



CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 37

For the period

January 1, 2006 through March 31, 2006

Prepared by
Airport Operations

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**PART I
AIRCRAFT OPERATIONS**

INTRODUCTION

This is the thirty-seventh 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 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 air carrier traffic, compared to the previous quarter, has increased by 50%. General aviation activity has increased by 16%. Total traffic increased by 19%, from 35,572 operations to 42,274. The daily average for the Second Quarter was 470 operations.

This Quarter Compared to the Same Period One Year Ago

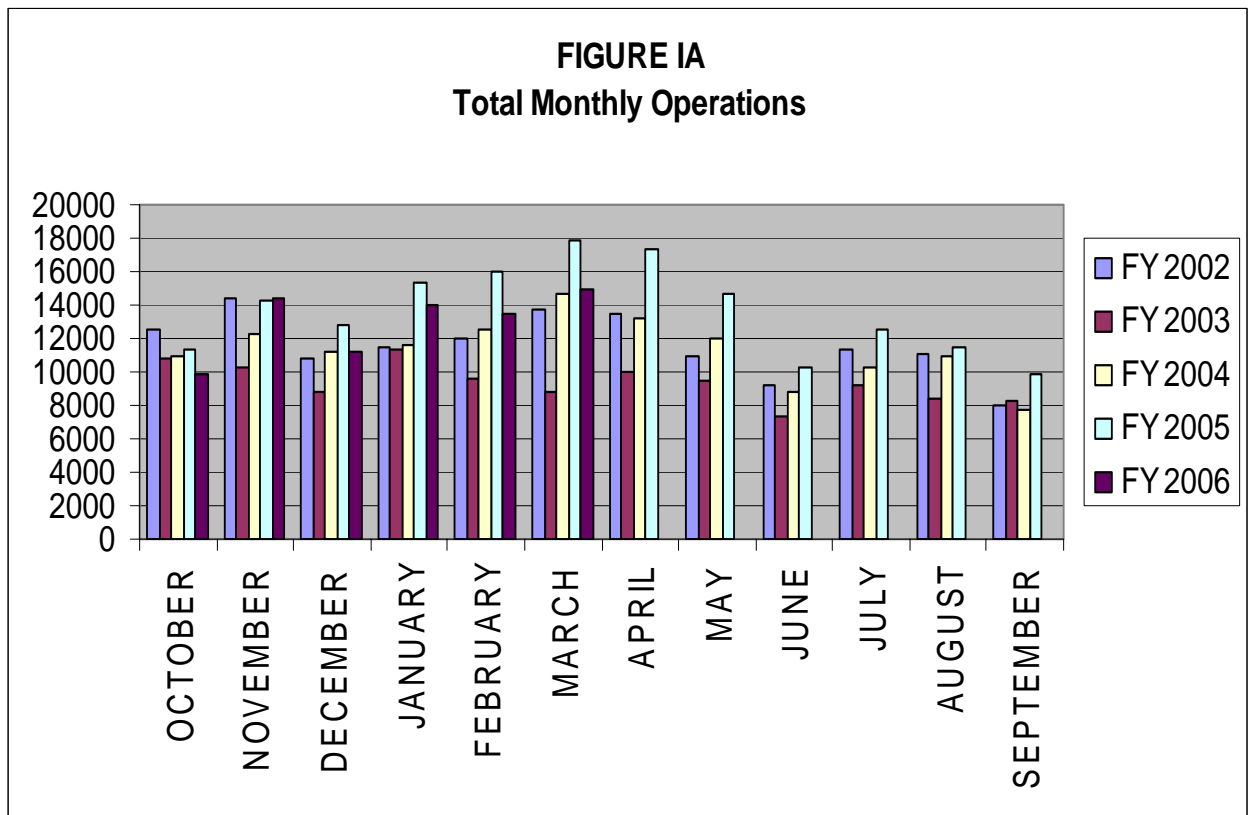
Compared to the same period last year, air carrier traffic has decreased by 15% and general aviation air traffic has decreased 14%. Total air traffic operations decreased by 14% from 49,138 operations to 42,274.

Table I

AIRPORT TRAFFIC SUMMARY
Landings and Takeoffs
Fiscal Years 2005-2006

YEAR	AIR CARRIER	GENERAL AVIATION	MILITARY	TOTAL TRAFFIC	DAILY AVERAGE
2005					
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
JANUARY	1,535	12,412	16	13,963	450
FEBRUARY	1,656	11,758	13	13,427	480
MARCH	1,652	13,230	2	14,884	480
TOTALS FOR 2nd QUARTER	4,843	37,400	31	42,274	470

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 14% decrease in overall airport operations during the Second Quarter of 2006, when compared to the same period in 2005. When analyzing the data for the last five fiscal years, it appears that airport operations are increasing at a rate of approximately four percent (4%) per year.

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 decreased by 7 in the Second Quarter of 2006 when compared to the Second Quarter 2005 statistics. Jet operations occurring at night increased by 14 and single and multi-engine aircraft operations decreased by 20.

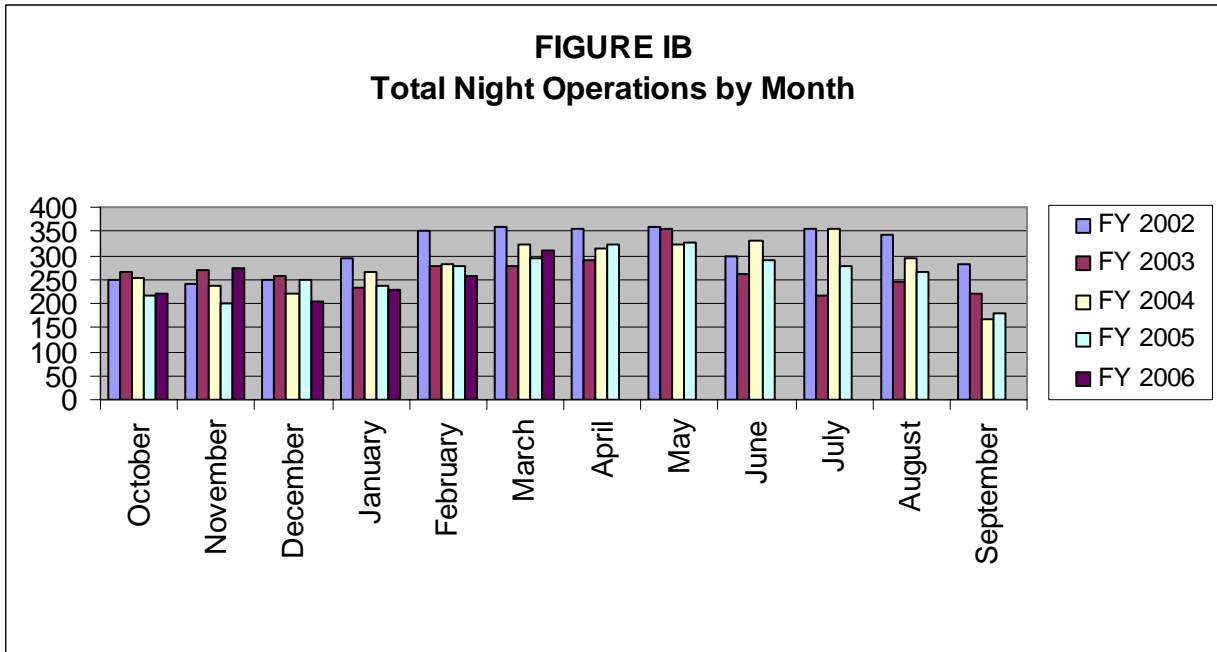


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have decreased by 7 total operations when compared to the same time last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

As compared to the same time last year, the number of air ambulance operations has increased by four (4) operations. Single and Multi-engine aircraft operations have decreased by 7%. Public Service operations represent 15% of the activity occurring at night. Nighttime operations accounted for two percent (2%) of the overall operations for the Second Quarter of 2006.

