



## **NAPLES MUNICIPAL AIRPORT**

### **CITY OF NAPLES AIRPORT AUTHORITY**

#### **QUARTERLY NOISE REPORT**

NUMBER 67

For the Period

July - September 2013

Prepared by NAA Staff



**Table of Contents**

Introduction..... 1  
Executive Summary..... 1  
Aircraft Operations – Day and Night..... 2  
Noise Comments..... 3  
Comments/Operations by Time Period..... 3  
Location of Comments.....4  
Comments by Neighborhood – Current Quarter..... 5  
Comments by Month..... 5

## Introduction

The City of Naples Airport Authority recognizes the community and its desire to reduce aircraft noise disturbances. This report summarizes airport operations and noise comments received. This report is available to pilots, airport users, and surrounding communities on the Authority's web page at [www.FlyNaples.com](http://www.FlyNaples.com), and updated quarterly.

Noise abatement procedures at Naples Municipal Airport are based on a number of voluntary actions that air traffic controllers and pilots may take to help reduce the impact of aircraft noise on communities adjacent to the airport. The airport has no authority in regards to the movement of aircraft or the direction of flight. The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration. FAA air traffic controllers have the responsibility for directing aircraft on the ground and in flight and the pilot in command has the final authority as to the safe flight of his/her aircraft.

Safety always takes precedence over noise abatement procedures and pilots must follow air traffic control instructions and other safety considerations caused by weather, potential air space conflicts or emergencies. FAA may advise pilots, or pilots may determine on their own, that there is another nearby aircraft that must be avoided to maintain safe aircraft separation. Safe separation of aircraft may result in a flight over residential areas. Public service (law enforcement, mosquito control, medical, military, etc.) aircraft flights also may have an operational need to fly over residential areas.

## Executive Summary

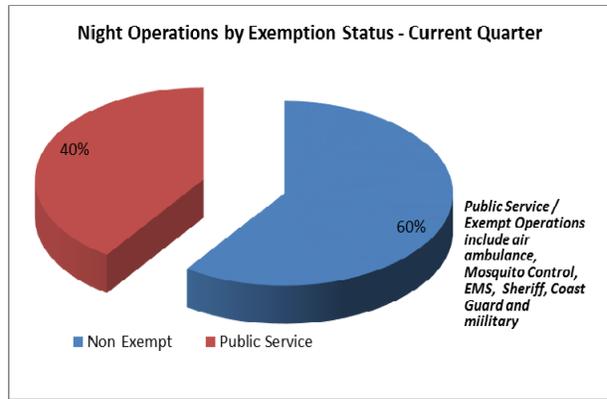
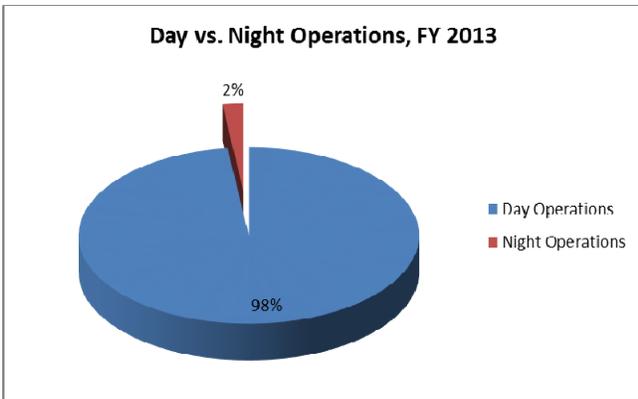
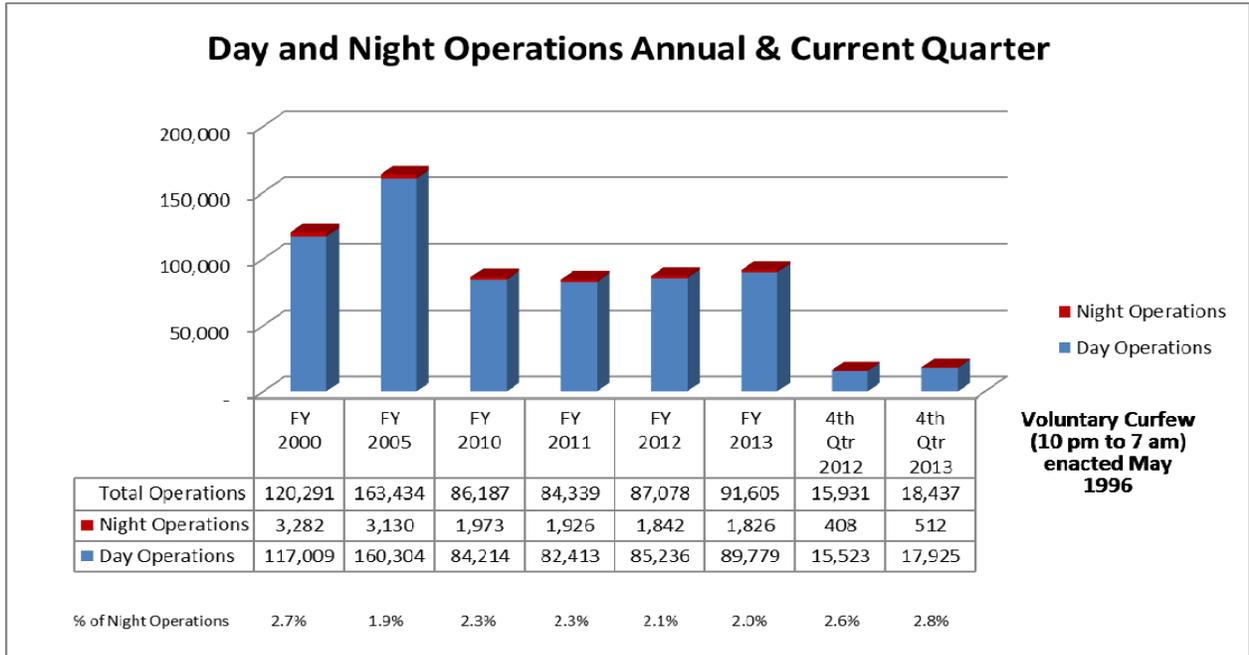
This report is for July, August and September 2013. The table below provides certain information as compared to the same period last year.

