



Below is a summary of data contained in the Second Quarter 2003 Noise Report completed by the Operations Department. This summary includes the months of April, May, and June 2003.

Compared to Same Period Last Year
(April, May, June 2002)

Air Traffic - All Operations	
Commuter	↓ 9%
General Aviation	↓ 22%
Total Operations	↓ 20%
Air Traffic - Nighttime Operations	
Jets (including air ambulances)	↑ 1%
Mosquito Control	↑ 46%
Single/Multi-engine	↓ 29%
Emergency Services Helicopters	↑ 22%
Total Nighttime Operations	↓ 10%
Noise Complaints	
Northeast	↓ 4 complaints from 8 to 4
Northwest	↓ 2 complaints from 7 to 5
Southeast	↓ 6 complaints from 10 to 4
Southwest	↓ 32 complaints from 66 to 34
Overall Comparison	↓ 44 complaints from 91 to 47
Total Complaints This Quarter = 47 complaints	

Total complaints have decreased 48% when compared to the same period last year. Twenty-four (24) different families made 47 complaints during this period, as compared to 56 families making 91 complaints during the same period last year. Four families made 21 calls.

Forty-seven percent (47%) of complaints received were about jet departures.

CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 26

For the period

April 1, 2003 through June 30, 2003

Prepared by
Airport Operations

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**PART I
AIRCRAFT OPERATIONS**

INTRODUCTION

This is the twenty-sixth 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 three (3) monitoring locations surrounding the airport (Appendix D). 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 33%. General aviation activity has decreased by 6%. Total traffic decreased by 10%, from 29,821 operations to 26,735. The daily average for the Second Quarter was 294 operations.

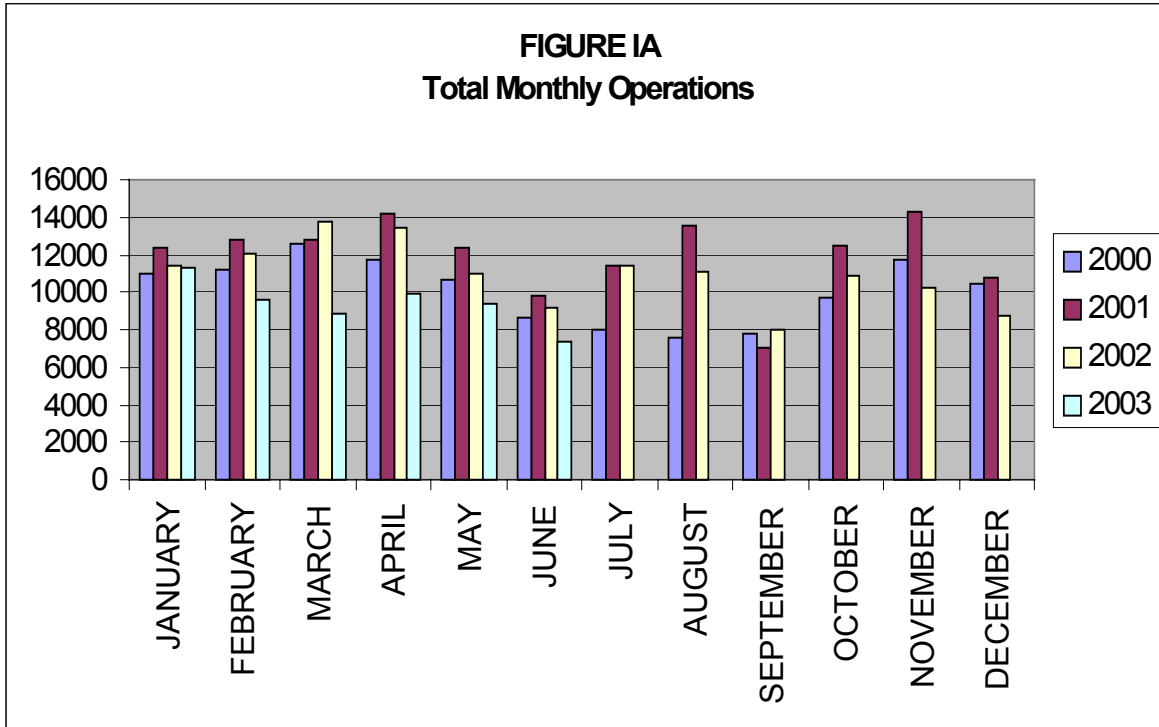
This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, commuter traffic has decreased 9%, and general aviation air traffic has decreased 22%. Total air traffic operations decreased by 20% from 33,589 operations to 26,735.

