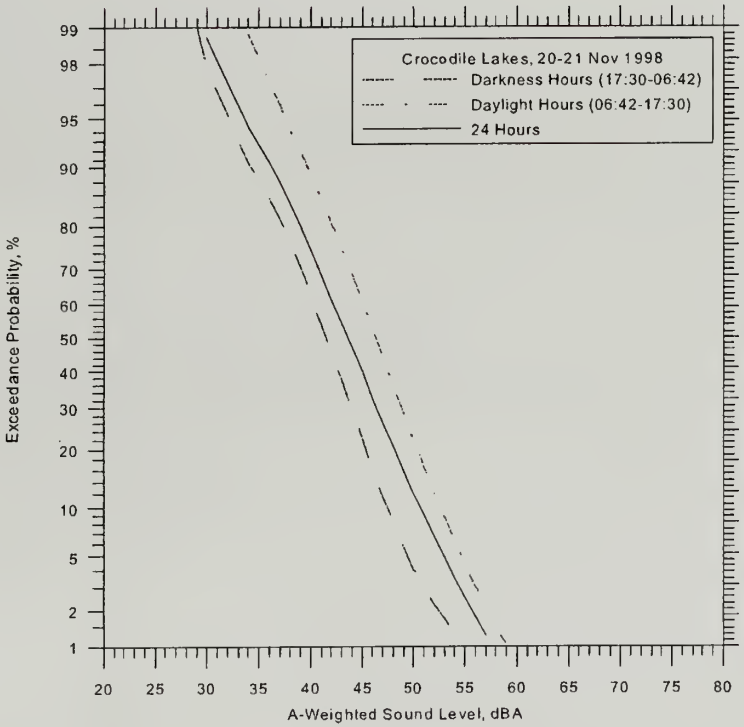
Appendix D

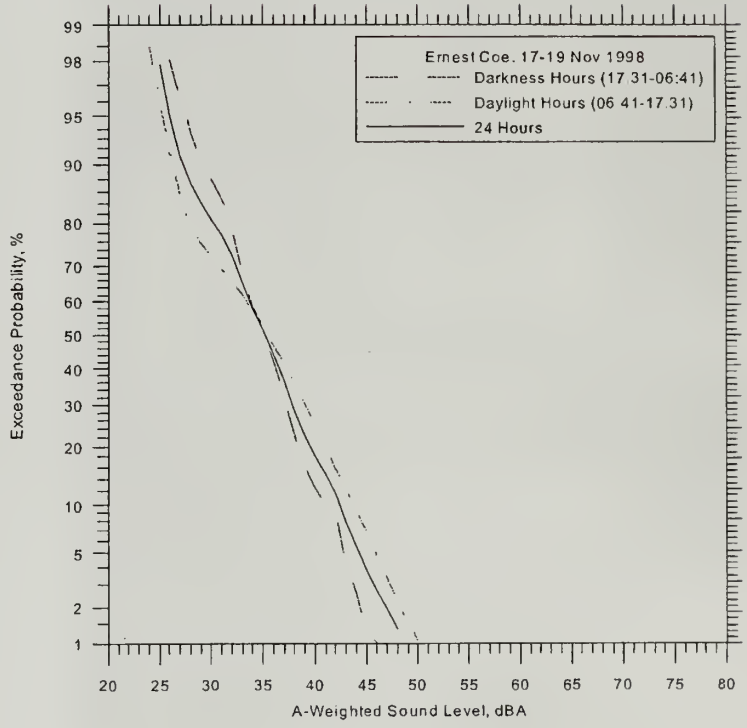
Exceedance Plots for Sanchez Industrial Design 1998 Measurements

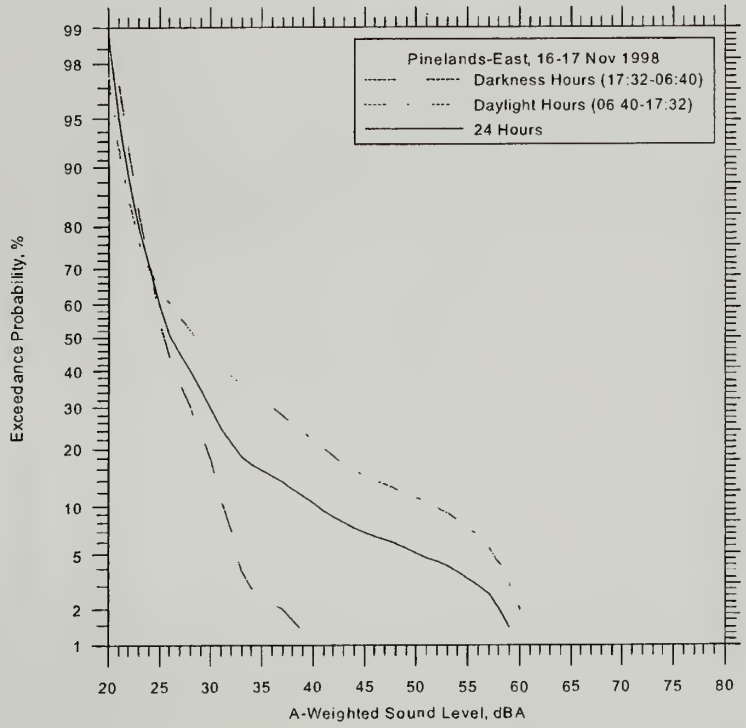


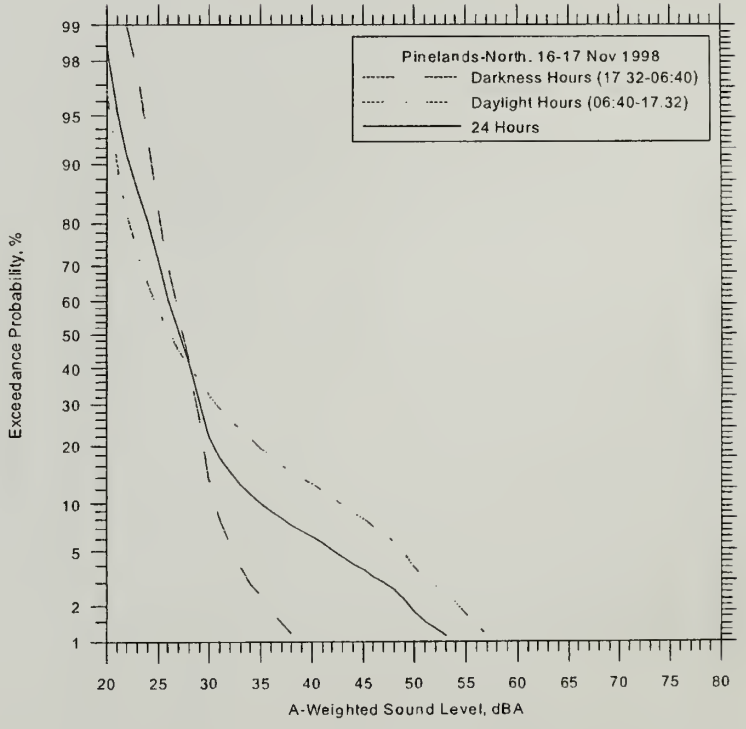

Big Cypress 1, 17-18 Nov 1998
Darkness Hours (17:31-06:41)
Daylight Hours (06:41-17:31)
24 Hours
Exceedance Probability, %
A-Weighted Sound Level, dBA
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80


Canepatch, 19-20 Nov 1998
Darkness Hours (17:31-06:42)
Daylight Hours (06:42-17:31)
24 Hours
Exceedance Probability, %
A-Weighted Sound Level, dBA
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80


Crocodile Lakes, 20-21 Nov 1998
Darkness Hours (17:30-06:42)
Daylight Hours (06:42-17:30)
24 Hours
Exceedance Probability, %
A-Weighted Sound Level, dBA
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
65
70
75
80


Ernest Coe, 17-19 Nov 1998
Darkness Hours (17:31-06:41)
Daylight Hours (06:41-17:31)
24 Hours
Exceedance Probability, %
A-Weighted Sound Level, dBA
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20
25
30
35
40
45
50
55
60
65
70
75
80


Pinelands-East, 16-17 Nov 1998
Darkness Hours (17:32-06:40)
Daylight Hours (06 40-17:32)
24 Hours
Exceedance Probability, %
A-Weighted Sound Level, dBA
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80


Pinelands-North. 16-17 Nov 1998
Darkness Hours (17 32-06:40)
Daylight Hours (06:40-17.32)
24 Hours
Exceedance Probability, %
A-Weighted Sound Level, dBA
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

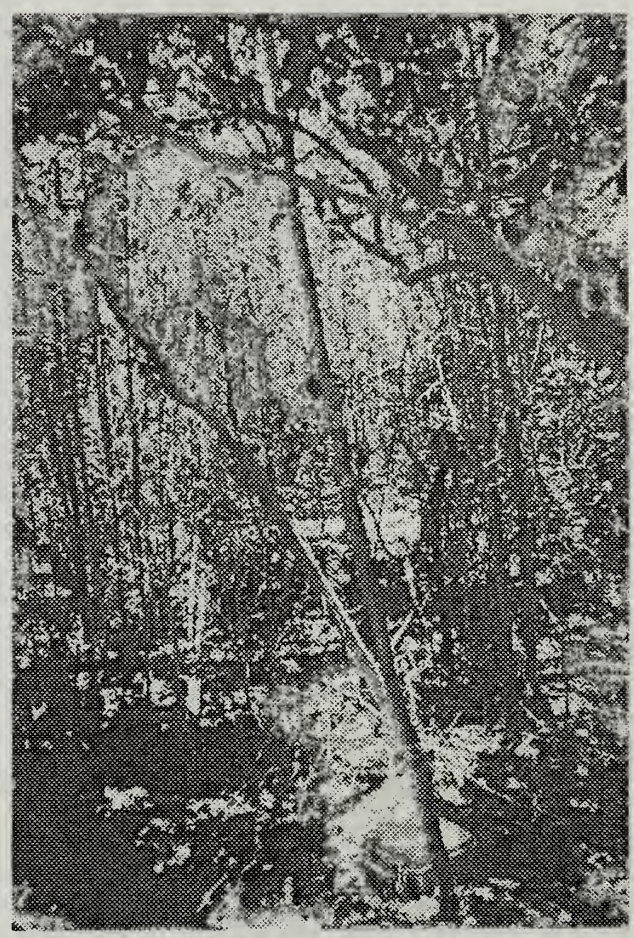


B1. Convoy Visitor Center

Appendix E
Pictures of Wyle 1999 Monitoring Sites

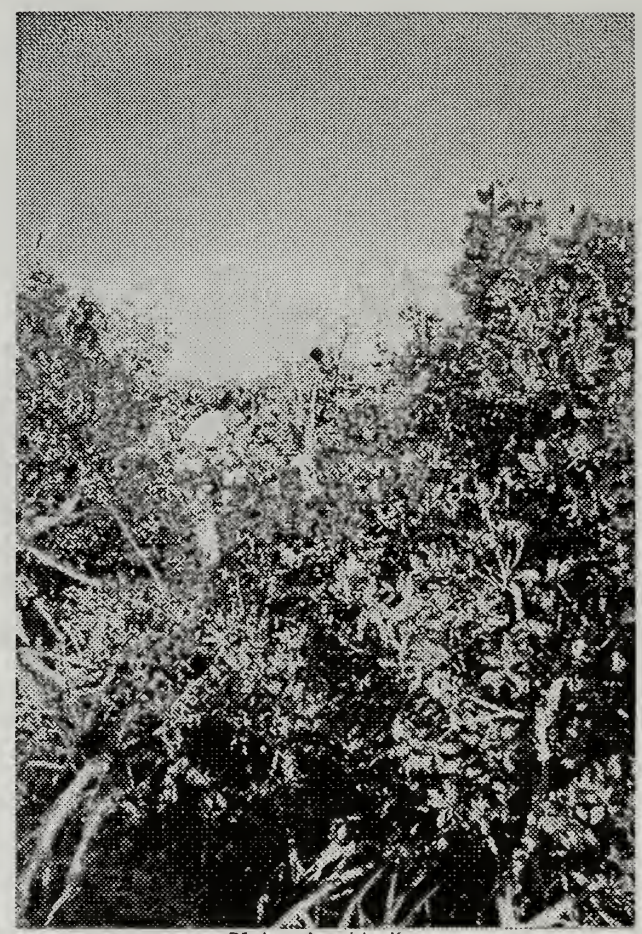


B2. Elliot Key Picnic Grounds

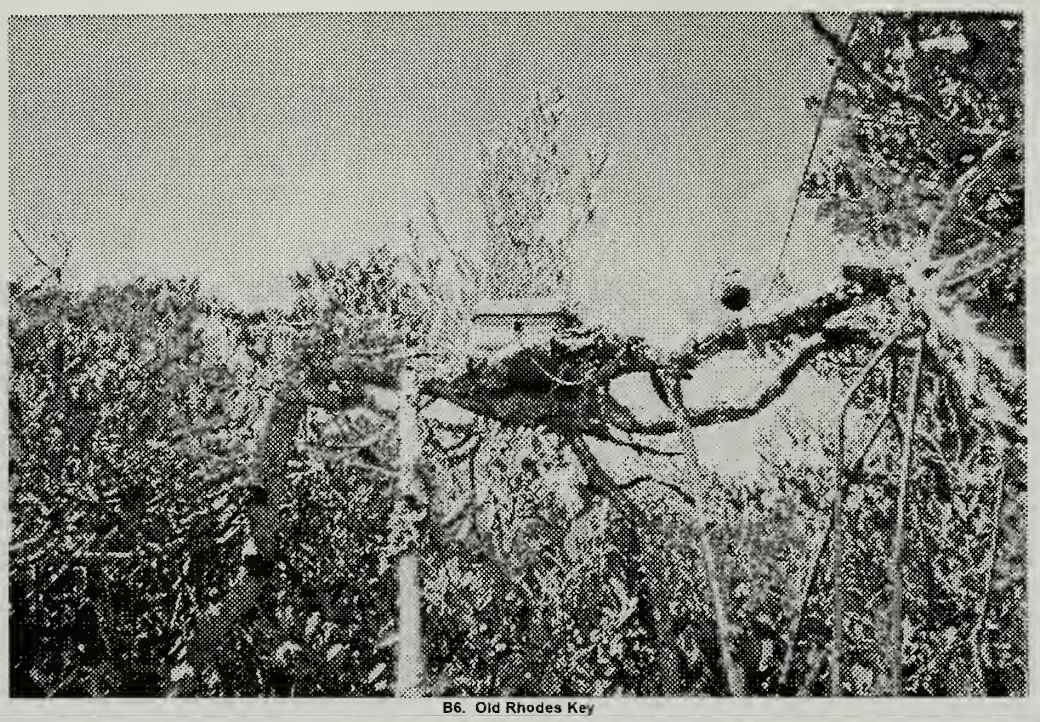


B3 Hiking Trail North of Elliot Key

B4. Hiking Trail South of Elliot Key
Missing Photo



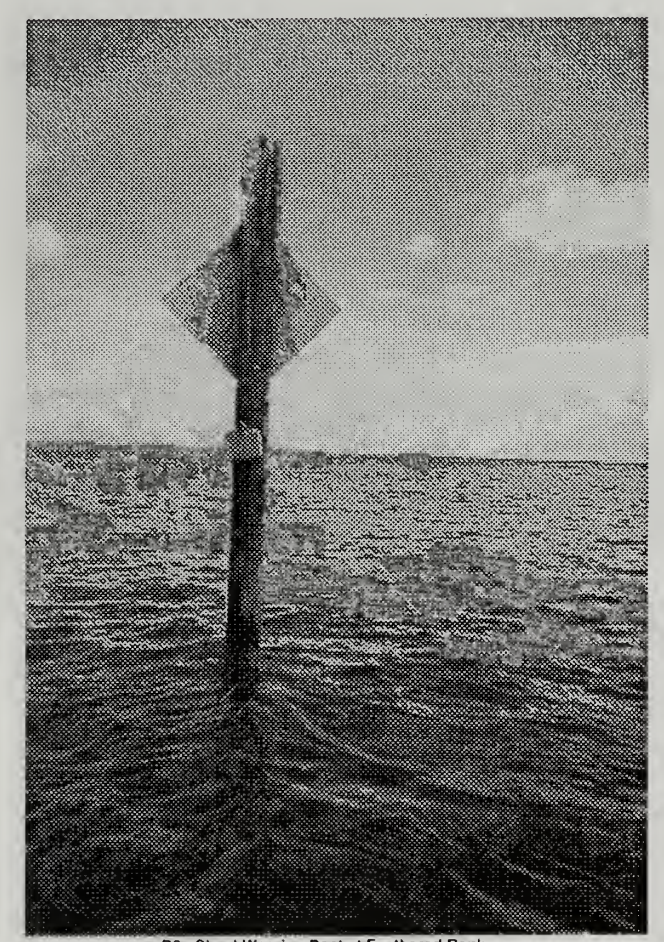
B5. Long Arsenicker Key



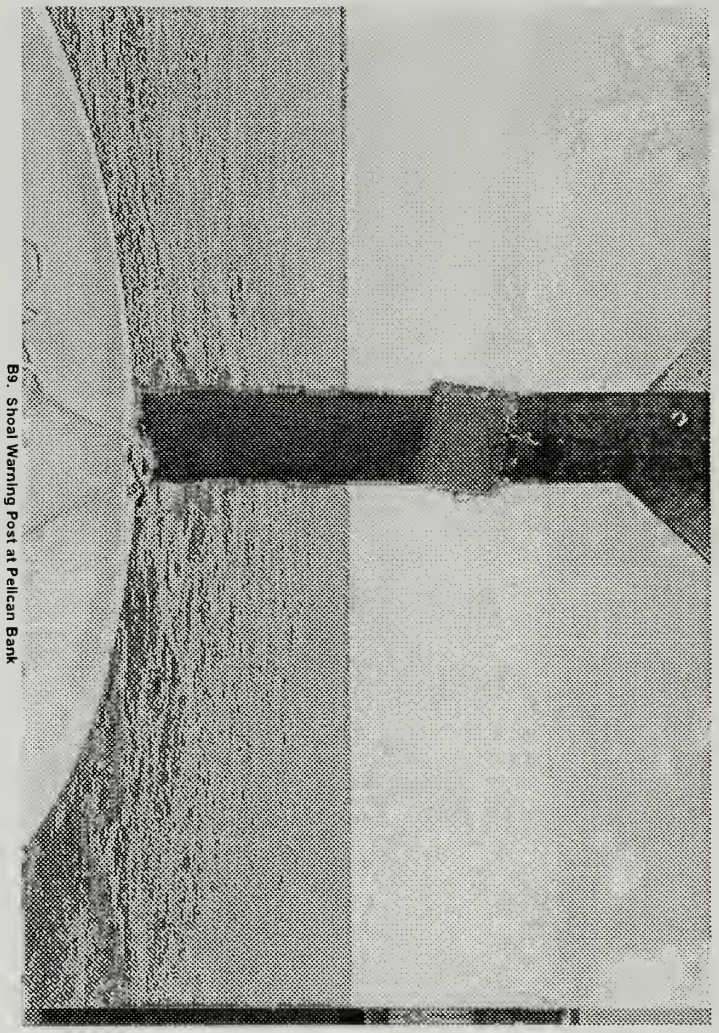
B6. Old Rhodes Key



B7. Adam's Key



B8. Shoal Warning Post at Feathered Bank



B9. Shoal Warning Post at Pelican Bank



E1. Carl Ross Key



E2. Coastal Prairie Trail

E3. South Joe River Chickee

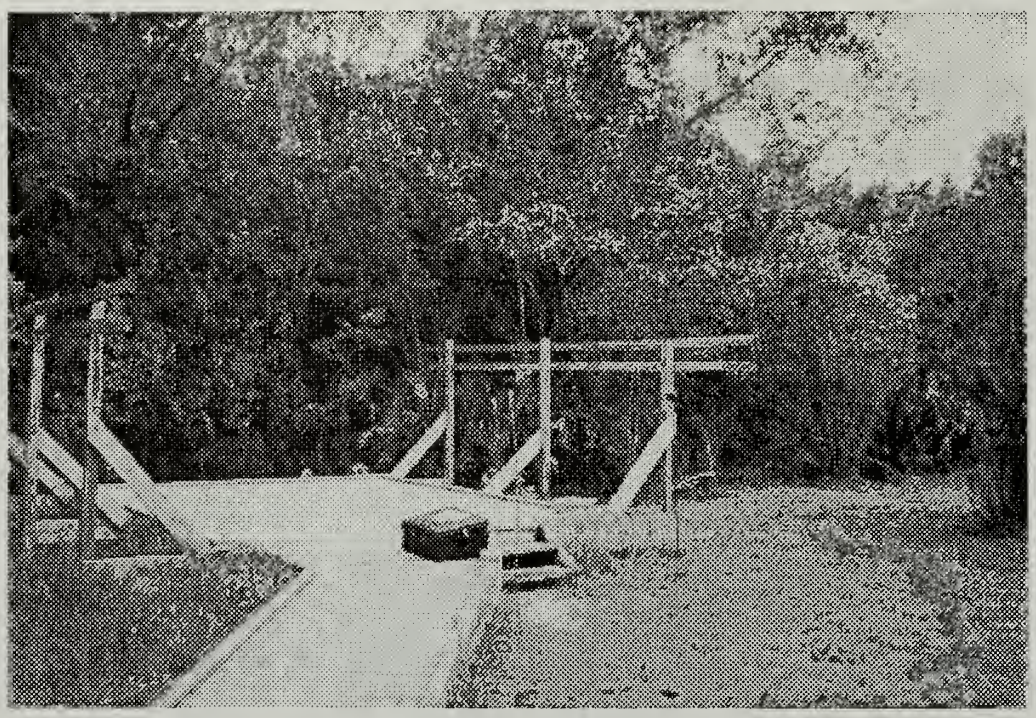
E-4. North Harney River Shoreline
Photo Missing

E6. Outside Mahogany Hammock

E5. Mangrove Forest along North Harney River

E8. Prairie in Taylor Slough Near Ernest Coe Campsite

E7. Inside Mahogany Hammock



E9. Hidden Lake Education Center



E10a. Transition Zone Between Marl Prairie and Pinelands



E10b. Transition Zone Between Marl Prairie and Pinelands



E11. Long Pine Key Campground



E12. Anhinga Trail



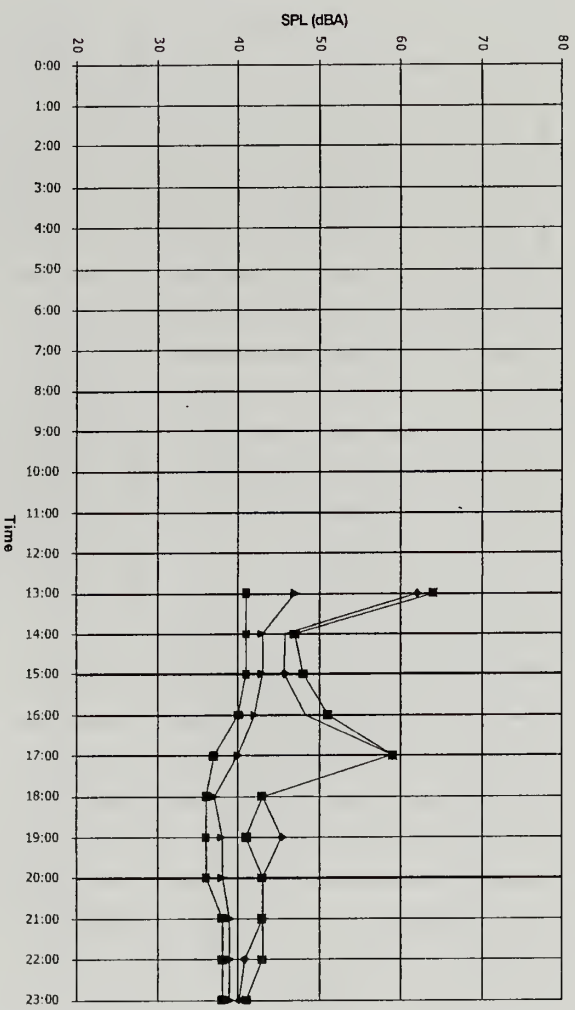
E14. Prairie in Shark Valley



E15. Chekika

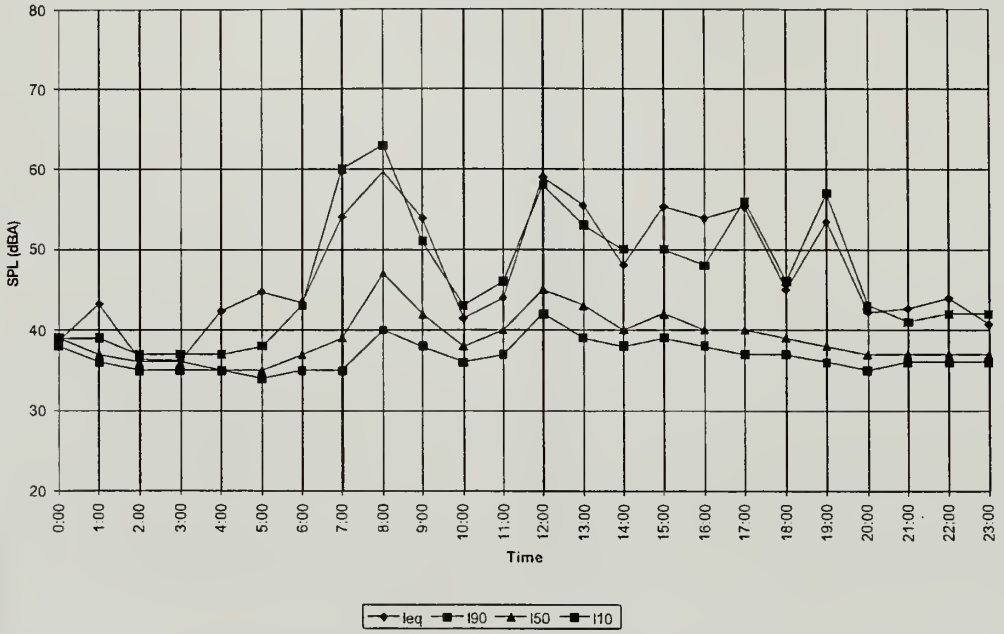
Appendix F

Hourly L90, L50, L10 and Leq Time Histories for Unmanned Measurements

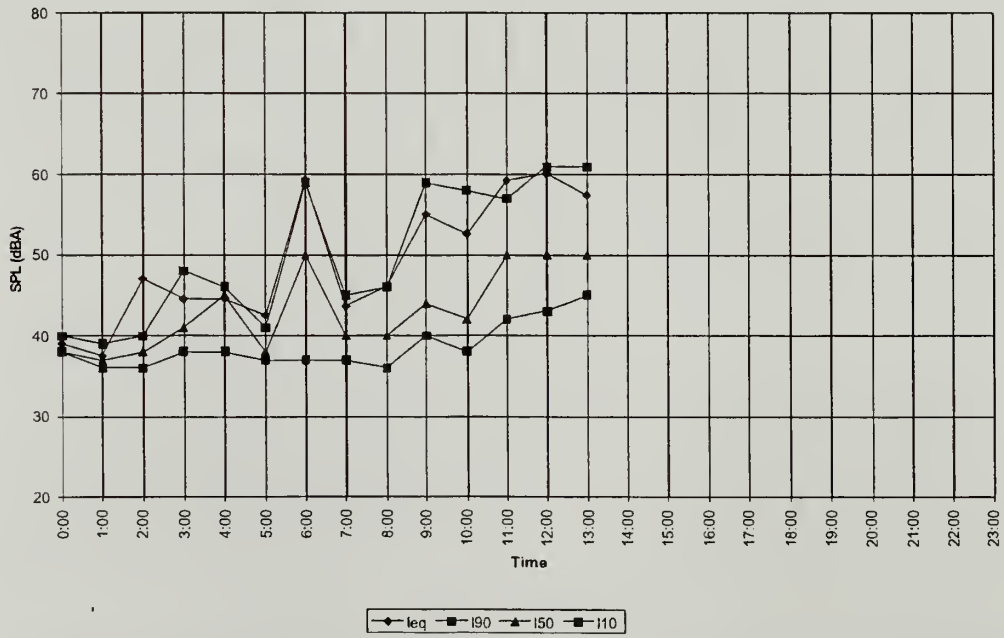


14 Jun 1999 B1

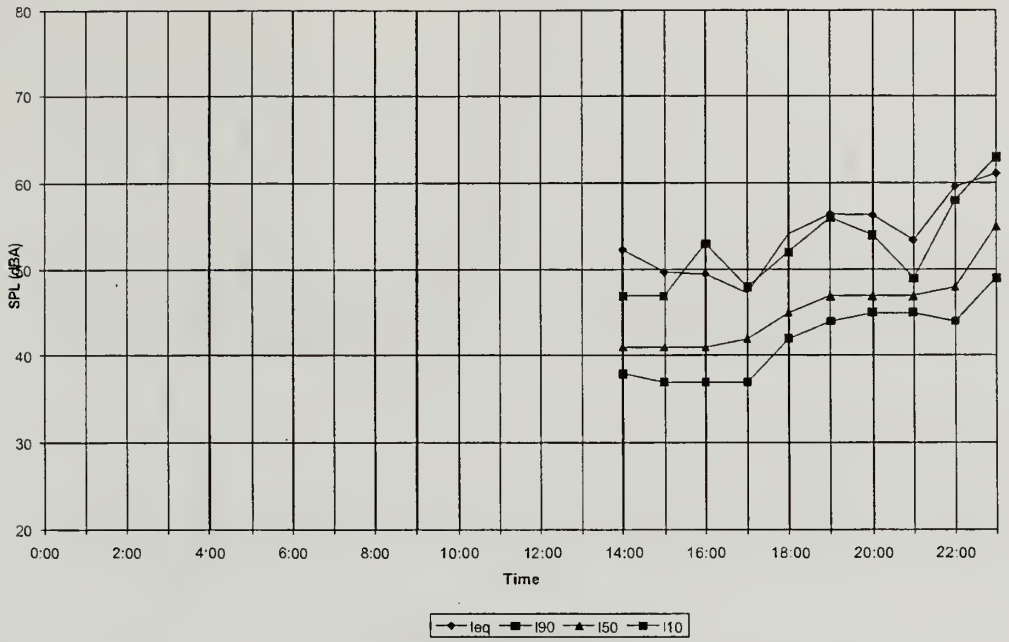
15 Jun 1999 B1



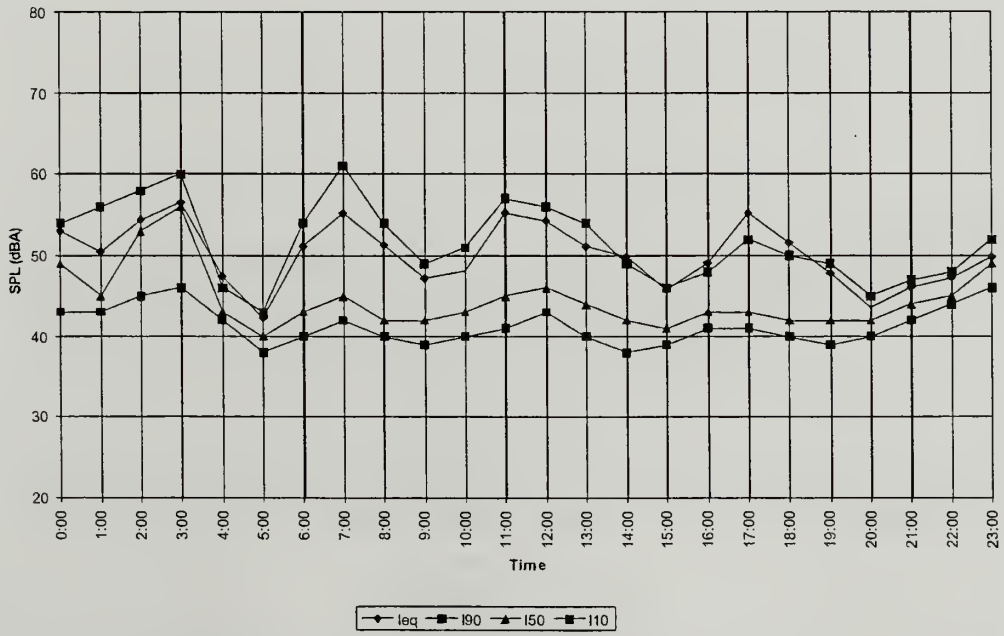
16 Jun 1999 B1



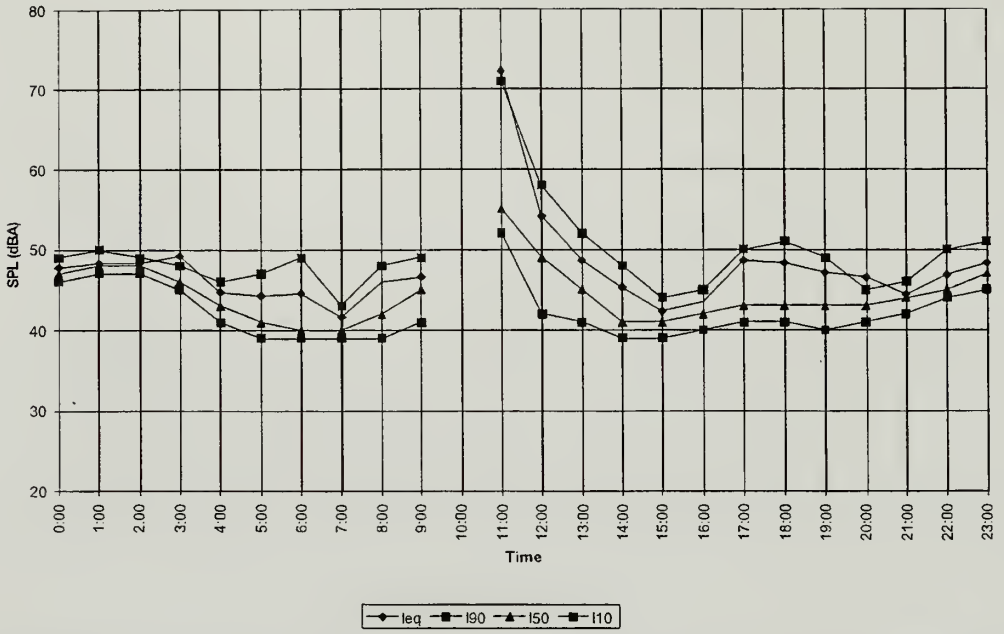
7 Jun 1999 B2



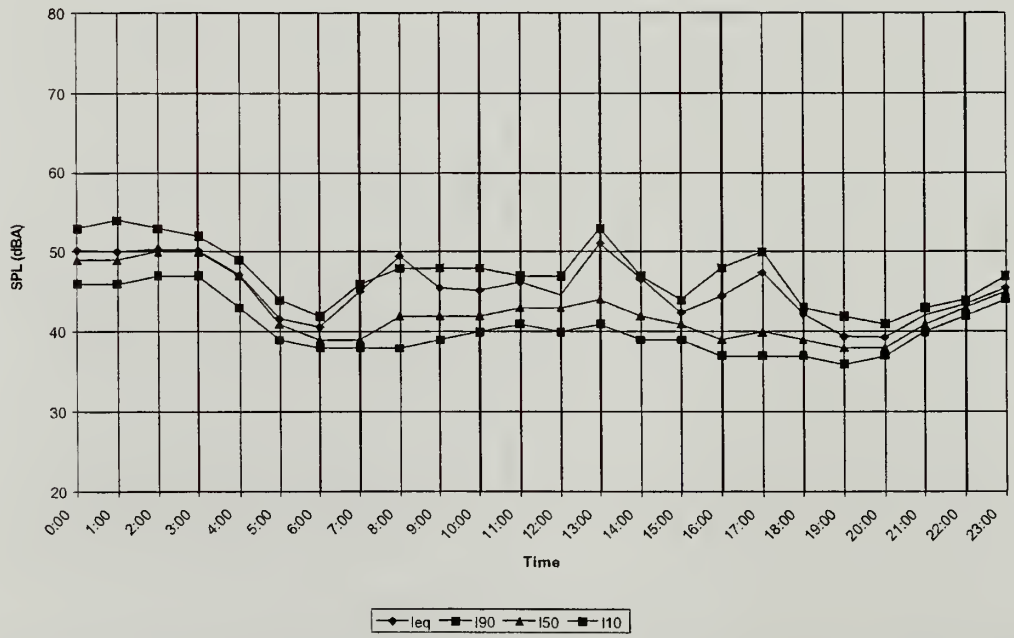
8 Jun 1999 B2



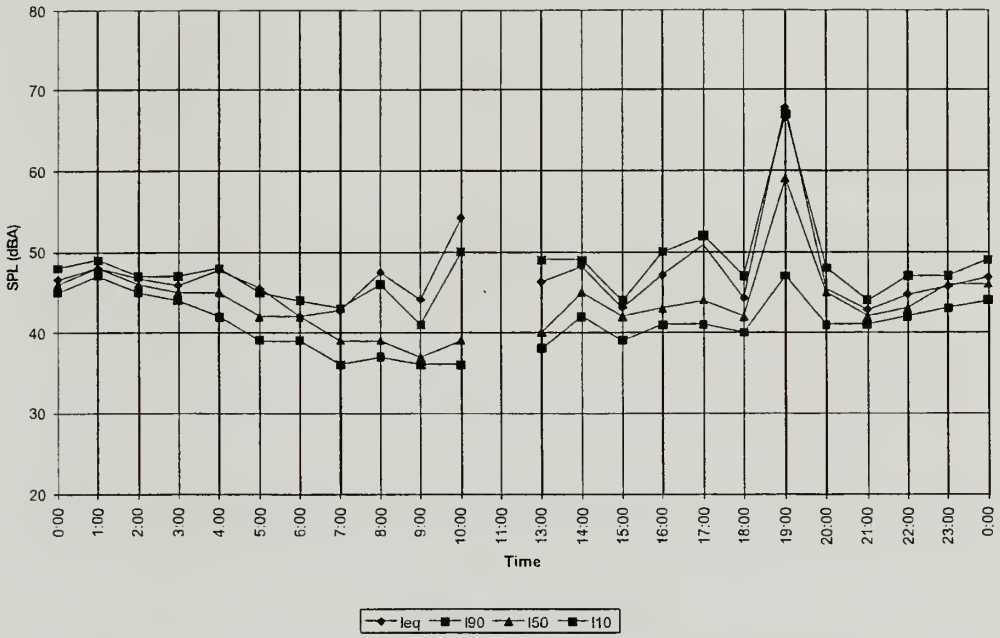
9 Jun 1999 B2



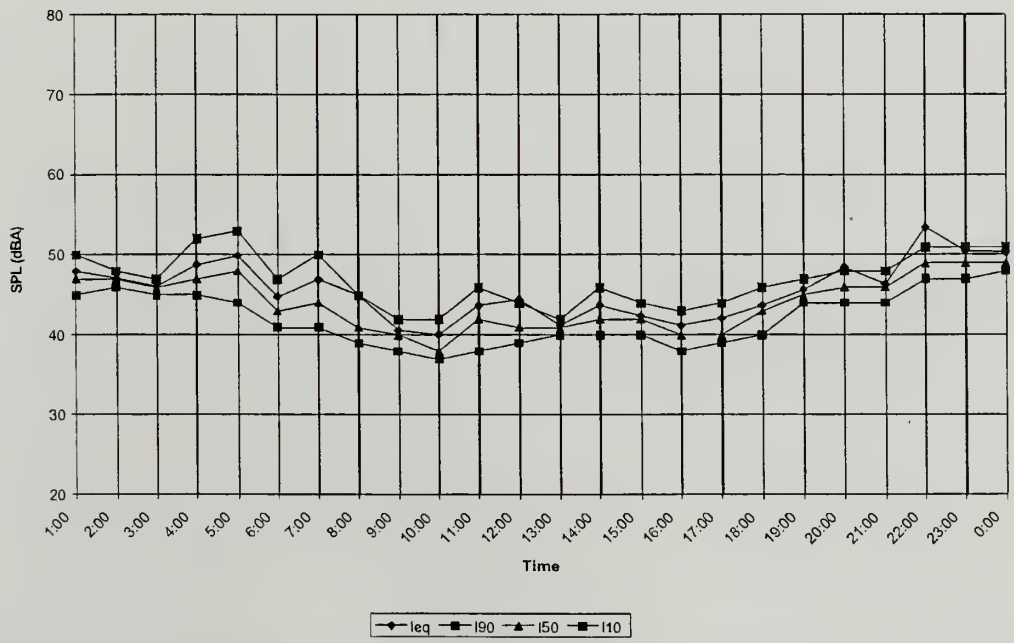
10 Jun 1999 B2



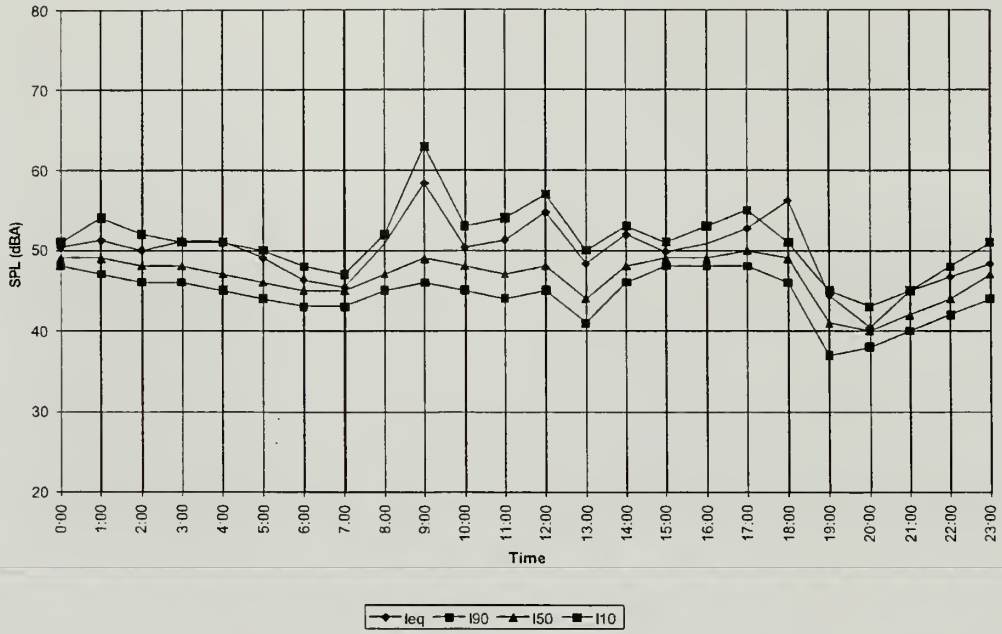
11 Jun 1999 B2



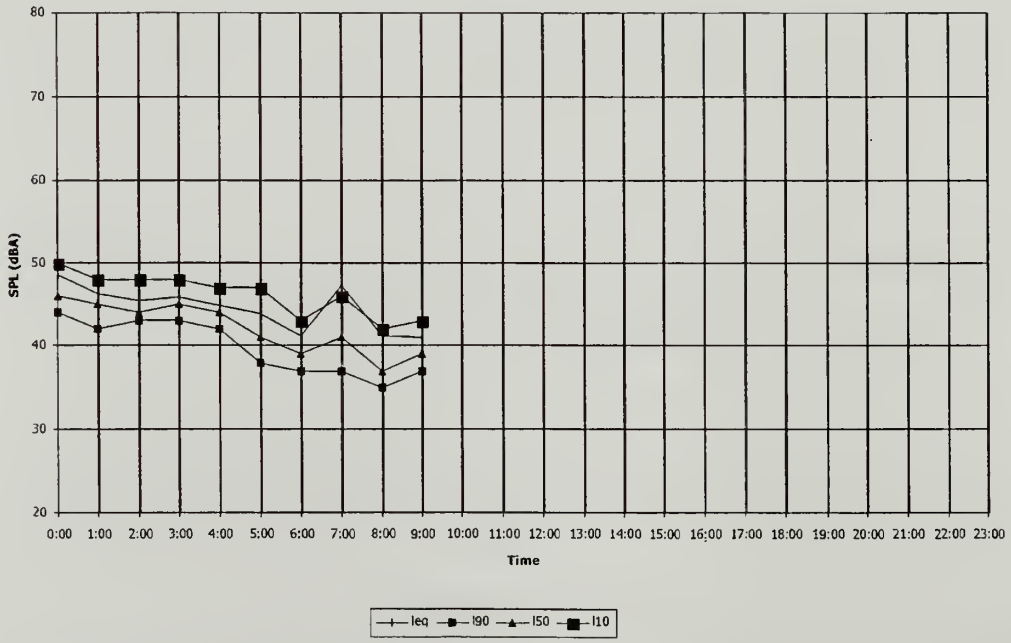
12 Jun 1999 B2



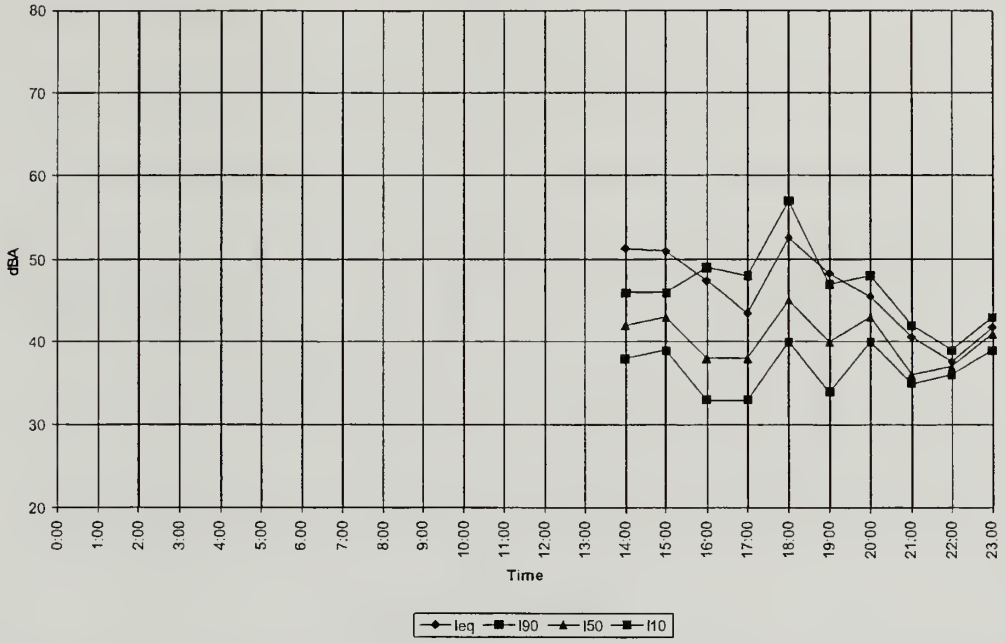
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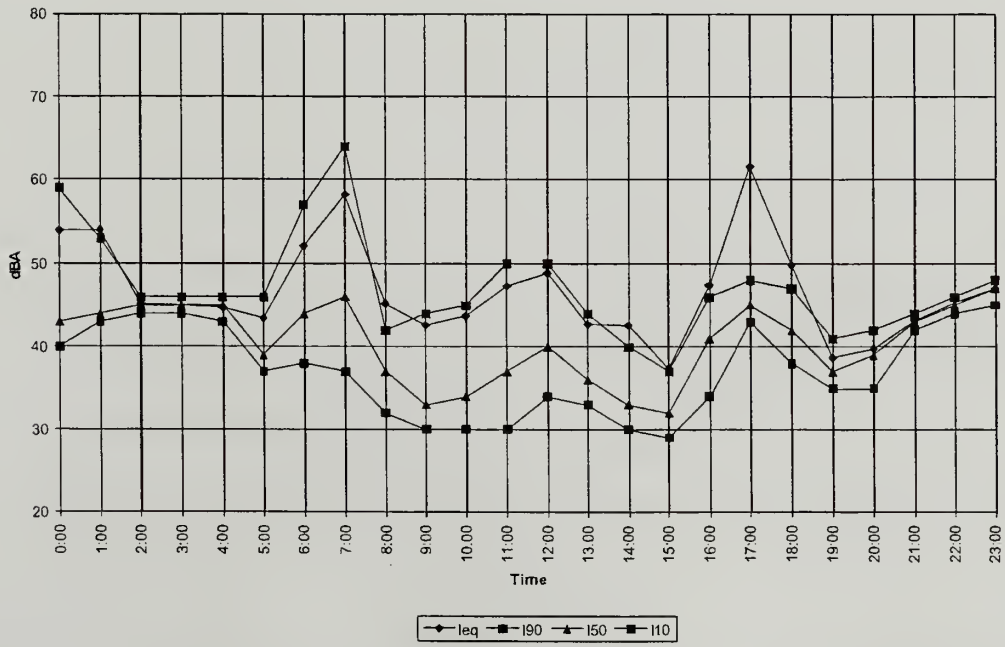
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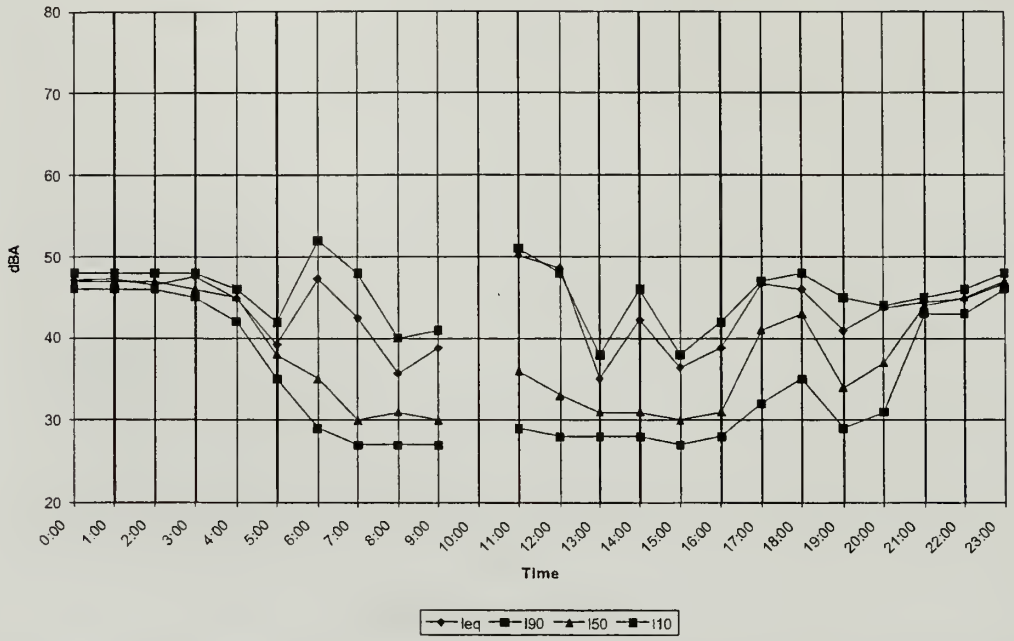
07 Jun 1999 B3