	<b>Aircraft Operations</b>	<b>Noise Comments</b>
<b>Daytime (7am -10pm)</b>	↑ 15.5%	↑ 66 comments from 5 to 71
<b>Nighttime (10pm-7am)</b>	↑ 25.5%	↓ 5 comments from 31 to 26
<b>TOTAL</b>	↑ 15.7%	↑ 61 comments from 36 to 97

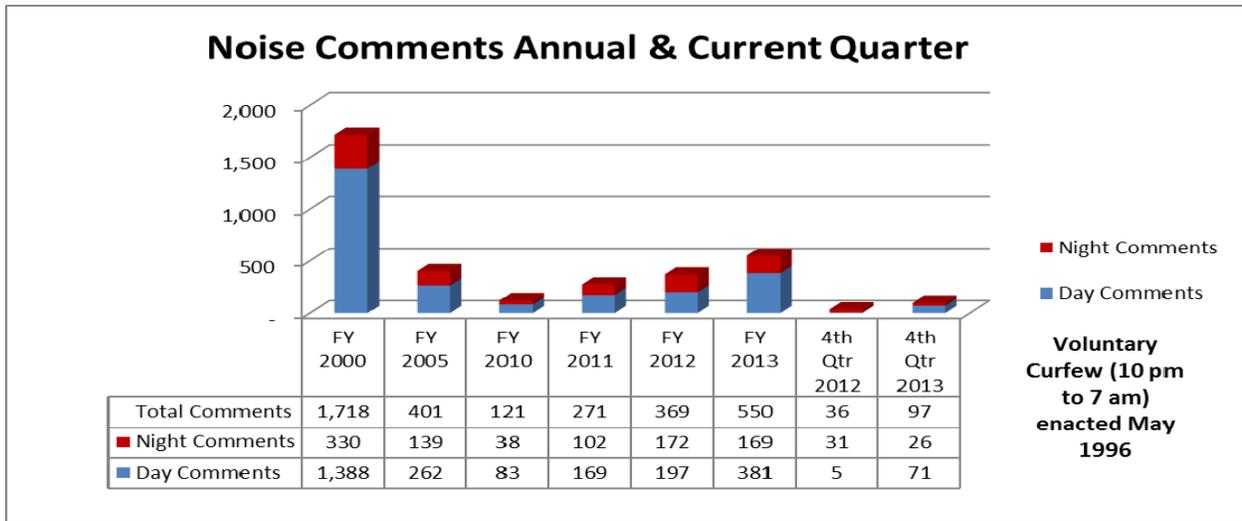
Eighty (80) of the ninety-seven (97) comments received in this quarter were related to single/twin engine aircraft, with seventy-two (72) of the comments from one (1) household. Eight (8) were related to jet aircraft operations, and nine (9) were related to turbo-prop aircraft.

