



CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 31

For the period

July 1, 2004 through September 30, 2004

Prepared by
Airport Operations

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**PART I
AIRCRAFT OPERATIONS**

INTRODUCTION

This is the thirty-first 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 62%. General aviation activity has decreased by 11%. Total traffic decreased by 15%, from 34,026 operations to 28,894. The daily average for the Fourth Quarter was 313 operations.

This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, commuter traffic has not changed and general aviation air traffic has increased 12%. Total air traffic operations increased by 12% from 25,911 operations to 28,894.

Fiscal Year 2003 Compared to Fiscal Year 2004

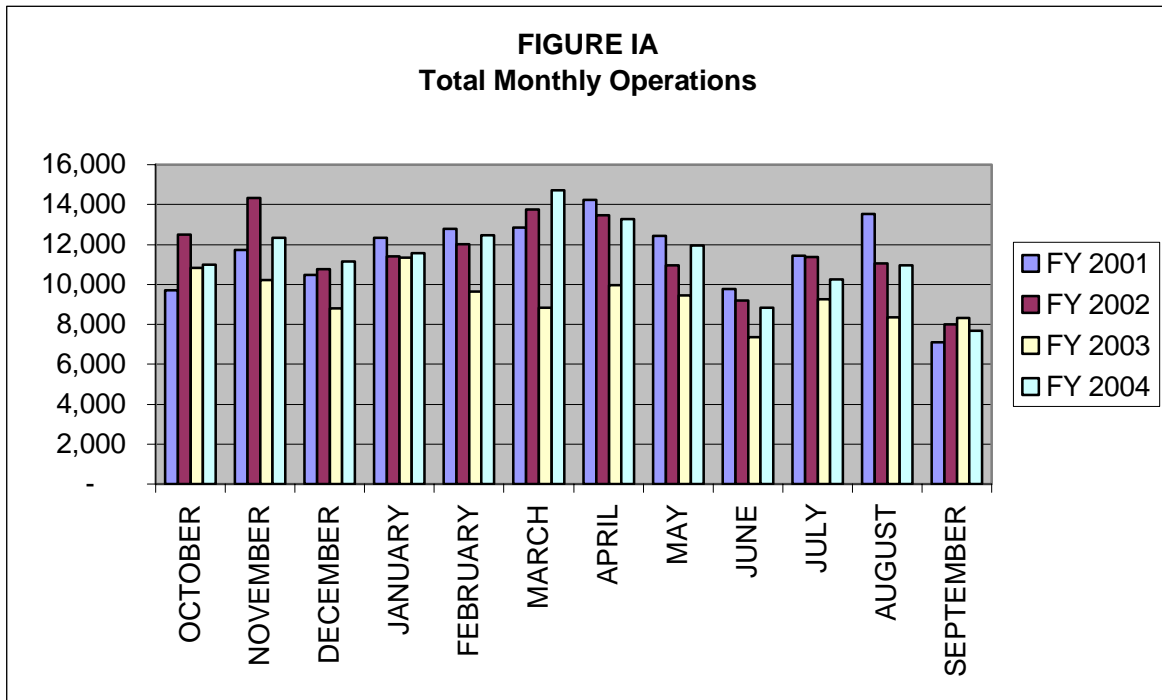
FY04 operations have increased by 23,820 operations (21%), from 112,308 to 136,128 operations when compared to FY03. Itinerant operations increased 18%, from 84,256 to 99,166 operations, and local operations increased 32%, from 28,052 to 36,962 operations. Itinerant operations accounted for 73% of the total airport operations in FY04. IFR operations increased by 6%, from 38,016 to 40,389.

Table I

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

YEAR	COMMUTER	GENERAL AVIATION	MILITARY	TOTAL TRAFFIC	DAILY AVERAGE
2003					
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
TOTALS FOR FY03	11,488	100,618	202	112,308	308
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
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

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



There was a 12% increase in overall airport operations during the Fourth 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 20% in the Fourth Quarter of 2004 when compared to the Fourth Quarter 2003 statistics. Jet operations occurring at night decreased by 12 operations and single and multi-engine aircraft operations increased by 83 operations.

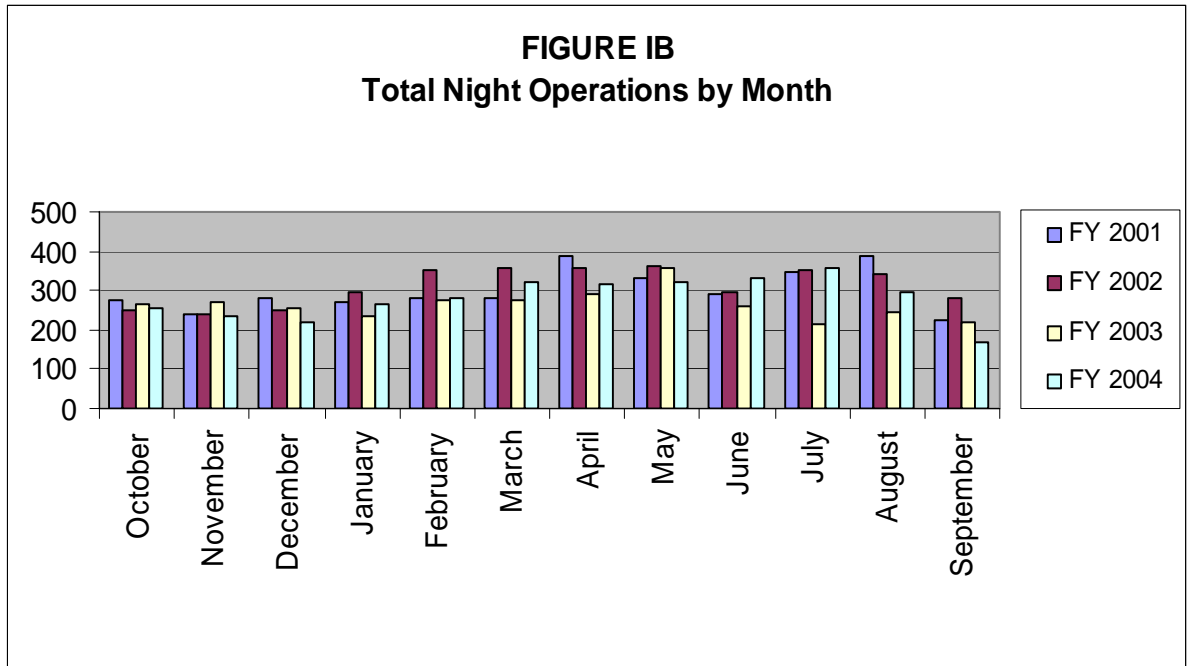


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have increased by 138 total operations when compared to the same time 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 25%. The Public service operations represent 40% of the activity occurring at night.

