



CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 35

For the period

July 1, 2005 through September 30, 2005

Prepared by
Airport Operations

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**PART I
AIRCRAFT OPERATIONS**

INTRODUCTION

This is the thirty-fifth 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 four (4) 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 57%. General aviation activity has decreased by 16%. Total traffic decreased by 20%, from 42,107 operations to 33,848. The daily average for the Fourth Quarter was 368 operations.

This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, air carrier traffic has increased by 55% and general aviation air traffic has increased 16%. Total air traffic operations increased by 17% from 28,894 operations to 33,848.

Fiscal Year 2004 Compared to Fiscal Year 2005

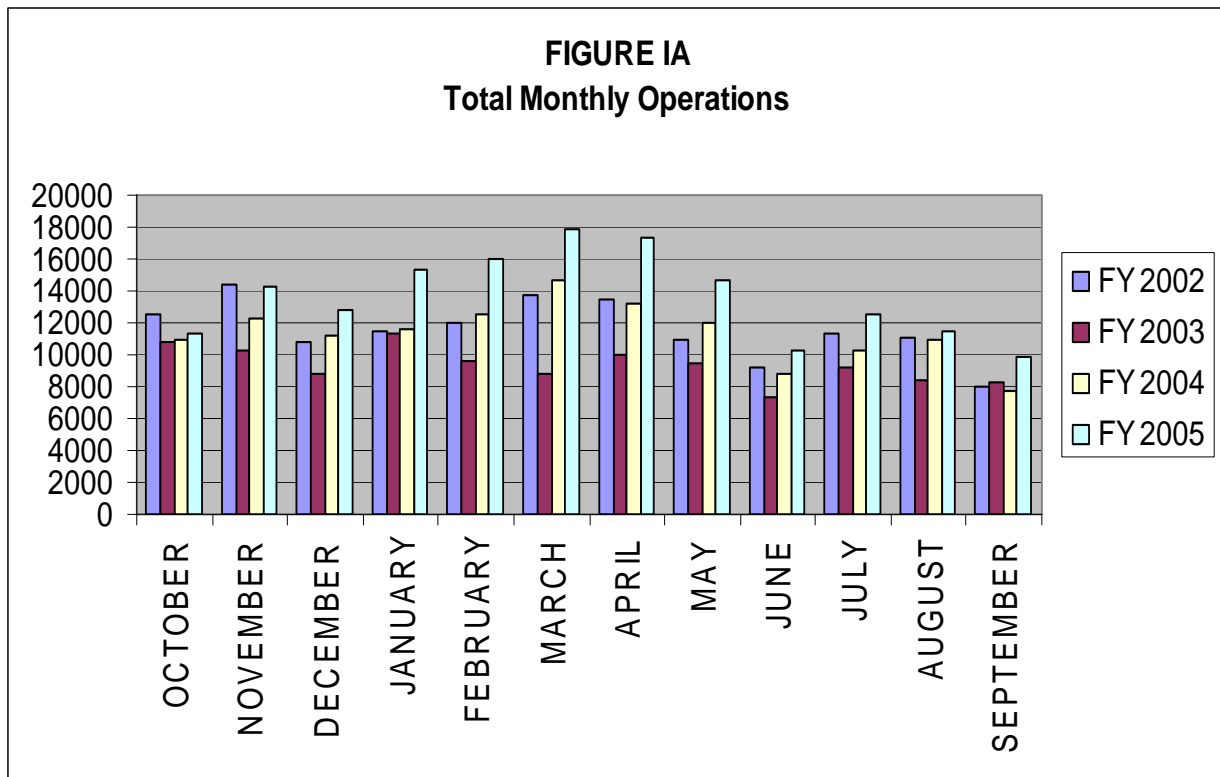
FY05 operations have increased by 27,306 operations (20%), from 136,128 to 163,434 operations when compared to FY04. Itinerant operations increased 13%, from 99,166 to 111,975 operations, and local operations have increased 39%, from 36,962 to 51,349 operations. Itinerant operations accounted for 69% of the total airport operations in FY05. IFR operations increased by 15%, from 40,389 to 46,428.

Table I

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

YEAR	AIR CARRIER	GENERAL AVIATION	MILITARY	TOTAL TRAFFIC	DAILY AVERAGE
2004					
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
2005					
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
JULY	444	12,081	2	12,527	404
AUGUST	462	10,948	13	11,423	369
SEPTEMBER	538	9,358	2	9,898	330
TOTALS FOR 4th QUARTER	1,444	32,387	17	33,848	368
TOTALS FOR FY05	13,890	149,429	115	163,434	449

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



There was a 17% increase in overall airport operations during the Fourth 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 11% in the Fourth Quarter of 2005 when compared to the Fourth Quarter 2004 statistics, although jet operations occurring at night increased by 120 operations (this was due to the 114 jet operations from Delta). Single and multi-engine aircraft operations decreased by 8%.

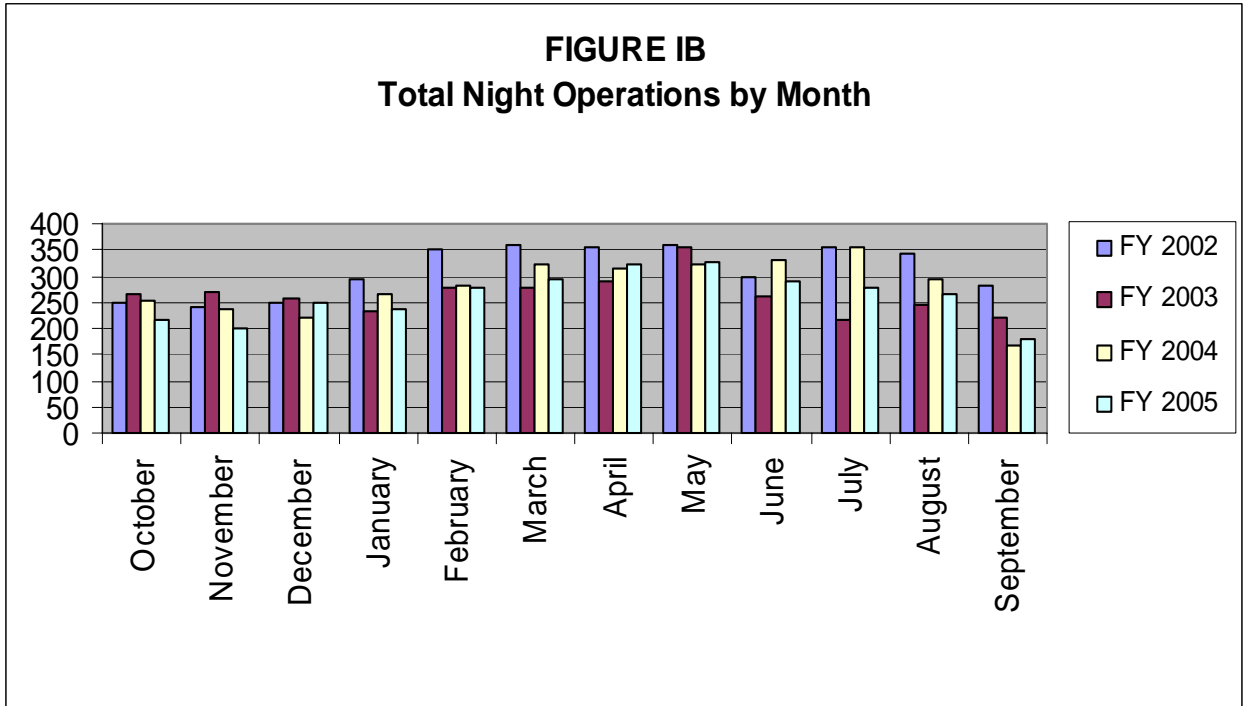


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have decreased by 34 total operations when compared to the same time last year.