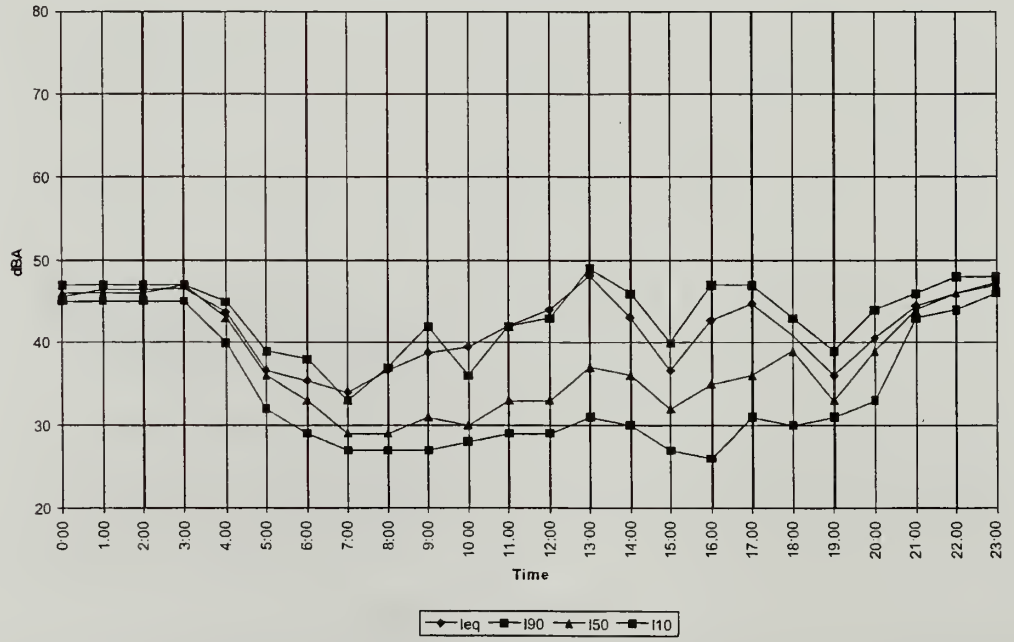
08 Jun 1999 B3



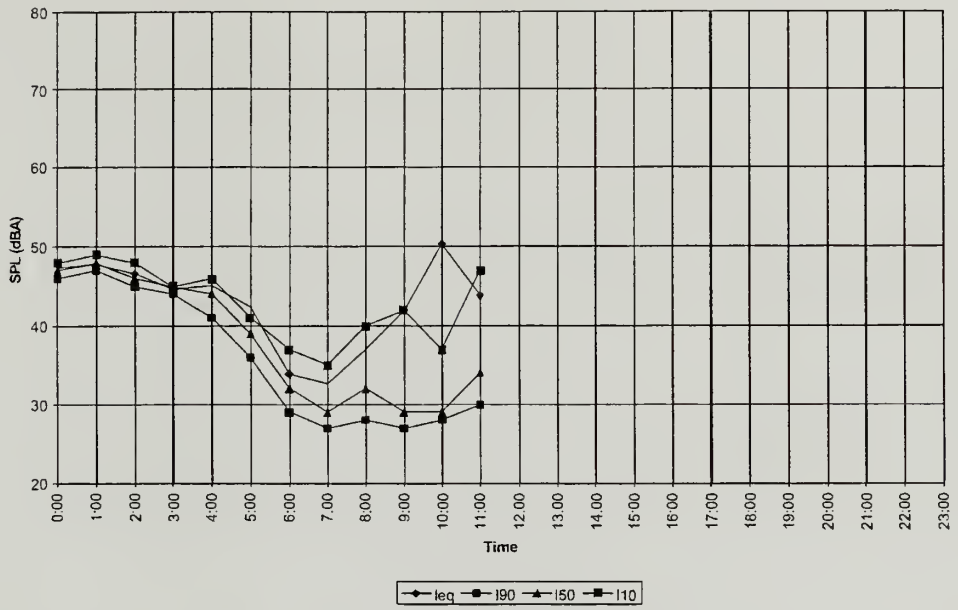
09 Jun 1999 B3



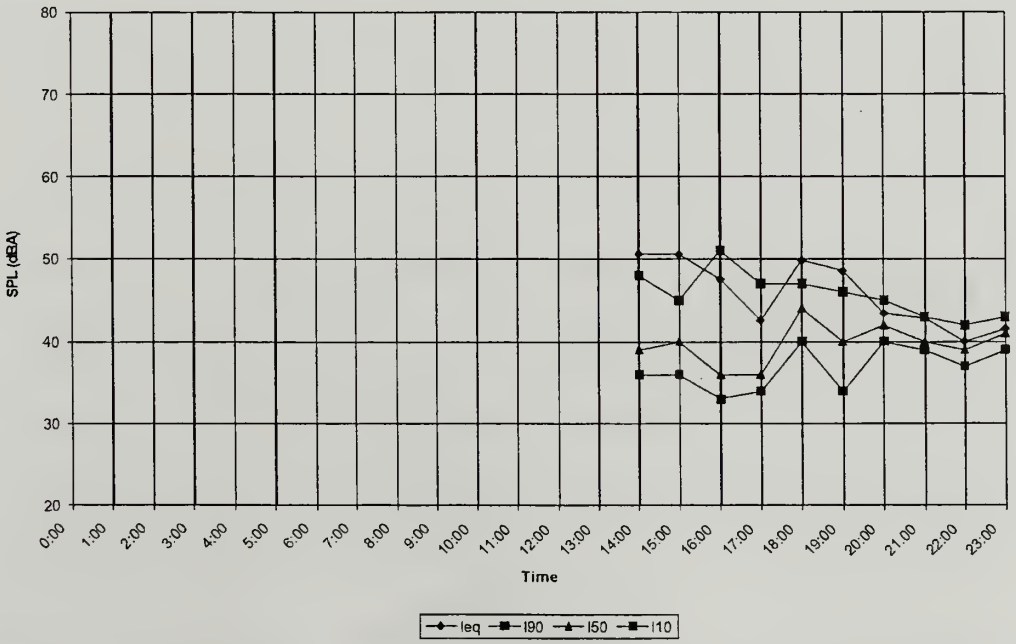
10 Jun 1999 B3



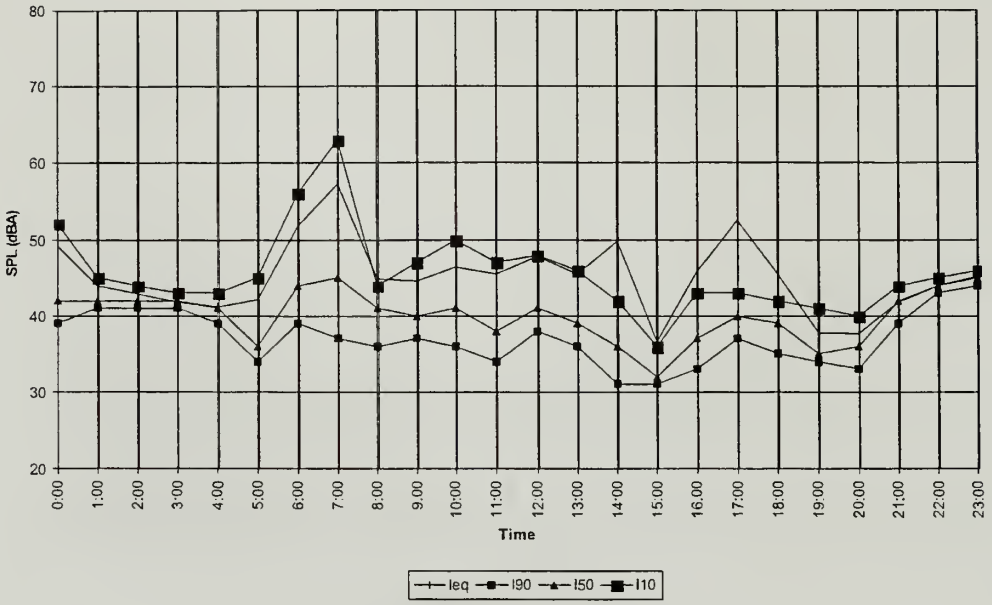
11 Jun 1999 B3



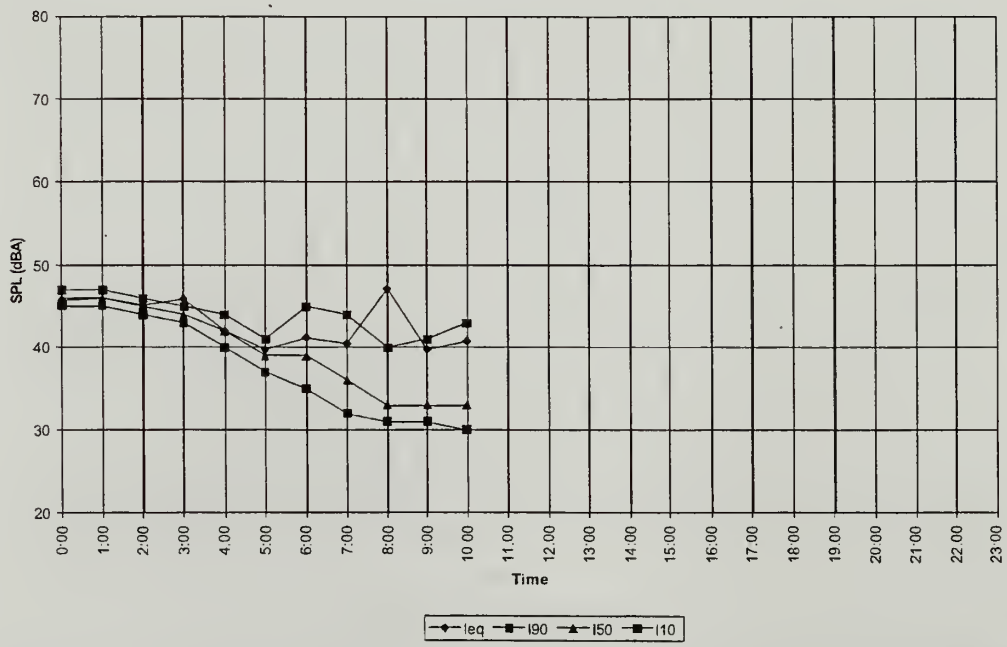
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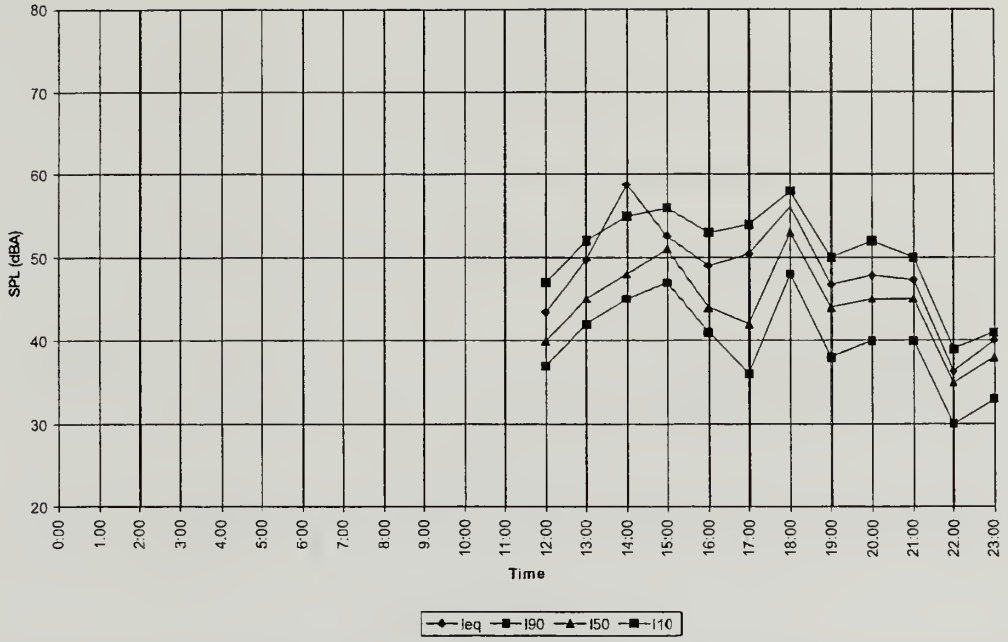
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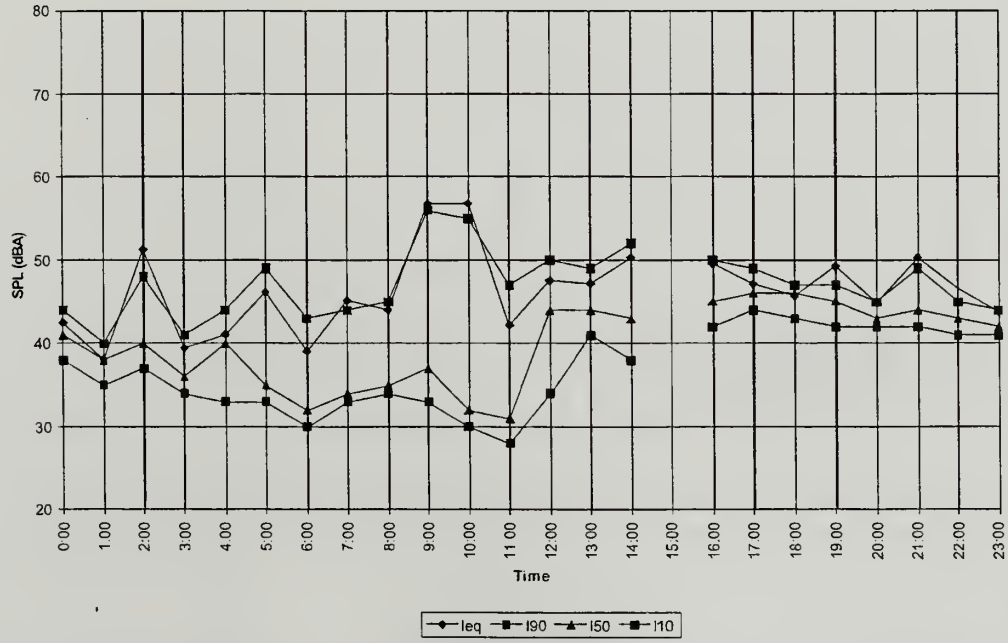
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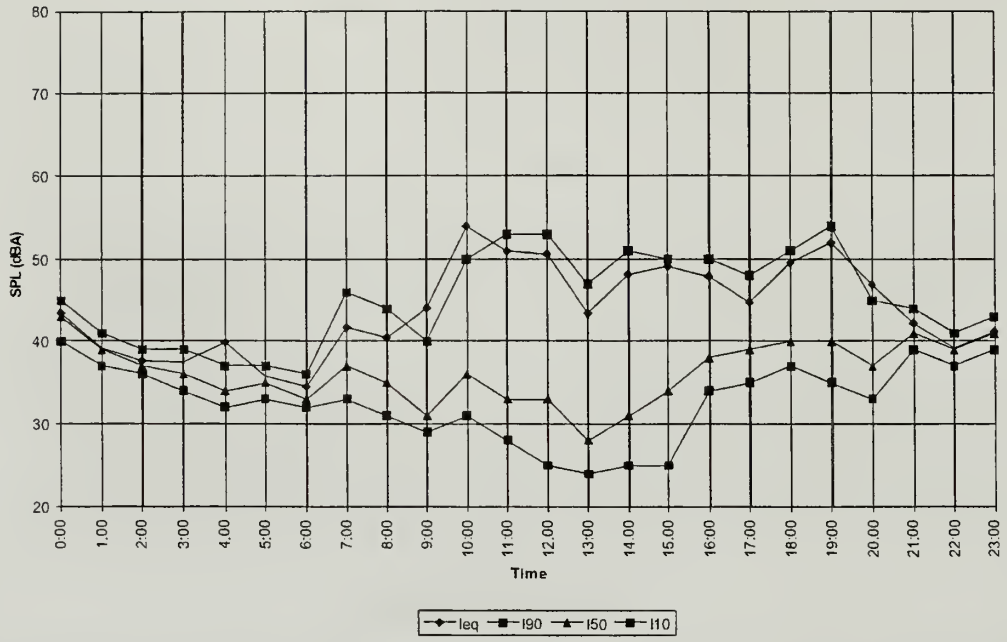
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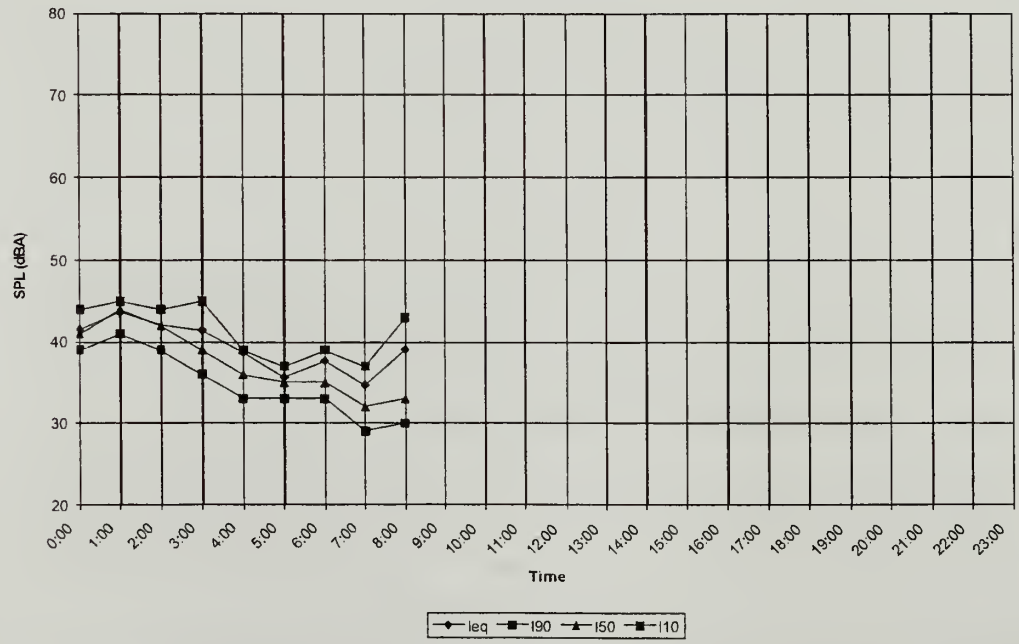
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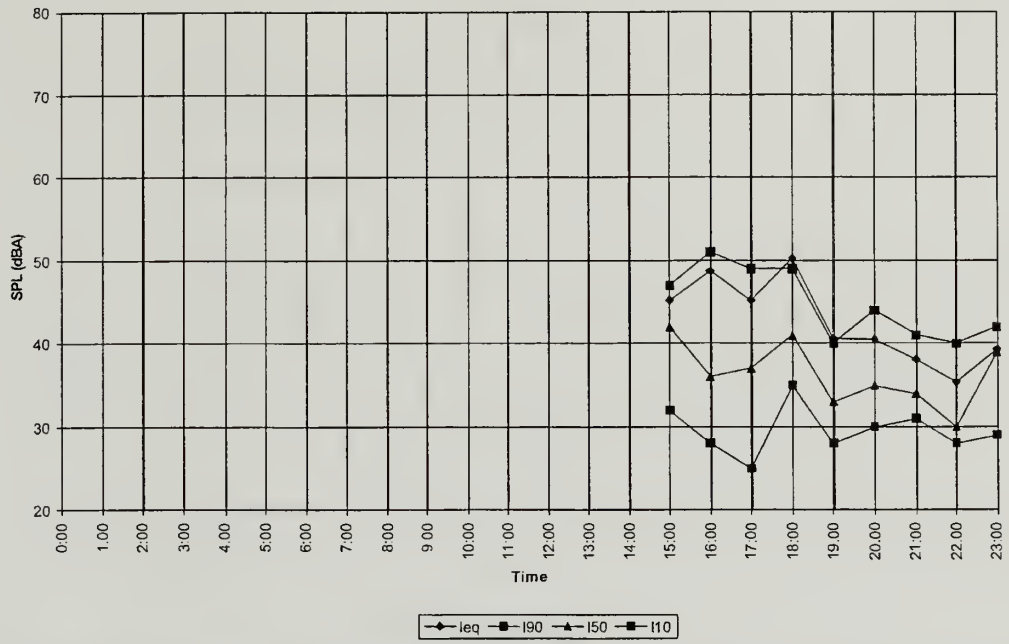
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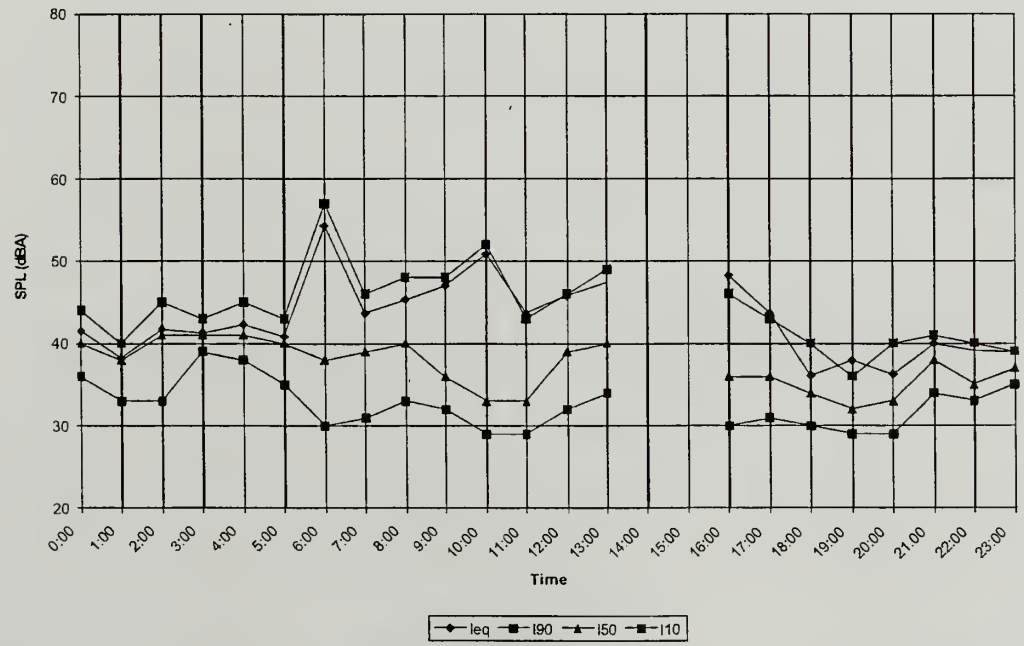
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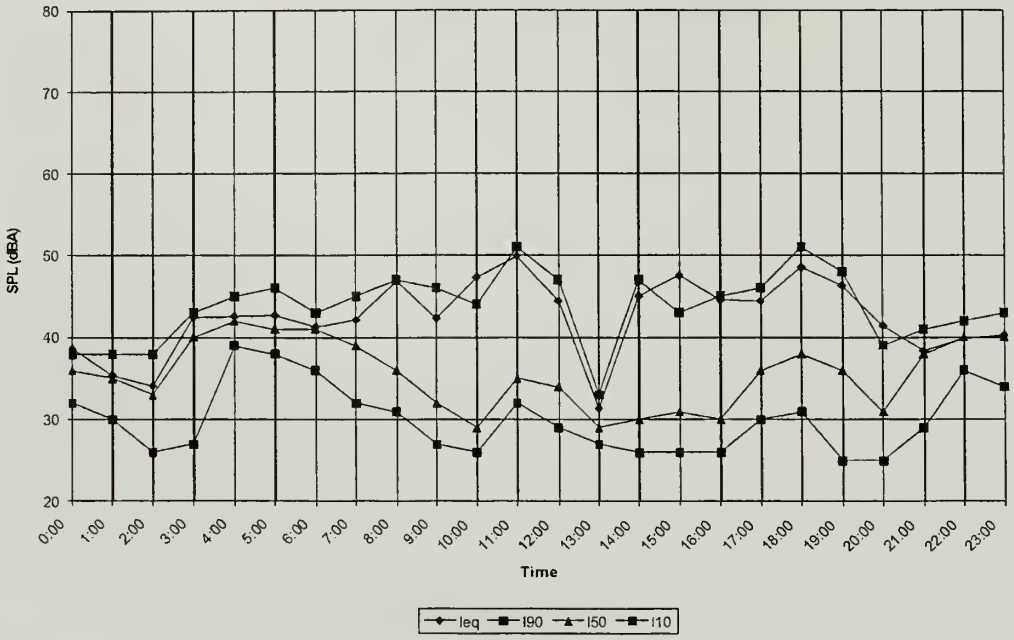
07 Jun 1999 B6



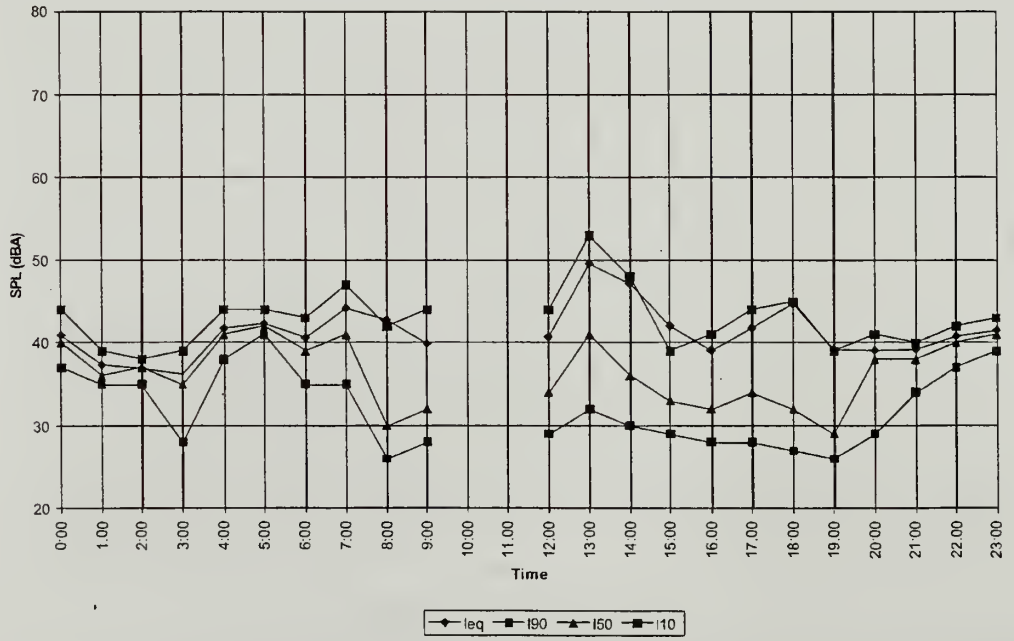
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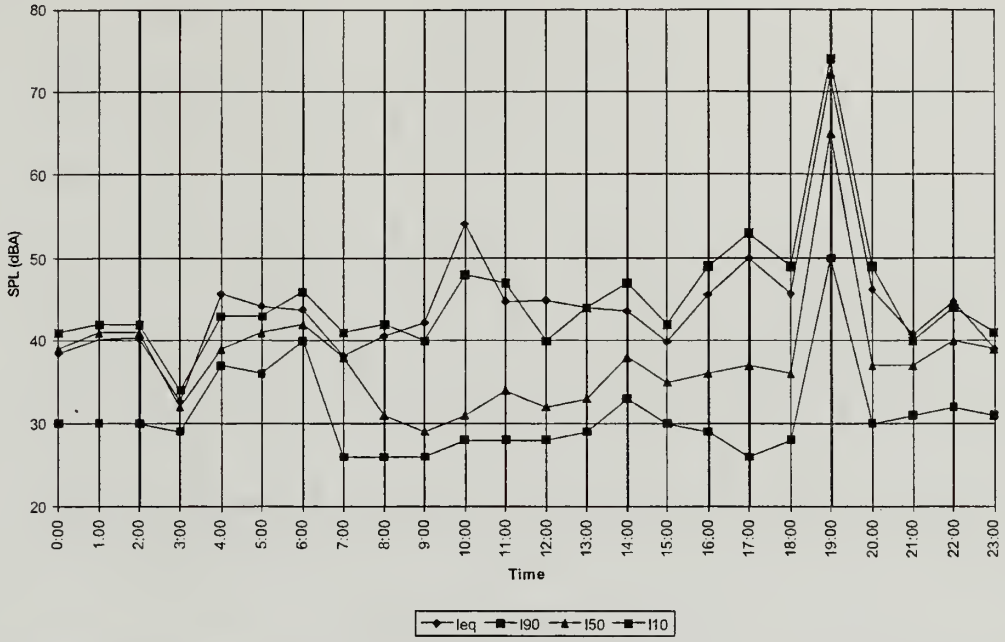
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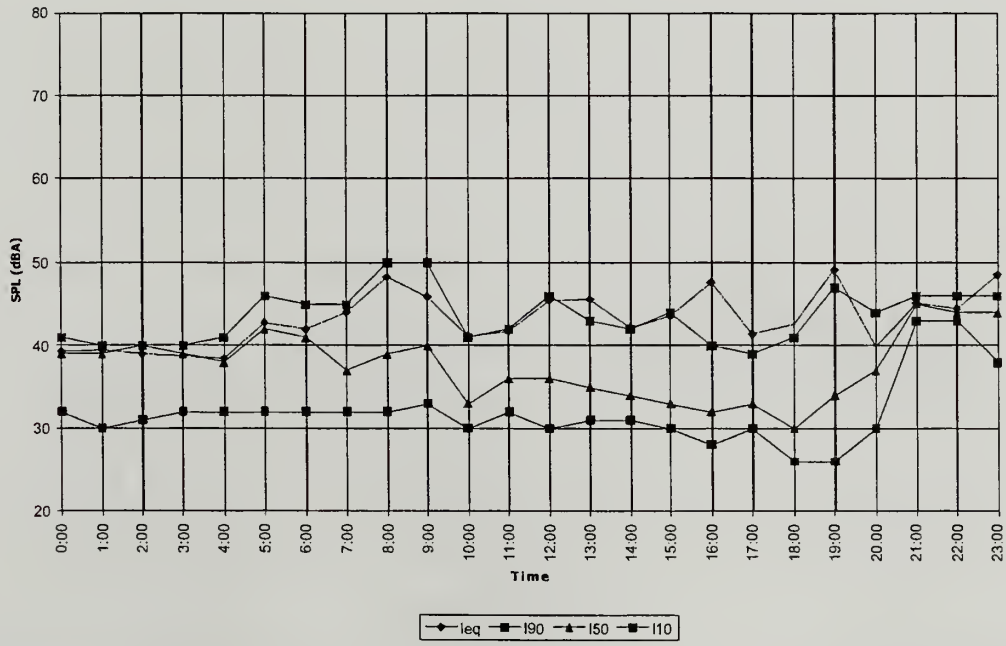
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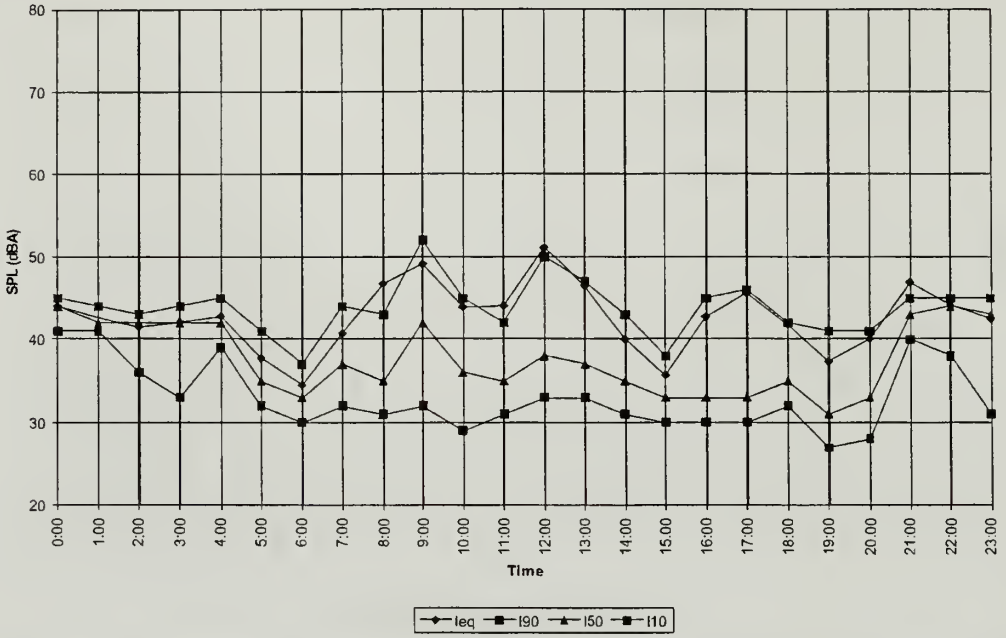
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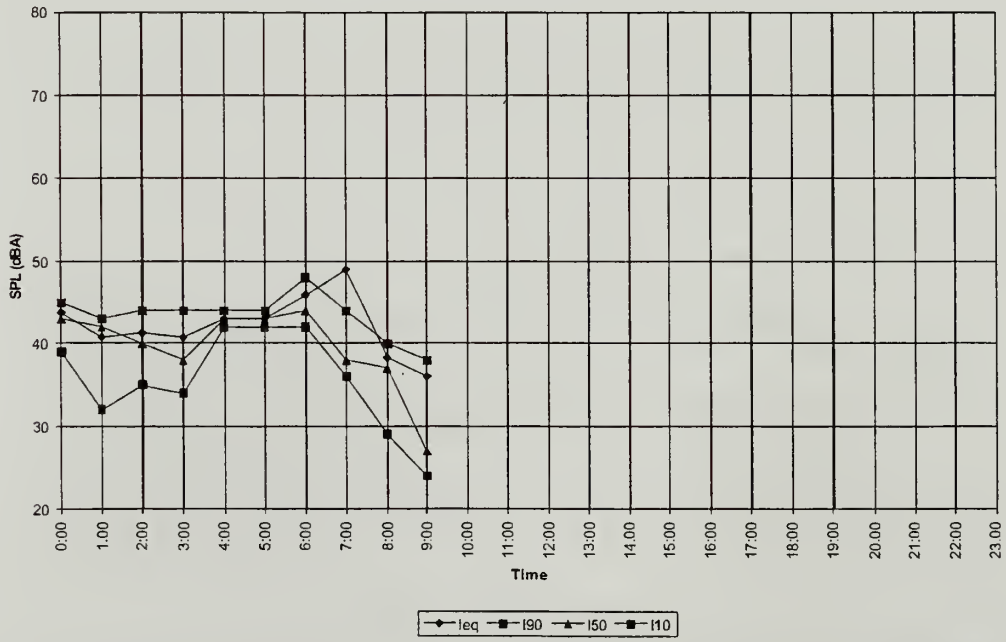
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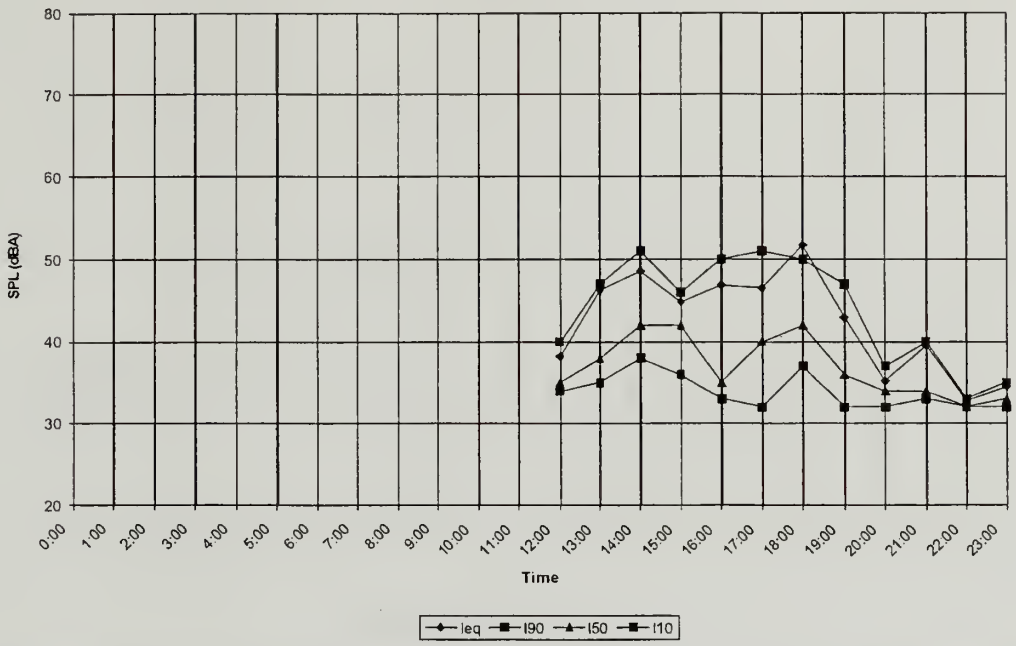
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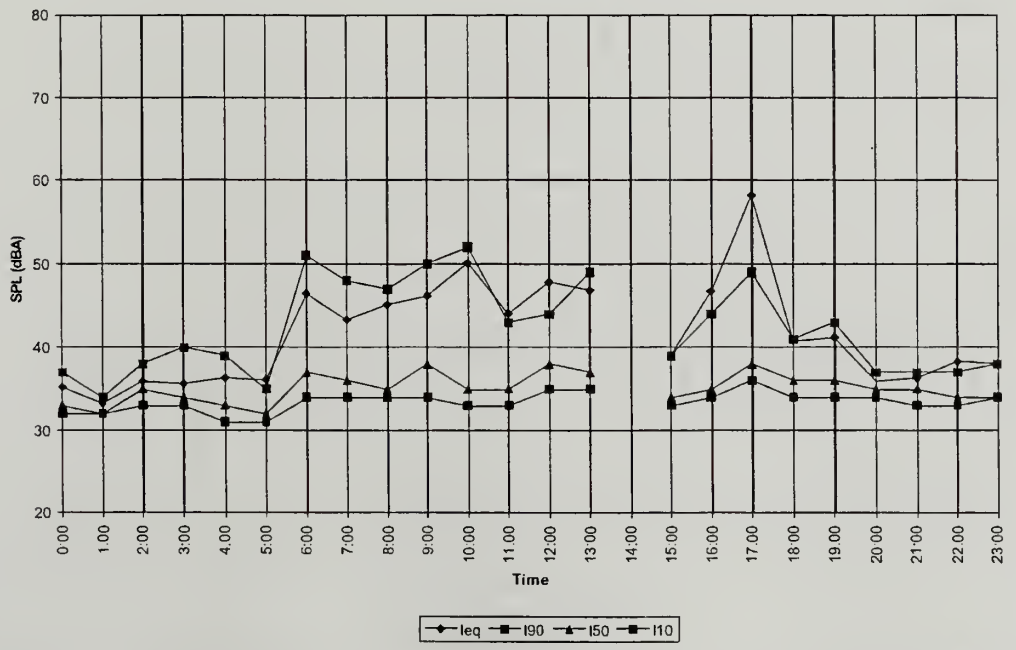
14 Jun 1999 B6



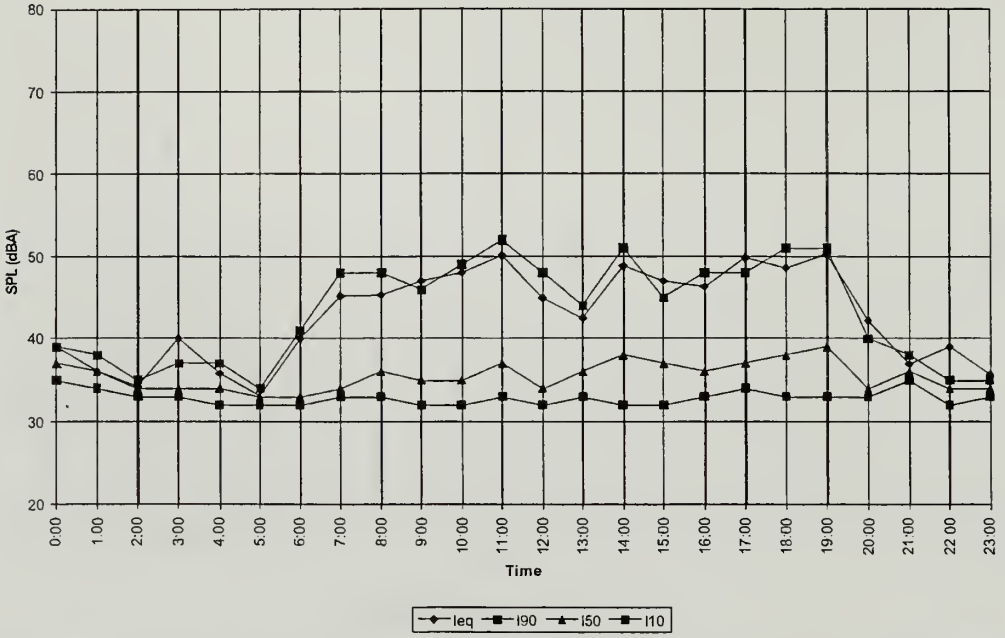
07 Jun 1999 B7



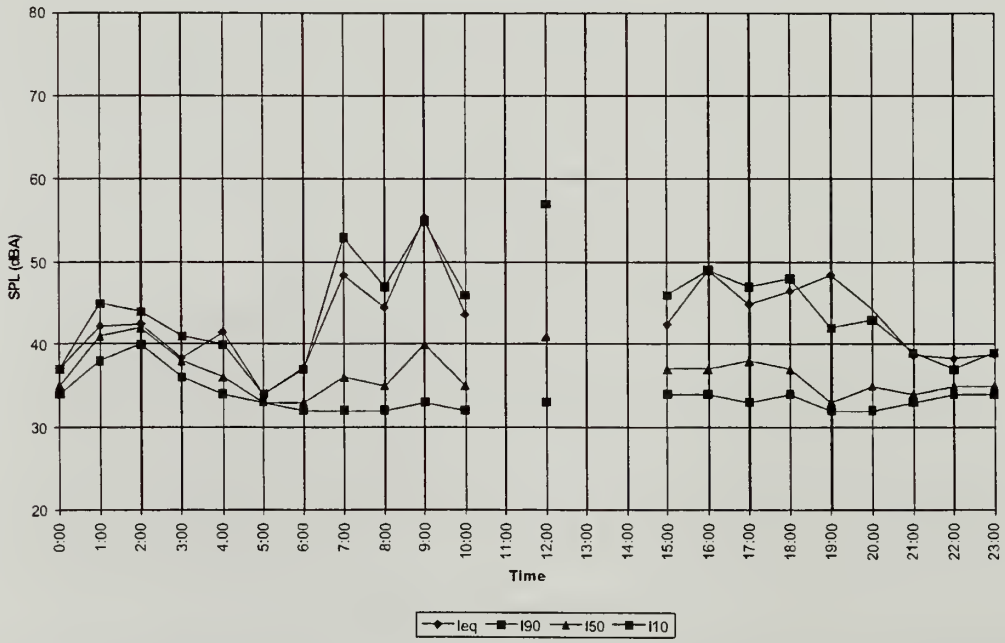
08 Jun 1999 B7



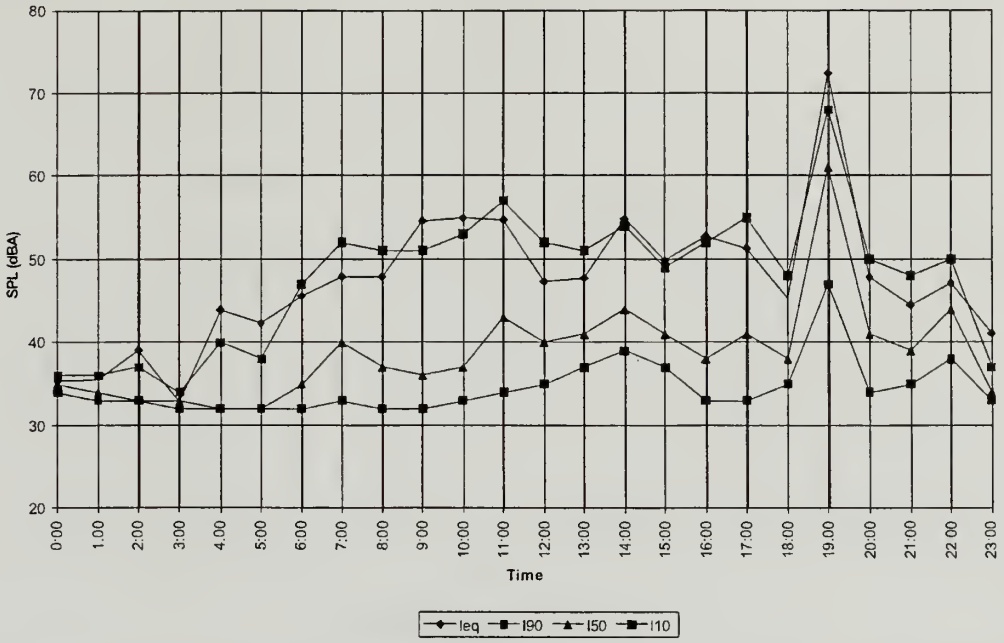
09 Jun 1999 B7



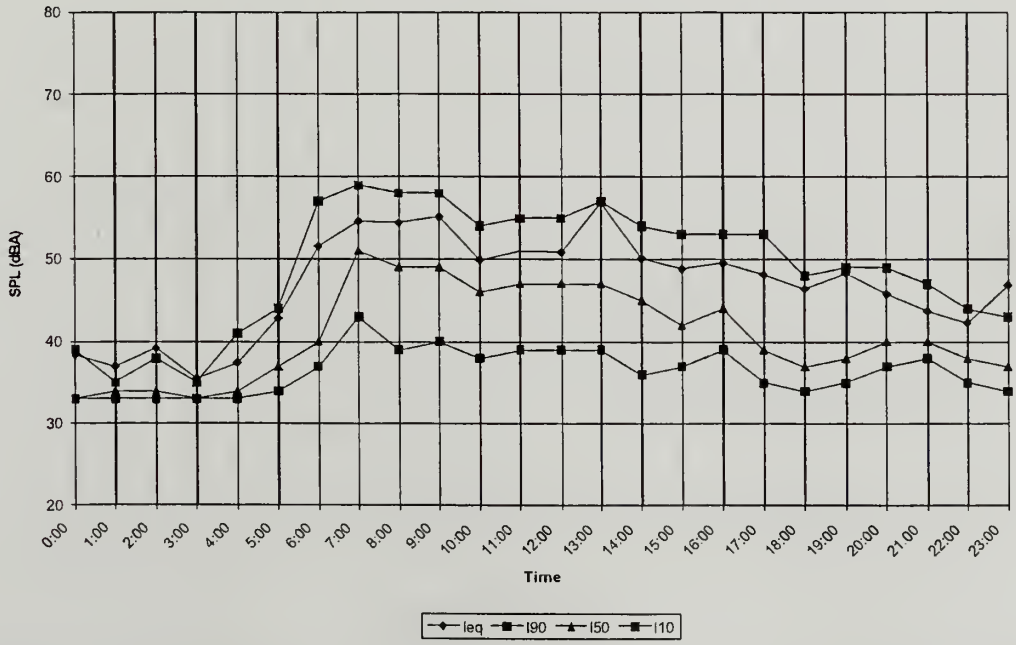
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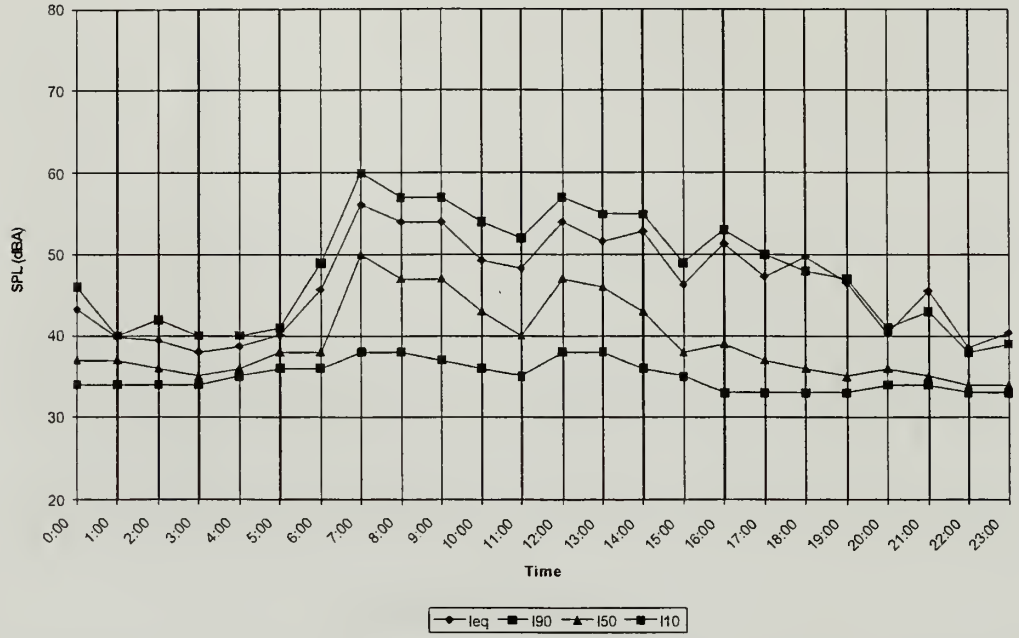
11 Jun 1999 B7



