



CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 70

For the Period

April - June 2014

UPDATED

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, 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

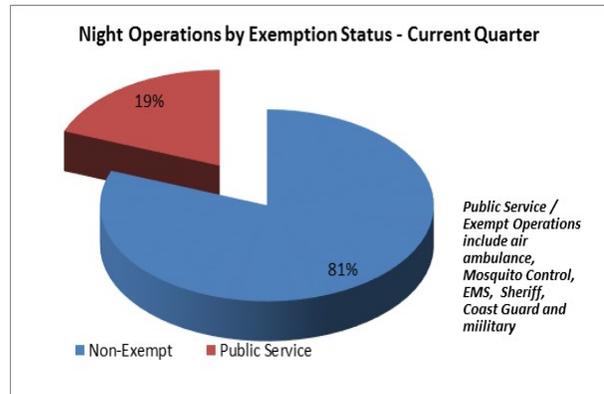
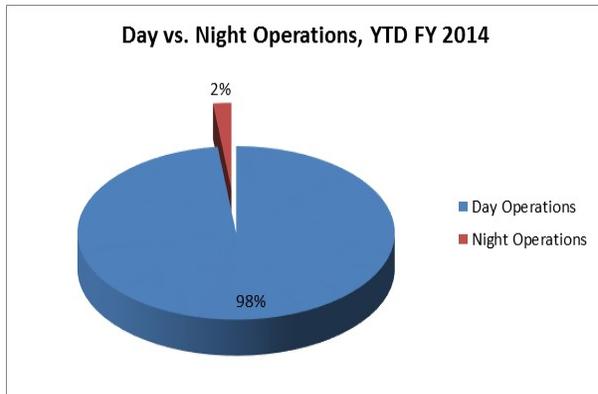
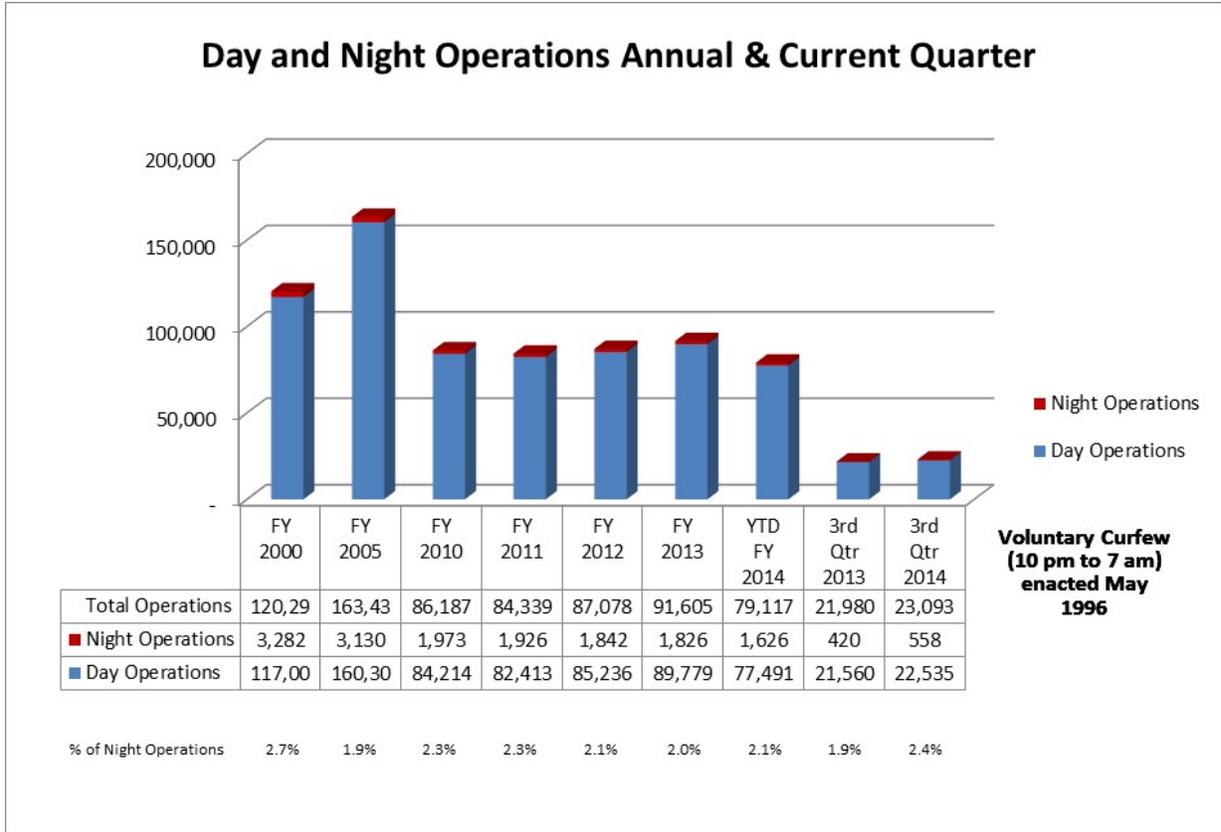
This report is for April, May and June 2014. The table below provides certain information as compared to the same period last year.

