



CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 36

For the period

October 1, 2005 through December 31, 2005

Prepared by
Airport Operations

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**PART I
AIRCRAFT OPERATIONS**

INTRODUCTION

This is the thirty-sixth 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 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 increased by 124%. General aviation activity has remained the same. Total traffic increased by 5%, from 33,848 operations to 35,572. The daily average for the First Quarter was 388 operations.

This Quarter Compared to the Same Period One Year Ago

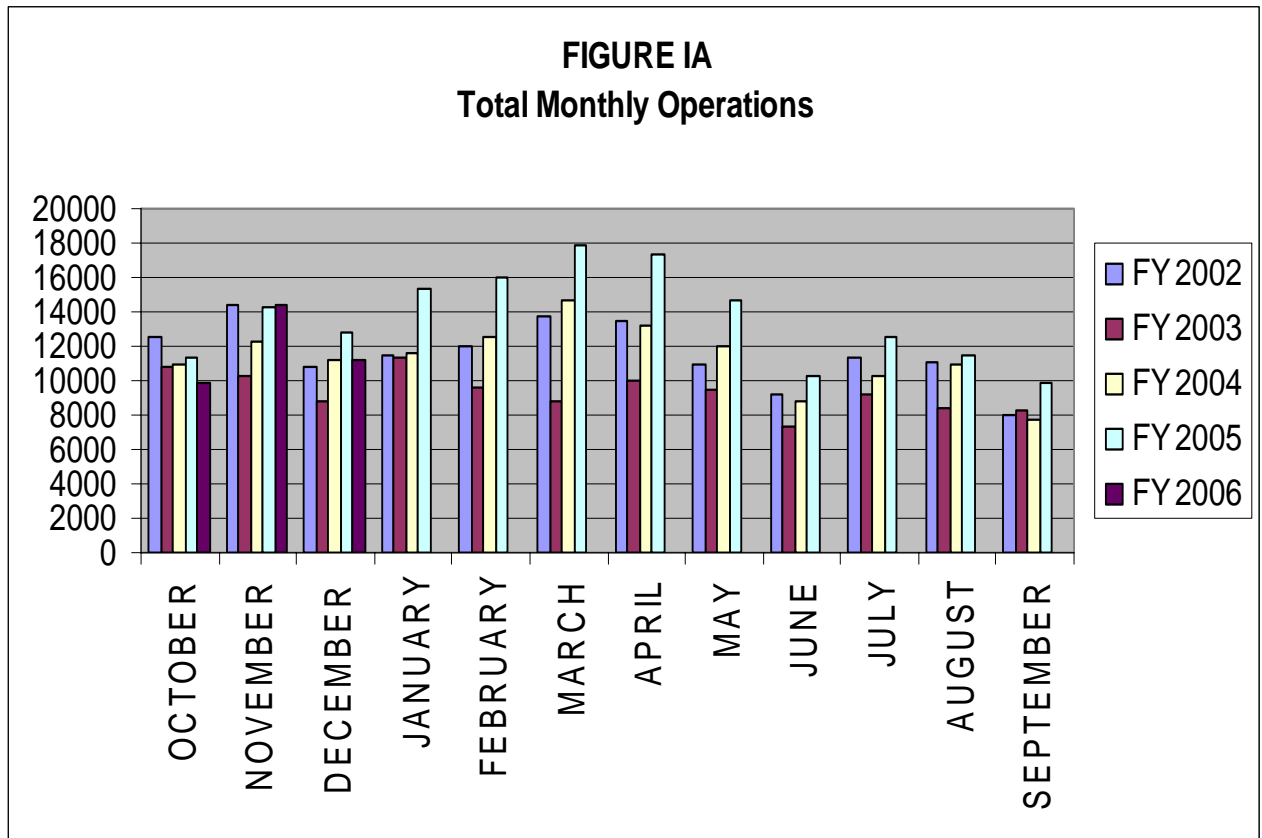
Compared to the same period last year, air carrier traffic has decreased by 4% and general aviation air traffic has decreased 8%. Total air traffic operations decreased by 7% from 38,341 operations to 35,572.

Table I

AIRPORT TRAFFIC SUMMARY
Landings and Takeoffs
 Fiscal Years 2005-2006

YEAR	AIR CARRIER	GENERAL AVIATION	MILITARY	TOTAL TRAFFIC	DAILY AVERAGE
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
2006					
OCTOBER	801	9,094	30	9,925	320
NOVEMBER	1,254	13,188	3	14,445	482
DECEMBER	1,178	10,018	6	11,202	361
TOTALS FOR 1st QUARTER	3,233	32,300	39	35,572	388

Figure IA below illustrates the airport's month-by-month total operational levels for fiscal years 2002, 2003, 2004, 2005 and 2006.



There was a 7% decrease in overall airport operations during the First Quarter of 2006, when compared to the same period in 2005.

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, 2005 and 2006.

Total nighttime operations have increased by 37 operations in the First Quarter of 2006 when compared to the First Quarter 2005 statistics, although jet operations occurring at night increased by 115 operations (this was due to the 87 more jet operations from Delta). Single and multi-engine aircraft operations decreased by 19%.