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

Activity	2 nd 2005	3 rd 2005	4 th 2005	1 st 2006	2 nd 2006
Jets					
Air Ambulance	4	0	3	8	8
Air Carrier	85	118	114	98	105
GA	306	166	84	204	296
Subtotal Jets	395	284	201	310	409
Single & Multi-engine (includes air carrier & GA)	299	461	383	233	279
Public Service					
Mosquito Control Operations	8	74	41	14	0
Collier Sheriff's Office	70	89	67	107	95
EMS	33	31	32	35	13
Coast Guard	0	0	0	0	2
Subtotal Public Service	111	194	140	156	110
Total	805	939	724	699	798

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 and had 328 nighttime operations. Without Delta's operations, the percentage of jet night operations in FY05 would have been twenty-four percent (24%) of the total nighttime operations.

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 52 to 125. Complaints received from neighborhoods to the northeast of the airport have increased by 3, from the northwest they have increased by 4, from the southeast they have remained the same, from the southwest increased by 67 and unknown decreased 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 96 calls. Complaints received from neighborhoods to the northeast of the airport have decreased by 4, from the northwest increased by 3, from the southeast they have remained the same, from the southwest decreased by 89 and unknown decreased by 6. Total complaints received have decreased from 221 to 125.

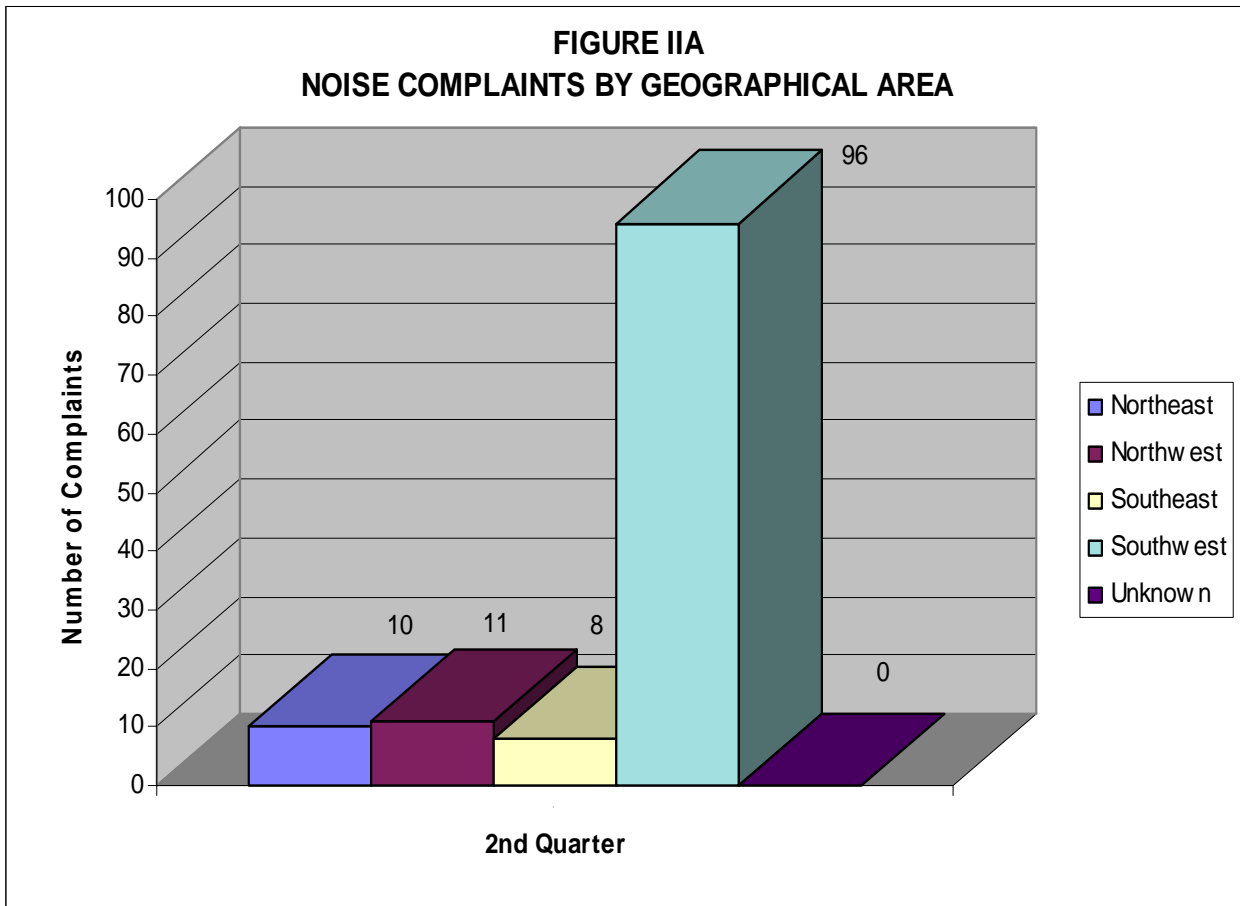
Table III

AIRPORT NOISE COMPLAINT SUMMARY

Fiscal Years 2005-2006

YEAR	Northeast	Northwest	Southeast	Southwest	Unknown Location	Monthly Total
2005						
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
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
JANUARY	2	9	6	12	-	29
FEBRUARY	4	-	-	50	-	54
MARCH	4	2	2	34	-	42
TOTALS FOR 2nd QUARTER	10	11	8	96	-	125

Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the Second Quarter of 2006. Total complaints for this quarter have decreased 43% 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. Thirty-eight percent (38%) of the total complaints were received during the voluntary curfew hours; however fifty-six percent (56%) of the nighttime complaints were received from Stage 2 air ambulances and local Public Service operations.