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

Activity	4 th 2003	1 st 2004	2 nd 2004	3 rd 2004	4 th 2004
Jets	93	201	297	177	79
Jet – Air Ambulance	0	0	14	2	2
Single & Multi-engine	334	349	435	571	417
Mosquito Control Aircraft	135	46	0	72	210
Helicopters Collier S.O., EMS & Coast Guard	117	113	122	145	109
Total	679	709	868	967	817

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 58 to 32. Complaints received from neighborhoods to the northeast of the airport have decreased by 1, from the northwest they have decreased by 5, from the southeast they have increased by 8, and from the southwest decreased by 26. Unknown location complaints have decreased 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 8 calls. Complaints received from neighborhoods to the northeast of the airport have decreased by 3, from the northwest they have remained the same, from the southeast increased by 14, from the southwest decreased by 3, and unknown location complaints have remained the same. Total complaints received have increased from 24 to 32.

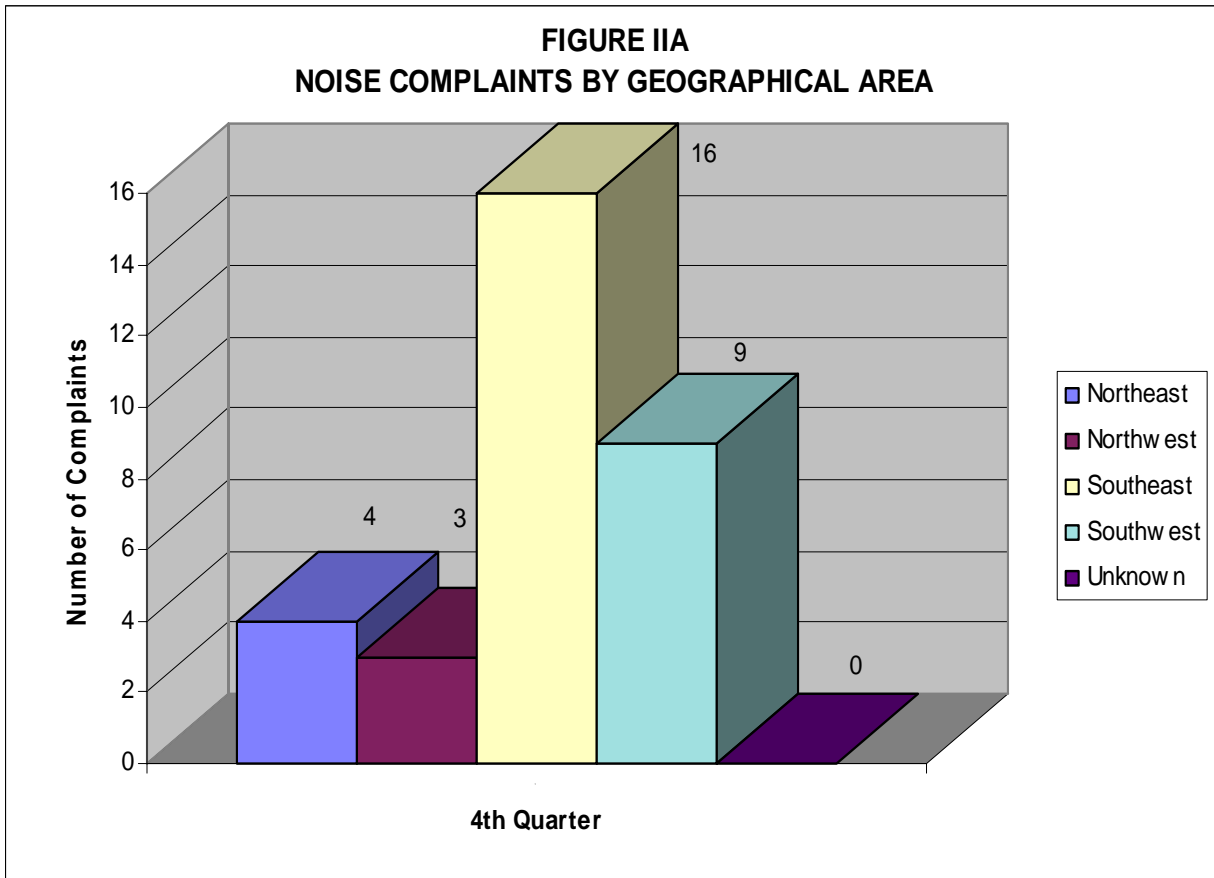
Fiscal Year 2003 Compared to Fiscal Year 2004

Complaints have increased 31% in Fiscal Year 2004, from 280 in FY03 to 366 in FY04.

Table III
AIRPORT NOISE COMPLAINT SUMMARY
 Fiscal Years 2003-2004

YEAR	Northeast	Northwest	Southeast	Southwest	Unknown Location	Monthly Total
2003						
JULY	2	-	1	-	-	3
AUGUST	1	-	-	4	-	5
SEPTEMBER	4	3	1	8	-	16
TOTALS FOR 4th QUARTER	7	3	2	12	-	24
TOTALS FOR FY03	29	27	34	185	5	280
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
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
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
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

Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the Fourth Quarter of 2004. Total complaints for this quarter have decreased 45% from the previous quarter, and increased 33% 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. Forty-seven (47%) of the total complaints were received during the voluntary curfew hours and forty-four percent (44%) of those complaints were attributed to Public Service operations.

