



CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 30

For the period

April 1, 2004 through June 30, 2004

Prepared by
Airport Operations

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PART I AIRCRAFT OPERATIONS

INTRODUCTION

This is the thirtieth 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 commuter traffic, compared to the previous quarter, has decreased by 47%. General aviation activity has decreased by 8%. Total traffic decreased by 12%, from 38,754 operations to 34,026. The daily average for the Third Quarter was 374 operations.

This Quarter Compared to the Same Period One Year Ago

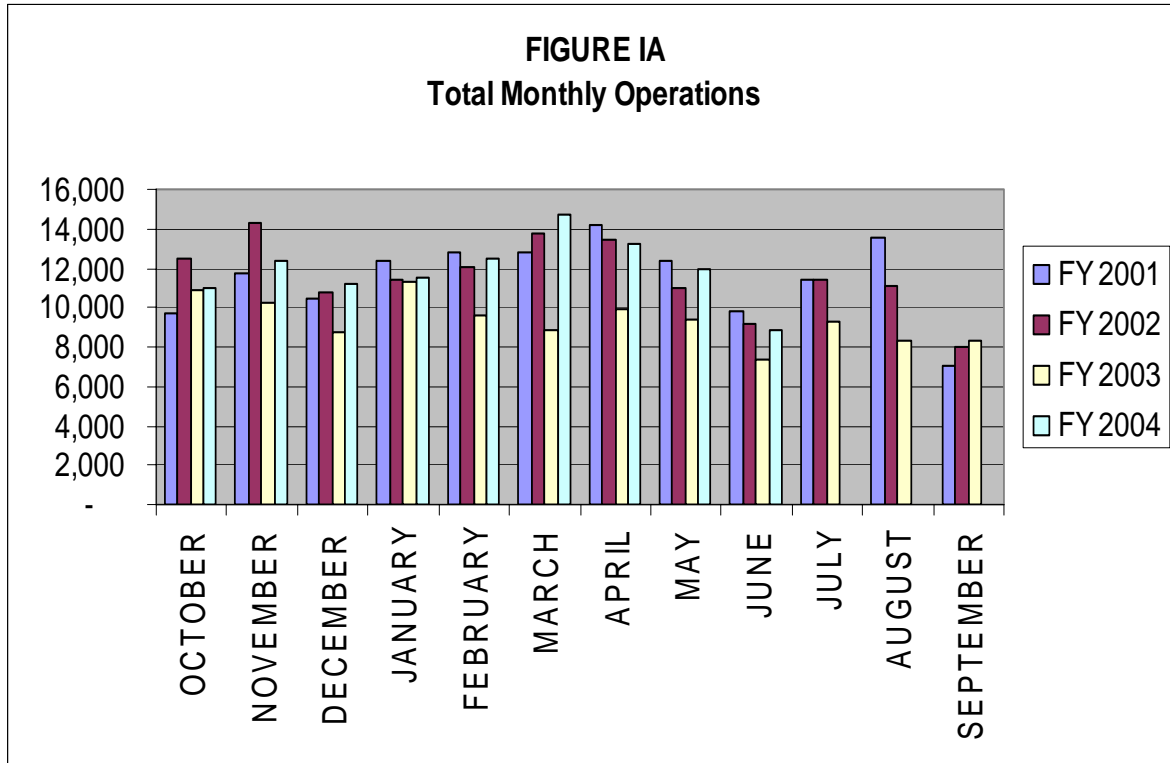
Compared to the same period last year, commuter traffic has decreased 16%, and general aviation air traffic has increased 33%. Total air traffic operations increased by 27% from 26,735 operations to 34,026.

Table I

**AIRPORT TRAFFIC SUMMARY
Landings and Takeoffs
Fiscal Years 2003-2004**

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

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



There was a 27% increase in overall airport operations during the Third Quarter of 2004, when compared to the same period in 2003.

Night Time Operations

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

Total nighttime operations have increased 6% in the Third Quarter of 2004 when compared to the Third Quarter 2003 statistics. Jet operations occurring at night remained the same, however, single and multi-engine aircraft operations increased by 99.

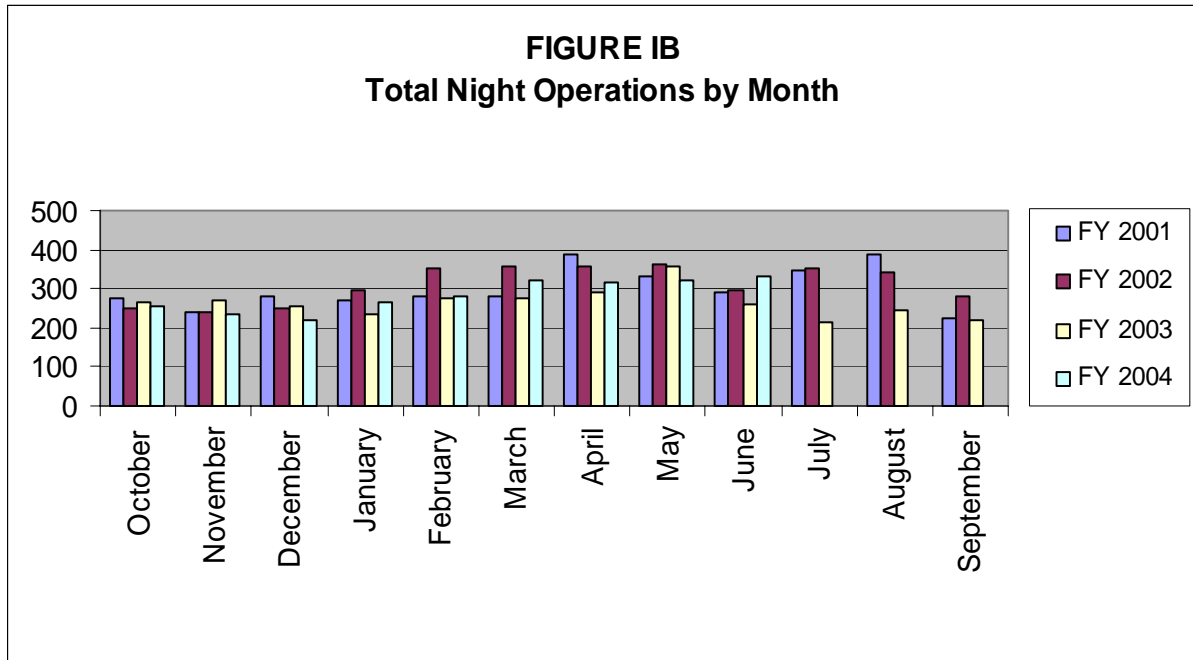


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have increased by 58 total operations when compared to the same time last year.