Table I
AIRPORT TRAFFIC SUMMARY
Landings and Takeoffs
2002-2003

YEAR	COMMUTER	GENERAL AVIATION	MILITARY	TOTAL TRAFFIC	DAILY AVERAGE
2002					
APRIL	1,385	12,031	43	13,459	449
MAY	1,163	9,763	18	10,944	353
JUNE	706	8,453	27	9,186	306
TOTALS FOR 2nd QUARTER	3,254	30,247	88	33,589	414
JULY	675	10,654	53	11,382	367
AUGUST	761	10,254	28	11,043	356
SEPTEMBER	614	7,394	1	8,009	267
TOTALS FOR 3rd QUARTER	2,050	28,302	82	30,434	330
OCTOBER	831	10,005	2	10,838	350
NOVEMBER	1,183	9,027	5	10,215	341
DECEMBER	1,206	7,579	3	8,788	284
TOTALS FOR 4th QUARTER	3,220	26,611	10	29,841	325
2003					
JANUARY	1,323	10,008	18	11,349	366
FEBRUARY	1,489	8,142	10	9,641	344
MARCH	1,569	7,201	61	8,831	285
TOTALS FOR 1st QUARTER	4,381	25,351	89	29,821	332
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 2nd QUARTER	2,948	23,729	58	26,735	294

Figure IA below illustrates the airport's month-by-month total operational levels for 2000, 2001, 2002 and 2003.



There was a 20% decrease in overall airport operations during the Second Quarter of 2003, when compared to the same period in 2002.

Night Time Operations

Figure IB, below, illustrates the airport's total nighttime (10:00 PM – 7:00 AM) operational levels for 2000, 2001, 2002 and 2003.

Total nighttime operations have decreased 10% in the Second Quarter of 2003 when compared to the Second Quarter 2002 statistics. Jet operations occurring at night increased by two operations, from 176 operations during the 2nd Quarter of 2002 to 178 during the 2nd Quarter of 2003.

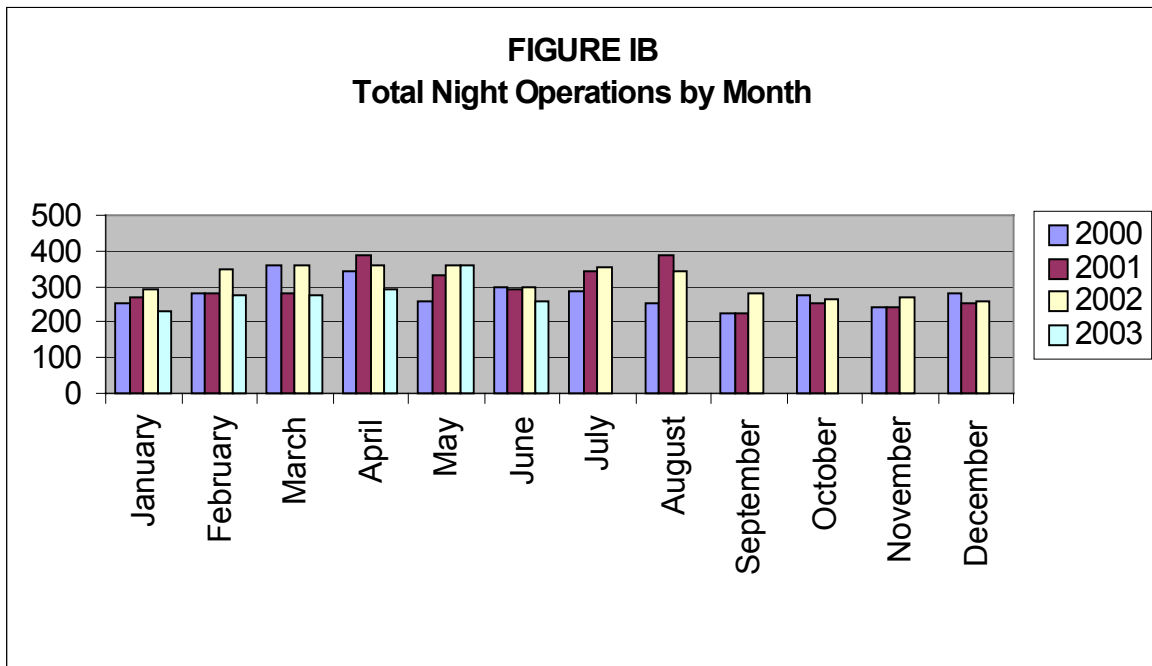


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have decreased by 105 total operations when compared to the same time last year.

The number of air ambulance operations has remained the same. Single and multi-engine aircraft operations have decreased by 29%. The Public service operations represent 29% of the activity occurring at night.

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

Activity	2 nd 2002	3 rd 2002	4 th 2002	1 st 2003	2 nd 2003
Jets	176	99	218	255	178
Jet – Air Ambulance	0	0	2	4	0
Single & Multi-engine	663	678	453	441	472
Mosquito Control Aircraft	62	88	15	5	115
Helicopters Collier S.O., EMS & Coast Guard	113	113	107	82	144
Total	1,014	978	795	787	909

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 112 to 47. Complaints received from neighborhoods to the northeast of the airport have increased by 2, from the northwest decreased by 10, from the southeast they have decreased by 10, and from the southwest decreased by 45.