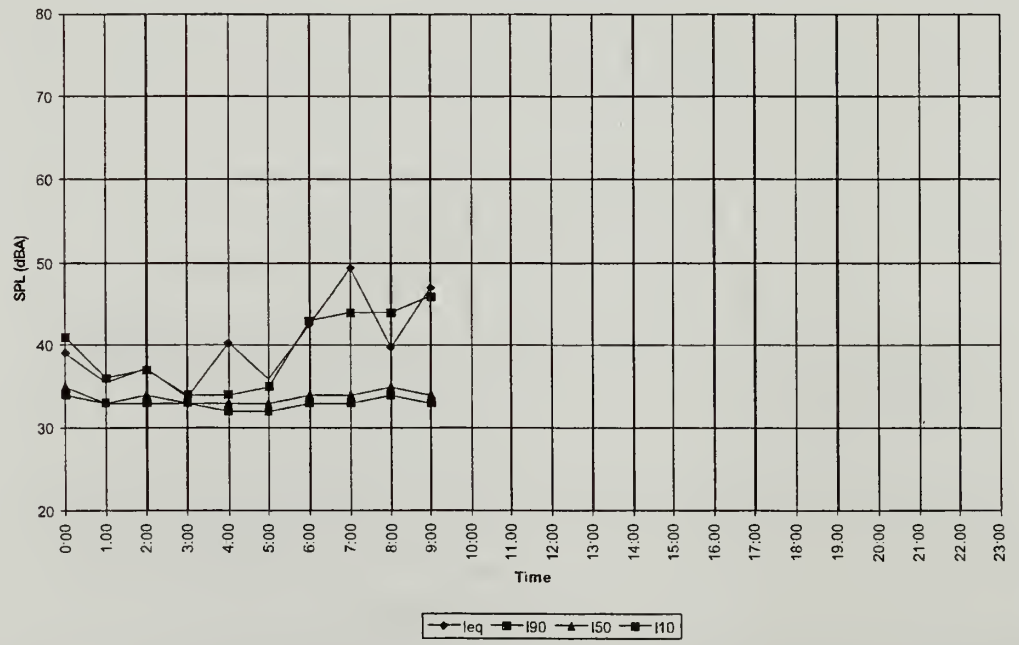
12 Jun 1999 B7



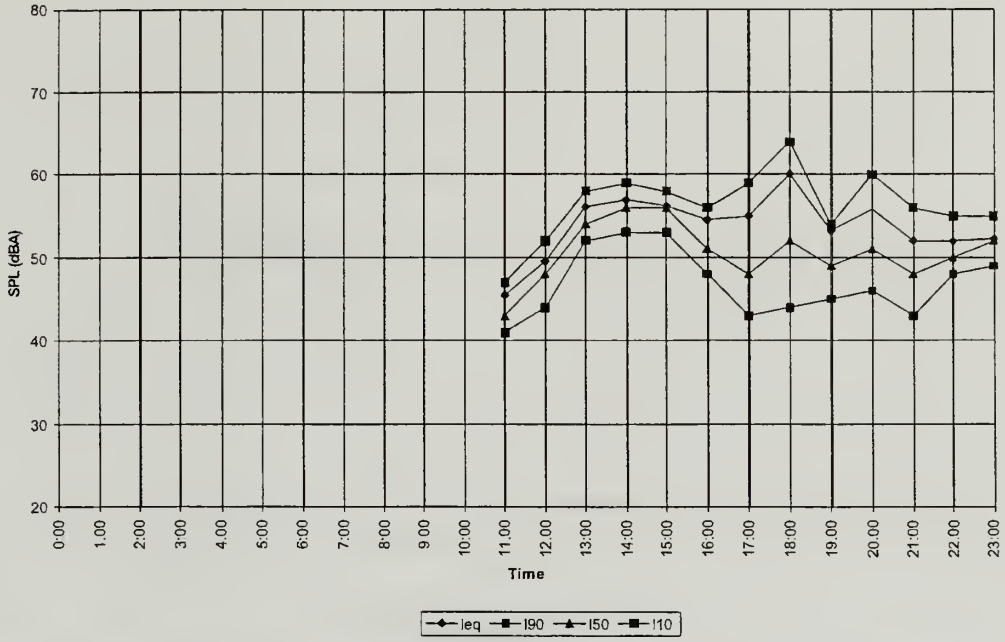
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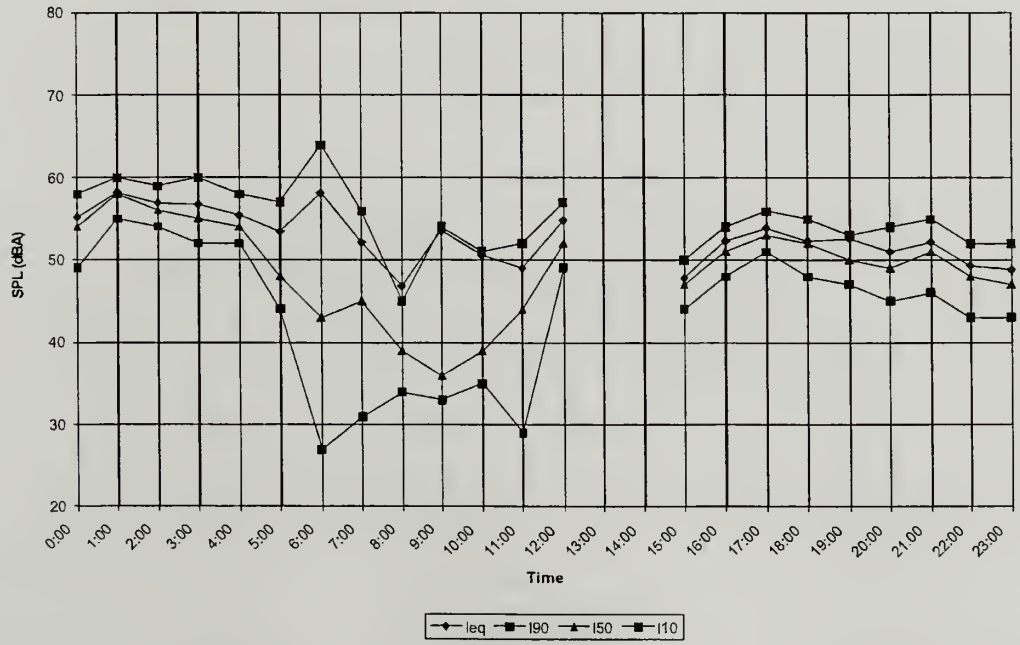
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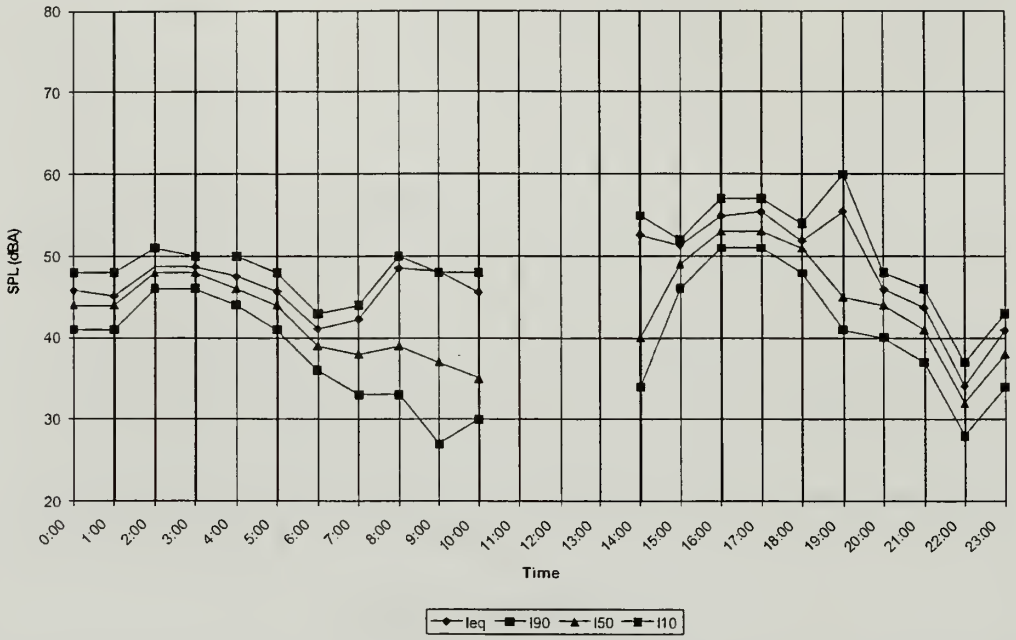
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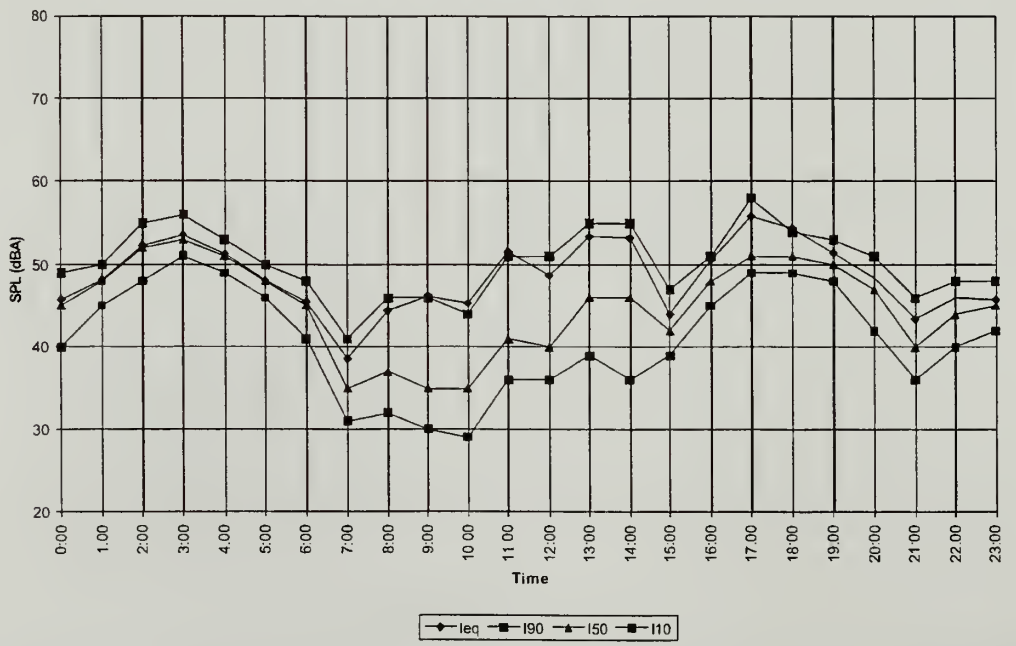
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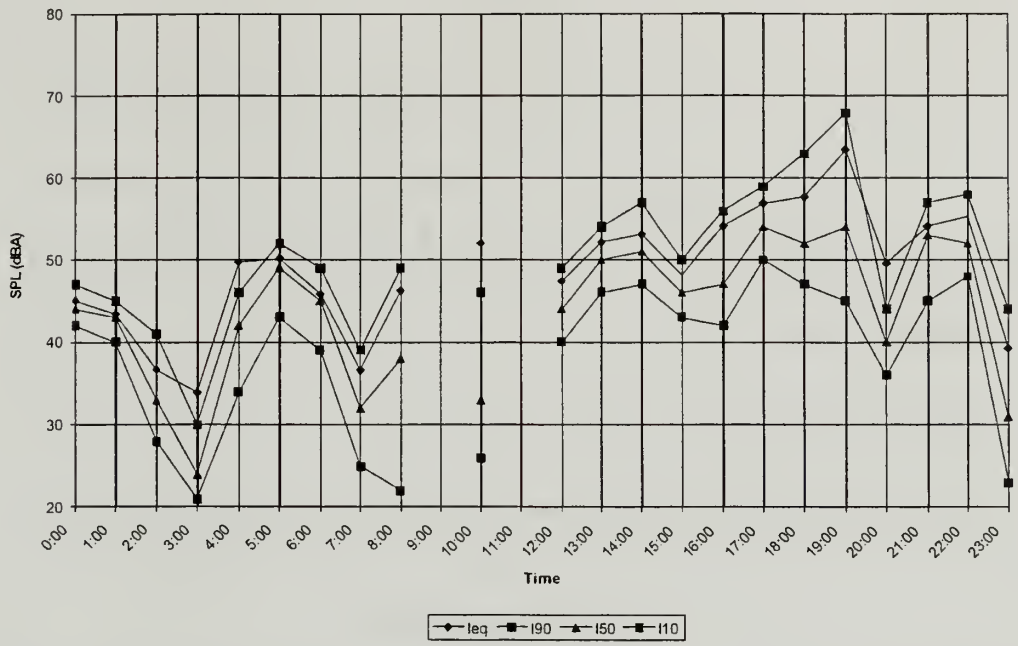
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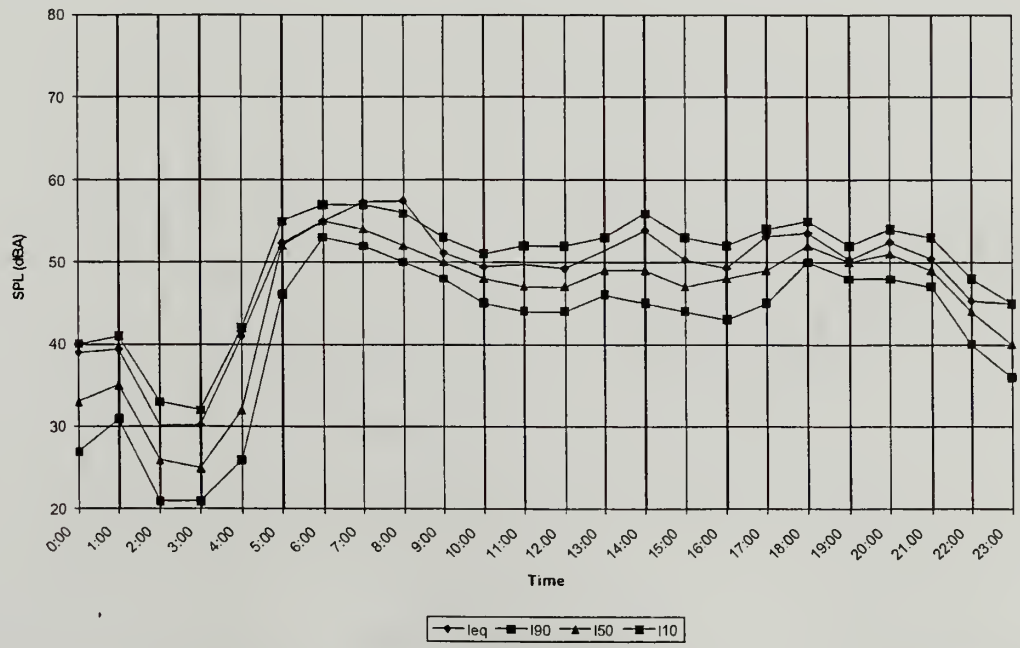
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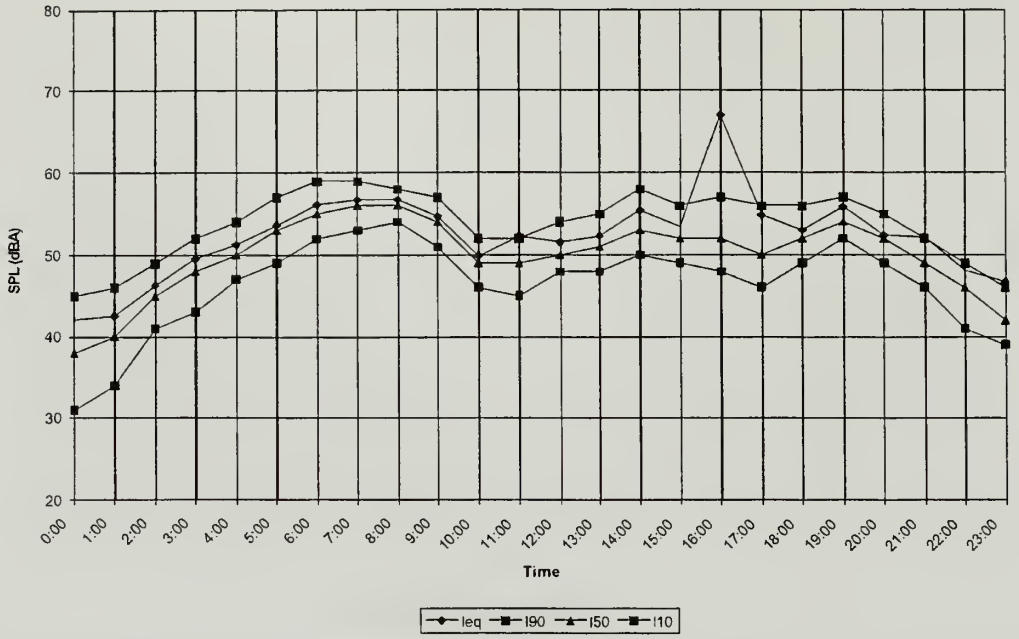
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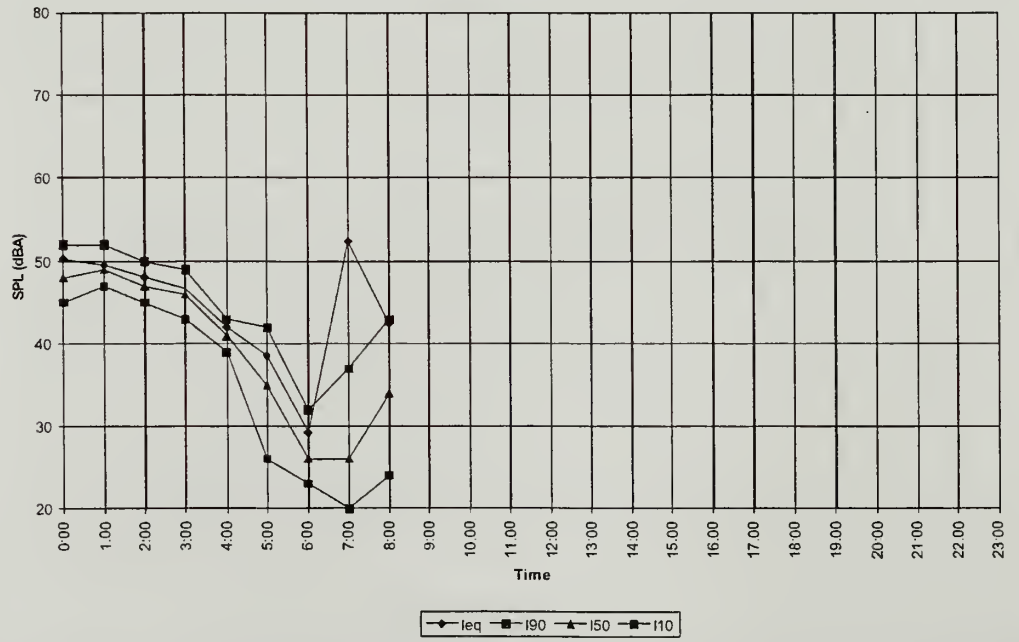
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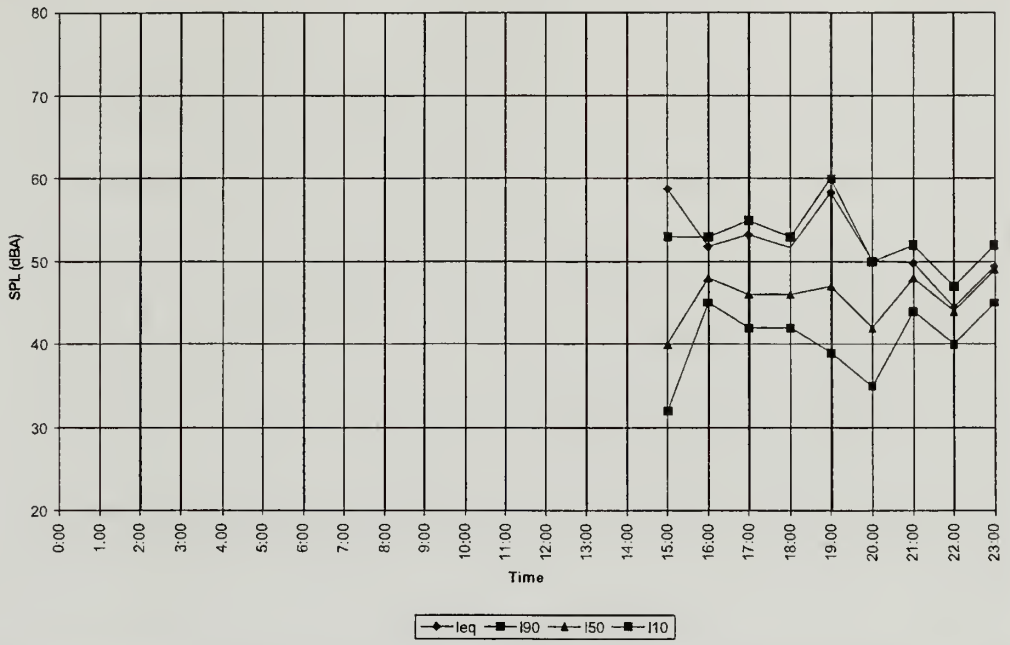
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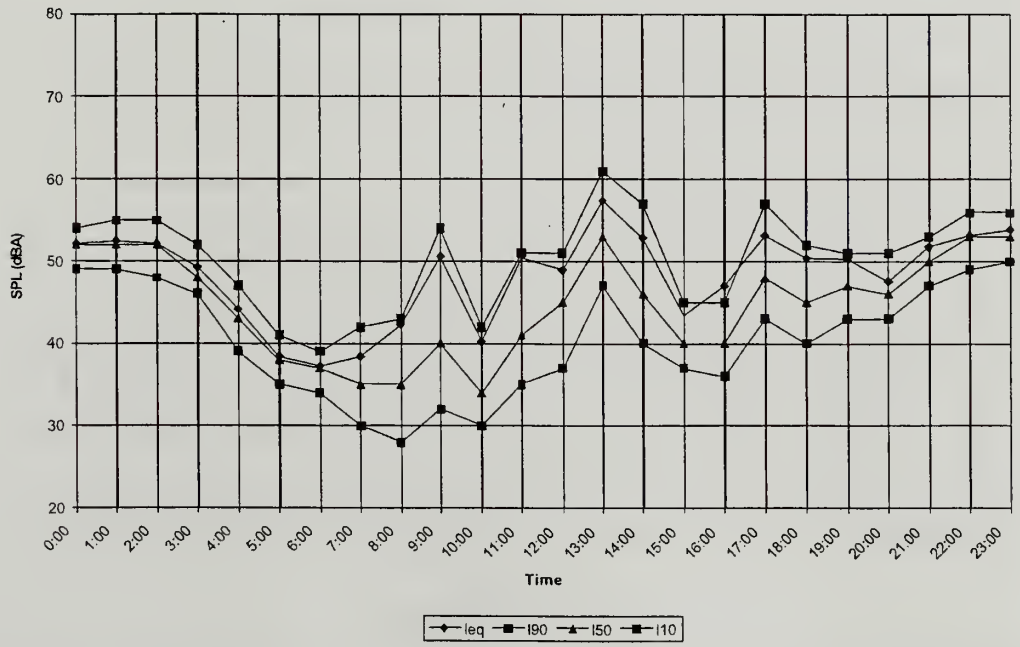
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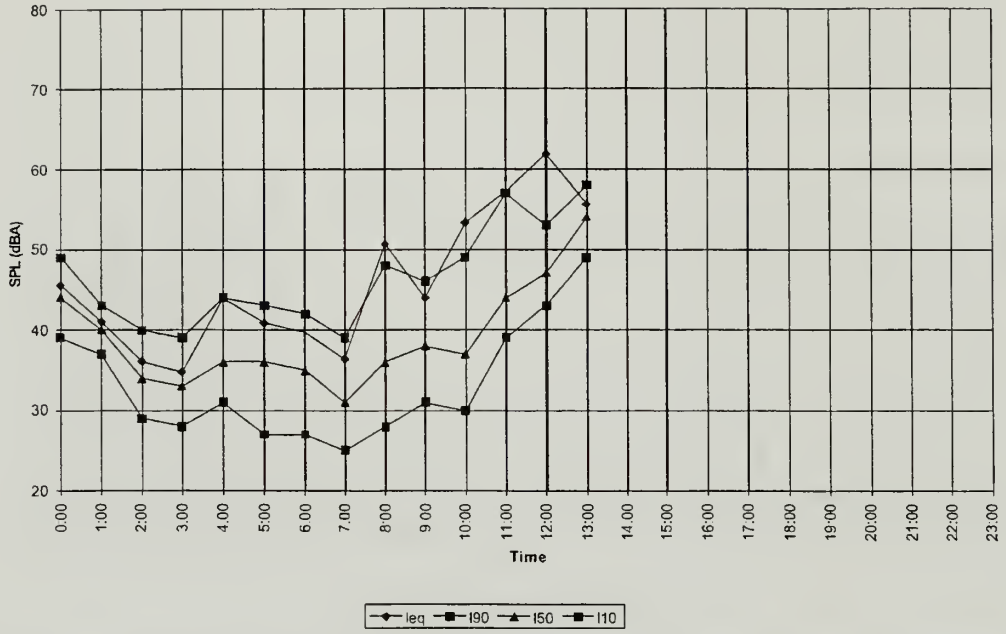
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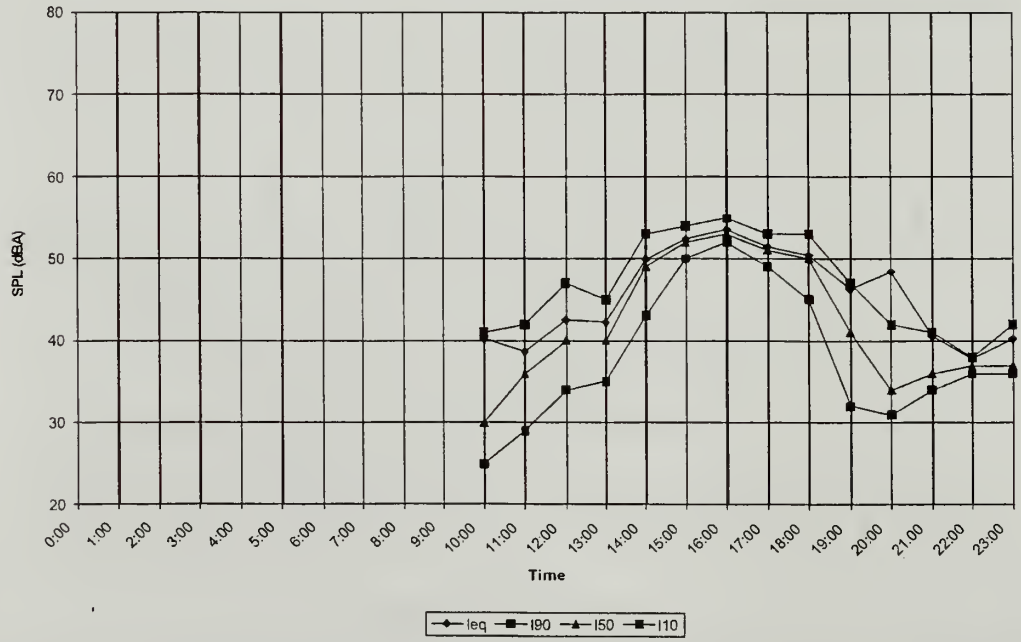
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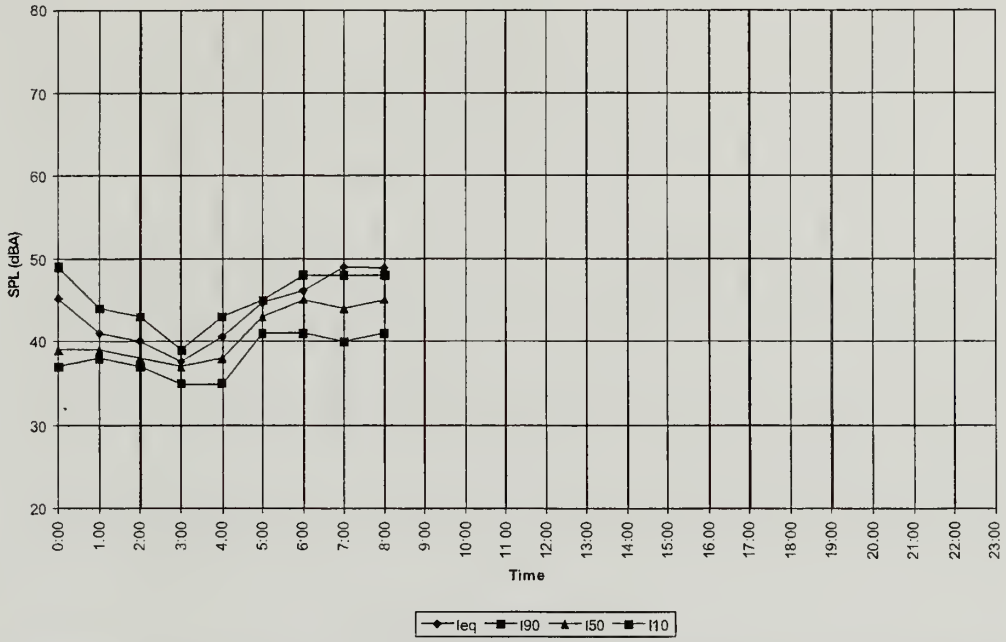
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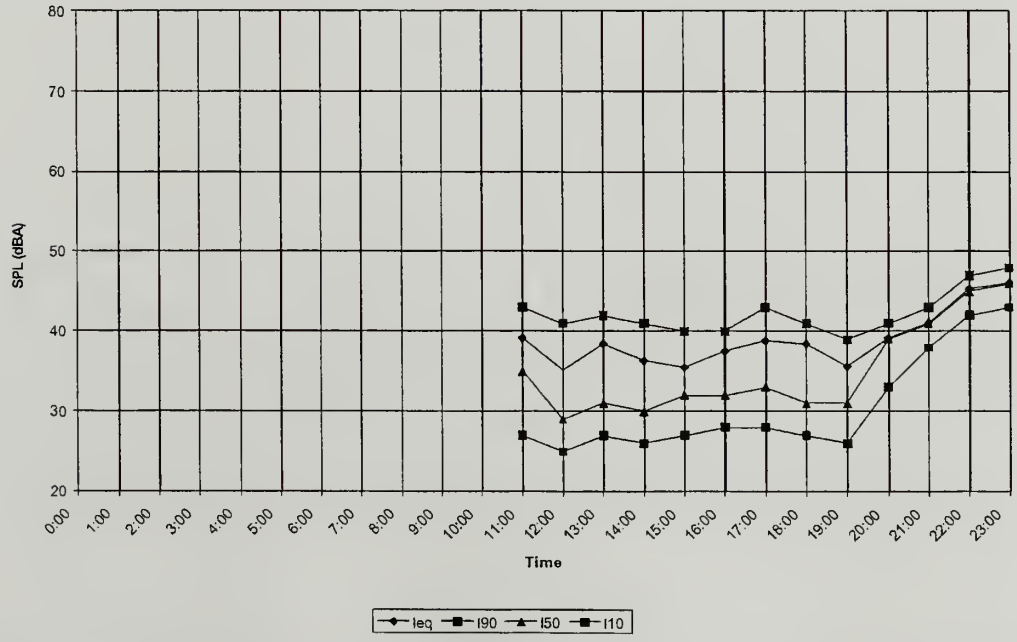
17 Jun 1999 E1



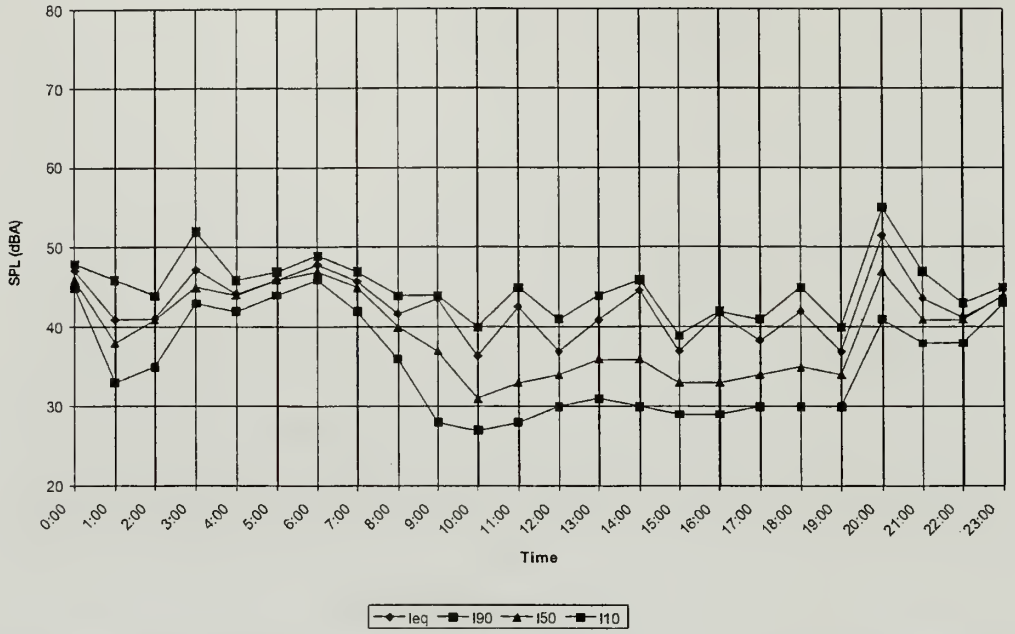
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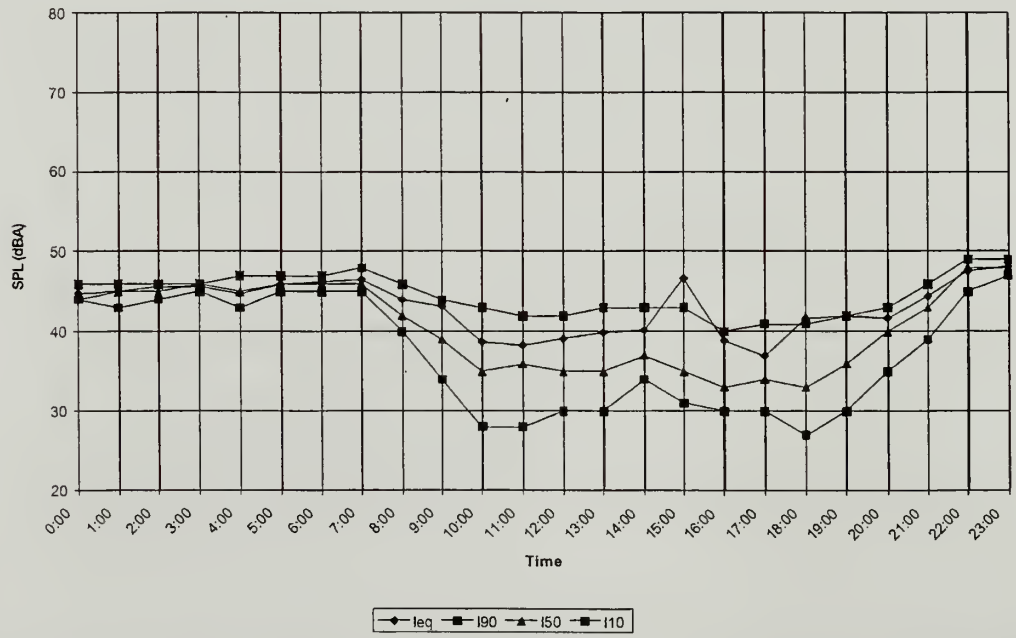
15 Jun 1999 E2



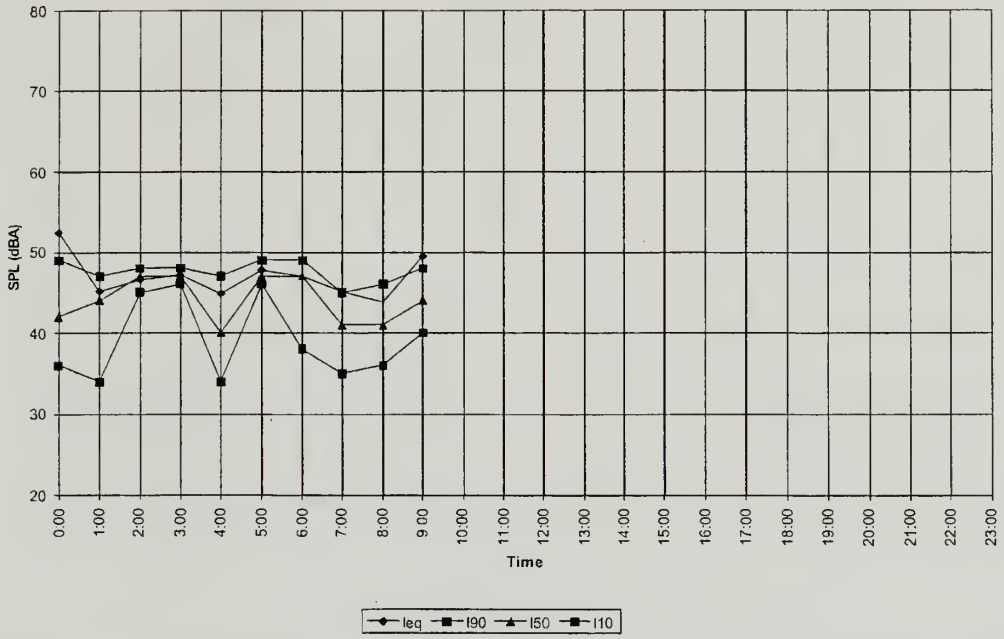
16 Jun 1999 E2



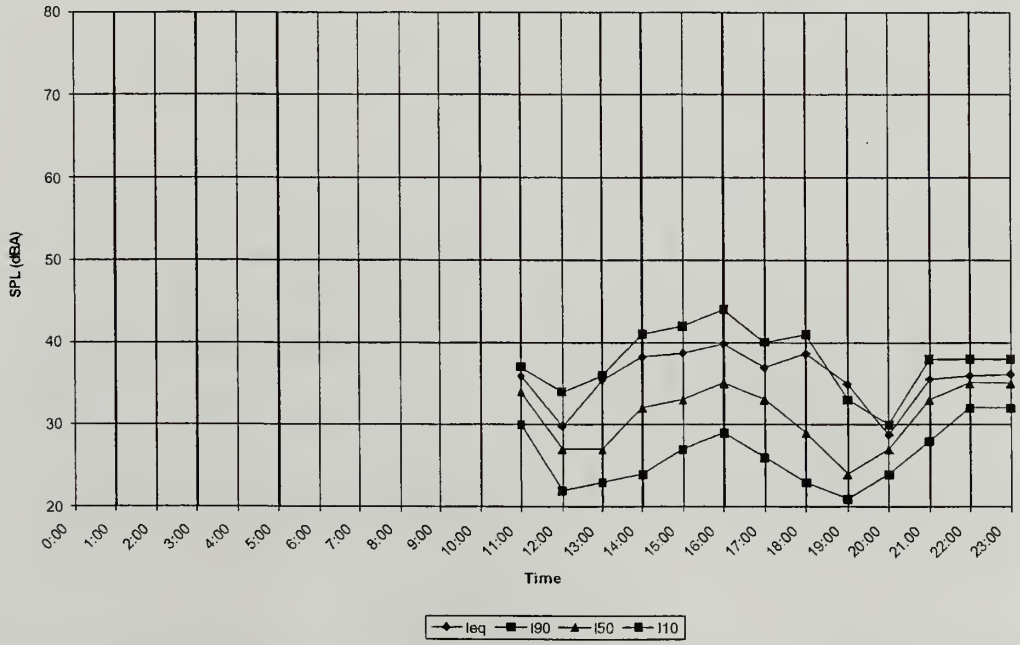
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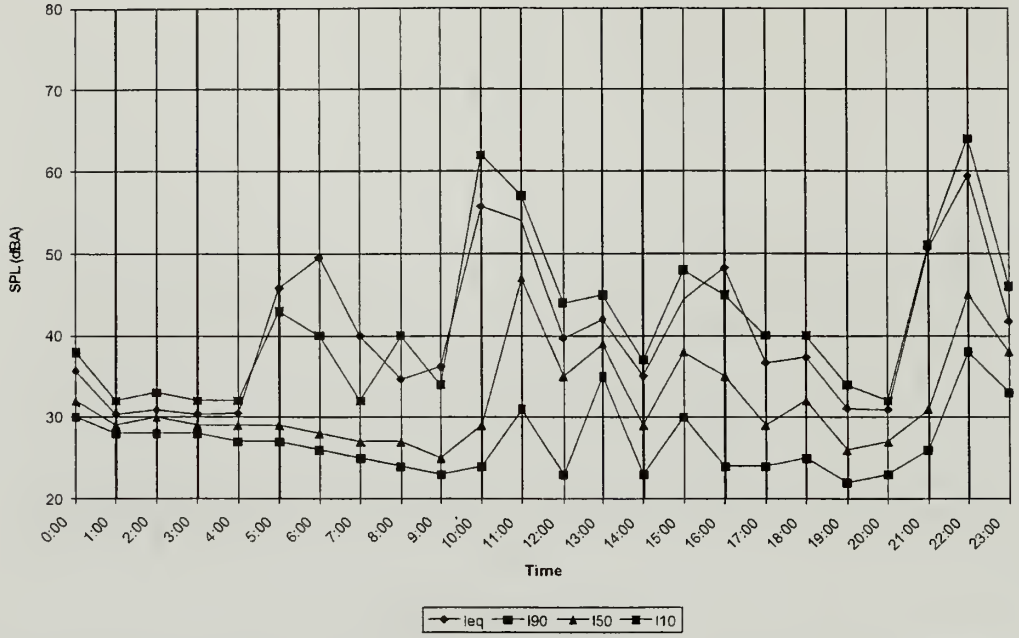
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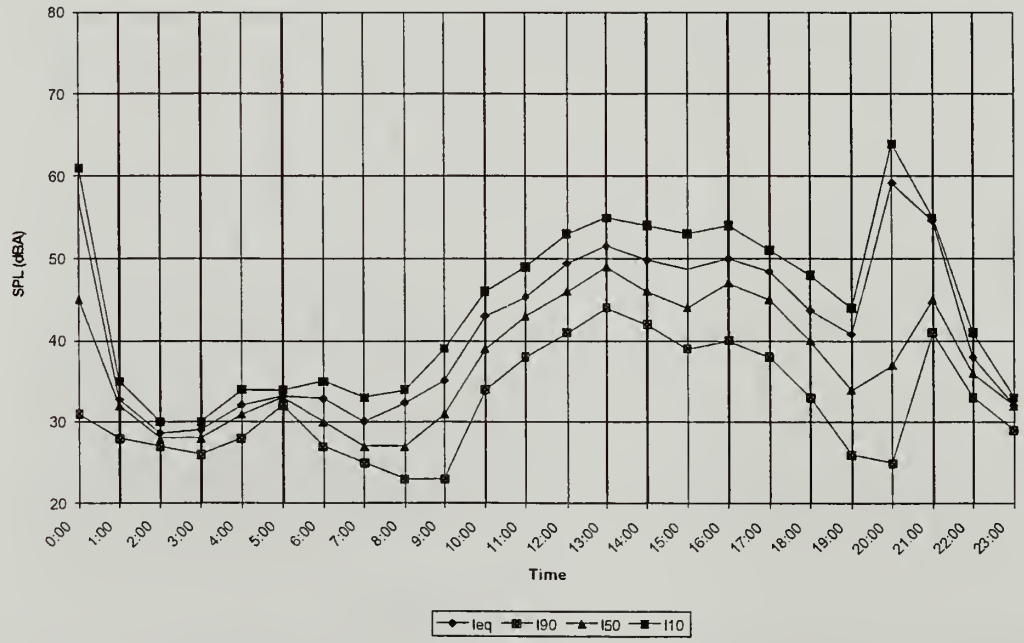
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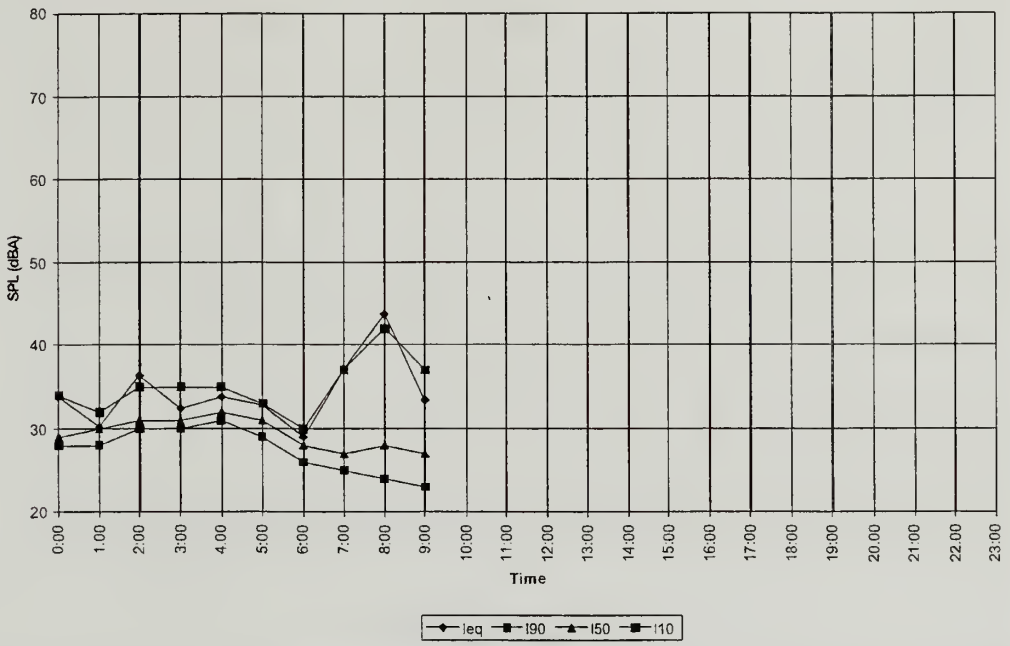
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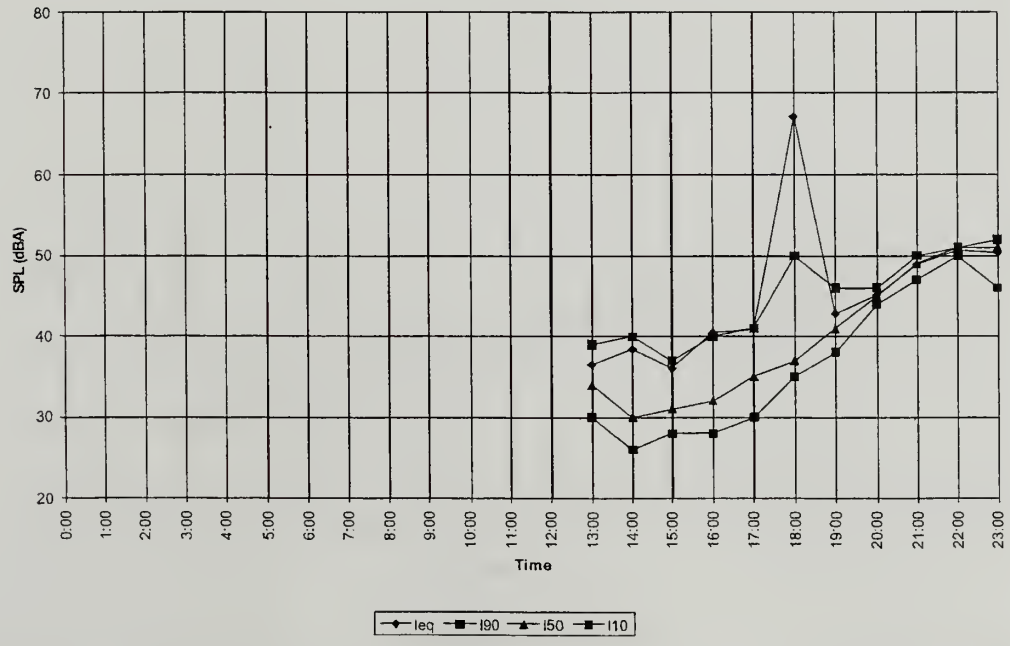
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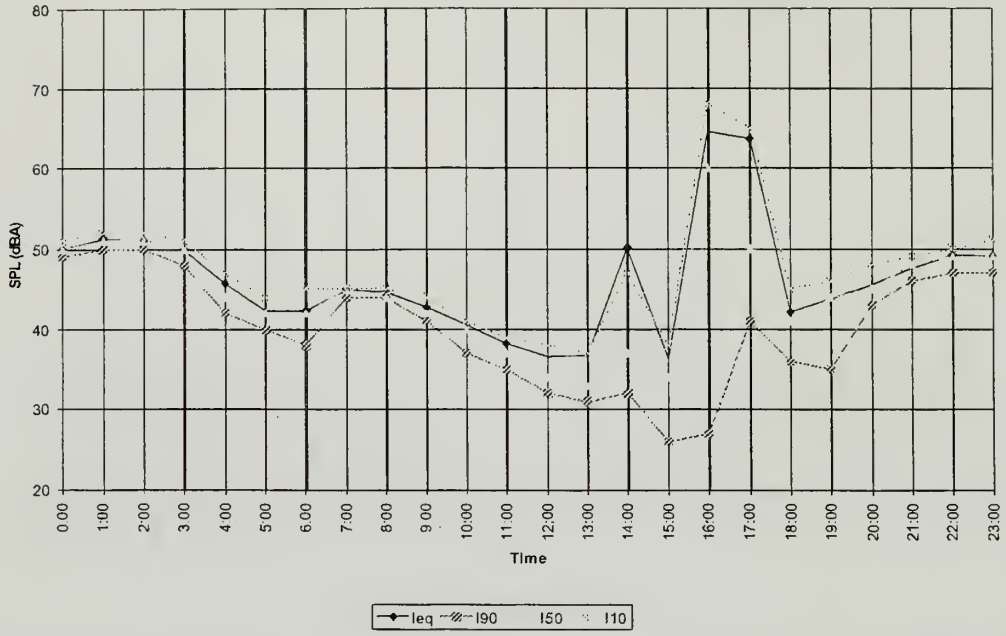
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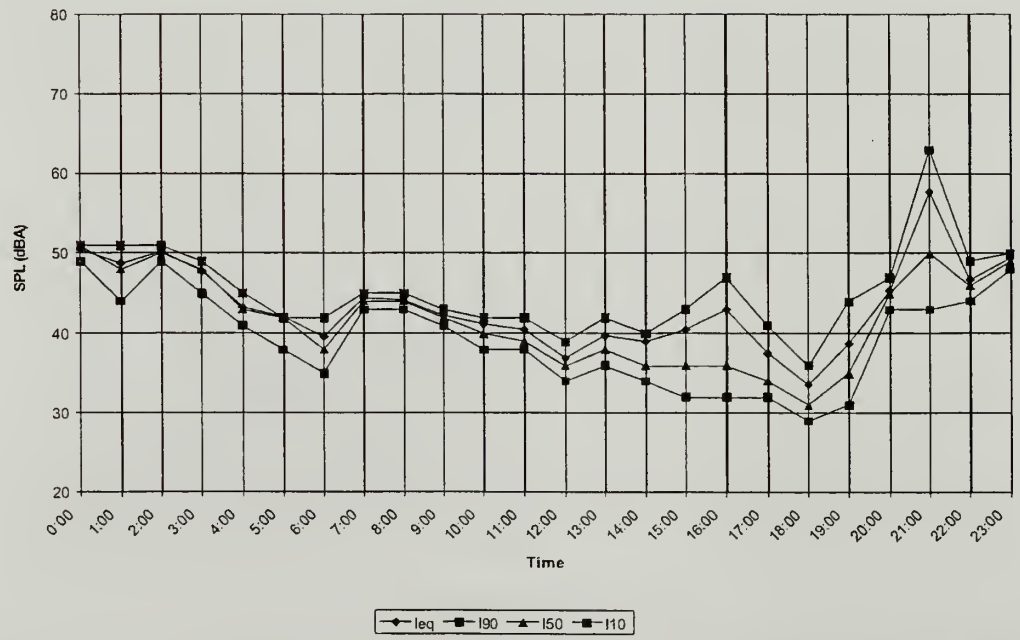
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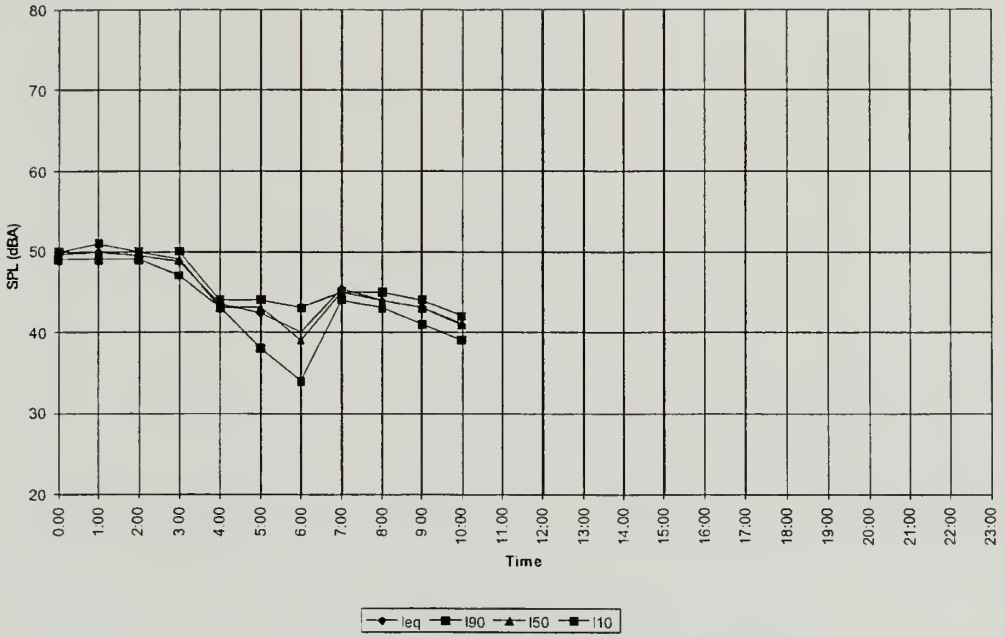
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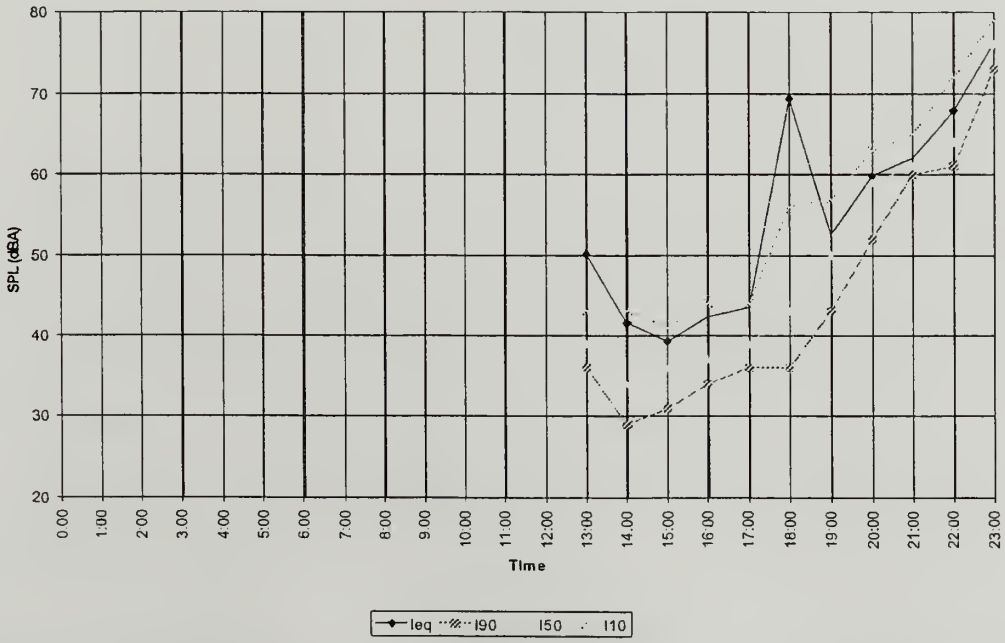
16 Jun 1999 E4



