



**CITY OF NAPLES AIRPORT AUTHORITY**

**QUARTERLY NOISE REPORT**

NUMBER 34

For the period

April 1, 2005 through June 30, 2005

Prepared by  
Airport Operations

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**PART I  
AIRCRAFT OPERATIONS**

**INTRODUCTION**

This is the thirty-fourth 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 six (6) 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 air carrier traffic, compared to the previous quarter, has decreased by 41%. General aviation activity has decreased by 11%. Total traffic decreased by 14%, from 49,138 operations to 42,107. The daily average for the Third Quarter was 463 operations.

**This Quarter Compared to the Same Period One Year Ago**

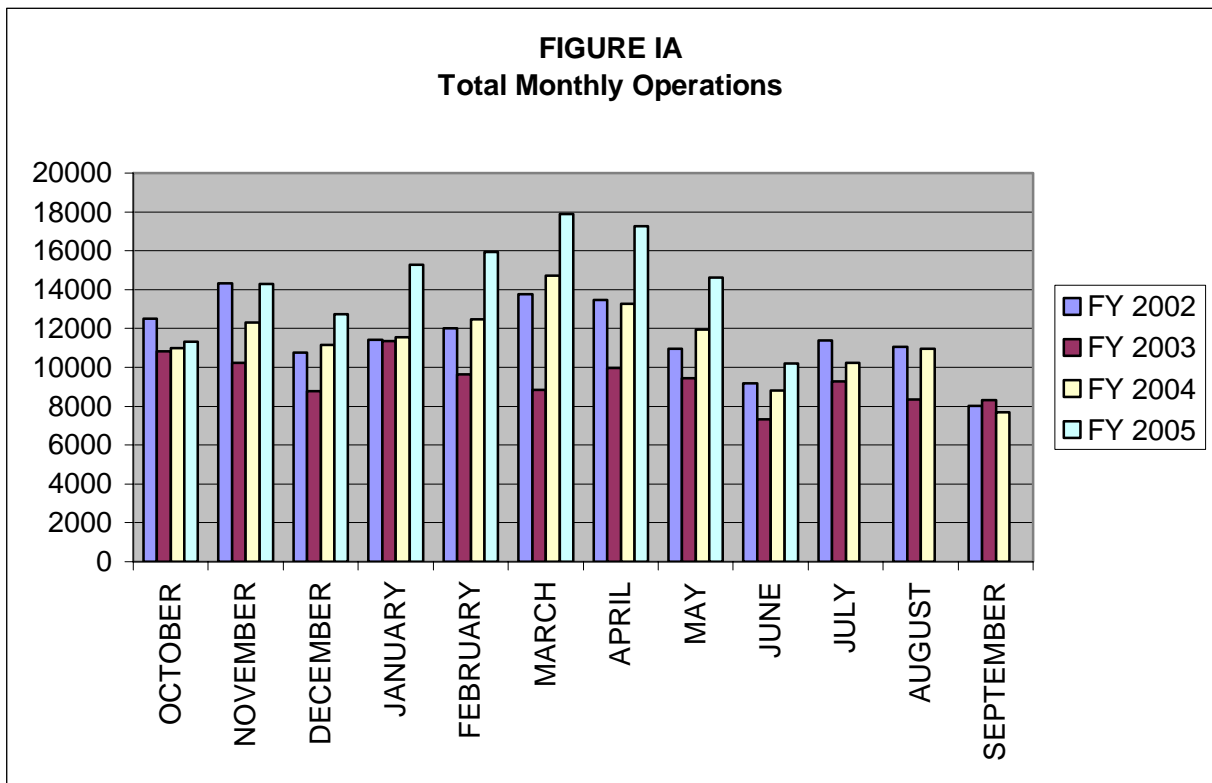
Compared to the same period last year, air carrier traffic has increased by 37% and general aviation air traffic has increased 23%. Total air traffic operations increased by 24% from 34,026 operations to 42,107.

**Table I**

**AIRPORT TRAFFIC SUMMARY**  
**Landings and Takeoffs**  
 Fiscal Years 2004-2005

YEAR	AIR CARRIER	GENERAL AVIATION	MILITARY	TOTAL TRAFFIC	DAILY AVERAGE
<b>2004</b>					
APRIL	1,259	11,947	57	13,263	442
MAY	876	11,035	27	11,938	385
JUNE	331	8,475	19	8,825	294
TOTALS FOR 3rd QUARTER	2,466	31,457	103	34,026	374
JULY	287	9,936	13	10,236	330
AUGUST	269	10,682	19	10,970	354
SEPTEMBER	375	7,309	4	7,688	256
TOTALS FOR 4th QUARTER	931	27,927	36	28,894	313
TOTALS FOR FY04	10,472	125,407	249	136,128	370
<b>2005</b>					
OCTOBER	700	10,601	11	11,312	365
NOVEMBER	1,370	12,907	2	14,279	476
DECEMBER	1,311	11,431	8	12,750	411
TOTALS FOR 1st QUARTER	3,381	34,939	21	38,341	417
JANUARY	1,689	13,588	9	15,286	493
FEBRUARY	1,856	14,076	25	15,957	570
MARCH	2,149	15,734	12	17,895	577
TOTALS FOR 2nd QUARTER	5,694	43,398	46	49,138	547
APRIL	1,854	15,408	6	17,268	576
MAY	863	13,751	13	14,627	472
JUNE	654	9,546	12	10,212	340
TOTALS FOR 3rd QUARTER	3,371	38,705	31	42,107	463

Figure IA below illustrates the airport's month-by-month total operational levels for fiscal years 2002, 2003, 2004 and 2005.



There was a 24% increase in overall airport operations during the Third Quarter of 2005, when compared to the same period in 2004.

### Night Time Operations

Figure IB, below, illustrates the airport's total nighttime (10:00 PM – 7:00 AM) operational levels for fiscal year 2002, 2003, 2004 and 2005.

Total nighttime operations have decreased 3% in the Third Quarter of 2005 when compared to the Third Quarter 2004 statistics, although jet operations occurring at night increased by 105 operations (this was due to the 118 jet operations from Delta). Single and multi-engine aircraft operations decreased by 19%.