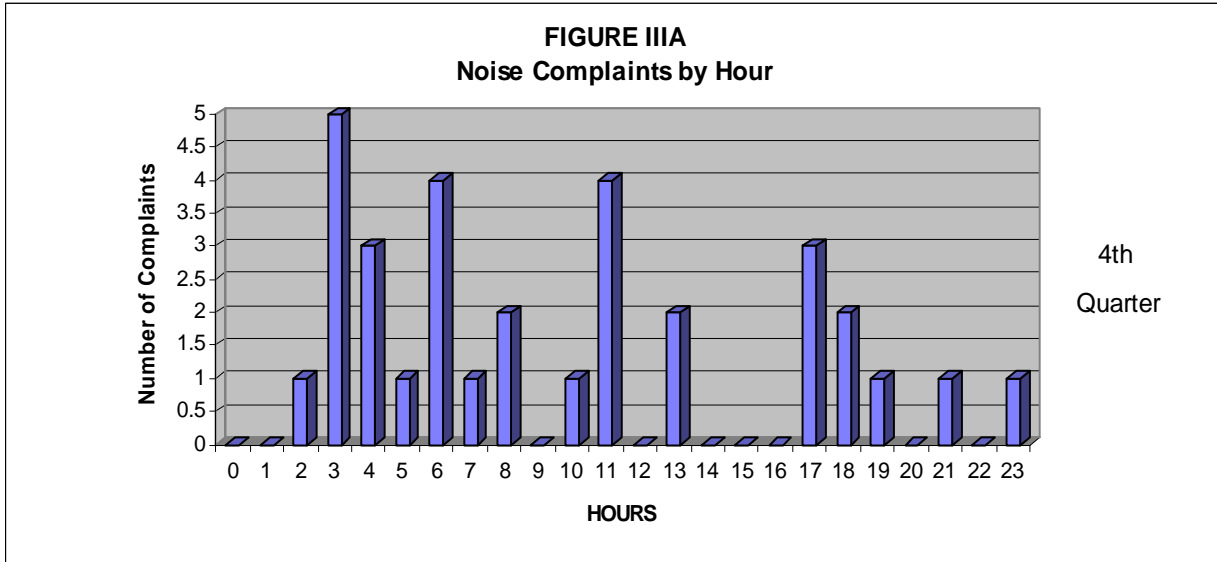
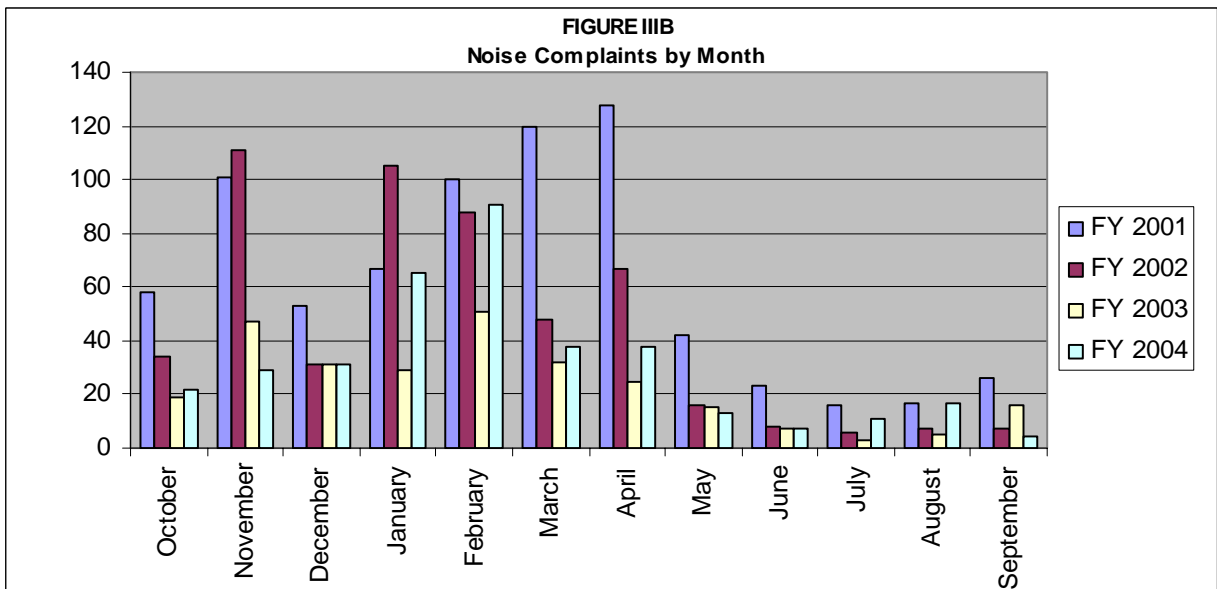
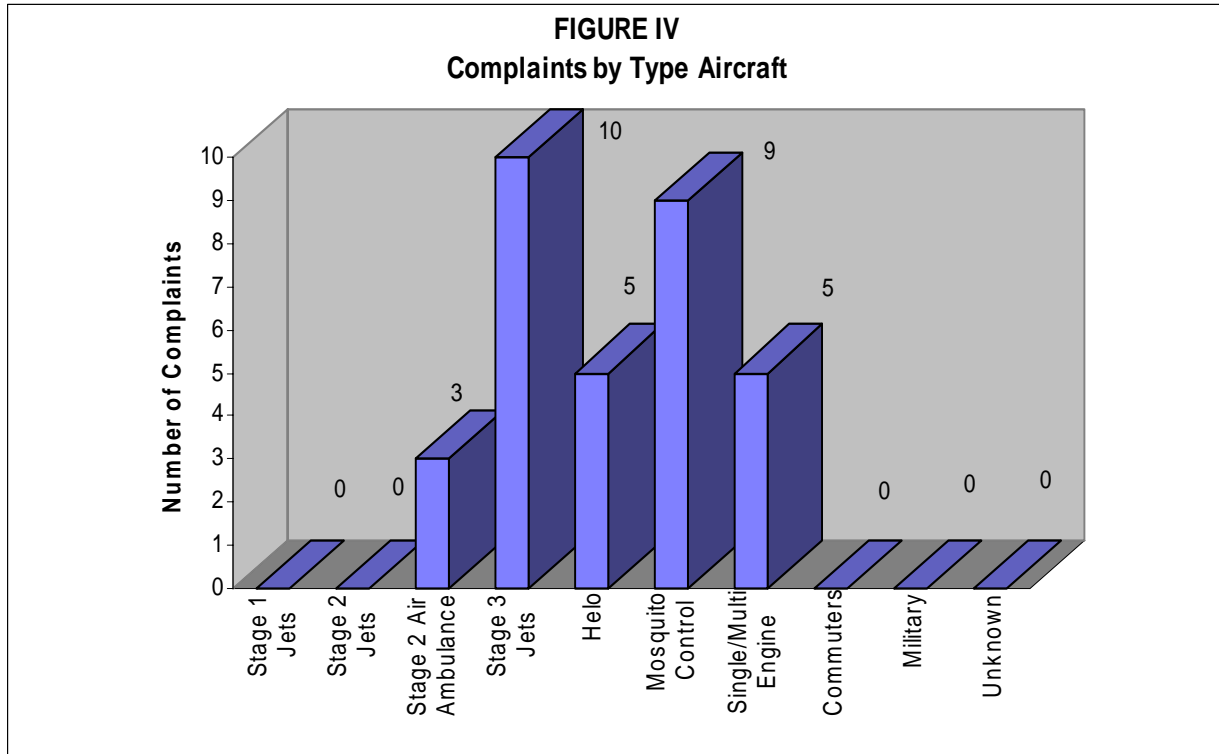


Figure IIIB below, illustrates the airport's complaint volume for fiscal years 2001, 2002, 2003 and 2004.