	Aircraft Operations	Noise Comments
Daytime (7am -10pm)	↑ 4.5%	↓ 167 comments from 180 to 13
Nighttime (10pm-7am)	↑ 33.0%	↓ 46 comments from 71 to 25
TOTAL	↑ 5.1%	↓ 213 comments from 251 to 38

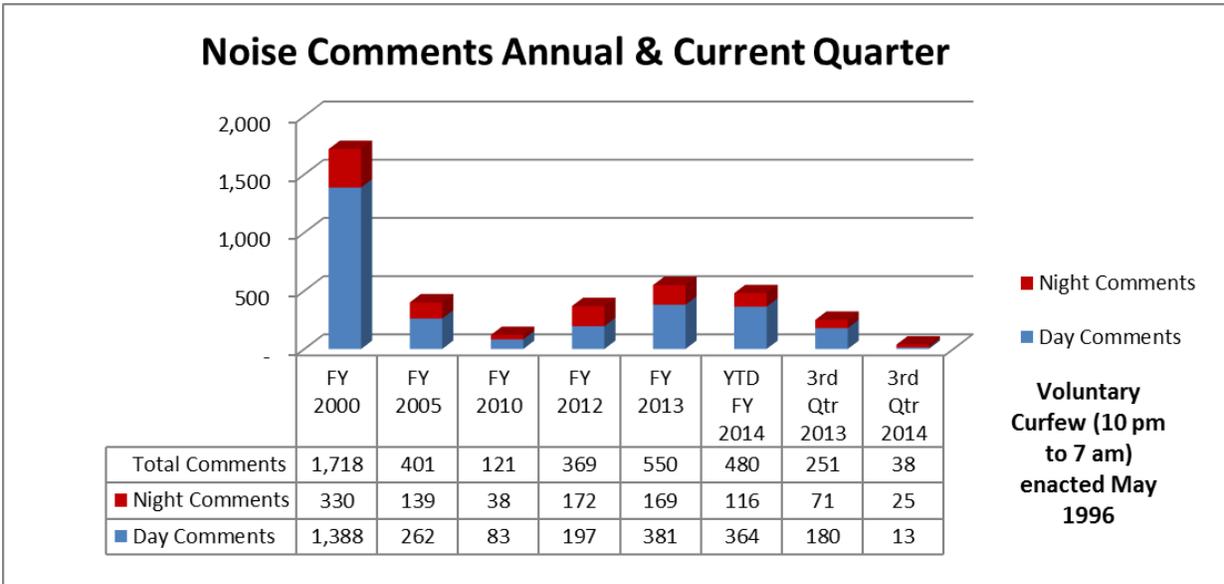
Six (6) of the thirty-eight (38) comments received in this quarter were related to single/twin engine aircraft operations. Thirty (30) comments were related to jet aircraft operations, one (1) was related to helicopter operations, and one (1) comment was unknown operations. Twenty (20) comments for the quarter were from one (1) residence: 3 single/twin operations, and 17 jet operations. Twenty-five (25) of the total comments for the quarter were from nighttime operations.