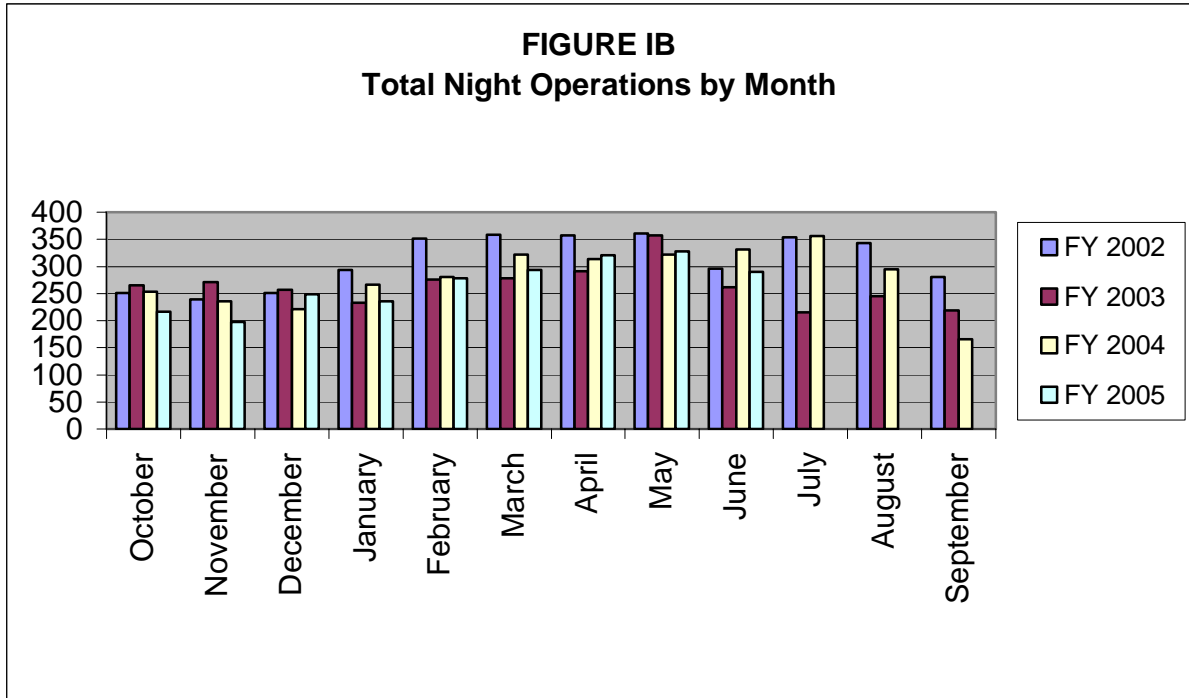


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have decreased by 28 total operations when compared to the same time last year.

As compared to the same time last year, the number of air ambulance operations have decreased by two (2) operations. Single and Multi-engine aircraft operations have decreased by 19%. The Public Service operations represent 21% of the activity occurring at night.

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

Activity	3 <sup>rd</sup> 2004	4 <sup>th</sup> 2004	1 <sup>st</sup> 2005	2 <sup>nd</sup> 2005	3 <sup>rd</sup> 2005
<b>Jets</b>					
Air Ambulance	2	2	1	4	0
Air Carrier	0	0	11	85	118
GA	177	79	183	306	166
<b>Subtotal Jets</b>	<b>179</b>	<b>81</b>	<b>195</b>	<b>395</b>	<b>284</b>
<b>Single &amp; Multi-engine (includes air carrier &amp; GA)</b>	<b>571</b>	<b>417</b>	<b>289</b>	<b>299</b>	<b>461</b>
<b>Public Service</b>					
Mosquito Control Operations	72	210	42	8	74
Collier Sheriff's Office	81	70	81	70	89
EMS	64	39	55	33	31
Coast Guard	0	0	0	0	0
<b>Subtotal Public Service</b>	<b>217</b>	<b>319</b>	<b>178</b>	<b>111</b>	<b>194</b>
<b>Total</b>	<b>967</b>	<b>817</b>	<b>662</b>	<b>805</b>	<b>939</b>

## **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**

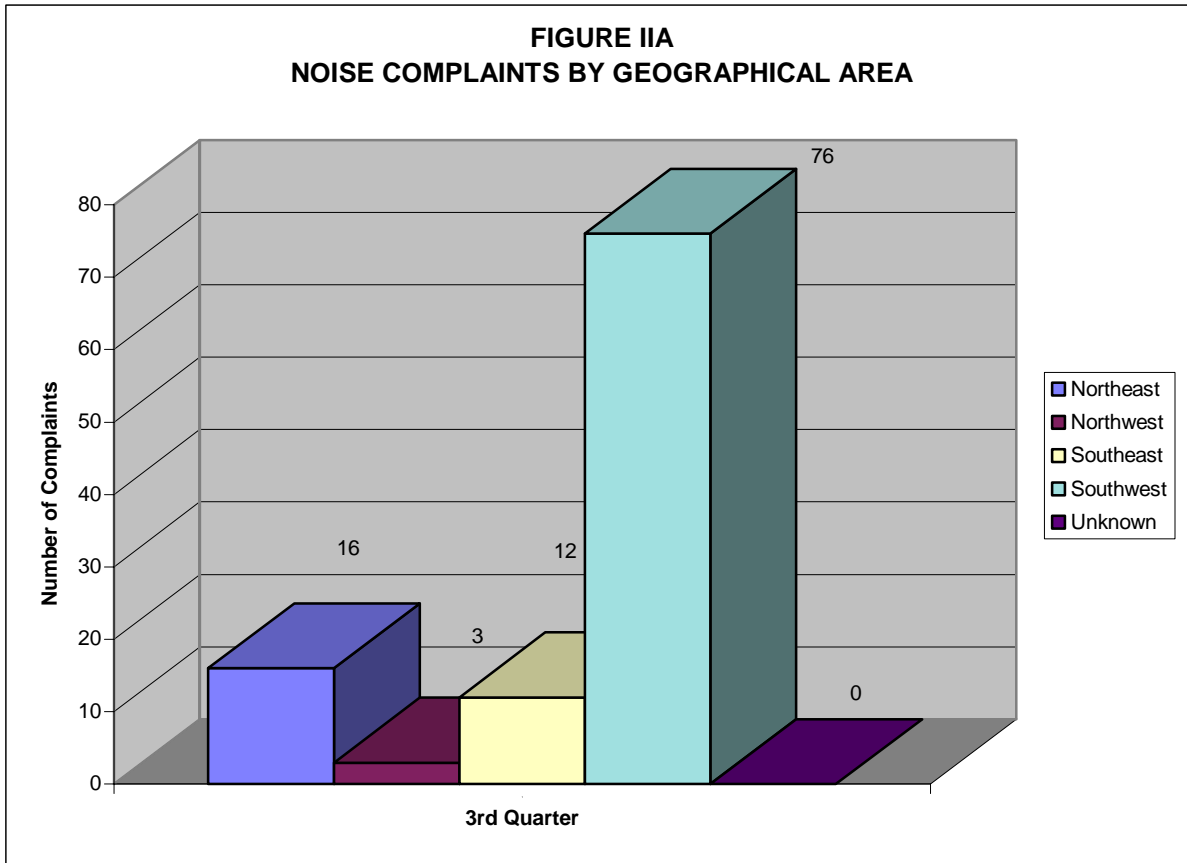
This quarter's noise complaints, compared to the previous quarter, have decreased from 221 to 107. Complaints received from neighborhoods to the northeast of the airport have increased by 2, from the northwest they have decreased by 5, from the southeast they have increased by 4, and from the southwest decreased by 109.