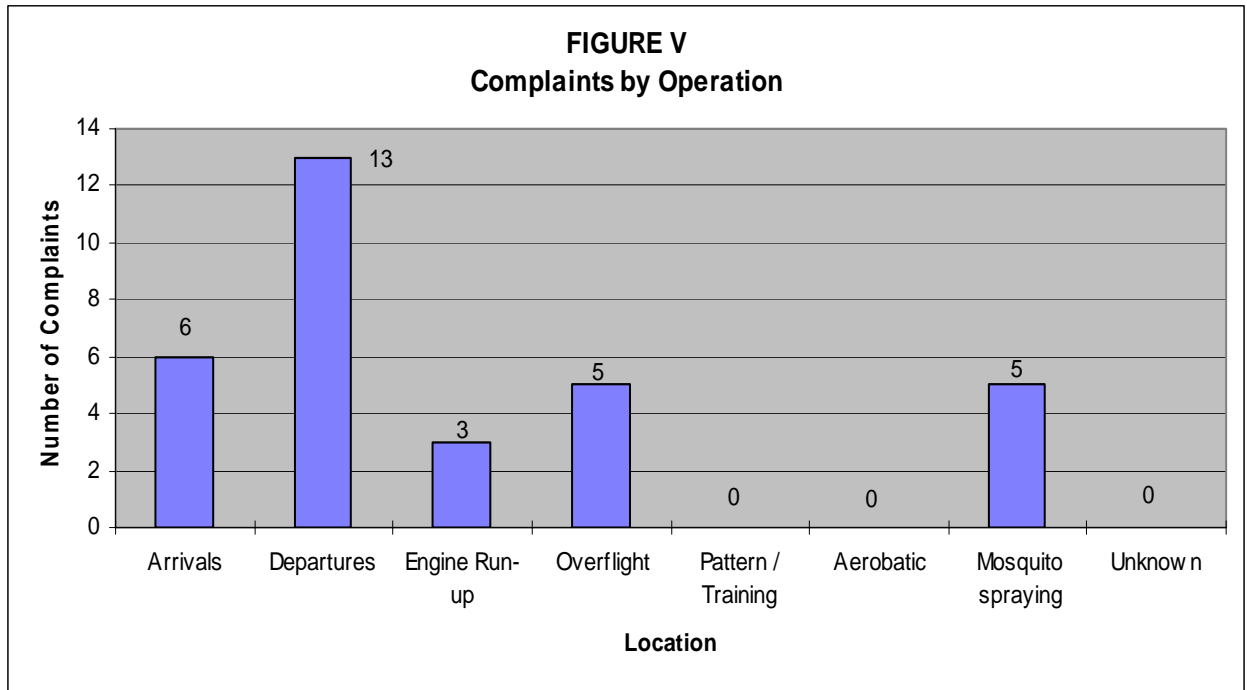
PART IV COMPLAINTS BY OPERATIONAL SOURCE

Figure IV below, indicates what types of aircraft the complainants were calling about. Over half of the complaints received during the Forth Quarter were due to Public Service operations: five (5) generated from Public Service Helicopters, nine (9) from Mosquito Control operations and three (3) from Stage 2 Air Ambulance operations.



**PART V
COMPLAINTS BY OPERATION**

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



SUMMARY

Air Traffic

Compared to the previous quarter, commuter traffic has decreased 62%, general aviation traffic has decreased by 11%, and total air traffic has decreased by 15%. Compared to the same period one year ago, commuter traffic decreased 1%, general aviation operations have increased by 12%, and total traffic has increased 12%.

Fourteen percent (14%) 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 decreased by twelve operations when compared to same period last year. Single and multi-engine operations have increased by 25%, and Mosquito Control operations have increased by 56%. Overall nighttime operations have increased by 20% when compared to last year.

Noise Complaints

Compared to the previous quarter, noise complaints have decreased from 58 to 32. Southeast Quadrant neighborhoods generated the most complaints during the Fiscal Fourth Quarter of 2004, with a total of 16 complaints. Other areas generated the following number of complaints: Northeast-4, Northwest-3 and Southwest-9 and Unknown location-0.

Noise Complaints by Family

Nineteen (19) different families made 32 complaints to the Noise Abatement Office during the Fourth Quarter of 2004. Four families made 15 calls, or 47% of the total complaints. Of the four families, two families were from the southeast (9 calls) and two families were from the northeast (6 calls).