Fifty-two percent (52%) of the nighttime operations occurred between 10p.m. – 12a.m. and 6a.m. – 7 a.m. Forty percent (40%) of the nighttime operations were public service operations. Less than three percent (3%) of the total aircraft operations occurred during nighttime hours.

# Aircraft Operations - Day and Night

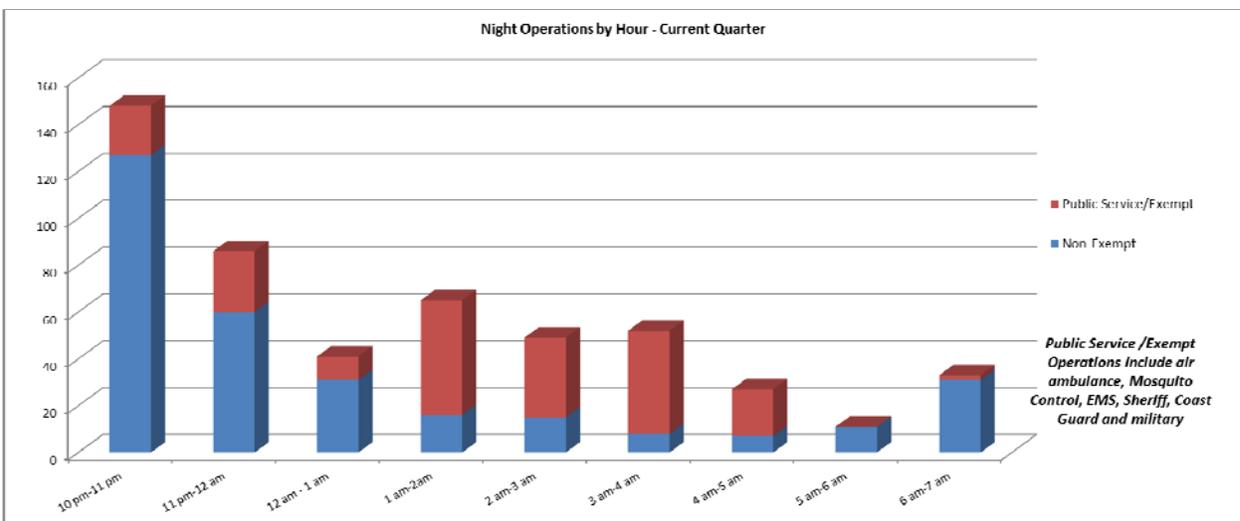
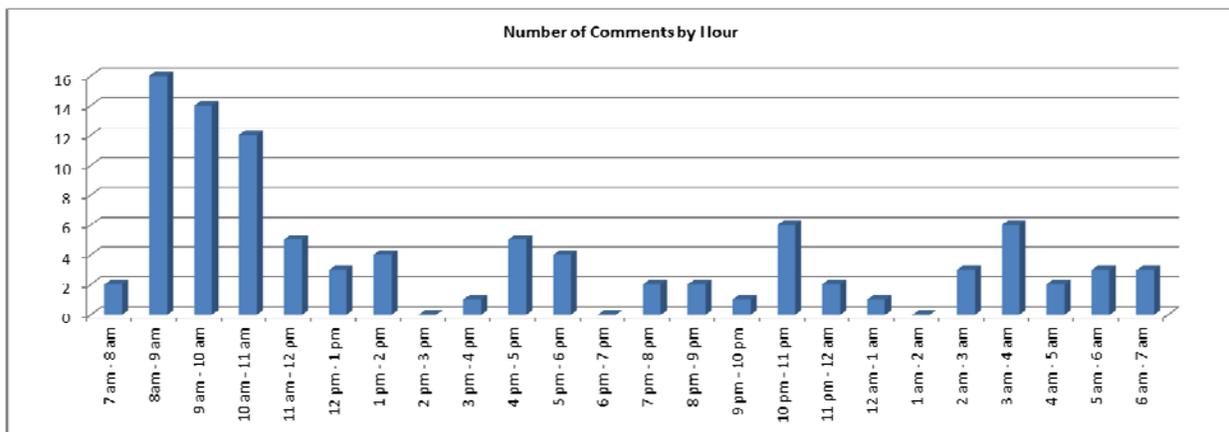