17 Jun 1999 E4



14 Jun 1999 E5



15 Jun 1999 E5



16 Jun 1999 E5



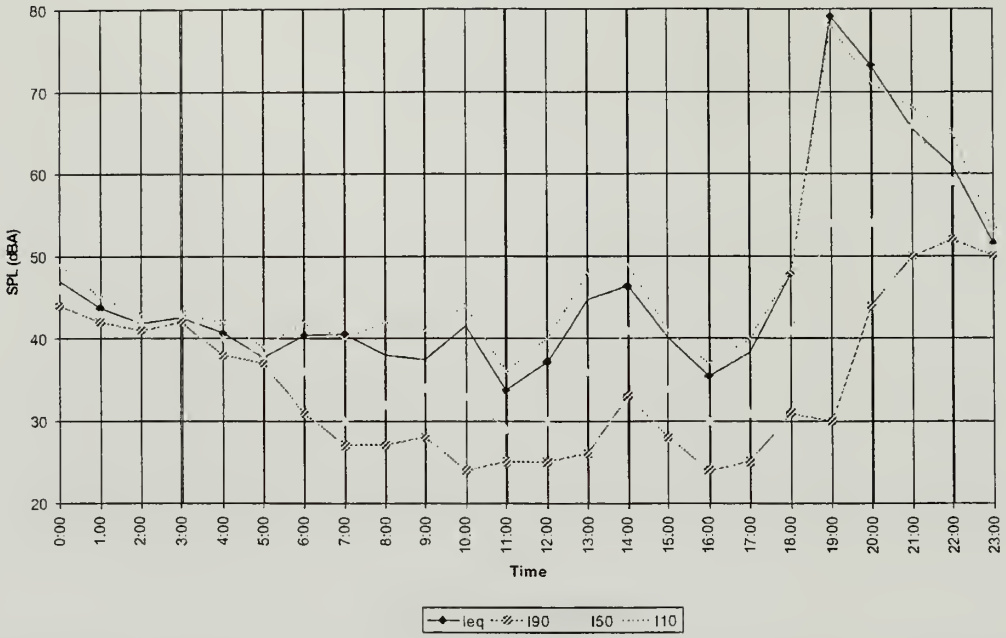
17 Jun 1999 E5



09 Jun 1999 E6



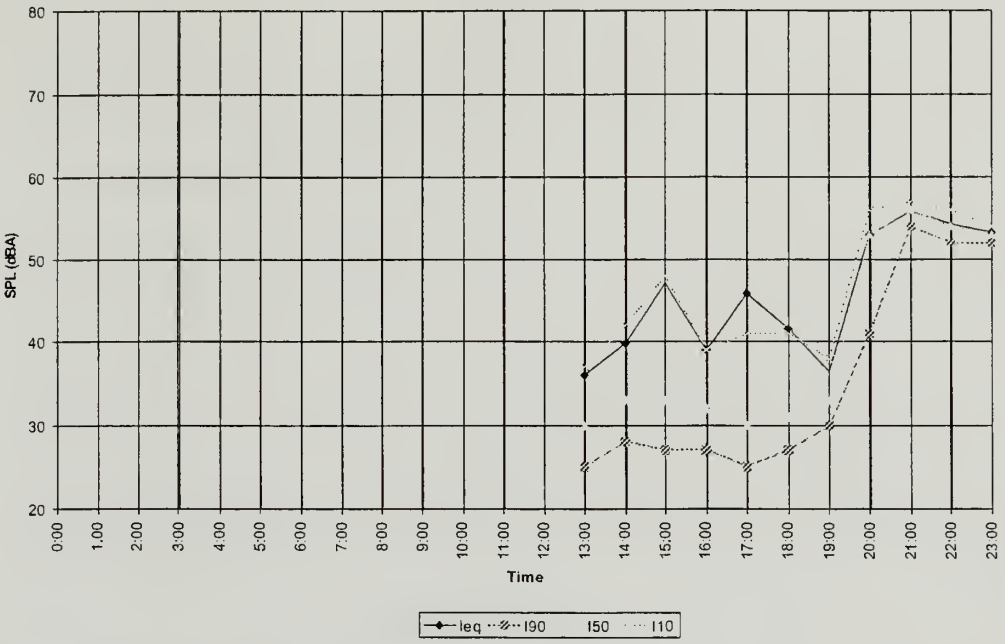
10 Jun 1999 E6



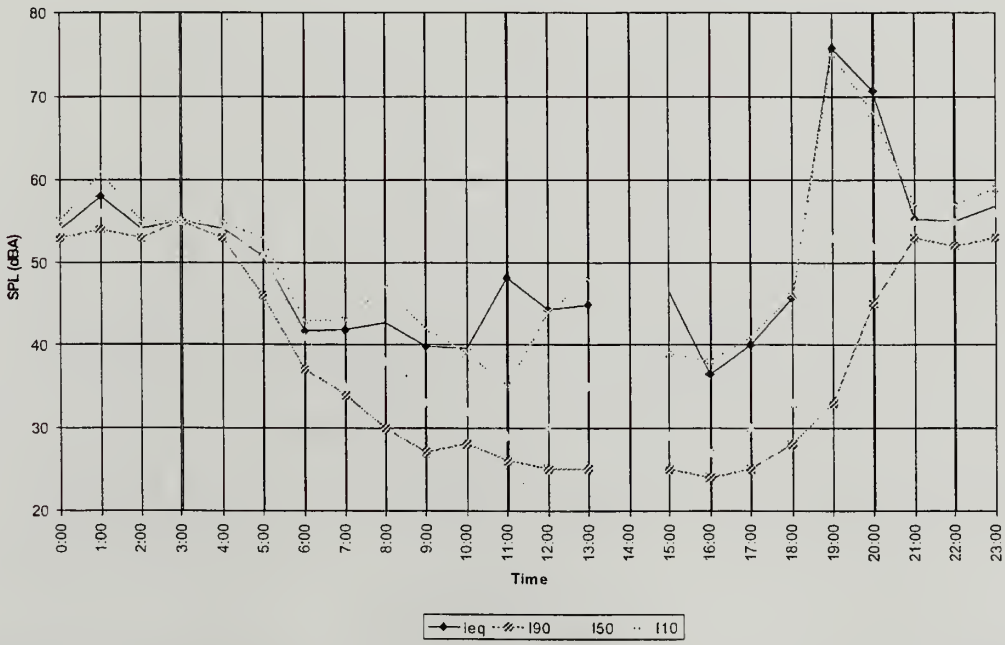
11 Jun 1999 E6



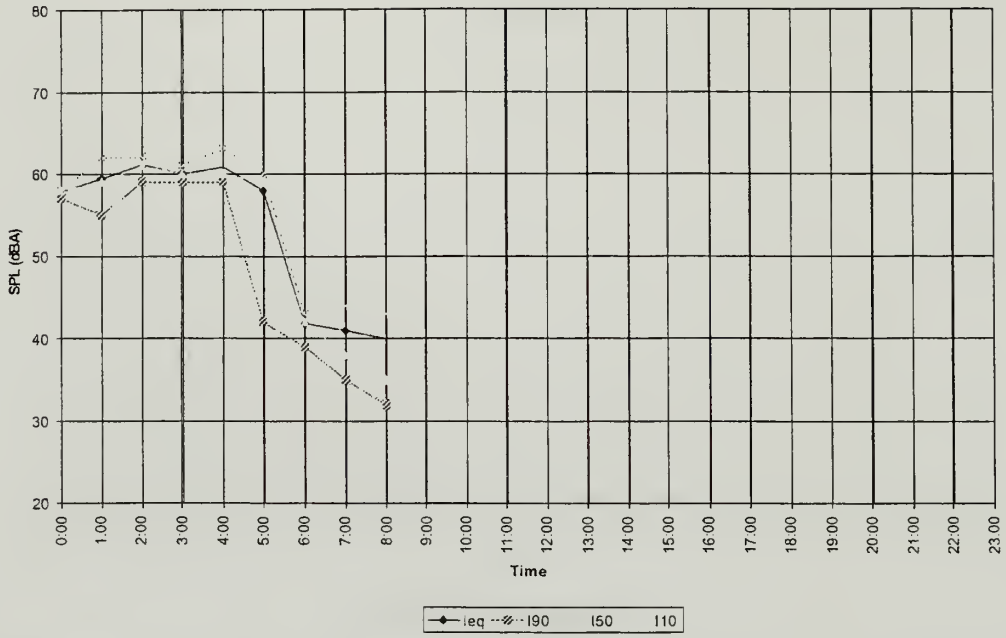
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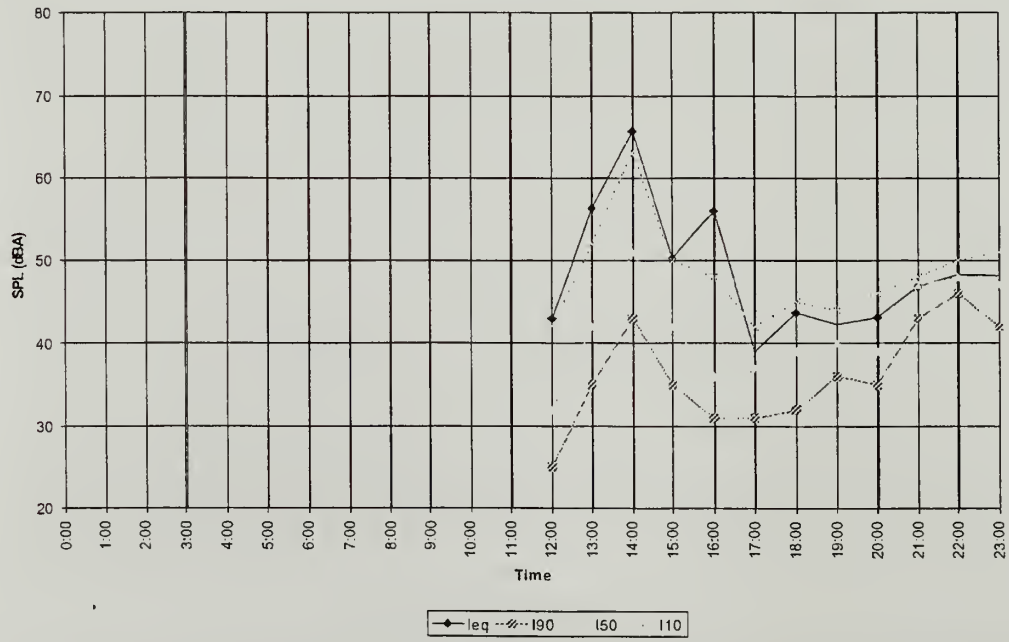
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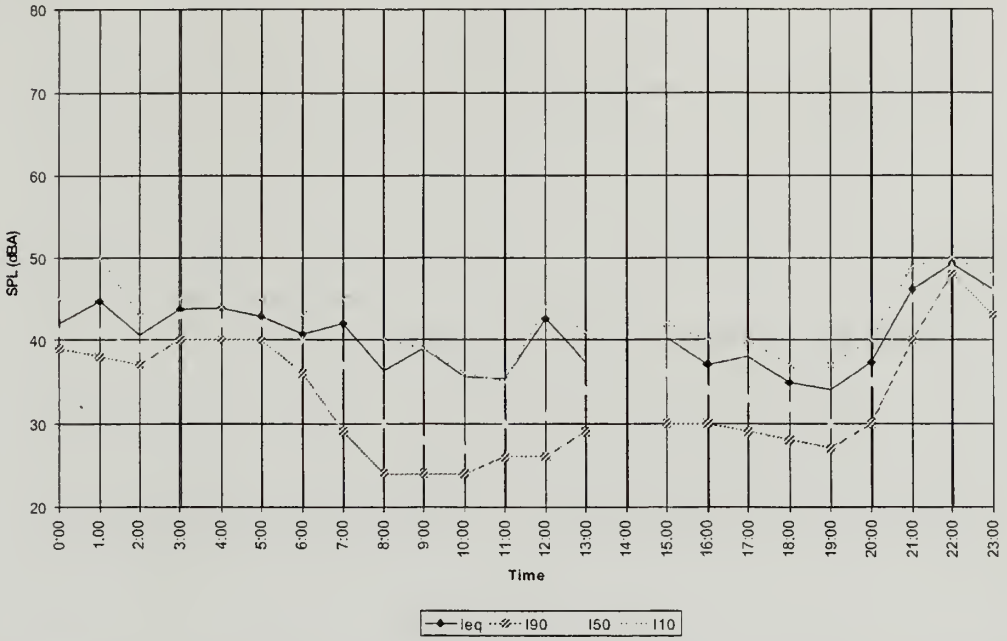
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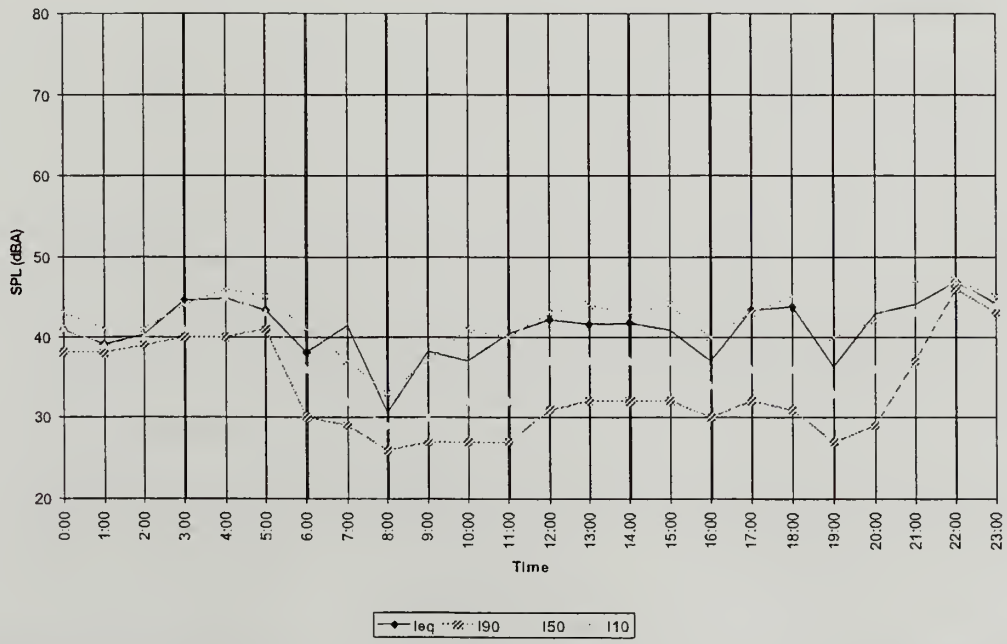
11 Jun 1999 E8



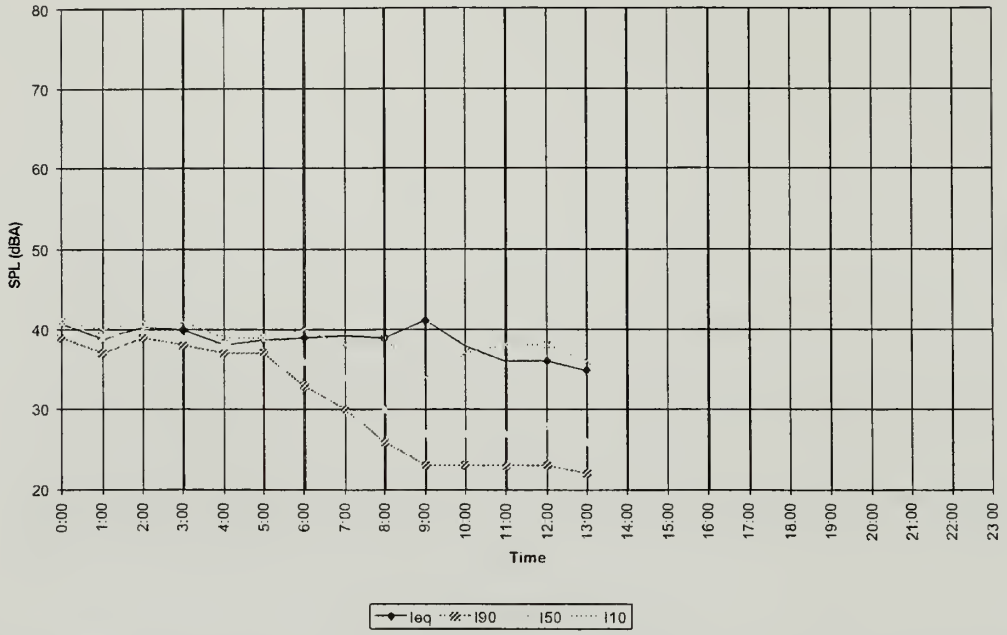
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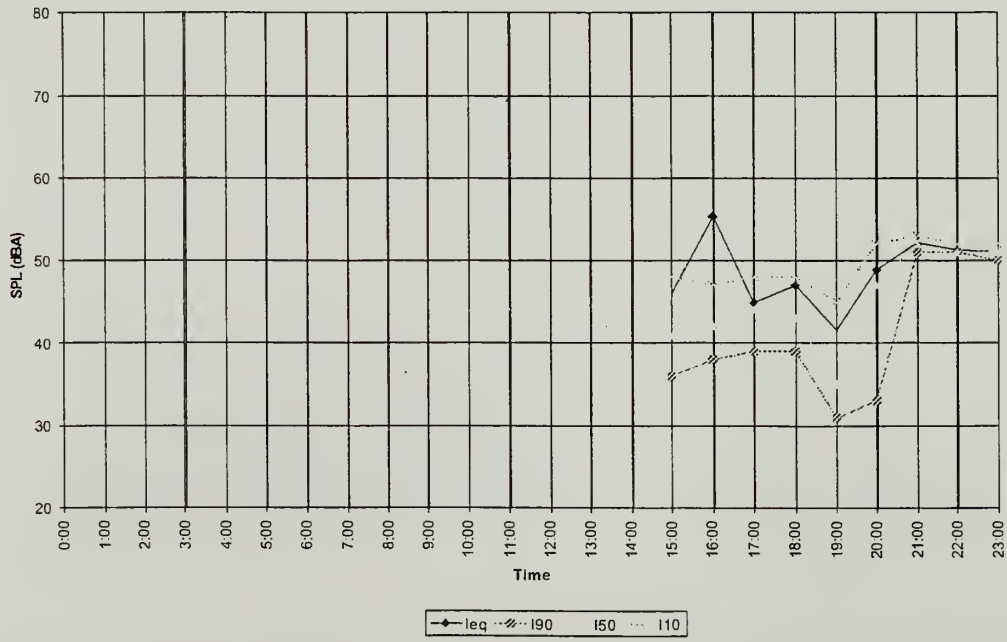
13 Jun 1999 E8



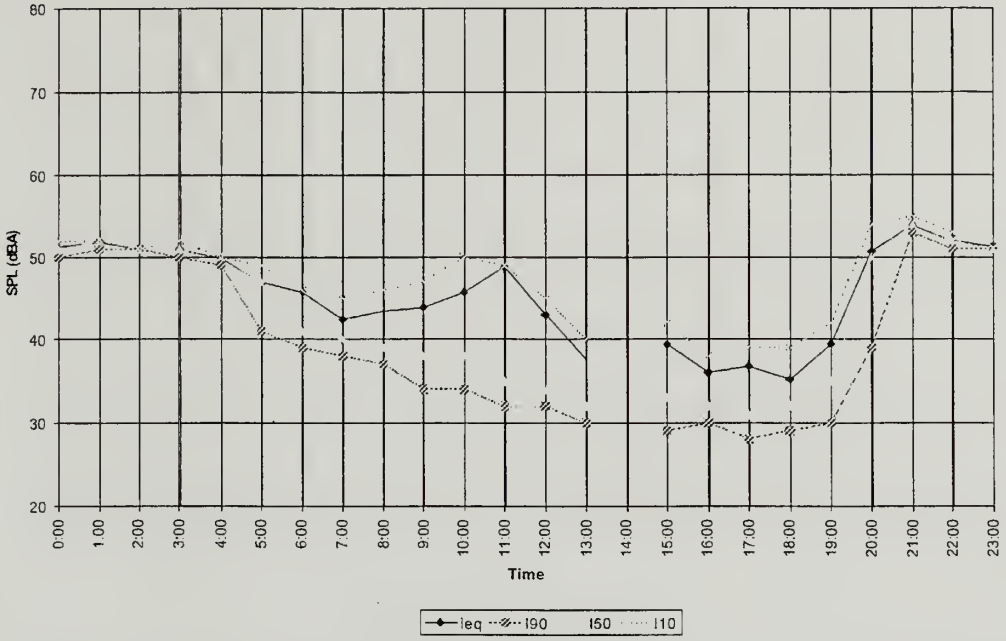
14 Jun 1999 E8



11 Jun 1999 E9



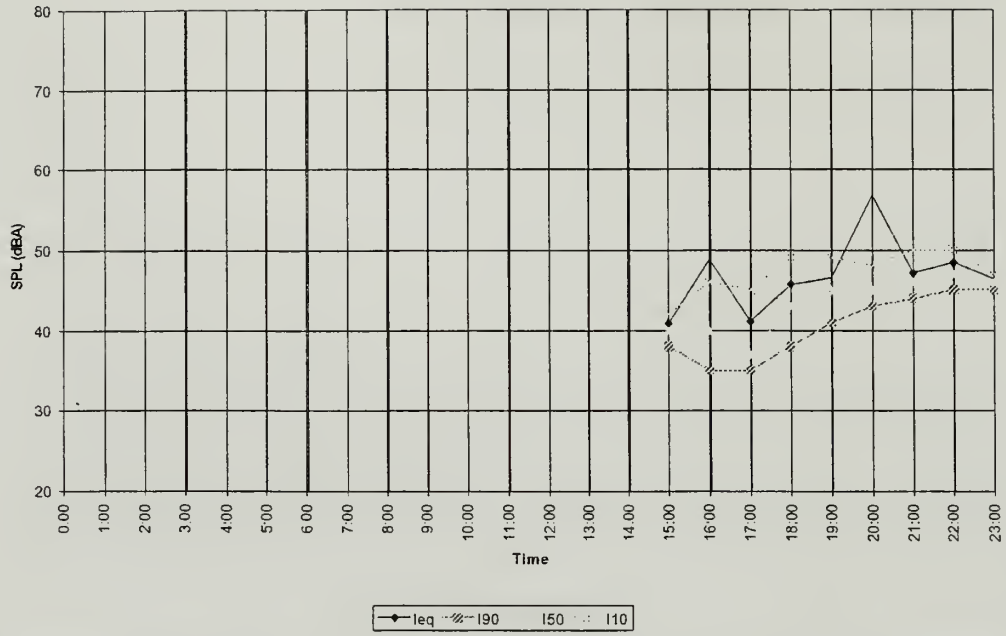
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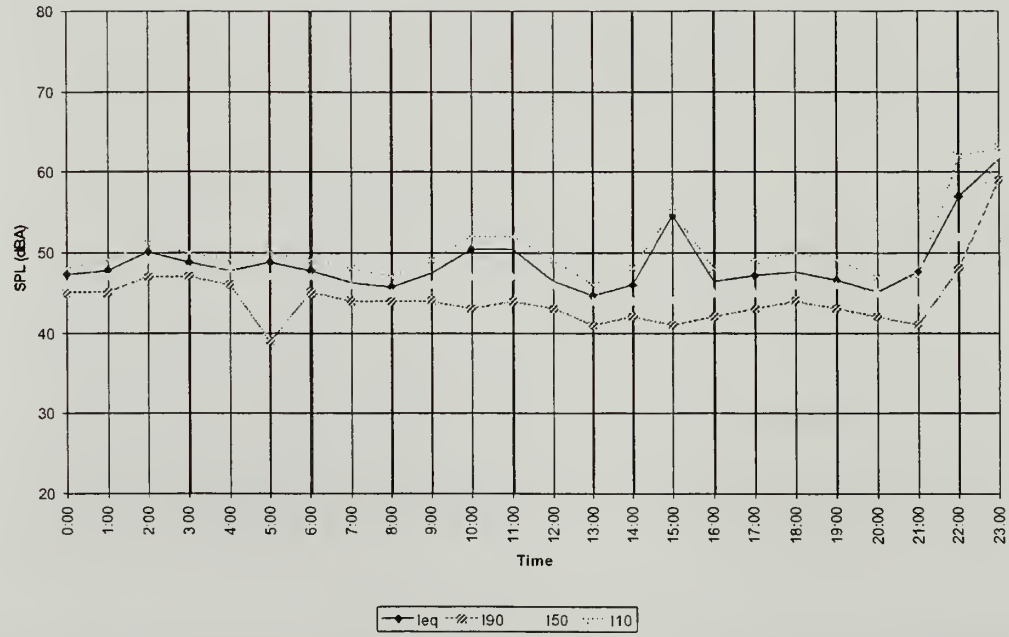
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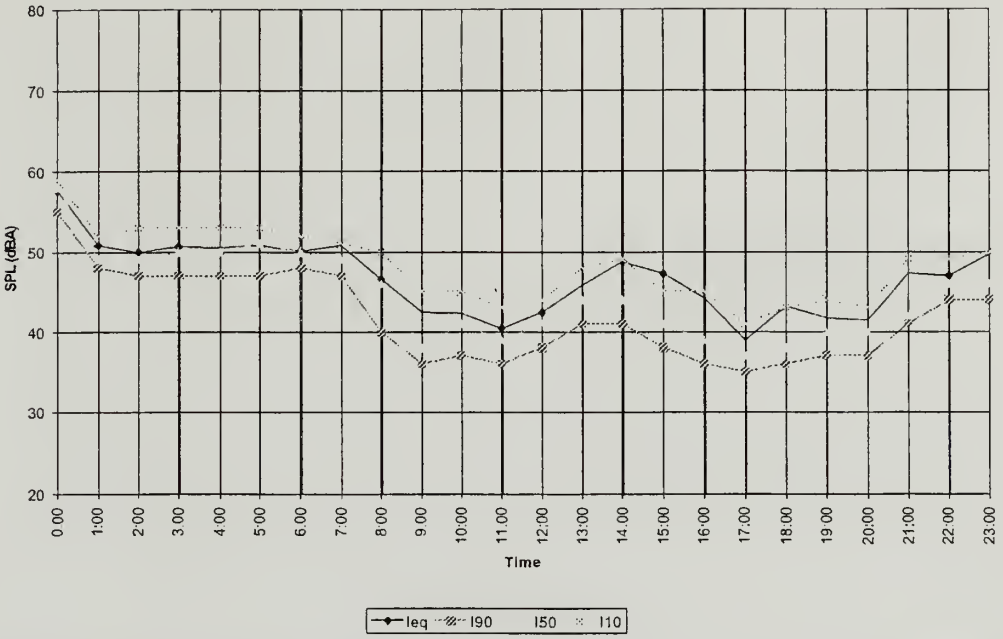
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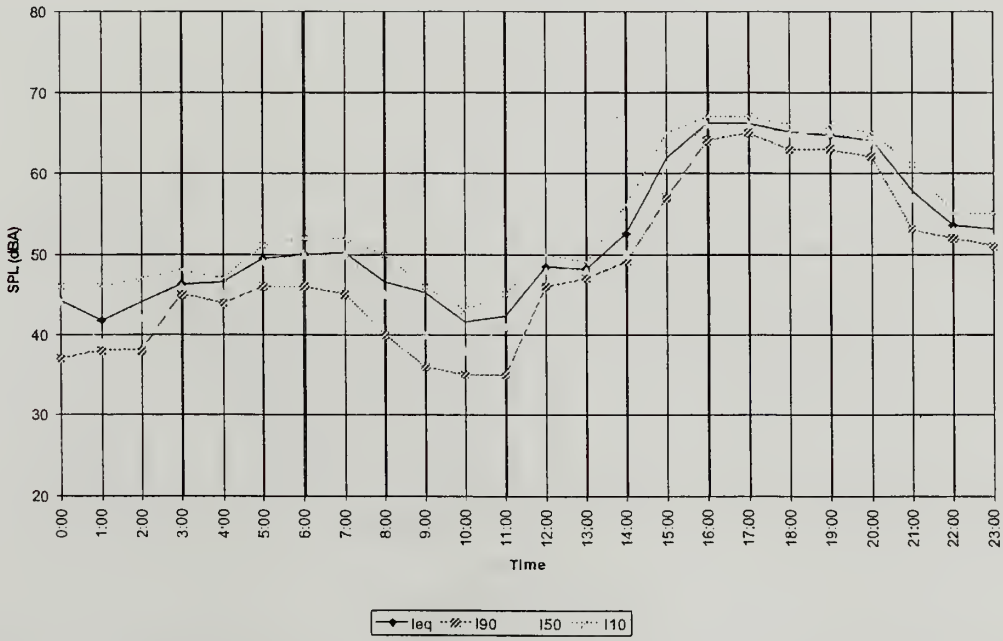
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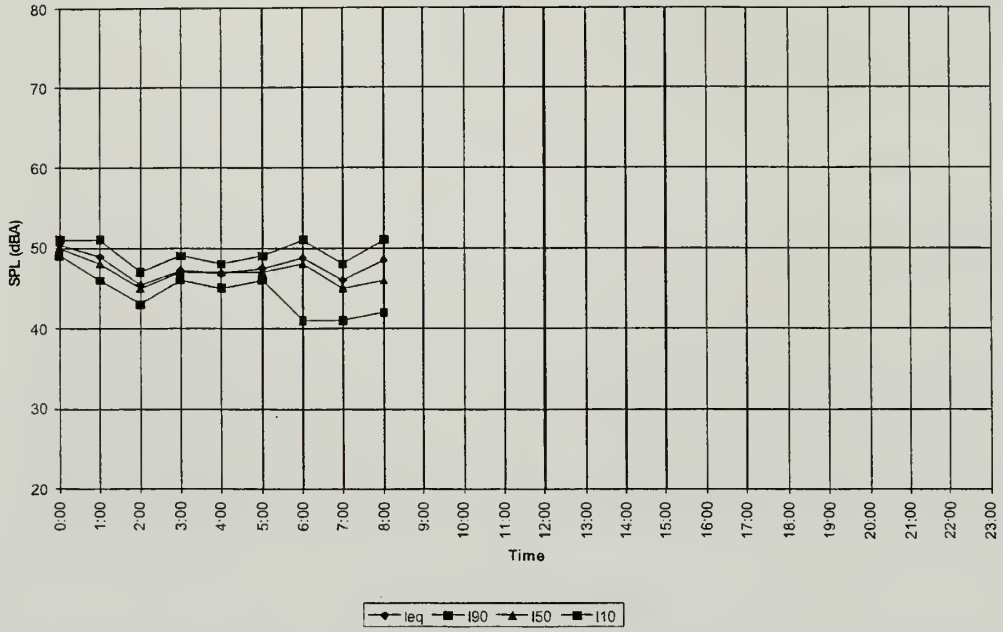
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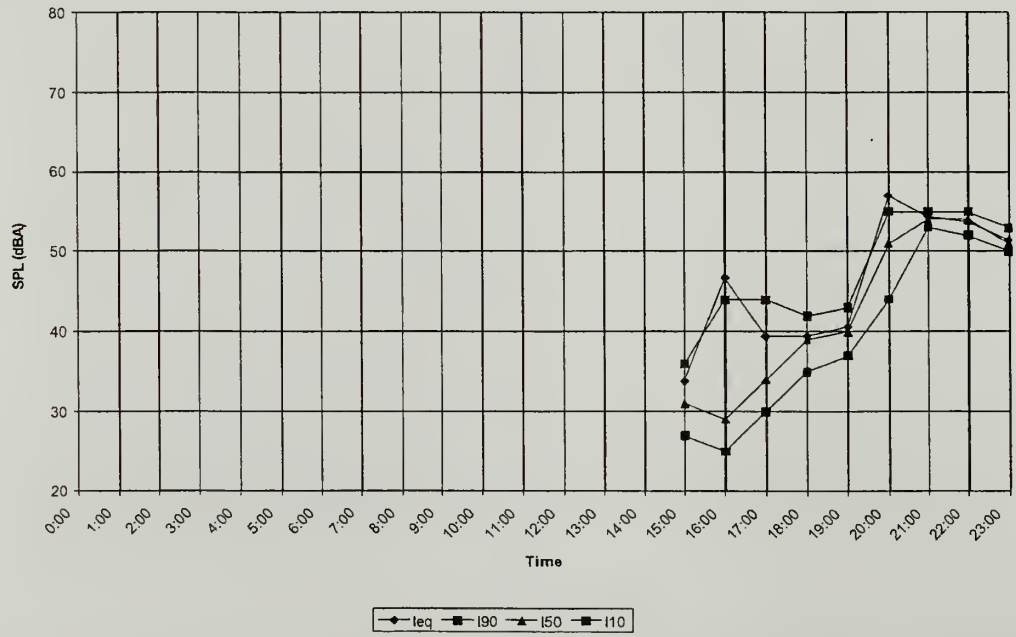
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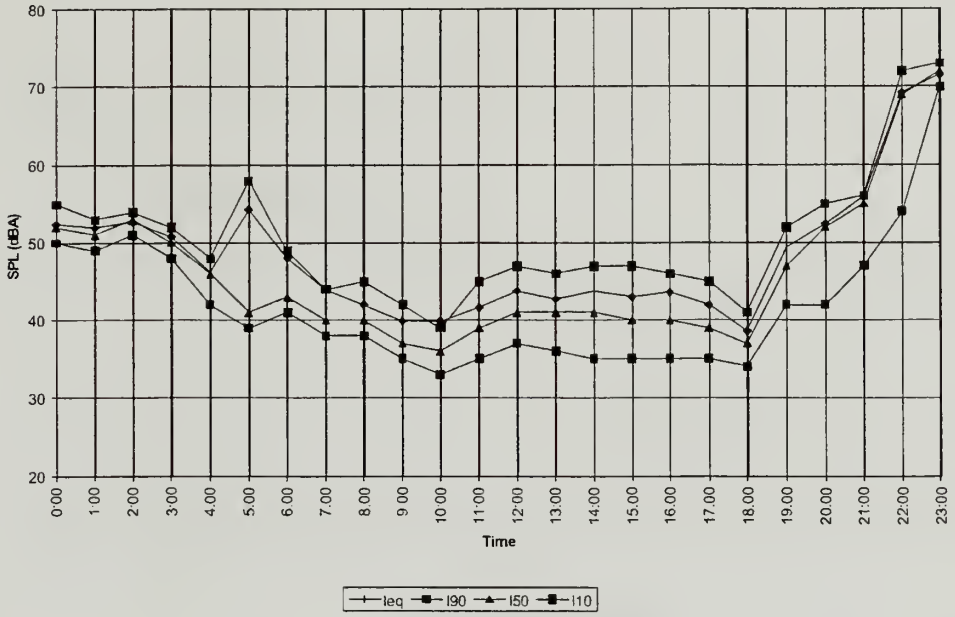
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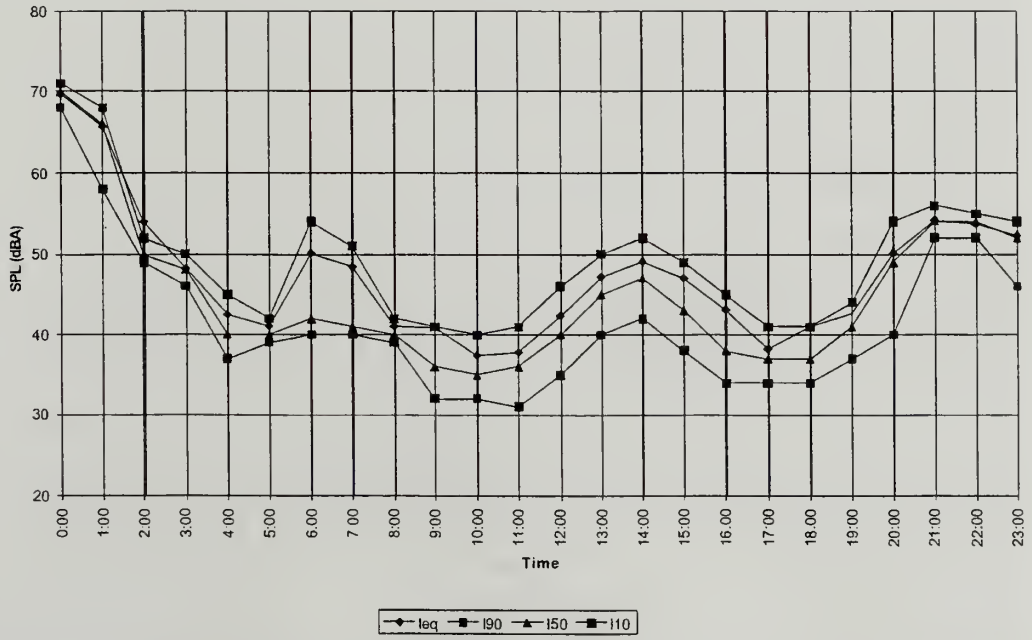
15 Jun 1999 E10B



16 Jun 1999 E10B



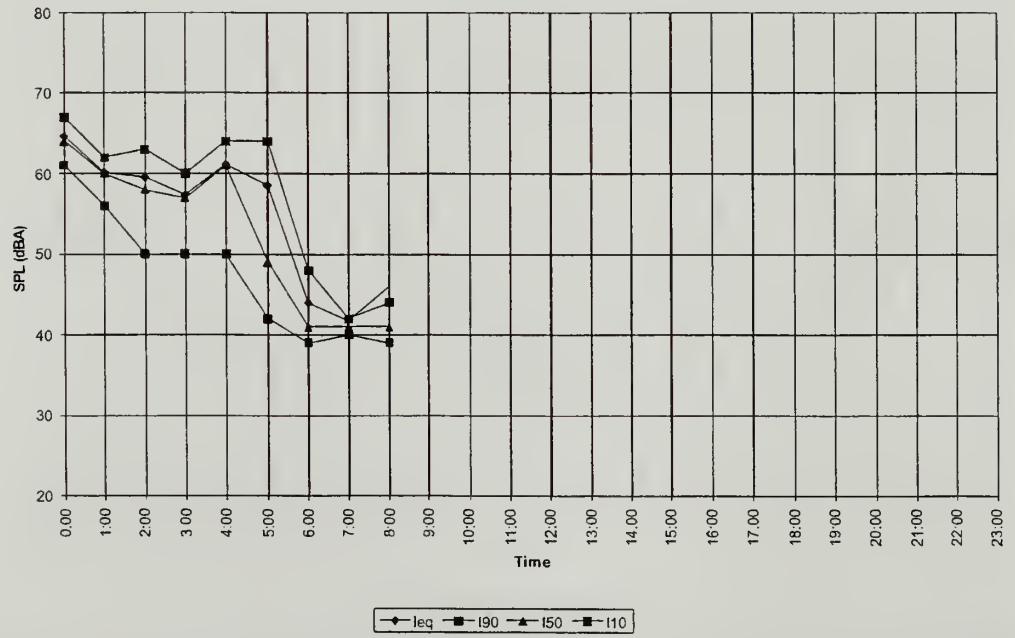
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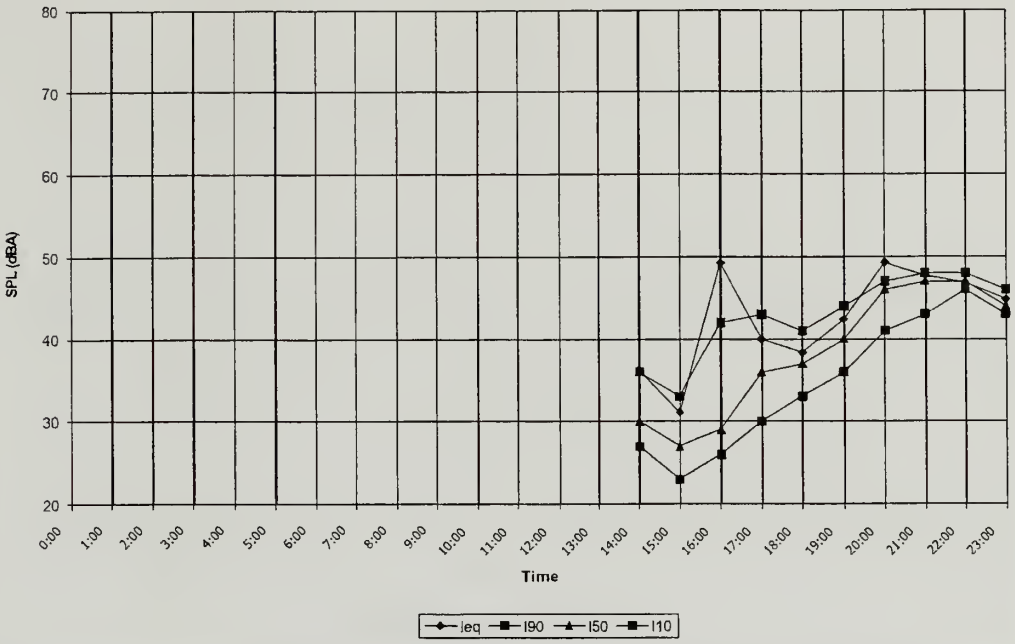
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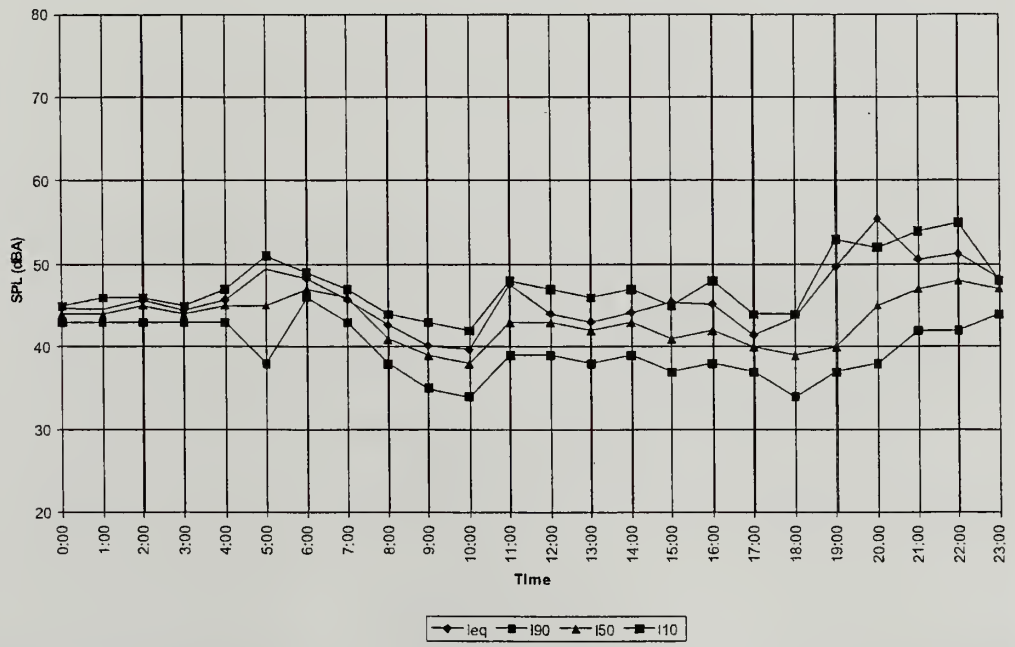
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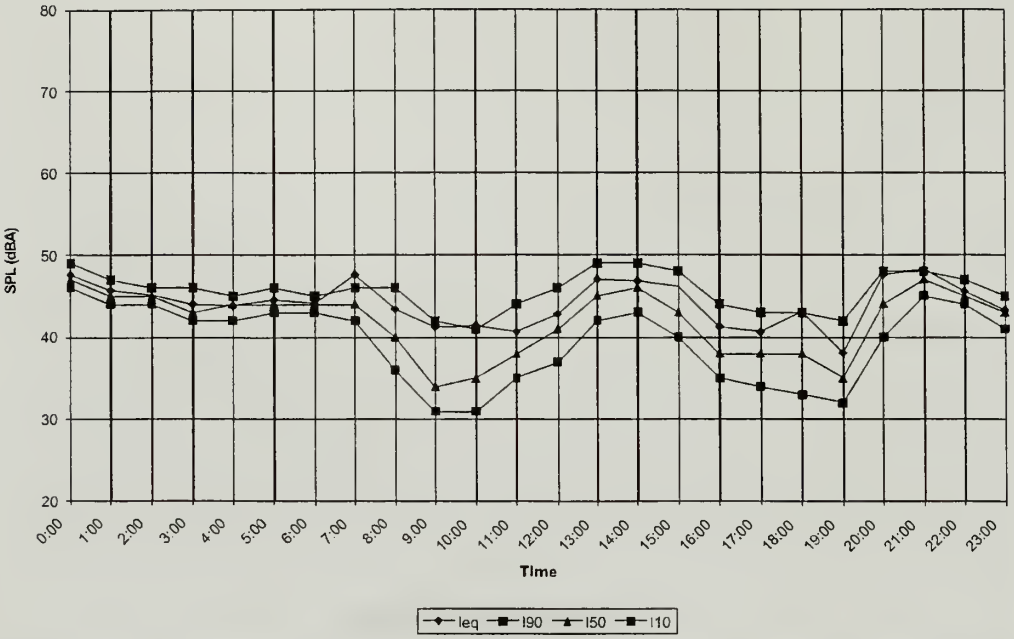
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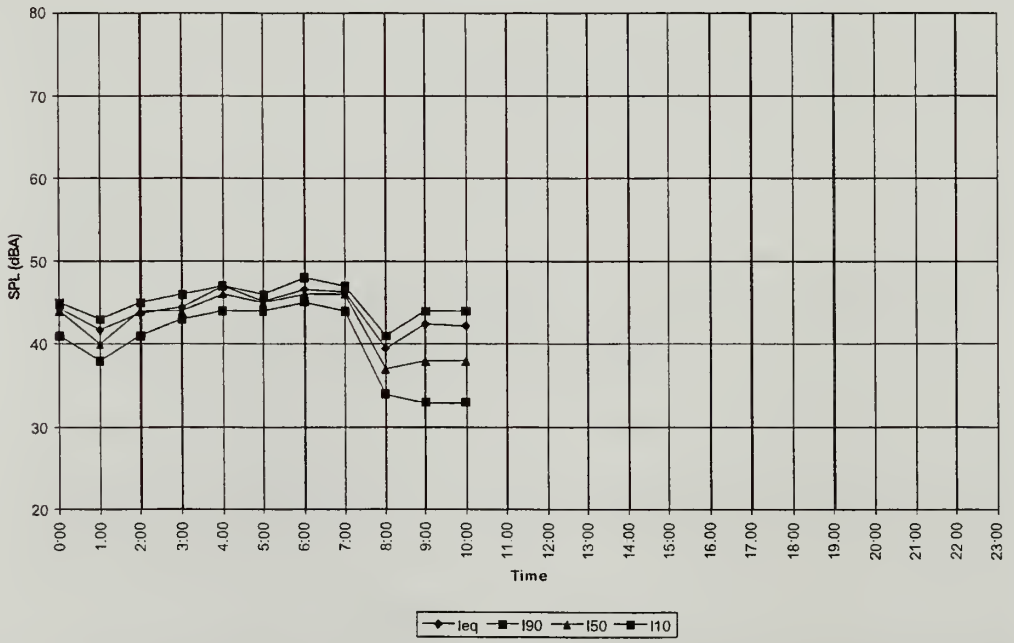
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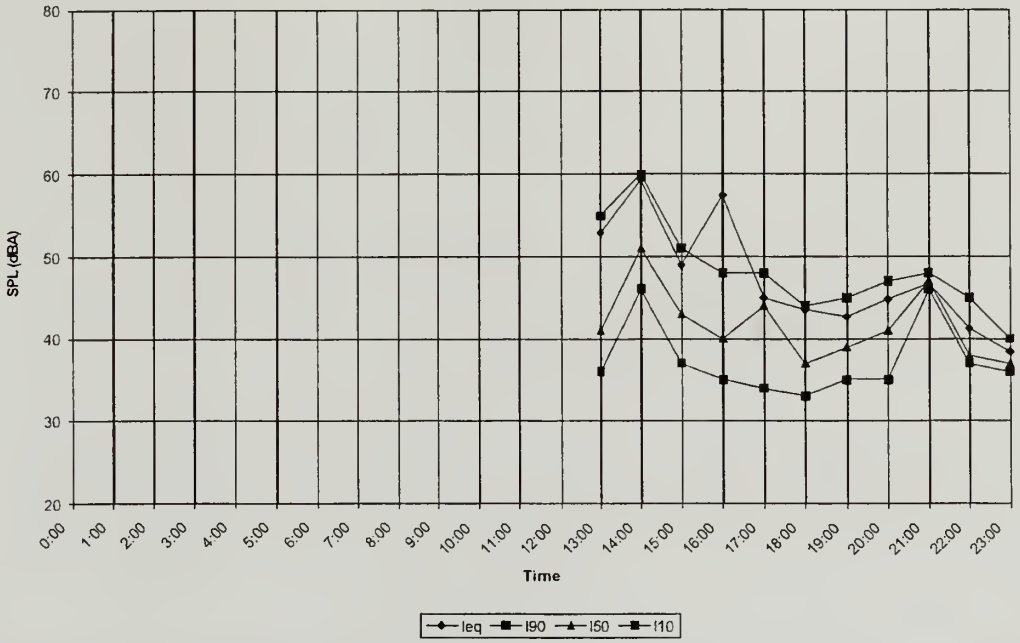
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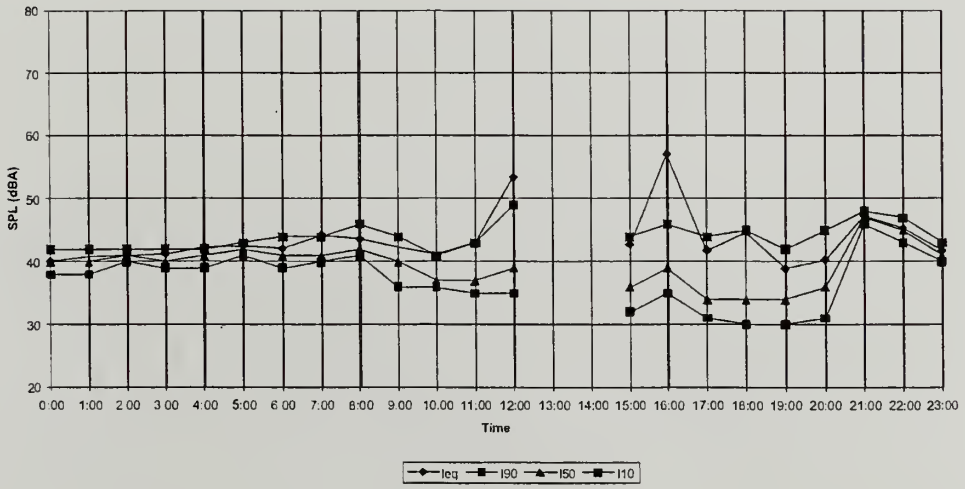
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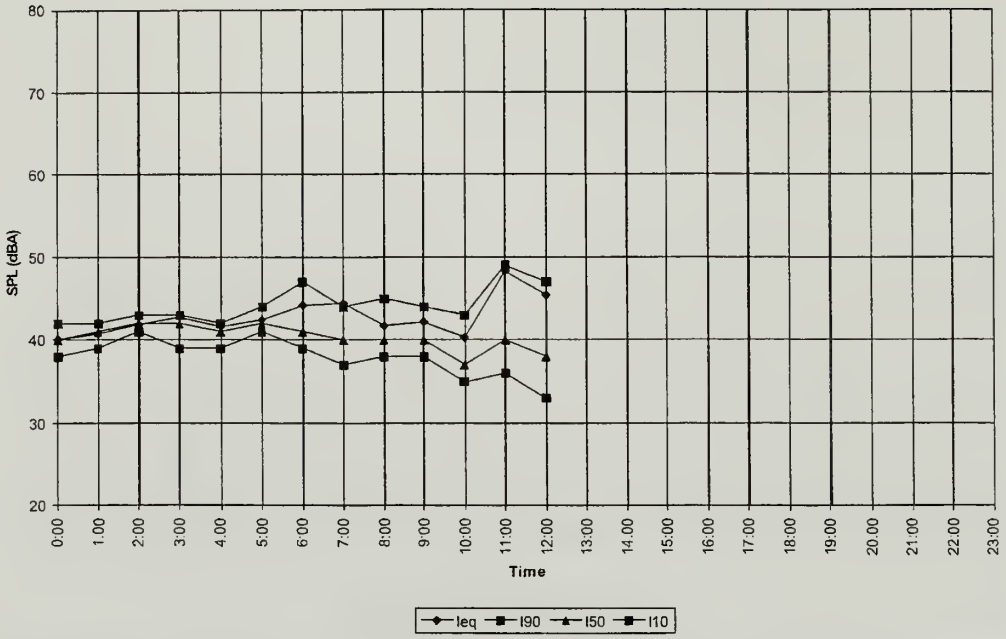
11 Jun 1999 E12



