



CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 29

For the period

January 1, 2004 through March 31, 2004

This is the first Quarterly Noise Report completed to reflect fiscal year statistics as opposed to the calendar year. The NAA's fiscal year starts October 1st and ends September 30th.

Prepared by
Airport Operations

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PART I AIRCRAFT OPERATIONS

INTRODUCTION

This is the twenty-ninth Quarterly Noise Report prepared by the City of Naples Airport Authority - Airport Operations Department. This report is informational in nature. The data included in this report tracks aircraft operations, noise complaints and noise monitoring results obtained from the five (5) monitoring locations surrounding the airport (Appendix D). The information contained in this report is fiscal year (Oct. – Sept.). All percentages are rounded to the nearest percent.

AIRCRAFT OPERATIONS

Table I, page 2, Airport Traffic Summary, contains aircraft movement data from FAA Form 7230-1 and after hour statistics recorded by the City of Naples Airport Authority Security Officers. Naples Air Traffic Control Tower is operational from 6:00 AM through 10:00 PM. A single movement represents either one arrival or one departure by the indicated aircraft category.

This Quarter Compared to Previous Quarter

This quarter's commuter traffic, compared to the previous quarter, has increased by 88%. General aviation activity has increased by 7%. Total traffic increased by 12%, from 34,454 operations to 38,754. The daily average for the Second Quarter was 426 operations.

This Quarter Compared to the Same Period One Year Ago

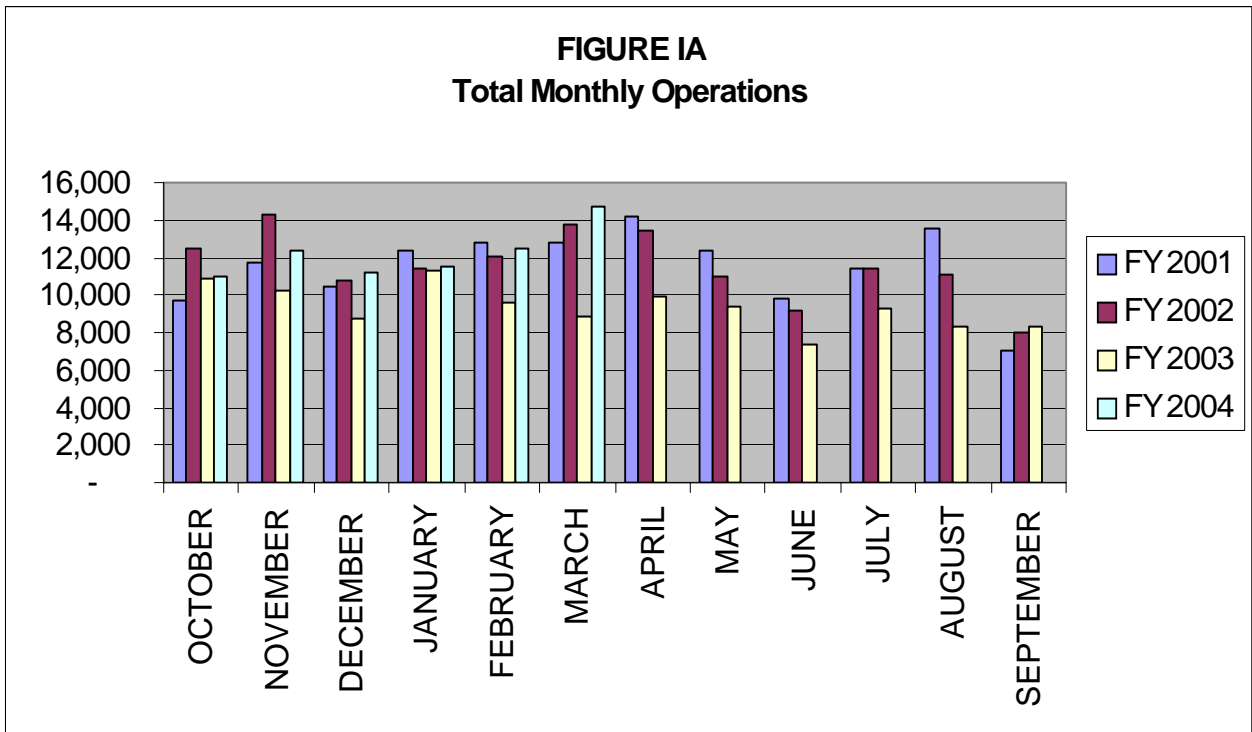
Compared to the same period last year, commuter traffic has increased 5%, and general aviation air traffic has increased 34%. Total air traffic operations increased by 30% from 29,821 operations to 38,754.

Table I

AIRPORT TRAFFIC SUMMARY
Landings and Takeoffs
Fiscal Years 2003-2004

YEAR	COMMUTER	GENERAL AVIATION	MILITARY	TOTAL TRAFFIC	DAILY AVERAGE
2003					
JANUARY	1,323	10,008	18	11,349	366
FEBRUARY	1,489	8,142	10	9,641	344
MARCH	1,569	7,201	61	8,831	285
TOTALS FOR 2nd QUARTER	4,381	25,351	89	29,821	332
APRIL	1,550	8,380	27	9,957	332
MAY	914	8,493	28	9,435	304
JUNE	484	6,856	3	7,343	245
TOTALS FOR 3rd QUARTER	2,948	23,729	58	26,735	294
JULY	321	8,921	21	9,263	299
AUGUST	299	8,035	5	8,339	269
SEPTEMBER	319	7,971	19	8,309	277
TOTALS FOR 4th QUARTER	939	24,927	45	25,911	282
2004					
OCTOBER	603	10,336	35	10,974	354
NOVEMBER	951	11,355	16	12,322	410
DECEMBER	902	10,240	16	11,158	340
TOTALS FOR 1st QUARTER	2,456	31,931	67	34,454	368
JANUARY	1,371	10,152	30	11,553	373
FEBRUARY	1,594	10,871	8	12,473	430
MARCH	1,654	13,069	5	14,728	475
TOTALS FOR 2nd QUARTER	4,619	34,092	43	38,754	426

Figure IA below illustrates the airport's month-by-month total operational levels for fiscal years 2001, 2002, 2003 and 2004.



There was a 30% increase in overall airport operations during the Second Quarter of 2004, when compared to the same period in 2003.

Night Time Operations

Figure IB, below, illustrates the airport's total nighttime (10:00 PM – 7:00 AM) operational levels for fiscal year 2001, 2002, 2003 and 2004.

Total nighttime operations have increased 10% in the Second Quarter of 2004 when compared to the Second Quarter 2003 statistics. Jet operations occurring at night increased by fifty-two operations, from 259 operations during the 2nd Quarter of 2003 to 311 during the 2nd Quarter of 2004.