As compared to the same time last year, the number of air ambulance operations have increased by one (1) operation. Single and Multi-engine aircraft operations have decreased by 8%. The Public Service operations represent 19% of the activity occurring at night. Nighttime operations accounted for two percent (2%) of the overall operations for the Fourth Quarter of 2005.

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

Activity	4 th 2004	1 st 2005	2 nd 2005	3 rd 2005	4 th 2005
Jets					
Air Ambulance	2	1	4	0	3
Air Carrier	0	11	85	118	114
GA	79	183	306	166	84
Subtotal Jets	81	195	395	284	201
Single & Multi-engine (includes air carrier & GA)	417	289	299	461	383
Public Service					
Mosquito Control Operations	210	42	8	74	41
Collier Sheriff's Office	70	81	70	89	67
EMS	39	55	33	31	32
Coast Guard	0	0	0	0	0
Subtotal Public Service	319	178	111	194	140
Total	817	662	805	939	724

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 107 to 9. Complaints received from neighborhoods to the northeast of the airport have decreased by 16, from the northwest they have decreased by 3, from the southeast they have decreased by 11, and from the southwest decreased by 68.

This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, the total number of complaints decreased by 23 calls. Complaints received from neighborhoods to the northeast of the airport have decreased by 4, from the northwest they have decreased by 3, from the southeast decreased by 15, from the southwest decreased by 1. Total complaints received have decreased from 32 to 9.

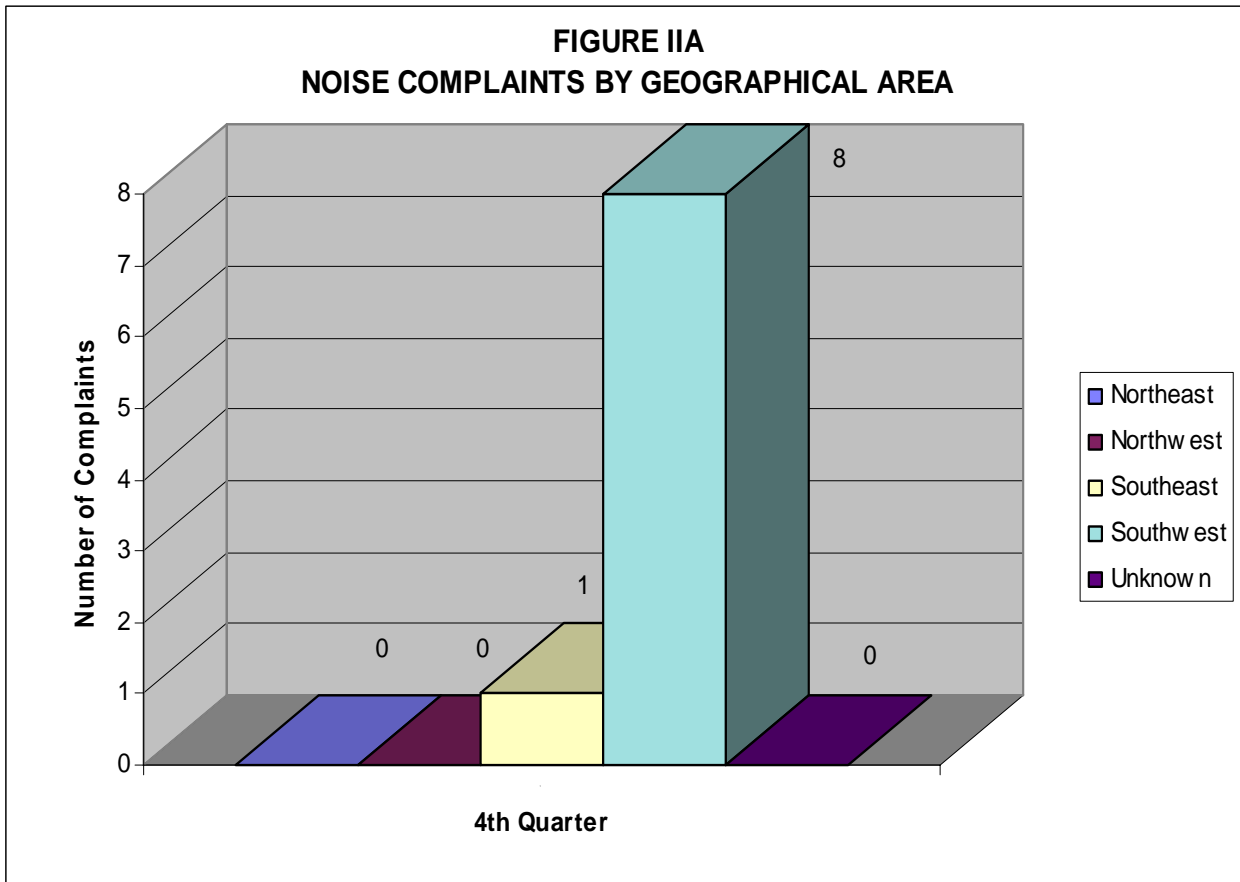
Fiscal Year 2004 Compared to Fiscal Year 2005

Complaints have increased 10% in Fiscal Year 2005, from 366 in FY04 to 401 in FY05.

Table III
AIRPORT NOISE COMPLAINT SUMMARY
 Fiscal Years 2004-2005

YEAR	Northeast	Northwest	Southeast	Southwest	Unknown Location	Monthly Total
2004						
JULY	2	2	3	4	-	11
AUGUST	2	1	11	3	-	17
SEPTEMBER	-	-	2	2	-	4
TOTALS FOR 4th QUARTER	4	3	16	9	-	32
TOTALS FOR FY04	19	38	73	232	4	366
2005						
OCTOBER	1	2	3	9	-	15
NOVEMBER	5	3	2	15	-	25
DECEMBER	3	2	5	14	-	24
TOTALS FOR 1st QUARTER	9	7	10	38	-	64
JANUARY	3	4	2	15	1	25
FEBRUARY	3	-	5	84	4	96
MARCH	8	4	1	86	1	100
TOTALS FOR 2nd QUARTER	14	8	8	185	6	221
APRIL	9	2	6	56	-	73
MAY	7	1	5	17	-	30
JUNE	-	-	1	3	-	4
TOTALS FOR 3rd QUARTER	16	3	12	76	-	107
JULY	-	-	-	4	-	4
AUGUST	-	-	1	2	-	3
SEPTEMBER	-	-	-	2	-	2
TOTALS FOR 4th QUARTER	-	-	1	8	-	9
TOTALS FOR FY05	39	18	31	307	6	401

Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the Fourth Quarter of 2005. Total complaints for this quarter have decreased 72% when compared to the same period one year ago.