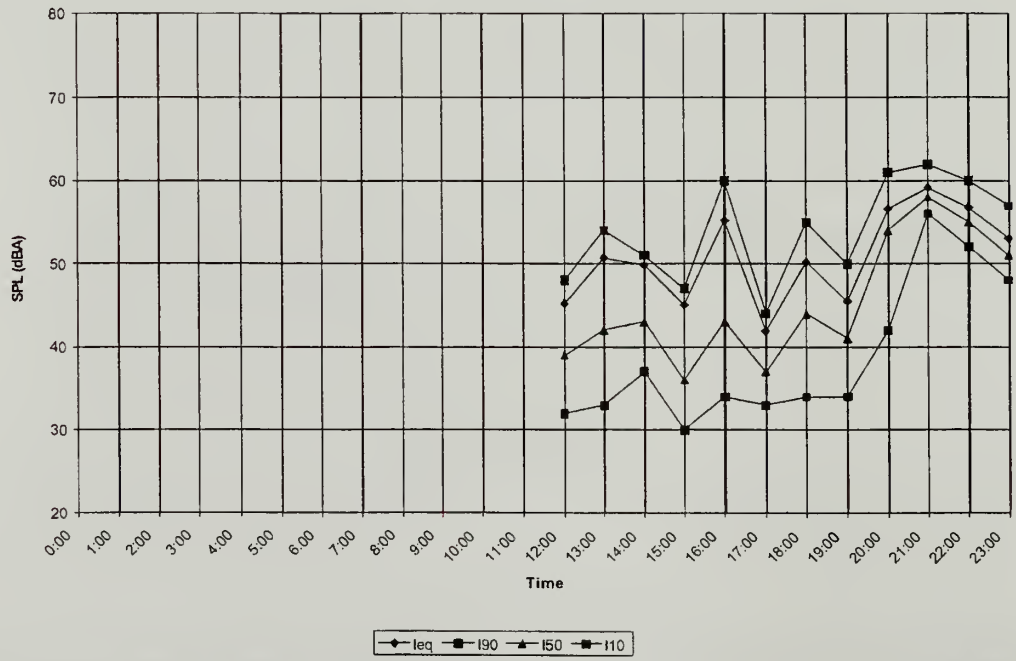
12 Jun 1999 E12



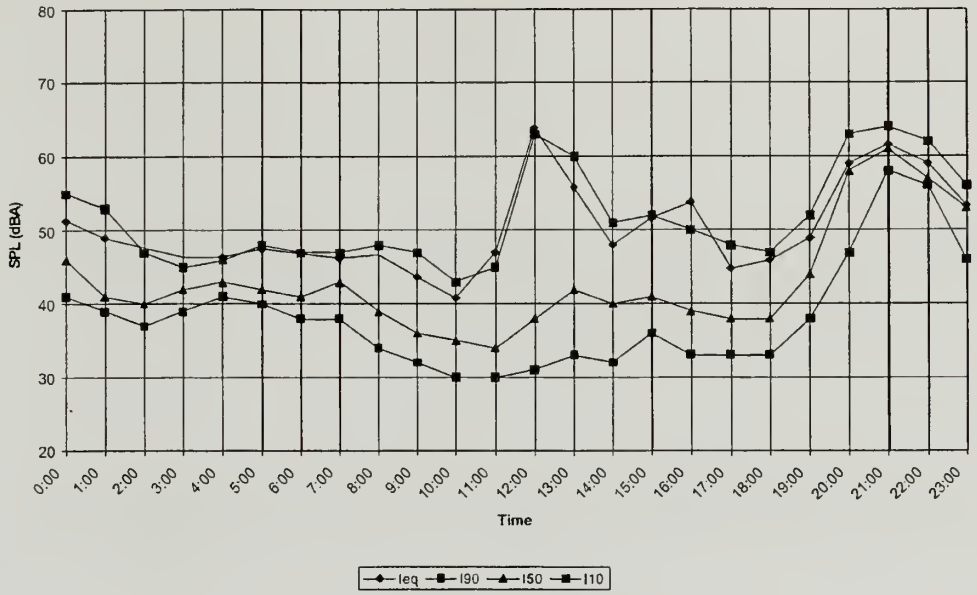
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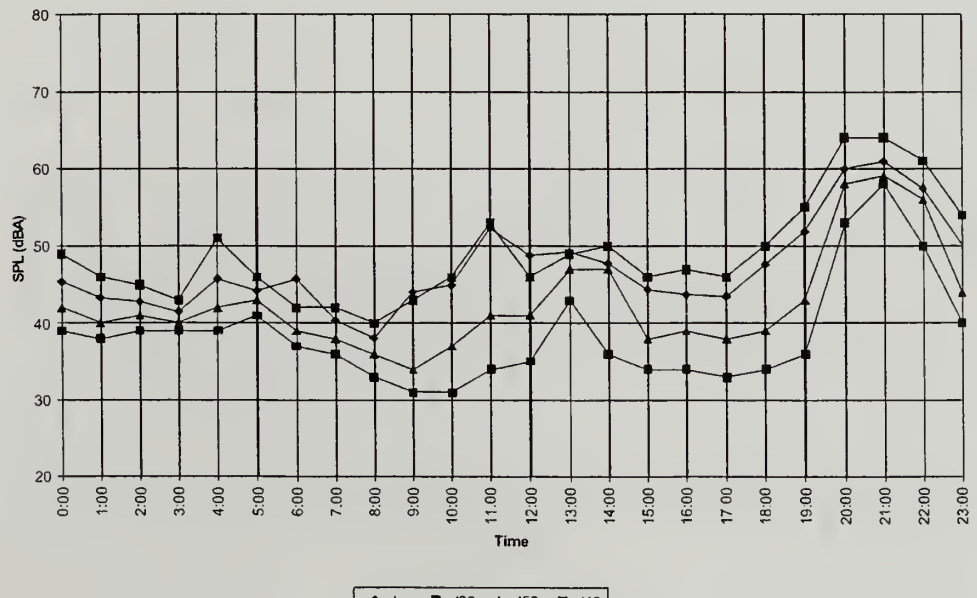
16 Jun 1999 E14



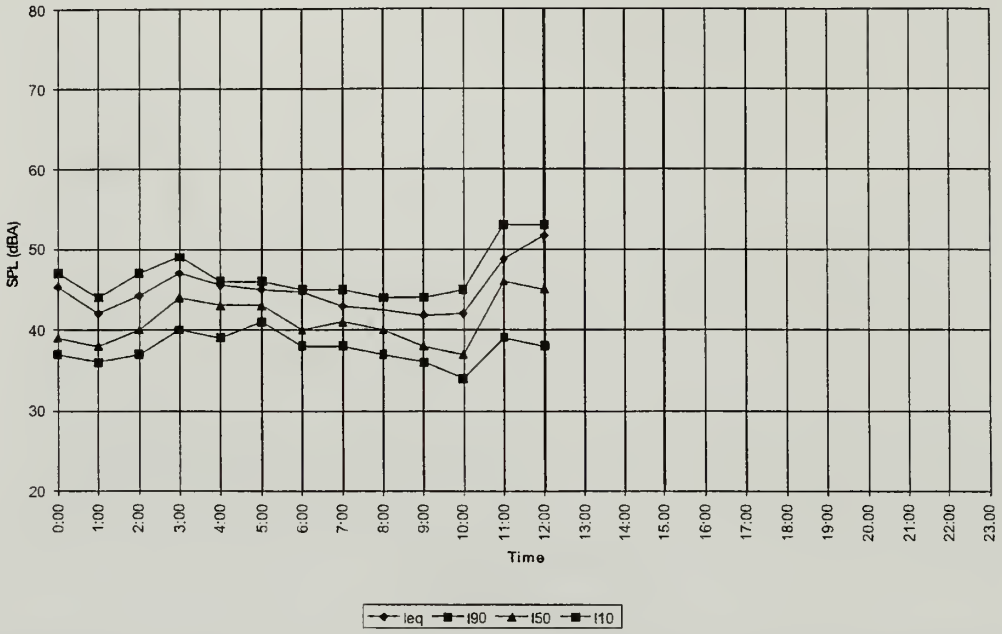
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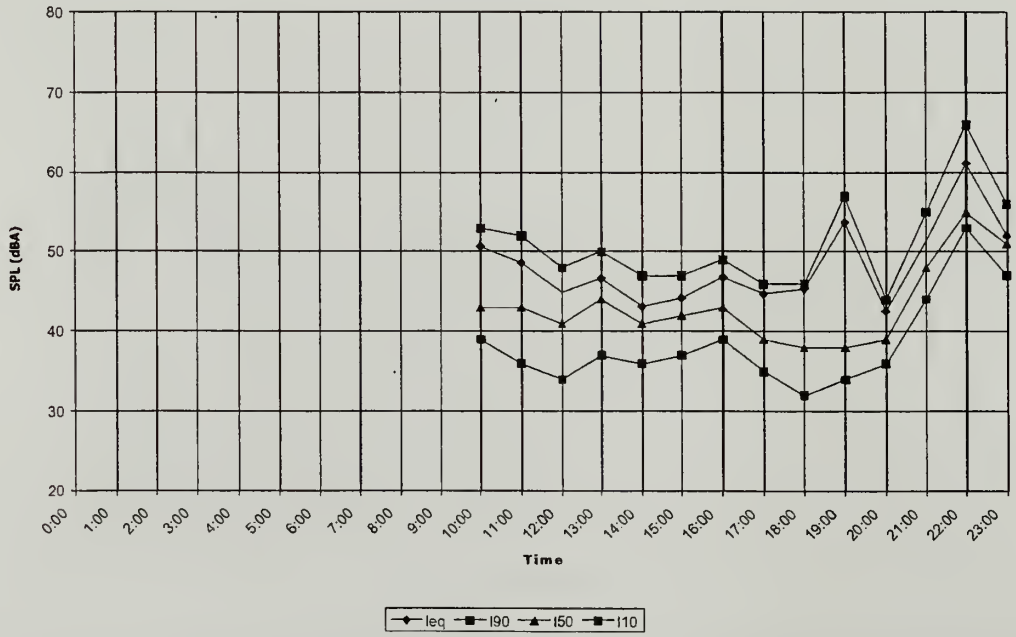
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19 Jun 1999 E14



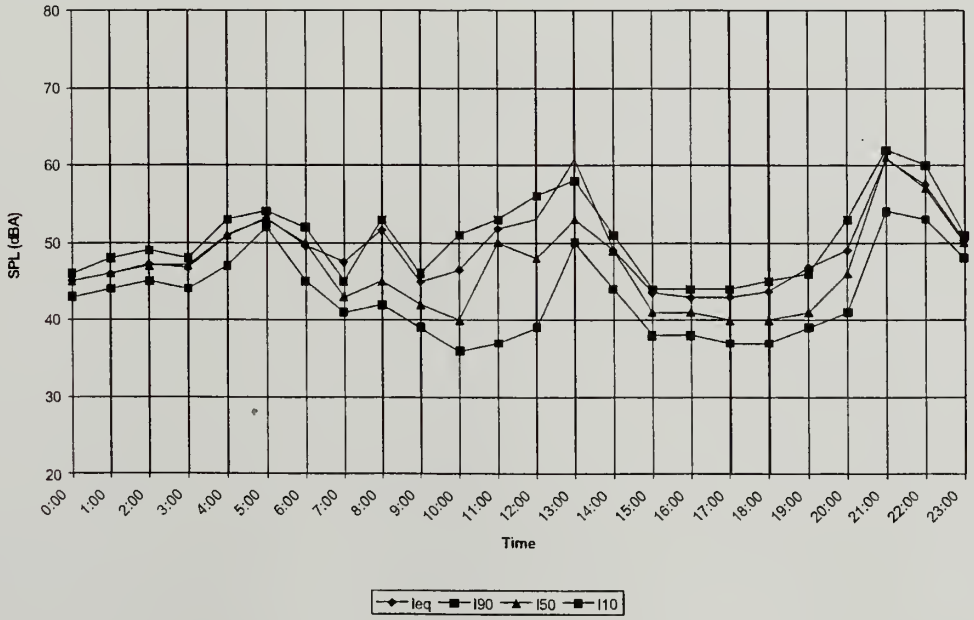
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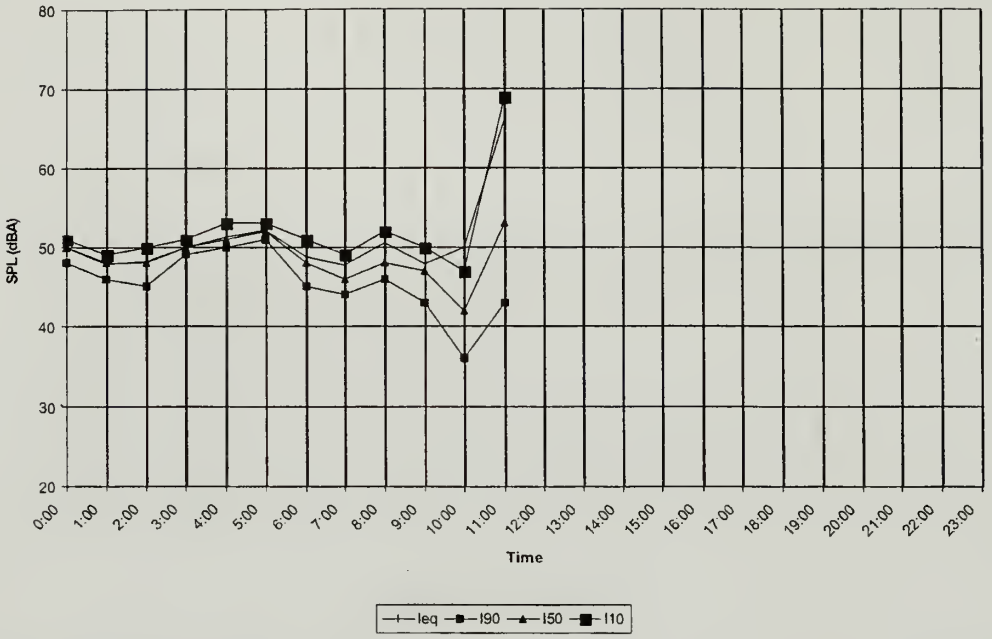
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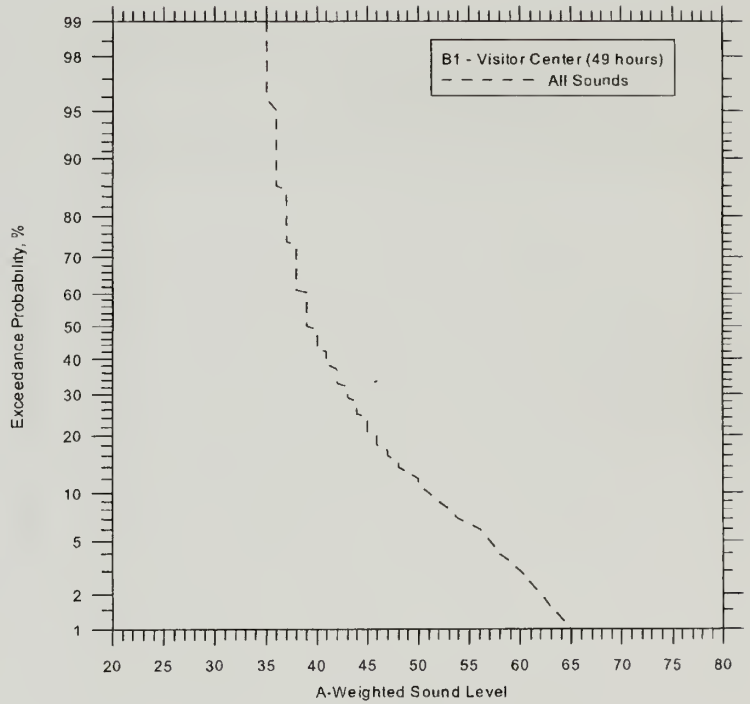
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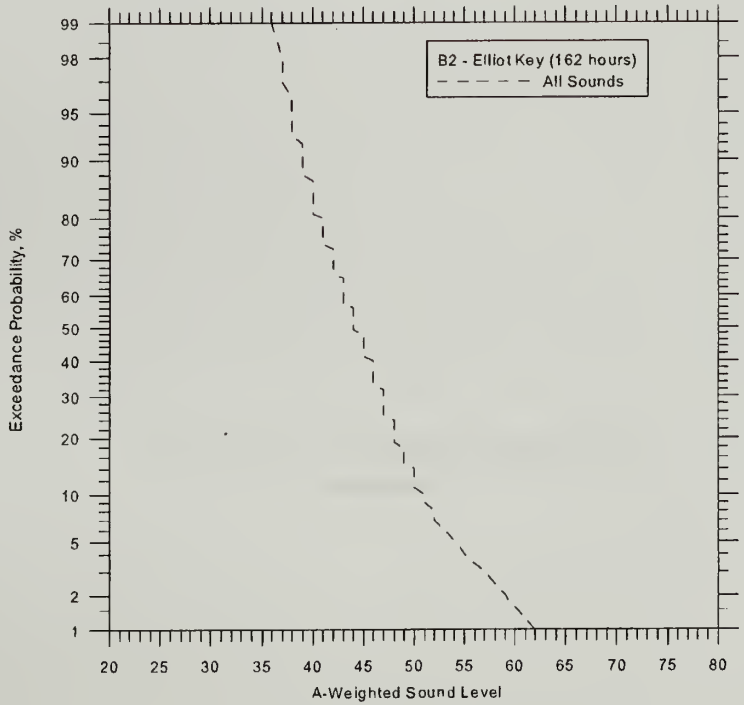


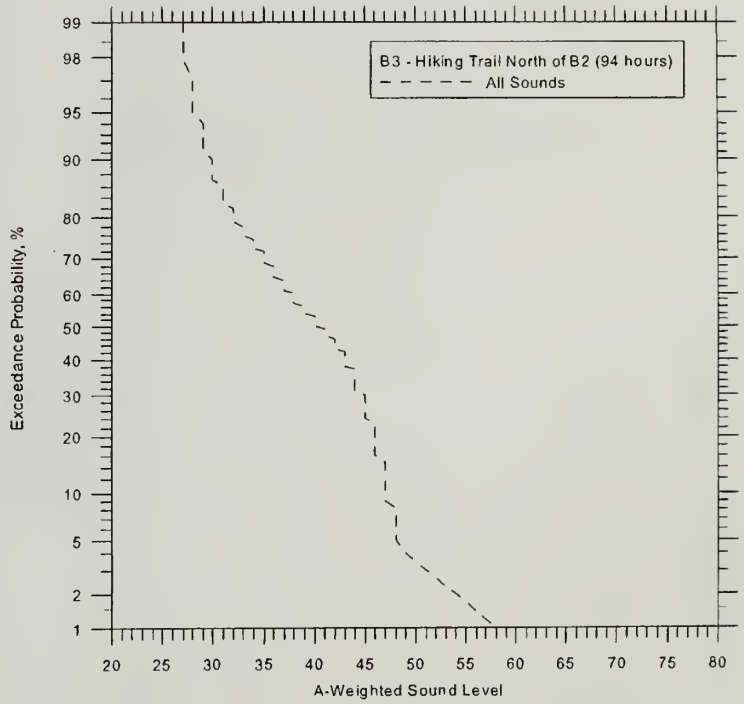
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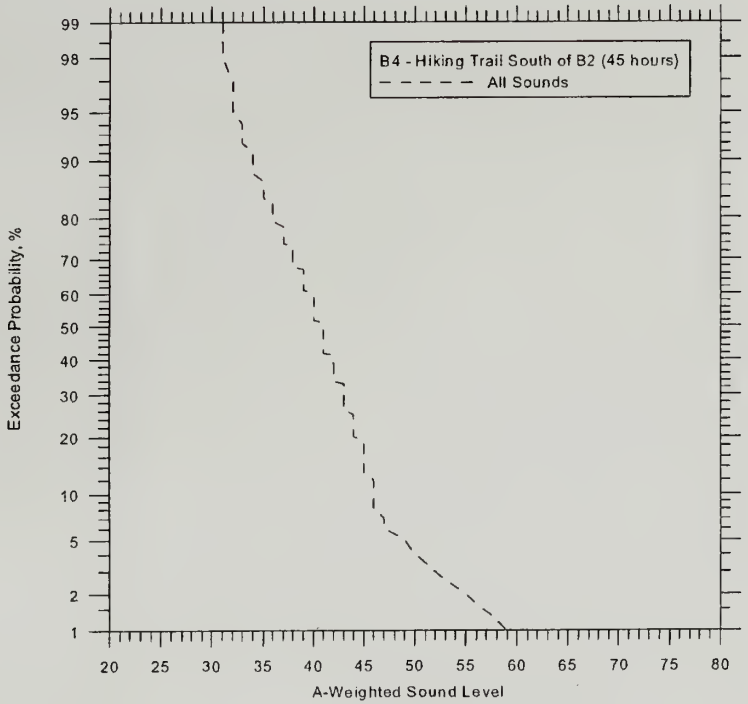


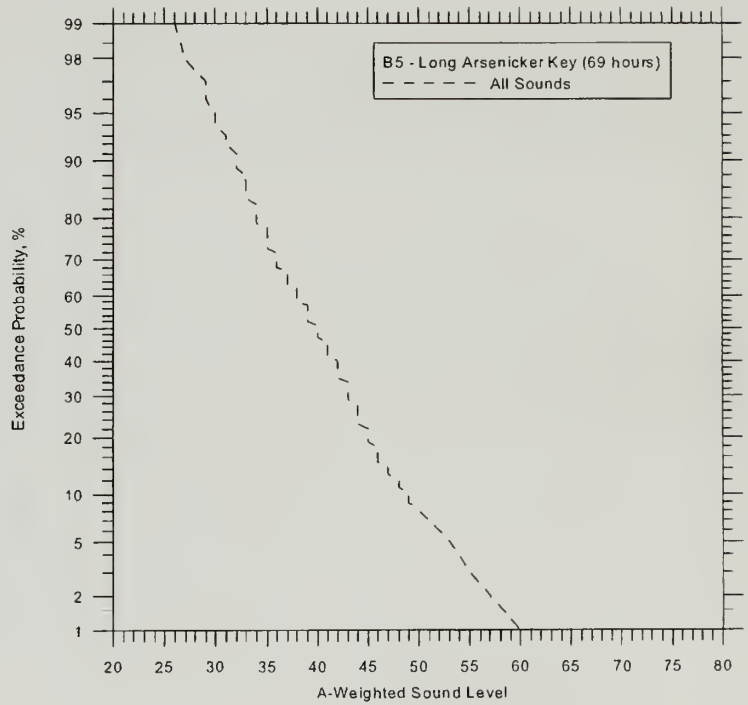
Appendix G
Exceedance Plots for Unmanned Measurements

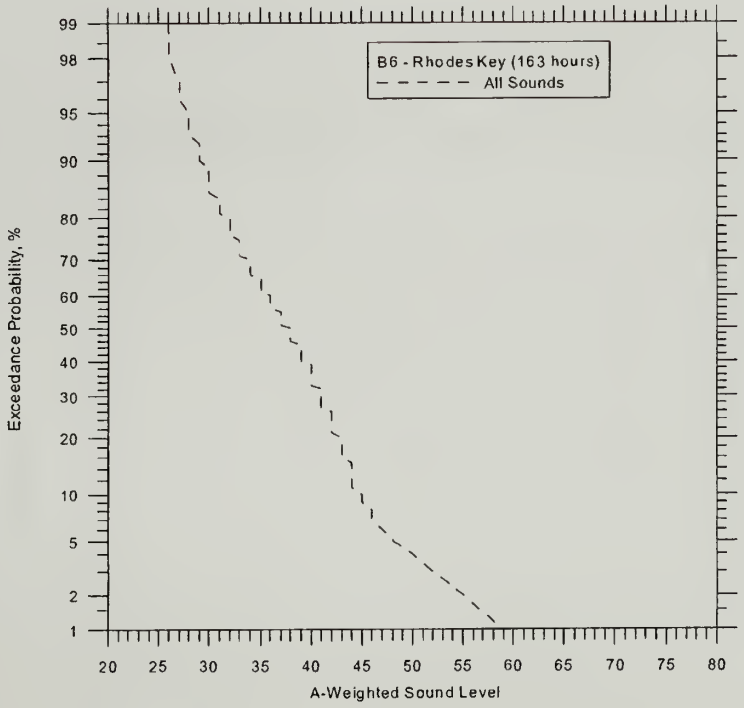


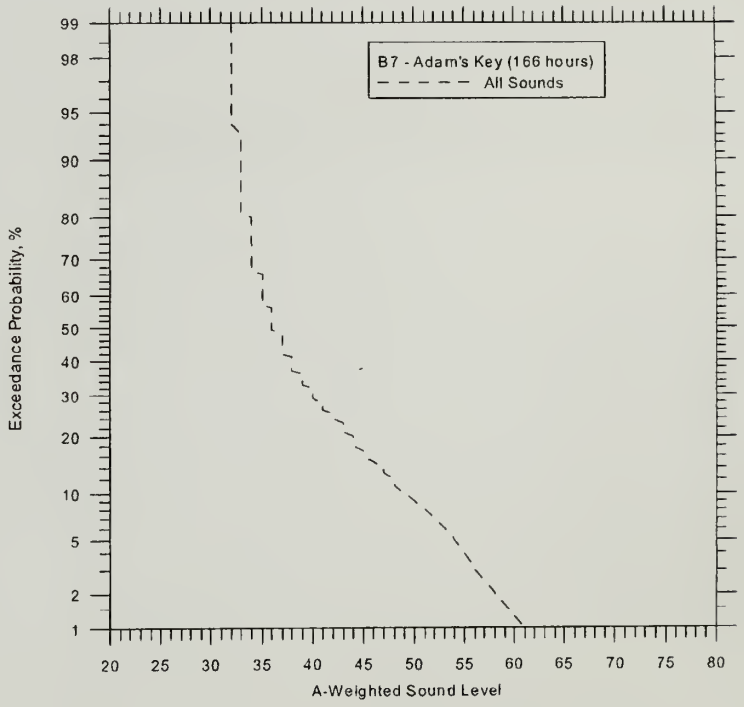

B2 - Elliot Key (162 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

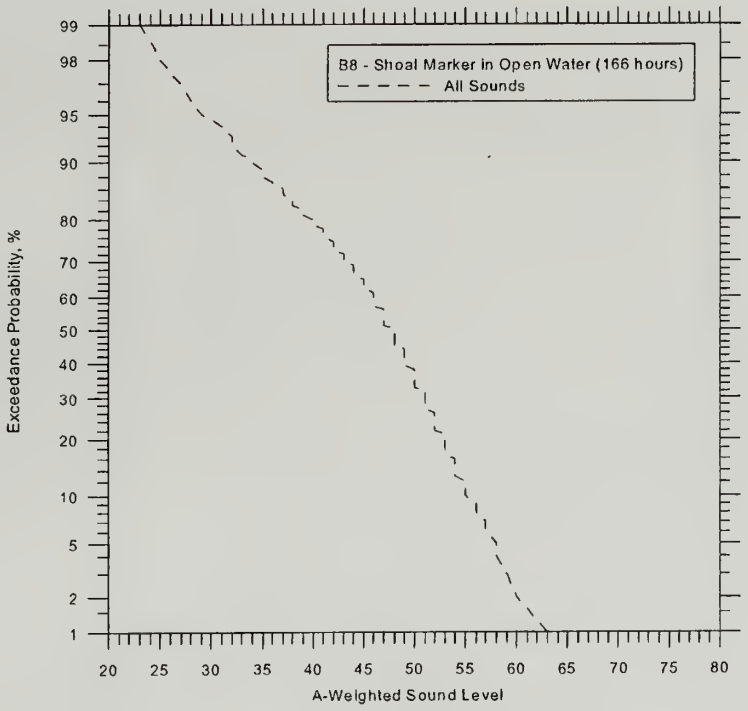

B3 - Hiking Trail North of B2 (94 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

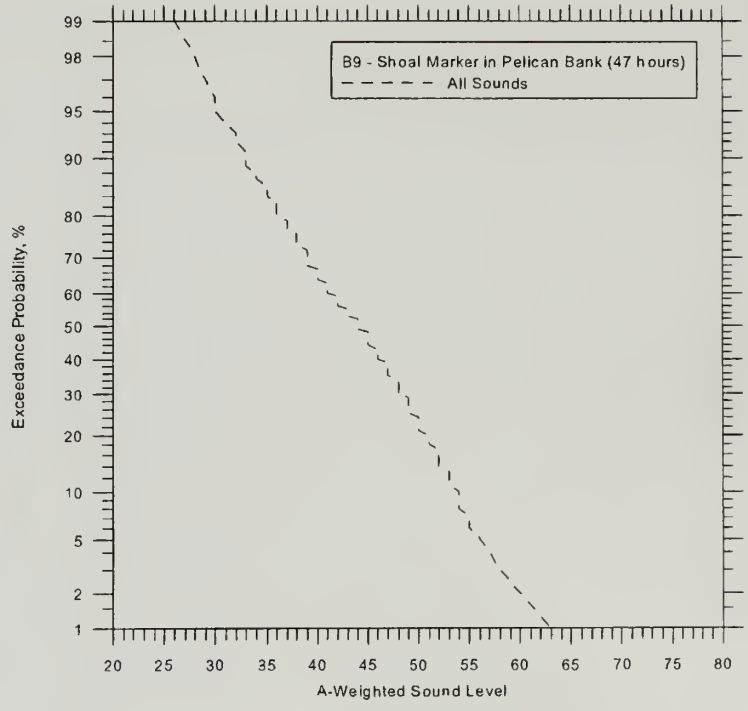

B4 - Hiking Trail South of B2 (45 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

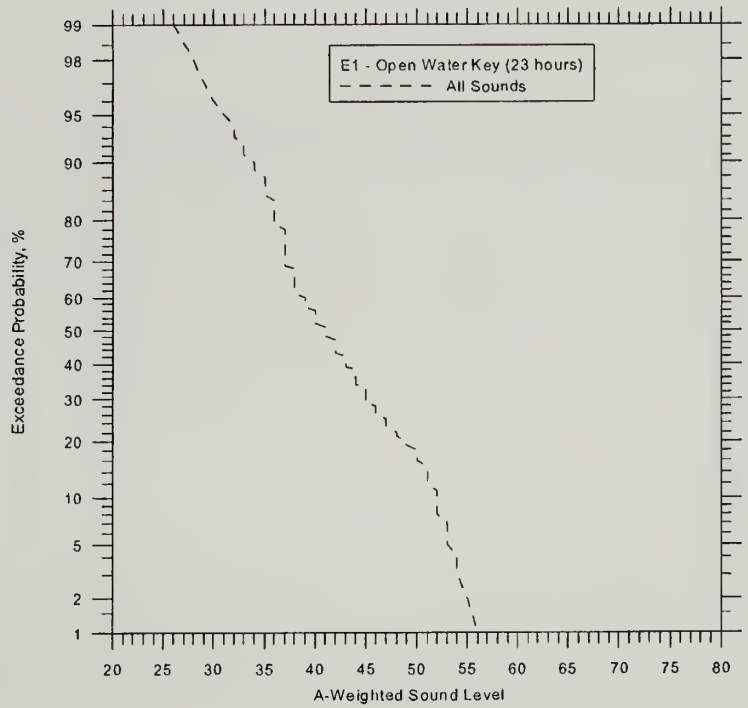

B5 - Long Arsenicker Key (69 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

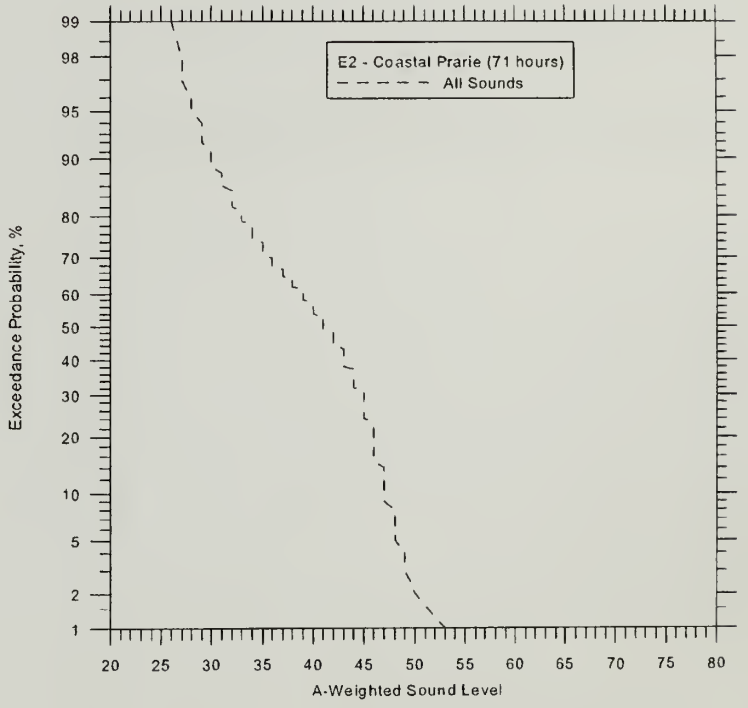

B6 - Rhodes Key (163 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

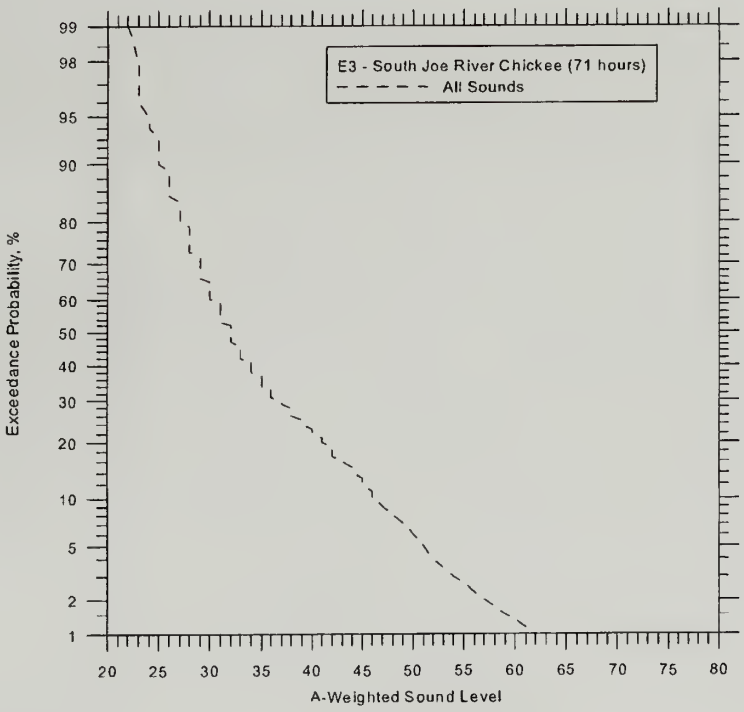

B7 - Adam's Key (166 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

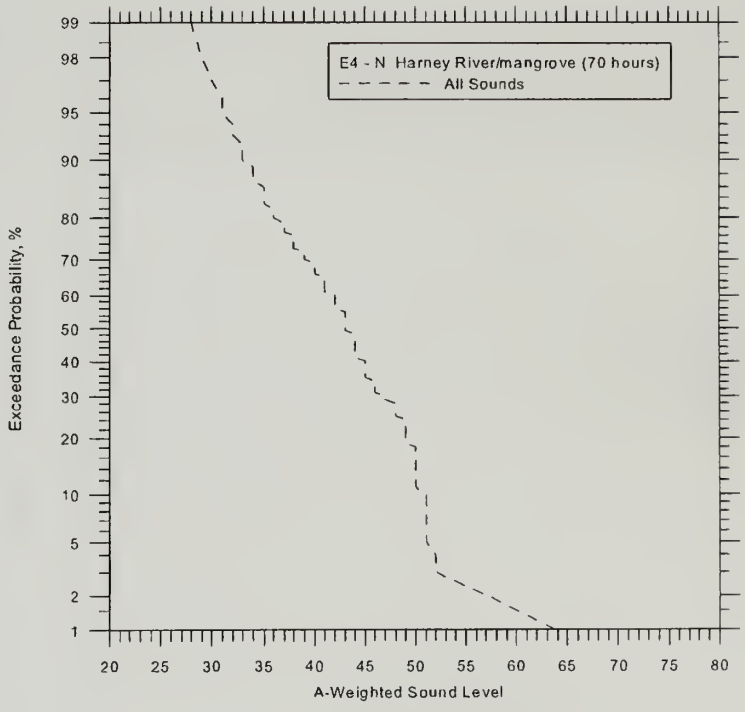

B8 - Shoal Marker in Open Water (166 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

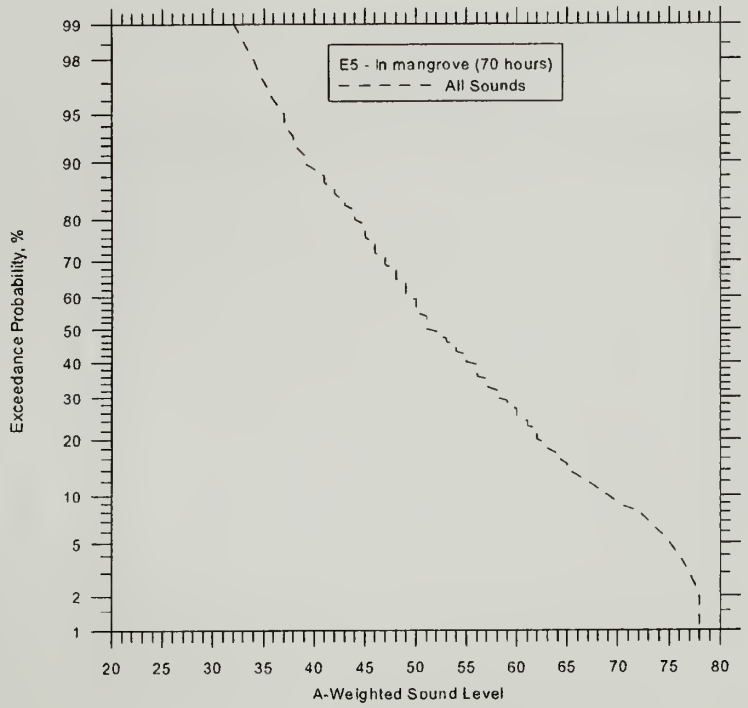

B9 - Shoal Marker in Pelican Bank (47 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

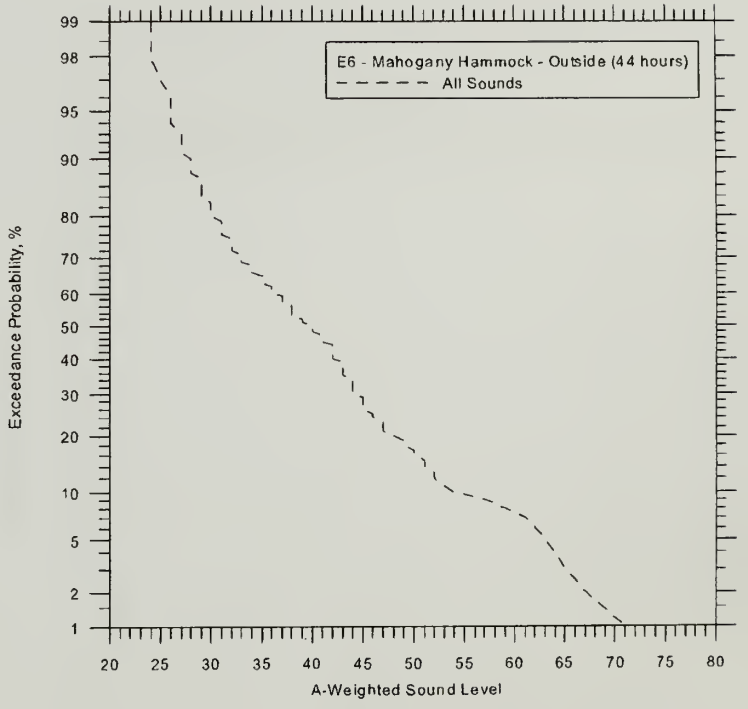

E1 - Open Water Key (23 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

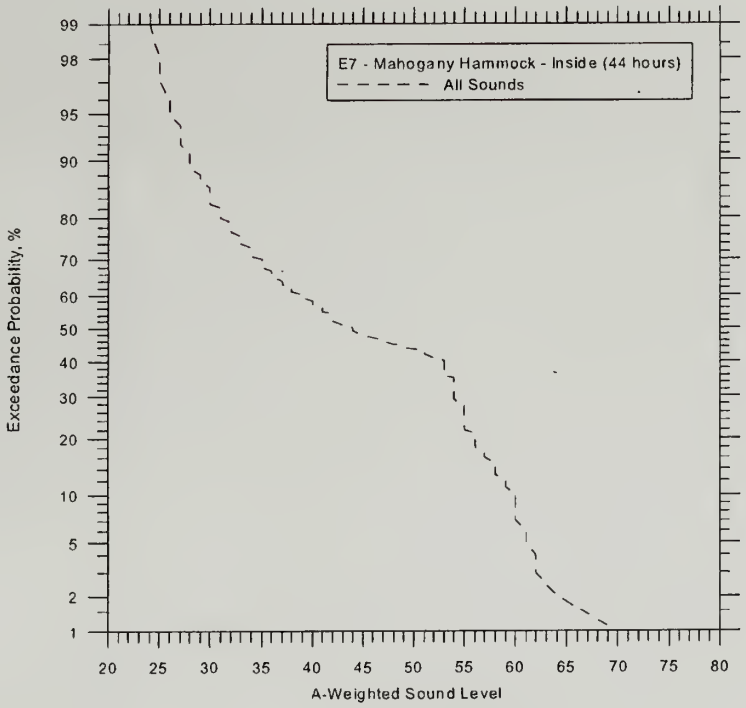

E2 - Coastal Prarie (71 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

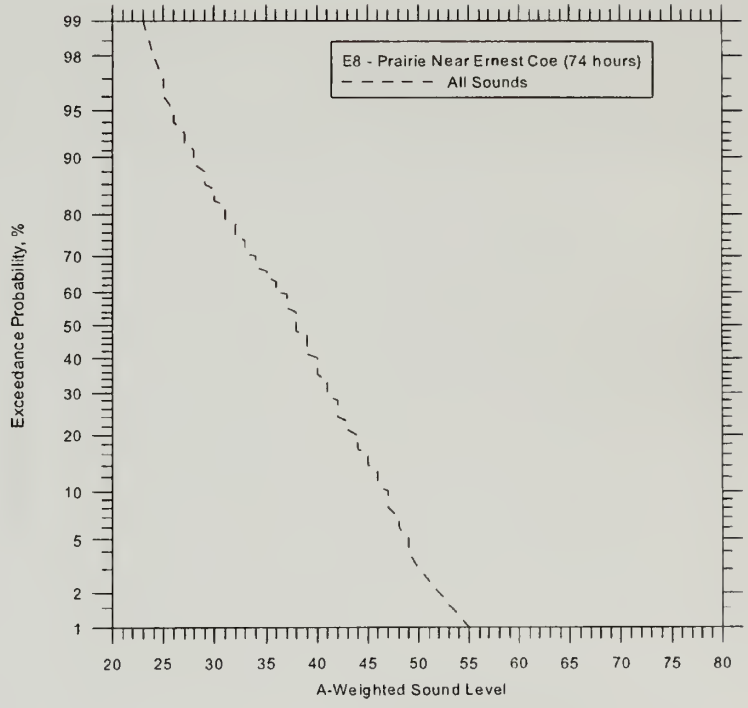

E3 - South Joe River Chickee (71 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

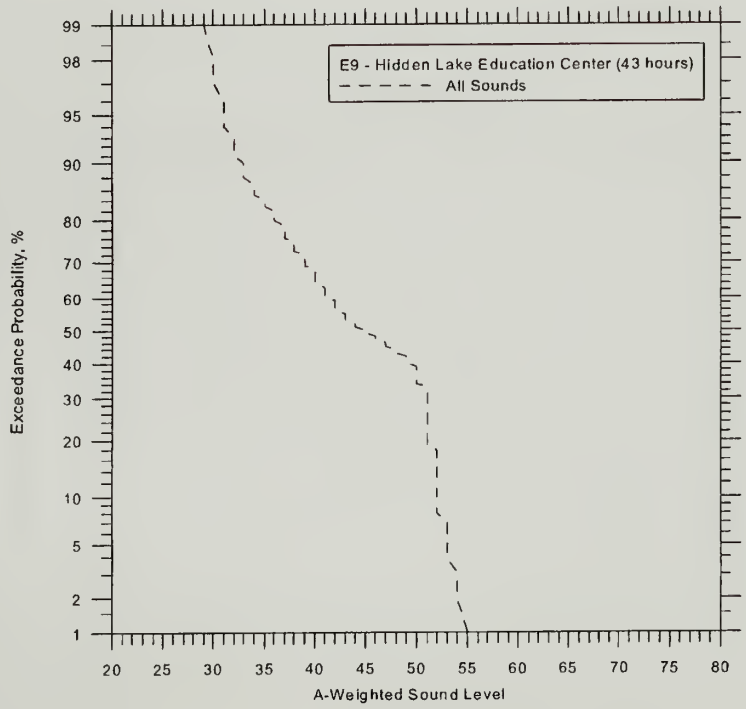

E4 - N Harney River/mangrove (70 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

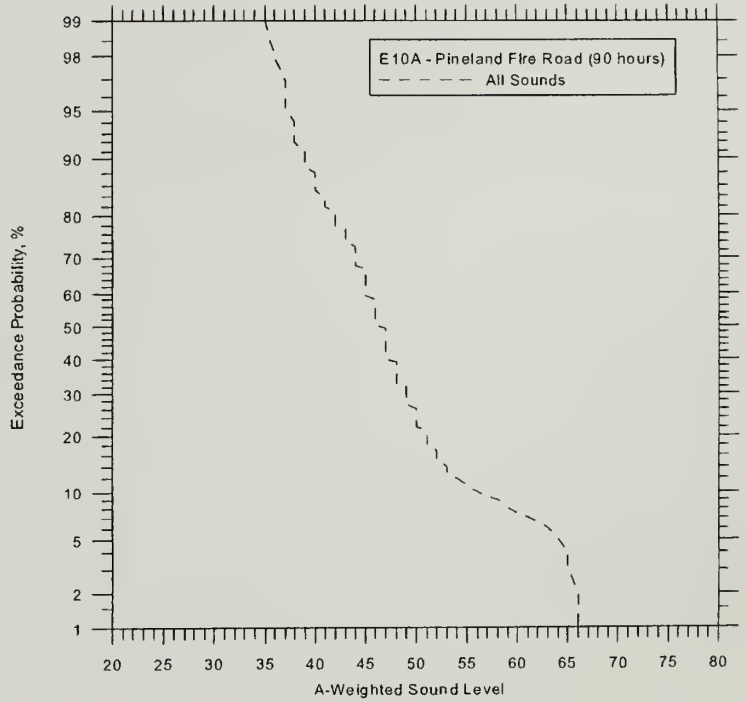

E5 - In mangrove (70 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

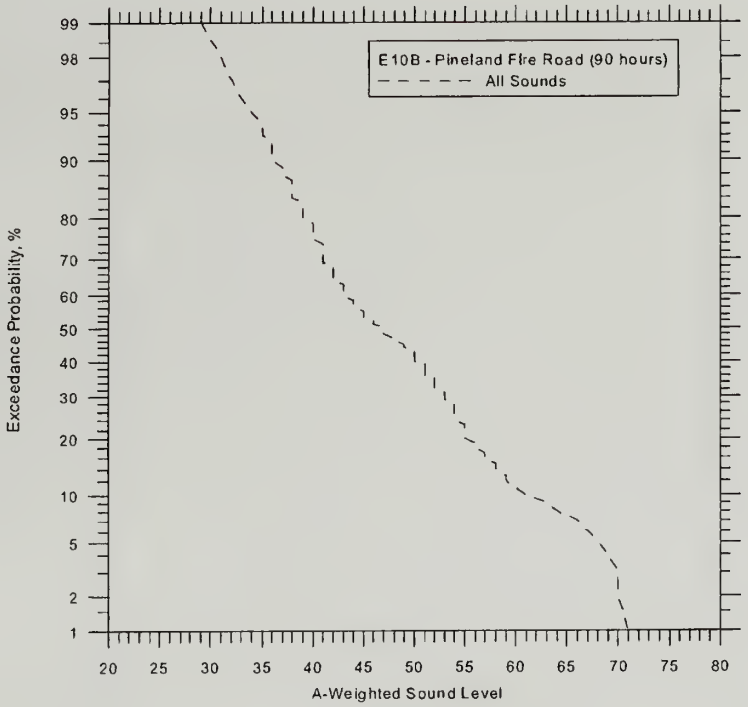

E6 - Mahogany Hammock - Outside (44 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

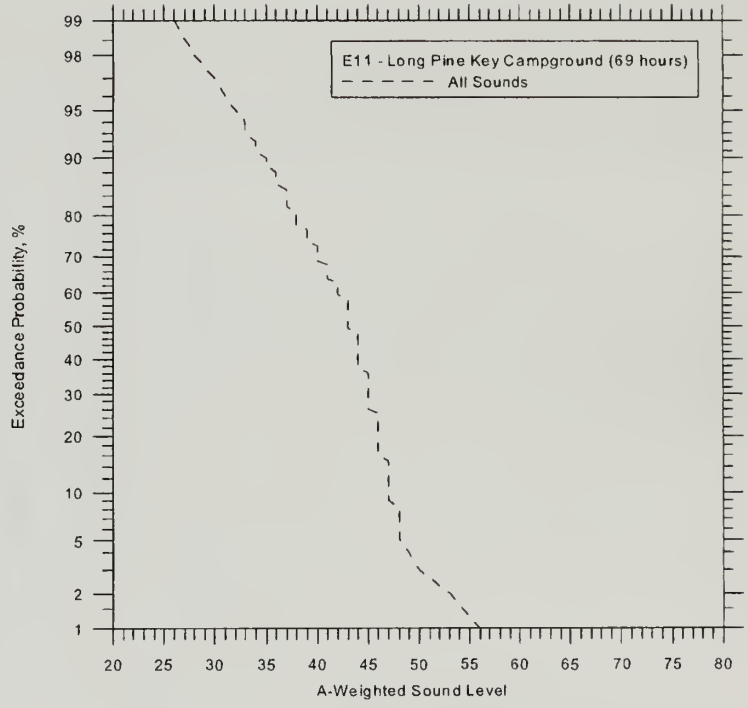

E7 - Mahogany Hammock - Inside (44 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