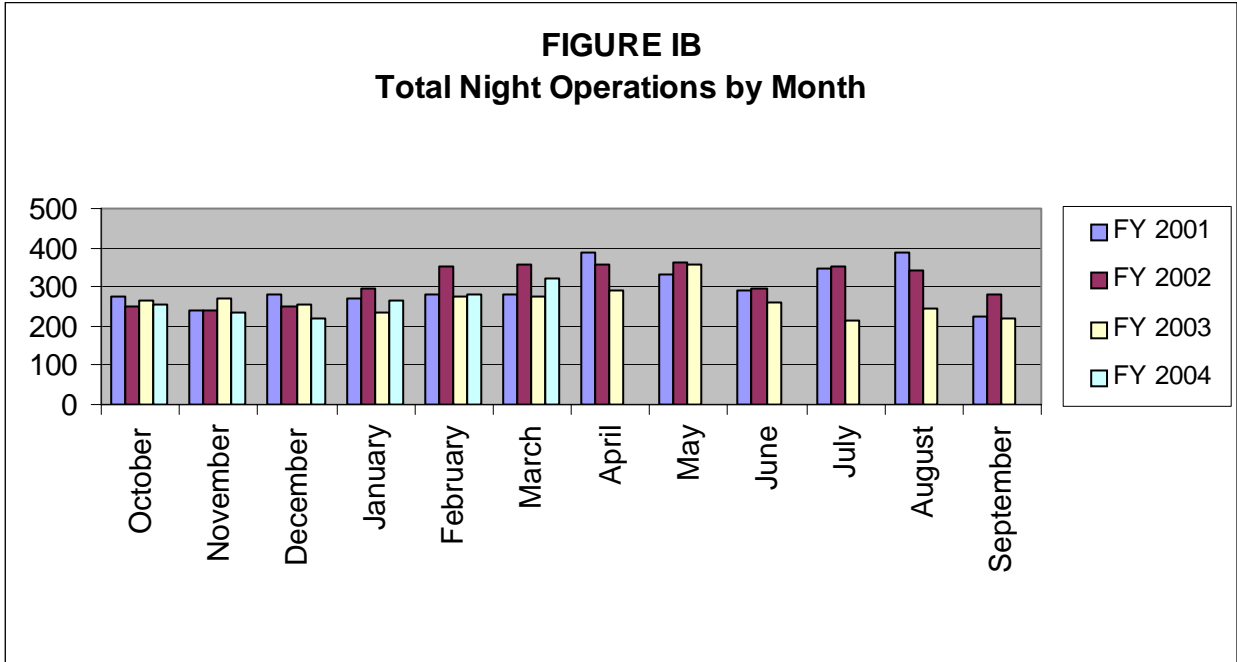


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have increased by 81 total operations when compared to the same time last year.

As compared to the same time last year, the number of air ambulance operations has increased by ten (10) operations. Single and multi-engine aircraft operations have decreased by 1%. The Public service operations represent 16% of the activity occurring at night.

Table II
Quarterly Air Traffic Nighttime Operations Summary – by Fiscal Year

Activity	2 nd 2003	3 rd 2003	4 th 2003	1 st 2003	2 nd 2004
Jets	255	178	93	201	297
Jet – Air Ambulance	4	0	0	0	14
Single & Multi-engine	441	472	334	349	435
Mosquito Control Aircraft	5	115	135	46	0
Helicopters Collier S.O., EMS & Coast Guard	82	144	117	113	122
Total	787	909	679	709	868

PART II CITIZEN COMPLAINTS

Table III, on page 7, is a summary of citizen noise complaints separated according to four geographical areas (Quadrants). Below is a sample representation of the neighborhoods in each Quadrant. Every neighborhood in the area is not included in this list, although it is included in the Quadrant total.

Northeast Quadrant - Briarwood, Coconut River Estates, Golden Gate, Grey Oaks, Hawks Ridge, Wyndemere, and surrounding northeast areas.

Northwest Quadrant - Bears Paw, Coconut River Estates, Coquina Sands, Country Club of Naples, Lake Forest, Lake Park, Park Shore, Ridge Lakes, River Estates, River Reach, Sun Terrace, Moorings, Wilderness, and surrounding northwest areas.

Southwest Quadrant - Aqualane Shores, Old Naples, Port Royal, Royal Harbor, and surrounding southwest neighborhoods.

Southeast Quadrant - Brookside, Coconut Grove, Flamingo Estates, Foxfire, Kings Lake, Lakewood, Naples Gardens, Rock Creek Campground, The Glades, and surrounding neighborhoods.

The analysis will include the specific nature of the complaint, whether it was an arriving or departing aircraft or an overflight. Complaints relative to nighttime Mosquito Control operations, Air Ambulance Flights, Sheriff's Office and EMS helicopter operations are included in this report.

This Quarter Compared to Previous Quarter

This quarter's noise complaints, compared to the previous quarter, have increased from 82 to 194. Complaints received from neighborhoods to the northeast of the airport have decreased by 2, from the northwest they have increased by 21, from the southeast they have increased by 13, and from the southwest increased by 82.

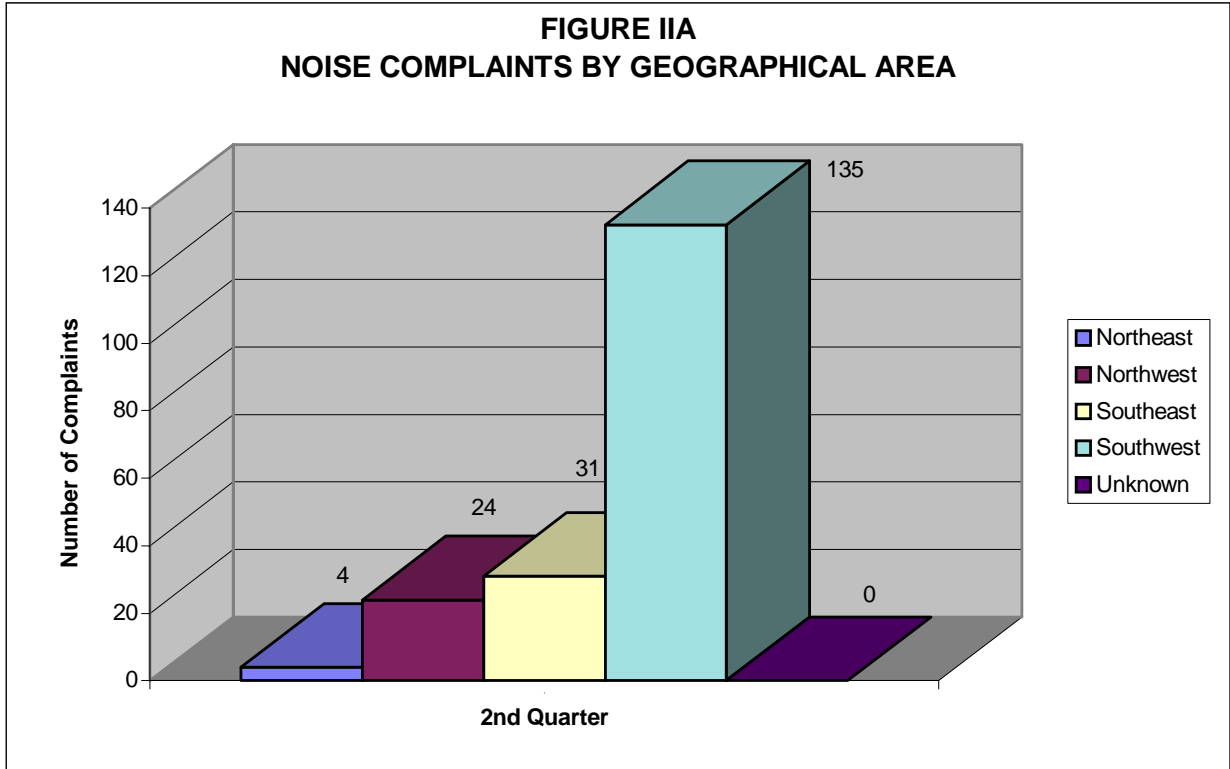
This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, the total number of complaints increased by 82 calls. Complaints received from neighborhoods to the northeast of the airport have increased by 2, from the northwest increased by 9, from the southeast increased by 17, from the southwest increased by 56, and unknown location complaints decreased by 2. Total complaints received have increased from 112 to 194.