Seventy-four percent (74%) of the nighttime operations occurred between 10p.m. – 12a.m. and 6a.m. – 7a.m. Nineteen percent (19%) of the nighttime operations were public service operations. Twenty-seven percent (27%) were non-exempt jet operations, and fifty-four (54%) were non-exempt non-jet. Approximately two percent (2%) of the total aircraft operations occurred during nighttime hours.

Aircraft Operations - Day and Night

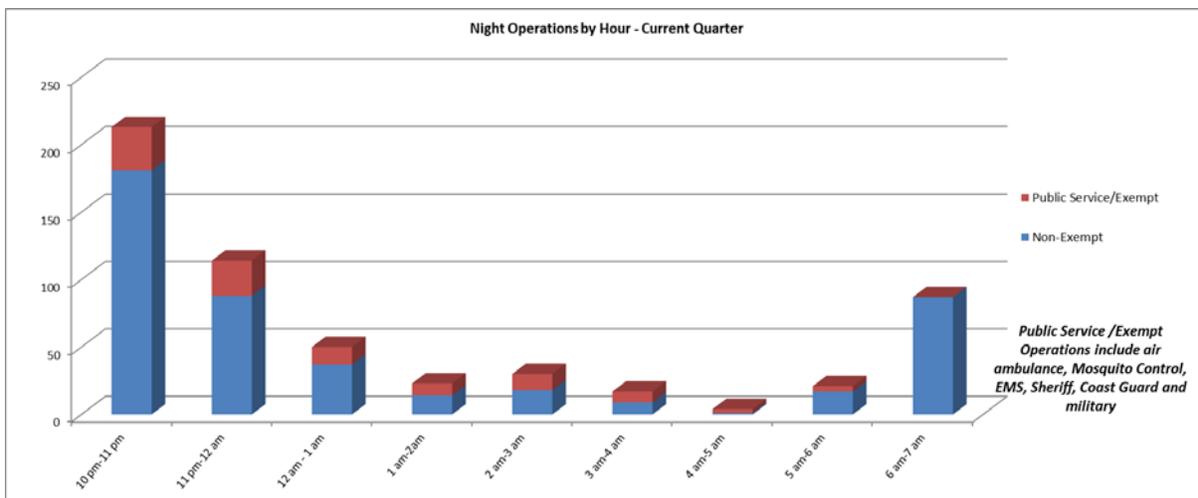
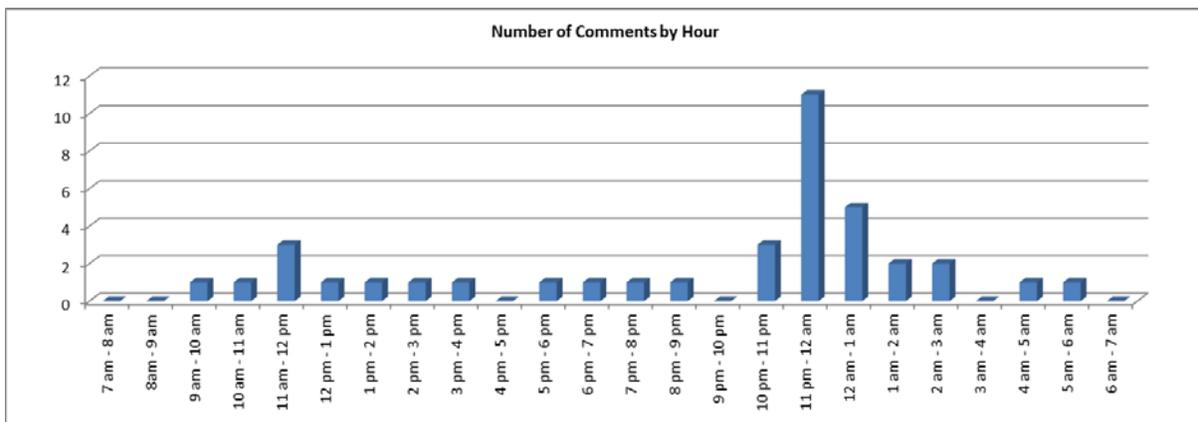