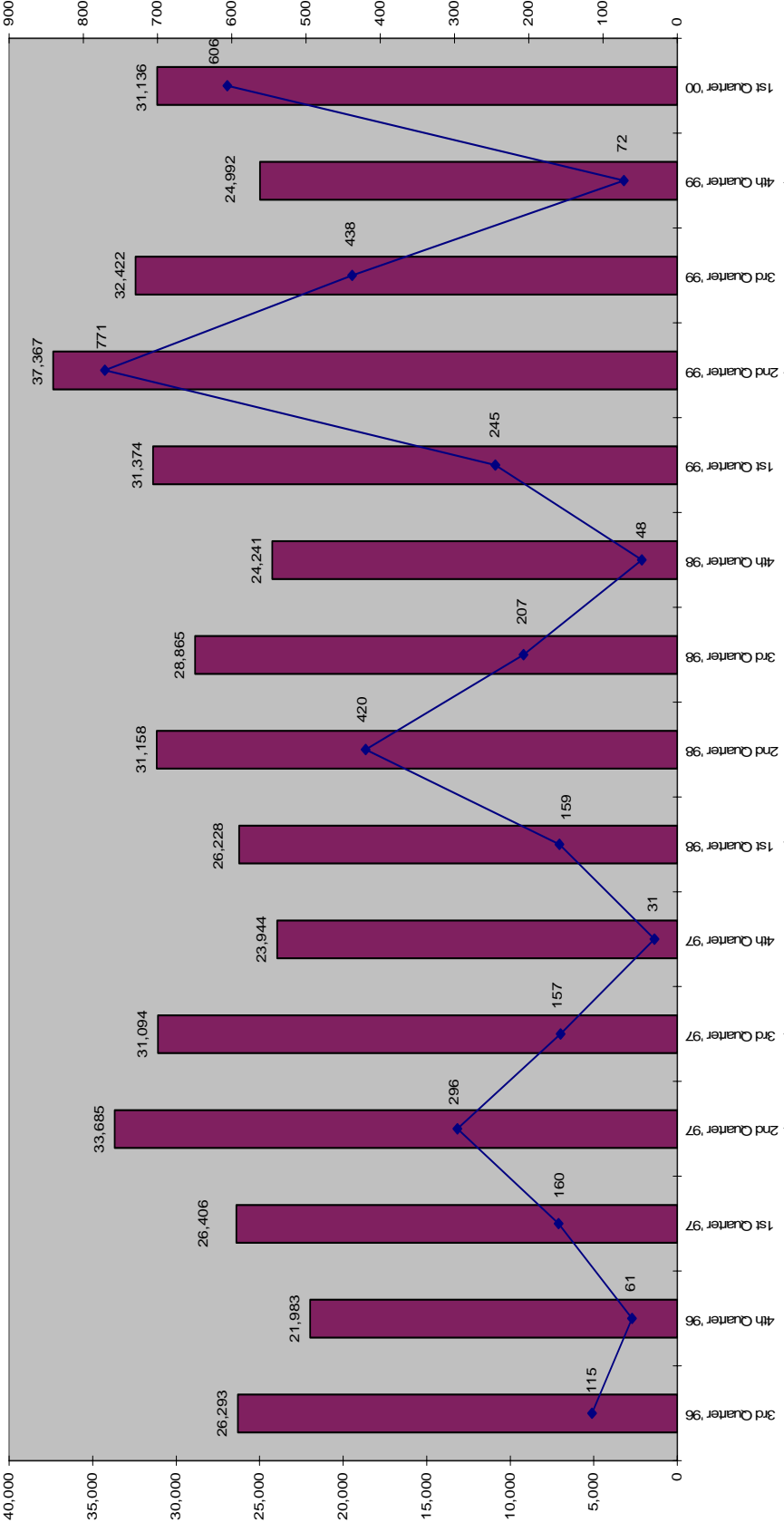
Air Traffic - Fiscal Year 2003 Compared to Fiscal Year 2004

FY04 operations have increased by 23,820 operations (21%), from 112,308 to 136,128 operations when compared to FY03. Itinerant operations increased 18%, from 84,256 to 99,166 operations, and local operations increased 32%, from 28,052 to 36,962 operations. Itinerant operations accounted for 37% of the total airport operations in FY04. IFR operations increased by 6%, from 38,016 to 40,389.

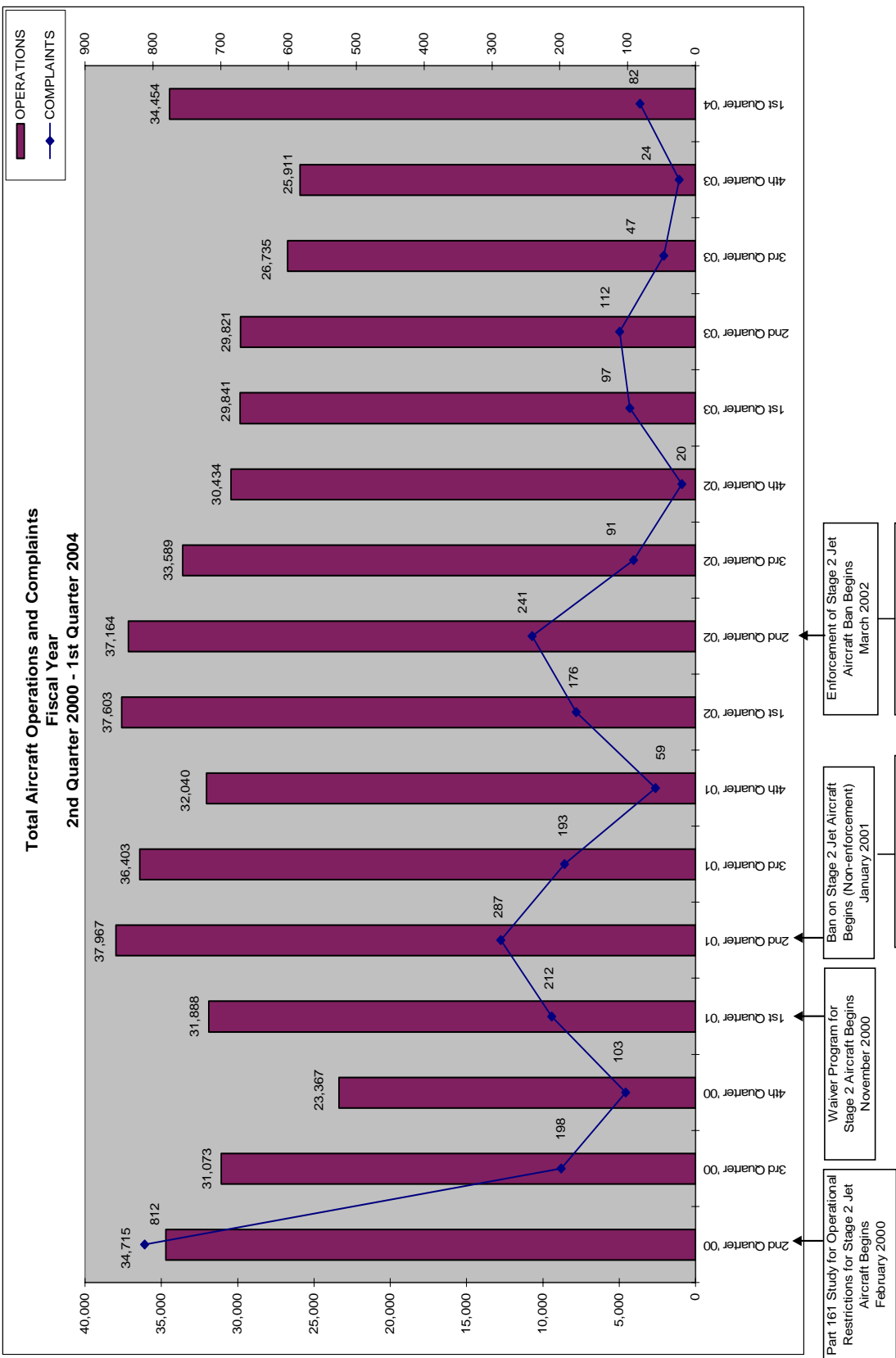
Complaints - Fiscal Year 2003 Compared to Fiscal Year 2004

Complaints have increased 31% in Fiscal Year 2004, from 280 in FY03 to 366 in FY04.