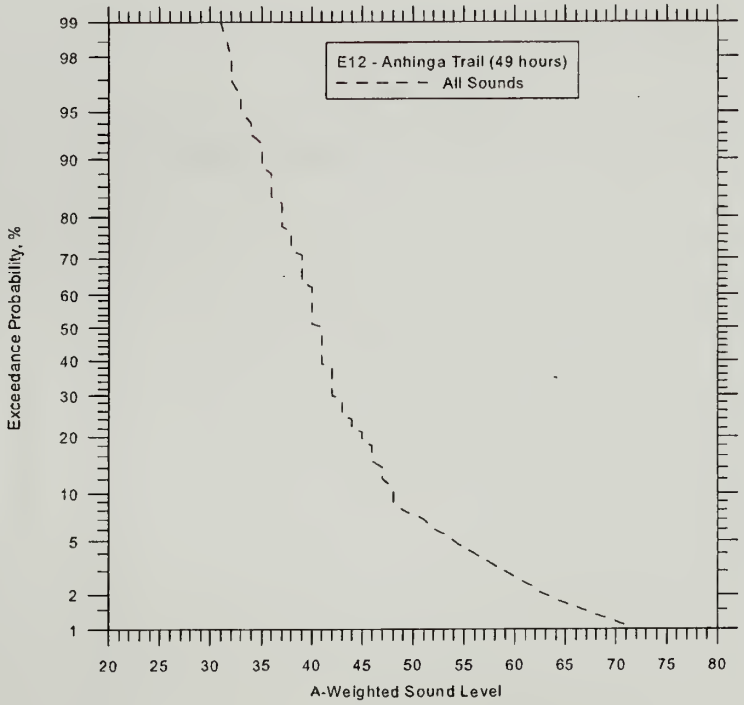

E8 - Prairie Near Ernest Coe (74 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

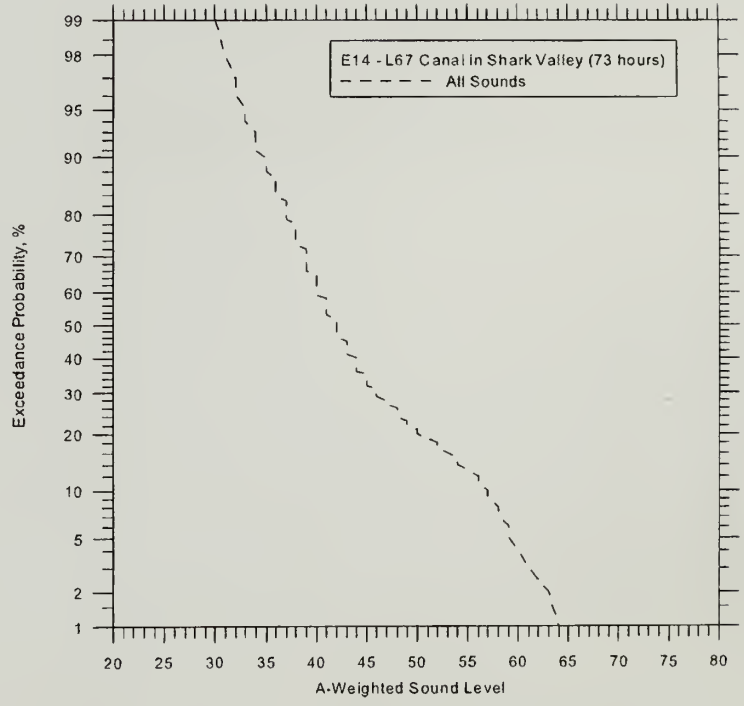

E9 - Hidden Lake Education Center (43 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

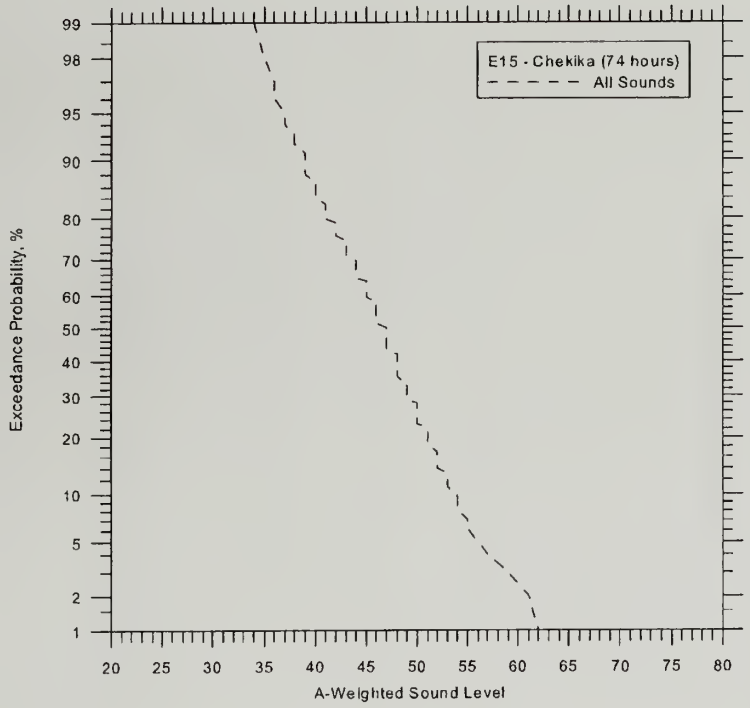

E10A - Pineland Fire Road (90 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80


E10B - Pineland Fire Road (90 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80


E11 - Long Pine Key Campground (69 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

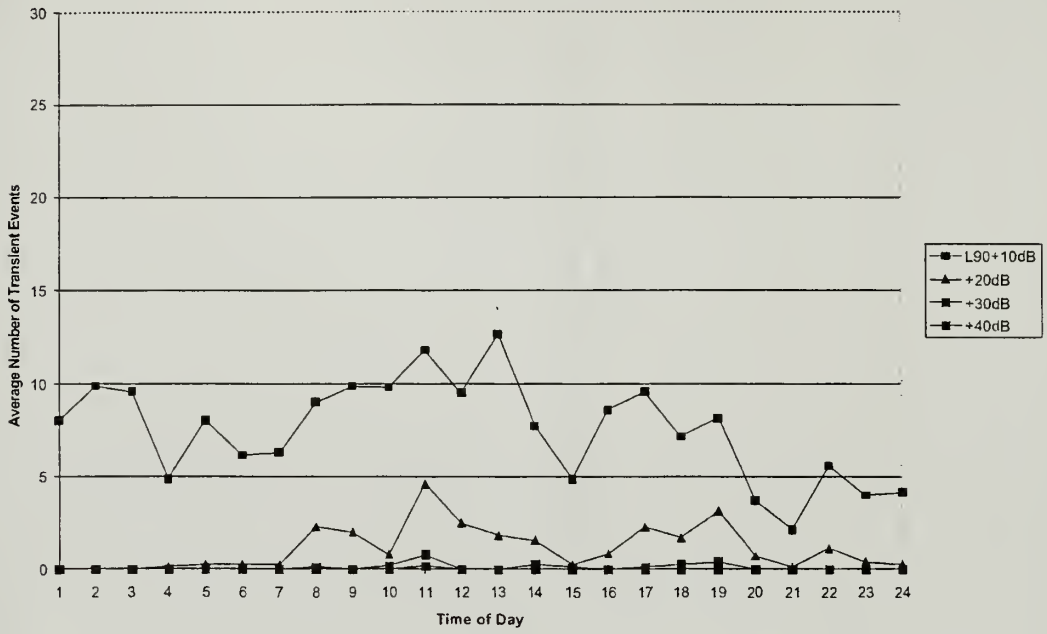

E12 - Anhinga Trail (49 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80


E14 - L67 Canal in Shark Valley (73 hours)
All Sounds
Exceedance Probability, %
A-Weighted Sound Level
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80

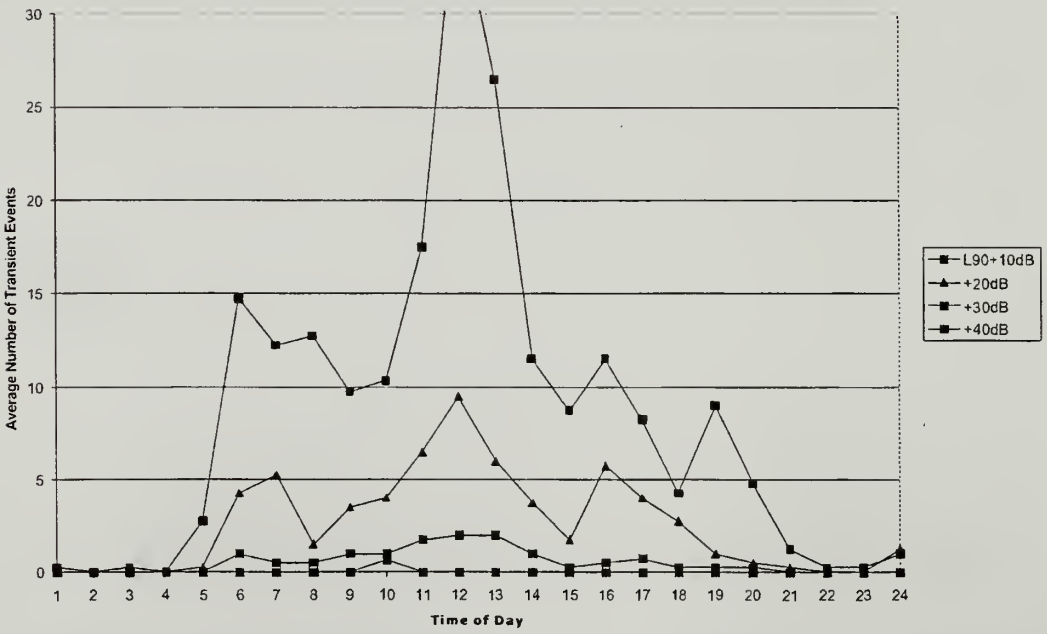

E15 - Chekika (74 hours)
All Sounds
Exceedance Probability, %
99
98
95
90
80
70
60
50
40
30
20
10
5
2
1
20 25 30 35 40 45 50 55 60 65 70 75 80
A-Weighted Sound Level

Appendix H
Transient Events Plots for Unmanned Measurements

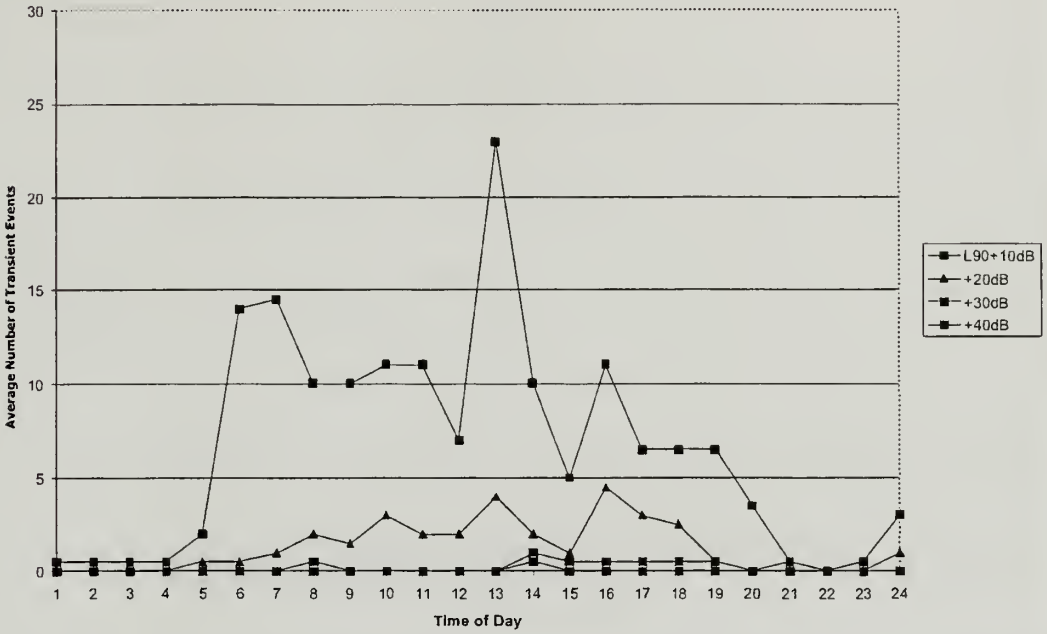
Transient Sound Events for site B2



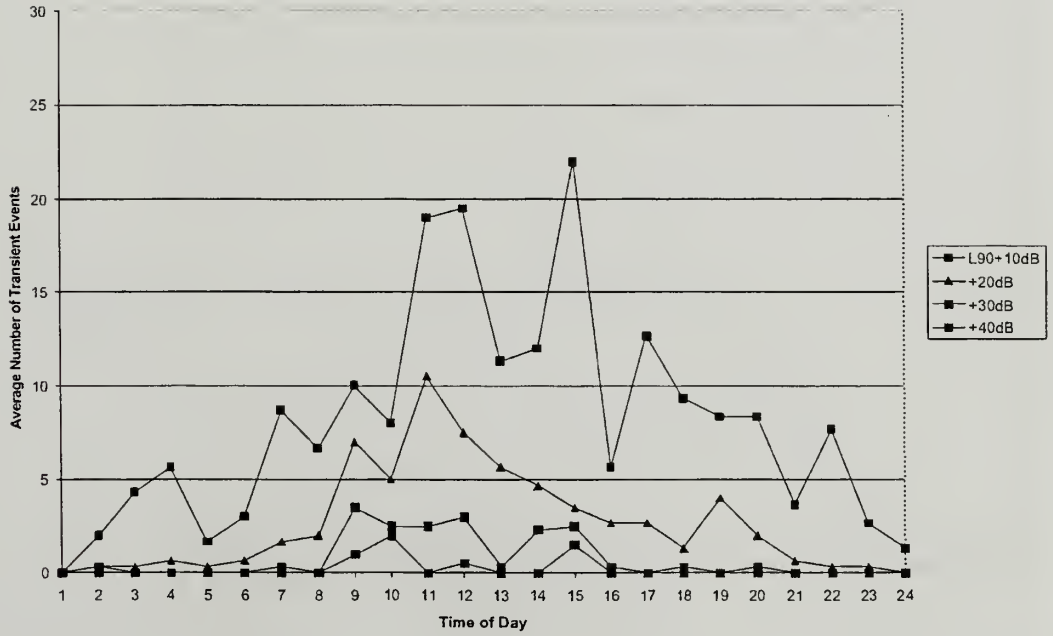
Transient Sound Events for Site B3



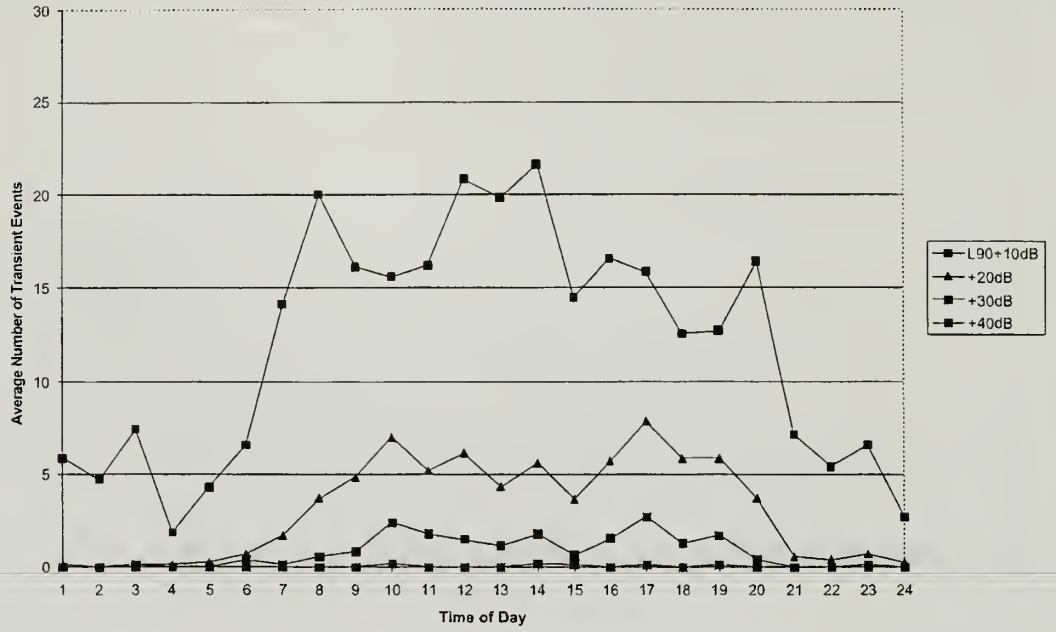
Transient Sound Events for Site B4



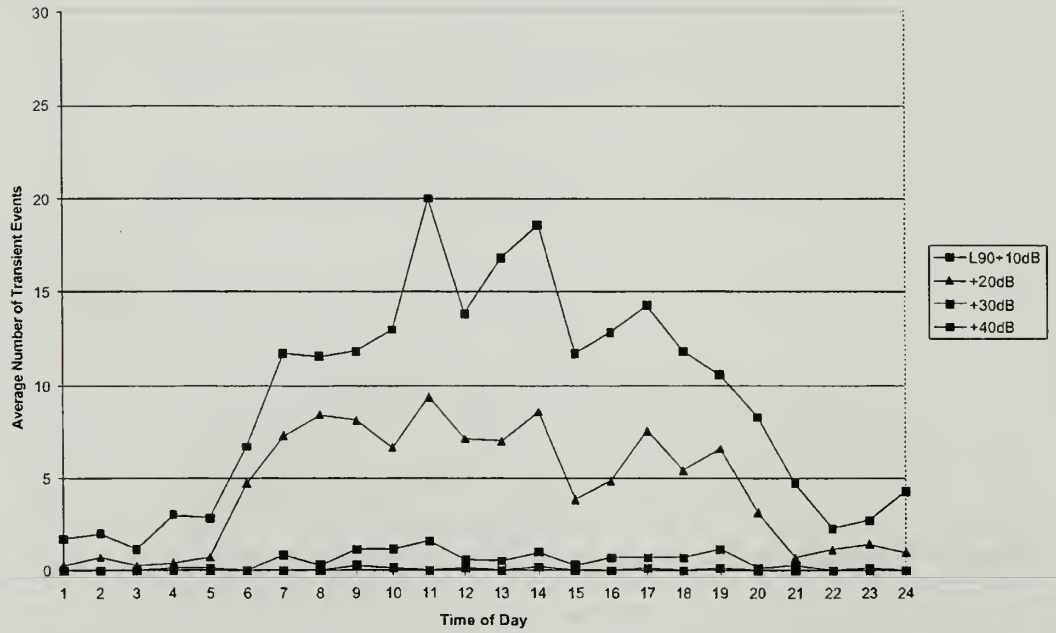
Transient Sound Events for Site B5



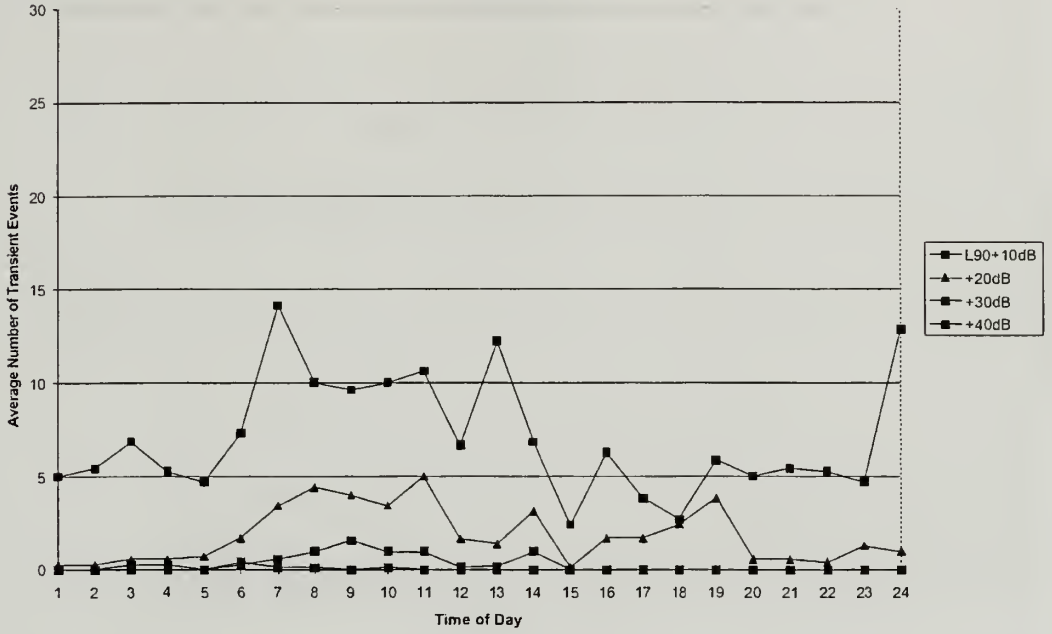
Transient Sound Events for Site B6



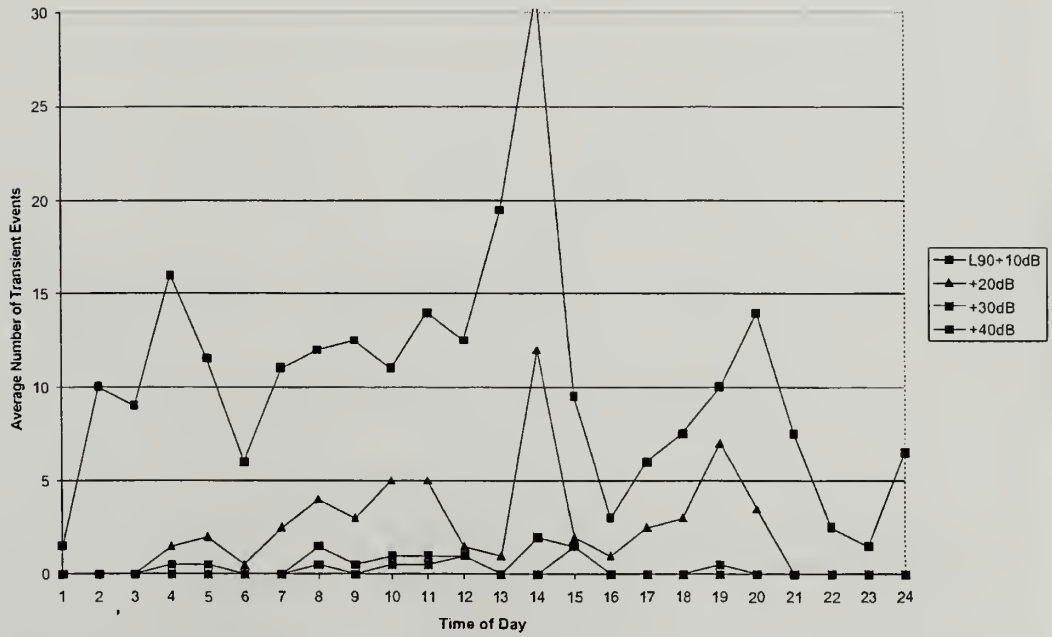
Transient Sound Events for Site B7



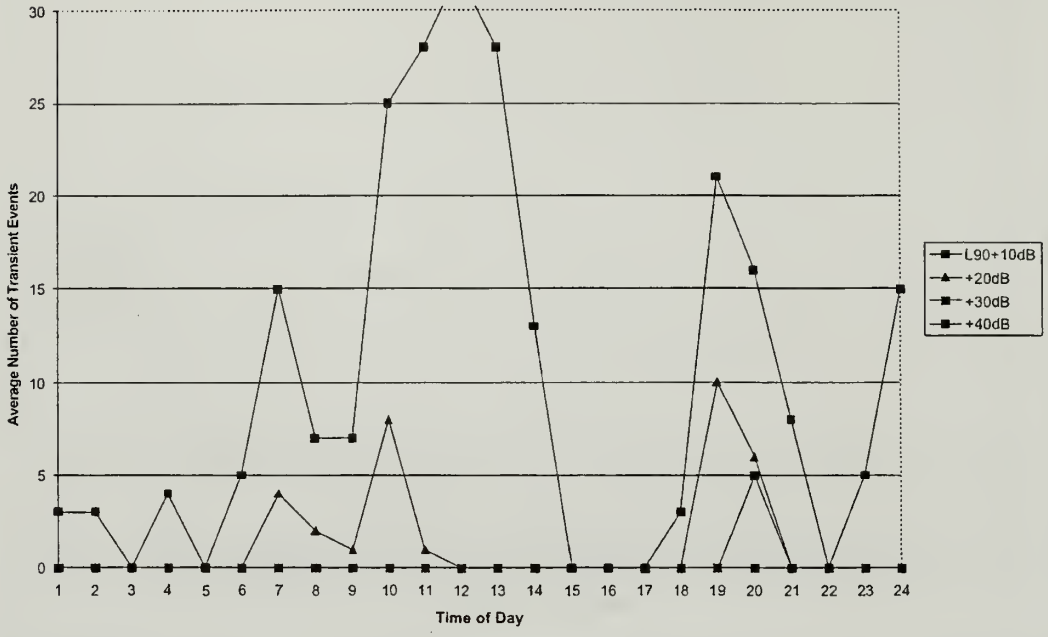
Transient Sound Events for Site B8



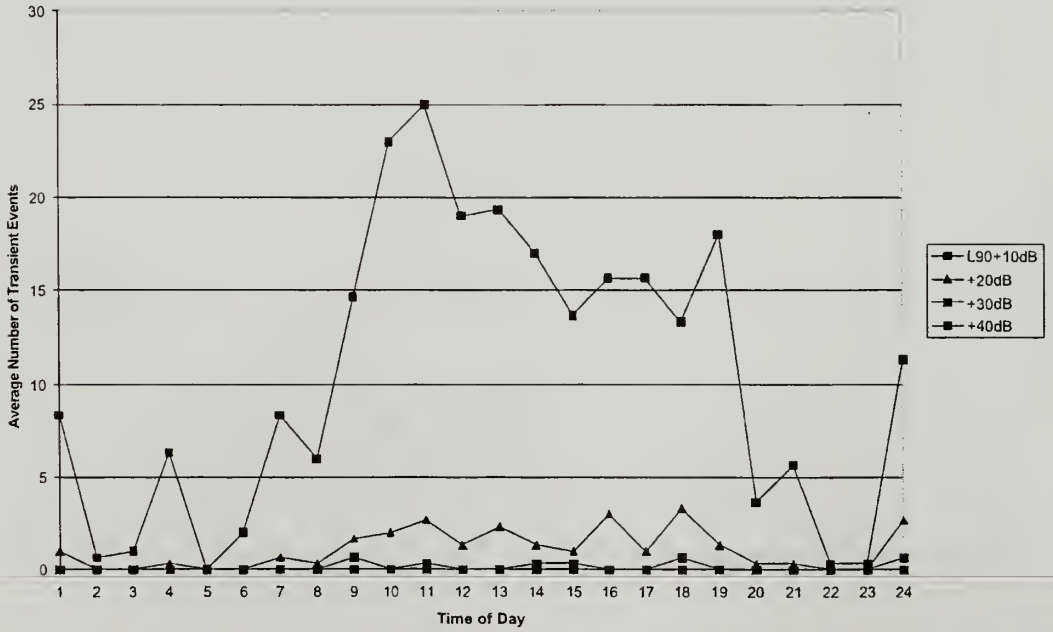
Transient Sound Events for Site B9



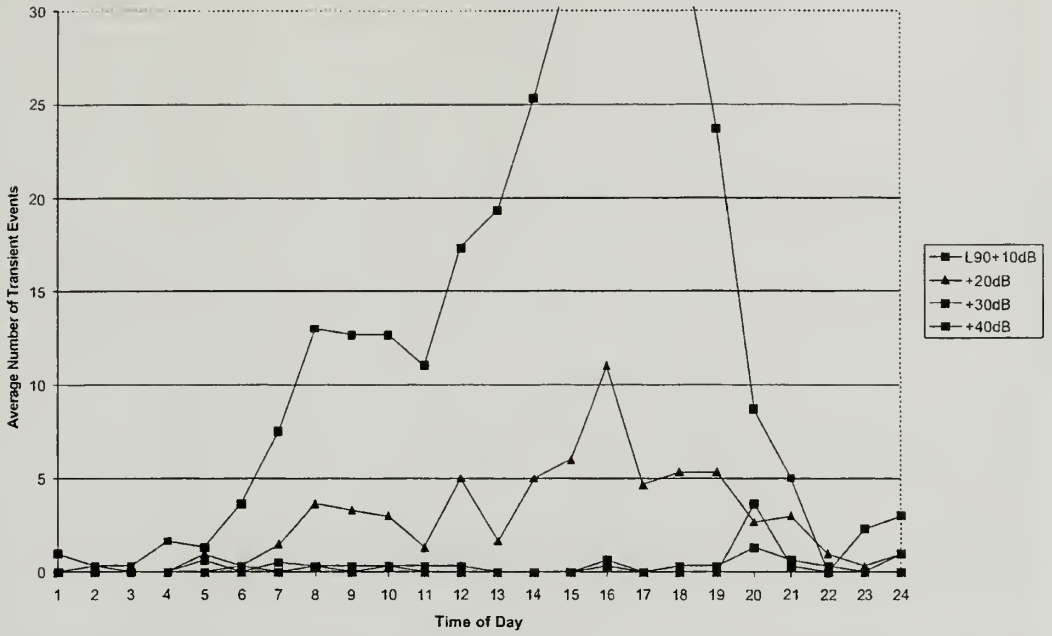
Transient Sound Events for Site E1



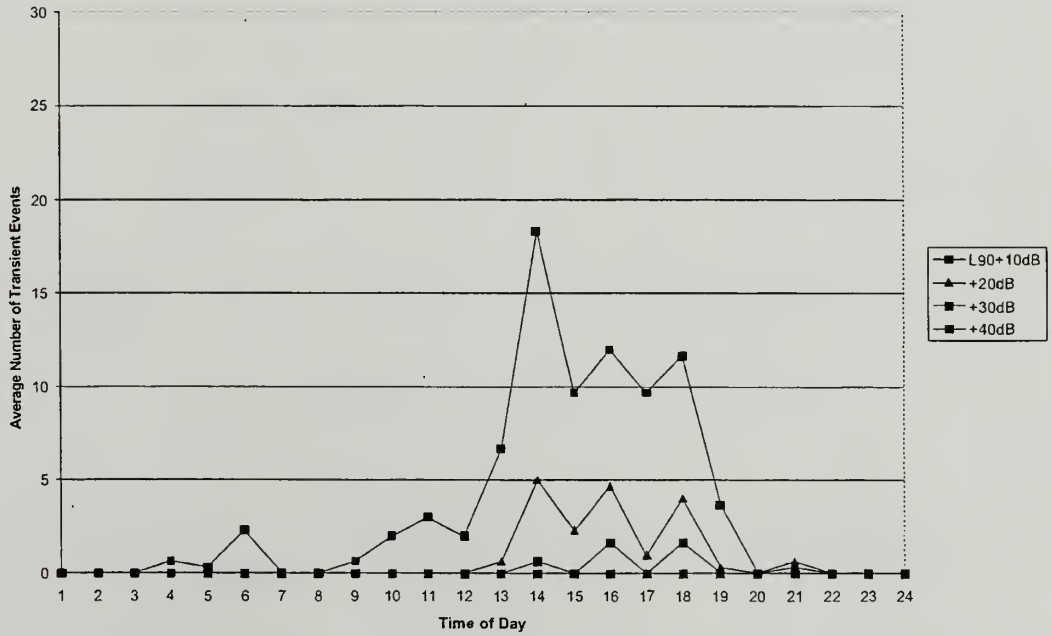
Transient Sound Events for Site E2



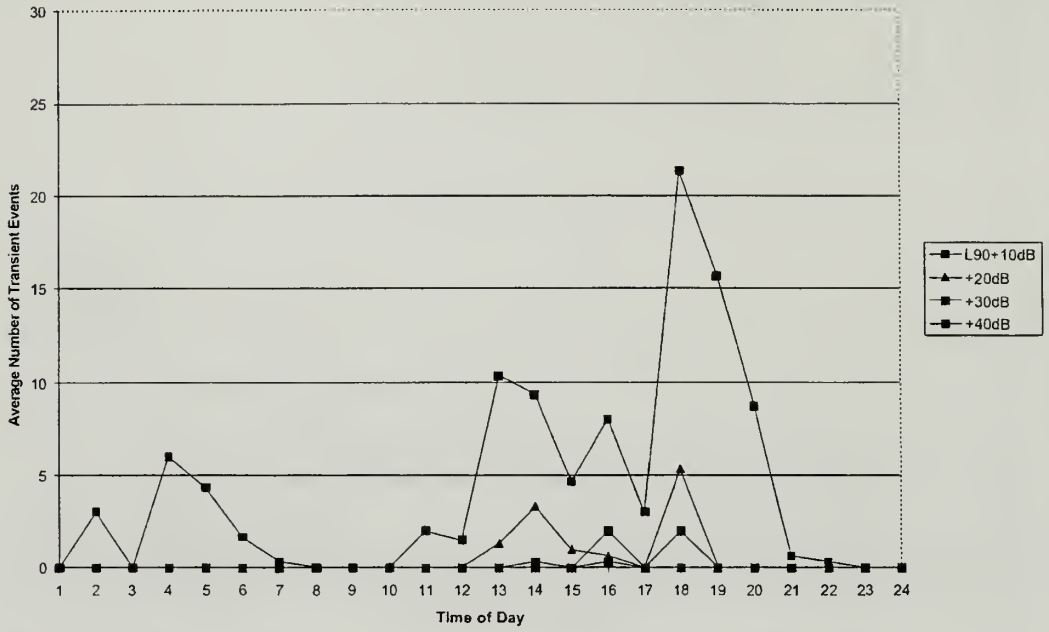
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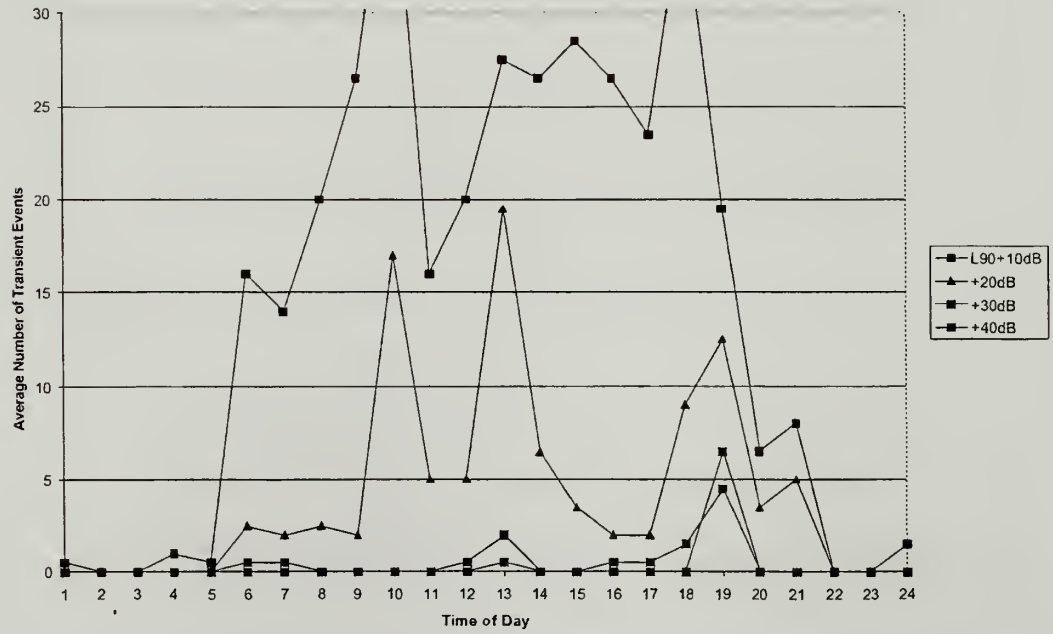
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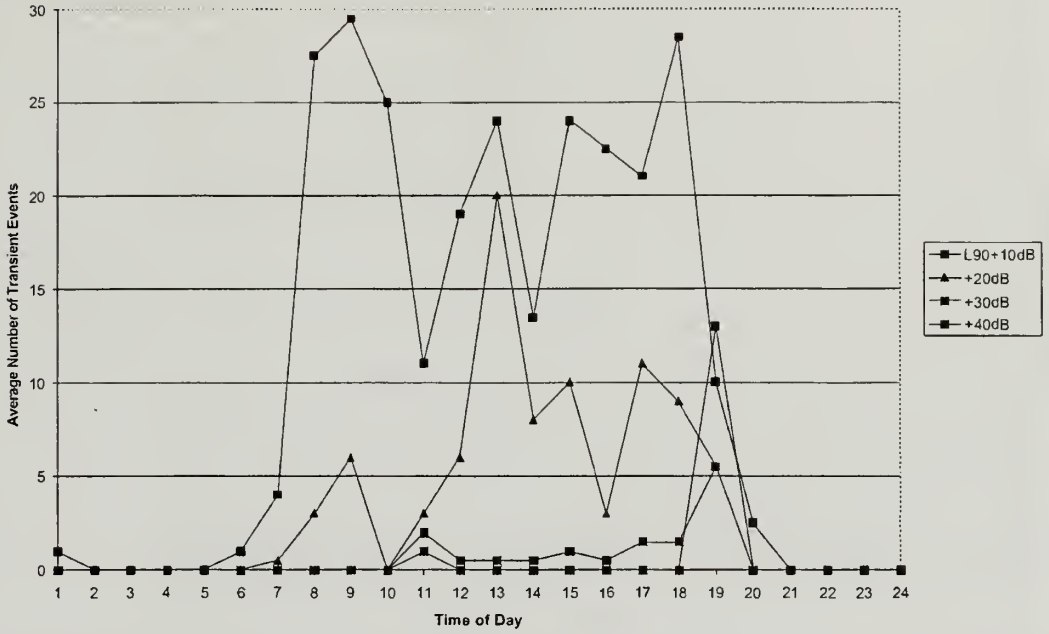
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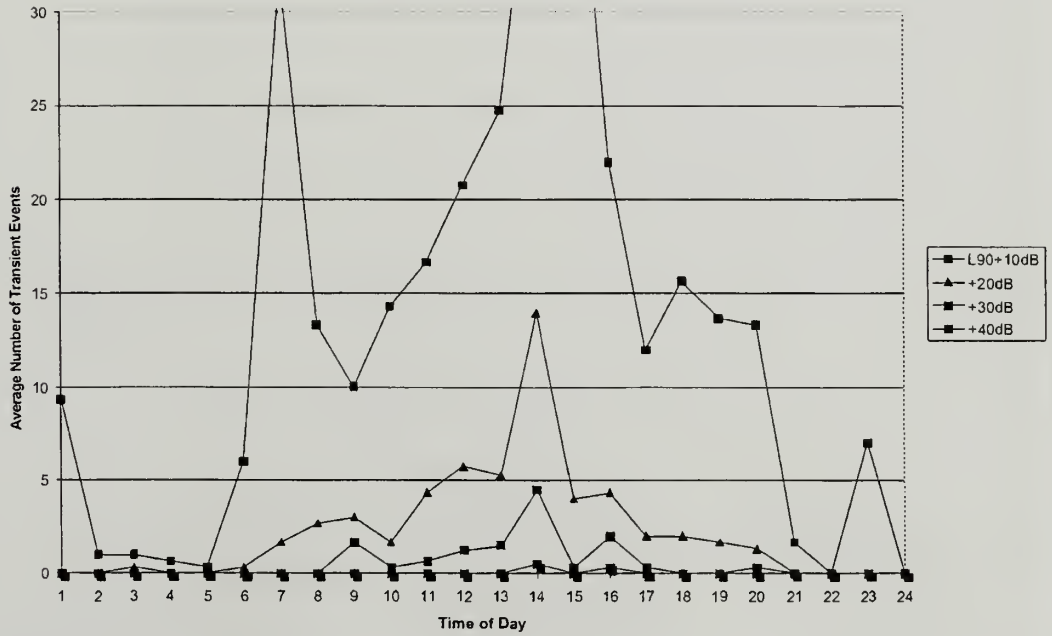
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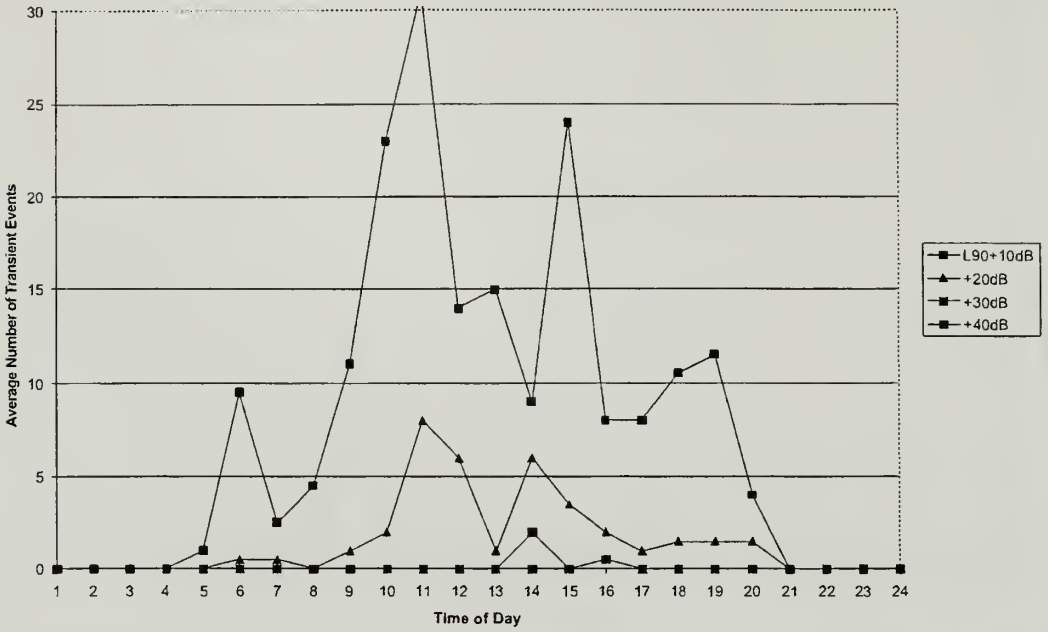
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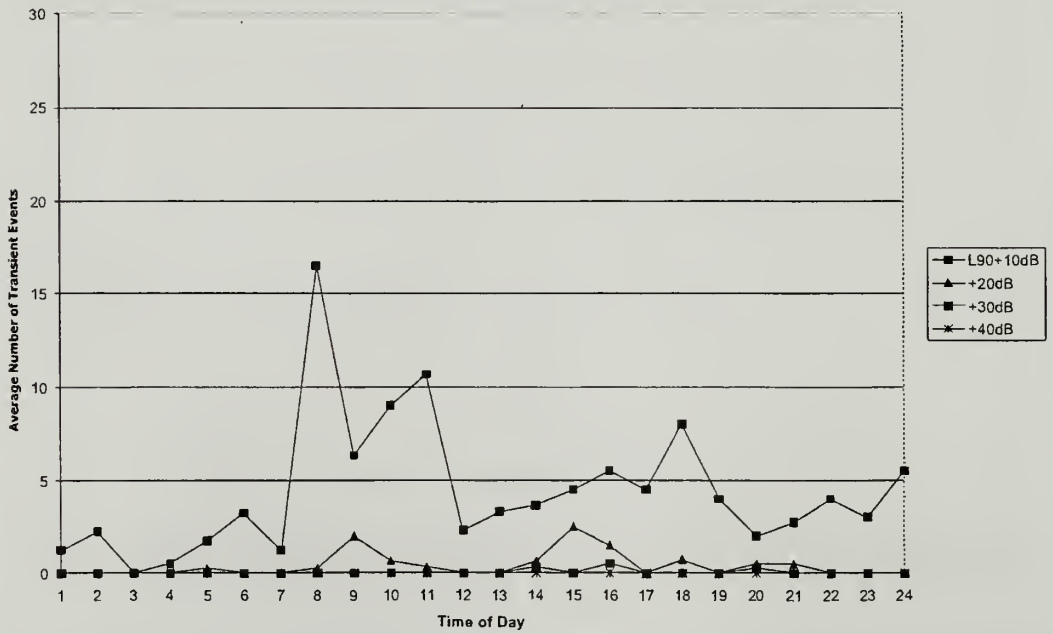
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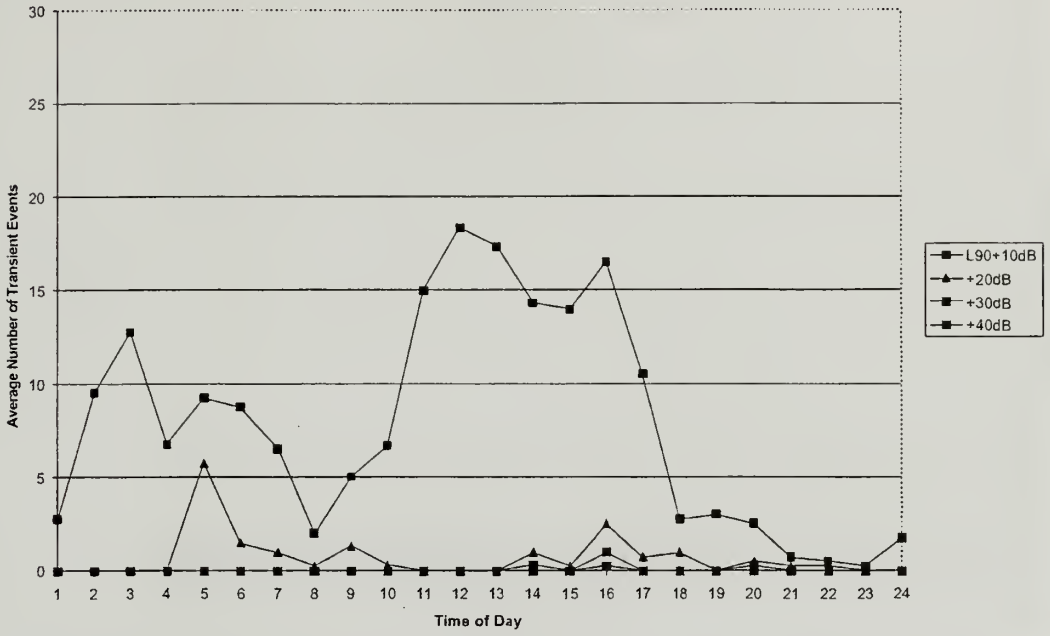
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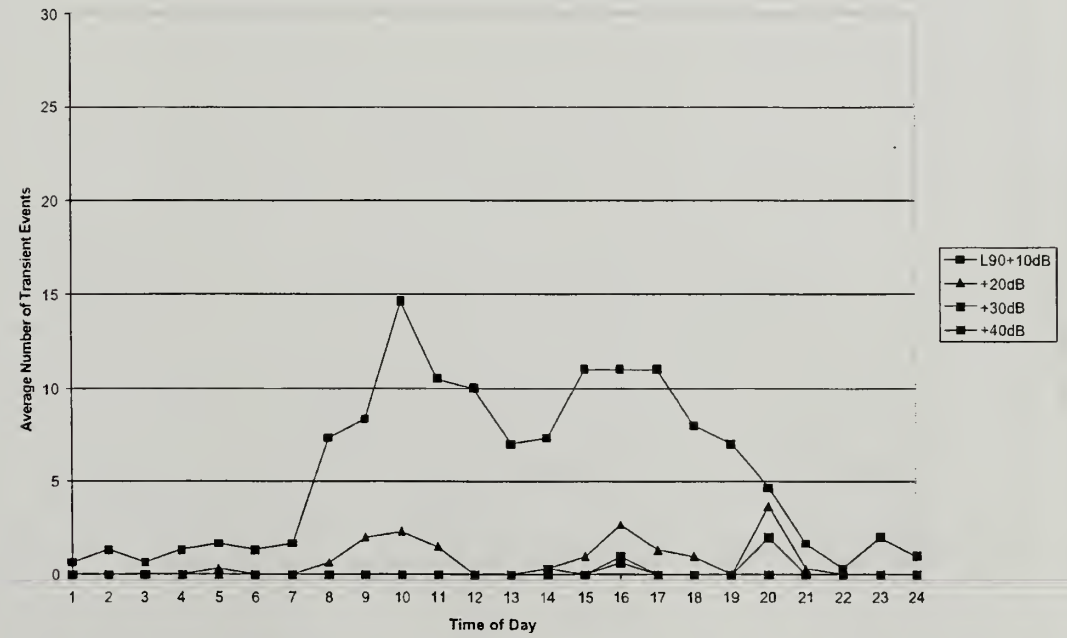
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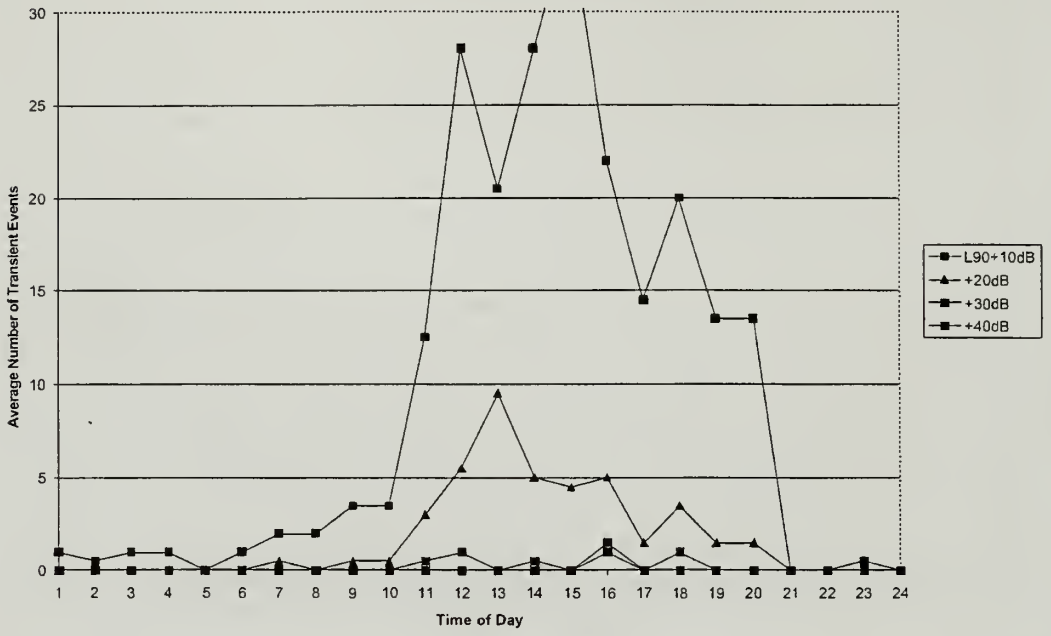
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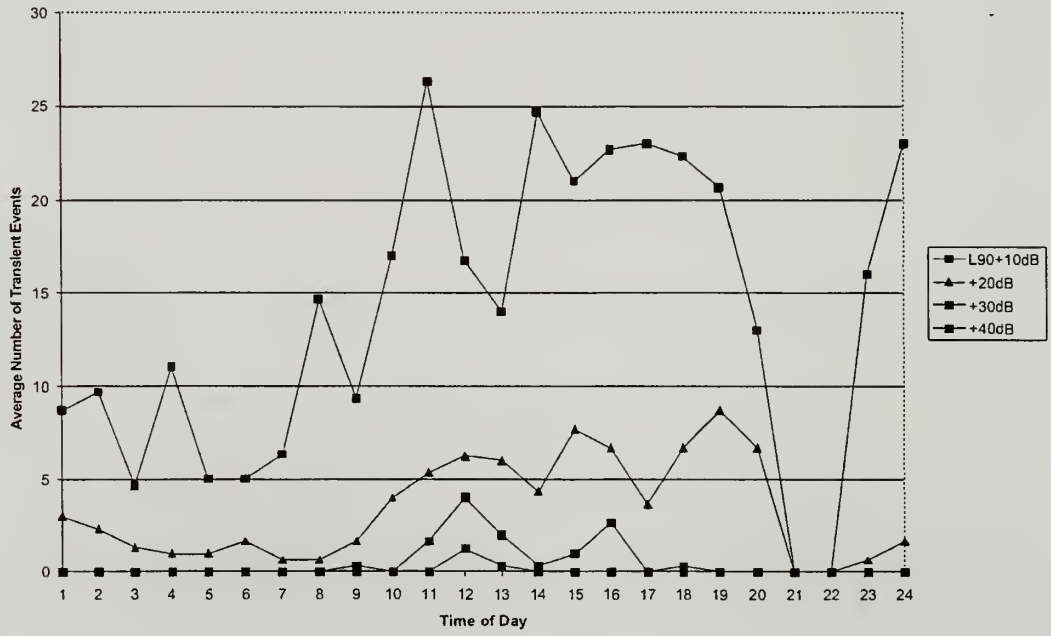
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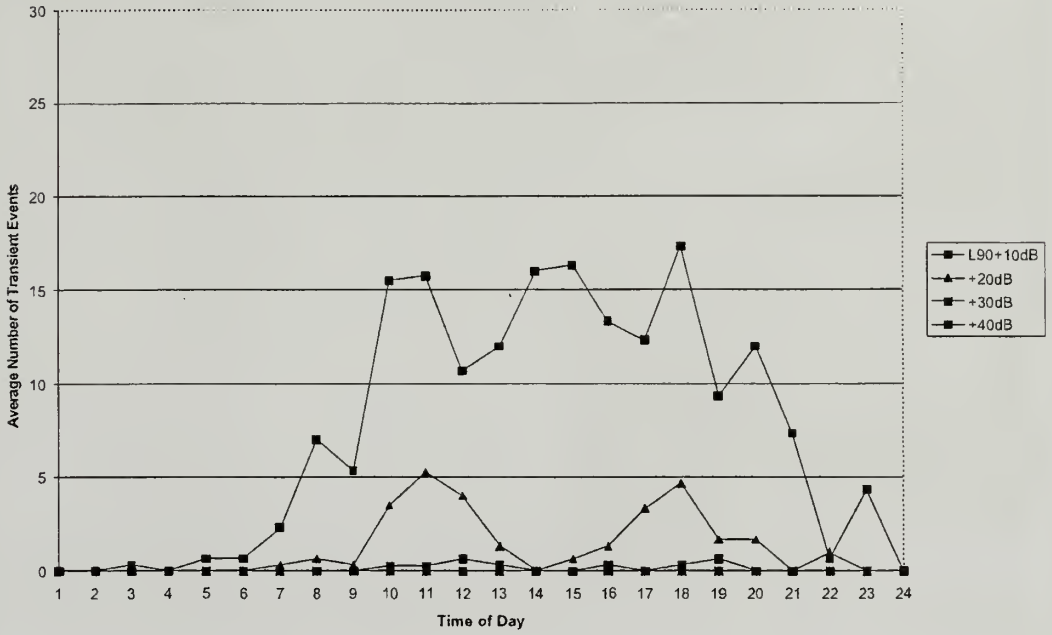
Transient Sound Events for Site E12



Transient Sound Events for Site E14



Transient Sound Events for Site E15



I Correspondence on Turkey Point Plant

UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

May 26, 2000

Mr. Douglas J. Heady
SAF/GCN
1740 Air Force Pentagon
Washington D.C. 20330-1740

SUBJECT: POTENTIAL RISK ON TURKEY POINT PLANT OF THE PROPOSED CIVIL AND GOVERNMENT AIRCRAFT OPERATIONS AT HOMESTEAD AIR FORCE BASE (TAC NOS. MA8912 AND MA8913)

Dear Mr. Heady:

This acknowledges receipt of your letter dated May 2, 2000, addressed to the U.S. Nuclear Regulatory Commission (NRC) Document Control Desk. Your letter forwarded Mr. Oncavage's comments on the Draft Supplemental Environmental Impact Statement (SEIS), Disposal of Portions of the Former Homestead Air Force Base (HAFB), Florida. Mr. Oncavage believes that some of his comments should be addressed by the NRC because they relate to the above subject. The NRC staff activities regarding the above subject are summarized below.