As compared to the same time last year, the number of air ambulance operations has increased by two (2) operations. Single and multi-engine aircraft operations have increased by 21%. The Public service operations represent 23% of the activity occurring at night.

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

Activity	3 rd 2003	4 th 2003	1 st 2004	2 nd 2004	3 rd 2004
Jets	178	93	201	297	177
Jet – Air Ambulance	0	0	0	14	2
Single & Multi-engine	472	334	349	435	571
Mosquito Control Aircraft	115	135	46	0	72
Helicopters Collier S.O., EMS & Coast Guard	144	117	113	122	145
Total	909	679	709	868	967

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 194 to 58. Complaints received from neighborhoods to the northeast of the airport have increased by 1, from the northwest they have decreased by 16, from the southeast they have decreased by 23, and from the southwest decreased by 100. Unknown location complaints have increased by 2.

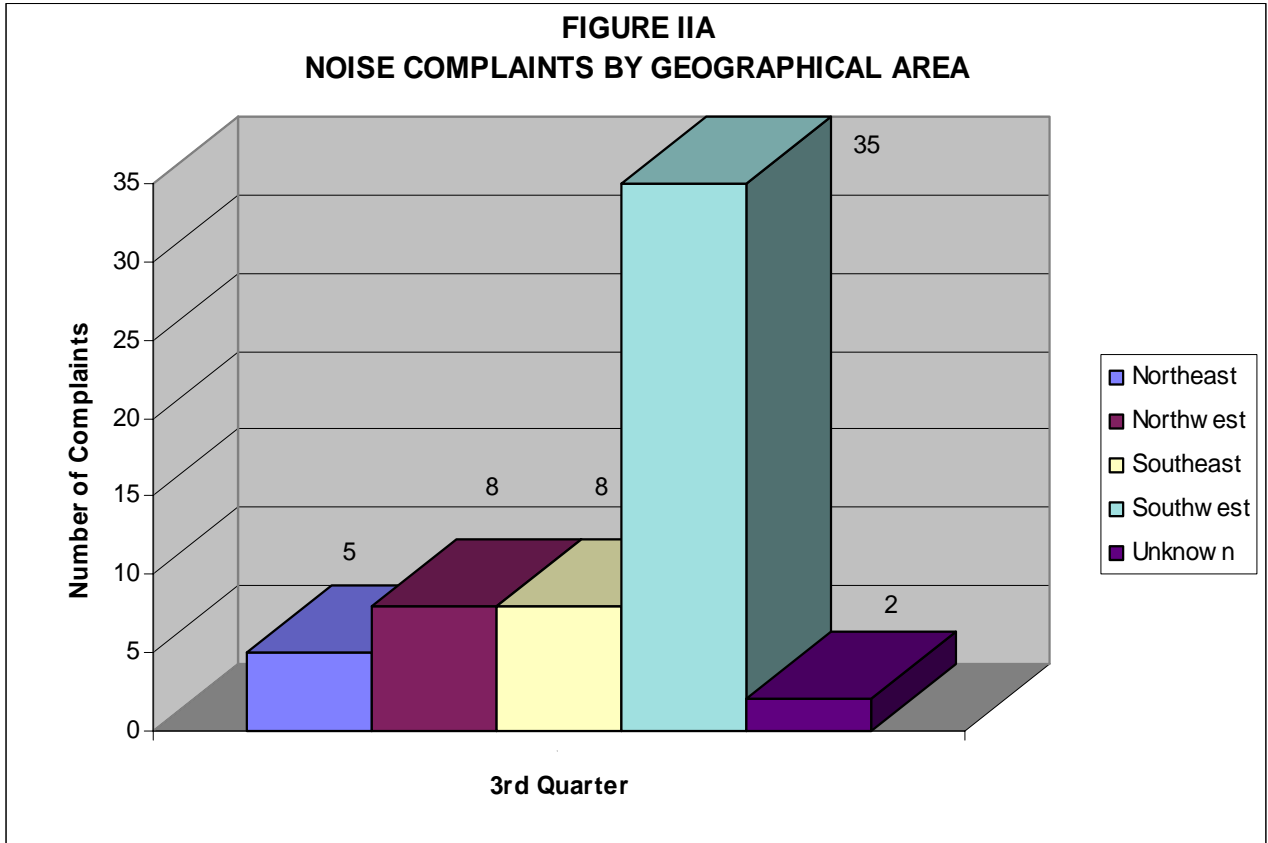
This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, the total number of complaints increased by 11 calls. Complaints received from neighborhoods to the northeast of the airport have increased by 1, from the northwest increased by 3, from the southeast increased by 4, from the southwest increased by 1, and unknown location complaints increased by 2. Total complaints received have increased from 47 to 58.

Table III
AIRPORT NOISE COMPLAINT SUMMARY
 Fiscal Years 2003-2004

YEAR	Northeast	Northwest	Southeast	Southwest	Unknown Location	Monthly Total
2003						
APRIL	2	2	1	20	-	25
MAY	2	2	1	10	-	15
JUNE	-	1	2	4	-	7
TOTALS FOR 3rd QUARTER	4	5	4	34	-	47
2003						
JULY	2	-	1	-	-	3
AUGUST	1	-	-	4	-	5
SEPTEMBER	4	3	1	8	-	16
TOTALS FOR 4th QUARTER	7	3	2	12	-	24
2004						
OCTOBER	-	1	8	11	2	22
NOVEMBER	6	-	2	21	-	29
DECEMBER	-	2	8	21	-	31
TOTALS FOR 1st QUARTER	6	3	18	53	2	82
2004						
JANUARY	1	6	16	42	-	65
FEBRUARY	1	9	9	72	-	91
MARCH	2	9	6	21	-	38
TOTALS FOR 2nd QUARTER	4	24	31	135	-	194
2004						
APRIL	4	6	5	21	2	38
MAY	1	1	1	10	-	13
JUNE	-	1	2	4	-	7
TOTALS FOR 3rd QUARTER	5	8	8	35	2	58

Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the Third Quarter of 2004. Total complaints for this quarter have decreased 70% from the previous quarter, and increased 23% 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. Half of the complaints were received about operations occurring between 2:00 PM and 7:00 PM (50%). Also, twenty-eight percent (28%) of the total complaints were received during the voluntary curfew hours. Thirty-one percent (31%) of those complaints received during the curfew were attributed to Public service operations.