Table III
AIRPORT NOISE COMPLAINT SUMMARY
 Fiscal Years 2003-2004

YEAR	Northeast	Northwest	Southeast	Southwest	Unknown Location	Monthly Total
2003						
JANUARY	-	1	5	23	-	29
FEBRUARY	1	12	8	30	-	51
MARCH	1	2	1	26	2	32
TOTALS FOR 2nd QUARTER	2	15	14	79	2	112
APRIL	2	2	1	20	-	25
MAY	2	2	1	10	-	15
JUNE	-	1	2	4	-	7
TOTALS FOR 3rd QUARTER	4	5	4	34	-	47
JULY	2	-	1	-	-	3
AUGUST	1	-	-	4	-	5
SEPTEMBER	4	3	1	8	-	16
TOTALS FOR 4th QUARTER	7	3	2	12	-	24
2004						
OCTOBER	-	1	8	11	2	22
NOVEMBER	6	-	2	21	-	29
DECEMBER	-	2	8	21	-	31
TOTALS FOR 1st QUARTER	6	3	18	53	2	82
JANUARY	1	6	16	42	-	65
FEBRUARY	1	9	9	72	-	91
MARCH	2	9	6	21	-	38
TOTALS FOR 2nd QUARTER	4	24	31	135	-	194

Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the Second Quarter of 2004. Total complaints for this quarter have increased 137% from the previous quarter, and increased 73% when compared to the same period one year ago.



PART III COMPLAINTS BY TIMEFRAME

Figure IIIA, below, depicts noise complaints for the Second Quarter according to the time of the single event. Most complaints were received about operations occurring at 1:00 PM and between 5:00 PM and 6:00 PM. Also, twenty percent (20%) of the total complaints were received during the voluntary curfew hours.

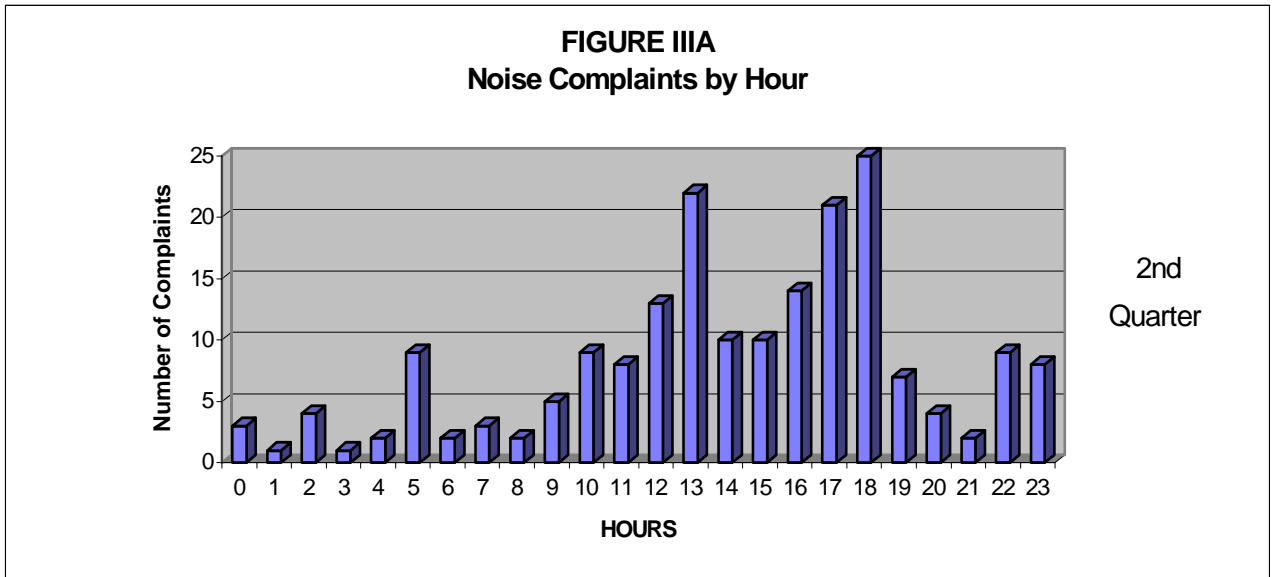
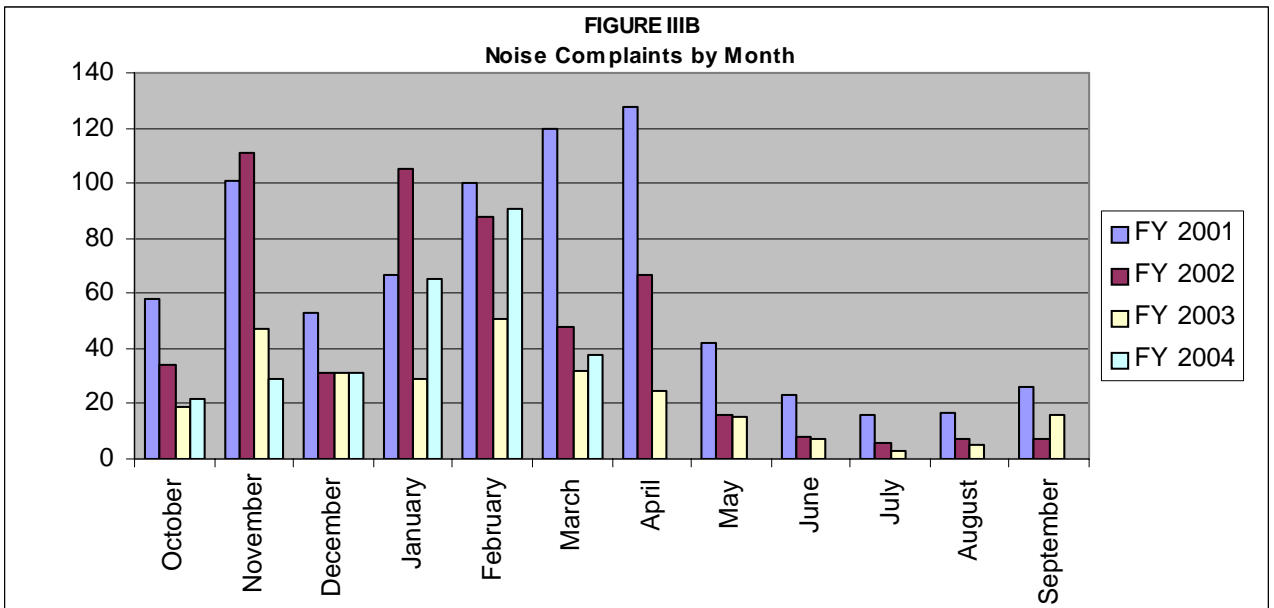
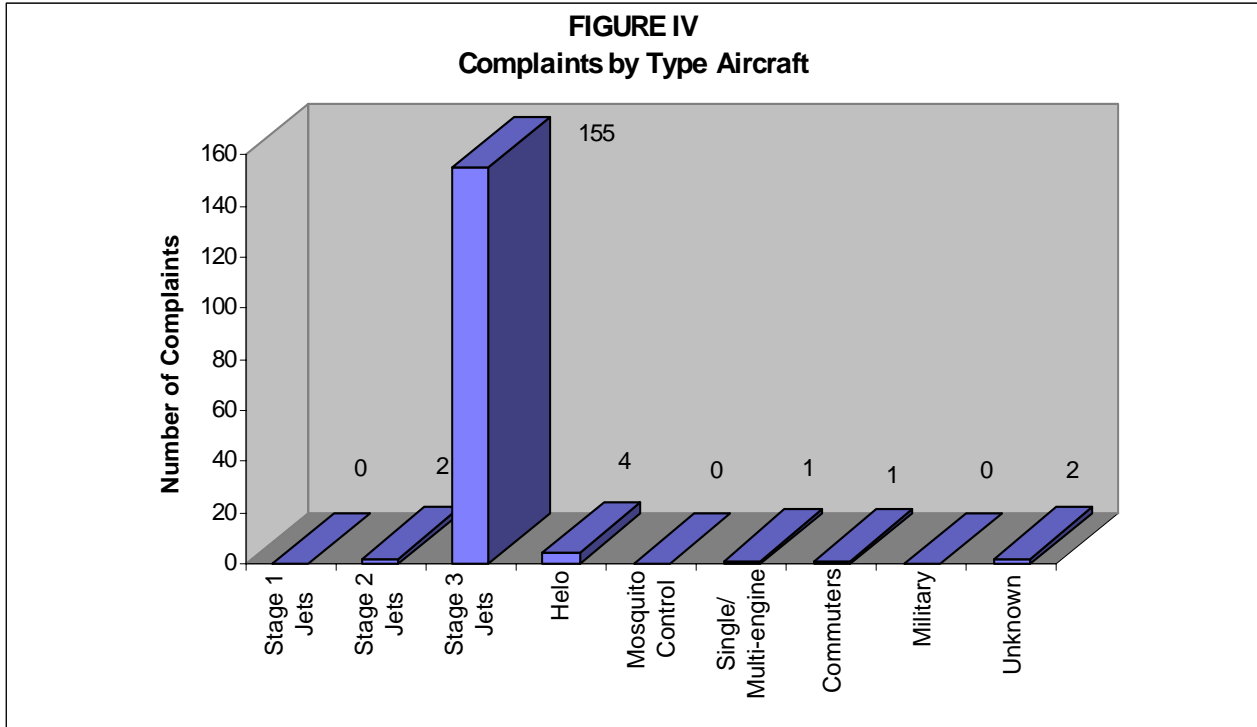