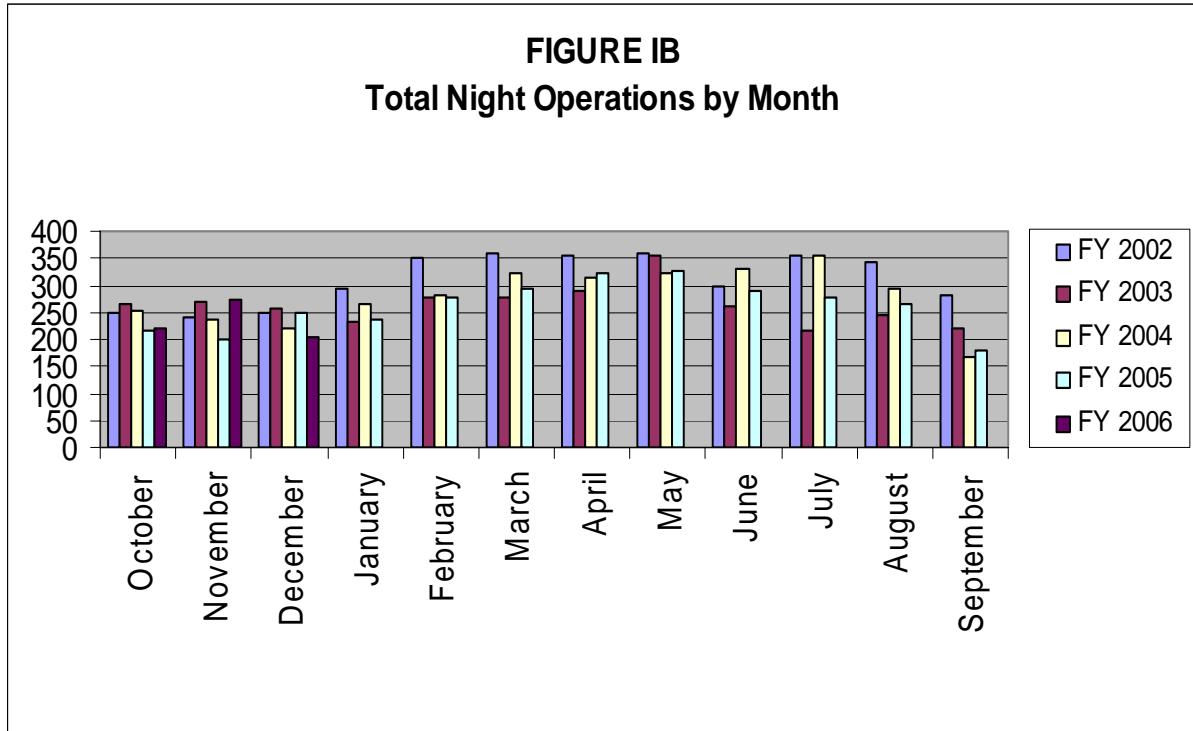


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have increased by 37 total operations when compared to the same time last year.

As compared to the same time last year, the number of air ambulance operations have increased by seven (7) operations. Single and Multi-engine aircraft operations have decreased by 19%. Public Service operations represent 22% of the activity occurring at night. Nighttime operations accounted for two percent (2%) of the overall operations for the First Quarter of 2006.

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

Activity	1 st 2005	2 nd 2005	3 rd 2005	4 th 2005	1 st 2006
Jets					
Air Ambulance	1	4	0	3	8
Air Carrier	11	85	118	114	98
GA	183	306	166	84	204
Subtotal Jets	195	395	284	201	310
Single & Multi-engine (includes air carrier & GA)	289	299	461	383	233
Public Service					
Mosquito Control Operations	42	8	74	41	14
Collier Sheriff's Office	81	70	89	67	107
EMS	55	33	31	32	35
Coast Guard	0	0	0	0	0
Subtotal Public Service	178	111	194	140	156
Total	662	805	939	724	699

Table II A, depicts the percentage of nighttime operations as compared to total operations for the last five fiscal years. Night operations represent two percent (2%) of the total operations for FY 04 and FY 05. This is a one percent (1%) decrease when compared to FY 01 – 03.

Table II A
Fiscal Year Percentage of Nighttime Operations

Fiscal Year	Total Operations	Night Operations	% of Night Ops	% of Jet Night Ops
2001	138,298	3,598	3%	19%
2002	138,790	3,736	3%	21%
2003	112,308	3,168	3%	23%
2004	136,128	3,361	2%	23%
2005	163,434	3,130	2%	34%*

* Delta began CRJ service in FY05.

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 9 to 52. Complaints received from neighborhoods to the northeast of the airport have increased by 7, from the northwest they have increased by 7, from the southeast they have increased by 7, from the southwest increased by 21 and unknown increased by 1.

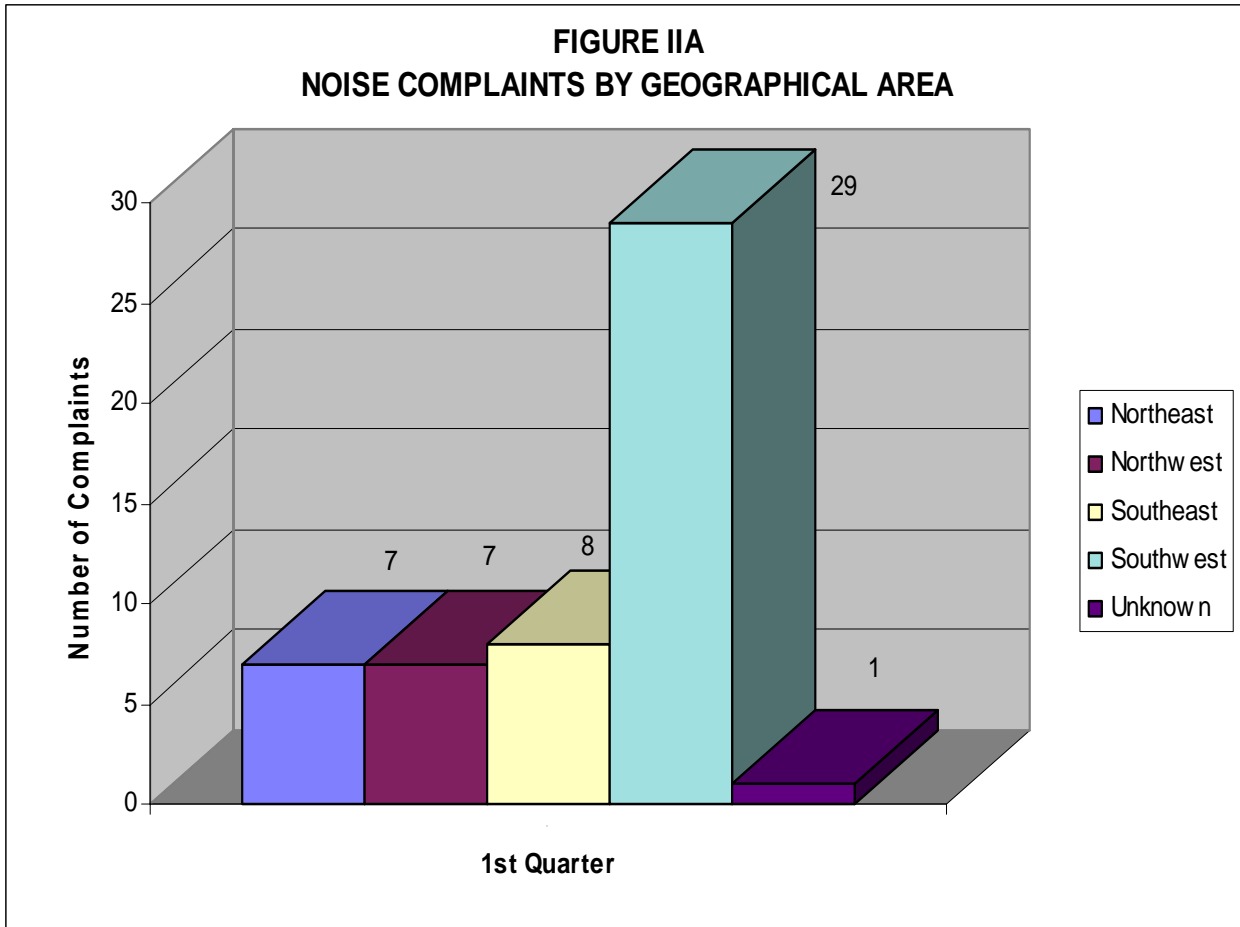
This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, the total number of complaints decreased by 12 calls. Complaints received from neighborhoods to the northeast of the airport have decreased by 2, from the northwest they have remained the same, from the southeast decreased by 2, from the southwest decreased by 9 and unknown increased by 1. Total complaints received have decreased from 64 to 52.