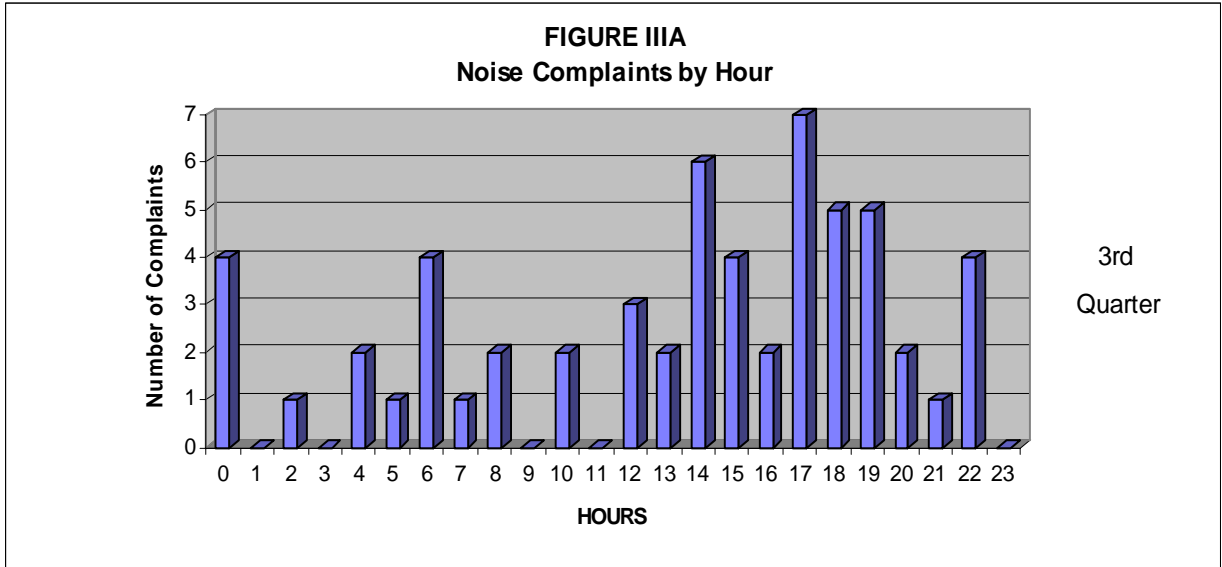
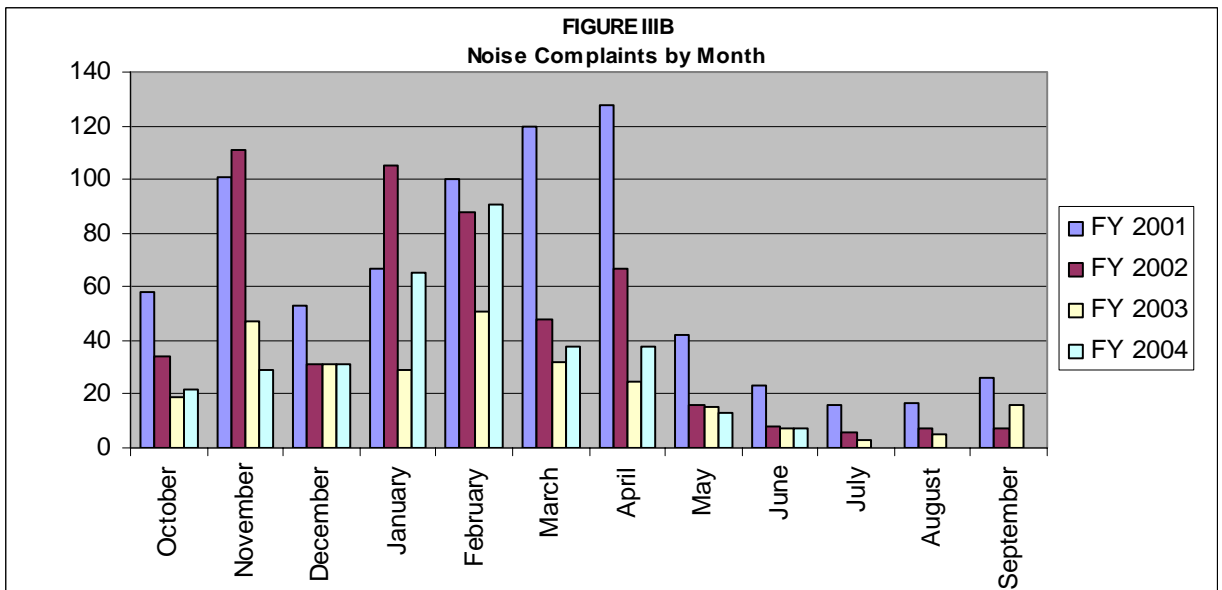
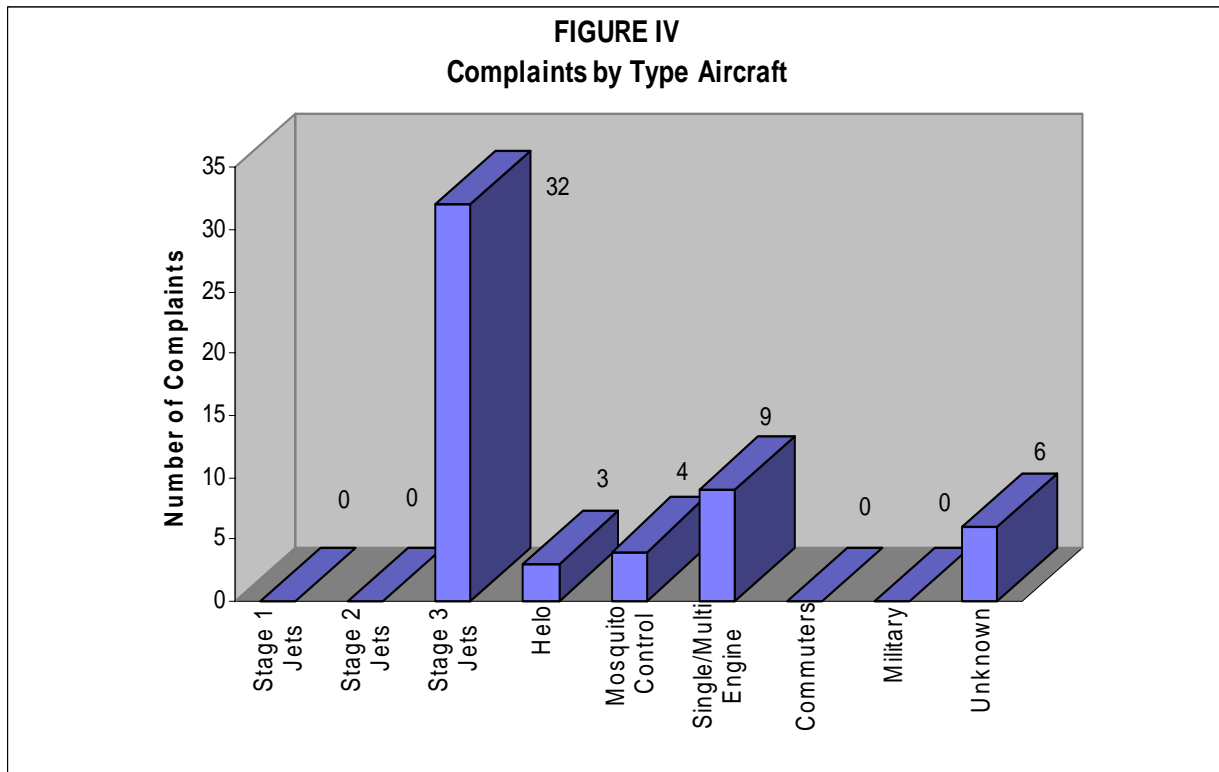