Figure IIIB below, illustrates the airport's complaint volume for fiscal years 2001, 2002, 2003 and 2004.



PART IV COMPLAINTS BY OPERATIONAL SOURCE

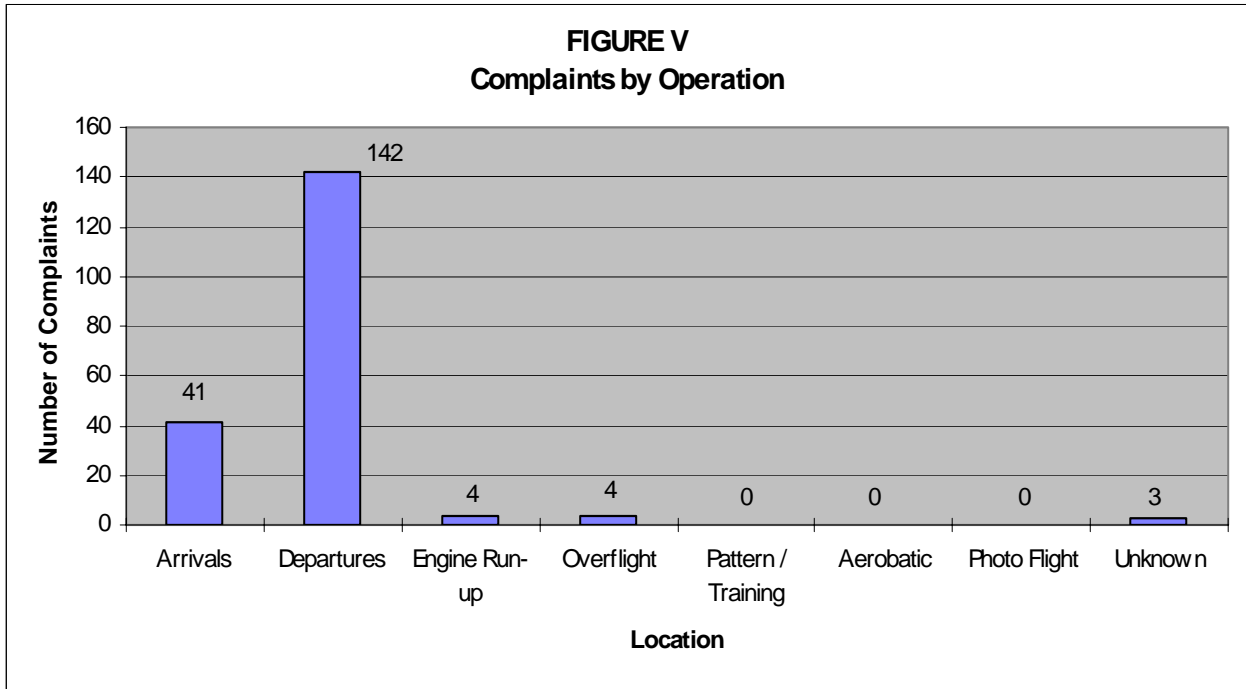
Figure IV below, indicates what types of aircraft the complainants were calling about. When comparing the last three (3) quarters noise complaints, it appears the complaints have remained relatively the same in regards to jet aircraft operations.



Staff received twenty-eight (28) complaints from Stage 2 Air Ambulances and one (1) complaint from a Stage 3 Air Ambulance during the Second Quarter of 2004.

PART V
COMPLAINTS BY OPERATION

Figure V, below, shows the operational source of the noise complaints from the Second Quarter of 2004.



SUMMARY

Air Traffic

Compared to the previous quarter, commuter traffic has increased 88%, general aviation traffic has increased by 7%, and total air traffic has increased by 12%. Compared to the same period one year ago, commuter traffic increased 5%, general aviation operations have increased by 34%, and total traffic has increased 30%.

Sixteen percent (16%) of the total nighttime operations were attributed to Sheriff's Office, Emergency Services helicopters and air ambulance jet aircraft. Jet aircraft operations at night have increased by twenty percent (20%) when compared to same period last year. Single and multi-engine operations have decreased by 1%, and Mosquito Control operations have decreased by 1%. Overall nighttime operations have increased by 10% when compared to last year.