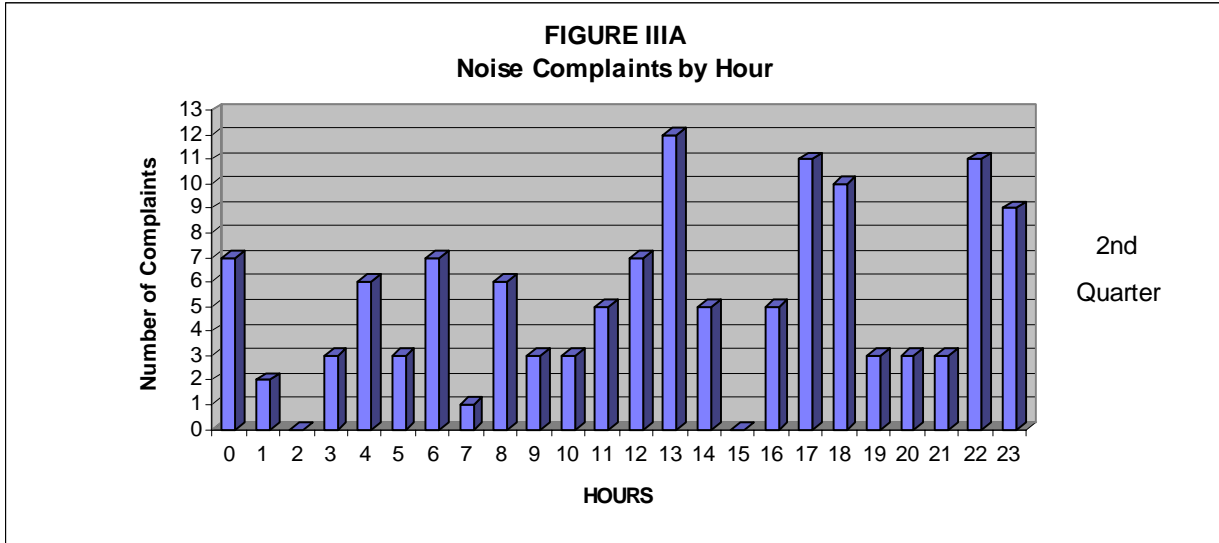
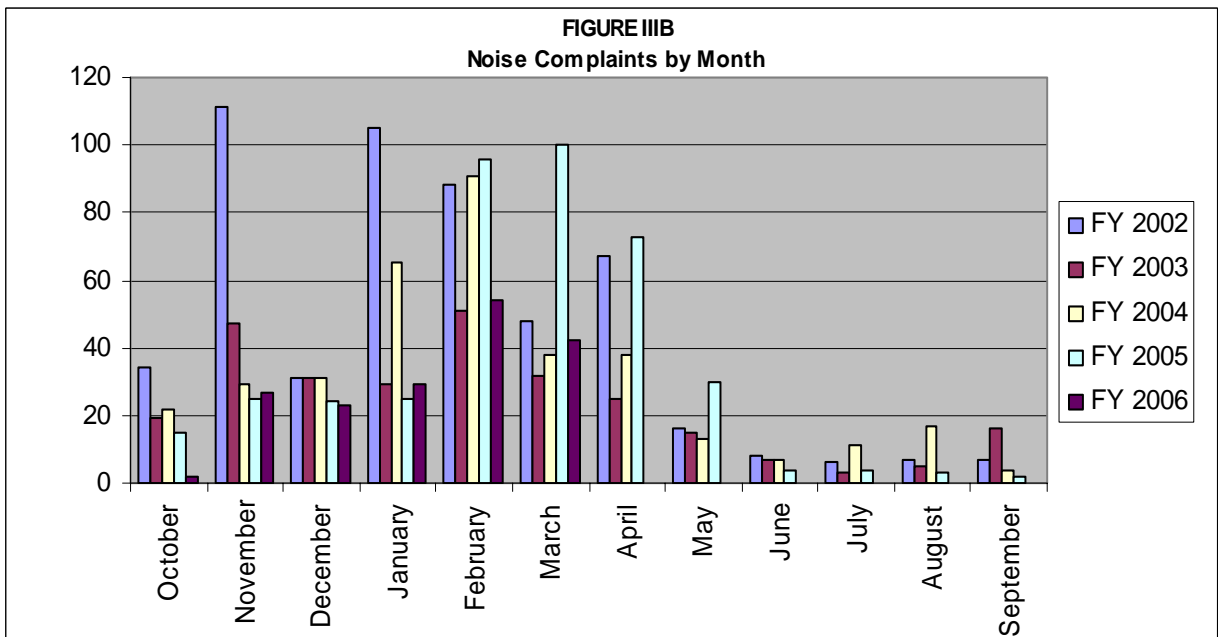


Figure IIIB below, illustrates the airport's complaint volume for fiscal years 2002, 2003, 2004, 2005 and 2006.



PART IV COMPLAINTS BY OPERATIONAL SOURCE

Figure IVA below, indicates what types of aircraft the complainants were calling about. One hundred and six (106) of the complaints were in regards to jet aircraft operations and of the total complaints received from jet aircraft operations, twenty (20) complaints were in reference to Stage 2 air ambulance operations.