### **This Quarter Compared to the Same Period One Year Ago**

Compared to the same period last year, the total number of complaints increased by 49 calls. Complaints received from neighborhoods to the northeast of the airport have increased by 11, from the northwest they have decreased by 5, from the southeast increased by 4, from the southwest increased by 41, and unknown location complaints have decreased by 2. Total complaints received have increased from 58 to 107.



Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the Third Quarter of 2005. Total complaints for this quarter have increased 85% when compared to the same period one year ago.



### PART III COMPLAINTS BY TIMEFRAME

Figure IIIA, below, depicts noise complaints for the Third Quarter according to the time of the single event. The rise in complaints during the 2:00 to 7:00 AM hours were a result of Mosquito Control spraying. Thirty-nine percent (39%) of the total complaints were received during the voluntary curfew hours, which accounts for less than two percent (2%) of the total number of operations occurring during the Third Quarter of 2005.

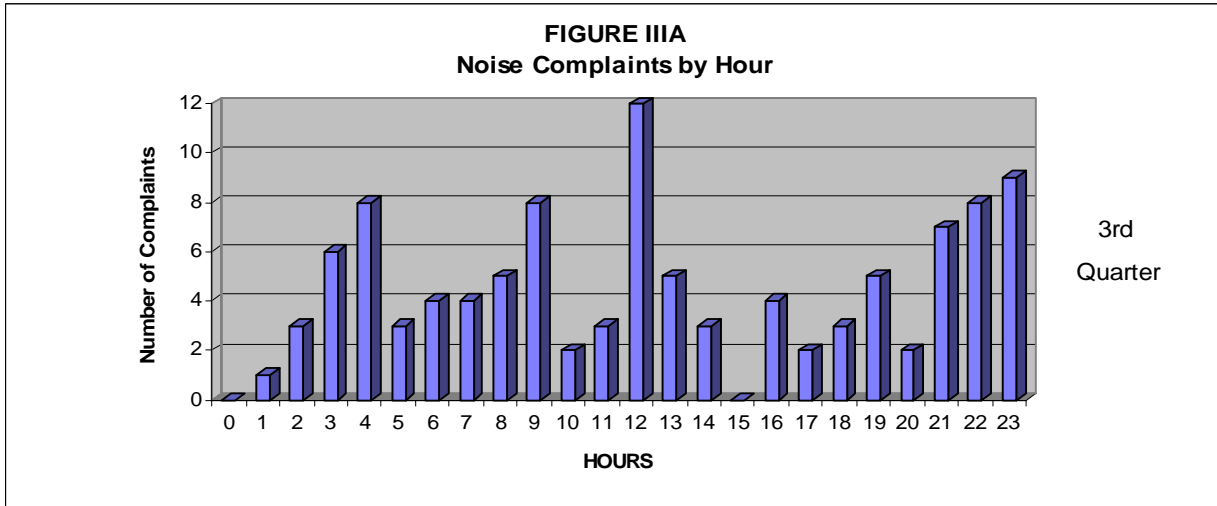
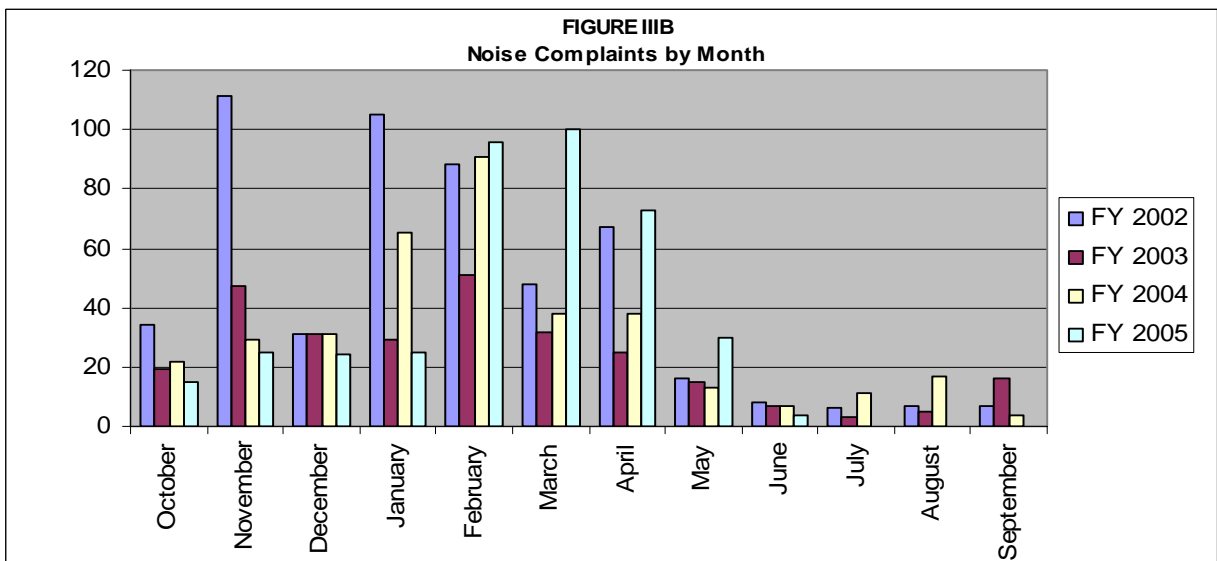


Figure IIIB below, illustrates the airport's complaint volume for fiscal years 2002, 2003, 2004 and 2005.



**PART IV  
COMPLAINTS BY OPERATIONAL SOURCE**

Figure IVA below, indicates what types of aircraft the complainants were calling about. Forty-nine percent (49%) of the complaints were in regards to jet aircraft operations and of the total complaints received from jet aircraft operations, seven percent (7%) were from Stage 2 air ambulance operations.