PART III COMPLAINTS BY TIMEFRAME

Figure IIIA, below, depicts noise complaints for the Fourth Quarter according to the time of the single event. Twenty-two percent (22%) of the total complaints were received during the voluntary curfew hours.

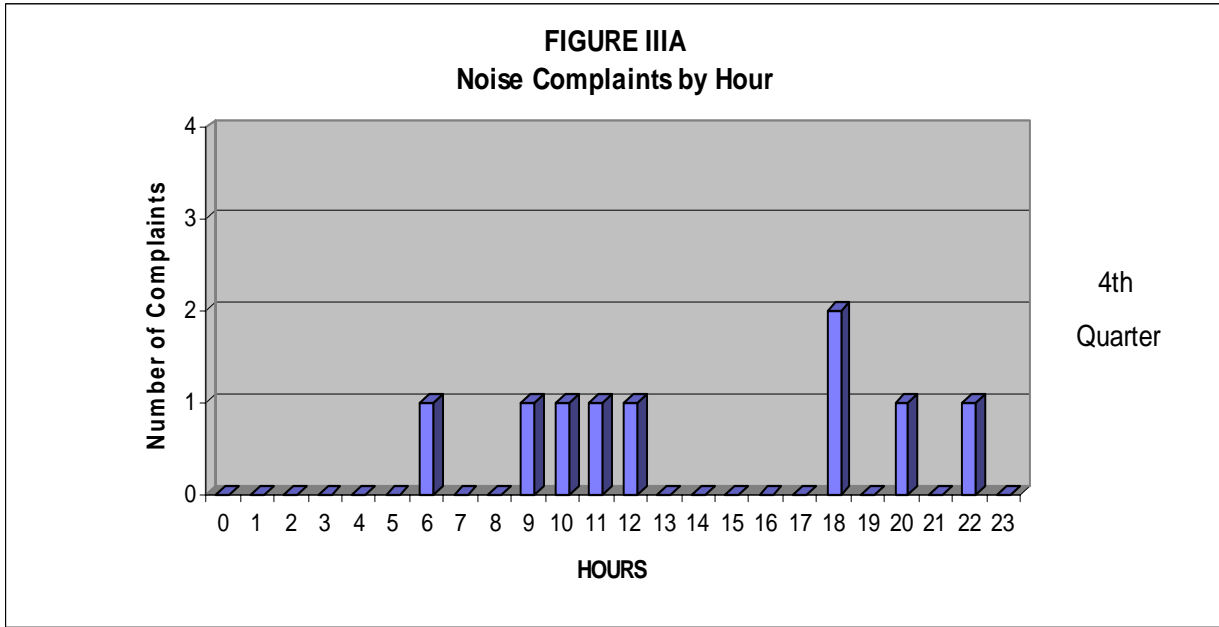
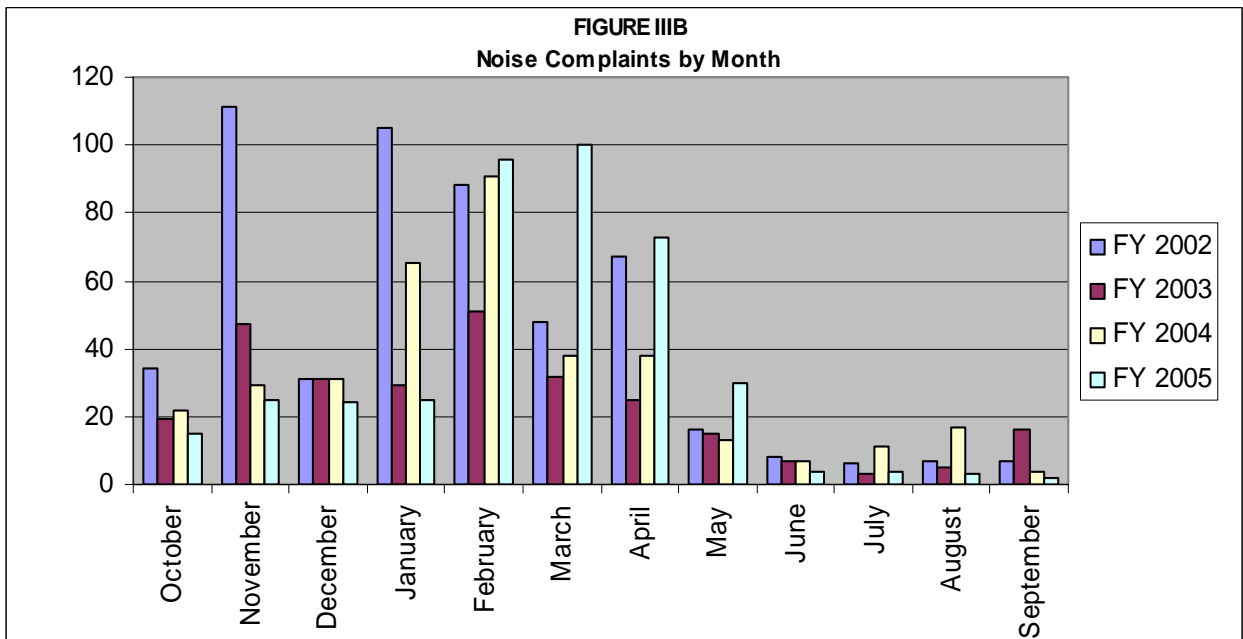


Figure IIIB below, illustrates the airport's complaint volume for fiscal years 2002, 2003, 2004 and 2005.



PART IV COMPLAINTS BY OPERATIONAL SOURCE

Figure IVA below, indicates what types of aircraft the complainants were calling about. Eight (8) of the complaints were in regards to jet aircraft operations and of the total complaints received from jet aircraft operations, one (1) complaint was in reference to a Stage 2 air ambulance operation.