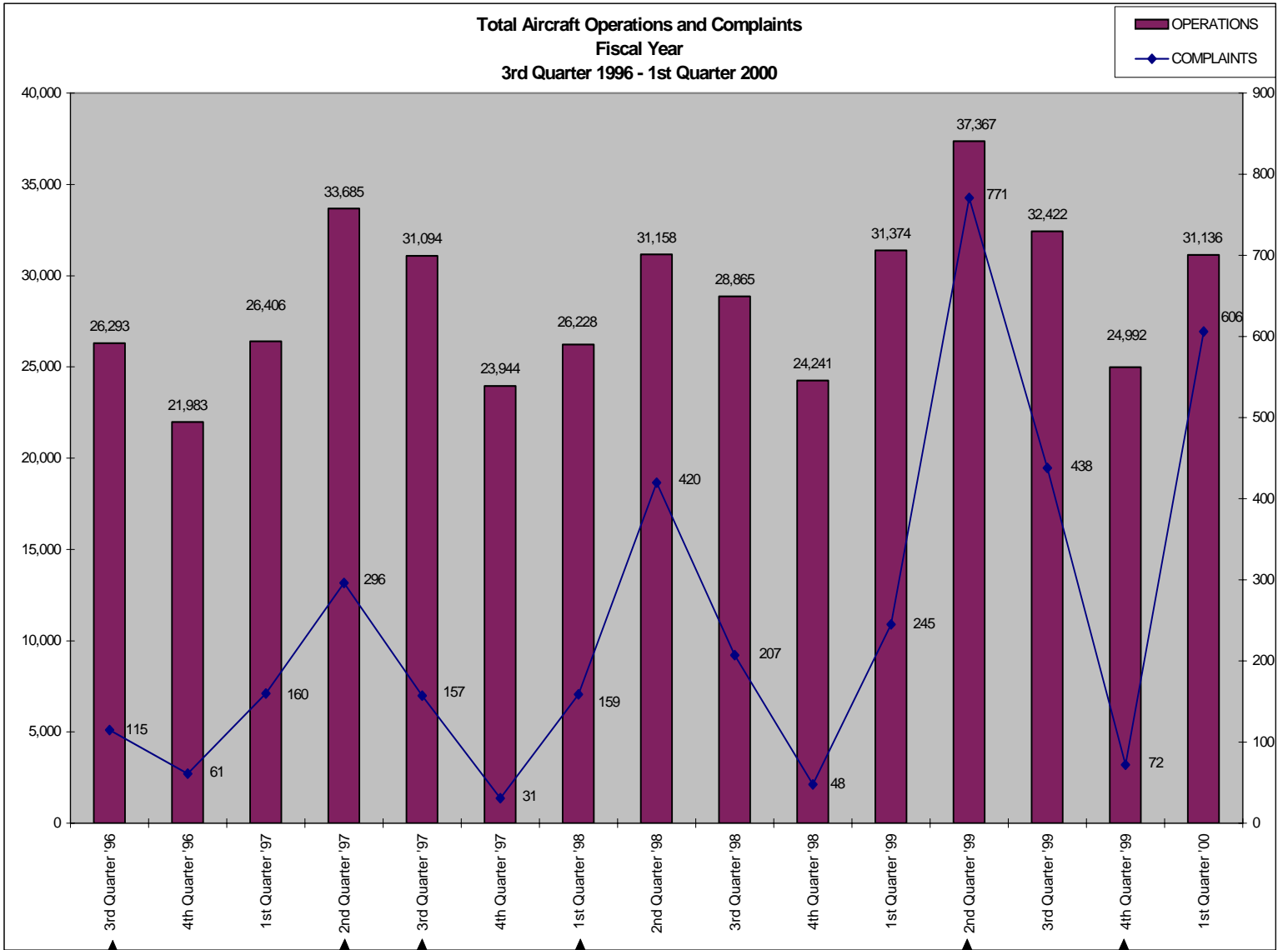
Noise Complaints

Compared to the previous quarter, noise complaints have increased from 82 to 194. Southwest Quadrant neighborhoods generated the most complaints during the Fiscal Second Quarter of 2004, with a total of 135 complaints. Other areas generated the following number of complaints: Northeast-4, Northwest-24 and Southeast-31.

Noise Complaints by Family

Fifty-four (54) different families made 194 complaints to the Noise Abatement Office during the Second Quarter of 2004. Five families made 87 calls, or 45% of the total complaints. Of the five families, three families were from the southwest (59 calls) and two families were from the southeast (28 calls).

Total Aircraft Operations and Complaints
Fiscal Year
3rd Quarter 1996 - 1st Quarter 2000



Voluntary Nighttime Curfew
 Stage 1 & 2 Jet Aircraft
 May 1996

Noise Compatibility
 Committee Formed
 January 1997

Jet Aircraft Noise Abatement
 Brochure Developed

Noise Compatibility Committee
 recommends total
 ban on Stage 1 jet aircraft

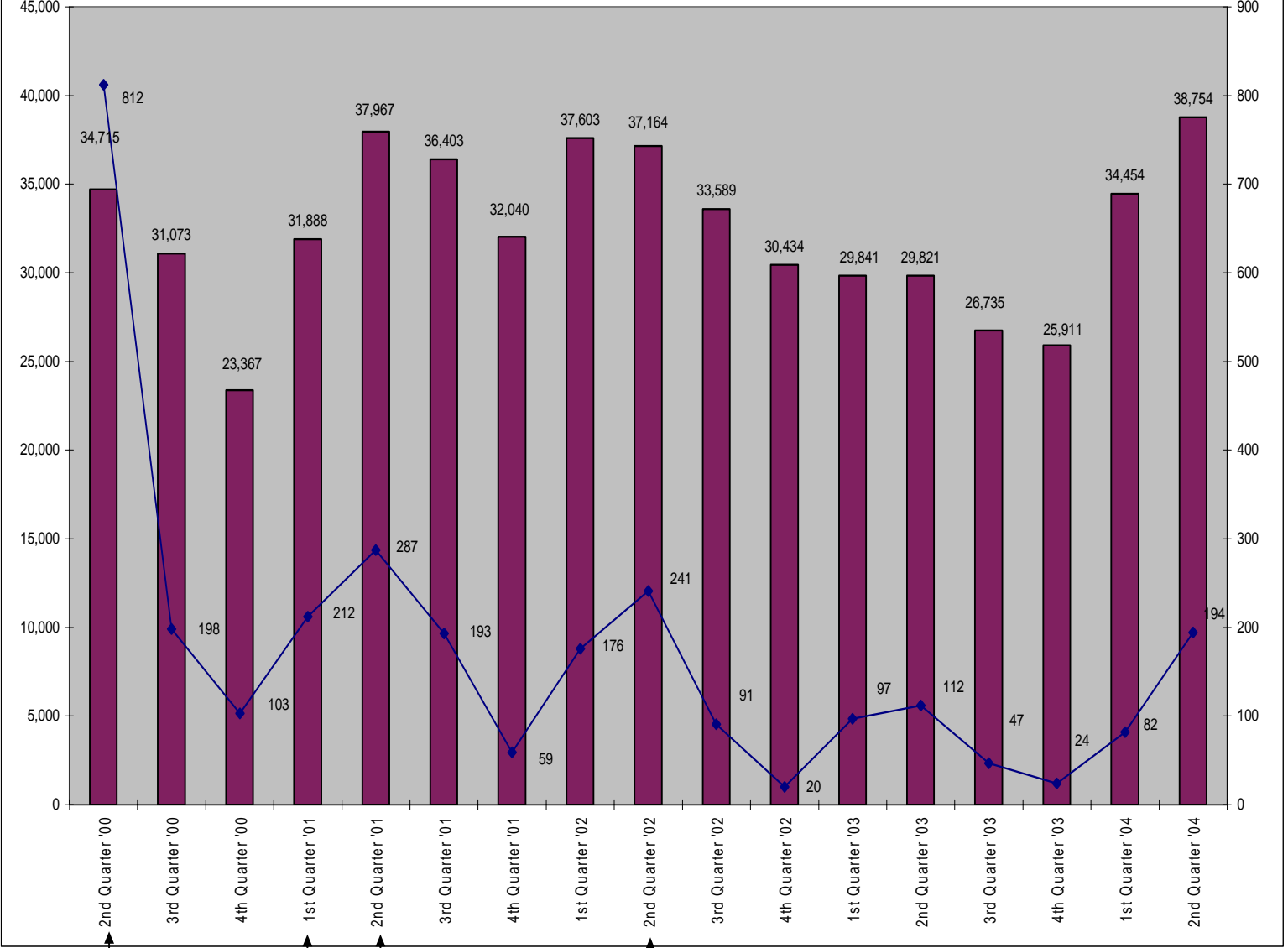
24 hour Stage 1 Jet Aircraft Ban
 begins
 March 1999