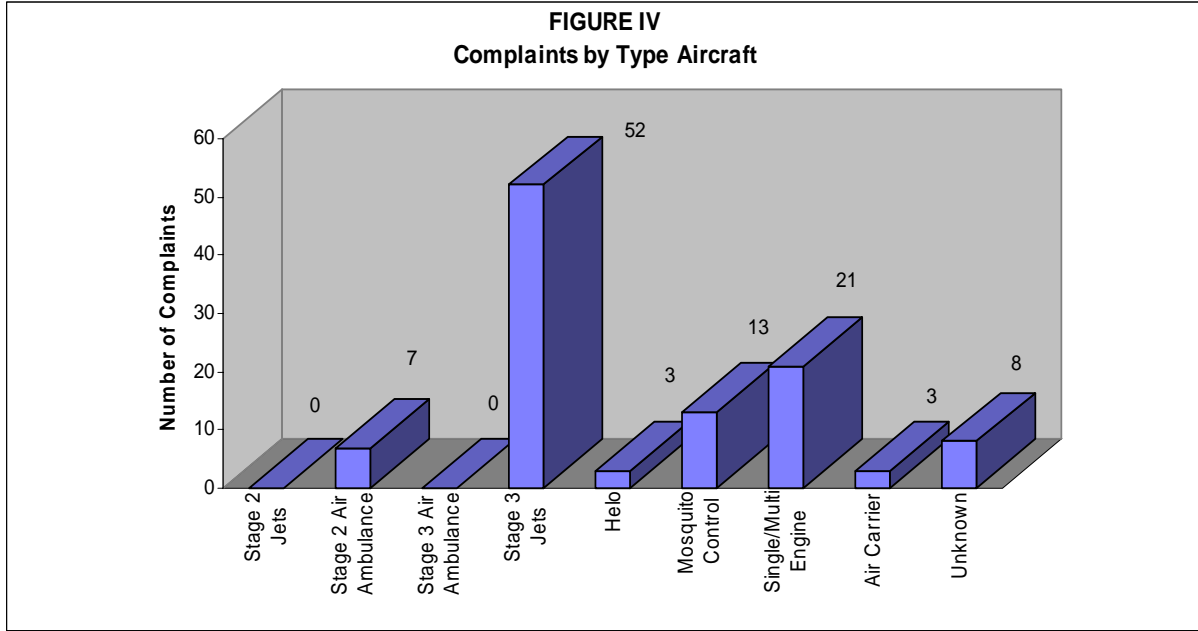
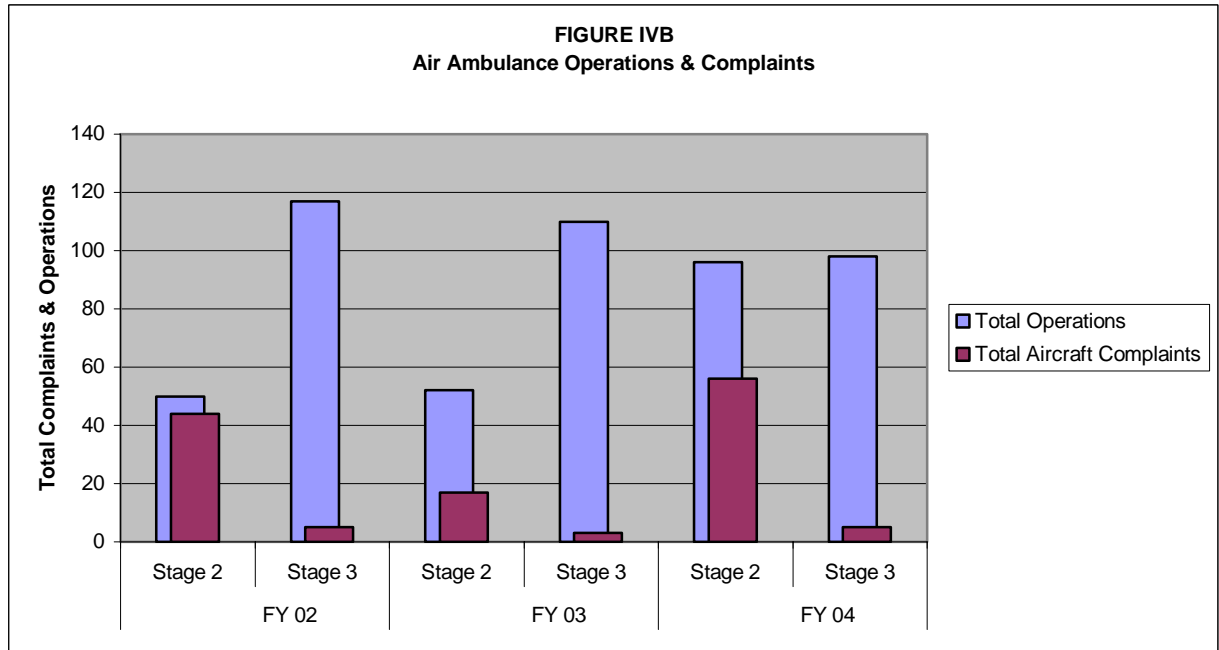
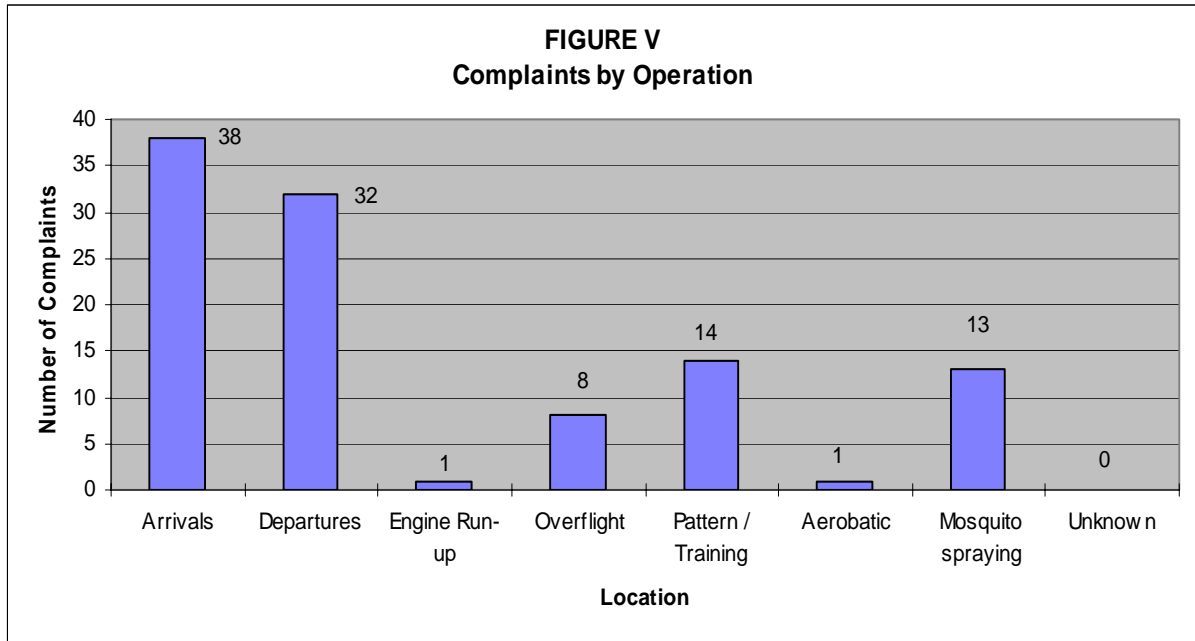


Figure IVB, below, depicts operations and noise complaints received from Stage 2 and Stage 3 Air Ambulances during FY 2002, 2003 and 2004.



**PART V  
COMPLAINTS BY OPERATION**

Figure V, below, shows the operational source of the noise complaints from the Third Quarter of 2005.



## SUMMARY

### **Air Traffic**

Compared to the previous quarter, air carrier traffic has decreased 41%, general aviation traffic has decreased by 11%, and total air traffic has decreased by 14%. Compared to the same period one year ago, air carrier traffic increased 37%, general aviation operations have increased by 23%, and total traffic has increased 24%.