Noise Comments



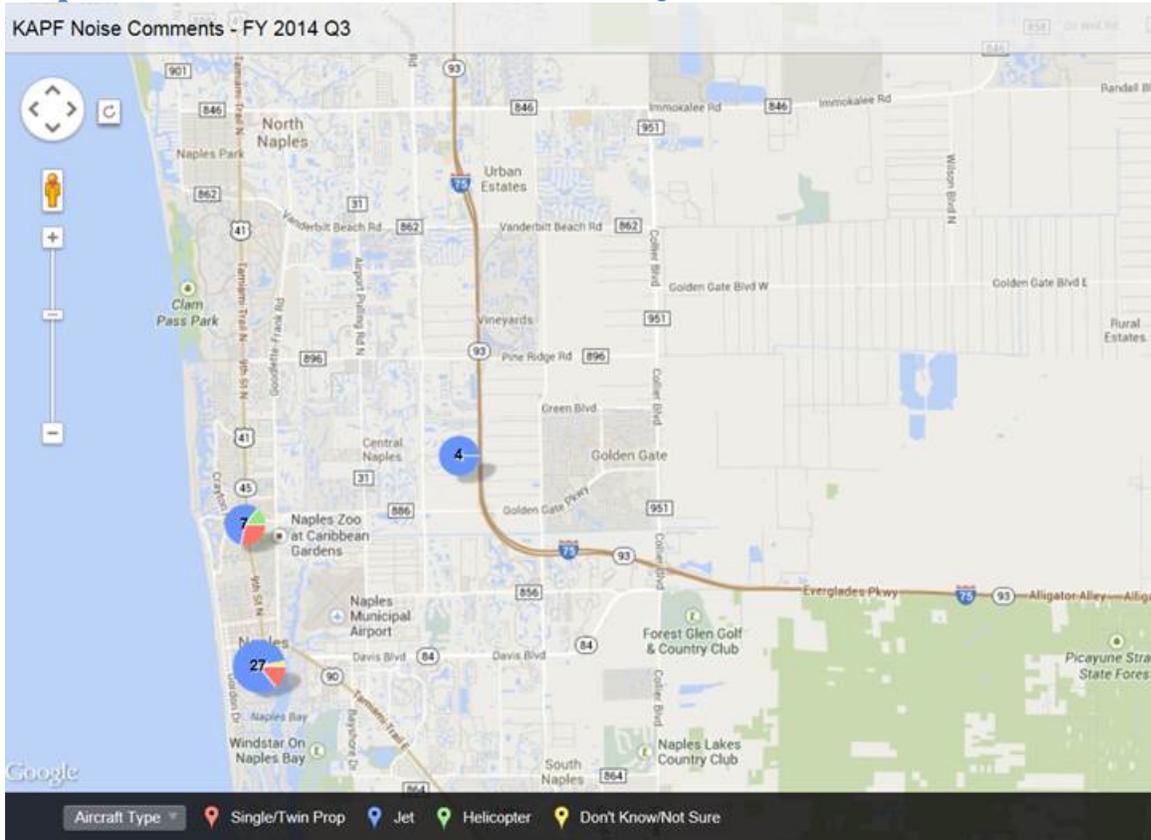
*NOTE: Stage 1 aircraft banned March 1999 / Stage 2 ban enforced beginning March 2002.