Table III
AIRPORT NOISE COMPLAINT SUMMARY
 Fiscal Years 2005-2006

YEAR	Northeast	Northwest	Southeast	Southwest	Unknown Location	Monthly Total
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
	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
2006						
OCTOBER	-	-	-	2	-	2
NOVEMBER	5	5	7	9	1	27
DECEMBER	2	2	1	18	-	23
TOTALS FOR 1st QUARTER	7	7	8	29	1	52

Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the First Quarter of 2006. Total complaints for this quarter have decreased 19% when compared to the same period one year ago.



PART III COMPLAINTS BY TIMEFRAME

Figure IIIA, below, depicts noise complaints for the First Quarter according to the time of the single event. Fifty-six percent (56%) of the total complaints were received during the voluntary curfew hours; however seventy-two percent (72 %) of the nighttime complaints were received from Stage 2 air ambulance and local Public Service operations.

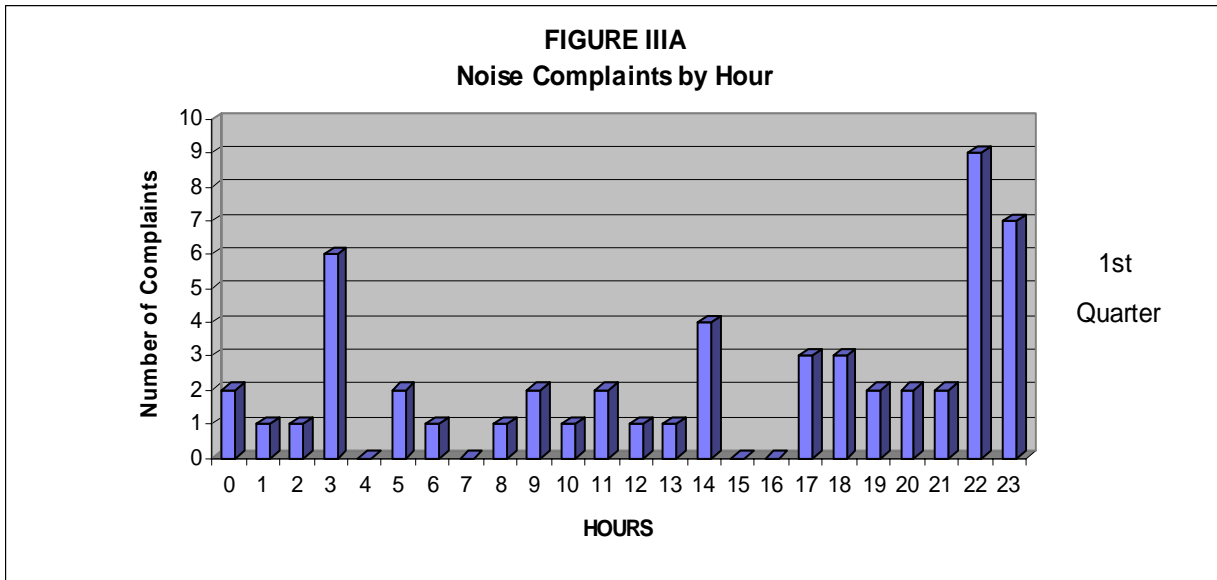
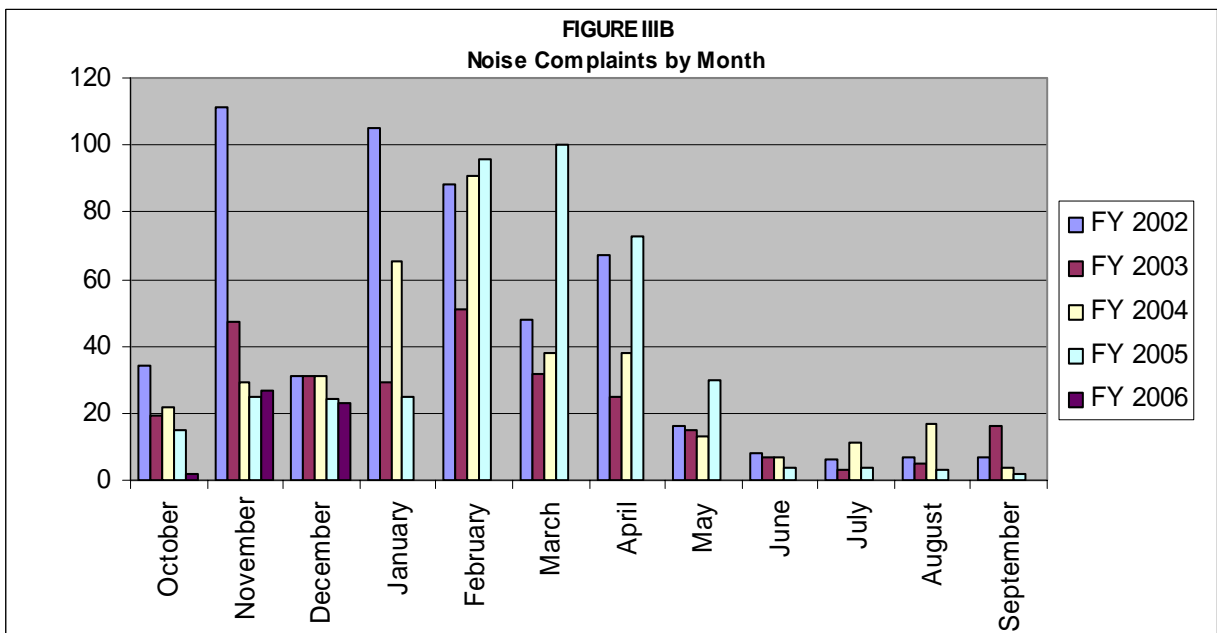


Figure IIIB below, illustrates the airport’s complaint volume for fiscal years 2002, 2003, 2004, 2005 and 2006.



PART IV COMPLAINTS BY OPERATIONAL SOURCE

Figure IVA below, indicates what types of aircraft the complainants were calling about. Thirty-five (35) of the complaints were in regards to jet aircraft operations and of the total complaints received from jet aircraft operations, ten (10) complaints were in reference to Stage 2 air ambulance operations.