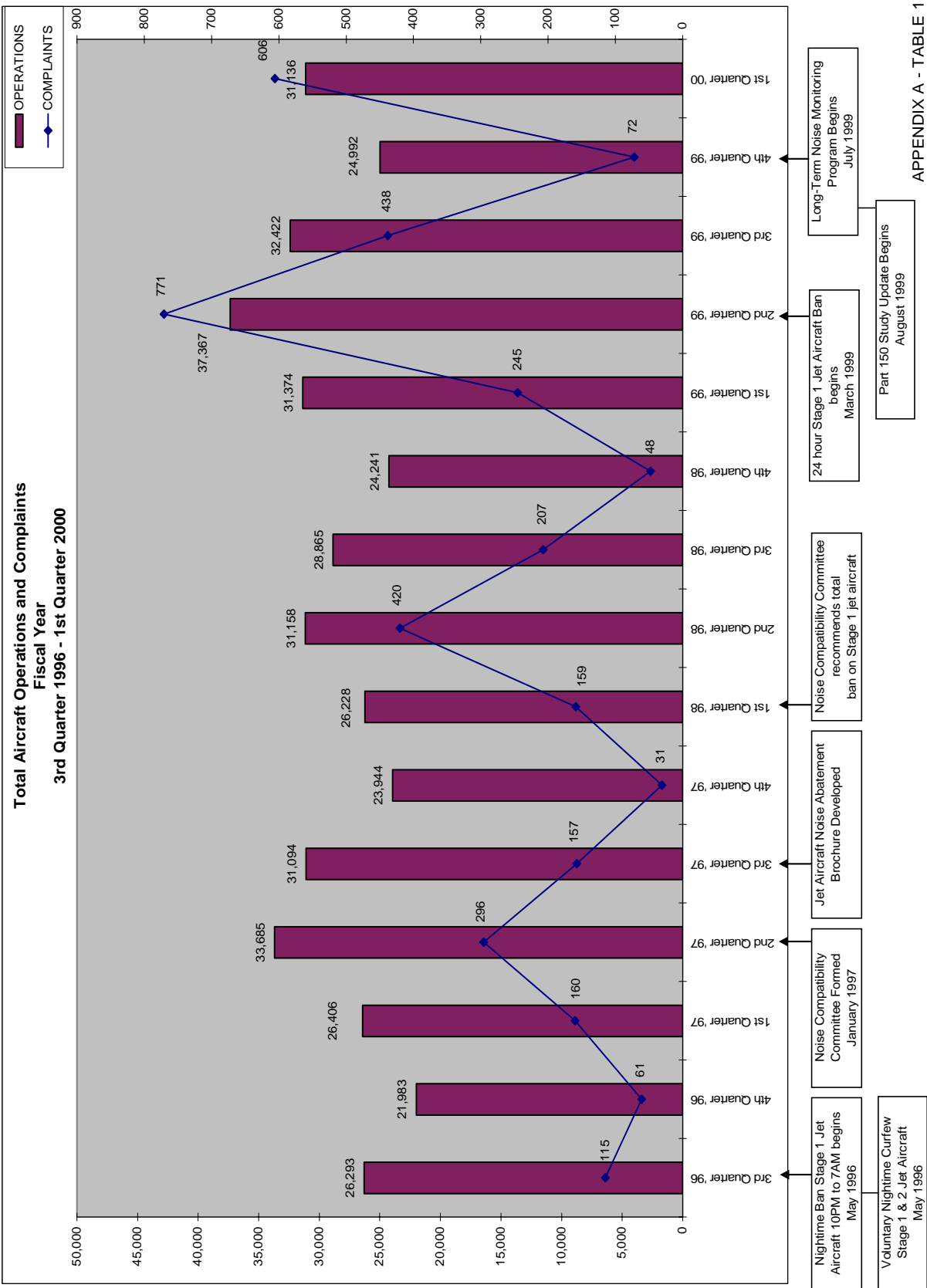
Thirteen percent (13%) of the total nighttime operations were attributed to Emergency Services helicopters and air ambulance jet aircraft. Jet aircraft operations at night have increased by one hundred and five (105) operations when compared to same period last year. This increase was due to the increase in Delta's CRJ operations from zero (0) in the Third Quarter of 2004 to one hundred and eighteen (118) during this quarter. Single and multi-engine aircraft operations have decreased by 110 operations and Mosquito Control operations have increased by 2 operations. Overall nighttime operations have decreased by 28 operations when compared to last year, even with the addition of the Delta's operations.

### **Noise Complaints**

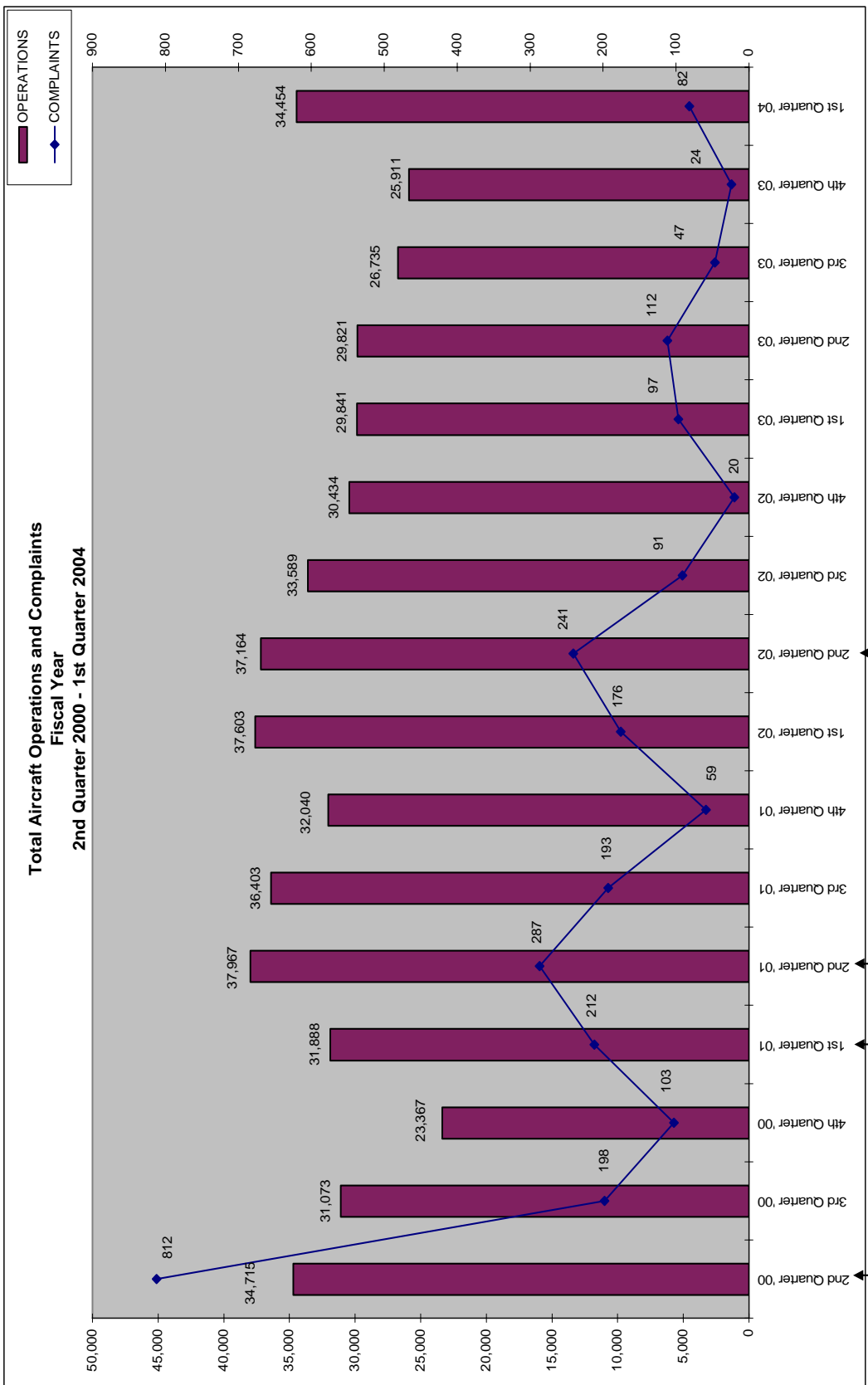
Compared to the previous quarter, noise complaints have decreased from 221 to 107. Southwest Quadrant neighborhoods generated the most complaints during the Fiscal Third Quarter of 2005, with a total of 76 complaints. Other areas generated the following number of complaints: Northeast-16, Northwest-3, Southeast-12 and Unknown location-0.