Part 161 Study for Operational Restrictions for
 Stage 2 Jet Aircraft Begins
 August 1999

Long-Term Noise Monitoring
 Program Begins
 July 1999

Total Aircraft Operations and Complaints
Fiscal Year
2nd Quarter 2000 - 2nd Quarter 2004

■ OPERATIONS
 ◆ COMPLAINTS



Part 161 Study for Operational Restrictions for Stage 2 Jet Aircraft Begins February 2000

Waiver Program for Stage 2 Aircraft Begins November 2000

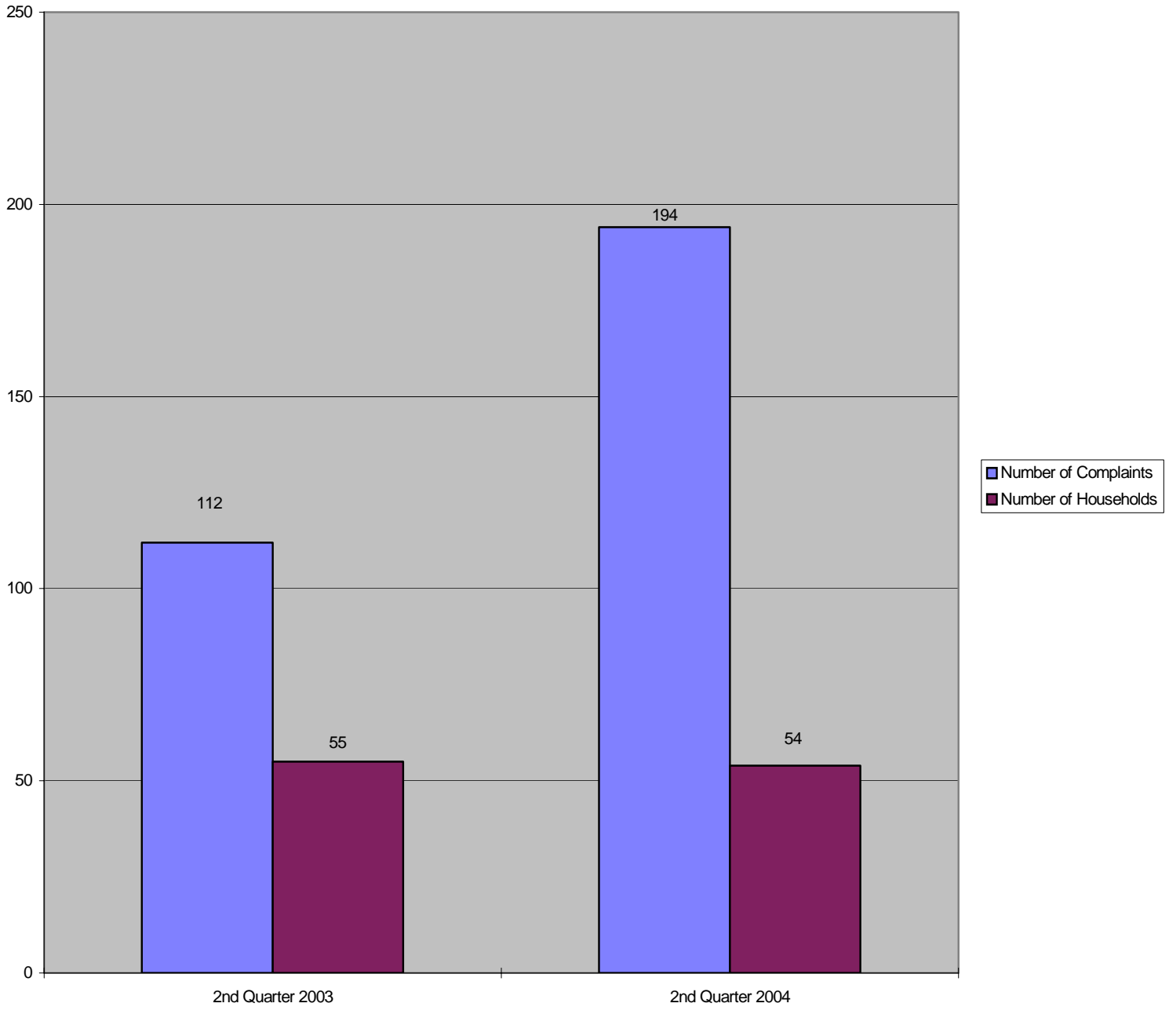
Ban on Stage 2 Jet Aircraft Begins (Non-enforcement) January 2001

Supplemental Analysis for the Part 161 Study begins March 2001

Enforcement of Stage 2 Jet Aircraft Ban Begins March 2002

Waiver Program for Stage 2 Aircraft Ends March 2002

**Number of Complaints vs. Number of Households
2nd QUARTER**



NOISE COMPLAINTS / OPERATIONS SUMMARY

APPENDIX C

MONTH: **January 2004**

DATE	7 AM - 10 PM							10 PM - 7 AM							TOTAL OPERATIONS			
	JET-HELO-PROP			JET OPS				JET-HELO-PROP			JET OPS							
	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)		AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	STAGE 3 OPERATIONS
Thu-01			229								14						3	243
Fri-02			441								10						1	451
Sat-03	4	4	453								14						7	467
Sun-04	4	4	361								7						4	368
Mon-05	1	1	406						2	2	8						4	414
Tue-06	1	1	391						1	1	5						3	396
Wed-07	1	1	365						1	1	7			2			2	372
Thu-08			430								10						3	440
Fri-09			415								7						2	422
Sat-10	1	1	220								7						1	227
Sun-11			363								6						1	369
Mon-12			337								8						2	345
Tue-13	1	1	441								5						2	446
Wed-14			399								4						1	403
Thu-15			396								9						4	405
Fri-16			437						1	1	11						3	448
Sat-17			359								4						2	363
Sun-18			137					2			7							144
Mon-19	20	20	375								5						3	380
Tue-20	5	5	356								8						1	364
Wed-21	1	1	448								15						1	463
Thu-22	1	1	416								16						5	432
Fri-23	7	8	461					2			9						3	470
Sat-24			364								13						4	397
Sun-25	2	2	315					2			4						2	319
Mon-26	1	1	352						1	1	12						4	364
Tue-27			168								8						2	176
Wed-28	2	2	382								12						4	394
Thu-29	1	1	420								11						3	431
Fri-30	2	2	432					2	2	2	7					2	3	439
Sat-31	1	1	198						1	1	3						1	201
TOTALS	56	57	11,287	0	0	0	16	6	8	8	266	0	0	0	2	2	81	11,553