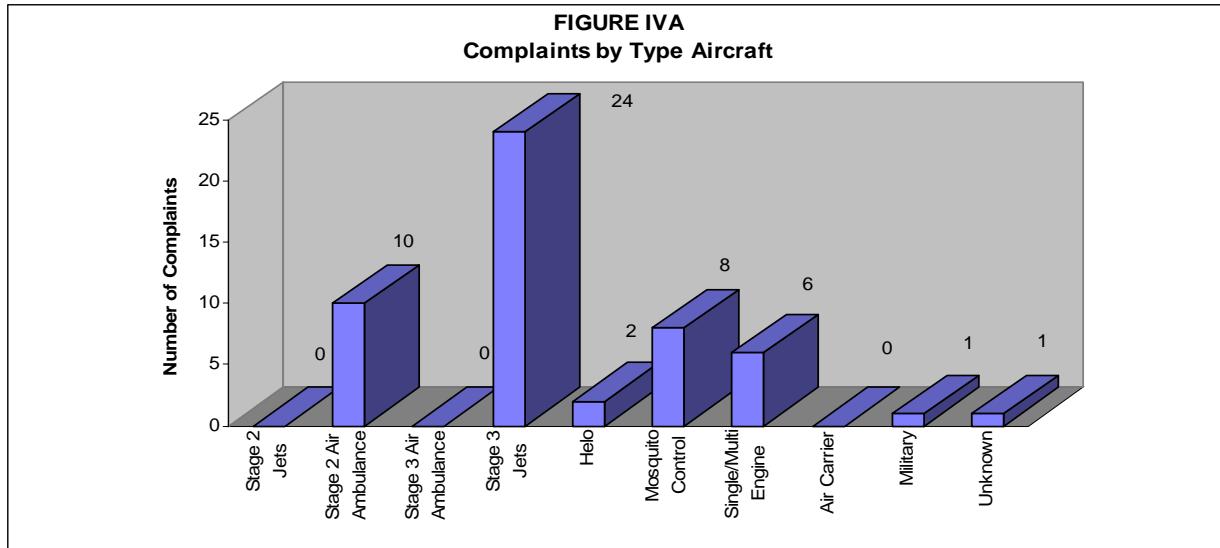
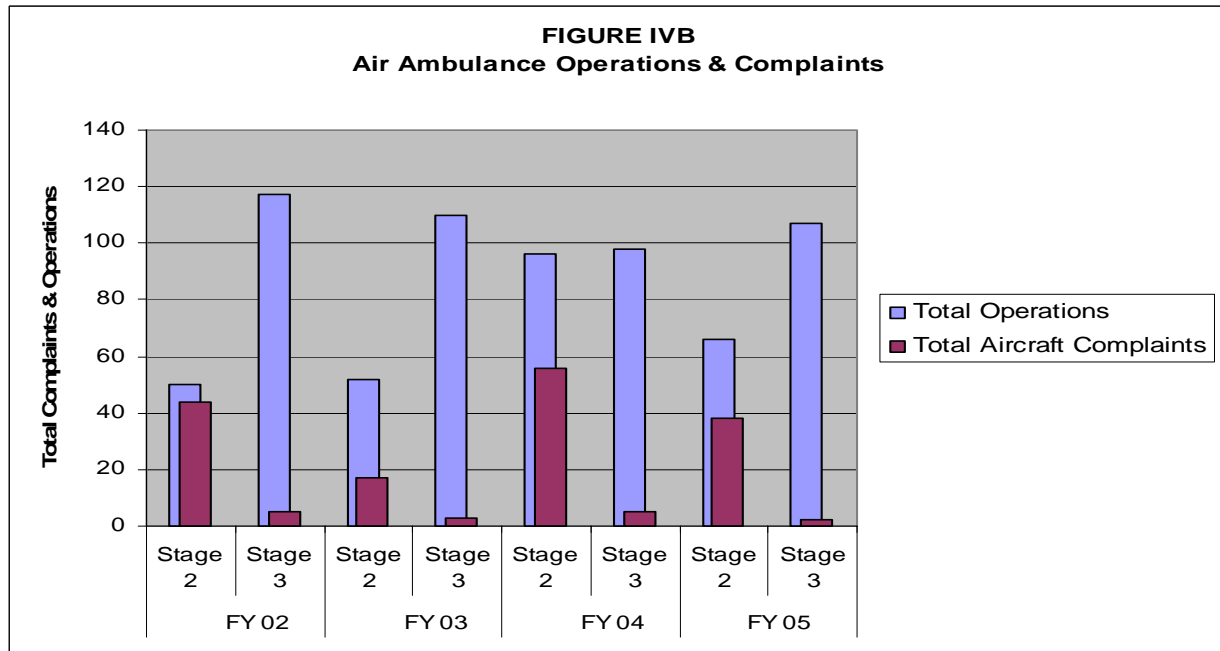
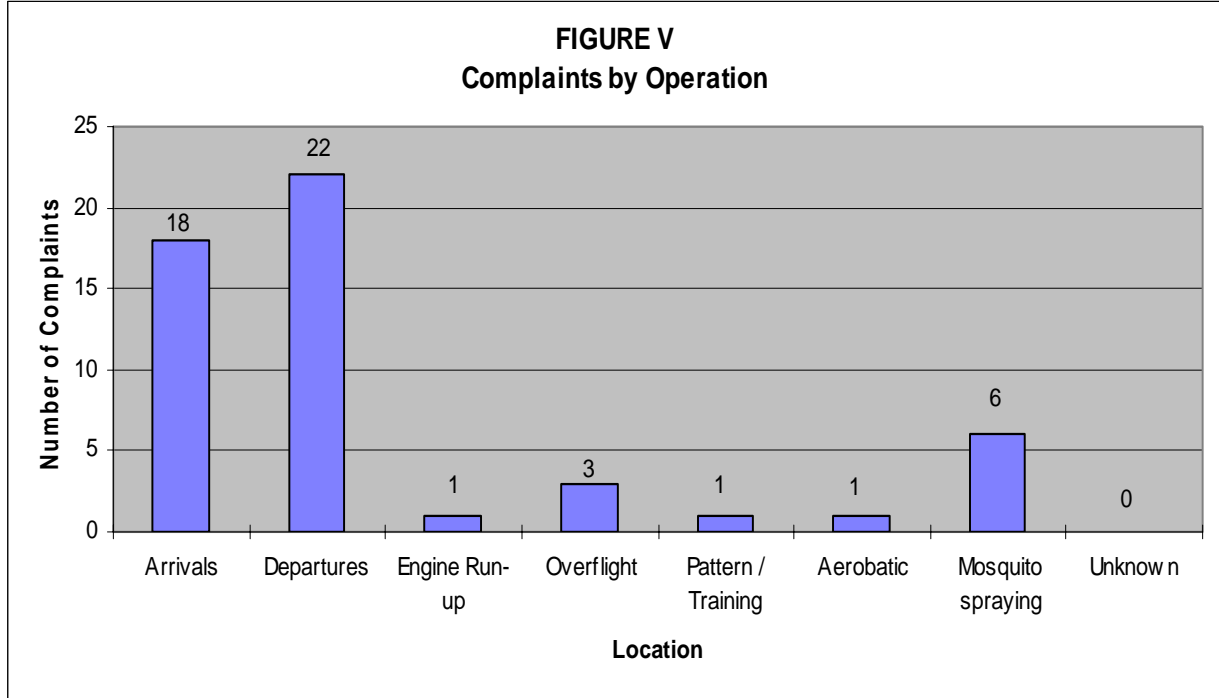


Figure IVB, below, depicts operations and noise complaints received from Stage 2 and Stage 3 Air Ambulances during FY 2002, 2003, 2004 and 2005.