### **Noise Complaints by Family**

Sixty-four (64) different families made 107 complaints to the Noise Abatement Office during the Third Quarter of 2005. Three families made 28 calls, or 26% of the total complaints. All three families were located to the southwest of the airport.



APPENDIX A - TABLE 1



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

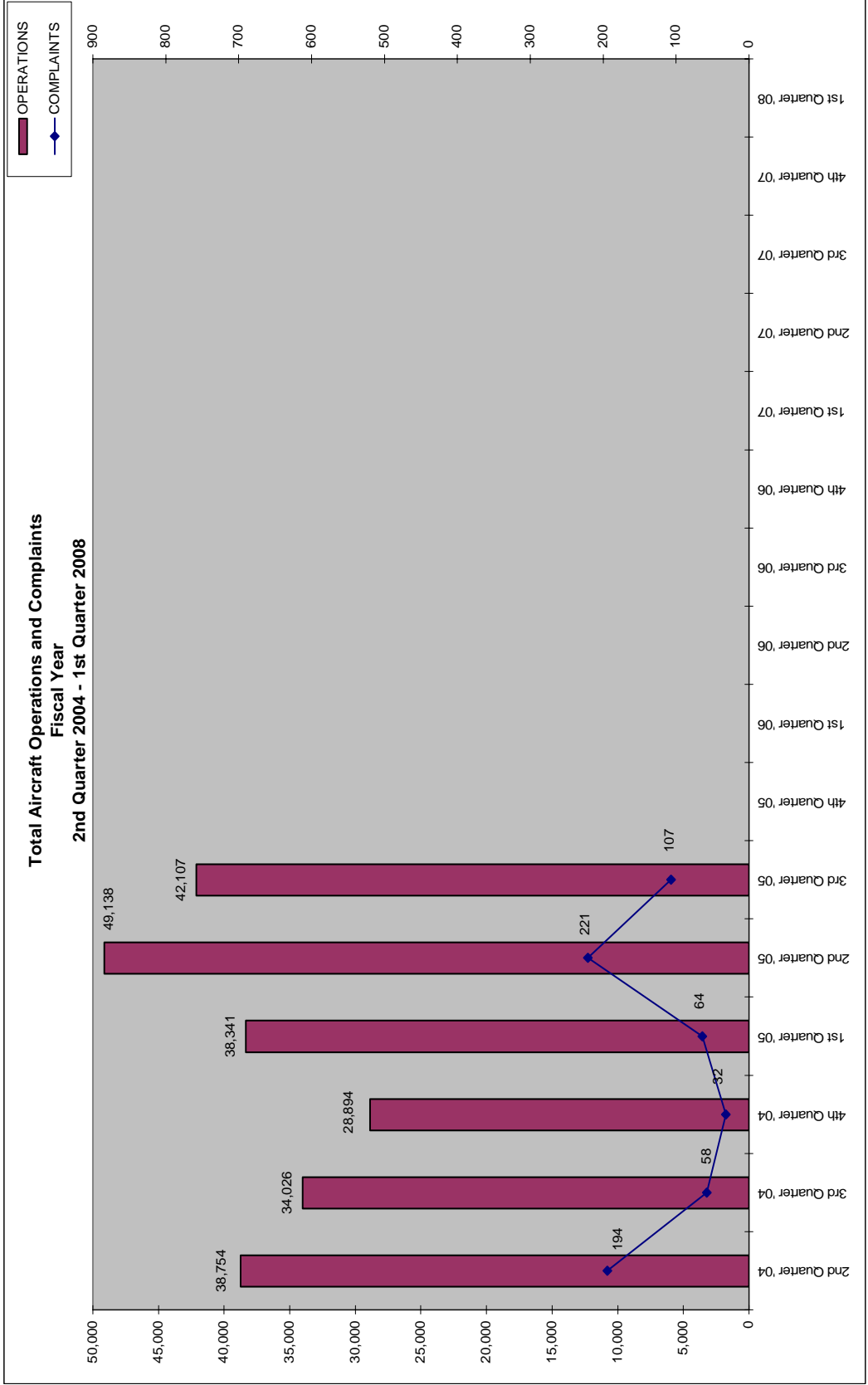
Waiver Program for Stage 2 Aircraft Begins November 2000