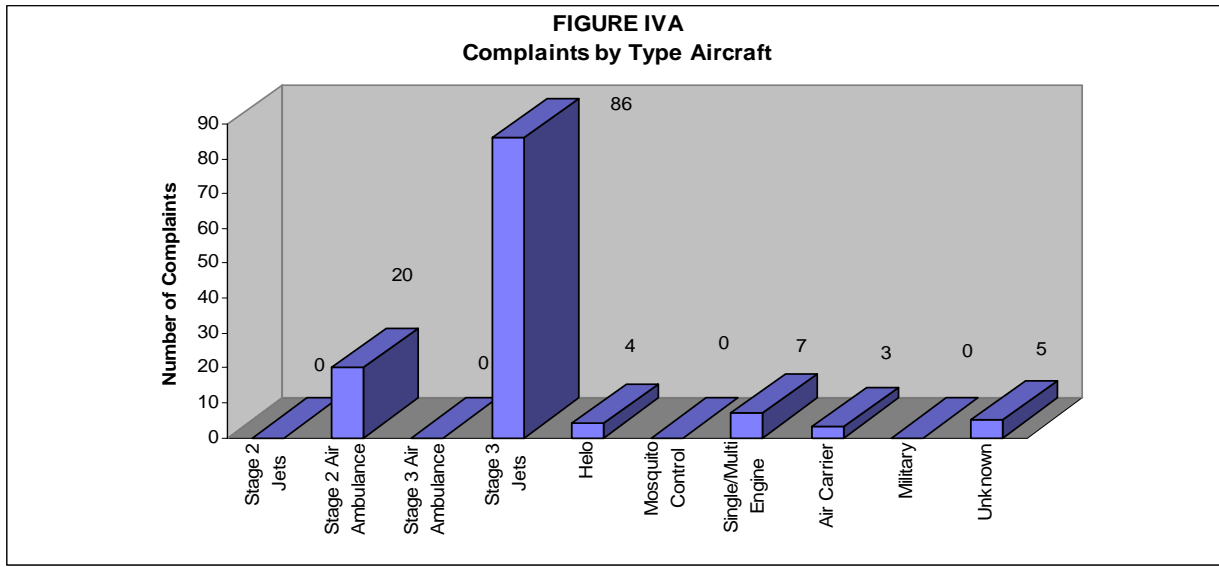
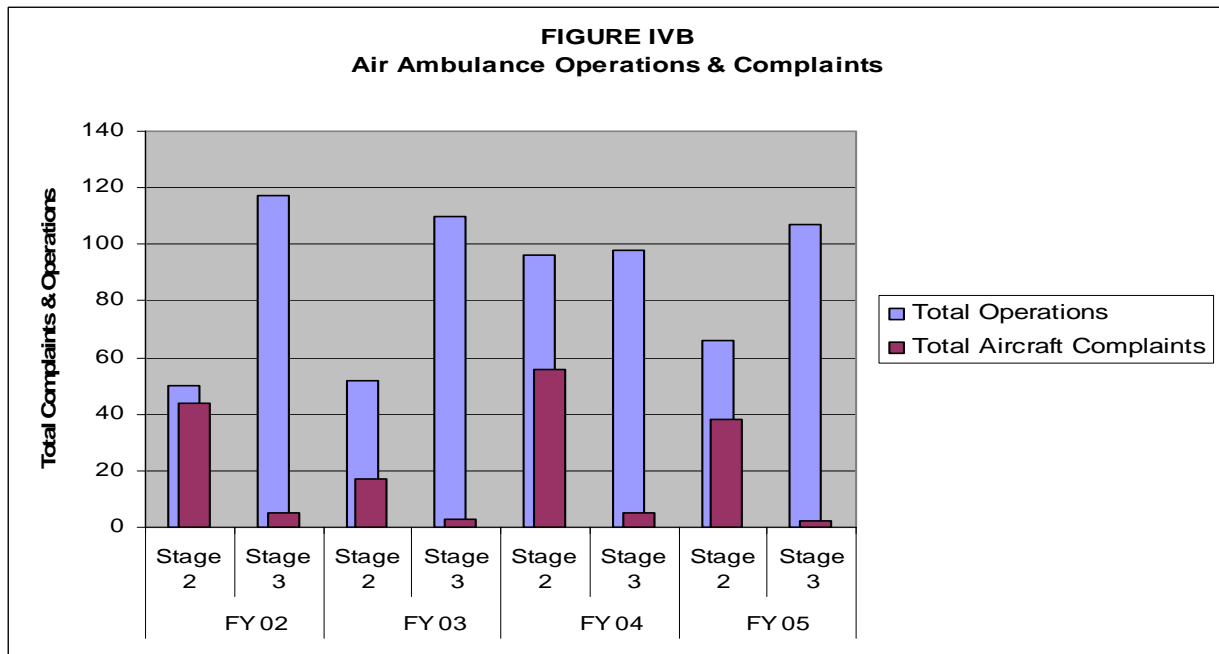
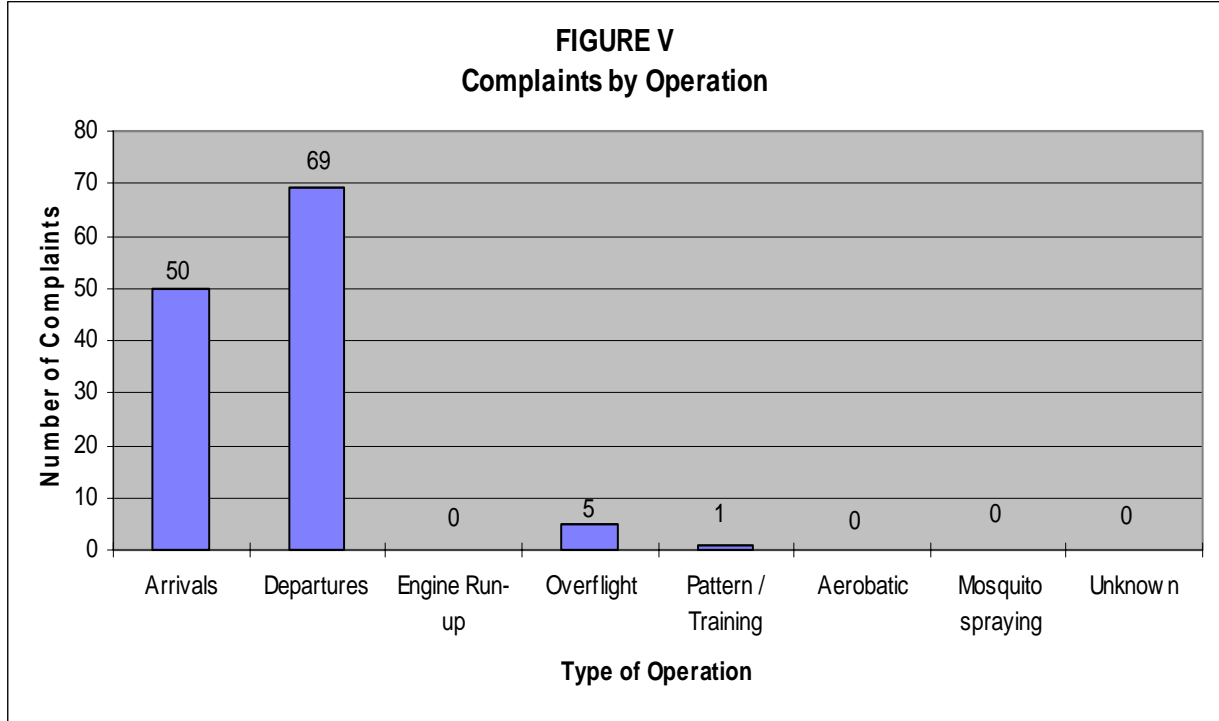


Figure IVB, below, depicts operations and noise complaints received from Stage 2 and Stage 3 Air Ambulances during FY 2002, 2003, 2004 and 2005.



PART V
COMPLAINTS BY OPERATION

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



SUMMARY

Air Traffic

Compared to the previous quarter, air carrier traffic has increased 50%, general aviation traffic has increased by 16%, and total air traffic has increased by 19%. Compared to the same period one year ago, air carrier traffic decreased 15%, general aviation operations have decreased by 14%, and total traffic has decreased 14%.

Fifteen percent (15%) of the total nighttime operations were attributed to Emergency Services helicopters and air ambulance jet aircraft. Jet aircraft operations at night have increased by fourteen (14) operations when compared to same period last year. Single and multi-engine aircraft operations have decreased by twenty (20) operations and Mosquito Control operations have decreased by eight (8) operations. Overall nighttime operations have decreased by seven (7) operations when compared to last year.