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	56	8	64
Complaints	57	8	65
Operations (Ops)	11,287	266	11,553
%Events/Ops	0.5%	3.0%	0.6%
Complaints/events	1.0	1.0	1.0
% Complaints/Ops	0.5%	3.0%	0.6%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 4
EMS	H 26
Sheriff's Office	H 25
Mosquito Control	H 0
Mosquito Control	P 0
Public Service	J,H,P 55
Air Carrier & GA [Other]	H,P 130
Jet Operations	J 81
Night Ops - Total	J,H,P 266

RESTRICTIONS		Violations	Letters
Mandatory Restriction (MR)			
Runups: Maintenance		0	0
Jet Stage 1 day & night Ops		0	0
Jet Stage 2 day & night Ops		0	0
Voluntary Restriction (VR)			
Jet Stage 3 night Ops		5	5

NOISE COMPLAINTS / OPERATIONS SUMMARY

APPENDIX C

MONTH: February 2004

DATE	7 AM - 10 PM								10 PM - 7 AM								TOTAL OPERATIONS	
	JET-HELO-PROP			JET OPS					JET-HELO-PROP			JET OPS						
	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS		STAGE 3 OPERATIONS
Sun-01	9	12	447								6						4	453
Mon-02	7	7	315								2						2	317
Tue-03			470					2			8				1		3	478
Wed-04			475						2	3	13				1		5	488
Thu-05	4	4	429						3	3	13						6	442
Fri-06	3	3	442								9						3	451
Sat-07	2	2	297								6						1	303
Sun-08			372								3							375
Mon-09			488				2		1	1	10						7	498
Tue-10	1	1	567								10						2	577
Wed-11	1	1	589					2	2	2	17						9	606
Thu-12	4	4	497								6						2	503
Fri-13	4	5	335						2	2	5						5	340
Sat-14			303						1	1	14						7	317
Sun-15	2	2	326								4						3	330
Mon-16	1	1	653						1	1	12						7	665
Tue-17			383								7						4	390
Wed-18			366								14						4	380
Thu-19			439				2				16						3	455
Fri-20	1	1	471								11						4	482
Sat-21	3	3	388						1	1	9						2	397
Sun-22	6	13	470				2		1	1	9						2	479
Mon-23	1	1	432				2				8						2	440
Tue-24	2	3	451				2		1	1	15						7	466
Wed-25			155								13						4	168
Thu-26	2	2	410						7	8	10			2			5	420
Fri-27	1	1	383						1	1	11						5	394
Sat-28			407					2			12						4	419
Sun-29			433								7						1	440
TOTALS	54	66	12,193	0	0	0	10	6	23	25	280	0	0	0	4	0	113	12,473

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	54	23	77
Complaints	66	25	91
Operations (Ops)	12,193	280	12,473
%Events/Ops	0.4%	8.2%	0.6%
Complaints/events	12	11	12
% Complaints/Ops	0.5%	8.9%	0.7%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	4
EMS	H	7
Sheriff's Office	H	21
Mosquito Control	H	0
Mosquito Control	P	0
Public Service	J,H,P	32
Air Carrier & GA [Other]	H,P	135
Jet Operations	J	113
Night Ops - Total	J,H,P	280

RESTRICTIONS		Violations	Letters
Mandatory Restriction (MR)			
Runups: Maintenance		0	0
Jet Stage 1 day & night Ops		0	0
Jet Stage 2 day & night Ops		0	0
Voluntary Restriction (VR)			
Jet Stage 3 night Ops		10	10

NOISE COMPLAINTS / OPERATIONS SUMMARY

APPENDIX C

MONTH: March 2004

DATE	7 AM - 10 PM							10 PM - 7 AM							TOTAL OPERATIONS			
	JET-HELO-PROP			JET OPS				JET-HELO-PROP			JET OPS							
	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)		AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	STAGE 3 OPERATIONS
Mon-01			379								15						4	394
Tues-02			431								12						5	443
Wed-03	1	1	479								11						6	490
Thur-04	1	1	423								10						3	433
Fri-05	1	1	414								6						2	420
Sat-06	2	3	447		2				1	1	9					2	4	456
Sun-07	2	2	383								7						4	390
Mon-08			451								8						3	459
Tues-09			464								6						2	470
Wed-10			459								11						2	470
Thur-11			560				2				9						2	569
Fri-12			555					2	1	2	20					1	6	575
Sat-13	1	1	464					2			12					1	4	476
Sun-14	4	4	432					2			8						1	440
Mon-15			422								10						5	432
Tues-16			268								7						3	275
Wed-17	2	3	499				2	2	1	1	14				2		1	513
Thur-18			561					2			9						3	570
Fri-19	2	2	583						1	1	10						5	593
Sat-20			480								14						5	494
Sun-21			517					2			8						2	525
Mon-22	1	1	490						1	1	5						2	495
Tues-23	1	2	463					2			9						3	472
Wed-24			430								14						7	444
Thur-25			414								6						2	420
Fri-26			489								11						2	500
Sat-27	2	2	553								12						2	565
Sun-28	5	5	531								7						2	538
Mon-29			453								15						6	468
Tues-30	2	2	451					2			9						3	460
Wed - 31	2	2	461					2			18						4	479
TOTALS	29	32	14,406	0	2	0	10	16	5	6	322	0	0	0	2	4	103	14,728

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	29	5	34
Complaints	32	6	38
Operations (Ops)	14,406	322	14,728
%Events/Ops	0.2%	1.6%	0.2%
Complaints/events	1.1	1.2	1.1
% Complaints/Ops	0.2%	1.9%	0.3%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	6
EMS	H	10
Sheriff's Office	H	33
Mosquito Control	H	0
Mosquito Control	P	0
Public Service	J,H,P	49
Air Carrier & GA [Other]	H,P	170
Jet Operations	J	103
Night Ops - Total	J,H,P	322

RESTRICTIONS		Violations	Letters
Mandatory Restriction (MR)			
Runups: Maintenance		0	0
Jet Stage 1 day & night Ops		0	0
Jet Stage 2 day & night Ops		1	1
Voluntary Restriction (VR)			
Jet Stage 3 night Ops		4	3

**RECURRING NOISE MONITORING PROGRAM RESULTS
JANUARY 1 – MARCH 31, 2004**

The purpose of this program is to conduct recurring monitoring sessions at selected locations in the airport environs to assist the Naples Airport Authority in identifying any changes in patterns and levels of noise exposure from season to season and year to year. Section I provides a basic description of activity noted during the monitoring period. Section II provides an activity comparison between quarters and a seasonal year-to-year comparison. Section III includes the quarterly decibel levels measured each quarter and a map depicting the monitoring locations and results from the most current monitoring period.