The NRC staff is currently performing a review of Florida Power and Light Company's (FPL's) submittal, dated November 17, 1999, regarding the impact of a commercial airport at HAFB on the safe operation of Turkey Point. FPL based its analysis on the flight projections provided by the Air Force letter of August 23, 1999, (Heady to NRC Document Control Desk). Our review focuses on the probability of aircraft crashes damaging the safety-related facilities at the Turkey Point Nuclear Plant, Units 3 and 4. For this review, the staff utilizes the guidance provided in the enclosed NRC Standard Review Plan (SRP), Sections 2.2.3 "Evaluation of Potential Accidents," and 3.5.1.6 "Aircraft Hazards." The acceptance criterion stated in SRP Section 2.2.3 is that the probability of initiating events resulting in radiological consequences greater than Title 10, Code of Federal Regulations (10 CFR) Part 100 exposure guidelines is acceptable if it is about 10^{-6}/year and reasonable qualitative arguments can be made to show that the realistic probability estimate is lower (i.e., in the range of about 10^{-7}/year). The acceptance criterion stated in SRP Section 3.5.1.6 is that the probability of aircraft accidents resulting in radiological consequences greater than 10 CFR Part 100 exposure guidelines be less than about 10^{-7}/year.

The NRC staff will document its review of the potential risk to the Turkey Point Plant of the proposed civil and government operations at HAFB in a safety assessment. The staff is targeting the issuance of its assessment by early June.

In addition, your letter of August 23, 1999, stated that, "The SEIS is also examining an alternative to the proposed regional airport which would involve developing a commercial spaceport at former Homestead AFB. Very little is currently known about how spacecraft would operate from the spaceport. . . ." FPL's November 17, 1999, submittal stated that the potential impact of a spaceport at the base would be bounded by the impact associated with a commercial airport. In the absence of specific data and an analysis of potential spacecraft mishaps, the staff can not determine the acceptability of FPL's conclusion. Hence, should the base be used as a commercial spaceport in addition to the military and government operations, the potential impact must be quantified in order to determine the risk for the safe operation of Turkey Point Units 3 and 4. Therefore, the NRC staff is not in a position, at this time, to assess

the potential risk of the proposed spaceport to the Turkey Point Plant. Also, for the same reason, the staff is not in a position to address Mr. Oncavage's comments related to the proposed spaceport.

The NRC staff will address Mr. Oncavage's other comments, as well as the Sierra Club's comments transmitted by a letter dated February 24, 2000, in its forthcoming safety assessment or by separate correspondence.

Emergency preparedness issues, including the evacuation of potentially increasing populations in the Emergency Planning Zone, are being addressed by FPL and the State of Florida in conjunction with Dade County. FPL stated, in its letter of June 15, 1998, that they continue to discuss this matter with local and state authorities in order to ensure that any issues emerging from the commercialization of the base are identified, that the offsite emergency preparedness program to address these issues is adequately evaluated, and that the Federal Emergency Management Agency (FEMA) concur with any changes to the offsite emergency preparedness plan. FEMA is the lead Federal Agency for assessing emergency preparedness around nuclear power plants, and provides its findings to the NRC for the NRC's use in making regulatory decisions concerning plant operation.

Based on the currently available information, the NRC staff believes that the spectrum of potential projects resulting from the disposal of the former HAFB is still under examination and development. As the potential projects become more defined, the NRC staff will continue to assess any aspects related to the safe operation of the Turkey Point Nuclear Plant.

If you have any comments related to this matter, please contact the NRC Project Manager for Turkey Point, Kahtan Jabbour, at (301) 415-1496.

Sincerely,



Richard P. Correia, Chief, Section 2
Project Directorate II
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket Nos. 50-250 and 50-251

Enclosures: As stated

cc w/enclosures: See next page

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U.S. NUCLEAR REGULATORY COMMISSION

STANDARD REVIEW PLAN

OFFICE OF NUCLEAR REACTOR REGULATION

2.2.3 EVALUATION OF POTENTIAL ACCIDENTS

REVIEW RESPONSIBILITIES

Primary - Siting Analysis Branch (SAB)

Secondary - None

I. AREAS OF REVIEW

The applicant's identification of potential accident situations in the vicinity of the plant is reviewed to determine the completeness of and the bases upon which these potential accidents were or were not accommodated in the design. (See Standard Review Plan Sections 2.2.1 and 2.2.2.)

With respect to potential offsite accidents which could affect control room habitability (e.g., toxic gases, asphyxiants), those accidents which are to be accommodated on a design basis, as determined within SRP Section 2.2.3 review, will be addressed by the Accident Evaluation Branch (AEB) within SRP Section 6.4 review, in accordance with TMI-Related Requirement III.D.3.4 of NUREG-0694.

The applicant's probability analyses of potential accidents involving hazardous materials or activities in the vicinity of the plant, if such analyses have been performed, are also reviewed by the Applied Statistics Branch (ASB/MPA) on request by SAB to determine that appropriate data and analytical models have been utilized.

The analyses of the consequences of accidents involving nearby industrial, military, and transportation facilities which have been identified as design basis events are reviewed.

II. ACCEPTANCE CRITERIA

SAB acceptance criteria are based on meeting the relevant requirements of 10 CFR Part 100, §100.10 (Ref. 1) as it relates to the factors to be considered in the evaluation of sites, which indicates that reactors should reflect through their design, construction, and operation an extremely low probability for accidents that

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Published standard review plans will be revised periodically, as appropriate, to accommodate comments and to reflect new information and experience.

Comments and suggestions for improvement will be considered and should be sent to the U.S. Nuclear Regulatory Commission, Office of Nuclear Reactor Regulation, Washington, D.C. 20555.

could result in the release of significant quantities of radioactive fission products. In addition, 10 CFR Part 100, §100.10 indicates that the site location, in conjunction with other considerations, should insure a low risk of public exposure.

Specific criteria necessary to meet the relevant requirements of 10 CFR Part 100, §100.10 are described in the following paragraphs.

Offsite hazards which have the potential for causing onsite accidents leading to the release of significant quantities of radioactive fission products, and thus pose an undue risk of public exposure, should have a sufficiently low probability of occurrence and be within the scope of the low probability of occurrence criterion of 10 CFR Part 100, §100.10. Specific guidance with respect to offsite hazards is provided in Chapter 2, Section 2.2.3 of Regulatory Guide (RG) 1.70 (Ref. 2). As indicated therein, the identification of design basis events resulting from the presence of hazardous materials or activities in the vicinity of the plant is acceptable if the design basis events include each postulated type of accident for which the expected rate of occurrence of potential exposures in excess of the 10 CFR Part 100 guidelines is estimated to exceed the NRC staff objective of approximately 10^{-7} per year. Because of the difficulty of assigning accurate numerical values to the expected rate of unprecedented potential hazards generally considered in this SRP section, judgment must be used as to the acceptability of the overall risk presented.

The probability of occurrence of the initiating events leading to potential consequences in excess of 10 CFR Part 100 exposure guidelines should be estimated using assumptions that are as representative of the specific site as is practicable. In addition, because of the low probabilities of the events under consideration, data are often not available to permit accurate calculation of probabilities. Accordingly, the expected rate of occurrence of potential exposures in excess of the 10 CFR Part 100 guidelines of approximately 10^{-6} per year is acceptable if, when combined with reasonable qualitative arguments, the realistic probability can be shown to be lower.

The effects of design basis events have been adequately considered if analyses of the effects of those accidents on the safety-related features of the plant have been performed and measures have been taken (e.g., hardening, fire protection) to mitigate the consequences of such events.

III. REVIEW PROCEDURES

In some cases it may be necessary to consult with or obtain specific data from other branches, such as the Structural Engineering Branch (SEB) or Auxiliary Systems Branch (ASB), regarding possible effects of external events on plant structures or components.

The applicant's probability calculations are reviewed, and an independent probability analysis is performed by the staff if the potential hazard is considered significant enough to affect the licensability of the site or is important to the identification of design basis events.

All stochastic variables that affect the occurrence or severity of the postulated event are identified, and judged to be either independent or conditioned by other variables.

Probabilistic models should be tested, where possible, against all available information. If the model or any portion of it, by simple extension, can be used to predict an observable accident rate, this test should be performed.

The design parameters (e.g., overpressure) and physical phenomena (e.g., gas concentration) selected by the applicant for each design basis event are reviewed to ascertain that the values are comparable to the values used in previous analyses and found to be acceptable by the staff.

Each design basis event is reviewed to determine that the effects of the event on the safety features of the plant have been adequately accommodated in the design.

If accidents involving release of smoke, flammable or nonflammable gases, or toxic chemical bearing clouds are considered to be design basis events, an evaluation of the effects of these accidents on control room habitability should be made in SAR Section 6.4 and on the operation of diesels and other safety-related equipment in SAR Chapter 9.

Special attention should be given to the review of standardized designs which propose criteria involving individual numerical probability criteria for individual classes of external man-made hazards. In such instances the reviewer should establish that the envelope also includes an overall criterion that limits the aggregate probability of exceeding design criteria associated with all of the identified external man-made hazards. Similarly, special attention should be given to the review of a site where several man-made hazards are identified, but none of which, individually, has a probability exceeding the acceptance criteria stated herein. The objective of this special review should be to assure that the aggregate probability of an outcome that may lead to unacceptable plant damage meets the acceptance criteria of subsection II of this SRP section. (A hypothetical example is a situation where the probability of shock wave overpressure greater than design overpressure is about 10^{-7} per reactor year from accidents at a nearby industrial facility, and approximately equal probabilities of exceeding design pressure from railway accidents, highway accidents and from shipping accidents. Individually each may be judged acceptably low; the aggregate probability may be judged sufficiently great that additional design features are warranted.)

IV. EVALUATION FINDINGS

If the reviewer, after a review of the offsite hazards identified in SRP Section 2.2.1-2.2.2 and evaluated in the above SRP section, concludes that the probability of exceeding the 10 CFR Part 100 dose guidelines due to offsite hazards is within the acceptance criteria given in subsection II of this SRP section, then the staff concludes that the site location insures a low risk of exposure, in compliance with 10 CFR Part 100, §100.10. A conclusion of the following type may be prepared for the Staff's Safety Evaluation Report.

> The staff concludes that the site location is acceptable and meets the relevant requirements of 10 CFR Part 100. This conclusion is based on the following. The applicant has identified potential accidents related to the presence of hazardous materials or activities in the site vicinity which could affect the plant, and from these the applicant has selected those which should be considered as design basis events and has provided analyses of the effects of

these accidents on the safety-related features of the plant. From the analyses, the applicant has demonstrated that the plant is adequately protected and can be operated with an acceptable degree of safety with regard to potential accidents which may occur as the result of the presence of hazardous materials or activities at nearby industrial, military, and transportation facilities.

V. IMPLEMENTATION

The following provides guidance to applicants and licensees regarding the NRC staff's plan for using this SRP section.

Except in those cases in which the applicant proposes an acceptable alternate method for complying with specified portions of the Commission's regulations, the method described herein will be used by the staff in its evaluation of conformance with Commission regulations.

V. REFERENCES

1. 10 CFR Part 100, "Reactor Site Criteria," Section 100.10.

2. Regulatory Guide 1.70, "Standard Format and Content of Safety Analysis Reports for Nuclear Power Plants."

3. Affidavit of Jacques B. J. Read before the Atomic Safety and Licensing Board in the matter of Skagit Nuclear Power Project, Units 1 and 2, July 15, 1976. Docket Nos. STN 50-522, 523.

4. Atomic Safety and Licensing Board, Supplemental Initial Decision in the Matter of Hope Creek Generating Station, Units 1 and 2, March 28, 1977. Docket Nos. 50-354, 355.

5. Section 2, Supplement 2 to the Floating Nuclear Plant Safety Evaluation Report, Docket No. STN 50-437, September 1976.



U.S. NUCLEAR REGULATORY COMMISSION

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3.5.1.6 AIRCRAFT HAZARDS

REVIEW RESPONSIBILITIES

Primary - Siting Analysis Branch (SAB)

Secondary - None

I. AREAS OF REVIEW

The staff reviews the applicant's assessment of aircraft hazards. The purpose of the review is to assure that the risks due to aircraft hazards are sufficiently low. Probabilistic considerations may be used to demonstrate that aircraft hazards need not be a design basis concern. Otherwise, design basis aircraft identification is made and the applicant's plant design is evaluated to assure that it is protected against the potential effects of aircraft impacts and fires.

The SAB reviews the applicant's assessment of aircraft hazards to the plant and determines whether or not they should be incorporated into the plant design basis. If the aircraft hazards are incorporated into the plant design basis, the SAB identifies and describes the design basis aircraft in terms of aircraft weight, speed, and other appropriate characteristics.

On request by SAB, the following branches with primary review responsibility will review specific aspects of aircraft hazards:

1. The Structural Engineering Branch (SEB), in the area of missile effects (SRP Section 3.5.3), with respect to aircraft impacts,

2. The Chemical Engineering Branch (CMEB), in the area of fire protection (SRP Section 9.5.1), with respect to aircraft fires, and

3. The Auxiliary Systems Branch (ASB), in the area of structures, systems, and components (SSC) important to safety (SRP Section 3.5.2), with respect to protection requirements against aircraft crashes.

USNRC STANDARD REVIEW PLAN

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Published standard review plans will be revised periodically, as appropriate, to accommodate comments and to reflect new information and experience.

Comments and suggestions for improvement will be considered and should be sent to the U.S. Nuclear Regulatory Commission, Office of Nuclear Reactor Regulation, Washington, D.C. 20555.

4. For those areas of review identified above as being part of the primary responsibility of other branches, the acceptance criteria necessary for the review and the methods of their application are contained in the referenced SRP sections of the corresponding primary branches.

5. The Applied Statistics Branch (ASB/MPA) will provide technical review support with respect to aircraft accident statisics.

II. ACCEPTANCE CRITERIA

SAB acceptance criteria are based on meeting the relevant requirements of one of the following sets of regulations:

1. 10 CFR Part 100, §100.10 as it relates to indicating that the site location, in conjunction with other considerations (such as plant design, construction, and operation), should insure a low risk of public exposure. This requirement is met if the probability of aircraft accidents resulting in radiological consequences greater than 10 CFR Part 100 exposure guidelines is less than about 10^{-7} per year (see SRP Section 2.2.3). The probability is considered to be less than about 10^{-7} per year by inspection if the distances from the plant meet all the requirements listed below:

   (a) The plant-to-airport distance D is between 5 and 10 statute miles, and the projected annual number of operations is less than 500 D^2, or the plant-to-airport distance D is greater than 10 statute miles, and the projected annual number of operations is less than 1000 D^2,

   (b) The plant is at least 5 statute miles from the edge of military training routes, including low-level training routes, except for those associated with a usage greater than 1000 flights per year, or where activities (such as practice bombing) may create an unusual stress situation,

   (c) The plant is at least 2 statute miles beyond the nearest edge of a federal airway, holding pattern, or approach pattern.

If the above proximity criteria are not met, or if sufficiently hazardous military activities are identified (see item b above), a detailed review of aircraft hazards must be performed. Aircraft accidents which could lead to radiological consequences in excess of the exposure guidelines of 10 CFR Part 100 with a probability of occurrence greater than about 10^{-7} per year should be considered in the design of the plant. If the results of the review do not support a finding that the risk due to aircraft activities is acceptably low, then the design basis acceptance criteria outlined in Item II.2 below applies.

2. General Design Criterion (GDC) 4 of 10 CFR Part 50 (Ref. 13), Appendix A, requires that structures, systems, and components (SSC) important to safety be appropriately protected against the effects of missiles that may result from events and conditions outside the nuclear power unit. GDC 3 of 10 CFR Part 50, Appendix A, requires that SSC important to safety be appropriately protected against the effects of fires. The plant meets the relevant requirements of GDC 3 and GDC 4, and is considered appropriately protected against design basis aircraft impacts (Ref. 6) and fires (Ref. 3) if the SSC important to safety are capable of withstanding the effects of the

postulated aircraft impacts and fires without loss of safe shutdown capability, and without causing a release of radioactivity which would exceed 10 CFR Part 100 dose guidelines.

The safety-related SSC to be considered with respect to the above acceptance criteria include those described in the Appendix to Regulatory Guide 1.117, "Structures, Systems, and Components of Light-Water-Cooled Reactors to be Protected Against Tornadoes." Other safety-related SSC, which may not be included in Regulatory Guide 1.117, will be considered on a case-by-case basis in accordance with the acceptance criteria of the appropriate branches having primary responsibility for their protection.

III. REVIEW PROCEDURES

The reviewer selects and emphasizes aspects of the areas covered by this SRP section as may be appropriate for a particular case. The judgment on areas to be given attention and emphasis in the review is based on a inspection of the material presented to see whether it is similar to that recently reviewed on other plants and whether items of special safety significant are involved.

The staff's review of the aircraft hazard assessment consists of the following steps:

1. Aviation Uses. Data desribing aviation uses in the airspace near the proposed site, including airports and and their approach paths, federal airways, Federal Aviation Administration (FAA) restricted areas, and military uses is obtained from Section 2.2.1-2.2.2 of the SAR. For many cases, no detailed analysis need be made as the probability can be judged adequately low based on a comparison with analyses previously performed (Refs. 5, 7, 8, 9 and 10). In general, civilian and military maps should be examined to verify that all aviation facilities of interest have been considered. In the process, the reviewer should develop an independent assessment of the aircraft hazards. Communications with agencies responsible for aircraft operations and the evaluation of aircraft operational data may be utilized.

2. Airways. For situations where federal airways or aviation corridors pass through the vicinity of the site, the probability per year of an aircraft crashing into the plant (P_{FA}) should be estimated. This probability will depend on a number of factors such as the altitude and frequency of the flights, the width of the corridor, and the corresponding distribution of past accidents.

   One way of calculating P_{FA} is by using the following expression:

   $$P_{FA} = C \times N \times A/w$$

   where:

   C = inflight crash rate per mile for aircraft using airway,

   w = width of airway (plus twice the distance from the airway edge to the site when the site is outside the airway) in miles,

N = number of flights per year along the airway, and

A = effective area of plant in square miles.

This gives a conservative upper bound on aircraft impact probability if care is taken in using values for the individual factors that are meaningful and conservative. For commercial aircraft a value of $C = 4 \times 10^{-10}$ (Ref. 11) per aircraft mile has been used. For heavily traveled corridors (greater than 100 flights per day), a more detailed analysis may be required to obtain a proper value for this factor.

3. Civilian and Military Airports and Heli-Ports (Refs. 2, 4, and 14). The probability of an aircraft crashing into the site should be estimated for cases where one or more of the conditions in Item II.1 of the Acceptance Criteria are not met.

The probability per year of an aircraft crashing into the site for these cases (P_A) may be calculated by using the following expression:

$$P_A = \sum_{i=1}^{L} \sum_{j=1}^{M} C_j N_{ij} A_j$$

where:

M = number of different types of aircraft using the airport,
L = number of flight trajectories affecting the site,
C_j = probability per square mile of a crash per aircraft movement, for the jth aircraft,
N_{ij} = number (per year) of movements by the jth aircraft along the ith flight path, and
A_j = effective plant area (in square miles) for the jth aircraft.

The manner of interpreting the individual factors in the above equation may vary on a case-by-case basis because of the specific conditions of each case or because of changes in aircraft accident statistics.

Values for C_j currently being used are taken from the data summarized in the following table:

Distance From End of Runway (miles)	Probability ($\times 10^8$) of a Fatal Crash per Square Mile per Aircraft Movement			
	U.S. Air Carrier[1]	General Aviation[2]	USN/USMC[1]	USAF[1]
0-1	16.7	84	8.3	5.7
1-2	4.0	15	1.1	2.3
2-3	0.96	6.2	0.33	1.1
3-4	0.68	3.8	0.31	0.42
4-5	0.27	1.2	0.20	0.40
5-6	0	NA[3]	NA	NA
6-7	0	NA	NA	NA
7-8	0	NA	NA	NA
8-9	0.14	NA	NA	NA
9-10	0.12	NA	NA	NA

[1]Reference 2.
[2]Reference 4.
[3]NA indicates that data was not available for this distance.

4. Designated Airspaces. For designated airspaces involving military or civilian usage, a detailed quantitative modeling of all operations should be verified. The results of the model should be the total probability (C) of an aircraft crash per unit area and time in the vicinity of the proposed site.

   The probability per year of a potentially damaging crash at the site due to operations at the facility under consideration (P_M) is then given for this case by the following expression:

   $$P_M = C \times A$$

   where:

   C = total probability of an aircraft crash per square mile per year in the vicinity of the site due to the airports being considered, and

   A = effective area of one unit of the plant in square miles.

   Where estimated risks due to military aircraft activity are found to be unacceptably high, suitable airspace or airway relocation should be implemented. Past experience has been that military authorities have been responsive to modification of military operations and relocation of training routes in close proximity to nuclear power plant sites. (Ref. 12)

5. Holding Patterns. Holding patterns are race track shaped courses at specified altitudes, associated with one or more radio-navigational facilities, where aircraft can "circle" while awaiting clearance to execute an approach to a landing at an airport or to continue along an airway. Holding patterns which are sufficiently distant from the plant need not be considered (See subsection II above). Otherwise, traffic in the holding pattern should be converted into equivalent aircraft passages taking into account the characteristics, including orientation with respect to the plant, of the holding pattern. The information in Item III.2 above should be used in this evaluation.

6. The total aircraft hazard probability at the site equals the sum of the individual probabilities obtained in the preceding steps.

7. The effective plant areas used in the calculations should include the following:

   a. A shadow area of the plant elevation upon the horizontal plane based on the assumed crash angle for the different kinds of aircraft and failure modes.

   b. A skid area around the plant as determined by the characteristics of the aircraft under consideration. Artificial berms or any other man-made and natural barriers should be taken into account in calculating this area.

   c. The areas of those safety-related SSC which are susceptible to impact or fire damage as a result of aircraft crashes.

IV. EVALUATION FINDINGS

The reviewer drafts an introductory paragraph for the evaluation findings describing the procedure used in evaluating the aircraft hazards with respect to the safety-related SSC. The reviewer verifies that the site location is acceptable and meets the requirements of 10 CFR Part 100, §100.10.

The basis for the above findings may be strictly in terms of the probabilities associated with potential aircraft crashes onsite. If the aircraft crash statistics applicable to the onsite facilities are such that SRP Section 2.2.3 criteria are met without explicit consideration of plant design features, then conclusions of the following type should be included in the staff's safety evaluation report:

> The staff concludes that the operation of the _____ plant in the vicinity of _____ does not present an undue risk to the health and safety of the public and meets the relevant requirements of 10 CFR Part 100, §100.10. This conclusion is based on the staff's independent verification of the applicant's assessment of aircraft hazards at the site that resulted in a probability less than about 10^{-7} per year for an accident having radiological consequences worse than the exposure guidelines of 10 CFR Part 100.
>
> In addition, plant sites reviewed in the past which had equivalent aircraft traffic in equal or closer proximity were, after careful examination, found to present no undue risk to the safe operation of those plants. Based upon this experience, in the staff's judgment, no undue risk is present from aircraft hazard at the plant site now under consideration.

In the event that the staff evaluation of the aircraft hazards does not support the above basis, i.e., if SRP Section 2.2.3 criteria are not met, then the basis for acceptance is derived from applying GDC 3 and GDC 4 criteria. If the protection against aircraft impacts and fires is such that the plant safety-related SSC meet GDC 3 and GDC 4 criteria, then 10 CFR Part 100 requirements are considered to be met and conclusion of the following type may be included in the staff's safety evaluation report:

> The staff concludes that the operation of the _____ plant in the vicinity of _____ does not present an undue risk to the health and safety of the public due to aircraft hazards and meets the relevant requirements of General Design Criteria 3 and 4. This conclusion is based on the staff having independently verified the applicant's assessment of aircraft hazards, including aircraft fires and impacts, at the site and that if the appropriate safety-related structures, systems, and components are designed to withstand the aircraft selected as the design basis aircraft, the probability of an aircraft strike causing radiological consequences in excess of the exposure guidelines of 10 CFR Part 100 is less than about 10^{-7} per year.

V. IMPLEMENTATION

The following is intended to provide guidance to applicants and licensees regarding the NRC staff's plans for using this SRP section.

Except in those cases in which the applicant proposes an acceptable alternative method for complying with specified portions of the Commission's regulations, and method described herein will be used by the staff in its evaluation of conformance with Commission regulations.

Implementation schedules for conformance to parts of the method discussed herein are contained in the referenced regulatory guides and NUREG.

VI. REFERENCES

1. 10 CFR Part 100, "Reactor Site Criteria."

2. D. G. Eisenhut, "Reactor Siting in the Vicinity of Airfields." Paper presented at the American Nuclear Society Annual Meeting, June 1973.

3. I. I. Pinkel, "Appraisal of Fire Effects from Aircraft Crash at Zion Power Reactor Facility," July 17, 1972 (Docket No. 50-295).

4. D. G. Eisenhut, "Testimony on Zion/Waukegan Airport Interaction" (Docket No. 50-295).

5. USAEC Regulatory Staff, "Safety Evaluation Report," Appendix A, "Probability of an Aircraft Crash at the Shoreham Site" (Docket No. 50-322).

6. "Addendum to the Safety Evaluation by the Division of Reactor Licensing, USAEC, in the Matter of Metropolitan Edison Company (Three Mile Island Nuclear Station Unit 1, Dauphin County, Pennsylvania)," April 26, 1968 (Docket No. 50-289).

7. Letter to Honorable J. R. Schlesinger from S. H. Bush, Chairman, Advisory Committe on Reactor Safeguards, "Report on Rome Point Nuclear Generating Station," November 18, 1971 (Project No. 455).

8. Letter to Mr. Joseph L. Williams, Portland General Electric Company, from R. C DeYoung (in reference to Mr. Williams' letter of May 7, 1973), November 23, 1973 (Project No. 485).

9. "Aircraft Considerations-Preapplication Site Review by the Directorate of Liensing, USAEC, in the Matter of Portland General Electric Company, Boardman Nuclear Plant, Boardman, Oregon," October 12, 1973 (Project No. 485).

10. Letter to Mr. J. H. Campbell, Consumers Power Company, from Col. James M. Campbell, Dep. Chief, Strategic Division, Directorate of Operations, U.S. Air Force, May 19, 1971 (Docket No. 50-155).

11. H. E. P. Krug, "Testimony on Aircraft Operations in Response to a Question from the Board" (Docket Nos. 50-275 and 50-323).

12. Letter to Mr. J. H. Campbell, Consumers Power Company, from Col. James M. Campbell, Dep. Chief, Strategic Division, Directorate of Operations, U.S. Air Force, May 19, 1971 (Docket No. 50-155).

13. 10 CFR Part 50, "Domestic Licensing of Production and Utilization Facilities."

14. NUREG-0533, "Aircraft Impact Risk Assessment Data Base for Assessment of Fixed Wing Air Carrier Impact Risk in the Vicinity of Airports."



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

June 19, 2000

Mr. Thomas F. Plunkett
President - Nuclear Division
Florida Power and Light Company
P.O. Box 14000
Juno Beach, Florida 33408-0420

SUBJECT: SAFETY ASSESSMENT OF POTENTIAL RISK TO TURKEY POINT PLANT OF THE PROPOSED CIVIL AND GOVERNMENT AIRCRAFT OPERATIONS AT HOMESTEAD AIR FORCE BASE (TAC NOS. MA6249 AND MA6250)

Dear Mr. Plunkett:

By letters dated June 15, 1998, November 17, 1999, and May 1, 2000, Florida Power and Light Company (FPL or the licensee) provided information in response to the U.S. Nuclear Regulatory Commission (NRC) staff letters of April 14, 1998, September 16, 1999, and March 8, 2000, respectively. The information provided was related to the conversion of the Homestead Air Force Base (HAFB) site to a regional commercial airport, in addition to its support of military and government operations.

FPL performed a risk assessment which focused on the probability of aircraft crashes damaging the safety-related facilities at the Turkey Point site. FPL concluded that the results indicate that the risk to the safe operation of Turkey Point Units 3 and 4 associated with the proposed commercial operation, in addition to its use for military and government operations, is within the guidelines of NRC Standard Review Plan (SRP), Sections 2.2.3, "Evaluation of Potential Accidents," and 3.5.1.6, "Aircraft Hazards."

The NRC staff has reviewed the licensee's assessment methods and finds that they are acceptable and that the estimated risk associated with potential on-site aircraft crashes is within the acceptance criteria of SRP Sections 2.2.3 and 3.5.1.6. However, the staff notes that the margin between the estimated aircraft crash frequency and the acceptance guidelines of SRP 3.5.1.6 is relatively small. Hence, the staff believes that FPL would need to monitor the aircraft operations (i.e., air traffic and flight track information) at the airport on a regular basis. Should the actual aircraft operations exceed those projected for the year 2014, a reassessment of the aircraft risk would need to be made. Please inform us of your plans to monitor air traffic and flight tracks at the HAFB site on a periodic basis after it becomes operational as a commercial airport, and to reassess the risk as stated above.

With respect to the alternate option of the HAFB site being developed into a commercial spaceport, the licensee did not quantify the risks. However, the licensee indicated that the potential impact of a spaceport at the site would be bounded by the impact associated with a commercial airport. In the absence of specific data and an analysis of potential spacecraft mishaps, the staff cannot, at this time, determine the acceptability of this conclusion. Hence, should the site be used as a commercial spaceport, the potential impact would have to be quantified in order to determine the risk to the safe operation of Turkey Point Units 3 and 4.

Emergency preparedness issues, including the evacuation of potentially increasing populations in the Emergency Planning Zone, are being addressed by FPL and the State of Florida in conjunction with Dade County. FPL stated, in its letter of June 15, 1998, that they will continue to discuss this matter with local and state authorities in order to ensure that any issues emerging from the commercialization of the base are identified, that the offsite emergency preparedness program to address these issues is adequately evaluated, and that the Federal Emergency Management Agency (FEMA) concurs with any changes to the offsite emergency preparedness plan. FEMA is the lead Federal Agency for assessing emergency preparedness around nuclear power plants, and provides its findings to the NRC for the NRC's use in making regulatory decisions concerning plant operation.

Based on the currently available information, the NRC staff notes that the spectrum of potential projects resulting from the disposal of the former HAFB site is still under examination and development. As the potential projects become more defined, the NRC staff will continue to assess any aspects related to the safe operation of Turkey Point Nuclear Plant.

If you have any comments related to this matter, please contact me at (301) 415-1496.

Sincerely,

Kahtan N. Jabbour, Senior Project Manager, Section 2
Project Directorate II
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket Nos. 50-250 and 50-251

Enclosure: NRR Safety Assessment

cc w/enclosures: See next page

Mr. T. F. Plunkett
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UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-000'

SAFETY ASSESSMENT BY THE OFFICE OF NUCLEAR REACTOR REGULATION

FLORIDA LIGHT AND POWER COMPANY

TURKEY POINT UNITS 3 & 4

DOCKET NOS. 50-250 and 50-251

1. INTRODUCTION

The former Homestead Air Force Base (HAFB) site, situated about 5 miles from the Turkey Point Plant, Units 3 and 4, was determined to be surplus property by the U.S. Air Force (USAF). The USAF is seeking to dispose of the property in accordance with the requirements of the Defense Base Closure and Realignment Act. Miami-Dade County has been designated as the Local Reuse Authority responsible for a reuse plan of the former base property. Currently the plan involves the proposed conversion of the surplus property into a commercial airport in addition to its use for military and government operations. The above actions will lead to a new flight pattern and aircraft mix being serviced by the combined facility.

In response to a December 9, 1997, letter from the Friends of the Everglades, the U.S. Nuclear Regulatory Commission (NRC) staff requested, by letter dated April 14, 1998, Florida Power and Light Company (FPL or the licensee) to provide information regarding the proposed HAFB site conversion to a commercial airport. In a June 15, 1998, letter to the NRC, FPL provided the requested information which focused on the probability of aircraft crashes damaging the safety-related facilities at Turkey Point Units 3 and 4. The risk estimate provided by FPL was based on the available flight data at that time.

Subsequently, On August 23, 1999, the USAF notified the NRC staff that a Supplemental Environmental Impact Statement was being prepared for the HAFB site conversion project to reflect updated air traffic information associated with the proposed civil aircraft operations at the HAFB in addition to its continuing support of military and government operations. The USAF letter provided information to support the assessment of the potential risk to the Turkey Point units. By letter dated September 16, 1999, the NRC staff forwarded the above information to FPL and requested that FPL assess the impact of the proposed changes and update the Turkey Point Final Safety Analysis Report and other related documents when the proposal becomes more defined. By letter dated November 17, 1999, FPL submitted its response to the NRC staff request. Also, by letter dated May 1, 2000, FPL responded to the staff request for additional information dated March 8, 2000.

2. ASSESSMENT

The NRC staff review of the subject aircraft activities and the associated risk to Turkey Point is based on the acceptance criteria and review procedures in Sections 2.2.3, "Evaluation of Potential Accidents," and 3.5.1.6, "Aircraft Hazards," of the NRC Standard Review Plan (SRP), NUREG-0800, Revision 2, July 1981. The acceptance criterion stated in SRP Section 2.2.3 is that the probability of initiating events resulting in radiological consequences greater than

Title 10, *Code of Federal Regulations* (10 CFR), Part 100 exposure guidelines is acceptable if it is about 10^{-6}/year provided that reasonable qualitative arguments can be made to show that the realistic probability estimate is lower (i.e., in the range of about 10^{-7}/year). The acceptance criterion in SRP Section 3.5.1.6 is that the probability of aircraft accidents resulting in radiological consequences greater than 10 CFR Part 100 exposure guidelines be less than about 10^{-7} per year. The staff review has led to the assessment below.

As indicated above, the staff had requested FPL to provide information regarding the proposed conversion of the HAFB site. FPL's responses, dated June 15, 1998 and November 17, 1999, as well as the response to the staff request for additional information, dated May 1, 2000, were reviewed by the staff and the findings are described below.

FPL used DOE methodology in its estimate of the risk. This methodology is similar to that described in SRP 3.5.1.6, "Aircraft Hazards." The results of the analysis documented by letter dated June 15, 1998, indicate that the probability of exceeding 10 CFR Part 100 guidelines associated with the proposed aircraft operations did not meet the SRP 3.5.1.6 criterion. The on-site aircraft crash frequency was based on projected aircraft operations (commercial and military) for the year 2014, and was conservatively estimated to be about 8.11×10^{-7}/year. The corresponding on-site aircraft crash frequency based on the 1994 military operations was conservatively estimated to be about 4.91×10^{-7}/year. Hence, the new estimate represented an increase of a factor of about 1.6 over what had been projected previously.

Since the estimated crash frequency exceeds SRP 3.5.1.6 acceptance criteria, further analysis normally would be appropriate in order to address some of the conservatism inherent in the estimated frequency. For example, the estimate is based on the simplifying assumption that each and every on-site aircraft crash leads to a release in excess of 10 CFR Part 100 dose guidelines. This is conservative, since taking into account the presence of minimum structural strength requirements associated with safety-related structures would tend to reduce the chances of a release in excess of 10 CFR Part 100.

Subsequently, on August 23, 1999, the USAF notified the NRC staff that a Supplemental Environmental Impact Statement was being prepared for the proposed HAFB site conversion to reflect updated air traffic information, alternate flight track configurations, and to evaluate environmental impacts associated with the optional use of the base as a commercial spaceport. As a result, by letter dated September 16, 1999, the NRC staff requested FPL to assess the impact of the new information on the previous risk estimate.

In a November 17, 1999, letter to the NRC, FPL provided a reassessment of the proposed air traffic changes. The principal changes in the projected operations consist of two opposing trends. Specifically, the military traffic is projected to decrease sevenfold for large aircraft and about 28% for small aircraft, the opposing trend is the projected increase in commercial jumbo jet operations by a factor of three. The net effect is a 55% reduction in the frequency of aircraft crashes that would lead to exposures exceeding 10 CFR Part 100 guidelines. On the basis of the revised air traffic projections, FPL's results indicate a decrease in the estimated risk. Specifically, the previously estimated value of 8.11×10^{-7}/year was revised to 3.63×10^{-7}/year.

In the course of the staff's review of the licensee's analyses, the licensee was requested to provide additional information regarding some site-specific aspects with respect to the projected

aircraft activities at the Homestead Air Force Base. In particular, the licensee was asked to estimate the potential for bird strikes causing aircraft mishaps in the vicinity of the airport. The licensee has indicated that, on the basis of data in the U.S. Department of Transportation Federal Aviation Administration report "Wildlife Strikes to Civil Aircraft in the United States," the fraction of civil aircraft accidents caused by bird strikes is about 0.175%. With respect to military aircraft, the licensee estimates (on the basis of USAF aircraft mishaps due to bird strikes reported for the period 1/85 through 2/98) that the fraction of military aircraft mishaps caused by bird strikes is about 4.1%. These estimates were based on nationally averaged data. The licensee adjusted the fractions to reflect the bird strike frequency characteristic of Florida. The adjusted fractions are 0.875% for civil aviation and 20.5% for military aircraft. Hence, 20.5% represents an upper bound on the increase in the aircraft crash rate at Turkey Point.

The licensee also was asked to address the effect of the projected high fraction (more than 80%) of the civil air traffic flights being from Latin America, the Caribbean, or other international locations. The intent was to determine the effect of using U.S. civil aviation crash rates for an aircraft mix that has a high fraction of foreign aircraft. Some reports indicate the possibility of substantially higher air mishap rates for aircraft of foreign origin. For example, the Commercial Aviation Safety Strategy Team has issued a report wherein the aircraft mishap rate for Latin America is estimated to be about 5.7 major accidents per million departures, compared to 0.5 for the U.S. The licensee performed a sensitivity analysis by increasing the crash frequency for commercial air carriers by a factor of 10 to approximate the effect of a high fraction of the aircraft being from Latin America, the Caribbean, or other foreign locations. The result of the above increase was estimated to raise the overall aircraft crash rate only by about 5%, since the projected total air traffic is dominated by military aircraft.

Taking into account the above effects of potential bird strikes and the adjustment for foreign carriers from Latin America, the estimated aircraft crash frequency is increased by a factor of 1.22, changing the 3.63×10^{-7}/year to 4.43×10^{-7}/year which meets the SRP 3.5.1.6 acceptance criterion of about 10^{-7}/year. In addition, FPL's estimate is within the guidelines of SRP 2.2.3, wherein the acceptance criterion of 10^{-6}/year is applicable if reasonable qualitative arguments can be made to show that the realistic probability estimate is lower. Actual configurations or situations at the plant for which qualitative arguments can be made regarding the fact that they may decrease the risk estimate, do not readily lend themselves to modeling and analysis due to the complex nature of the configurations or situations. Therefore, sound engineering judgment is utilized in determining the acceptance criteria for the probability estimate. Specifically, FPL has qualitatively identified some conservatism inherent in its analysis which indicates that the actual risk from on-site aircraft crashes is lower than the estimate of 3.63×10^{-7}/year. For example, FPL notes that shielding by adjacent structures or heavy machinery, as well as the canal and the adjacent fossil units are not fully credited. Moreover, the structural capability of safety-related structures (e.g., containment building) against missile impacts has not been taken into account when considering conditional core damage probability and conditional containment failure probability. Based on its review , the staff concludes that the risks associated with on-site aircraft crashes for Turkey Point are acceptable.

It should be noted, however, that the margin between the estimated aircraft crash frequency and the acceptance guidelines of SRP 3.5.1.6 is relatively small. Hence, the staff believes that FPL would need to monitor the aircraft operations at the proposed airport on a periodic basis.

Should the actual aircraft operations exceed those projected for the year 2014, a reassessment of the aircraft risk would need to be made. It is necessary for the licensee to inform the staff of their plans to monitor the air traffic and flight tracks at the HAFB site on a periodic basis after it becomes operational as a commercial airport, and to reassess the risk as stated above.

Regarding the potential for the base to be used as a spaceport for handling vehicle launches and landings, the licensee has not performed an analysis of the associated risks. FPL indicates that the potential impact is bounded by the impacts associated with a commercial airport. However, with no supporting data or analysis, the staff cannot, at this time, make a finding of acceptability regarding potential spaceport operations. Hence, if the base conversion leads to the implementation of spaceport operations, FPL would need to address the associated risk by providing a risk assessment for staff review and evaluation.

3. CONCLUSION

Based on its review, the staff finds the risk analysis submitted by FPL meets the acceptance criteria of SRP Sections 2.2.3 and 3.5.1.6, and, therefore, is acceptable. The staff cannot, at this time, make any conclusion with respect to the spaceport. Emergency preparedness issues will be addressed after the potential project becomes more defined.

Principal contributor: Kazimieras Campe, NRR

Date: June 19, 2000

UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

July 18, 2000

Mr. Douglas J. Heady
SAF/GCN
1740 Air Force Pentagon
Washington D.C. 20330-1740

SUBJECT: TURKEY POINT UNITS 3 AND 4 - HOMESTEAD AIR FORCE BASE PROPERTY DISPOSAL

Dear Mr. Heady:

Enclosed is a copy of Mr. Oncavage's letter dated June 9, 2000, related to the May 26, 2000, letter from Richard P. Correia, U.S. Nuclear Regulatory Commission (NRC), to you regarding the above subject. In Mr. Oncavage's June 9, 2000, letter, he stated with regard to the assessment of the potential risk to Turkey Point of the proposed spaceport, that the "Sierra Club - Miami Group realizes very little is currently known about the proposed spaceport operations." However, he requested that a detailed statement by the "responsible official" be made of any adverse environmental effects which cannot be avoided should the proposal be implemented. Mr. Oncavage stated that this request is in accordance with the National Environmental Policy Act of 1969 (NEPA). Mr. Oncavage believes that this requirement has not been met by NRC.

We are in the process of responding to Mr. Oncavage's other comments. However, his comment regarding the "detailed statement by the responsible official" should be addressed by you, as we note that the U.S. Air Force and the Federal Aviation Administration are the Federal agencies preparing the Supplemental Environmental Impact Statement. We will inform Mr. Oncavage that you will be dealing with this issue as appropriate.

If you have any comments regarding this matter, please contact me at (301) 415-1496.

Sincerely,

Kahtan N. Jabbour

Kahtan N. Jabbour, Senior Project Manager, Section 2
Project Directorate II
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket Nos. 50-250 and 50-251

Enclosure: Mr. Oncavage's letter of June 9, 2000

cc w/enclosure: See next page

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U.S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, D.C. 20555

June 9, 2000

Re: Turkey Point Units 3 and 4
Docket Nos. 50-250 and 50-251
Homestead AFB Property Disposal

Sierra Club, Miami Group would appreciate the opportunity to comment on the Nuclear Regulatory Commission ("NRC") letter by Richard P. Correia, Chief, Section 2, dated May 26, 2000 to Mr. Douglas Heady, SAF/GCN, United States Air Force ("USAF").

Mr. Correia states: "Therefore, the NRC staff is not in a position, at this time, to assess the potential risk of the proposed spaceport to the Turkey Point Plant." Sierra Club, Miami Group realizes very little is currently known about the proposed spaceport operations. However, the National Environmental Policy Act of 1969 ("NEPA") requires a detailed statement by the responsible official of any adverse environmental effects which cannot be avoided should the proposal be implemented. We believe this requirement has not been met. We feel the NRC cannot suspend its obligation to provide a safety assessment of Turkey Point operations in close proximity to spaceport operations. If the information provided by the USAF on spaceport operations cannot be used to demonstrate safe operation of Turkey Point, then the assessment must be decisively negative.

The Mission Statement of the NRC (see attachment) reads in part "...to ensure adequate protection of the public health and safety..." If the NRC cannot demonstrate adequate public health and safety concerning Turkey Point operations in relation to the spaceport operations, then again, the assessment must be decisively negative. This assessment will most likely be included in the Final Supplemental Environmental Impact Statement ("FSEIS") which will most likely be used by the decision makers to convey or not convey portions of the former Homestead Air Force Base to the spaceport developers. We expect the decision on conveyance to be made shortly after the publication of the FSEIS. The Mission Statement does not

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provide for a suspension of the NRC's obligations to the health and safety of the public.

The Sierra Club, Miami Group would also appreciate the opportunity to comment on the "Response to Request for Additional Information" by R.J. Hovey, Vice President, Turkey Point Plant, dated May 1, 2000.

Response 2

The twin 400' chimneys (413' above mean sea level) need to be factored into the calculation of the effective area since their presence may cause a crash of a wayward low flying aircraft that otherwise might have cleared all the other plant structures. The height of the twin chimneys (232' taller than the containment buildings) likely increases not decreases the probability of air crashes. The effective area needs to be recalculated.

As to the notion that the chimneys offer a form of protection for the nuclear site, it is not likely that a B-767 weighing 450,000 lbs. or a MD-11 weighing 633,000 lbs. (see attachment) would be stopped by a chimney. It is far more realistic that such a collision would create missiles in the form of chimney pieces that could impact the nuclear site in addition to the crashing aircraft. There is also a remote possibility that an aircraft could strike both chimneys bringing them both down. The mass and velocity of chimney pieces as missiles needs to be factored into the calculations.

Response 3

Omitted from the target building data table were Unit 1 smokestack, fire fighting equipment, all fuel tanks (including the tanks associated with fossil units 1 & 2), and the switchyard. The on-site crash frequency needs to be recalculated encompassing all the safety related structures.

Response 4

Attached is a copy of a letter from Bernice U. Constantin, U.S. Dept. of Agriculture to Lt. Col. Dunaway, dated March 4, 1996. The letter describes the seriousness of bird hazards, site specific to Homestead Air Force Base. A quantitative multiplier needs to be incorporated into the air crash probability calculations.

Response 5

Increasing the crash frequency of commercial carriers by a factor of 10 to account for 80 % of operations connected with Latin America, the Caribbean, or other international locations disregards the 56,771 operations of general aviation. According to NUREG-0800, general aviation has a crash frequency 4.44 higher than commercial aviation. An assumption can be made that 80 % of the general aviation operations will have an international connection.

Question 5 quotes a crash frequency of 0.5 major accidents per million departures for U.S. commercial carriers and 5.7 for Latin American carriers. Using a factor of 10 appears to significantly underestimate the risk of a major air crash for Latin American carriers.

Omitted from the hit frequency table were unit 1 smokestack, unit 2 smokestack, fire fighting equipment, all fuel tanks (including the tanks associated with fossil units 1 & 2), and the switchyard.

The hit frequency table data for CCDP and CCFP for spent fuel building units 3 and 4 appear to imply a catastrophic radiological accident independent of the nuclear steam supply system, yet still able to cause core damage and containment failure. The radiological consequences of an aircraft impacting the spent fuel buildings needs to be addressed along with core damage and containment failure. We are extremely concerned about a catastrophic failure of the spent fuel pools in relation to air crashes. We estimate that Turkey Point houses in excess of 300,000 spent fuel rods.

In conclusion, we hope this letter will help clarify our positions for the

NRC staff. We apologize for its lateness. We urge the NRC to revisit the letter of February 24, 2000 from the Sierra Club, Miami Group and request that the information is incorporated into the Safety Evaluation Report.