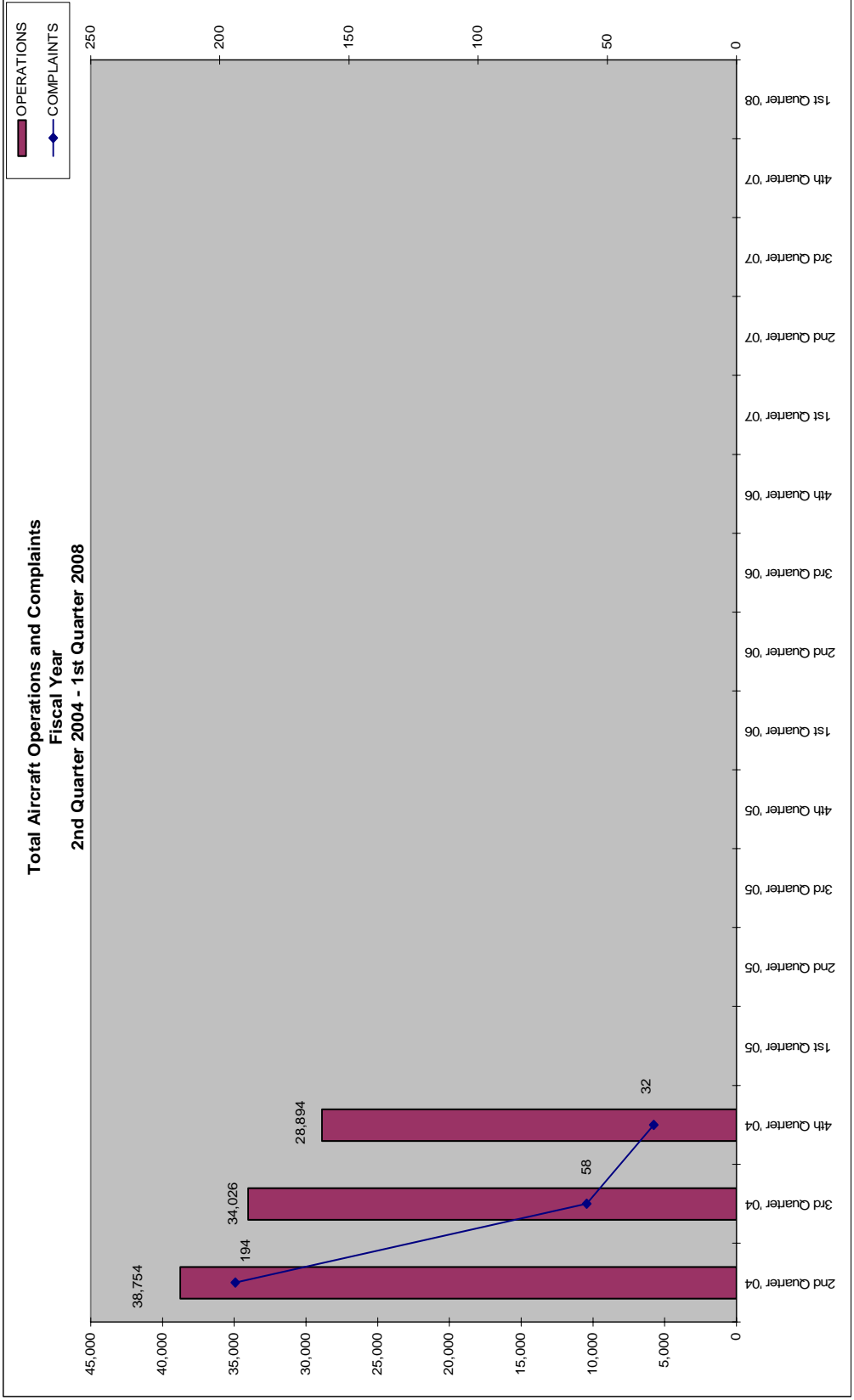
Total Aircraft Operations and Complaints
Fiscal Year
3rd Quarter 1996 - 1st Quarter 2000



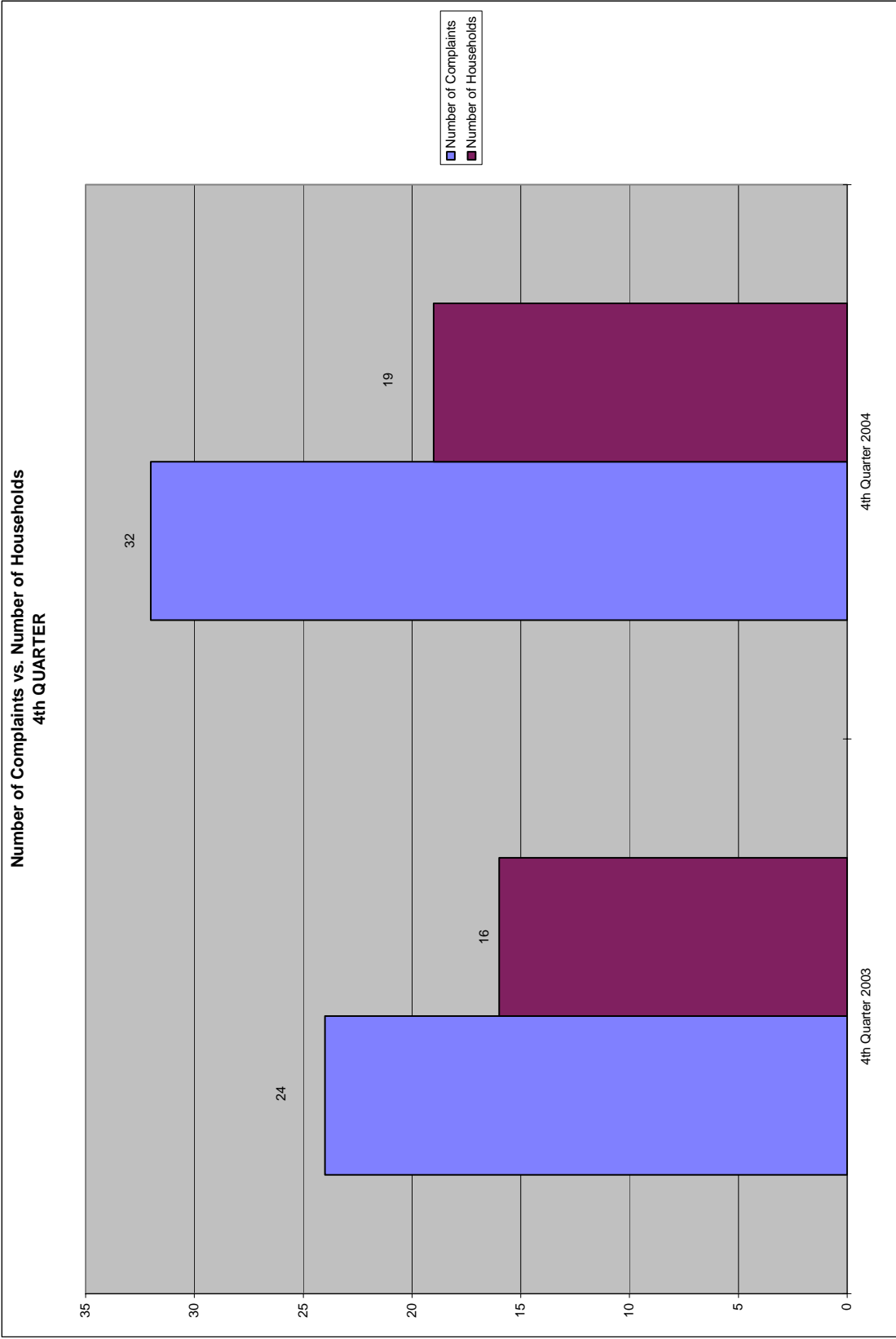
Nighttime Ban Stage 1 Jet Aircraft 10PM to 7AM begins May 1996
 Voluntary Nighttime Curfew Stage 1 & 2 Jet Aircraft May 1996
 Noise Compatibility Committee Formed January 1997
 Jet Aircraft Noise Abatement Brochure Developed
 Noise Compatibility Committee recommends total ban on Stage 1 jet aircraft
 24 hour Stage 1 Jet Aircraft Ban begins March 1999
 Part 161 Study for Operational Restrictions for Stage 2 Jet Aircraft Begins August 1999
 Long-Term Noise Monitoring Program Begins July 1999