Figure IIIB below, illustrates the airport's complaint volume for fiscal years 2001, 2002, 2003 and 2004.



PART IV COMPLAINTS BY OPERATIONAL SOURCE

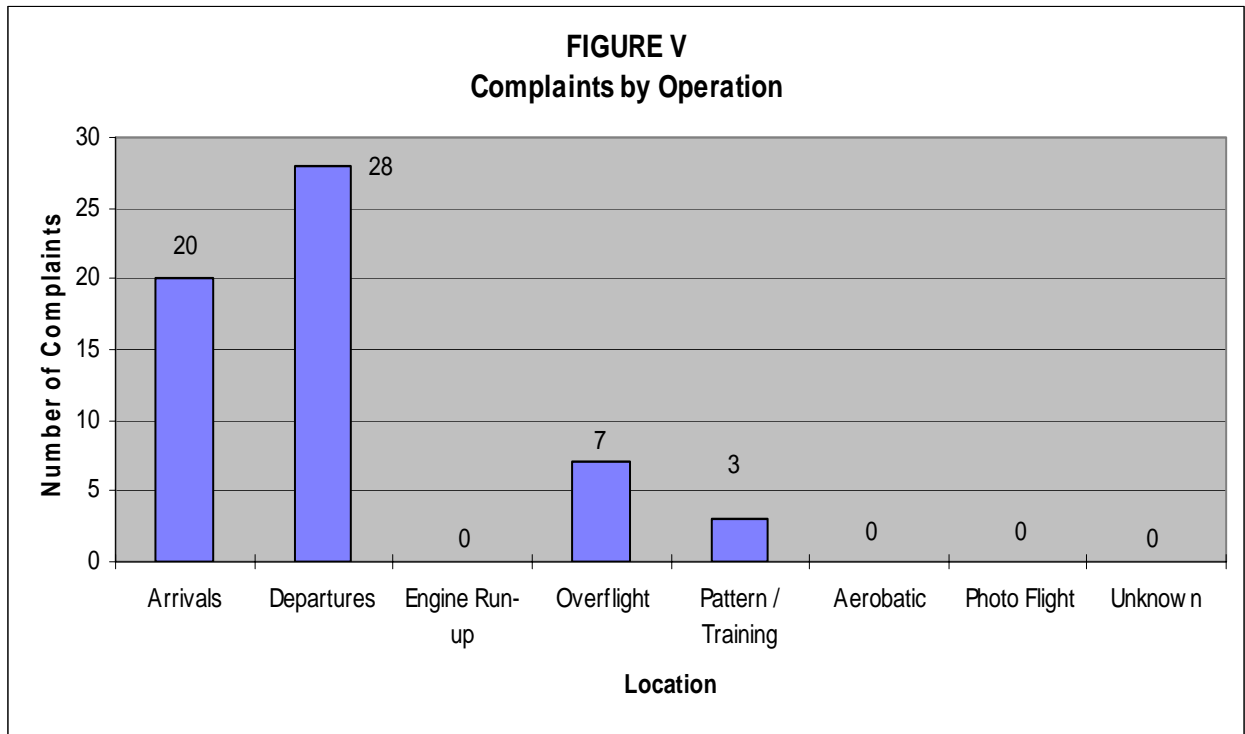
Figure IV below, indicates what types of aircraft the complainants were calling about. When comparing the last three (3) quarters noise complaints, it appears the complaints have remained relatively the same in regards to jet aircraft operations.



Staff received four (4) complaints from Stage 2 Air Ambulances during the Third Quarter of 2004.

PART V
COMPLAINTS BY OPERATION

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



SUMMARY

Air Traffic

Compared to the previous quarter, commuter traffic has decreased 47%, general aviation traffic has decreased by 8%, and total air traffic has decreased by 12%. Compared to the same period one year ago, commuter traffic decreased 16%, general aviation operations have increased by 33%, and total traffic has increased 27%.

Twenty-three percent (23%) of the total nighttime operations were attributed to Sheriff's Office, Emergency Services helicopters and air ambulance jet aircraft. Jet aircraft operations at night have increased by one operation when compared to same period last year. Single and multi-engine operations have increased by 21%, and Mosquito Control operations have decreased by 37%. Overall nighttime operations have increased by 6% when compared to last year.