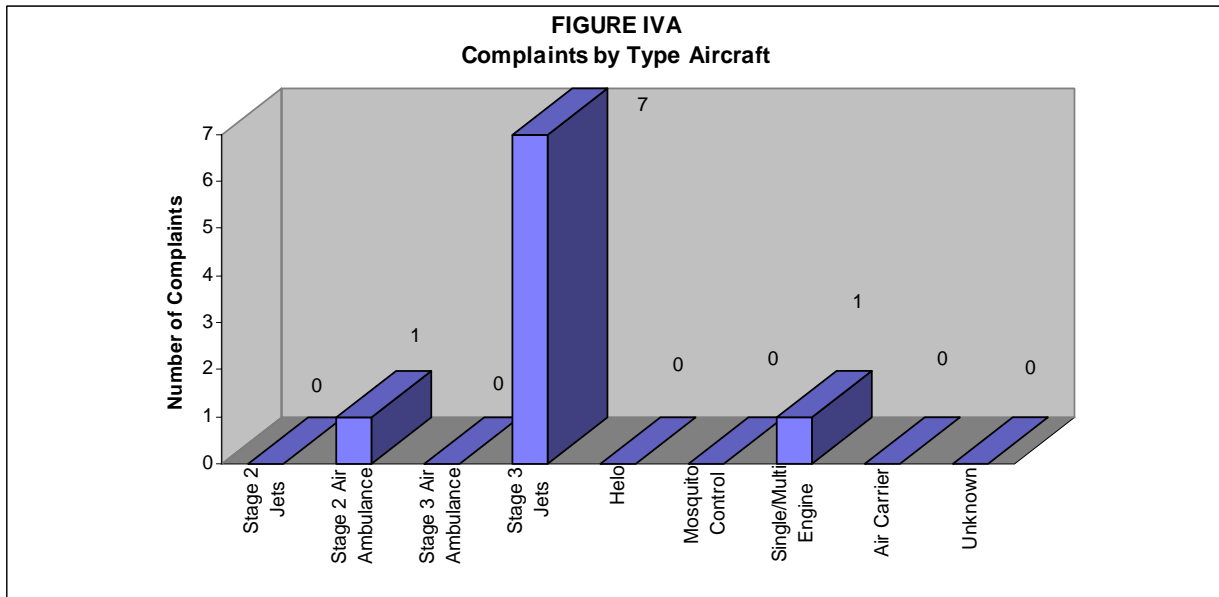
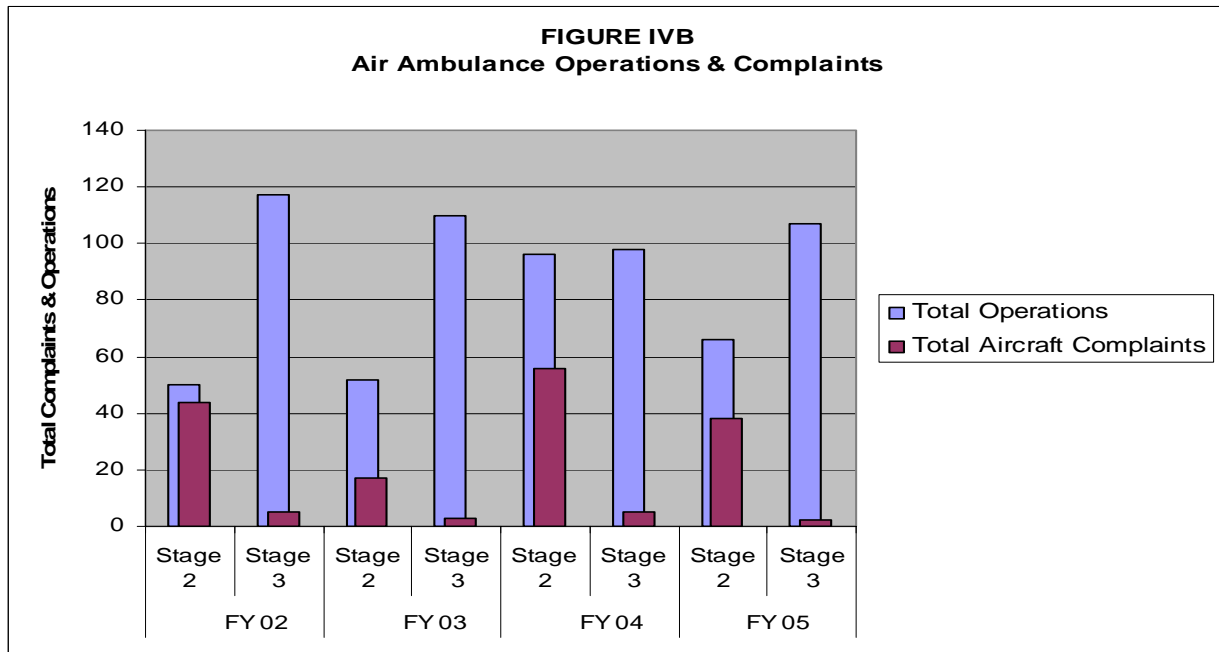
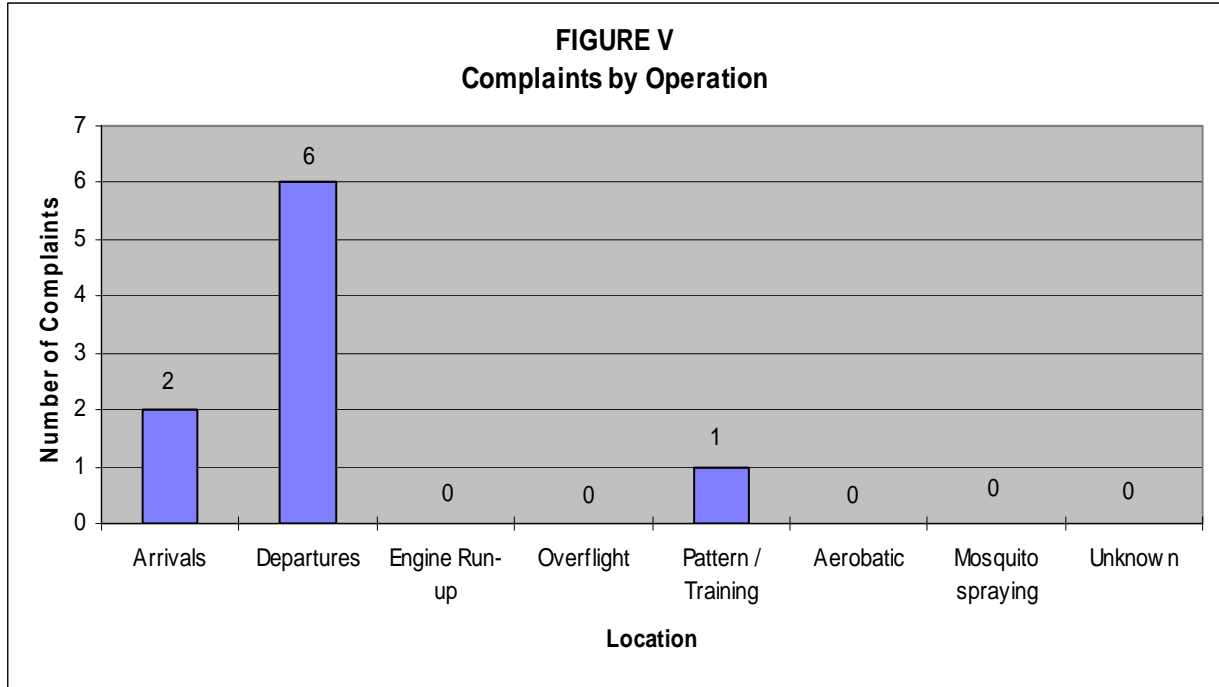


Figure IVB, below, depicts operations and noise complaints received from Stage 2 and Stage 3 Air Ambulances during FY 2002, 2003, 2004 and 2005.



PART V
COMPLAINTS BY OPERATION

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



SUMMARY

Air Traffic

Compared to the previous quarter, air carrier traffic has decreased 57%, general aviation traffic has decreased by 16%, and total air traffic has decreased by 20%. Compared to the same period one year ago, air carrier traffic increased 55%, general aviation operations have increased by 16%, and total traffic has increased 17%.