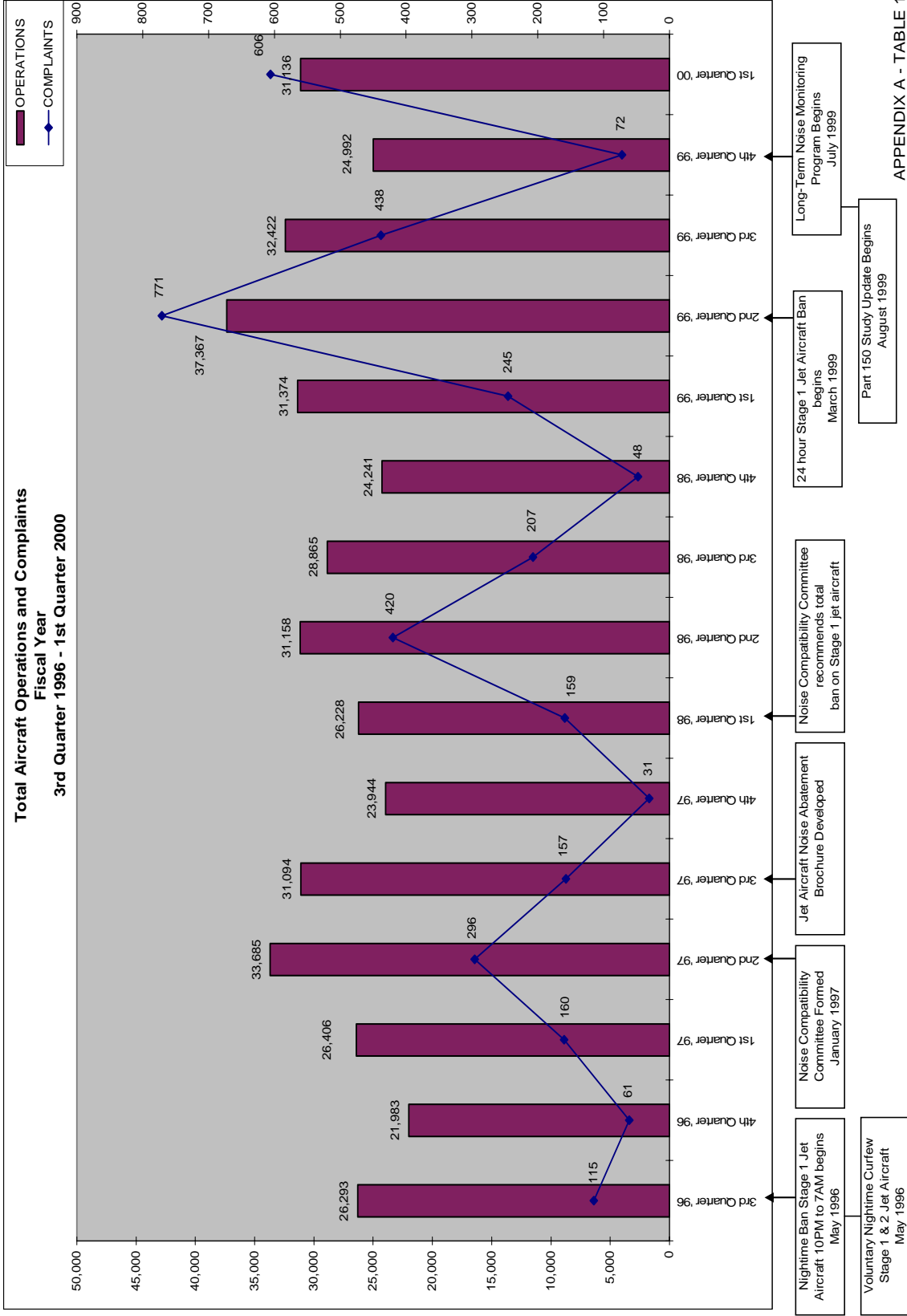
Noise Complaints

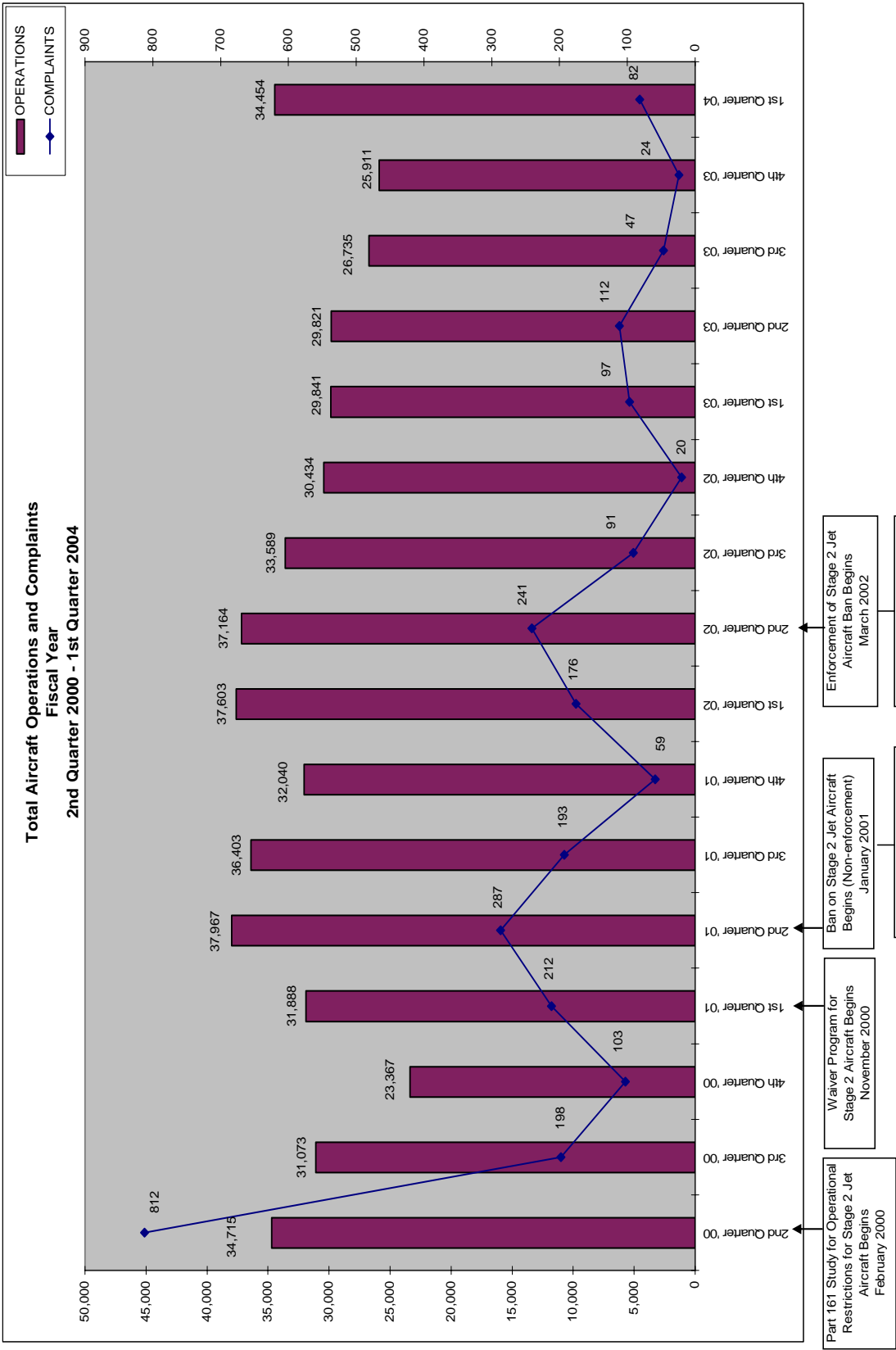
Compared to the previous quarter, noise complaints have increased from 52 to 125. Southwest Quadrant neighborhoods generated the most complaints during the Fiscal Second Quarter of 2006, with a total of 96 complaints. Other areas generated the following number of complaints: Northeast-10, Northwest-11, Southeast-8 and Unknown location-0.