Noise Complaints

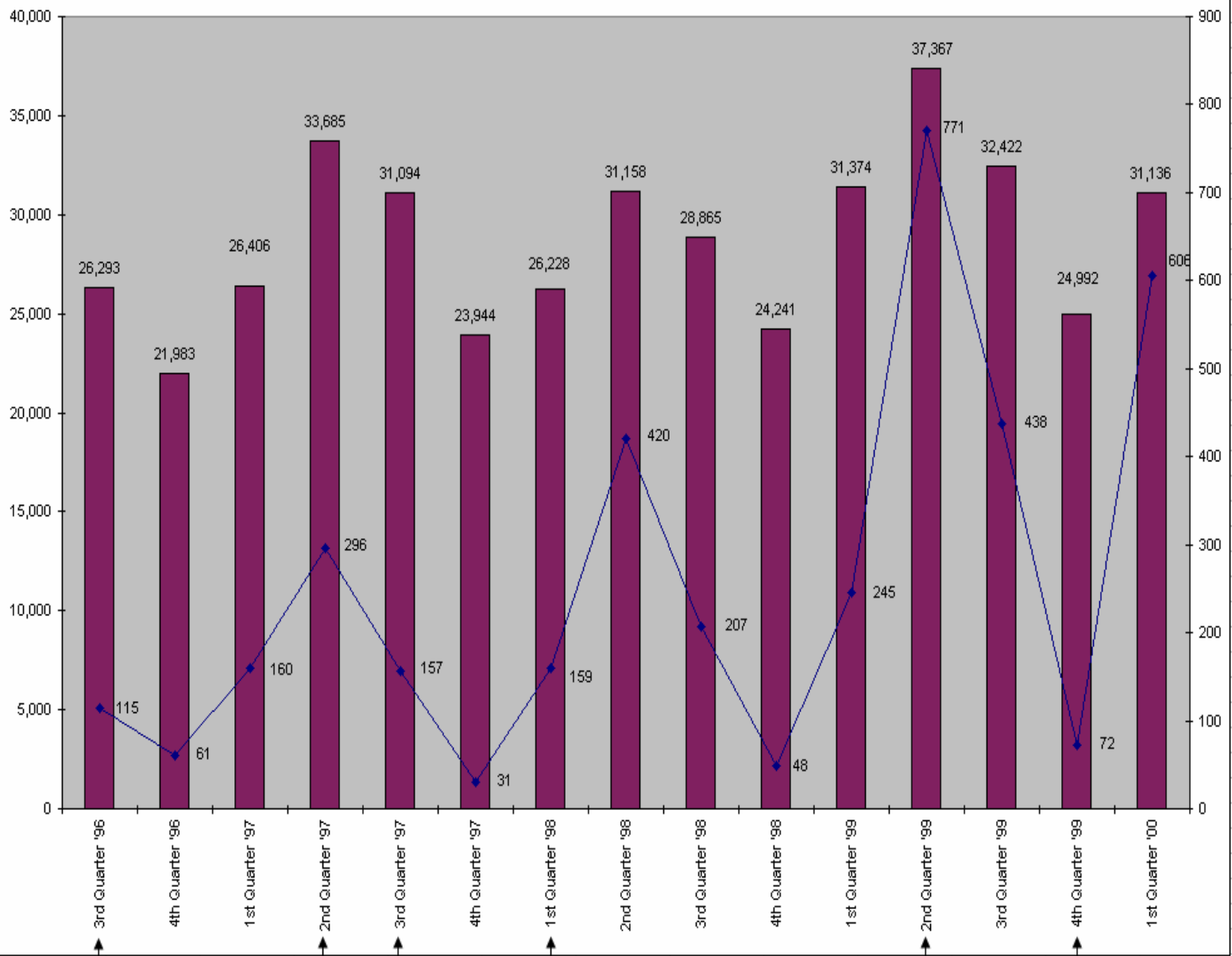
Compared to the previous quarter, noise complaints have decreased from 194 to 58. Southwest Quadrant neighborhoods generated the most complaints during the Fiscal Third Quarter of 2004, with a total of 35 complaints. Other areas generated the following number of complaints: Northeast-5, Northwest-8 and Southeast-8 and Unknown location-2.

Noise Complaints by Family

Thirty-five (35) different families made 58 complaints to the Noise Abatement Office during the Third Quarter of 2004. Five families made 24 calls, or 41% of the total complaints. Of the five families, four families were from the southwest (20 calls) and one family was from the southeast (4 calls).

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

■ OPERATIONS
 ◆ COMPLAINTS



Nighttime Ban Stage 1 Jet Aircraft 10PM to 7AM begins
 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

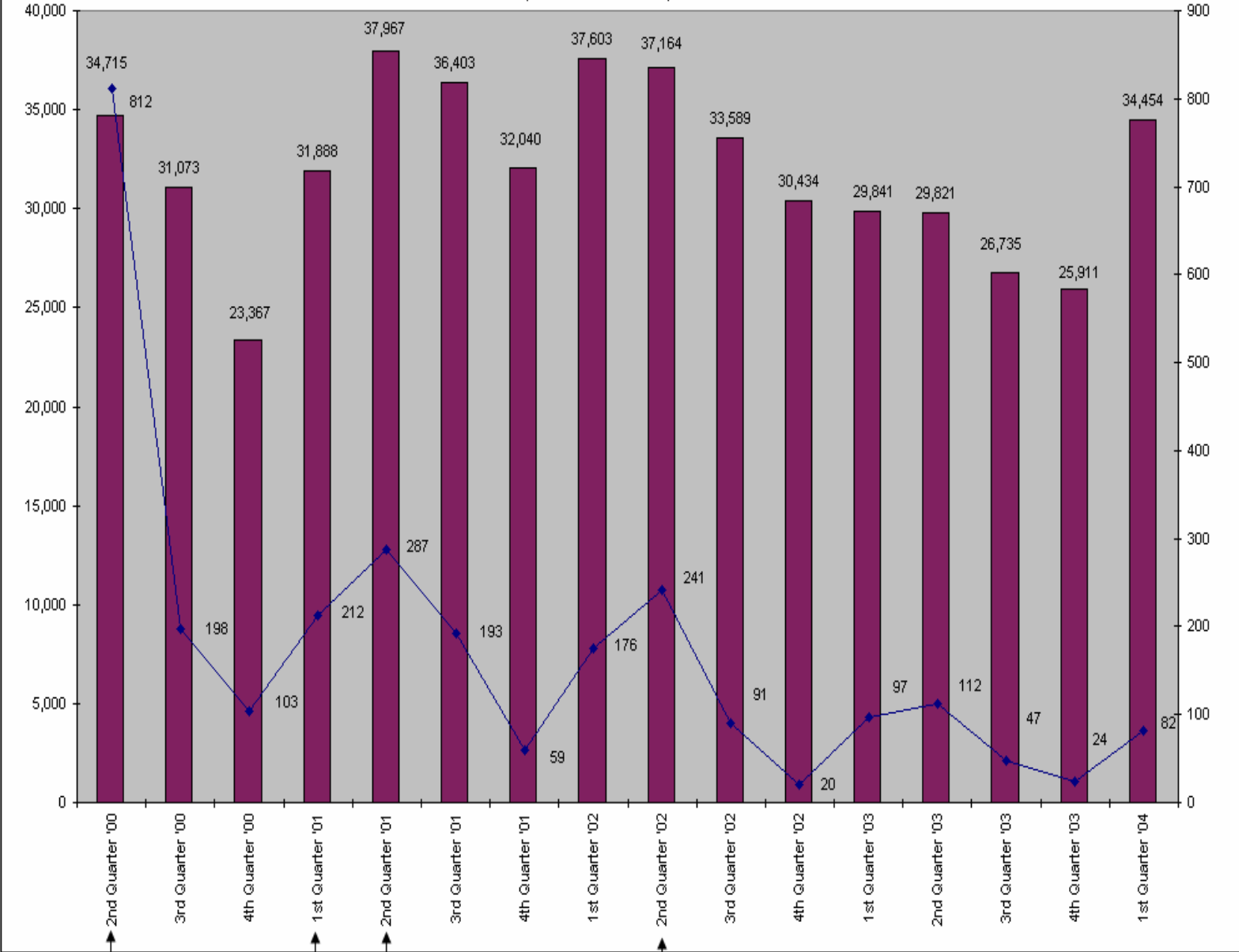
Long-Term Noise Monitoring Program Begins
 July 1999