This program includes the following goals:

- Provide an objective basis for identifying long-term changes in noise exposure to correlate the changes in activity levels, facilities, airline schedules, airport rules, etc.
- Provide an objective basis for identifying seasonal variation in noise exposure.
- Provide an objective basis for evaluating geographic variation in noise exposure.
- Provide the interested public with useful, understandable, geographically representative information on long-term noise exposure patterns.
- Address the preceding technical objectives in the most efficient manner possible.

Staff spent several hours at the six locations*, specifically documenting aircraft operations and determining what other sources produce significant sound levels in the vicinity of the monitors. Every source will contribute to the overall DNL results, as these sources may be louder than aircraft operations. Any type of “exceedance” occurring during these monitoring periods was noted. An exceedance is an event caused by any type of source (car, aircraft, or siren) which triggers the noise monitor to begin recording an event. An exceedance is only recorded if it lasts greater than five (5) seconds, and is louder than the threshold set on the monitor. During this round of monitoring, all monitor thresholds were set at 60 decibels to get as close as possible to the ambient background noise level at each site.

*Staff did set-up the noise monitor at site 2A (Pulling Property) but due to a malfunction, accurate data was not obtained.

SECTION I – QUARTERLY SITE ACTIVITY SUMMARY

All locations were monitored for approximately a ten day period, and staff were present at each location at least three times for various periods, noting exceedances, sound exposure levels *(SEL) of various types of aircraft and background noise levels. Staff has also been able to provide noise monitor briefings, as well as, information about noise issues at the airport. The following SEL's and overall background noise levels noted in Section III were verified by staff during the on-site visits.

* The Sound Exposure Level (SEL) is defined as a summation of the "A-weighted" sound energy over the duration of a noise event, where the duration is defined as the time when the sound level first exceeds a threshold level (in this case it's 60 dB) to the time that the sound level drops back down below the threshold. This energy is then squeezed into a one-second interval and the resulting energy level is called the SEL.

Below is a representative list of Sound Exposure Level (SEL) observations made at three sites. The event duration was added to the table below because the duration of the event directly impacts the Sound Exposure Level.

Aircraft Arriving at Airport:

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Village Green / 1 ½ miles SW of airport	Twin Engine King Air	81.3 decibels	16.15
Village Green / 1 ½ miles SW of airport	Hawker Jet	83.0 decibels	20.65
Village Green / 1 ½ miles SW of airport	Challenger Jet	84.0 decibels	21.12
Village Green / 1 ½ miles SW of airport	Learjet 24 (Air Ambulance)	80.8 decibels	20.75

Aircraft Departing Airport:

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Springwood / ½ mile SE of airport	Twin Engine Baron	91.5 decibels	30.00
Springwood / ½ mile SE of airport	Single Engine Cherokee	73.4 decibels	13.31
Springwood / ½ mile SE of airport	Single Engine Cessna	77.2 decibels	48.53
Wyndemere/ 2 ¼ miles NE of airport	Twin Engine Sencea	78.8 decibels	22.71
Wyndemere/ 2 ¼ miles NE of airport	Learjet 23 (Air Ambulance)	85.2 decibels	37.68

SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

Noise Monitoring Site Summary Comparison between the Fiscal First Quarter of 2004 and the Fiscal Second Quarter of 2004, and a comparison between the same period last year.

A comparison of the five monitoring sites revealed that the DNL increased at two sites and decreased at two sites when compared to last quarter (data not available for one site for this comparison). The DNL increased at one site, decreased at three sites and remained the same at one site, when compared to same period last year (data not available for one site for this comparison). Below is a summary of each site. The changes in background noise are speculative unless staff observed changes in area construction levels, vehicular traffic or other activity. A more complete comparison is now available to compare the same time period on an annual basis, versus a seasonal basis.

The following guidelines may be helpful in interpreting community response to changes in DNL above 55 dB.

<u>Change in DNL</u>	<u>Community Response</u>
0 – 2 dB's	May be noticeable
2 – 5 dB's	Generally noticeable
Over 5 dB's	A change in community reaction is likely

Site 1 – The DNL appears to have increased by 6.0 decibels during the Fiscal Second Quarter. When compared to the same period last year the DNL has increased by 4.8 decibels. The background noise at this site has increased by 0.9 decibels.

Site 2A – The noise monitor was set-up at this site but due to a malfunction, accurate data was not obtained.

Site 3 – This site produced a DNL of 60.6 decibels. When compared to the same period last year there is an increase of 0.3 decibels. Background noise level at this site increased 1.1 decibels when compare to the Fiscal Second Quarter of 2003. Data for previous quarter comparison is unavailable.

Site 4 – The DNL at this site was 56.9 decibels, which is a 2.8-decibel decrease when compared to the previous quarters. Comparison to the previous same period last year is unavailable. Background noise level also decreased by 2.6 decibels.

Site 5 – This site produced a DNL of 54.3 decibels. This data is an increase of 3.3 decibels when compared to the previous quarter and an increase of 1.7 decibels when compared to the same period last year. The background noise level at this site has decreased by 3.5 decibels when compared to the Fiscal First Quarter of 2004.

Site 6 – This site was removed from the list of noise monitoring sites.

Site 7 – The DNL at this site increased by 0.2 decibels. When compared to the same quarter last year there is a decrease of 2.6 decibels. There was a 0.2-decibel decrease in background noise at this site when compared to the previous quarter and a 3.3-decibel increase when compared to the same period last year.

DNL Comparison			
Site	Second Quarter 2003	First Quarter 2004	Second Quarter 2004
1	58.0 dB	56.8 dB	62.8 dB
2A	59.3 dB	59.1 dB	N/A
3	60.3 dB	N/A	60.6 dB
4	N/A	59.7 dB	56.9 dB
5	52.6 dB	51.0 dB	54.3 dB
7	61.9 dB	59.1 dB	59.3 dB

SECTION III
NOISE MONITORING SITE SUMMARY
Fiscal Year

SITES	2nd Quarter Jan. - Mar. 2003		3rd Quarter Apr. - June 2003		4th Quarter July - Sept. 2003		1st Quarter Oct. - Dec., 2004		2nd Quarter Jan. - Mar. 2004	
	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total
	1 Springwood-East Naples	47.4	58	48.4	58.8	48.9	62.1	46.4	56.8	47.3
2A Pulling Property	46.3	59.3	N/A	N/A	46.1	57.8	49.2	59.1	N/A	N/A
3 First Presbyterian Church - 6th St. South	46.4	60.3	46.9	59	47.4	59.6	N/A	N/A	47.5	60.6
4 Village Green - 11th Avenue South	N/A	N/A	N/A	N/A	N/A	N/A	46.4	59.7	43.8	56.9
5 The Conservancy	40.4	52.6	N/A	N/A	43.7	55	45.5	51	42	54.3
7 Wyndemere CC	45.5	61.9	45.3	56.6	38	53.9	49	59.1	48.8	59.3

Bkgrnd - The background noise level or the quietest level that would be experienced in the absence of most significant noise-producing human activity.

Total - Total noise as it occurs over a 24-hour period, adding a 10-decibel penalty to sound events occurring at night between the hours of 10:00 PM and 7:00 AM.