Noise Complaints by Family

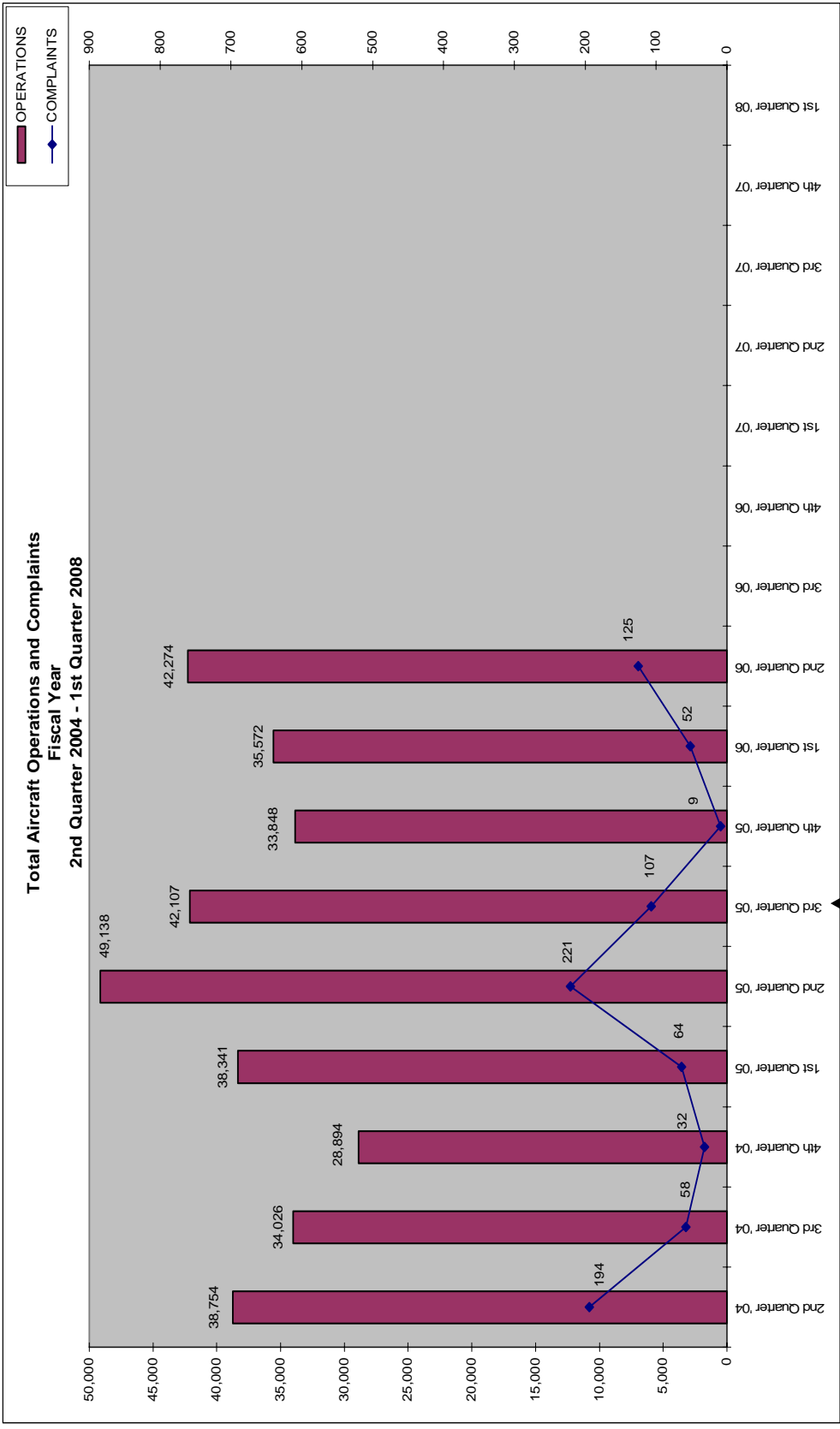
Sixty-two (62) different families made 125 complaints to the Noise Abatement Office during the Second Quarter of 2006. Six families made 53 calls, or 42% of the total complaints. All six families were located to the southwest of the airport.