## Noise Comments



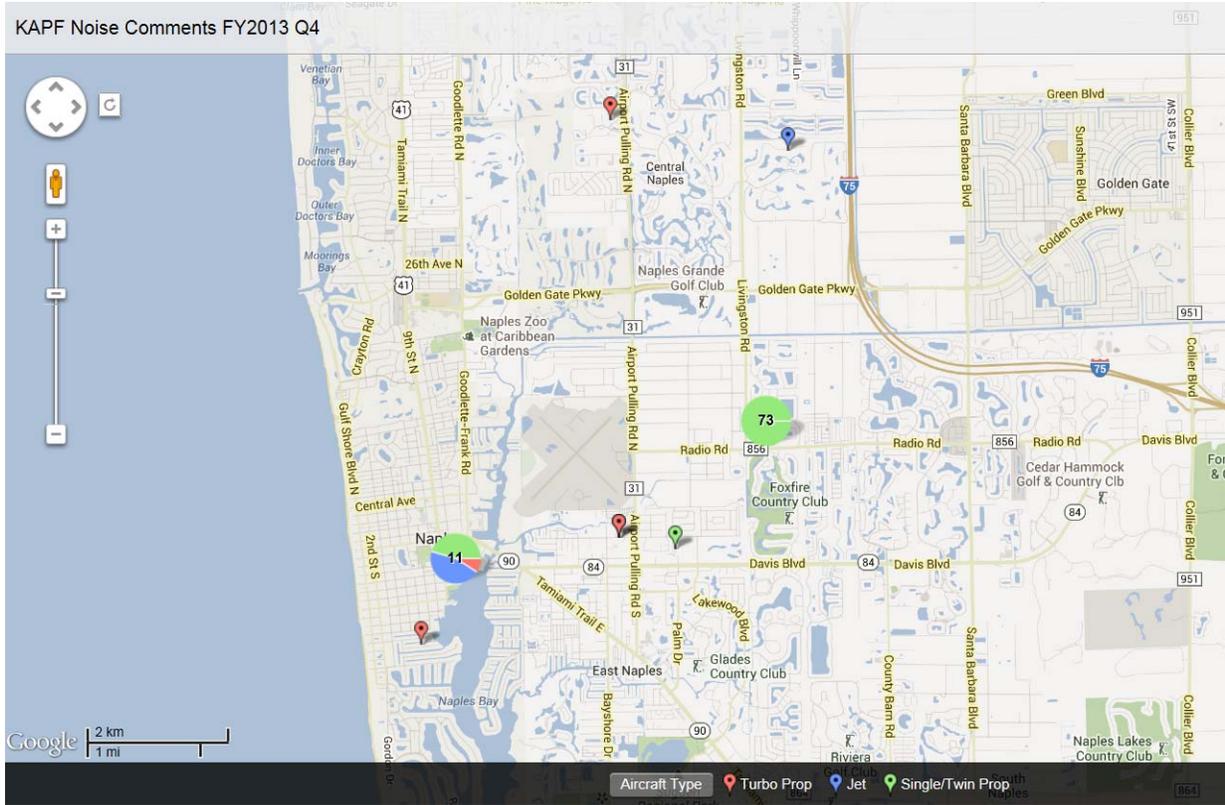
\*NOTE: Stage 1 aircraft banned March 1999 / Stage 2 ban enforced beginning March 2002.