Voluntary Nighttime Curfew Stage 1 & 2 Jet Aircraft
 May 1996

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

Total Aircraft Operations and Complaints
Fiscal Year
2nd Quarter 2000 - 1st Quarter 2004

■ OPERATIONS
 ◆ COMPLAINTS



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

Waiver Program for Stage 2 Aircraft Begins November 2000

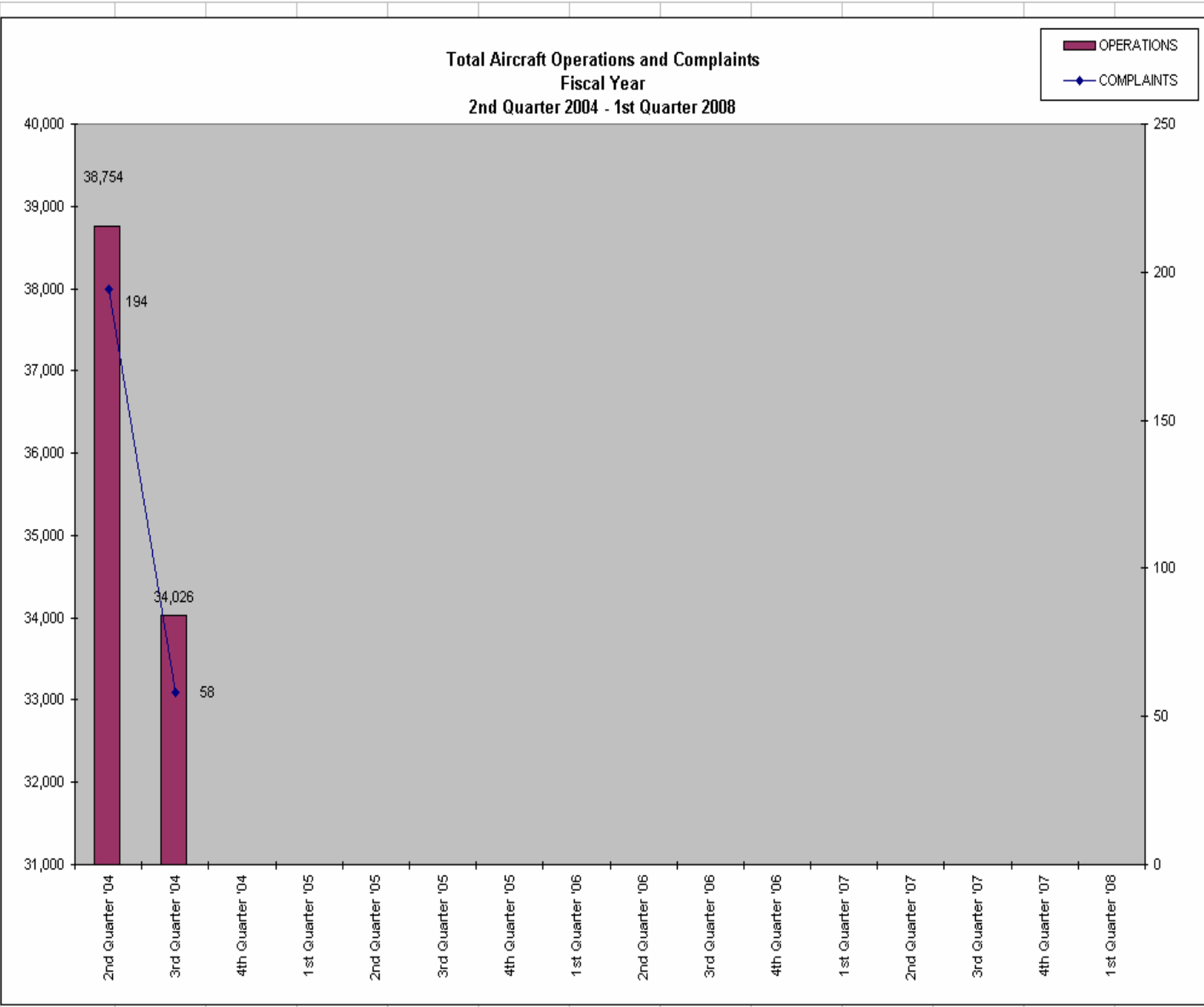
Ban on Stage 2 Jet Aircraft Begins (Non-enforcement) January 2001