PART V
COMPLAINTS BY OPERATION

Figure V, below, shows the operational source of the noise complaints from the First Quarter of 2006.



SUMMARY

Air Traffic

Compared to the previous quarter, air carrier traffic has increased 124%, general aviation traffic has remained the same, and total air traffic has increased by 5%. Compared to the same period one year ago, air carrier traffic decreased 4%, general aviation operations have decreased by 8%, and total traffic has decreased 7%.

Nineteen percent (23%) 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 fifteen (115) 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 56 operations and Mosquito Control operations have decreased by sixty-seven percent (67%). Overall nighttime operations have increased by 37 operations when compared to last year.

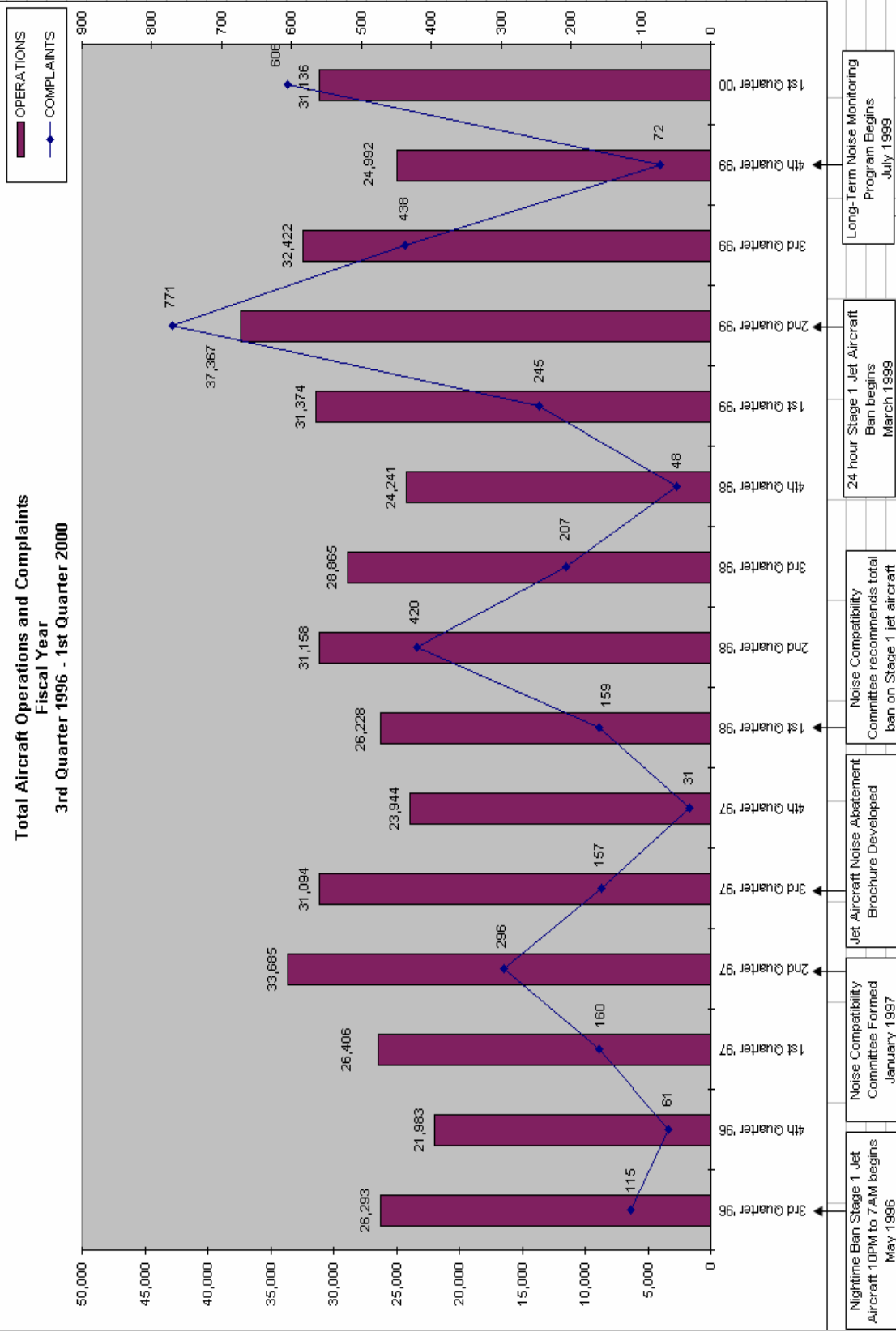
Noise Complaints

Compared to the previous quarter, noise complaints have increased from 9 to 52. Southwest Quadrant neighborhoods generated the most complaints during the Fiscal First Quarter of 2006, with a total of 29 complaints. Other areas generated the following number of complaints: Northeast-7, Northwest-7, Southeast-8 and Unknown location-1.