Fourteen percent (14%) 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 twenty (120) operations when compared to same period last year. This increase was due to the increase in Delta's CRJ operations. Single and multi-engine aircraft operations have decreased by 34 operations and Mosquito Control operations have decreased by eighty percent (80%). Overall nighttime operations have decreased by 93 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 107 to 9. Southwest Quadrant neighborhoods generated the most complaints during the Fiscal Fourth Quarter of 2005, with a total of 8 complaints. Other areas generated the following number of complaints: Northeast-0, Northwest-0, Southeast-1 and Unknown location-0.

Noise Complaints by Family

Six (6) different families made 9 complaints to the Noise Abatement Office during the Fourth Quarter of 2005. One family made 3 calls, or 33% of the total complaints. This family was located to the southwest of the airport.

Air Traffic - Fiscal Year 2004 Compared to Fiscal Year 2005

FY05 operations have increased by 27,306 operations (20%), from 136,128 to 163,434 operations when compared to FY04. Itinerant operations increased 13%, from 99,166 to 111,975 operations, and local operations have increased 39%, from 36,962 to 51,349 operations. Itinerant operations accounted for 69% of the total airport operations in FY05. IFR operations increased by 15%, from 40,389 to 46,428.

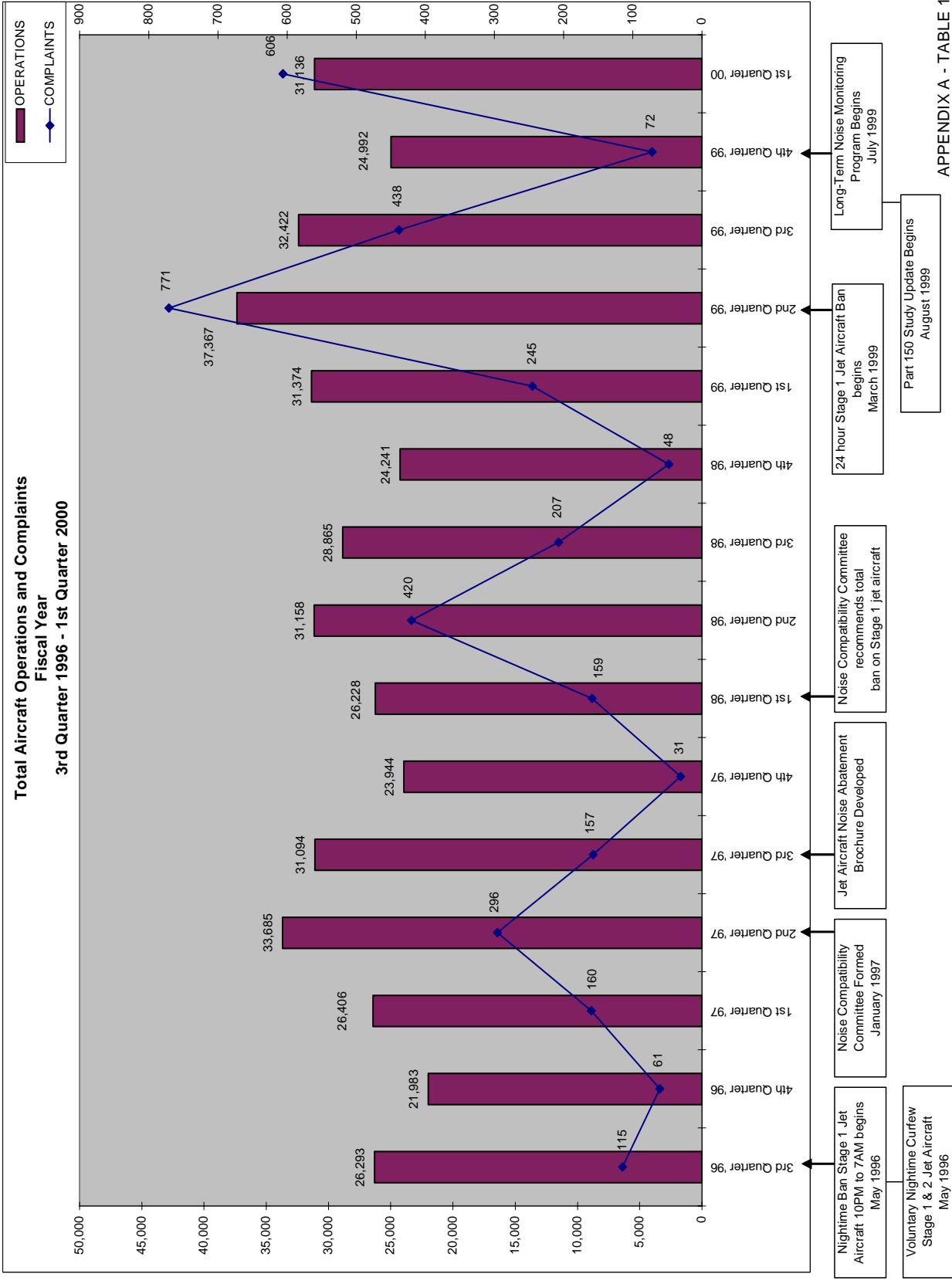
Complaints - Fiscal Year 2004 Compared to Fiscal Year 2005

Complaints have increased 10% in Fiscal Year 2005, from 366 in FY04 to 401 in FY05.