Supplemental Analysis for the Part 161 Study begins March 2001

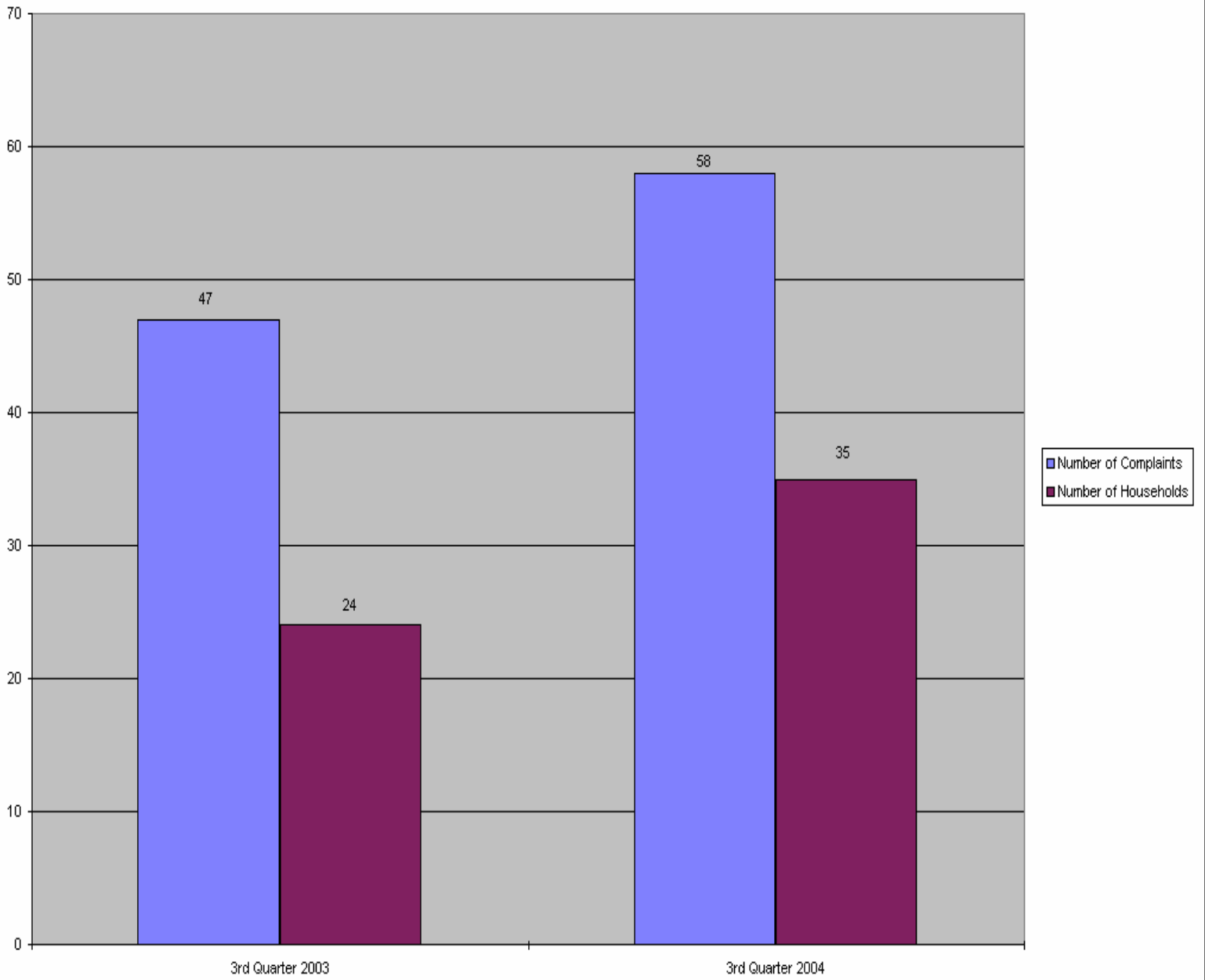
Enforcement of Stage 2 Jet Aircraft Ban Begins March 2002

Waiver Program for Stage 2 Aircraft Ends March 2002

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



Number of Complaints vs. Number of Households
3rd QUARTER



NOISE COMPLAINTS & OPERATIONS SUMMARY

Appendix C

MONTH: April 2004

DATE	JET+HELO+PROP			7 AM - 10 PM			JET OPS			JET+HELO+PROP			10 PM - 7 AM			JET OPS	TOTAL OPERATIONS	
	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS		STAGE 3 OPERATIONS
Thu-01	3	3	396					2	1	1	13						4	409
Fri-02	1	1	495					2			6							501
Sat-03	2	2	453								9							462
Sun-04	3	3	369				2				8						1	377
Mon-05	2	2	416								9						5	425
Tue-06	2	2	468								8						2	476
Wed-07	3	3	573								14						6	587
Thu-08	1	1	342								14						10	356
Fri-09	2	2	299								30						4	329
Sat-10	1	1	366								5						4	371
Sun-11	1	1	347								5						2	352
Mon-12			399								5						2	404
Tue-13	2	2	259								7						1	266
Wed-14			384				2		1	1	22						4	406
Thu-15	1	1	557				2	2			14						5	571
Fri-16	1	1	591						1	1	17						6	608
Sat-17			432								9						1	441
Sun-18	1	1	379								9						3	388
Mon-19	1	1	438						1	1	8						3	446
Tue-20	1	1	516								12						3	528
Wed-21	2	2	590						1	1	6						2	596
Thu-22			461								6					2	2	467
Fri-23			225					2			6							231
Sat-24	1	1	381								13						3	394
Sun-25			504								6						2	510
Mon-26			522								9						3	531
Tue-27			485					2			16						3	501
Wed-28			460						1	1	12						4	472
Thu-29	1	1	366								9						5	375
Fri-30			476								7						4	483
TOTALS	32	32	12,949	0	0	0	6	10	6	6	314	0	0	0	2	0	94	13,263

COMPLAINTS / COMMENTS			
	DAY	NIGHT	TOTAL
Events	32	6	38
Complaints	32	6	38
Operations (Ops)	12,949	314	13,263
%Events/Ops	0.2%	1.9%	0.3%
Complaints & Events	1.0	1.0	1.0
% Complaints / Ops	0.2%	1.9%	0.3%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 2
EMS	H 18
Sheriff's Office	H 23
Mosquito Control	H 5
Mosquito Control	P 0
Public Service	J,H,P 48
Air Carrier & GA [Other]	H,P 172
Jet Operations (Non AA)	J 94
Night Ops - Total	314

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: May 2004

DATE	7 AM - 10 PM							10 PM - 7 AM							TOTAL OPERATIONS			
	JET+HELO+PROP			JET OPS				JET+HELO+PROP			JET OPS							
	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)		AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	STAGE 3 OPERATIONS
Sat-01			382				2				8						4	390
Sun-02	2	2	345								12						1	357
Mon-03			275						2	2	7						4	282
Tue-04	1	1	426				2	4	1	1	12							438
Wed-05			493						1	1	16							509
Thu-06			456					2			5						3	461
Fri-07			466								17						1	483
Sat-08			379								12							391
Sun-09			339								17						2	356
Mon-10			314								6						3	320
Tue-11			329					2			5							334
Wed-12			414								10						2	424
Thu-13			371				2				22						3	393
Fri-14			399								18						2	417
Sat-15			261								4							265
Sun-16			365								1							366
Mon-17			327								11						3	338
Tue-18			320								12						2	332
Wed-19			427								18							445
Thu-20			360								8						3	368
Fri-21			353								7						2	360
Sat-22			373								12							385
Sun-23			358				2				8						2	366
Mon-24			358								8						1	366
Tue-25	1	1	346								5						2	351
Wed-26	1	1	466				2		1	1	13						2	479
Thu-27	1	3	457								12						1	469
Fri-28			410					2			11						1	421
Sat-29			323								8							331
Sun-30			304								1							305
Mon-31			420								16						1	436
TOTALS	6	8	11,616	0	0	0	10	10	5	5	322	0	0	0	0	0	45	11,938

COMPLAINTS	DAY	NIGHT	TOTAL
	Events	6	5
Complaints	8	5	13
Operations (Ops)	11,616	322	11,938
%Events/Ops	0.1%	1.6%	0.1%
Complaints & Events	1.3	1.0	1.2
% Complaints/Ops	0.1%	1.6%	0.1%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 0
EMS	H 35
Sheriff's Office	H 39
Mosquito Control	H 8
Mosquito Control	P 0
Public Service	J,H,P 82
Air Carrier & GA [Other]	H,P 195
Jet Operations	J 45
Night Ops - Total	J,H,P 322