APPENDIX A - TABLE 2



APPENDIX A - TABLE 3



NOISE COMPLAINTS & OPERATIONS SUMMARY

APPENDIX C

MONTH: July 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
Thu-01			326							11								337
Fri-02			303							12								315
Sat-03			212							5								217
Sun-04			123							14								137
Mon-05			380							6							1	386
Tue-06	1	2	331							25							2	356
Wed-07			355							0								355
Thu-08	1	1	358							18								376
Fri-09			330							7								337
Sat-10			176							14								190
Sun-11			288							7							1	295
Mon-12			260							22								282
Tue-13			283						1	1	13							296
Wed-14			279							12								291
Thu-15			277							23							1	300
Fri-16			381							11							2	392
Sat-17			348							11								359
Sun-18			234							9								243
Mon-19			240							15							1	255
Tue-20			151							4							1	155
Wed-21			405							17							2	422
Thu-22			402							10							1	412
Fri-23			431						1	1	12							443
Sat-24			396							12							2	408
Sun-25			367							5							3	372
Mon-26			332							12							4	344
Tue-27	2	2	368							6								374
Wed-28	1	1	384							13								397
Thu-29	1	1	333							13							2	346
Fri-30			435						1	1	14						2	449
Sat-31	1	1	392							3								395
TOTALS	7	8	9,880	0	0	0	4	8	3	3	356	0	0	0	0	0	21	10,236

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	7	3	10
Complaints	8	3	11
Operations (Ops)	9,880	356	10,236
%Events/Ops	0.1%	0.8%	0.1%
Complaints & Events	1.1	1.0	1.1
% Complaints / Ops	0.1%	0.8%	0.1%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	0
EMS	H	11
Sheriff's Office	H	33
Mosquito Control	H	67
Mosquito Control	P	34
Public Service	J,H,P	145
Air Carrier & GA [Other]	H,P	190
Jet Operations	J	21
Night Ops - Total	J,H,P	356

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: August 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
Sun-01			283								7							290
Mon-02			404					2			4							408
Tue-03			453								6						1	459
Wed-04			397								1							398
Thu-05	1	1	458								10						1	468
Fri-06			284								6							290
Sat-07			404								10							414
Sun-08			492								17							509
Mon-09			504								19						1	523
Tue-10	1	1	395								17							412
Wed-11	2	3	342								14			2				356
Thu-12			194								7							201
Fri-13			0								0							0
Sat-14			80								1							81
Sun-15			252								4							256
Mon-16			392					2			10						1	402
Tue-17			340								10						2	350
Wed-18			448								6						2	454
Thu-19			400								13						1	413
Fri-20			455					2			22						2	477
Sat-21			349								19						2	368
Sun-22			361							1	1	7						368
Mon-23			399							1	1	11					2	410
Tue-24			404							5	6	13					2	417
Wed-25			372							1	1	11						383
Thu-26			346					2		1	1	12						358
Fri-27			368								11							379
Sat-28			364								5						1	369
Sun-29			233								9						3	242
Mon-30	1	1	291								11						2	302
Tue-31			211							1	1	2					2	213
TOTALS	5	6	10,675	0	0	0	0	8	10	11	295	0	0	0	2	0	25	10,970

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	5	10	15
Complaints	6	11	17
Operations (Ops)	10,675	295	10,970
%Events/Ops	0.0%	3.4%	0.1%
Complaints & Events	1.2	1.1	1.1
% Complaints/ Ops	0.1%	3.7%	0.2%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	2
EMS	H	13
Sheriff's Office	H	20
Mosquito Control	H	59
Mosquito Control	P	34
Public Service	J,H,P	128
Air Carrier & GA [Other]	H,P	142
Jet Operations	J	25
Night Ops - Total	J,H,P	295

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 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
Wed-01			199								18							217
Thur-02			401						1	1	9						2	410
Fri-03			107								8						3	115
Sat-04			8								0						2	8
Sun-05			0								0							0
Mon-06	1	1	105								2							107
Tue-07	1	1	242								11							253
Wed-08			339					2			4							343
Thur-09			383								8							391
Fri-10			417								18						3	435
Sat-11			308								2							310
Sun-12			312								6						3	318
Mon-13			127								4						1	131
Tue-14			120								5						2	125
Wed-15			177								1							178
Thur-16			202								4						1	206
Fri-17			311								9						4	320
Sat-18			267								8							275
Sun-19			310								4						1	314
Mon-20			192								2						1	194
Tue-21			198					2			3							201
Wed-22			326								3						1	329
Thu-23			387								6						1	393
Fri-24			434								5							439
Sat-25	1	1	224								1							225
Sun-26			28								1							29
Mon-27			265								7						3	272
Tue-28			321								10						4	331
Wed-29			394								4						2	398
Thu-30			418					2			3						1	421
TOTALS	3	3	7,522	0	0	0	2	6	1	1	166	0	0	0	0	0	33	7,688

COMPLAINTS / COMMENTS			
	DAY	NIGHT	TOTAL
Events	3	1	4
Complaints	3	1	4
Operations (Ops)	7,522	166	7,688
%Events/Ops	0.0%	0.6%	0.1%
Complaints & Events	1.0	1.0	1.0
% Complaints/ Ops	0.0%	0.6%	0.1%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	0
EMS	H	15
Sheriff's Office	H	17
Mosquito Control	H	11
Mosquito Control	P	5
Public Service	J,H,P	48
Air Carrier & GA [Other]	H,P	85
Jet Operations	J	33
Night Ops - Total	J,H,P	166

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

**RECURRING NOISE MONITORING PROGRAM RESULTS
JULY 1 – SEPTEMBER 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.

The Noise monitors were picked up before the approaches of Hurricanes Charley, Frances and Jeanne and then returned to the sites after the hurricanes had safety passed.