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



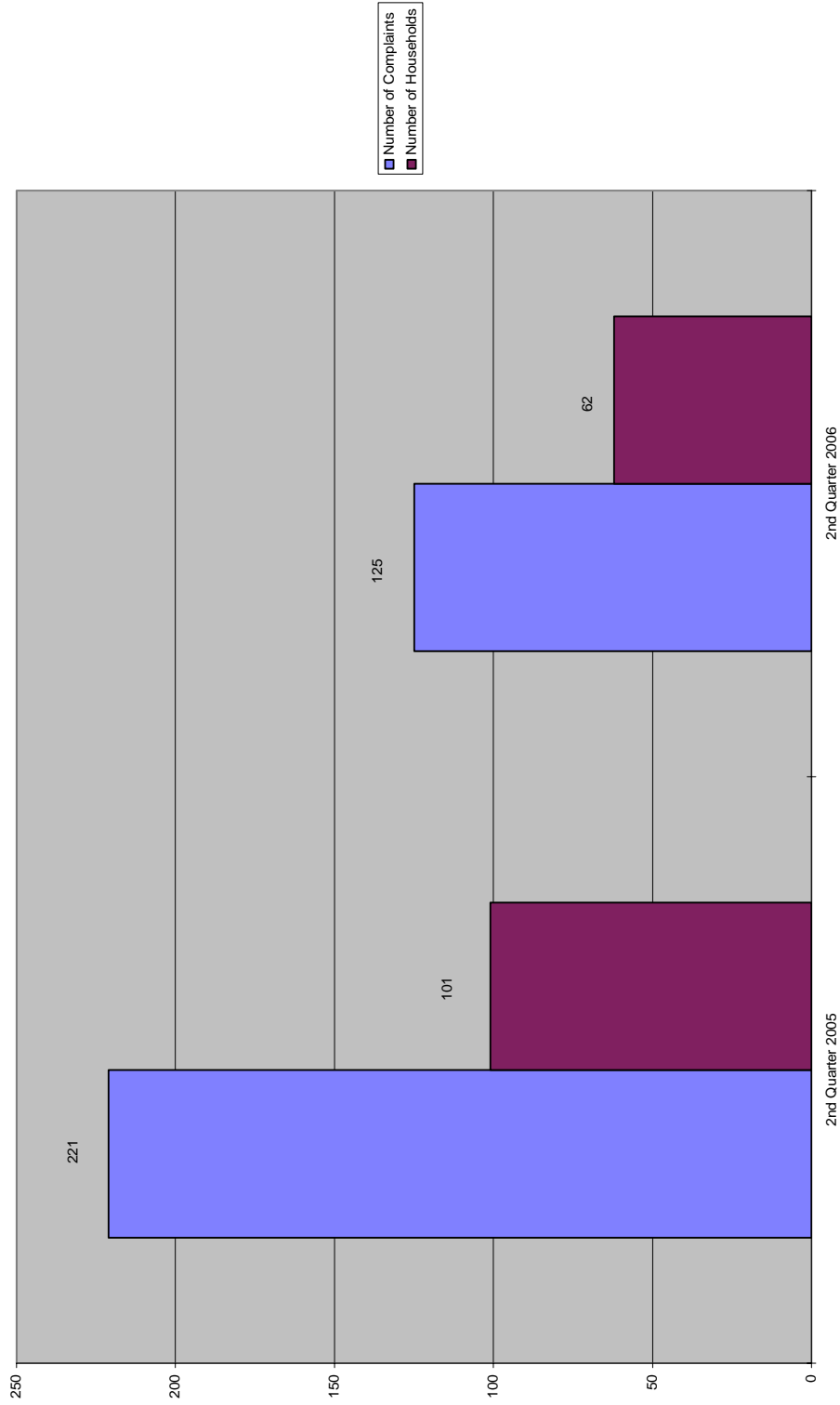


APPENDIX A - TABLE 2



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

Number of Complaints vs. Number of Households
2nd QUARTER



NOISE COMPLAINTS & OPERATIONS SUMMARY

APPENDIX C

MONTH: January 2006

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
Sun-01			221								6						4	1	227
Mon-02	9	9	357								2						1	1	359
Tue-03			364						1	1	9						5	2	373
Wed-04			439						1	1	7						2	1	446
Thu-05			451								11						1	1	462
Fri-06			306								10						4	1	316
Sat-07			425								6						1	1	431
Sun-08	1	1	359								7						3	1	366
Mon-09			449								6						3	1	455
Tue-10			438								11						5	1	449
Wed-11	1	1	479								11						5	1	490
Thu-12			527								17						2	1	544
Fri-13			499								5						1	1	504
Sat-14			119								4						2	2	123
Sun-15	1	1	462						1	1	3							1	465
Mon-16	1	1	529								9						6	1	538
Tue-17			284						1	1	7						2	2	291
Wed-18			413								1							1	414
Thu-19			472						1	1	12						6	1	484
Fri-20			505								6							1	511
Sat-21			499								4						2	1	503
Sun-22	4	4	463				2				3						3		466
Mon-23			513						1	1	7						3	2	520
Tue-24	2	2	543								7						5	1	550
Wed-25	1	1	548						2	2	7						4	1	555
Thu-26			593						1	1	7						1	2	600
Fri-27			600					1			17				1		7	1	617
Sat-28			383								8						2	1	391
Sun-29			454								9						5	1	463
Mon-30			469								7						5	1	476
Tue-31			570								4							1	574
TOTALS	20	20	13,733	0	0	0	2	1	9	9	230	0	0	0	0	1	90	35	13,963

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	20	9	29
Complaints		20	29
Operations (Ops)	13,733	230	13,963
%Events/Ops	0.1%	3.9%	0.2%
Complaints & Events	1.0	1.0	1.0
% Complaints/ Ops	0.1%	3.9%	0.2%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 1
EMS	H 4
Sheriff's Office	H 24
Mosquito Control	H 0
Mosquito Control	P 0
Public Service	J,H,P 29
Non-Jet Air Carrier & GA	H,P 76
Total GA Jet Ops	J 90
Total AT Jet Ops	J 35
Total Jet Operations	J 126
Night Ops - Total	J,H,P 230

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: February 2006

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
Wed-01	1	1	662								6						3	1	668
Thur-02			387								7						3	2	394
Fri-03			279						1	1	8						4	2	287
Sat-04			98								6				1		3	1	104
Sun-05			480						1	2	6				1		2	1	486
Mon-06	1	3	552						2	2	9						5	1	561
Tue-07			474								6						2	2	480
Wed-08			453						2	3	23						7	1	476
Thur-09			615								10						3	1	625
Fri-10			662								12						4	1	674
Sat-11			392								5						1	1	397
Sun-12			359								6						2	1	365
Mon-13			482								6						3	1	488
Tue-14			488								9						3	1	497
Wed-15	1	1	641								17						7	1	658
Thur-16	3	3	680						7	8	21						14	1	701
Fri-17	4	7	612								10						6	1	622
Sat-18	1	1	480						1	1	11						1	1	491
Sun-19	2	2	506								9					1	3	1	515
Mon-20	2	2	475						1	1	6						3	1	481
Tue-21	2	2	474								9						5	1	483
Wed-22			475						1	1	13						4	2	488
Thu-23	2	7	500								6						2	1	506
Fri-24	1	1	346								5						2	1	351
Sat-25			390								5							2	395
Sun-26	3	3	333								12						3	1	345
Mon-27			405						1	1	10						6	1	415
Tue-28	1	1	470								4						2	1	474
																			0
																			0
																			0
TOTALS	24	34	13,170	0	0	0	8	14	17	20	257	0	0	0	2	1	103	33	13,427

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	24	17	41
Complaints	34	20	54
Operations (Ops)	13,170	257	13,427
%Events/Ops	0.2%	6.6%	0.3%
Complaints & Events	0.7	0.9	0.8
% Complaints/ Ops	0.3%	7.8%	0.4%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 3
EMS	H 3
Sheriff's Office	H 37
Mosquito Control	H 0
Mosquito Control	P 0
Military	H 2
Public Service	J,H,P 45
Non-Jet Air Carrier & GA	H,P 76
Total GA Jet Ops	J 103
Total AT Jet Ops	J 33
Total Jet Operations	J 139
Night Ops - Total	J,H,P 257

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		12	8

NOISE COMPLAINTS & OPERATIONS SUMMARY

APPENDIX C

MONTH: March 2006

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	
Wed-01	2	2	476						1	1	12						4	1	488
Thur-02			462					2	1	1	13						7	1	475
Fri-03	2	2	379						1	1	11						2	1	390
Sat-04			374						2	3	4				2			1	378
Sun-05			336						2	5	7				2		1	1	343
Mon-06	1	1	302					4	1	1	4						1	1	306
Tue-07	1	1	337								11						5	1	348
Wed-08			448								13						4	2	461
Thur-09			361						2	2	15						7	2	376
Fri-10	2	2	394								10						5	1	404
Sat-11			352								12						1		364
Sun-12			427								4						1	1	431
Mon-13	1	1	498								15						9	1	513
Tue-14	1	4	488								9						5	1	497
Wed-15	1	1	463						1	1	12						6	1	475
Thur-16			568								6						2	1	574
Fri-17			730								9						3	1	739
Sat-18			495								4						1	1	499
Sun-19	1	1	457								5						1	2	462
Mon-20	2	2	434					2			14						5	1	448
Tue-21	1	1	462						1	1	12						3	1	474
Wed-22	1	1	567				2		1	1	12						4	2	579
Thu-23	1	1	561								13						4	1	574
Fri-24			483								9						2	1	492
Sat-25			516								7						2	1	523
Sun-26			406								8							2	414
Mon-27			575								7						1	2	582
Tue-28	1	1	638					4			14						4	2	652
Wed-29			516						2	3	14						7	1	530
Thu-30	1	1	561								9						4	1	570
Fri-31			507					2			16						2	1	523
TOTALS	19	22	14,573	0	0	0	2	14	15	20	311	0	0	0	4	0	103	37	14,884