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

NOISE COMPLAINTS & OPERATIONS SUMMARY

Appendix C

MONTH: June 2004

DATE	7 AM - 10 PM								10 PM - 7 AM								TOTAL OPERATIONS	
	JET+HELO+PROP			JET OPS					JET+HELO+PROP			JET OPS						
	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS	EVENTS	COMPLAINTS	OPERATIONS	TOTAL STAGE 1 OPERATIONS	TOTAL STAGE 2 OPERATIONS	AA STAGE 1 (EXEMPT)	AA STAGE 2 (EXEMPT)	AA STAGE 3 OPERATIONS		STAGE 3 OPERATIONS
Tue-01			301								8						5	309
Wed-02			331					2			7						2	338
Thu-03	1	1	326								7						1	333
Fri-04			352								11						2	363
Sat-05			253								19							272
Sun-06			274								3						1	277
Mon-07			318					2			6						1	324
Tue-08			239								8						2	247
Wed-09			297								9						4	306
Thu-10			294					2			13						1	307
Fri-11	1	1	267					2			13						2	280
Sat-12			330								6							336
Sun-13			238								1							239
Mon-14			194								18						1	212
Tue-15			228						1	1	8						1	236
Wed-16			244								10						1	254
Thu-17			327								23						3	350
Fri-18			352								7							359
Sat-19	1	1	296								5							301
Sun-20			256								12							268
Mon-21			289						1	1	12						2	301
Tue-22			321						1	1	16						2	337
Wed-23			246					2			9							255
Thu-24			332								29						4	361
Fri-25			275								17							292
Sat-26			252								5						1	257
Sun-27			206								9							215
Mon-28			245								7							252
Tue-29			268								10							278
Wed-30			343						1	1	23						2	366
TOTALS	3	3	8,494	0	0	0	4	6	4	4	331	0	0	0	0	0	38	8,825

COMPLAINTS / COMMENTS			
	DAY	NIGHT	TOTAL
Events	3	4	7
Complaints	3	4	7
Operations (Ops)	8,494	331	8,825
%Events/Ops	0.0%	1.2%	0.1%
Complaints & Events	1.0	1.0	1.0
% Complaints / Ops	0.0%	1.2%	0.1%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	0
EMS	H	11
Sheriff's Office	H	19
Mosquito Control	H	40
Mosquito Control	P	19
Public Service	J,H,P	89
Air Carrier & GA [Other]	H,P	204
Jet Operations	J	38
Night Ops - Total	J,H,P	331

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

Appendix D

RECURRING NOISE MONITORING PROGRAM RESULTS APRIL 1 – JUNE 30, 2004

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

This program includes the following goals:

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

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

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 one site. The event duration was added to the table below because the duration of the event directly impacts the Sound Exposure Level.

Aircraft Arriving at Airport:

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Village Green / 1 ½ miles SW of airport	Twin Engine Baron	80.9 decibels	22.40
Village Green / 1 ½ miles SW of airport	Citation Jet	82.1 decibels	19.71
Village Green / 1 ½ miles SW of airport	Lear Jet 55	80.6 decibels	21.12
Village Green / 1 ½ miles SW of airport	Twin Engine Turbo Commander	78.4 decibels	14.84

Aircraft Departing Airport:

Staff was unable to document any aircraft departing the airport.

SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

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

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

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

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

Site 1 – The DNL appears to have decreased by 4.6 decibels during the Fiscal Third Quarter. When compared to the same period last year the DNL has decreased by 0.6 decibels. The background noise at this site has increased by 1.1 decibels.

Site 2A – The DNL at this site was 59.5 decibels. Data to compare to the previous quarter and the same period last year is unavailable. Background noise level was 43.8 decibels.

Site 3 – This site produced a DNL of 59.6.6 decibels. This data is a decrease of 1.0 decibels when compared to the previous quarter and an increase of 0.6 decibels when compared to the same period last year. Background noise level at this site increased 0.8 decibels when compare to the Fiscal Third Quarter of 2003.

Site 4 – The DNL at this site was 59.9 decibels, which is a 3.0-decibel increase when compared to the previous quarter. Comparison to the same period last year is unavailable. Background noise level increased by 0.9 decibels.

Site 5 – This site produced a DNL of 55.1 decibels. This data is an increase of 0.8 decibels when compared to the previous quarter. Comparison to the same period last year is unavailable. The background noise level at this site has increased by 2.2 decibels when compared to the Fiscal Second Quarter of 2004.

Site 7 – The DNL at this site decreased by 3.5 decibels. When compared to the same quarter last year there is a decrease of 0.8 decibels. There was a 4.8-decibel decrease in background noise at this site when compared to the previous quarter and a 1.3-decibel decrease when compared to the same period last year.

DNL Comparison Fiscal Year			
Site	Third Quarter 2003	Second Quarter 2004	Third Quarter 2004
1	58.8 dB	62.8 dB	58.2 dB
2A	N/A	N/A	59.5 dB
3	59.0 dB	60.6 dB	59.6 dB
4	N/A	56.9 dB	59.9 dB
5	N/A	54.3 dB	55.1 dB
7	56.6 dB	59.3 dB	55.8 dB

SECTION III NOISE MONITORING SITE SUMMARY Fiscal Year											
SITES		3rd Quarter		4th Quarter		1st Quarter		2nd Quarter		3rd Quarter	
		Apr. - June 2003		July - Sept. 2003		Oct. - Dec., 2004		Jan. - Mar. 2004		Apr. - June 2004	
		Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total
1	Springwood-East Naples	48.4	58.8	48.9	62.1	46.4	56.8	47.3	62.8	48.4	58.2
2A	Pulling Property	N/A	N/A	46.1	57.8	49.2	59.1	N/A	N/A	43.8	59.5
3	First Presbyterian Church - 6th St. South	46.9	59	47.4	59.6	N/A	N/A	47.5	60.6	47.7	59.6
4	Village Green - 11th Avenue South	N/A	N/A	N/A	N/A	46.4	59.7	43.8	56.9	44.7	59.9
5	The Conservancy	N/A	N/A	43.7	55	45.5	51	42	54.3	44.2	55.1
7	Wyndemere CC	45.3	56.6	38	53.9	49	59.1	48.8	59.3	44	55.8
<p>Bkgrnd - The background noise level or the quietest level that would be experienced in the absence of most significant noise-producing human activity.</p> <p>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.</p>											