SECTION I – QUARTERLY SITE ACTIVITY SUMMARY

All locations were monitored for approximately a seven (due to hurricanes) 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 three 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	Beechjet	79.1 decibels	14.0
Pulling Property / 3/8 mile SW of airport	Twin Engine King Air	77.9 decibels	21.62
Pulling Property / 3/8 mile SW of airport	Citation Jet	76.4 decibels	18.93
Pulling Property / 3/8 mile SW of airport	Twin Engine Dutchess	70.9 decibels	9.18
Pulling Property / 3/8 mile SW of airport	Med Flight Helicopter (Euro copter EC 135)	89.6 decibels	26.75
Pulling Property / 3/8 mile SW of airport	Astra Jet	77.3 decibels	16.25
Pulling Property / 3/8 mile SW of airport	Single Engine Cherokee	79.5 decibels	21.56
Pulling Property / 3/8 mile SW of airport	Beechjet	73.8 decibels	14.93
Pulling Property / 3/8 mile SW of airport	Twin Engine Pusher Turboprop Piaggio Avanti	87.2 decibels	52.21

Aircraft Departing Airport:

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Springwood / ½ mile SE of airport	Single Engine Cessna 172	77.1 decibels	21.34
Springwood / ½ mile SE of airport	Twin Engine Seneca	87.9 decibels	23.96
Springwood / ½ mile SE of airport	Twin Engine Baron	90.7 decibels	28.65
Springwood / ½ mile SE of airport	Single Engine Cherokee	80.5 decibels	25.37
Springwood / ½ mile SE of airport	Single Engine Cessna 182	69.8 decibels	7.96

SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

Noise Monitoring Site Summary Comparison between the Fiscal Third Quarter of 2004 and the Fiscal Fourth 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 three sites, decreased at two sites and remained the same at one site when compared to last quarter. The DNL increased at three sites, decreased at two sites when compared to same period last year (data not available for one site 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 increased by 0.6 decibels during the Fiscal Fourth Quarter. When compared to the same period last year the DNL has decreased by 3.3 decibels. The background noise at this site has increased by 0.8 decibels.

Site 2A – The DNL at this site was 55.3 decibels which is a decrease of 4.6 decibels when compared to the previous quarter and a decrease of 2.5 decibels when compared to the same period last year. Background noise level was 43.1 decibels.

Site 3 – This site produced a DNL of 61.3 decibels. This data is an increase of 1.7 decibels when compared to the previous quarter and an increase of 1.7 decibels when compared to the same period last year. Background noise level at this site increased 1.3 decibels when compare to the Fiscal Fourth Quarter of 2003.

Site 4 – The DNL at this site was 59.7 decibels, which is a 0.2-decibel decrease when compared to the previous quarter. Comparison to the same period last year is unavailable. Background noise level decreased by 0.8 decibels.

Site 5 – This site produced a DNL of 55.1 decibels. This data is the same when compared to the previous quarter. When compared to the same period last year the DNL has increased by 0.1 decibels. The background noise level at this site has decreased by 1.1 decibels when compared to the Fiscal Third Quarter of 2004.

Site 7 – The DNL at this site increased by 2.7 decibels. When compared to the same quarter last year there is an increase of 4.6 decibels. This increase may be due to the clean up with chain saws in the area after the hurricane. There was a 3.0-decibel increase in background noise at this site when compared to the previous quarter and a 9.0-decibel increase 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

Fiscal Year DNL Average Comparison			
Site	Fiscal Year 2003	Fiscal Year 2004	+ - Difference
1	58.8 dB	59.2 dB	+ 0.4 dB
2A	58.9 dB	58.0 dB *	- 0.9 dB
3	58.5 dB	60.5 dB *	+ 2.0 dB
4	61.2 dB *	59.1 dB	- 2.1 dB
5	52.9 dB	53.9 dB	+1.0 dB
7	58.1 dB	58.2 dB	+0.1 dB

Fiscal Year Background Noise Level Average Comparison			
Site	Fiscal Year 2003	Fiscal Year 2004	+ - Difference
1	47.8 dB	47.8 dB	0
2A	45.8 dB	45.4 dB *	- 0.4 dB
3	46.4 dB	48.0 dB *	+ 1.6 dB
4	48.5 dB *	44.7 dB	- 3.8 dB
5	42.1 dB	43.7 dB	+ 1.6 dB
7	44.4 dB	47.2 dB	+ 2.8 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. 2003		1st Quarter Oct. - Dec., 2004		2nd Quarter Jan. - Mar. 2004		3rd Quarter Apr. - June 2004		4th Quarter July - Sept. 2004	
	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total	Bkgrnd	Total
1 Springwood-East Naples	48.9	62.1	46.4	56.8	47.3	62.8	48.4	58.2	49.2	58.8
2A Pulling Property	46.1	57.8	49.2	59.1	N/A	N/A	43.8	59.5	43.1	55.3
3 First Presbyterian Church - 6th St. South	47.4	59.6	N/A	N/A	47.5	60.6	47.7	59.6	48.7	61.3
4 Village Green - 11th Avenue South	N/A	N/A	46.4	59.7	43.8	56.9	44.7	59.9	43.9	59.7
5 The Conservancy	43.7	55	45.5	51	42	54.3	44.2	55.1	43.1	55.1
7 Wyndemere CC	38	53.9	49	59.1	48.8	59.3	44	55.8	47	58.5

Bkgrnd - The background noise level or the quietest level that would be experienced in the absence of most significant noise-producing human activity.

Total - Total noise as it occurs over a 24-hour period, adding a 10-decibel penalty to sound events occurring at night between the hours of 10:00 PM and 7:00 AM.