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

Supplemental Analysis for the Part 161 Study begins March 2001

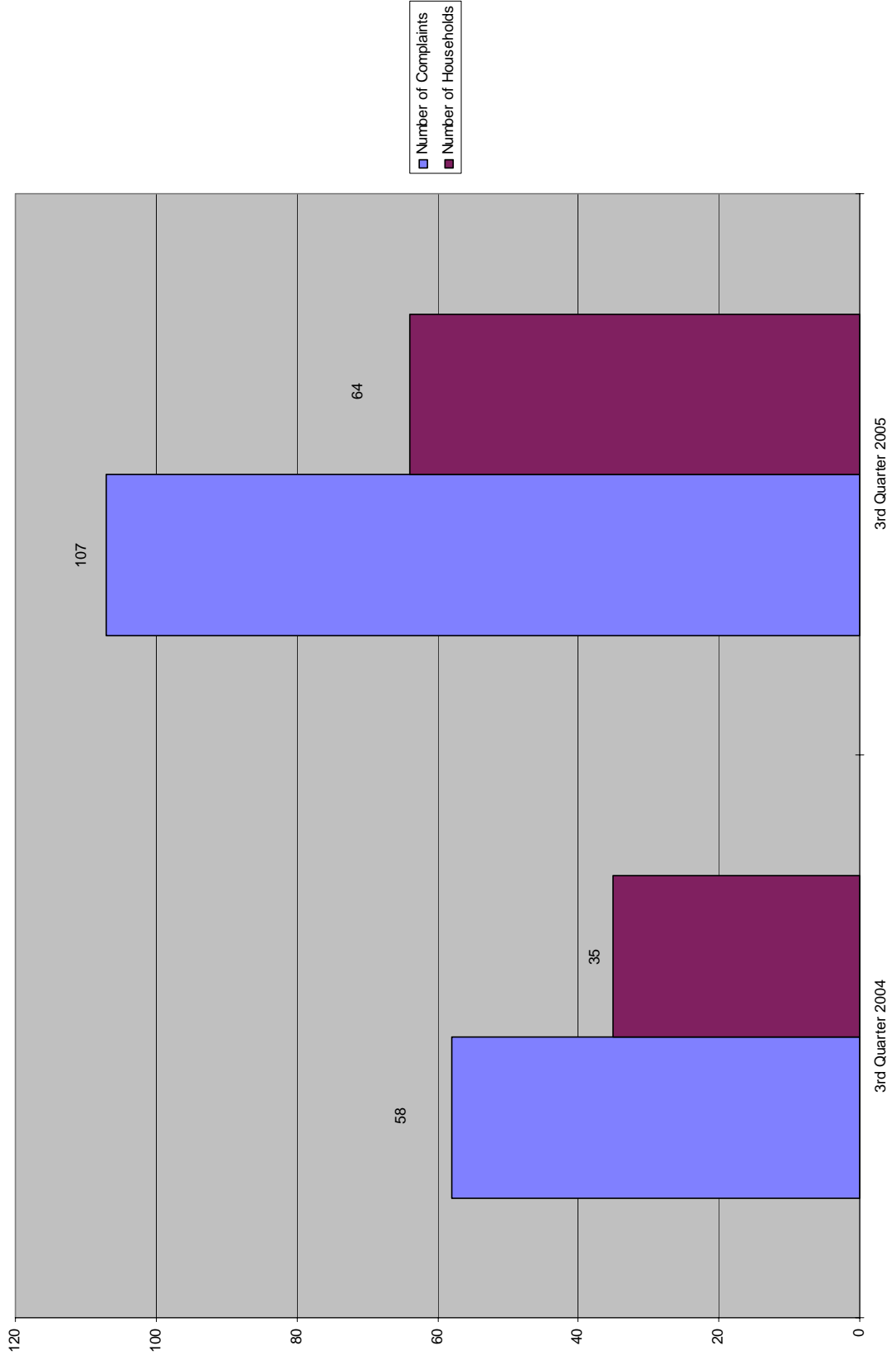
Enforcement of Stage 2 Jet Aircraft Ban Begins March 2002

Waiver Program for Stage 2 Aircraft Ends March 2002





Number of Complaints vs. Number of Households  
3RD QUARTER



# NOISE COMPLAINTS & OPERATIONS SUMMARY

Appendix C

MONTH: April 2005

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
Fri-01			610						1	11	13						4	623
Sat-02			284						1	1	9						5	293
Sun-03	1	1	616								8						3	624
Mon-04			606								11						5	617
Tues-05			663						1	1	17						4	680
Wed-06			609								18						7	627
Thur-07			454								6						3	460
Fri-08			581						2	2	17						9	598
Sat-09	2	2	529						6	7	16						4	545
Sun-10	9	9	616						1	1	6						6	622
Mon-11	3	5	521						2	2	13						5	534
Tues-12	1	2	711						1	1	10						3	721
Wed-13	3	3	411								14						1	425
Thur-14			579								16						4	595
Fri-15	5	5	627								8						2	635
Sat-16	2	2	479								8						2	487
Sun-17	4	4	632								8						3	640
Mon-18			634						1	1	7						2	641
Tues-19	1	1	625								8						2	633
Wed-20	1	1	581								17						5	598
Thurs-21			618								13						3	631
Fri-22	1	1	683								13						5	696
Sat-23			537						1	1	7						1	544
Sun-24			481								5						3	486
Mon-25	1	1	522								4						2	526
Tues-26	2	2	537						2	2	14						3	551
Wed-27	1	1	399						1	1	9						3	408
Thurs-28	1	1	604								13						6	617
Fri-29			630								7						3	637
Sat-30	1	1	568								6						2	574
TOTALS	39	42	16,947	0	0	0	6	18	20	31	321	0	0	0	0	0	110	17,268

COMPLAINTS / COMMENTS			
	DAY	NIGHT	TOTAL
Events	39	20	59
Complaints	42	31	73
Operations (Ops)	16,947	321	17,268
%Events/Ops	0.2%	6.2%	0.3%
Complaints & Events	1.1	1.6	1.2
% Complaints / Ops	0.2%	9.7%	0.4%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	0
EMS	H	14
Sheriff's Office	H	25
Mosquito Control	H	14
Mosquito Control	P	2
<b>Public Service</b>	J,H,P	55
Air Carrier & GA [Other]	H,P	156
Jet Operations (Non AA)	J	110
<b>Night Ops - Total</b>		321

RESTRICTIONS		Violations	Letters
<b>Mandatory Restriction (MR)</b>			
Runups: Maintenance		0	0
Jet Stage 1 day & night Ops		0	0
Jet Stage 2 day & night Ops		0	0
<b>Voluntary Restriction (VR)</b>			
Jet Stage 3 night Ops		Non-compliance	4

# NOISE COMPLAINTS & OPERATIONS SUMMARY

Appendix C

MONTH: May 2005

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	2	2	393														1	397			
Mon-02			559														2	568			
Tue-03	1	1	426													2	3	434			
Wed-04			306															5	314		
Thu-05			341															1	351		
Fri-06	2	2	472															6	492		
Sat-07			519															3	530		
Sun-08			491															1	495		
Mon-09			468														2	475			
Tue-10			536														2	550			
Wed-11			464															7	489		
Thu-12	2	6	591															5	607		
Fri-13	2	5	510														2	2	528		
Sat-14			516																2	520	
Sun-15			460																3	466	
Mon-16	1	1	525															2	544		
Tue-17			447																2	456	
Wed-18	2	2	427																4	452	
Thu-19			446																5	458	
Fri-20			567																	575	
Sat-21			433																2	437	
Sun-22			406																2	414	
Mon-23			403																3	412	
Tue-24			399																2	408	
Wed-25	1	1	455																1	459	
Thu-26	1	1	537																6	548	
Fri-27			588																2	602	
Sat-28			560																1	568	
Sun-29			304																2	310	
Mon-30			424																2	434	
Tue-31			326																5	334	
<b>TOTALS</b>	<b>14</b>	<b>21</b>	<b>14,299</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>7</b>	<b>9</b>	<b>328</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>14,627</b>		

