



RECORD OF CONVERSATIONS

Robert Gretz
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Eastern Region Aviation

Date: February 7, 2013
Person Contacted: Peter Horton, EYW Airport Manager
NTSB Accident Number: ERA12FA056

Narrative:

Mr. Horton was interviewed via telephone. He stated that due to prevailing winds, 80% of the flights land on runway 9 and 20% of the flights land on runway 27. From 2002 to 2011, as part of the airport's runway safety area improvement, an EMAS was added to the end of runway 9. An EMAS was not installed at the end of runway 27 because there was concern, and a lack of data, for 80% of the traffic landing on runway 9. If that traffic were to land short of runway 9, they would land in an EMAS. There was concern that landing in an EMAS on approach could be catastrophic. However, since the accident, there is more data to support that it would not be catastrophic and Mr. Horton has since submitted a preapplication with the FAA for an EMAS at the departure end of runway 27.