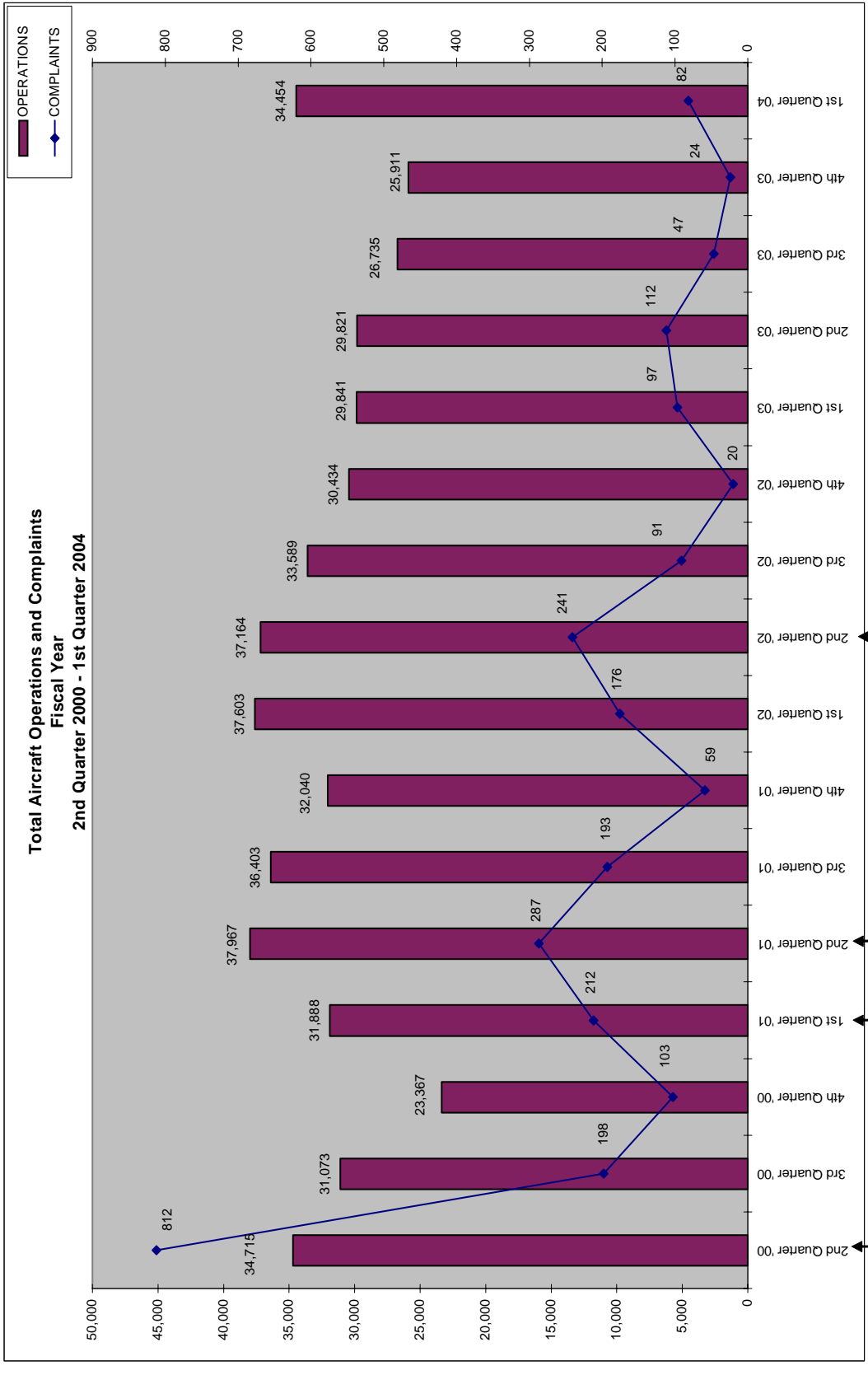
Year to Year Trends

An examination of the aircraft operations and noise complaints over the last seven years shows that an increase in operations doesn't necessarily mean an increase in the number of noise complaints. In fact, in FY 01, aircraft operations rose by fifteen percent (15%) while noise complaints decreased by fifty-six percent (56%) when compared to FY 00. This may be due to the highly publicized ban on Stage 2 jets and the effect it had on the community which resulted in a reduction of noise complaints even though overall operations had increased.

In the last three fiscal years however, aircraft operations and noise complaints seem to have moved in the same direction. In FY03, aircraft operations were down nineteen percent (19%) and noise complaints were down forty-seven percent (47%). The following two fiscal years, aircraft operations rose by an average of twenty-one percent (21%) while noise complaints also have risen to an average of twenty-one. (21%)



APPENDIX A - TABLE 1



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

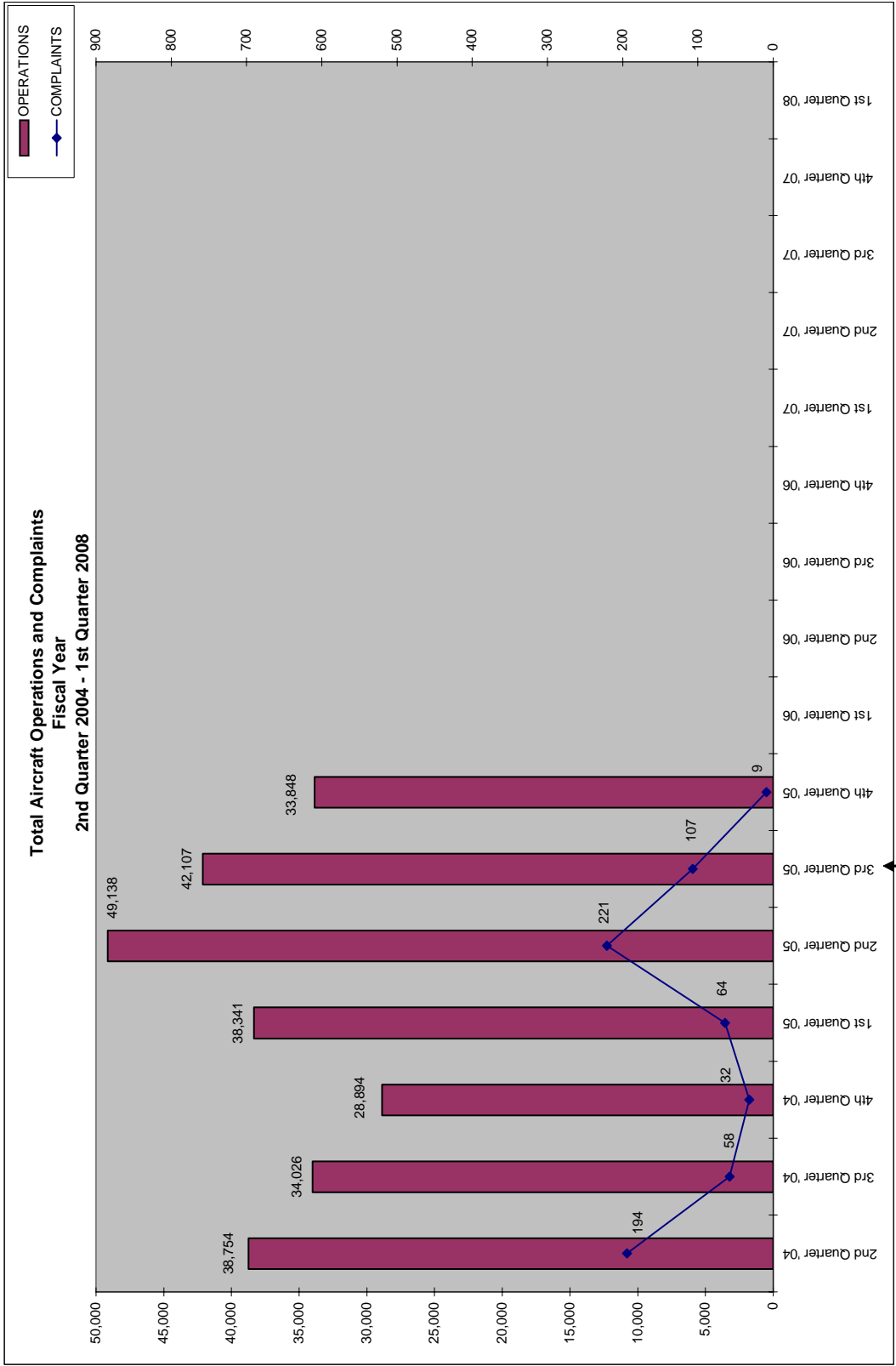
Waiver Program for Stage 2 Aircraft Begins November 2000