Noise Complaints by Family

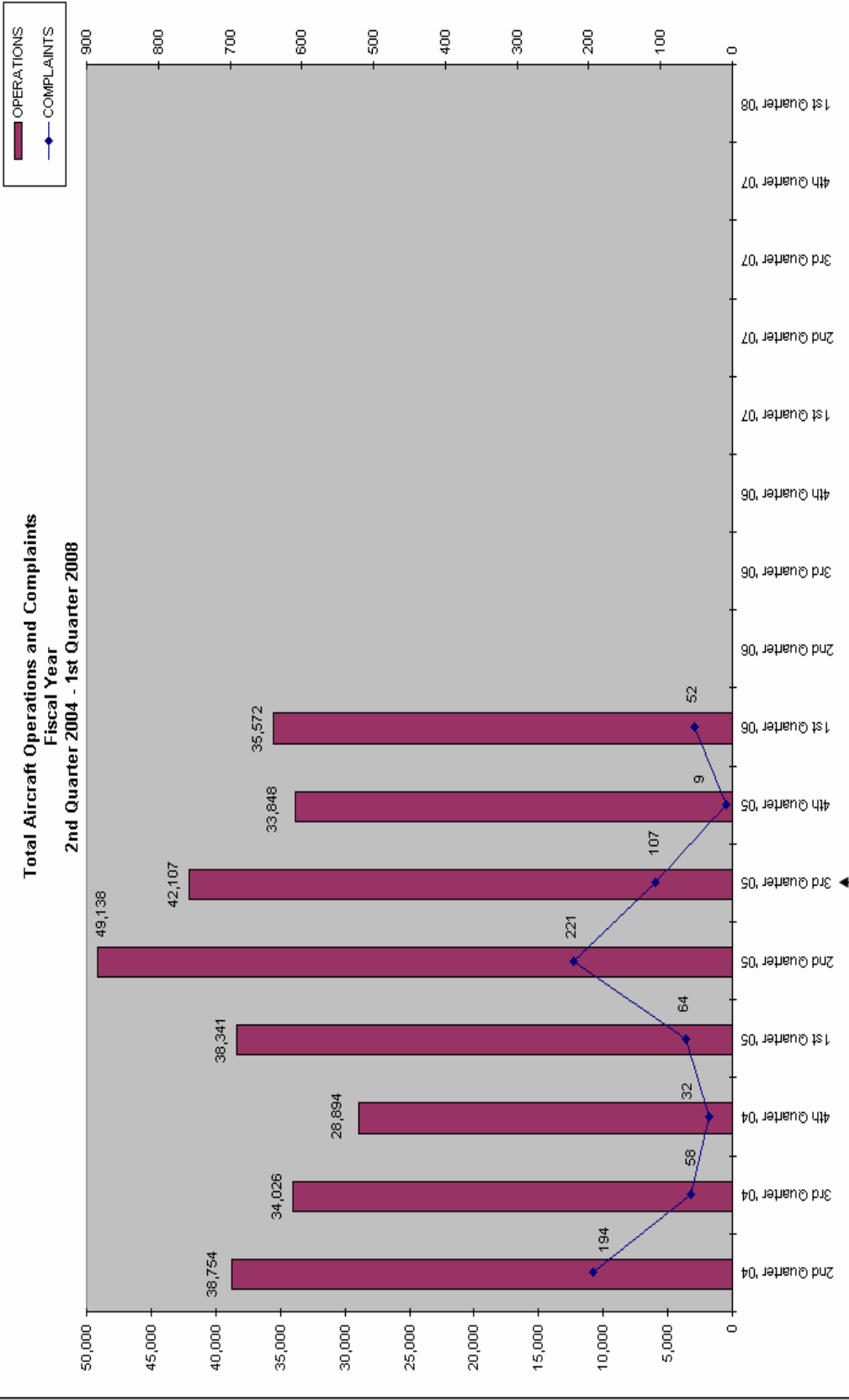
Thirty-four (34) different families made 52 complaints to the Noise Abatement Office during the First Quarter of 2006. Four families made 16 calls, or 31% of the total complaints. All four families were located to the southwest of the airport.

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

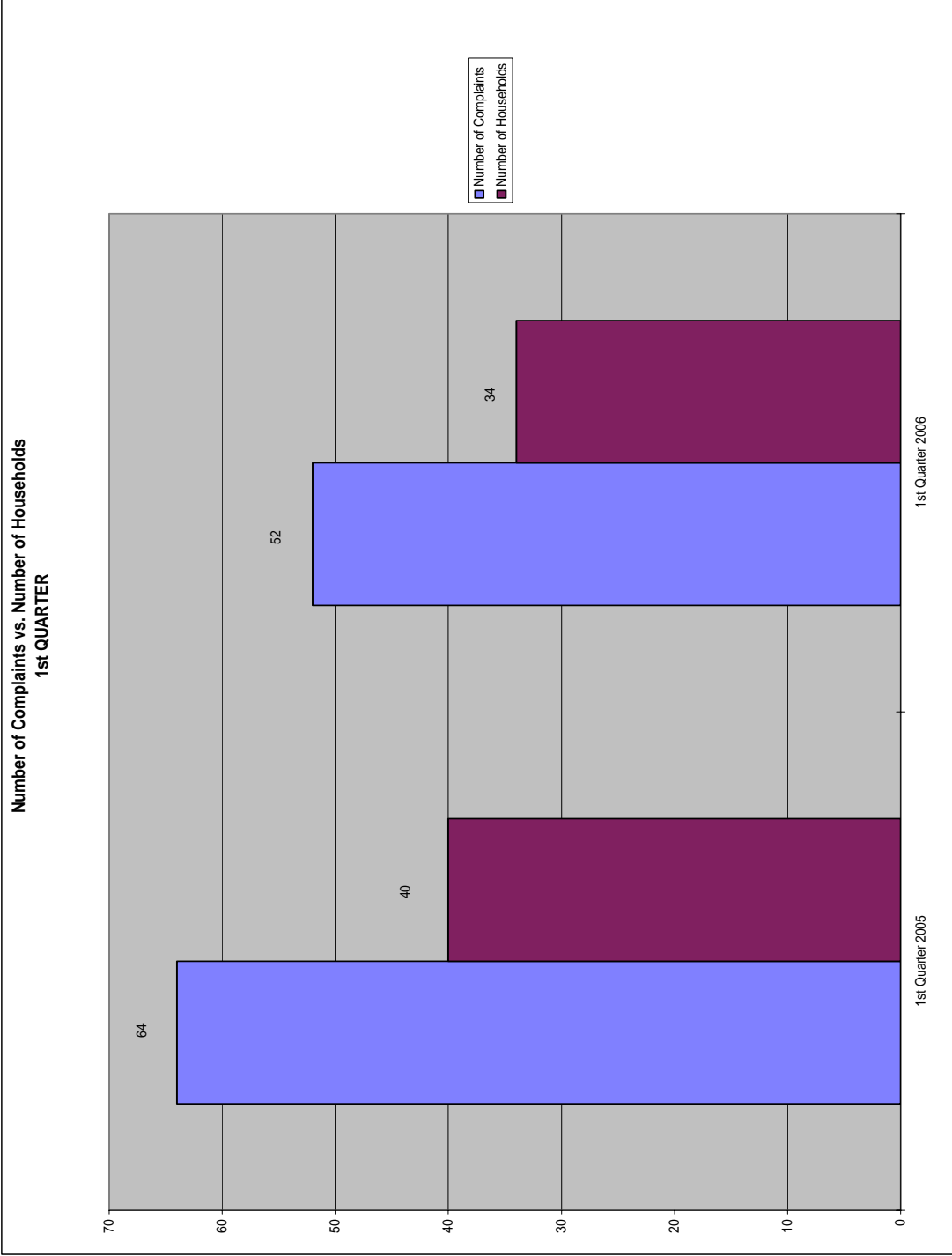


Nighttime Ban Stage 1 Jet Aircraft 10PM to 7 AM begins May 1996
 Voluntary Nighttime Curfew Stage 1 & 2 Jet Aircraft May 1996
 Noise Compatibility Committee Formed January 1997
 Jet Aircraft Noise Abatement Brochure Developed
 Noise Compatibility Committee recommends total ban on Stage 1 jet aircraft
 24 hour Stage 1 Jet Aircraft Ban begins March 1999
 Part 150 Study Update Begins August 1999
 Long-Term Noise Monitoring Program Begins July 1999