Comments/Operations by Time Period

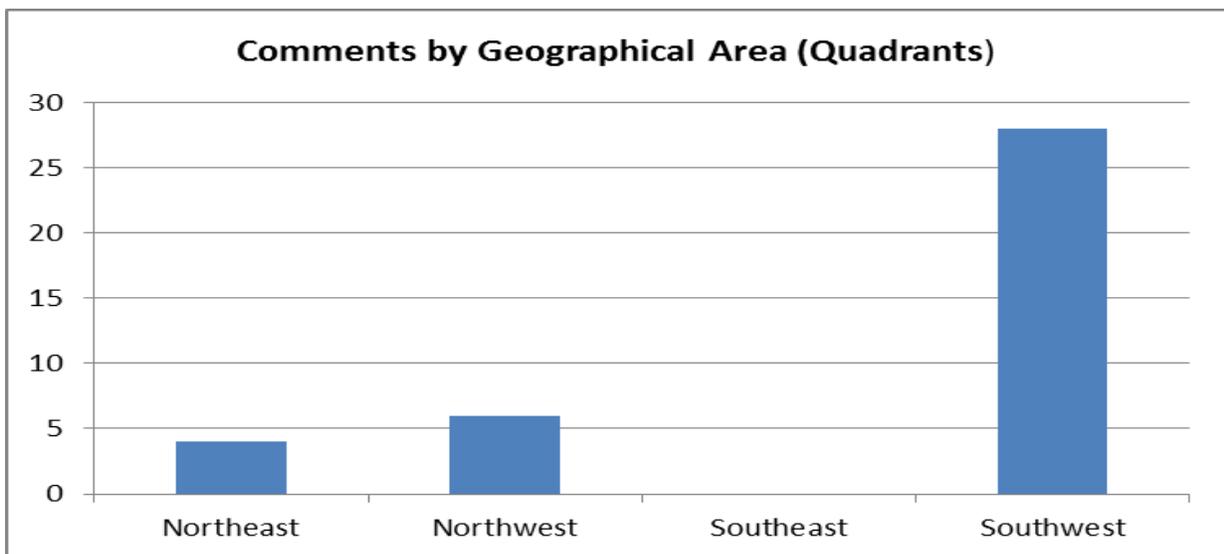


Location of Comments

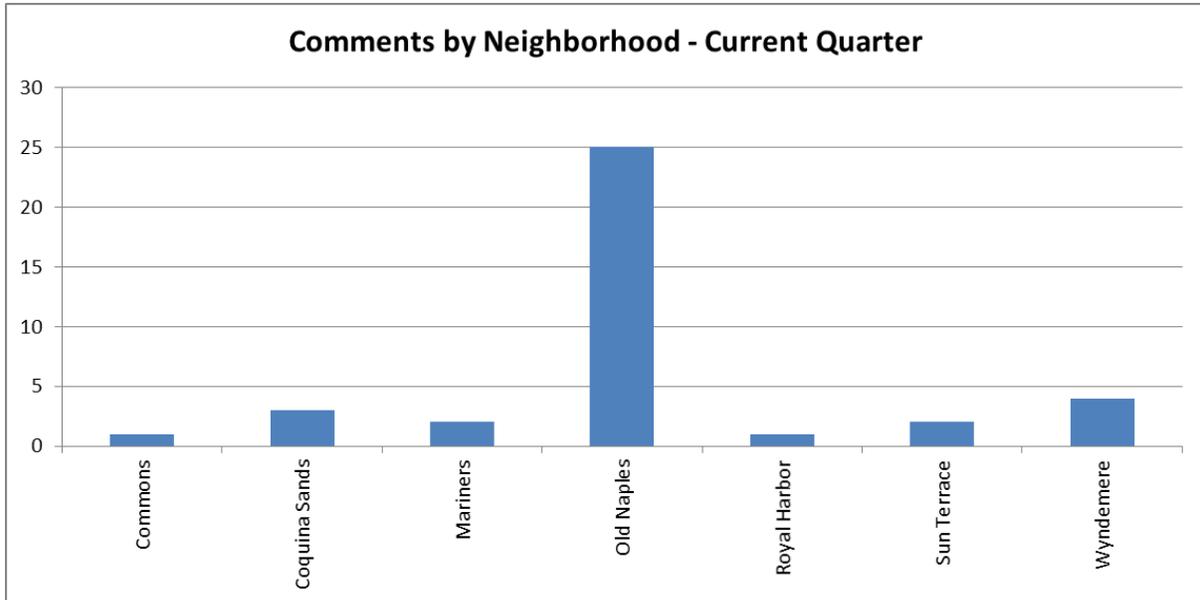
Map of Comment Locations - Current Quarter



Comments by Geographical Area - Current Quarter



Comments by Neighborhood – Current Quarter



Comments by Month