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	14	7	21
Complaints	21	9	30
Operations (Ops)	14,299	328	14,627
%Events/Ops	0.1%	2.1%	0.1%
Complaints & Events	1.5	1.3	1.4
% Complaints/Ops	0.1%	2.7%	0.2%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	0
EMS	H	9
Sheriff's Office	H	36
Mosquito Control	H	18
Mosquito Control	P	1
<b>Public Service</b>	J,H,P	<b>64</b>
Air Carrier & GA [Other]	H,P	165
Jet Operations	J	99
<b>Night Ops - Total</b>	J,H,P	<b>328</b>

RESTRICTIONS		Violations	Letters
<b>Mandatory Restriction (MR)</b>			
Runups: Maintenance		0	0
Jet Stage 1 day & night Ops		0	0
Jet Stage 2 day & night Ops		0	0
<b>Voluntary Restriction (VR)</b>			
Jet Stage 3 night Ops		6	4
		Non-compliance	

# NOISE COMPLAINTS & OPERATIONS SUMMARY

Appendix C

MONTH: June 2005

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	
Wed-01			278								4						282
Thur-02			319								13					2	332
Fri-03			88								7					2	95
Sat-04			336								2					2	338
Sun-05			384								9					4	393
Mon-06			430								10					3	440
Tue-07	1	1	414								10					2	424
Wed-08			262								10					4	272
Thur-09			423								12					5	435
Fri-10			75								6					2	81
Sat-11			129								7					1	136
Sun-12			239								7					3	246
Mon-13			550								13					2	563
Tue-14			396								8					1	404
Wed-15			511								10					2	521
Thur-16			474								13					1	487
Fri-17			319								11					3	330
Sat-18			356								12					1	368
Sun-19			300								16					4	316
Mon-20			173								11					2	184
Tue-21			347								8					2	355
Wed-22			212								5					1	217
Thu-23			415								7					2	422
Fri-24	1	1	423								10					2	433
Sat-25			435							1	1					2	443
Sun-26			337								13					4	350
Mon-27			290								6					3	296
Tue-28			240								15					2	255
Wed-29			327							1	1					2	340
Thu-30			440								14					4	454
TOTALS	2	2	9,922	0	0	0	2	10	2	2	290	0	0	0	0	75	10,212

COMPLAINTS / COMMENTS			
	DAY	NIGHT	TOTAL
Events	2	2	4
Complaints	2	2	4
Operations (Ops)	9,922	290	10,212
%Events/Ops	0.0%	0.7%	0.0%
Complaints & Events	1.0	1.0	1.0
% Complaints / Ops	0.0%	0.7%	0.0%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	0
EMS	H	8
Sheriff's Office	H	28
Mosquito Control	H	22
Mosquito Control	P	17
<b>Public Service</b>	J,H,P	75
Non-Jet Air Carrier & GA	H,P	140
GA Jet Operations	J	39
Air Carrier Jet Operations	J	36
<b>Night Ops - Total</b>	J,H,P	290

RESTRICTIONS		Violations	Letters
<b>Mandatory Restriction (MR)</b>			
Runups: Maintenance		0	0
Jet Stage 1 day & night Ops		0	0
Jet Stage 2 day & night Ops		0	0
<b>Voluntary Restriction (VR)</b>			
Jet Stage 3 night Ops	Non-compliance	0	0

**RECURRING NOISE MONITORING PROGRAM RESULTS  
APRIL 1 – JUNE 30, 2005**

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.

## 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 two 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
Wyndemere/ 2 1/4 miles NE of airport	Medflight helicopter	77.5 decibels	11.37

### **Aircraft Departing Airport:**

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Springwood/ 1/2 mile SE of airport	Single Engine Cherokee	84.6 decibels	33.53
Springwood/ 1/2 mile SE of airport	Single Engine Cessna 172	83.5 decibels	28.00
Springwood/ 1/2 mile SE of airport	Single Engine Cherokee	80.9 decibels	28.46

## SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

Noise Monitoring Site Summary Comparison between the Fiscal Second Quarter of 2005 and the Fiscal Third Quarter of 2005, and a comparison between the same period last year.

A comparison of the six monitoring sites revealed that the DNL increased at three sites and decreased at three sites when compared to last quarter. The DNL increased at four sites and decreased at two sites when compared to same period last year. 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.

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 decreased by 0.3 decibels during the Fiscal Third Quarter. When compared to the same period last year the DNL has increased by 2.4 decibels. The background noise at this site has decreased by 0.7 decibels.

**Site 2A** – The DNL at this site was 58.2 decibels which is a decrease of 5.6 decibels when compared to the previous quarter. When compared to the same period last year, the DNL decreased by 1.3 decibels. Background noise level was 45.5 decibels.

**Site 3** – This site produced a DNL of 61.1 decibels. This data is an increase of 3.0 decibels when compared to the previous quarter and an increase of 1.5 decibels when compared to the same period last year. Background noise level at this site was 48.3 decibels.

**Site 4** – The DNL at this site was 59.6 decibels, which is a 1.8-decibel increase when compared to the previous quarter and a 0.3 decibel decrease when compared to the same period last year. Background noise level at this site was 46.1 decibels.

**Site 5** – This site produced a DNL of 60.7 decibels. This data is an increase of 5.9 decibels when compared to the previous quarter. When compared to the same period last year the DNL has increased by 5.6 decibels. The background noise level at this site has increased by 5.8 decibels when compared to the Fiscal Third Quarter of 2004.

**Site 7** – The DNL at this site decreased by 1.6 decibels. When compared to the same quarter last year there is an increase of 2.7 decibels. There was a 2.3-decibel decrease in background noise at this site when compared to the previous quarter.

## DNL Comparison

Fiscal Year

Site	Third Quarter 2004	Second Quarter 2005	Third Quarter 2005
1	58.2 dB	60.9 dB	60.6 dB
2A	59.5 dB	63.8 dB	58.2 dB
3	59.6 dB	58.1 dB	61.1 dB
4	59.9 dB	57.8 dB	59.6 dB
5	55.1 dB	54.8 dB	60.7 dB
7	55.8 dB	60.1 dB	58.5 dB



**SECTION III**  
**NOISE MONITORING SITE SUMMARY**  
 Fiscal Year

SITES	3rd Quarter Apr. - June 2004		4th Quarter July - Sept. 2004		1st Quarter Oct. - Dec.. 2005		2nd Quarter Jan. - Mar. 2005		3rd Quarter Apr. - June 2005		
	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	
	1	Springwood-East Naples	48.4	58.2	49.2	58.8	47.5	58	49.2	60.9	48.5
2A	Gordon River Dock	43.8	59.5	43.1	55.3	45.3	57.8	46	63.8	45.5	58.2
3	First Presbyterian Church - 6th St. South	47.7	59.6	48.7	61.3	47.3	56.4	45.1	58.1	48.3	61.1
4	Village Green - 11th Avenue South	44.7	59.9	43.9	59.7	45.6	58.5	42.9	57.8	46.1	59.6
5	The Conservancy	44.2	55.1	43.1	55.1	45.7	54.7	43.6	54.8	50	60.7
7	Wyndemere CC	44	55.8	47	58.5	45.8	59.6	49.3	60.1	47	58.5

**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.