Total Aircraft Operations and Complaints
Fiscal Year
2nd Quarter 2004 - 1st Quarter 2008



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



NOISE COMPLAINTS & OPERATIONS SUMMARY

APPENDIX C

MONTH: October 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
Sat-01			246							8								1	254
Sun-02			206							7							3	1	213
Mon-03			322							11							1	1	333
Tue-04			257							9							4	1	266
Wed-05			427					2		6							1	2	433
Thu-06			238							9							3	1	247
Fri-07			364							5							2		369
Sat-08			284							8							5	1	292
Sun-09			252							8							3	2	260
Mon-10			390					2		8							4	2	398
Tue-11			271							7							3	1	278
Wed-12			404							8							4	1	412
Thu-13			398						1	1	12							2	410
Fri-14			400							10							1	1	410
Sat-15			402							11							3	1	413
Sun-16			253							14							4	1	267
Mon-17			497							6							2	1	503
Tue-18			607						1	1	11						5	2	618
Wed-19			471							10							3	1	481
Thu-20			519					2		12							3	1	531
Fri-21			300							11							8	1	311
Sat-22			114							1								1	115
Sun-23			40							0									40
Mon-24			0							0									0
Tue-25			108							0									108
Wed-26			143							0									143
Thu-27			267							4									271
Fri-28			356							5									361
Sat-29			404							8								1	412
Sun-30			377					2		6							1	1	383
Mon-31			386							7							2	1	393
TOTALS	0	0	9,703	0	0	0	2	6	2	2	222	0	0	0	0	0	65	29	9,925

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	0	2	2
Complaints	0	2	2
Operations (Ops)	9,703	222	9,925
%Events/Ops	0.0%	0.8%	0.0%
Complaints & Events	#DIV/0!	11.0	4962.5
%Complaints/Ops	0.0%	0.3%	0.0%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	0
EMS	H	13
Sheriff's Office	H	30
Mosquito Control	H	0
Mosquito Control	P	0
Public Service	J,H,P	43
Non-Jet Air Carrier & GA	H,P	85
Total GA Jet Ops	J	65
Total AT Jet Ops	J	29
Total Jet Operations	J	94
Night Ops - Total	J,H,P	222

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: November 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	
Tue-01			283							5							1	1	288	
Wed-02	3	3	441							12								1	1	453
Thu-03	1	1	506							13								4	1	519
Fri-04			582						1	3	12								1	594
Sat-05			530							9								3	1	539
Sun-06			557							10								3	1	567
Mon-07			402							4									1	406
Tue-08			527							1								1		528
Wed-09	1	1	550						1	4	11							3		561
Thu-10			574						2	2	18							7	1	592
Fri-11			489								10							5	1	499
Sat-12			472								13							5	1	485
Sun-13	1	1	445								8							2	1	453
Mon-14	1	1	421								5								1	426
Tue-15			511						2	2	11							3	1	522
Wed-16			500								5							2	1	505
Thu-17			503						1	1	16							11	1	519
Fri-18			664								12							3	1	676
Sat-19			514								11							4	1	525
Sun-20			346								4							1	2	350
Mon-21			328								11						1	4	1	339
Tue-22			444						1	1	13						1	7	2	457
Wed-23			483								7							2	1	490
Thu-24			257								11							2	1	268
Fri-25			473								3								1	476
Sat-26	1	1	617								10								2	627
Sun-27	4	4	420								6								2	426
Mon-28	1	1	556								9							5	1	565
Tue-29	1	1	256								7							4	3	263
Wed-30			522								5							3	1	527
TOTALS	14	14	14,173	0	0	0	0	6	8	13	272	0	0	0	0	2	86	34	14,445	

COMPLAINTS	DAY	NIGHT	TOTAL
Events	14	8	22
Complaints	14	13	27
Operations (Ops)	14,173	272	14,445
%Events/Ops	0.1%	2.9%	0.2%
Complaints & Events	1012.4	20.9	535.0
% Complaints/Ops	0.1%	4.8%	0.2%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	2
EMS	H	20
Sheriff's Office	H	44
Mosquito Control	H	0
Mosquito Control	P	14
Public Service	J,H,P	80
Non-Jet Air Carrier & GA	H,P	72
Total GA Jet Ops	J	86
Total AT Jet Ops	J	34
Total Jet Operations	J	122
Night Ops - Total	J,H,P	272

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	4	4

NOISE COMPLAINTS & OPERATIONS SUMMARY

APPENDIX C

MONTH: December 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			517								11						1	1	528
Fri-02			474						1	1	10						1	1	484
Sat-03			524								14						2	1	538
Sun-04	1	1	448								1							1	449
Mon-05			389								8						3	2	397
Tue-06			329								3							1	332
Wed-07			349								2							1	351
Thu-08			460								6						1	1	466
Fri-09			457								11						3	1	468
Sat-10	1	1	152								9						3	1	161
Sun-11			316								5							1	321
Mon-12			424								5						2	1	429
Tue-13			402								9					2	2	2	411
Wed-14			383								9						4	1	392
Thu-15			433						1	1	7						2	1	440
Fri-16			436								11						1	1	447
Sat-17			385				4		3	11	12				4		3	1	397
Sun-18	1	1	226								6						1	1	232
Mon-19			129						1	1	6						3	1	135
Tue-20			297								9						3	2	306
Wed-21			288						1	1	9						4	2	297
Thu-22	2	2	330								7							1	337
Fri-23	2	2	321								5						2	1	326
Sat-24			183								2							1	185
Sun-25			68								2						1	1	70
Mon-26			380				2				4						2	1	384
Tue-27			436		2						8						5	1	444
Wed-28	1	1	410								3							2	413
Thu-29			351								5						1	1	356
Fri-30			407								6						3	1	413
Sat-31			293					2			0								293
TOTALS	8	8	10,997	0	2	0	6	2	7	15	205	0	0	0	4	2	53	35	11,202