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	19	15	34
Complaints	22	20	42
Operations (Ops)	14,573	311	14,884
%Events/Ops	0.1%	4.8%	0.2%
Complaints & Events	0.9	0.8	1.2
% Complaints/ Ops	0.2%	6.4%	0.3%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 4
EMS	H 6
Sheriff's Office	H 34
Mosquito Control	H 0
Mosquito Control	P 0
Public Service	J,H,P 44
Non-Jet Air Carrier & GA	H,P 127
Total GA Jet Ops	J 103
Total AT Jet Ops	J 37
Total Jet Operations	J 144
Night Ops - Total	J,H,P 311

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		7	7

**RECURRING NOISE MONITORING PROGRAM RESULTS
JANUARY 1 – MARCH 31, 2006**

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 five 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
Village Green/ 1 ½ miles SW of airport	Citation 560 Jet	79.6 decibels	15.21
Village Green/ 1 ½ miles SW of airport	Single Engine Bonanza	77.2 decibels	15.78
Village Green/ 1 ½ miles SW of airport	Twin Engine King Air	78.4 decibels	17.68
Village Green/ 1 ½ miles SW of airport	Hawker Jet	83.4 decibels	17.18
Village Green/ 1 ½ miles SW of airport	Delta CRJ	86.1 decibels	22.56
Village Green/ 1 ½ miles SW of airport	Single Engine Cessna 182	75.9 decibels	22.96
Village Green/ 1 ½ miles SW of airport	Lear 45 Jet	82.4 decibels	18.46
Village Green/ 1 ½ miles SW of airport	Single Engine Cherokee	68.0 decibels	7.43
Village Green/ 1 ½ miles SW of airport	Lear 35 Jet	81.0 decibels	15.90
Village Green/ 1 ½ miles SW of airport	Westwind 24 Jet	82.6 decibels	25.53
Wyndemere/ 2 ¼ miles NE of airport	Challenger Jet	79.7 decibels	22.96
Wyndemere/ 2 ¼ miles NE of airport	Gulfstream IV Jet	77.7 decibels	22.96

Wyndemere/ 2 1/4 miles NE of airport	Twin Engine Cessna 421	78.2 decibels	21.93
Wyndemere/ 2 1/4 miles NE of airport	Single Engine Cessna 182	74.7 decibels	15.75
Wyndemere/ 2 1/4 miles NE of airport	Falcon 50 Jet	79.5 decibels	21.25

Aircraft Departing Airport:

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Village Green/ 1 ½ miles SW of airport	Twin Engine Seneca	82.9 decibels	40.62
Pres. Church/ 1 mile WSW of airport	Single Engine Cherokee	70.3 decibels	9.62
Pres. Church/ 1 mile WSW of airport	Single Engine Cessna 172	80.1 decibels	30.96
Pres. Church/ 1 mile WSW of airport	Twin Engine Baron	73.6 decibels	13.25
Pres. Church/ 1 mile WSW of airport	Twin Engine Seneca	79.1 decibels	22.62
Pres. Church/ 1 mile WSW of airport	Twin Engine King Air	78.6 decibels	18.75

SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

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

A comparison of the five monitoring sites revealed that the DNL increased at four sites and decreased at one site when compared to last quarter (Data is not available for this comparison for one of the sites). When compared to same period last year the DNL also increased at four sites and decreased at one site. 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 7.4 decibels during the Fiscal Second Quarter when compared to the previous quarter. When compared to the same period last year the DNL has increased by 3.6 decibels. The background noise at this site has decreased by 9.1 decibels.

Site 2A – This site is no longer being monitored due to construction of condos on this property.

Site 3 – This site produced a DNL of 59.1 decibels. This data is an increase of 3.5 decibels when compared to the previous quarter and an increase of 1.0 decibel when compared to the same period last year. Background noise level at this site was 45.8 decibels.

Site 4 – The DNL at this site was 58.3 decibels, which is a 0.1-decibel increase when compared to the previous quarter and a 0.5 decibel increase when compared to the same period last year. Background noise level at this site was 42.3 decibels.

Site 5 – This site produced a DNL of 53.4 decibels. This data is a decrease of 12.8 decibels when compared to the previous quarter. This large decrease is due to the high DNL produced last quarter which was caused by tree clearing that was being done next to the monitor. When compared to the same period last year the DNL has decreased by 1.4 decibels. The background noise level at this site has decreased by 1.0 decibels when compared to the Fiscal Second Quarter of 2005.

Site 7 – The DNL at this site increased by 10.5 decibels. When compared to the same quarter last year there is an increase of 6.8 decibels. Staff did not notice anything to explain the increase in the DNL during visits to the site. There was a 7.0-decibel increase in background noise at this site when compared to the previous quarter.

DNL Comparison			
Fiscal Year			
Site	Second Quarter 2005	First Quarter 2006	Second Quarter 2006
1	60.9 dB	57.1 dB	64.5 dB
2A	63.8 dB	60.7 dB	N/A
3	58.1 dB	55.6 dB	59.1 dB
4	57.8 dB	58.2 dB	58.3 dB
5	54.8 dB	66.2 dB	53.4 dB
7	60.1 dB	56.4 dB	66.9 dB

Average Background Noise Level and DNL		
(Last six quarters)		
Site	Background Noise Level	DNL
1	47.0 dB	61.1 dB
2A	45.7 dB	60.1 dB
3	46.0 dB	58.2 dB
4	43.9 dB	58.7 dB
5	44.9 dB	58.0 dB
7	45.9 dB	59.4 dB

SECTION III
NOISE MONITORING SITE SUMMARY
 Fiscal Year

SITES	2nd Quarter Jan. - Mar. 2005		3rd Quarter Apr. - June 2005		4th Quarter July - Sept. 2005		1st Quarter Oct. - Dec., 2006		2nd Quarter Jan. - Mar. 2006	
	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total
1 Springwood-East Naples	49.2	60.9	48.5	60.6	49.8	65.7	47.9	57.1	38.8	64.5
2A Gordon River Dock	46	63.8	45.5	58.2	N/A	N/A	46.1	60.7	N/A	N/A
3 First Presbyterian Church - 6th St. South	45.1	58.1	48.3	61.1	46.1	58.8	43.6	55.6	45.8	59.1
4 Village Green - 11th Avenue South	42.9	57.8	46.1	59.6	44.2	59.8	42.1	58.2	42.3	58.3
5 The Conservancy	43.6	54.8	50	60.7	N/A	N/A	42.4	66.2	42.6	53.4
7 Wyndemere CC	49.3	60.1	47	58.5	45.6	54.8	40.2	56.4	47.2	66.9

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.