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

Supplemental Analysis for the Part 161 Study begins March 2001

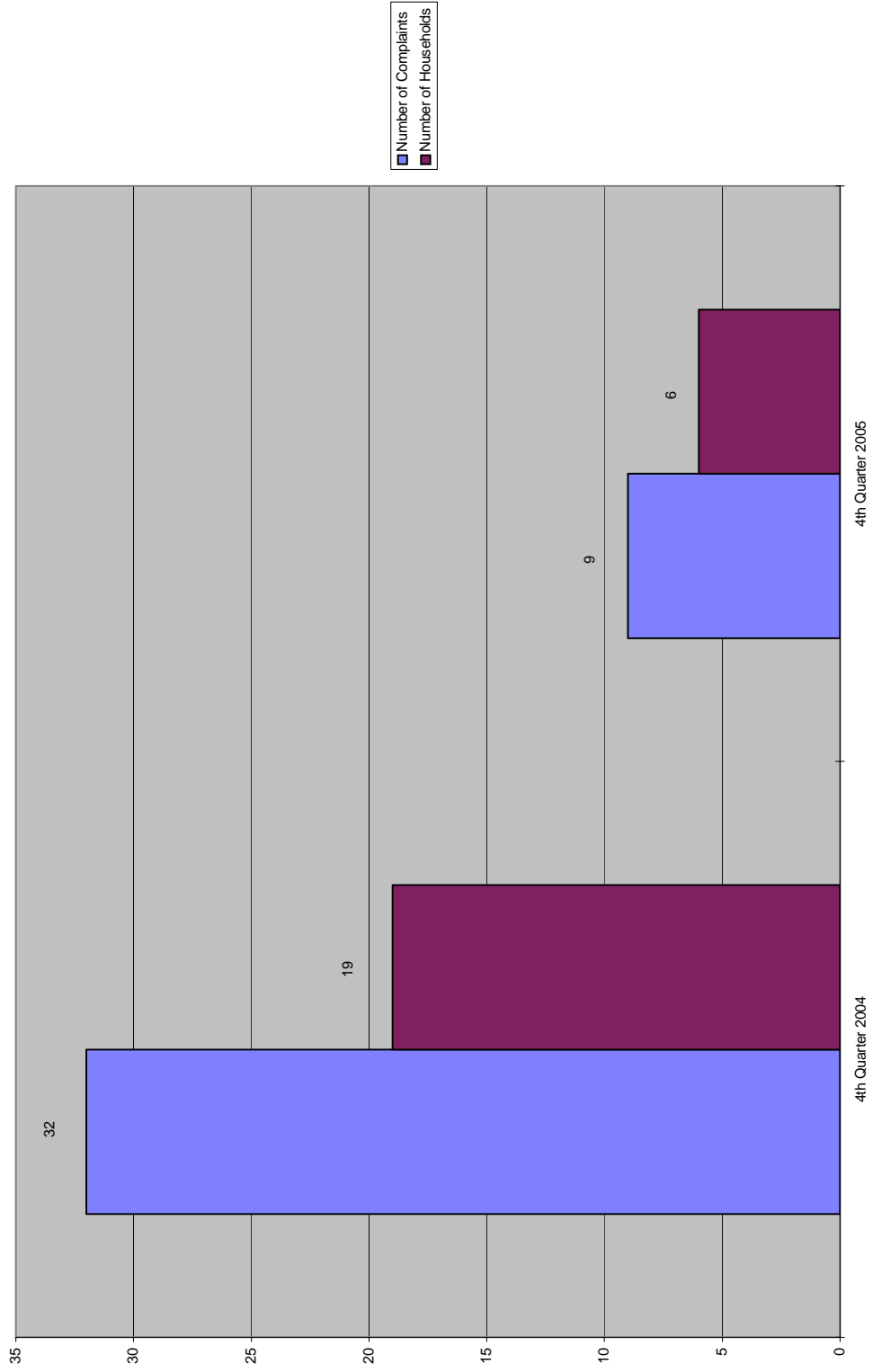
Enforcement of Stage 2 Jet Aircraft Ban Begins March 2002

Waiver Program for Stage 2 Aircraft Ends March 2002



Stage 2 Jet
Aircraft Ban Upheld in U.S.
Court of Appeals

Number of Complaints vs. Number of Households
4th QUARTER



NOISE COMPLAINTS & OPERATIONS SUMMARY

APPENDIX C

MONTH: July 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 GA OPERATIONS	STAGE 3 AT OPERATIONS
Fri-01			361							12							2	2	373
Sat-02			463							9								1	472
Sun-03			310							10								1	320
Mon-04	1	1	132							11								1	143
Tues-05			384							18							2	2	402
Wed-06			454							7							1	1	461
Thur-07	1	1	366							6								2	372
Fri-08			196							2								1	198
Sat-09			1							1							1		2
Sun-10			36							3								1	39
Mon-11			475							11							2	2	486
Tues-12			377							4								2	381
Wed-13			465							10							3	2	475
Thur-14			456							5							1	1	461
Fri-15			485							7							2	2	492
Sat-16			489							5								2	494
Sun-17			441							4								1	445
Mon-18			439							13							1	2	452
Tues-19	1	1	393							17								1	410
Wed-20			411							15							2	1	426
Thurs-21			578							6							3	2	584
Fri-22			486							11							3		497
Sat-23			356							7								1	363
Sun-24			420							9								1	429
Mon-25			487							16							1	1	503
Tues-26			429							9							1	1	438
Wed-27			640							13								1	653
Thurs-28			430							7							1	2	437
Fri-29			507							10							1	2	517
Sat-30			453							9							2	2	462
Sun-31			329							1	1	11				1	4	1	340
TOTALS	3	3	12,249	0	0	0	4	4	1	1	278	0	0	0	0	1	33	42	12,527

COMPLAINTS	DAY	NIGHT	TOTAL
Events	3	1	4
Complaints	3	1	4
Operations (Ops)	12,249	278	12,527
%Events/Ops	0.0%	0.4%	0.0%
Complaints & Events	4083.0	278.0	3131.8
%Complaints/Ops	0.0%	0.4%	0.0%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	1
EMS	H	18
Sheriff's Office	H	23
Mosquito Control	H	12
Mosquito Control	P	13
Public Service	J,H,P	67
Non-Jet Air Carrier & GA	H,P	136
Total GA Jet Ops	J	33
Total AT Jet Ops	J	42
Total Jet Operations	J	76
Night Ops - Total	J,H,P	278

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	1	1

NOISE COMPLAINTS & OPERATIONS SUMMARY

APPENDIX C

MONTH: August 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 GA OPERATIONS	STAGE 3 AT OPERATIONS
Mon-01			402							11								2	413
Tues-02	1	1	414							21							3	2	435
Wed-03			455							15								2	470
Thur-04			424							11								1	435
Fri-05			389							7								1	396
Sat-06			466							2								1	468
Sun-07			321							5								2	326
Mon-08			500							5							1	1	505
Tues-09			516				2			18						1	2	2	534
Wed-10			534							11								2	545
Thur-11			387							15								2	402
Fri-12	1	1	413				2			6								2	419
Sat-13			419							2								1	421
Sun-14			316							4								1	320
Mon-15			356					2		7					2				363
Tues-16			389							12									401
Wed-17			367							8						1	2		375
Thur-18			341					4		5								1	346
Fri-19			471							8								1	479
Sat-20			485							3								1	488
Sun-21			271							10						2	2		281
Mon-22			334							10						1	1		344
Tues-23			347							5								1	352
Wed-24			325							10						2	2		335
Thur-25			198							1						1			199
Fri-26			20							1									21
Sat-27			65							4						1	1		69
Sun-28			209							7								2	216
Mon-29			287							22						1	2		309
Tues-30			405							9						3	1		414
Wed - 31	1	1	331				2			11						2	2		342
TOTALS	3	3	11,157	0	0	0	6	6	0	0	266	0	0	0	0	2	19	41	11,423