Sincerely,

Mark Oncavage
Energy Chair

Mission and Organization

Contents

- Mission
- Statutory Authority
- Licensing and Regulatory Responsibilities
- Principles of Good Regulation
- Commission Offices
- NRC Organization Charts

Mission

THE mission of the U.S. Nuclear Regulatory Commission (NRC) is to ensure adequate protection of the public health and safety, the common defense and security, and the environment in the use of nuclear materials in the United States. The NRC's scope of responsibility includes regulation of commercial nuclear power reactors; nonpower research, test, and training reactors; fuel cycle facilities; medical, academic, and industrial uses of nuclear materials; and the transport, storage, and disposal of nuclear materials and waste.

Statutory Authority

The NRC was created as an independent agency by the *Energy Reorganization Act of 1974*, which abolished the Atomic Energy Commission (AEC) and moved the AEC's regulatory function to NRC. This act, along with the Atomic Energy Act of 1954, as amended, provides the foundation for regulation of the nation's commercial nuclear power industry.

NRC regulations are issued under the *United States Code of Federal Regulations* (CFR) Title 10, Chapter I. Principal statutory authorities that govern NRC's work are--

- Atomic Energy Act of 1954, as amended
- Energy Reorganization Act of 1974, as amended
- Uranium Mill Tailings Radiation Control Act of 1978, as amended
- Nuclear Non-Proliferation Act of 1978
- Low-Level Radioactive Waste Policy Act of 1980
- West Valley Demonstration Project Act of 1980
- Nuclear Waste Policy Act of 1982
- Low-Level Radioactive Waste Policy Amendments Act of 1985
- Diplomatic Security and Anti-Terrorism Act of 1986
- Nuclear Waste Policy Amendments Act of 1987
- Solar, Wind, Waste and Geothermal Power Production Incentives Act of 1990
- Energy Policy Act of 1992

The NRC and its licensees share a common responsibility to protect the public health and safety. Federal regulations and the NRC enforcement program are important elements in the protection of the public. NRC licensees, however, have the primary responsibility for the safe use of nuclear materials.

Licensing and Regulatory Responsibilities

The NRC fulfills its responsibilities through a system of licensing and regulatory activities that include--

- Licensing the construction and operation of nuclear reactors and other nuclear facilities, such as nuclear fuel cycle facilities and test and research reactors, and overseeing their decommissioning.
- Licensing the possession, use, processing, handling, and export of nuclear material.
- Licensing the siting, design, construction, operation, and closure of low-level radioactive waste disposal sites under NRC jurisdiction and the construction, operation, and closure of the geologic repository for high-level radioactive waste.



BOEING

commercial airplanes

Background Info
Technical Specs

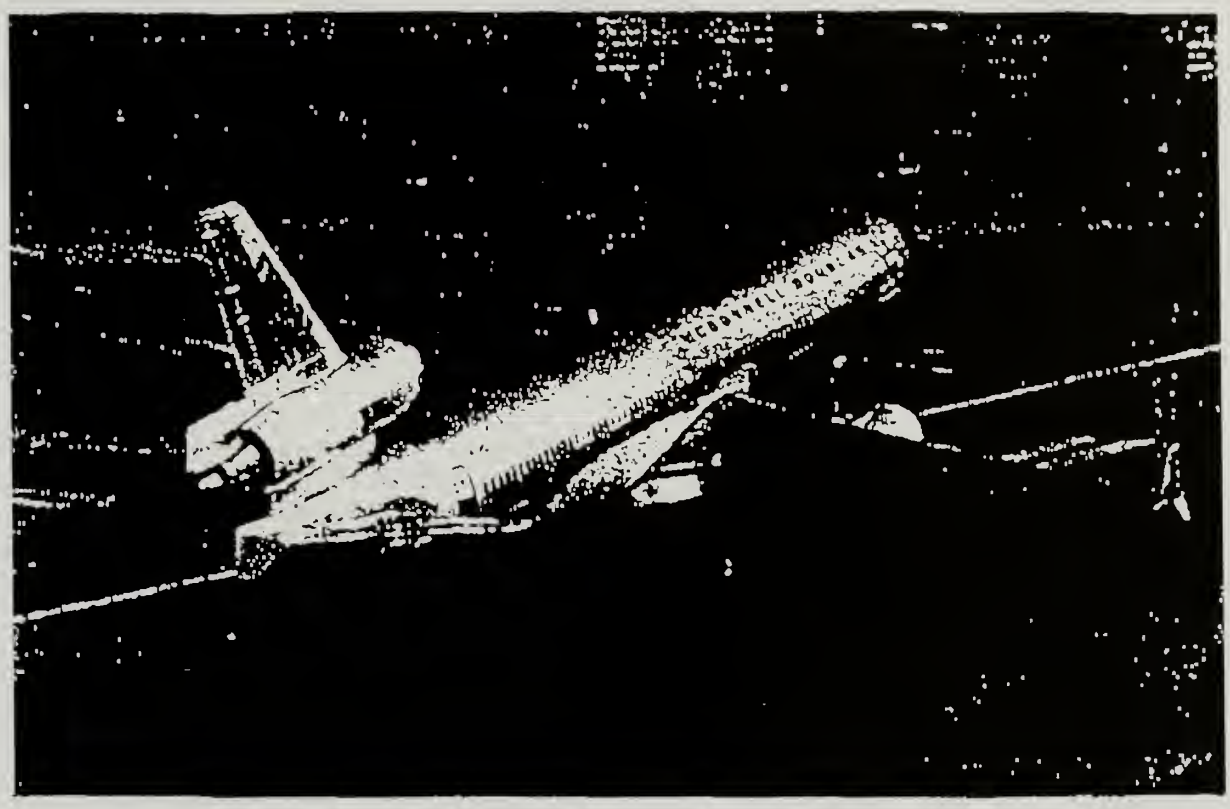
SPECS



Passengers	
Typical 3-class configuration	245
Typical 2-class configuration	304
Typical 1-class configuration	up to 375
Cargo	4,580 cu ft (129.6 cu m)
Engines	Pratt & Whitney PW4000
maximum thrust	63,300 lb (28,713 kg)
	General Electric CF6-80C2
	62,100 lb (28,169 kg)
Maximum Fuel Capacity	24,140 U.S. gal (91,380 l)
Maximum Takeoff Weight	450,000 lb (204,120 kg)
Maximum Range	6,480 statute miles (10,426 km)
	Typical city pairs: London-Tokyo
Typical Cruise Speed	0.80 Mach
at 35,000 feet	530 mph (854 km/h)
Basic Dimensions	
Wing Span	170 ft 4in (51.9 m)
Overall Length	201 ft 4in (61.4 m)
Tail Height	55 ft 4in (16.8 m)
Interior Cabin Width	15 ft 5 in (4.7 m)

Search

The McDonnell Douglas MD-11



Some Quick Stats

Passenger Capacity: 295-410

Length: 61.6m

Wingspan: 51.7m

Engines: P&W 4000's, GE CF6-80C2D

Maximum Take-off Weight: 602-633,000lbs.

Fuel Capacity: 148,000 litres

Max. Range: 13,240km

Cruise Speed: 882km/h

Cargo Capacity: Passenger: 6,850 cubic ft. Freighter: 22,000 cubic ft.

Jun-09-00 01:53A

Attach. 1

United States Department of Agriculture

Animal and Plant Health Inspection Service

Animal Damage Control

3920 SW [illegible]
Gainesville, FL
904/377-1854

March 4, 19[illegible]

Lt. Col. Joe Dunaway
482nd SE
Homestead ARS, FL 33039-1299

Dear Col. Dunaway,

It was a pleasure getting together with you, Flight Chief John Mitchell and Environmental Specialist Andy Sobick to review the bird situation at Homestead ARS as it relates to air traffic safety. I appreciate the opportunity to comment on the need for bird control at the base.

The cursory inspection tour of the airbase and part of the surrounding area gave me an indication of the magnitude and cause of the bird problems you are experiencing. Though I did not see large numbers of birds on the airbase, I noted several reasons for the reported excessive bird activity there. The main reason is that a county operated landfill located three miles northnortheast of the end of the runway is attracting large numbers of birds. Landfills are artificial attractants to birds because of the constant supply of available food and the large expanse of open land for loafing. As you are aware, we observed hundreds of vultures and gulls on the face of and soaring above the landfill. These two groups of birds are especially hazardous to aircraft because of their size and soaring habits. Vultures weigh from 4 to 5 pounds and will soar at great heights for several hours at a time. Gulls weigh 1 to 1.5 pounds and also soar for long periods of time. This situation is exacerbated by the fact that gulls using the landfill roost in an area just south or southeast of the airbase. According to base OPS personnel, hundreds of gulls fly through the runway area each morning and evening going to and from the landfill and roosting area. This will be hard to prevent unless gulls are deterred from using the landfill.

Ring-billed gulls were observed using a water puddle on the base. Gulls habitually use standing water on runways, parking lots and other concrete surfaces after a rain. Serious problems occur when this happens on or near runways. Gulls and wading birds will also frequent puddles in grassy areas in search of frogs, worms, insects and other small animals.

Other birds of concern at the airbase are wading birds,(e.g. egrets, herons, ect) and diving birds (e.g. cormorants, anhingas,

etc.). Some of these were observed using the drainage ditch and marshy area that parallels the runway. The standing water and marshy grasses in this area should be eliminated and measures taken to keep drainage ditches open to facilitate water flow and keep water from ponding.

Another concern is the reported congregating of cattle egrets and gulls around the tractor-mowers during grass cutting. This commonly happens as birds are attracted to the large number of insects, frogs and other small prey that become available when grass is cut.

As previously stated, the county landfill located north-northeast of Homestead ARB presents a major problem for air traffic using the base. The course of the runway directs air traffic almost directly over the landfill where bird activity is very heavy. Also, bird numbers in the area will always be artificially high because of the birds attracted to the landfill. The soaring habits of most of these birds inadvertently brings them over the airbase and into air traffic lanes. Controlling bird activity in the airbase will be difficult unless bird management is also implemented at the landfill.

Because of the complexities of bird usage at Homestead ARB, and the urgent need to reduce bird activity in the aerodrome, I recommend that a biological assessment and hazard action analysis be conducted concurrently with an operational hazard control program. This program would determine pertinent facts relative to bird use at Homestead ARB such as species composition, bird numbers, daily and seasonal activity and habitat factors that attract wildlife. It would also implement new control strategies based on observations and evaluate the effectiveness of the current bird control program. An assessment/operational program would allow us to develop long-range bird management plans for Homestead ARB. This assessment/operational program would be in compliance with the BASH Reduction plan for Homestead ARB.

Another benefit that can be realized from a bird control program at Homestead ARB is controlling birds in hangers and other open buildings. Birds using hangers for roosting and nesting can cause problems when their manure and nesting debris gets into engine parts or on airplane surfaces. Bird manure, because of the high acidic content, tends to corrode the body and canopy of airplanes, and manure and debris can contaminate sensitive mechanical and electrical equipment. In fact, it was stated during our meeting when discussing this problem that repainting areas where bird manure has corroded the paint can be quite a lengthy and expensive process.

I want to make you aware that I met with the Environmental Engineer for the Florida Air National Guard, Major David Youmans,

and informed him of the situation at Homestead ARB. Major Youmans said that he would recommend that the Air National Guard support any bird hazard management operations at Homestead.

As mentioned at our meeting, the USDA, APC, Wildlife Services has Wildlife Biologists who are trained at assessing wildlife damage problems and implementing operational programs at airports and military air installations. I would be happy to provide assistance to your agency for implementing a bird hazard assessment/operational program.

I have enclosed the "Wildlife Hazard Prevention and Control" section of the ADC Airport Safety Manual. This section expounds on the principles and guidelines set forth in the BASH Reduction Plan for Homestead ARB. I have also submitted a draft Work Plan and budget for the USDA, Wildlife Services to conduct an assessment/operational program for Homestead ARB for your consideration.

Contact me should you have any questions or want to discuss the subject of this letter. I look forward to hearing from you soon. This office remains ready to serve you should you need our assistance.

Regards,

Bernice G. Constantine
State Director

Enclosure:

cc: Joan B. Mitchell, Flight Chief, Homestead ARB
Andrew D. Schick, Environmental Specialist, Homestead ARB
Bart Vernace, District Office FAA, Airports

UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

July 25, 2000

Ms. Barbara Lange
Messrs. Mark Oncavage and Alan Farago
Sierra Club - Miami Group
Post Office Box 43-0741
South Miami, Florida 33243-0741

SUBJECT: TURKEY POINT UNITS 3 AND 4 - HOMESTEAD AIR FORCE BASE PROPERTY DISPOSAL

Dear Sierra Club Representatives:

This is in response to your letter of February 24, 2000, as supplemented by letters dated March 3 and 27, and June 9, 2000, from Mark Oncavage. The above letters contained comments regarding the proposed commercial operations at the Homestead Air Force Base (HAFB) site, and the potential risk to Turkey Point Units 3 and 4 from these oerations. You requested that the U.S. Nuclear Regulatory Commission (NRC) staff address these comments in its safety assessment (SA) of the above subject. By letter dated April 26, 2000, the staff informed you that these comments will be addressed in the staff's SA or in separate correspondence. Additionally, as stated in our letter to you dated April 4, 2000, we have added your individual names to our distribution for the documents related to this subject sent by the NRC to FPL and the U.S. Air Force (USAF).

The staff issued its SA on this subject by letter dated June 19, 2000, to Thomas F. Plunkett, President of the Nuclear Division, Florida Power and Light Company (FPL). Sierra Club's (SC's) comments stated in the February 24, 2000, letter regarding the crash risk from bird strikes and the foreign aircraft operations were addressed in the SA. Also, the SA, as well as our May 26, 2000, letter to Douglas J. Heady, USAF, provided the reason (i.e., the lack of information, at this time, on how spacecrafts would operate from the spaceport) for not addressing Mr. Oncavage's comments as stated in his letter dated March 3, 2000, related to the proposed spaceport (i.e., Comments #4, 5, 6, 7, 8, 13, 14, 15, and 18). Mr. Oncavage's Comments #25, 28, 29 30, and 34 are addressed herein. It should be noted that Mr. Oncavage's April 17, 2000, letter requested the USAF and the Federal Aviation Administration (FAA) to address the remaining comments (i.e., Comments #1, 2, 3, 9, 10, 11, 12, 16, 19, 20, 21, 22, 23, 26, and 32 to be addressed by the USAF, and Comments #17, 24, 27, 31, and 33 to be addressed by FAA).

In the June 9, 2000, letter, Mr. Oncavage stated with regard to the assessment of the potential risk to Turkey Point of the proposed spaceport that the "Sierra Club, Miami Group realizes very little is currently known about the proposed spaceport operations." However, he requested that a detailed statement by the "responsible official" be made of any adverse environmental effects which cannot be avoided should the proposal be implemented. Mr. Oncavage stated that this request is in accordance with the National Environmental Policy Act of 1969 (NEPA). Mr. Oncavage believes that this requirement has not been met.

The USAF and the FAA are the Federal agencies preparing the Supplemental Environmental Impact Statement. This comment should be addressed by them. In this regard, by our letter of July 18, 2000, to Mr. Heady, we forwarded this comment to the USAF. Also, in the June 9, 2000, letter, Mr. Oncavage discussed the Mission Statement of the NRC which reads in part

". . . to ensure adequate protection of the public health and safety. . . ." He added that "If the NRC cannot demonstrate adequate public health and safety concerning Turkey Point operations in relation to the spaceport operations, then again the assessment must be decisively negative." The staff understands that for a spaceport there is a need for a separate Environmental Impact Statement which focuses on this issue. Therefore, the staff is not able to make a safety finding on the adequacy of the spaceport operations until sufficient information is available. At that time, the staff will ensure that its finding meets the Commission regulations and that there is reasonable assurance that the activities can be conducted without endangering the health and safety of the public. The staff is of the opinion that it is fulfilling its Mission Statement by not making a finding at this time.

The excerpt below taken from the June 19, 2000, SA, and the subsequent paragraphs discuss each of the remaining comments.

Excerpt from the staff's SA of June 19, 2000

> Taking into account the above effects of potential bird strikes and the adjustment for foreign carriers from Latin America, the estimated aircraft crash frequency is increased by a factor of 1.22, changing the 3.63×10^{-7}/year to 4.43×10^{-7}/year which meets the SRP [Standard Review Plan] 3.5.1.6 acceptance criterion of about 10^{-7}/year. In addition, FPL's estimate is within the guidelines of SRP 2.2.3, wherein the acceptance criterion of 10^{-6}/year is applicable if reasonable qualitative arguments can be made to show that the realistic probability estimate is lower. Actual configurations or situations at the plant for which qualitative arguments can be made regarding the fact that they may decrease the risk estimate, do not readily lend themselves to modeling and analysis due to the complex nature of the configurations or situations. Therefore, sound engineering judgment is utilized in determining the acceptance criteria for the probability estimate. Specifically, FPL has qualitatively identified some conservatism inherent in its analysis which indicates that the actual risk from on-site aircraft crashes is lower than the estimate of 3.63×10^{-7}/year. For example, FPL notes that shielding by adjacent structures or heavy machinery, as well as the canal and the adjacent fossil units are not fully credited. Moreover, the structural capability of safety-related structures (e.g., containment building) against missile impacts has not been taken into account when considering conditional core damage probability and conditional containment failure probability. Based on its review, the staff concludes that the risks associated with on-site aircraft crashes for Turkey Point are acceptable.
>
> It should be noted, however, that the margin between the estimated aircraft crash frequency and the acceptance guidelines of SRP 3.5.1.6 is relatively small. Hence, the staff believes that FPL would need to monitor the aircraft operations at the proposed airport on a periodic basis. Should the actual aircraft operations exceed those projected for the year 2014, a reassessment of the aircraft risk would need to be made. It is necessary for the licensee to inform the staff of its plans to monitor the air traffic and flight tracks at the HAFB site on a periodic basis after it becomes operational as a commercial airport, and to reassess the risk as stated above.
>
> Regarding the potential for the base to be used as a spaceport for handling vehicle launches and landings, the licensee has not performed an analysis of the associated risks. FPL indicates that the potential impact is bounded by the impacts associated with a commercial airport. However, with no supporting data or analysis, the staff cannot, at this time, make a finding of acceptability regarding potential spaceport operations. Hence, if the base conversion leads to the implementation of spaceport operations, FPL would need to address the associated risk by providing a risk assessment for staff review and evaluation.

SC's comment on public record (February 24, 2000, letter)

> . . . . a significant amount of information seems to be missing from the public record including the Draft Supplemental Environmental Impact Statement [DSEIS].

Response

In accordance with 10 CFR 2.790 of the NRC's "Rules and Practice," a copy of this letter is available electronically for public inspection in the NRC Public Document Room or from the Publicly Available Records (PARS) component of the NRC's document system (the Agencywide Documents Access and Management System (ADAMS)). ADAMS is accessible from the NRC Web site at http://www.nrc.gov/NRC/ADAMS/index.html (the Public Electronic Reading Room). Our understanding from Mr. Heady is that the DSEIS was widely distributed in December 1999, and at the public hearings that the USAF and FAA held in February 2000 in the vicinity of the HAFB site. Also, by letter dated June 8, 2000, Mr. Heady sent a copy of the DSEIS to the NRC Document Control Desk and, therefore, it is now available in ADAMS with an accession number ML003723827.

SC's comment on the equations used to estimate the aircraft crash probability (Comment #1 of February 24, 2000, letter)

> FP&L's [sic] response (ref. 4 and ref. 7) utilizes formulae that appear to be inconsistent with NUREG-0800 [SRP 3.5.1.6].

Response

The NRC staff's SA stated that FPL used the Department of Energy (DOE) methodology which is equivalent to the SRP methodology. The SRP does not require the use of the formulae stated in Section 3.5.1.6. The staff accepts equivalent methodologies in the review of documents submitted by its licensees.

SC's comment on calculations (Comment #2 of February 24, 2000, letter)

> We request that a line-by-line, calculation-by calculation probability analysis . . . be included in the SER, as specified by NUREG-0800.

Response

The SRP does not specify that a line-by-line, calculation-by-calculation be included in the staff's SA. The staff's SA dated June19, 2000, conformed to the SRP recommendation for addressing safety issues and is in congruence with the standards that have normally been followed by the staff for SAs and evaluations.

SC's comment on flights to all the countries of the Caribbean, Central America, and South America (Comment #3 of February 24, 2000, letter)

> . . . by 2015, of these 51,220 operations, more than 80% are estimated to be Latin American . . . .

Response

The staff's SA dated June 19, 2000, addressed this concern on page 3. This results in an increase of the risk probability by about 5%.

SC's Comment on the distance between HAFB and Turkey Point (Comment #4 of February 24, 2000, letter)

> . . . maps and diagrams appear to show that portions of Homestead Air Force Base lie within a 5-mile radius of the plant . . . .

Response

The distance criterion is based on the proximity of an airport runway rather than the property boundary. In any case, the distance between the Turkey Point facility and the runway is a factor that is accounted for when using the DOE or the SRP methodology. In addition, in response to an NRC comment, FPL stated in its letter of May 1, 2000, that the estimated distance from the Turkey Point site (Units 1, 2, 3 and 4) to the HAFB runway is 4.9 miles with an estimated uncertainty of ±0.2 miles.

SC's comment on the flight path over Turkey Point (Comment #5 of February 24, 2000, letter)

> In an addendum to the DSEIS, on the flight path chart named "HST EAST FLOW," it appears that the following flight paths over Turkey Point . . . . How do these over flights meet acceptance criteria, II.1.c of NUREG-0800?

Response

The listed flights are part of the total air activity in the vicinity of the Turkey Point site that is addressed in assessing aircraft risk for the site. The first step is the application of the proximity/operations screening criteria of SRP 3.5.1.6, Part II. If these are met, the risk is considered to be within the acceptance criteria. If not, appropriate air crash estimates are made to estimate the risk. Specific equations are used to estimate aircraft operations in connection with an airport, as well as aircraft activities associated with commercial and military air routes.

SC's comment on the critical structure for risk assessment (Comment #6 of February 24, 2000, letter)

> FP&L [sic] lists the critical structures for risk assessment . . .

Response

As shown in the staff's SA (please refer to the SA excerpt stated above), the aircraft crash risk is acceptably low. SRP Section 3.5.1.6 states that the safety-related structures, systems, and components (SSC) to be considered with respect to the screening criteria include those described in the Appendix to Regulatory Guide (RG) 1.117, "Structures, Systems, and Components of Light-Water-Cooled Reactors to be protected Against Tornadoes." Other safety-related SSC, which may not be included in RG 1.117, will be considered on a case-by-case basis. Some of the items listed in this comment such as all firefighting equipment, the fuel tanks for Turkey Point Units 1 and 2, and the switchyard, are not classified as safety-related equipment. The fuel tanks for the Turkey Point Unit 4 diesel generators (DGs) are housed inside the Unit 4 DG building. The day tanks for the Unit 3 DGs are housed inside the Unit 3 DG building. The 7-day tank for Unit 3 DGs is located outside the DG buildings and is classified as safety-related. However, the area of the tank is very small in relation to the total area that was considered. Hence, its inclusion in the estimated total target area would not change the total area significantly.

SC's comment on the Brookhaven National Laboratory (Comment #7 of February 24, 2000, letter)

> In a study by Brookhaven National Laboratory (ref. 8, p. 4-2) the worst-case scenario of an accident at a spent fuel pool . . . .

Response

As shown in the staff's SA (please refer to the SA excerpt stated above), the aircraft crash risk is acceptably low. The SRP does not require addressing this structure if the risk is acceptable.

SC's Comment on bird strike hazards (Comment #8 of February 24, 2000, letter) and Mr. Oncavage's comment on bird strikes (Comment #25 of March 3, 2000, letter), also Response 4 from Mr. Oncavage's letter dated June 9, 2000

> Attached is a copy of a letter from Bernice U. Constantin . . . .

Response

As shown in the SA excerpt above, the bird strike effect was considered and led to an increase of the crash risk. The combined effect of potential bird strikes and the adjustment for foreign carriers from Latin America led to an increase of 22% of the crash risk.

Mr. Oncavage's comment on air crash probability (Comment #28 of March 3, 2000, letter), also Response 5 from Mr. Oncavage's letter dated June 9, 2000

> How does the NRC quantify the air crash probabilities for Turkey Point for air carriers from the Caribbean, Central American, and South American Countries?
>
> Increasing the crash frequency by a factor of 10 to account for 80% of operations . . . .

Response

To address the effect of South American flights, the crash frequencies for commercial aviation presented in SRP 3.5.1.6 were increased by a factor of 10 for all commercial aviation using the Homestead airport. On this basis, the factor of 10 is more than sufficient to account for South American flights which are projected to be 80% of the total.

Mr. Oncavage's comment on the consequences of a worst-case accident (Comments #29 and #30 of March 3, 2000, letter), also Responses 2 and 3 from Mr. Oncavage's letter dated June 9, 2000

> What would be the consequences of a worst-case accident crashing into the Turkey Point control building?
>
> What would be the consequences of a worst-case accident crashing into the Turkey Point spent fuel pool buildings?
>
> The twin 400' chimneys need to be factored . . . .
>
> Omitted from the target data . . . .

Response

As shown in the staff's SA (please refer to the excerpt stated previously), the aircraft crash risk is acceptably low. Actual configurations or situations at the plant for which qualitative arguments can be made regarding the fact that they may decrease the risk estimate, do not readily lend themselves to modeling and analysis due to the complex nature of the configurations or situations. Therefore, sound engineering judgment is utilized in determining the acceptance criteria for the probability estimate. Specifically, FPL has qualitatively identified some conservatism inherent in its analysis, which indicates that the actual risk from on-site aircraft crashes is lower than the estimate of 3.63×10^{-7}/year. For example, FPL notes that shielding by adjacent structures or heavy machinery, as well as the canal and the adjacent fossil units, are not fully credited. Moreover, the structural capability of safety-related structures (e.g., containment building) against missile impacts has not been taken into account when considering conditional core damage probability and conditional containment failure probability. Based on its review, the staff concludes that the risks associated with on-site aircraft crashes for Turkey Point are acceptable. The low crash risk probability provides reasonable assurance that no release exceeding 10 CFR Part 100 will occur.

Mr. Oncavage's comment on statistical probability (Comment #34 of March 3, 2000, letter)

> What is the NRC's statistical probability of an airplane crash at Turkey Point from the Homestead Airport?

Response

The FPL's statistical probability is as stated in the staff's SA, which is 4.43×10^{-7}/year. The staff finds that the methodology used to generate this probability is acceptable.

If you have any comments regarding this matter, please contact Kahtan Jabbour, Project Manager for the Turkey Point Plant. Mr. Jabbour may be contacted at 301-415-1496.

Sincerely,

Richard P. Correia

Richard P. Correia, Chief, Section 2
Project Directorate II
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket Nos. 50-250 and 50-251

cc: See next page

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Mr. Douglas J. Heady
SAF/GCN
1740 Air Force Pentagon
Washington D.C. 20330-1740

J Essential Fish Habitat Assessment



ESSENTIAL FISH HABITAT ASSESSMENT FOR THE DISPOSAL OF PORTIONS OF FORMER HOMESTEAD AIR FORCE BASE, FLORIDA

Submitted to:

National Marine Fisheries Service
Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

Submitted by:

Air Force Base Conversation Agency
United States Air Force

August 2000

ESSENTIAL FISH HABITAT ASSESSMENT FOR THE DISPOSAL OF PORTIONS OF FORMER HOMESTEAD AIR FORCE BASE, FLORIDA

1. PROJECT DESCRIPTION

The project is the disposal of portions of former Homestead Air Force Base (AFB) in southern Florida. Homestead AFB was identified for realignment by the Defense Base Realignment and Closure Commission in 1993. The underlying purpose of the Proposed Action and other alternatives is to fulfill the requirement of disposing of property determined to be excess to military needs. The Air Force has determined that 1,631.8 acres at former Homestead AFB are excess to its needs and surplus to the needs of the federal government. The Air Force seeks to dispose of this surplus property in a manner that supports local community plans for economic revitalization of South Florida and protects Biscayne Bay and the nearby national parks (**USAF/FAA 1999**).

The Proposed Action is to transfer 1,631.8 acres of surplus property at former Homestead AFB to Miami-Dade County for use as a commercial airport. In accordance with the Defense Base Closure and Realignment Act (DBCRA), Miami-Dade County has served as the Local Redevelopment Authority (LRA) responsible for formulating a reuse plan for the former base property. The disposal and reuse alternatives under consideration are described in a Draft Supplemental Environmental Impact Statement (SEIS) prepared by the U.S. Air Force and Federal Aviation Administration (**USAF/FAA 1999**).

Other reasonable alternatives are also being considered. They include a Commercial Spaceport alternative and a Mixed Use alternative.

During scoping for this action, the Air Force received two proposals from prospective commercial space launch vehicle operators to use former Homestead AFB as a location for launching missions. This alternative reflects those proposals in a plan to develop a Commercial Spaceport for Reusable Launch Vehicles. The new launch vehicles described in these proposals are currently under development and are being designed to take off and land horizontally like airplanes. It is anticipated that these vehicles would be able to use the existing runway at the former base (**USAF/FAA 1999**).

The Mixed Use alternative reflects the type of reuse that might be expected on surplus property if it were not converted to an airport or spaceport. In that event, the Air Force would retain the 915 acres comprising the airfield for continued military and other government use. This would leave approximately 717 acres of surplus land available for disposal and reuse. A market study was conducted to identify the non-aviation development potential of this property, referred to as the Market-Driven Mixed Use alternative. In addition, two proposals were received by the Air Force from the Collier Resources Company and the Hoover Environmental Group and included in the Draft SEIS. Those proposals were recently combined into a single plan for non-aviation-related redevelopment of the disposal property, referred to as the Collier-Hoover proposal. This proposal is a comprehensive development plan with a mixture of commercial, recreational, and commercial/industrial uses.

For all alternatives, including the Proposed Action, the action being taken by the Air Force is transfer of title to surplus federal property. Actual future development and use the property will be undertaken by the property recipient.

2. EFFECTS ON ESSENTIAL FISH HABITAT

The potential environmental impacts of the Proposed Action and other alternatives have been analyzed and reported in the Draft SEIS. The analysis found that the potential for the project to affect essential fish habitat (EFH) is related to changes in water inputs to Biscayne Bay and in nutrients and toxic chemicals. These changes would be caused by development on site at the former base (and resulting increase in impervious surface and stormwater runoff) and by aircraft operation associated with the Proposed Action. In addition, the on-site development can be expected to stimulate a certain amount of secondary growth and development off site.

Estimated changes in water inputs would be primarily related to stormwater management practices on and off the former base. With the exception of the Market-Driven Mixed Use alternative, all the alternatives are expected to involve a comprehensive stormwater management system for on-site development that would reduce surface water discharges from the site into Biscayne Bay. No comparable system has been identified for the secondary development off site, which is expected to occur incrementally in scattered locations around the region.

Estimated changes in loadings of nutrients and toxic chemicals due to the Proposed Action and other alternatives would also be related to the extent of on-site and off-site development, to stormwater management practices, and to the kinds of activities that would occur on the former base. There would be no waste discharge or physical alteration of Biscayne Bay associated with the Proposed Action or other alternatives.

Stormwater discharges from the former base and the surrounding area to Biscayne Bay are currently through canals. On-site stormwater is discharged through Military Canal, and stormwater from areas immediately surrounding the former base discharge through Princeton and Mowry Canals. Canal discharge to the bay is controlled by structures that open when canal water levels exceed bay water levels by given amounts and close when canal water levels are more nearly equal to those of the bay. This results in pulses of fresh water that are generally nutrient rich and contain some toxic chemicals at levels that generally comply with Florida State Water Quality Criteria.

Unrelated to redevelopment of the surplus property at former Homestead AFB, studies have been ongoing to characterize contaminated sediments in Military Canal. There is a potential for those sediments to become resuspended, perhaps during severe storm events, and subsequently be discharged to Biscayne Bay.

3. EFH IN BISCAYNE BAY

EFH in Biscayne Bay comprises seagrasses, estuarine mangroves, intertidal flats, estuarine water column, live/hard bottoms, and coral reefs. Seagrasses occur in a broad band near the western and eastern (Key) shores of Biscayne Bay and surround a relatively large area of live/hard bottom. Seagrass areas have been designated as an EFH Area of Particular Concern for postlarval and juvenile shrimp and red drum and juvenile gray snapper. Intertidal flats occur in a narrow band shoreward of the seagrasses, and estuarine mangroves occur as a shoreline fringe, particularly along the western edge of the bay. Once estuarine, Biscayne Bay is now largely marine in character, although reduced salinities occur following major storms or extended periods of rainfall. Isolated coral patches occur on the hard bottom areas of the bay, but coral reefs occur only seaward of the fringing keys on the eastern boundary of the bay.

4. MANAGED SPECIES IN BISCAYNE BAY

Fisheries management plans have been developed for the following species or species groups that occur in Biscayne Bay: shrimp, red drum (*Sciaenops ocellatus*), snapper/grouper, Spanish mackerel (*Scomberomorus maculatus*), spiny lobster (*Panulirus argus*), and sharks. The most common penaeid shrimp in the bay is the pink shrimp (*Penaeus duorarum*), but the brown shrimp (*Penaeus astecus*) also occurs there (**South Atlantic Fishery Management Council 1998**). Of the snapper/grouper group, the species that occurs most frequently is the gray snapper (*Lutjanus griseus*). Most of the other species in this group frequent deeper water around coral reefs throughout the majority of their life cycle. Sharks known to occur in Biscayne Bay include the nurse (*Ginglymostoma cirratum*), bonnethead (*Sphyrna tiburo*), lemon (*Negaprion brevirostris*), bull (*Carcharhinus obscurus*), and black tip (*C. limbatus*).

Shrimp

The following information is taken primarily from South Atlantic Fishery Management Council (**1998**). Pink shrimp are found most commonly on hard sand and calcareous shell bottom. Pink shrimp apparently spawn at depths between 3.7 and 15.8 m. Off eastern Florida, peak spawning activity seems to occur during summer. Pink shrimp move into estuaries during late spring and early summer, beginning in April and early May. If they behave similar to white shrimp, they move out of estuaries to deeper waters from August to December. Smaller pink shrimp may remain in estuaries during winter.

Pink shrimp occur from southern Chesapeake Bay to the Florida Keys. Along the Atlantic Coast of the U.S., the pink shrimp occurs in sufficient abundance to be of major commercial significance only in North Carolina. Pink shrimp are most abundant in waters of 11–37 m and are common in the estuaries and shallow marine waters surrounding southern Florida. Spawning apparently occurs in water greater than 10 m off the Dry Tortugas. Larvae are swept southwesterly into the Florida Current by way of the Loop Current, and are carried northeasterly along the outer edge of the Florida Reef Tract.

Brown shrimp appear to prefer muddy or peaty bottoms rich in organic matter and decaying vegetation in inshore waters and, as adults, may also be found in areas where the bottom consists of mud, sand, and shell. Brown shrimp appear to spawn in water greater than 13.7 m, with the greatest percentage of ripe females at 45.7 m. Spawning season for brown shrimp is uncertain, although there is an influx of postlarvae into estuaries during February and March. Brown shrimp postlarvae appear to overwinter in offshore bottom sediments.

On the Atlantic Coast, brown shrimp occur from Martha's Vineyard to the Florida Keys, with highest densities off the coast of the Carolinas, Georgia, and northern and central Florida. Breeding populations apparently do not occur north of North Carolina.

Essential fish habitat for both species includes inshore estuarine nursery areas, offshore marine habitats used for spawning and growth to maturity, and all interconnecting water bodies. Inshore nursery areas include tidal freshwater, estuarine, and marine emergent wetlands (e.g., intertidal marshes); tidal palustrine forested areas; mangroves; tidal freshwater, estuarine, and marine submerged aquatic vegetation (e.g., seagrass); and subtidal and intertidal non-vegetated flats.

Appropriate habitat for both species in Biscayne Bay include the mangrove fringe, seagrass beds, and subtidal non-vegetated flats. The redevelopment of former Homestead AFB could result in increased nutrient inputs from off-site secondary development near the former base and increased nitrogen deposition from aircraft emissions. Increased nutrients would probably not affect the coastal mangroves or the non-vegetated bottom habitats of the bay, but could contribute to epiphytic growth on nearshore

seagrasses, reducing their productivity and possibly reducing their viability. The relatively small increase in nutrient inputs—estimated at less than 2 percent of current surface water nutrient inputs to southern Biscayne Bay, an amount well within the expected annual variation of inputs—suggests that overall impact on the seagrass beds is not likely to be discernible and shrimp populations would probably not be appreciably affected. The largest increase in nutrient inputs would occur with the Proposed Action, with other alternatives contributing less. With anticipated population growth in the area unrelated to redevelopment of the former base, however, nutrient inputs could increase by almost double those associated with the Proposed Action.

Similarly, while stormwater discharges of toxic chemicals from the former base are projected to decrease under all alternatives except the Market-Driven Mixed Use alternative, secondary development would lead to increased toxic chemical inputs from stormwater runoff. Because most of the toxic chemicals would attach to sediments and be deposited relatively near canal mouths, the nearshore mangrove fringe and seagrasses could become less desirable as shrimp habitat. Offshore effects are likely to be small. As with nutrients, changes in inputs of toxic chemicals would be primarily related to increases in water flows, which would be less than 1 percent of current canal inputs to southern Biscayne Bay.

Mitigation of potential impacts from increased nutrient and toxic chemical inputs have already been incorporated into on-site stormwater management plans for the Proposed Action and all alternatives except the Market-Drive Mixed Use alternative. The Air Force is presently conducting a Feasibility Study to determine remediation actions for Military Canal, which could eliminate the potential for resuspended contaminants from being discharged to Biscayne Bay.

Potential mitigation measures for reducing stormwater discharges generated by off-site secondary development could include aggressive stormwater management (retention and possible treatment) on all developed lands in southern Miami-Dade County. These types of controls would have to be implemented by the South Florida Water Management District and Miami-Dade County's Department of Environmental Resources Management, and could not be implemented by the Air Force or FAA.

Red Drum

Red drum spawn in the ocean along beaches and in the vicinity of inlets and passes and possibly in high salinity estuaries. Eggs and larvae are carried through tidal and current movement into estuarine systems. Juveniles remain in the estuarine system through perhaps the first two years, and then move to more offshore areas. In North Carolina, juveniles are found in abundance in seagrass flats inside barrier islands.

Red drum juveniles are abundant in the Indian River Inlet and the St. Johns River in Florida, but are rare in Biscayne Bay. This is presumably because of the larval preference for lower salinity waters, which are only present intermittently in the bay, and the tendency for juveniles to stay in one area for up to two years. In general, juveniles move to higher salinity waters as they mature, but it is not clear how this general trend would be evidenced in the relatively high salinity of Biscayne Bay. They may then move to deeper waters outside of the bay.

Red drum essential fish habitat includes the following habitats to a depth of 50 meters offshore: tidal freshwater; estuarine emergent vegetated wetlands (flooded salt marshes, brackish marsh, and tidal creeks); estuarine scrub/shrub (mangrove fringe); submerged rooted vascular plants (sea grasses); oyster reefs and shell banks; unconsolidated bottom (soft sediments); ocean high salinity surf zones; and artificial reefs. The area covered includes Virginia through the Florida Keys. In Biscayne Bay, the areas most likely to be inhabited by red drum include the mangrove fringe and seagrasses.

With its current high salinity regime, Biscayne Bay is apparently only marginal habitat for juvenile red drum, with the smallest fish probably using the nearshore mangroves and seagrasses and larger fish moving to the deeper seagrass beds inside and outside of the keys that form the eastern boundary of the bay. If this is the case, then red drum recruitment could be limited by lowered nearshore seagrass productivity caused by increased nutrient inputs associated with the Proposed Action and other alternatives. The limitation is not likely to be measurable, because discernible changes in seagrasses are not expected with the magnitude of estimated changes in nutrient inputs to the southern bay (about 2 percent of current inputs). Toxic chemical inputs could potentially reduce the abundance of prey species such as copepods, mysids, and fish that form the dominant prey of smaller juveniles. Again, the magnitude of estimated changes is small, on the order of 1 percent of current inputs to the southern bay. Mitigation of these impacts would be the same as those described above for shrimp.

Snapper/Grouper

The gray snapper occurs in marine and estuarine waters from North Carolina and Bermuda through Brazil. Spawning activity occurs offshore and peaks during the summer and early fall. Eggs and larvae are planktonic and occur offshore.

Juvenile gray snapper are euryhaline and occur at salinities from 0-37 ppt. Gray snapper are carnivorous at all life stages. Juveniles primarily prey on crustaceans, but can also consume fish, mollusks and polychaetes. Adults are typically nocturnal predators, consuming mostly fish, but also taking shrimp and crabs. Adults may show seasonal spawning migrations.

In the Biscayne Bay area, newly settled stages commonly occur in grassbeds, are consistently absent from mangrove and hard bottom habitats, and are uncommon or rare from all habitats exceeding 5 m in depth. Early juvenile stages (2.5–7 cm) were more widely distributed, particularly on the habitat scale, occurring among a variety of hard structures as well as mangroves and grass beds.

Early stages occur in estuaries and shallow marine areas. Bottom types of high value include seagrass flats; soft marl bottoms, fine marl mud with shell and rock outcrops; mangrove roots; hard bottom structures; and shallow basins with seagrasses adjacent to mud banks. Adults are primarily marine and occur in deeper waters than juveniles, but can occur in estuaries and rivers. Adults are euryhaline, ranging from 0-47 ppt waters. Bottom types of high value for adults are diverse and include coral reefs and hard bottom offshore, ledges of channels, artificial structures, mangroves and grass beds, alcyonarians, and sponges.

Essential fish habitat for the gray snapper that occur in Biscayne Bay include nearshore hard bottom areas, mangrove habitat, and seagrass habitat. The effects of the Proposed Action and alternatives on these habitats and potential mitigation measures would be the same as described above for shrimp.

Spanish Mackerel

Spanish mackerel are fast swimming fish that inhabit the coastal ocean waters of the eastern U.S. and the Gulf of Mexico. They live from five to eight years, and females spawn by age two. Older fish may attain a weight of several pounds. Along the east coast, Spanish mackerel range from the Florida Keys to New York and occasionally to New England. These fish winter off Florida and move northward to North Carolina in early April and to New York in June. Later in the year, as waters cool, there is a reverse southern migration and return to Florida waters.

Juvenile Spanish mackerel are depicted as common in Biscayne Bay from May through July. Essential fish habitat for Spanish mackerel includes sandy shoals of capes and offshore bars, high profile rocky bottom and barrier island ocean-side waters, from the surf to the shelf break zone, but from the Gulf stream shoreward, including Sargassum. Essential fish habitat occurs in the South Atlantic and Mid-Atlantic Bights. In addition, it includes all coastal inlets and all state-designated nursery habitats of particular importance to coastal migratory pelagics (for example, in North Carolina this would include all Primary Nursery Areas and all Secondary Nursery Areas). Biscayne Bay contains essential fish habitat because of the density of prey species that are taken by juveniles.

The impacts of the Proposed Action and other alternatives on Spanish mackerel essential fish habitat and potential mitigation measures would be the same as described above for shrimp.

Spiney Lobster

Spiny lobster begin their existence in the Keys as larvae that arrive on oceanic currents. As planktonic larvae, they pass through 11 life stages in more than six months. They then metamorphose into a transitional swimming stage (puerulus) that is found along Florida's southeast coast all year long.

Pueruli travel through channels between the Keys and enter nursery areas in Florida Bay and the Gulf, where they preferentially settle into clumps of the red alga *Laurencia*. In seven to nine days, they metamorphose into juveniles and take a solitary residence in the algal clumps for two to three months.

When juvenile spiny lobster reach a carapace length of 15 to 16 mm, they leave the algal clumps and reside individually within rocky holes, crevices, coral, and sponges. They remain solitary until carapace length reaches approximately 25 to 35 mm, when they begin congregating in rocky dens. They remain in these nurseries for 15 months to two years.

Adult lobsters move to deeper waters in the coral reef environment and move to the offshore reef to spawn.

Essential fish habitat for spiny lobster includes nearshore shelf/oceanic waters; shallow subtidal bottom; seagrass habitat; unconsolidated bottom (soft sediments); coral and live/hard bottom habitat; sponges; algal communities (*Laurencia*); and mangrove habitat (prop roots). In addition, the Gulf Stream is an essential fish habitat because it provides a mechanism to disperse spiny lobster larvae.

Areas that meet the criteria for essential fish habitat-habitat areas of particular concern for spiny lobster include Florida Bay, Biscayne Bay, Card Sound, and coral/hard bottom habitat from Jupiter Inlet through the Dry Tortugas.

Because of its reliance on seagrass, the impacts of the Proposed Action and other alternatives on essential fish habitat for the spiney lobster would be the same as described for shrimp. Hard bottom habitats, because of their distance from nutrient and toxic chemical inputs, are unlikely to be affected by changes in discharge associated with the Proposed Action and other alternatives. Potential mitigations for spiney lobster essential fish habitat would be the same as described for shrimp.

Sharks

The managed sharks that occur in Biscayne Bay are classified by National Marine Fisheries Service (NMFS) as Coastal Sharks, and all but the bonnethead are classified as large coastal sharks. The following information is taken from National Marine Fisheries Service (**1999**).

Adult sharks usually congregate in specific areas to mate, and females travel to specific nursery areas to pup. Nurseries are discrete geographic areas, usually in waters shallower than those inhabited by adults. Frequently, nursery areas are in highly productive coastal or estuarine waters where abundant small fishes and crustaceans provide food for the growing pups. These areas also may have few large predators, thus enhancing the chances of survival of young sharks. In temperate zones, the young leave the nursery with the onset of winter; in tropical areas, young sharks may stay in the nursery area for a few years.

Coastal species inhabit estuaries, the nearshore and waters of the continental shelves, and possibly wetland tidal creeks.

Blacktip Sharks. The blacktip shark is a fast moving shark that is often seen at the surface, frequently leaping and spinning out of the water. It often forms large schools that migrate seasonally north-south along the coast. Neonate blacktip sharks are found in very shallow waters, juvenile blacktip sharks inhabit a variety of coastal habitats, and adults are found in both coastal and oceanic waters.

Blacktip sharks have been captured in salinities ranging from 15.8 to 37.0 ppt. Other factors must contribute significantly to the distribution of sharks, and some likely parameters include light levels, pressure, substrate, dissolved oxygen, and probably others.

Blacktip sharks have been reported in Bulls Bay, South Carolina and in Charlotte Harbor, Florida, by Hueter. In South Carolina, the sharks are found over shallow muddy bottoms, while in Florida, blacktip sharks are found over shallow, clear seagrass beds.

As temperatures warm in the spring or summer, blacktip sharks move north along the coast. Pups (neonates) are born in specific areas (e.g., estuaries or coastal habitats), and they typically remain in the same general area until the arrival of cooler temperatures in the late fall or early winter. At that time, they typically move offshore and/or southward, although the extent of these movements is not well defined. The following year, their seasonal movements change, more closely mimicking the migrations of the adults, until they join the adult migrations in subsequent years.

No essential fish habitat for the blacktip shark has been designated in Biscayne Bay, but essential fish habitat is included in Florida Bay and west of the Florida Keys.

Bull Sharks. The bull shark is a large, shallow water shark that is cosmopolitan in warm seas and estuaries. It often enters fresh water and may penetrate hundreds of kilometers upstream.

Nursery areas are in low-salinity estuaries of the Gulf Coast and the coastal lagoons of the east coast of Florida. Off the Florida West Coast, neonates were found in Yankeetown, Tampa Bay, and Charlotte Harbor from May to August. The neonates were found in temperatures of 28.2–32.2°C, salinities of 18.5–28.5 ppt. Juveniles have been found off the Florida West Coast in temperatures of 21.0–34.0° C, salinities of 3.0 to 28.3 ppt, and dissolved oxygen (DO) of 3.7–8.4 ml/l. Generally, bull sharks, while present in Biscayne Bay, would not use this area as a primary nursery ground.

Biscayne Bay is included in essential fish habitat for late juvenile/subadult bull sharks: shallow coastal waters, inlets and estuaries in waters less than 25 m deep, from Savannah Beach, Georgia at 32°N southward to the Dry Tortugas, Florida. Presumably, the habitat preference for the bull shark is the seagrass areas of the bay, and impacts on this habitat are described above for shrimp.

Lemon Sharks. The lemon shark is common in the American tropics, inhabiting shallow coastal areas, especially around coral reefs. It is reported to use coastal mangroves as some of its nursery habitats,

although this is not well documented in the literature. The primary population in continental U.S. waters is found off south Florida, although adults stray north to the Carolinas and Virginia in the summer. Its nurseries are in shallow waters around mangrove islands off tropical Florida and the Bahamas. Lemon shark neonates have been found in Tampa Bay, Florida during May, at temperatures of 22.0° to 25.4° C, salinities of 26.8 to 32.6 ppt, and DO of 5.9 to 9.6 ml/l. Juveniles have also been found over a wider area off western Florida and in a wider range of temperatures and salinities.

Biscayne Bay has been designated essential fish habitat for all life stages of the lemon shark (neonates/early juveniles, late juveniles/subadults, and adults). Minimal impacts are expected from the Proposed Action and other alternatives on mangroves and coral reefs, but small, probably indiscernible impacts on seagrasses could occur through nutrient discharge. Available information, however, indicates that seagrass might not be an important habitat for this species.

Nurse Sharks. The nurse shark inhabits littoral waters in both sides of the tropical and subtropical Atlantic, ranging from tropical West Africa and the Cape Verde Islands in the east, and from Cape Hatteras, North Carolina to Brazil in the west. It is also found in the east Pacific, ranging from the Gulf of California to Panama and Ecuador. It is a shallow water species, often found lying motionless on the bottom under coral reefs or rocks. It often congregates in large numbers in shallow water.

Its nurseries are in shallow turtle grass (Thalassia) beds and shallow coral reefs. However, juveniles are also found around mangrove islands in south Florida. Numerous juveniles were found along the west coast of Florida, in temperatures of 17.5° to 32.1° C, salinities of 28.5 to 35.1 ppt, and DO of 4.7 to 97 ml/l. Large numbers of nurse sharks often congregate in shallow waters of the Florida Keys and the Bahamas at mating time in June and July. A small area has been set up for protection of mating sharks at Fort Jefferson in the Dry Tortugas. It is not certain, however, whether this area is a primary mating ground or a refuge for mated females.

Biscayne Bay is included in essential fish habitat all life stages (neonates/early juveniles, late juveniles/subadults, adults) for the nurse shark. Minimal impacts are expected from the Proposed Action and other alternatives on mangroves and coral reefs, but small, probably indiscernible impacts on seagrasses could occur through nutrient discharge.

Bonnethead Shark. The bonnethead is a small hammerhead that inhabits shallow coastal waters where it frequents sandy or muddy bottoms. It is confined to the warm waters of the western hemisphere. "Young of the year" and juveniles were found in the west coast of Florida, at temperatures of 16.1° to 31.5° C , salinities of 16.5 to 36.1 ppt, and DO of 2.9 to 9.4 ml/l.

Biscayne Bay is included in essential fish habitat for late juveniles/subadults of the bonnethead shark, but there is very limited sandy or muddy bottoms in this area, and impacts to these habitats from the Proposed Action and other alternatives are expected to be minimal.

5. SUMMARY

Biscayne Bay contains essential fish habitat that could be affected, but is unlikely to be appreciably affected by changes in nutrient and toxic chemical discharges associated with the Proposed Action and other alternatives. The greatest of the impacts would be associated with off-site secondary development induced by activities on the former base. The impacts of on-site development would be minimized through the implementation of a stormwater management system. Mitigating the impacts of the induced off-site development would require retaining and possibly treating the stormwater that would be generated by newly developed areas. This could only be accomplished through imposition of increased

controls by the South Florida Water Management District and Miami-Dade County's Department of Environmental Management. The Air Force and FAA do not have the means to implement mitigations outside the former base property.

Independent of the disposal and redevelopment of surplus property at former Homestead AFB, the Air Force is conducting a Feasibility Study to identify remediation measures for contaminated sediments in Military Canal.

6. REFERENCES

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