## Comments/Operations by Time Period

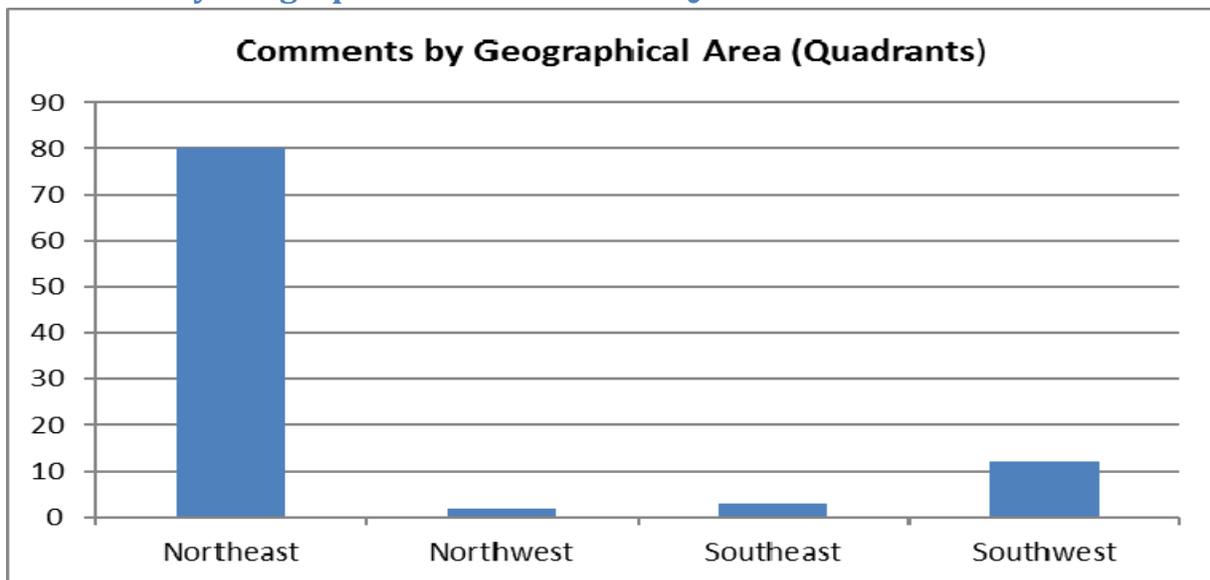


## Location of Comments

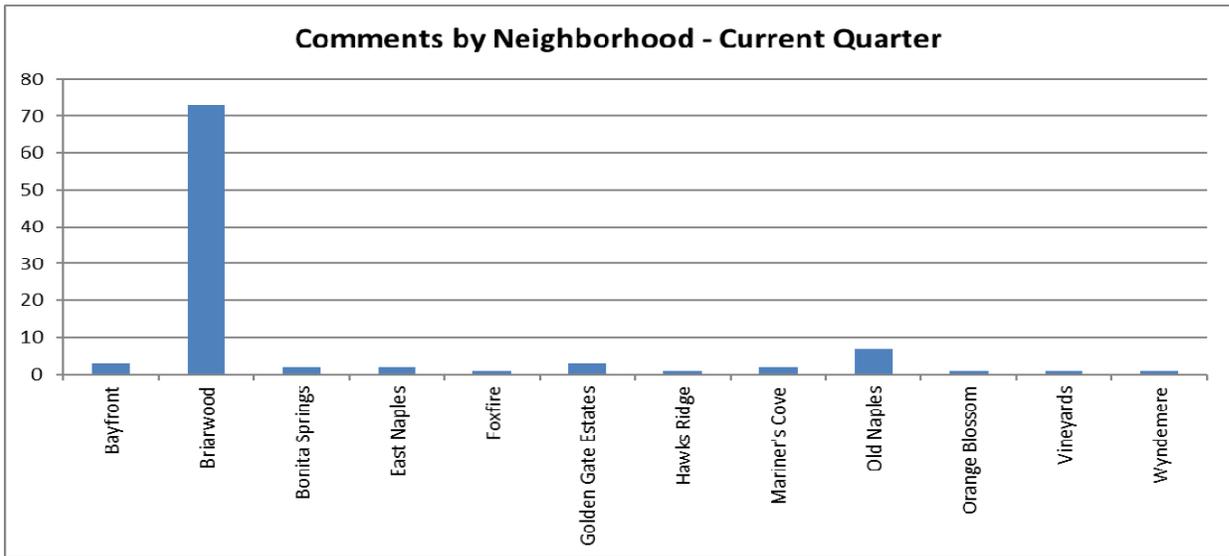
### Map of Comment Locations - Current Quarter



### Comments by Geographical Area - Current Quarter



## Comments by Neighborhood - Current Quarter



## Comments by Month