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	8	7	15
Complaints	8	15	23
Operations (Ops)	10,997	205	11,202
%Events/Ops	0.1%	3.4%	0.1%
Complaints & Events	1374.6	13.7	487.0
%Complaints/Ops	0.1%	7.3%	0.2%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	6
EMS	H	2
Sheriff's Office	H	33
Mosquito Control	H	
Mosquito Control	P	
Public Service	J,H,P	41
Non-Jet Air Carrier & GA	H,P	76
Total GA Jet Ops	J	53
Total AT Jet Ops	J	35
Total Jet Operations	J	94
Night Ops - Total	J,H,P	205

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
OCTOBER 1 – DECEMBER 31, 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 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
Village Green/ 1 ½ miles SW of airport	Citation 10 Jet	79.8 decibels	21.31
Village Green/ 1 ½ miles SW of airport	Beechjet	77.7 decibels	13.53
Village Green/ 1 ½ miles SW of airport	Lear 55 Jet	80.3 decibels	16.93
Village Green/ 1 ½ miles SW of airport	Falcon Jet	81.3 decibels	19.81
Village Green/ 1 ½ miles SW of airport	Delta CRJ	84.9 decibels	24.78
Village Green/ 1 ½ miles SW of airport	Twin Engine Seneca	75.1 decibels	9.81
Village Green/ 1 ½ miles SW of airport	Twin Engine Aztec	69.1 decibels	5.59
Village Green/ 1 ½ miles SW of airport	Single Engine Cessna 182	69.6 decibels	9.68
Village Green/ 1 ½ miles SW of airport	Twin Engine Baron	71.9 decibels	15.93
Village Green/ 1 ½ miles SW of airport	Challenger Jet	84.3 decibels	21.50
Gordon River Dock/ 3/8 mile SW of airport	Twin Engine Cessna 414	82.8 decibels	19.43
Gordon River Dock/ 3/8 mile SW of airport	Hawker Jet	74.9 decibels	14.21

Gordon River Dock/ 3/8 mile SW of airport	Lear 40 Jet	74.8 decibels	18.62
Gordon River Dock/ 3/8 mile SW of airport	Citation 560 Jet	73.7 decibels	13.43
Gordon River Dock/ 3/8 mile SW of airport	Lear 60 Jet	70.7 decibels	8.31

Aircraft Departing Airport:

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Gordon River Dock/ 3/8 mile SW of airport	Citation 10 Jet	68.3 decibels	7.53

SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

Noise Monitoring Site Summary Comparison between the Fiscal Fourth Quarter of 2005 and the Fiscal First Quarter of 2006, and a comparison between the same period last year.

A comparison of the six monitoring sites revealed that the DNL increased at one site and decreased at three sites when compared to last quarter (Data is not available for this comparison for two of the sites). When compared to same period last year the DNL increased at two sites and decreased at four sites. 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 8.6 decibels during the Fiscal First Quarter when compared to the previous quarter. The decrease in the DNL when compared to the last quarter may be due to the completed construction at the airport which closed the primary runway (Runway 5-23) frequently during the last quarter monitoring period and caused aircraft to use the runway which affects this site more often. When compared to the same period last year the DNL has decreased by 0.9 decibels, which is normal. The background noise at this site has increased by 0.4 decibels.

Site 2A – The DNL at this site was 60.7 decibels. Data is not available for comparison to the previous quarter. When compared to the same period last year the DNL increased by 2.9 decibels. Background noise level was 46.1 decibels. The land next to this site is going to be developed in a couple of months and staff will no longer be able to use this site for noise monitoring

Site 3 – This site produced a DNL of 55.6 decibels. This data is a decrease of 3.2 decibels when compared to the previous quarter and a decrease of 0.8 decibels when compared to the same period last year. Background noise level at this site was 43.6 decibels.

Site 4 – The DNL at this site was 58.2 decibels, which is a 1.6-decibel decrease 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 42.1 decibels.

Site 5 – This site produced a DNL of 66.2 decibels. Data is not available for comparison to the previous quarter. When compared to the same period last year the DNL has increased by 11.5 decibels. This increase was due to tree clearing that was being done next to the monitor. The background noise level at this site has decreased by 3.3 decibels when compared to the Fiscal First Quarter of 2005.

Site 7 – The DNL at this site increased by 1.6 decibels. When compared to the same quarter last year there is a decrease of 3.2 decibels. There was a 5.4-decibel decrease in background noise at this site when compared to the previous quarter.

DNL Comparison Fiscal Year			
Site	First Quarter 2005	Fourth Quarter 2005	First Quarter 2005
1	58.0 dB	65.7 dB	57.1 dB
2A	57.8 dB	N/A	60.7 dB
3	56.4 dB	58.8 dB	55.6 dB
4	58.5 dB	59.8 dB	58.2 dB
5	54.7 dB	N/A	66.2 dB
7	59.6 dB	54.8 dB	56.4 dB

Fiscal Year Total Operations & DNL Average				
Fiscal Year	Total Operations	Site – Average DNL		
		(1) Springwood	(4) Village Green	(7) Wyndemere
2001	138,298	57.2 dB	59.1 dB	57.9 dB
2002	138,790	57.1 dB	60.2 dB	56.8 dB
2003	112,308	58.8 dB	N/A	58.1 dB
2004	136,128	59.2 dB	59.1 dB	58.2 dB
2005	163,434	61.3 dB	58.9 dB	58.3 dB
5 Year Avg.	137,792	58.7 dB	59.3 dB	57.9 dB

The chart above represents fiscal year total operations and the average DNL from three noise monitoring sites. Although two of the sites show some increase in DNL, and one site shows a slight decrease, the five year average DNL for the sites is still less than the normal conversation level which is 60 dB. There was also a major road expansion project done on Livingston Road in early 2004, which effects Wyndemere. This project expanded the road from a two lane dead end to a six lane major north-south corridor. The DNL effect of this expansion on Wyndemere appears to be minimal.

SECTION III
NOISE MONITORING SITE SUMMARY
 Fiscal Year

SITES	1st Quarter Oct. - Dec., 2005		2nd Quarter Jan. - Mar. 2005		3rd Quarter Apr. - June 2005		4th Quarter July - Sept. 2005		1st Quarter Oct. - Dec., 2006	
	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total
	1 Springwood-East Naples	47.5	58	49.2	60.9	48.5	60.6	49.8	65.7	47.9
2A Gordon River Dock	45.3	57.8	46	63.8	45.5	58.2	N/A	N/A	46.1	60.7
3 First Presbyterian Church - 6th St. South	47.3	56.4	45.1	58.1	48.3	61.1	46.1	58.8	43.6	55.6
4 Village Green - 11th Avenue South	45.6	58.5	42.9	57.8	46.1	59.6	44.2	59.8	42.1	58.2
5 The Conservancy	45.7	54.7	43.6	54.8	50	60.7	N/A	N/A	42.4	66.2
7 Wyndemere CC	45.8	59.6	49.3	60.1	47	58.5	45.6	54.8	40.2	56.4

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.