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	3	0	3
Complaints	3	0	3
Operations (Ops)	11,157	266	11,423
%Events/Ops	0.0%	0.0%	0.0%
Complaints & Events	10		10
%Complaints/Ops	0.0%	0.0%	0.0%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 2
EMS	H 6
Sheriff's Office	H 20
Mosquito Control	H 1
Mosquito Control	P 8
Public Service	J,H,P 37
Non-Jet Air Carrier & GA	H,P 169
Total GA Jet Ops	J 19
Total AT Jet Ops	J 41
Total Jet Operations	J 60
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		0	0

NOISE COMPLAINTS & OPERATIONS SUMMARY

APPENDIX C

MONTH: September 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 GA OPERATIONS	STAGE 3 AT OPERATIONS
Thu-01			294								5							1	299
Fri-02			392								7						1	1	399
Sat-03			238								4							1	242
Sun-04			239								2							1	241
Mon-05			332								4							1	336
Tue-06			382								14						5	1	396
Wed-07			375								1							1	376
Thu-08			313								9						3	1	322
Fri-09			423								5							1	428
Sat-10			326								8						1	3	334
Sun-11	1	1	230								10						2		240
Mon-12			319								5						1	1	324
Tue-13			465								7						3	1	472
Wed-14			445								6						1	1	451
Thu-15			413								8						2	1	421
Fri-16			386						1	1	10						3	1	396
Sat-17			298								5						1	1	303
Sun-18			345								10						2	1	355
Mon-19			284								8							1	292
Tue-20			37								1							1	38
Wed-21			268								3						2		271
Thu-22			295								4							1	299
Fri-23			367								3							1	370
Sat-24			399								7						2	1	406
Sun-25			195								5							1	200
Mon-26			261					2			10						2	2	271
Tue-27			389								3							1	392
Wed-28			408								5							1	413
Thu-29			325								5						1	1	330
Fri-30			275								6							1	281
TOTALS	1	1	9,718	0	0	0	2	12	1	1	180	0	0	0	0	0	32	31	9,898

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	1	1	2
Complaints	1	1	2
Operations (Ops)	9,718	180	9,898
%Events/Ops	0.0%	0.6%	0.0%
Complaints & Events	1.0	1.0	1.0
%Complaints/Ops	0.0%	0.6%	0.0%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 0
EMS	H 8
Sheriff's Office	H 24
Mosquito Control	H 2
Mosquito Control	P 5
Public Service	J,H,P 39
Non-Jet Air Carrier & GA	H,P 78
Total GA Jet Ops	J 32
Total AT Jet Ops	J 31
Total Jet Operations	J 63
Night Ops - Total	J,H,P 180

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		1	1

**RECURRING NOISE MONITORING PROGRAM RESULTS
JULY 1 – SEPTEMBER 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 four of the 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.

* Two (2) locations were not monitored due to Hurricane Rita

SECTION I – QUARTERLY SITE ACTIVITY SUMMARY

All locations were monitored for approximately a seven to 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	Citation Jet	69.4 decibels	7.50
Wyndemere/ 2 1/4 miles NE of airport	Citation 10 Jet	72.9 decibels	12.59

Aircraft Departing Airport:

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Wyndemere/ 2 1/4 miles NE of airport	Twin Engine Seneca	81.9 decibels	21.31

SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

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

A comparison of the four monitoring sites revealed that the DNL increased at two sites and decreased at two sites when compared to last quarter, as well as 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 increased by 5.1 decibels during the Fiscal Fourth Quarter. When compared to the same period last year the DNL has increased by 6.9 decibels. This may be due to construction at the airport which closed the primary runway frequently during the monitoring period, which caused aircraft to use the runway which affects this site. The background noise at this site has increased by 1.3 decibels.

Site 2A – This site was not monitored due to Hurricane Rita.

Site 3 – This site produced a DNL of 58.8 decibels. This data is a decrease of 2.3 decibels when compared to the previous quarter and an decrease of 2.5 decibels when compared to the same period last year. Background noise level at this site was 46.1 decibels.

Site 4 – The DNL at this site was 59.8 decibels, which is a 0.2-decibel increase when compared to the previous quarter and a 0.1 decibel increase when compared to the same period last year. Background noise level at this site was 44.2 decibels.

Site 5 – This site was not monitored due to Hurricane Rita.

Site 7 – The DNL at this site decreased by 3.7 decibels. When compared to the same quarter last year there is also a decrease of 3.7 decibels. There was a 1.4-decibel decrease in background noise at this site when compared to the previous quarter.

DNL Comparison			
Fiscal Year			
Site	Fourth Quarter 2004	Third Quarter 2005	Fourth Quarter 2005
1	58.5 dB	60.6 dB	65.7 dB
2A	55.3 dB	58.2 dB	N/A
3	61.3 dB	61.1 dB	58.8 dB
4	59.7 dB	59.6 dB	59.8 dB
5	55.1 dB	60.7 dB	N/A
7	58.5 dB	58.5 dB	54.8 dB

Fiscal Year DNL Average Comparison			
Site	FY 2004	FY 2005	+ - Difference
1	59.2 dB	61.3 dB	+ 2.1 dB
2A	58.0 dB *	59.9 dB *	+ 1.9 dB
3	60.5 dB *	58.6 dB	- 1.9 dB
4	59.1 dB	58.9 dB	- 0.2 dB
5	53.9 dB	56.7 dB *	+ 2.8 dB
7	58.2 dB	58.3 dB	+ 0.1 dB

Fiscal Year Background Noise Level Average Comparison			
Site	FY 2004	FY 2005	+ - Difference
1	47.8 dB	48.8 dB	+ 1.0 dB
2A	45.4 dB *	45.6 dB *	+ 0.2 dB
3	48.0 dB *	46.7 dB	- 1.3 dB
4	44.7 dB	44.7 dB	0 dB
5	43.7 dB	46.4 dB *	+ 2.7 dB
7	47.2 dB	46.9 dB	- 0.3 dB

* This number is not representative of the fiscal yearly average, due to the fact that data was not available for the entire fiscal year.

SECTION III
NOISE MONITORING SITE SUMMARY
Fiscal Year

SITES	4th Quarter July - Sept. 2004		1st Quarter Oct. - Dec. 2005		2nd Quarter Jan. - Mar. 2005		3rd Quarter Apr. - June 2005		4th Quarter July - Sept. 2005		
	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	
	1	Springwood-East Naples	49.2	58.8	47.5	58	49.2	60.9	48.5	60.6	49.8
2A	Gordon River Dock	43.1	55.3	45.3	57.8	46	63.8	45.5	58.2	N/A	N/A
3	First Presbyterian Church - 6th St. South	48.7	61.3	47.3	56.4	45.1	58.1	48.3	61.1	46.1	58.8
4	Village Green - 11th Avenue South	43.9	59.7	45.6	58.5	42.9	57.8	46.1	59.6	44.2	59.8
5	The Conservancy	43.1	55.1	45.7	54.7	43.6	54.8	50	60.7	N/A	N/A
7	Wyndemere CC	47	58.5	45.8	59.6	49.3	60.1	47	58.5	45.6	54.8

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.