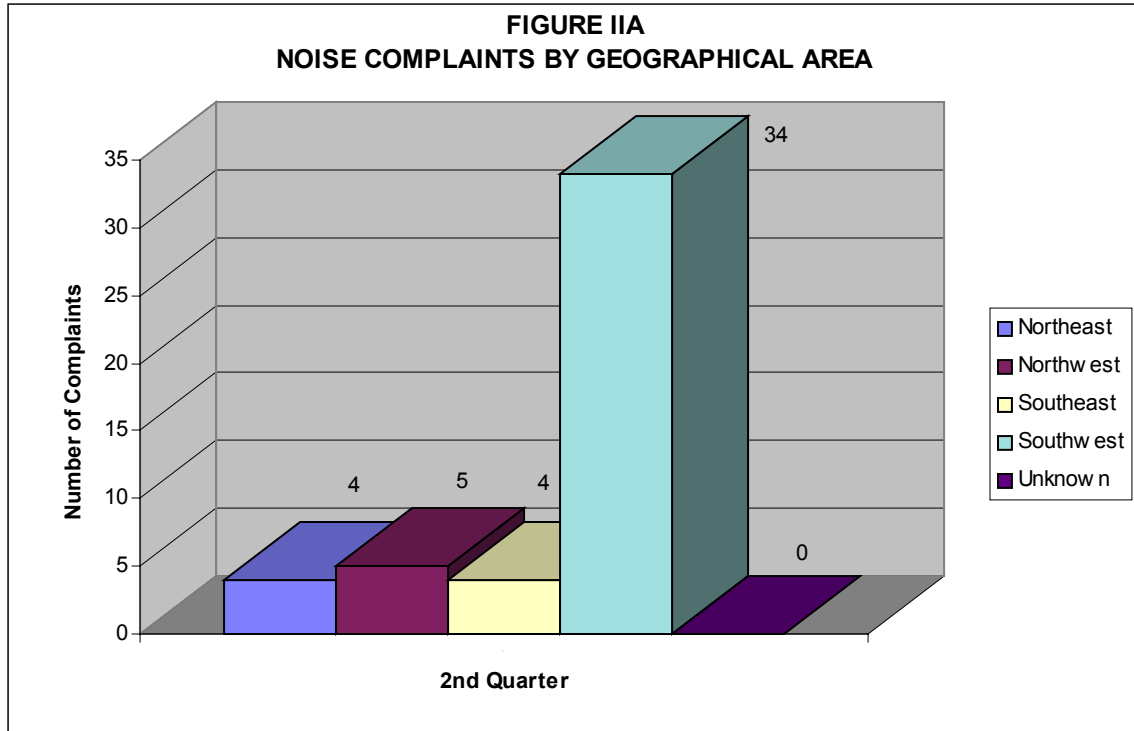
This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, the total number of complaints decreased by 44 calls. Complaints received from neighborhoods to the northeast of the airport have decreased by 4, from the northwest decreased by 2, from the southeast decreased by 6 and from the southwest decreased by 32. Total complaints received have decreased from 91 to 47.

Table III
AIRPORT NOISE COMPLAINT SUMMARY
2002-2003

YEAR	Northeast	Northwest	Southeast	Southwest	Unknown Location	Monthly Total
2002						
APRIL	8	4	6	49	-	67
MAY	-	2	1	13	-	16
JUNE	-	1	3	4	-	8
TOTALS FOR 2nd QUARTER	8	7	10	66	-	91
2002						
JULY	-	-	-	5	1	6
AUGUST	1	-	4	2	-	7
SEPTEMBER	-	-	3	3	1	7
TOTALS FOR 3rd QUARTER	1	-	7	10	2	20
2002						
OCTOBER	4	-	4	11	-	19
NOVEMBER	10	2	6	29	-	47
DECEMBER	2	2	4	20	3	31
TOTALS FOR 4th QUARTER	16	4	14	60	3	97
2003						
JANUARY		1	5	23		29
FEBRUARY	1	12	8	30		51
MARCH	1	2	1	26	2	32
TOTALS FOR 1ST QUARTER	2	15	14	79	2	112
2003						
APRIL	2	2	1	20	-	25
MAY	2	2	1	10	-	15
JUNE	-	1	2	4	-	7
TOTALS FOR 2nd QUARTER	4	5	4	34	-	47

Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the Second Quarter of 2003. Total complaints for this quarter have decreased 58% from the previous quarter, and decreased 48% 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. Most complaints were received between 12:00 PM and 8:00 PM (47%). Thirteen percent (13%) of the total complaints were received during the voluntary curfew hours.

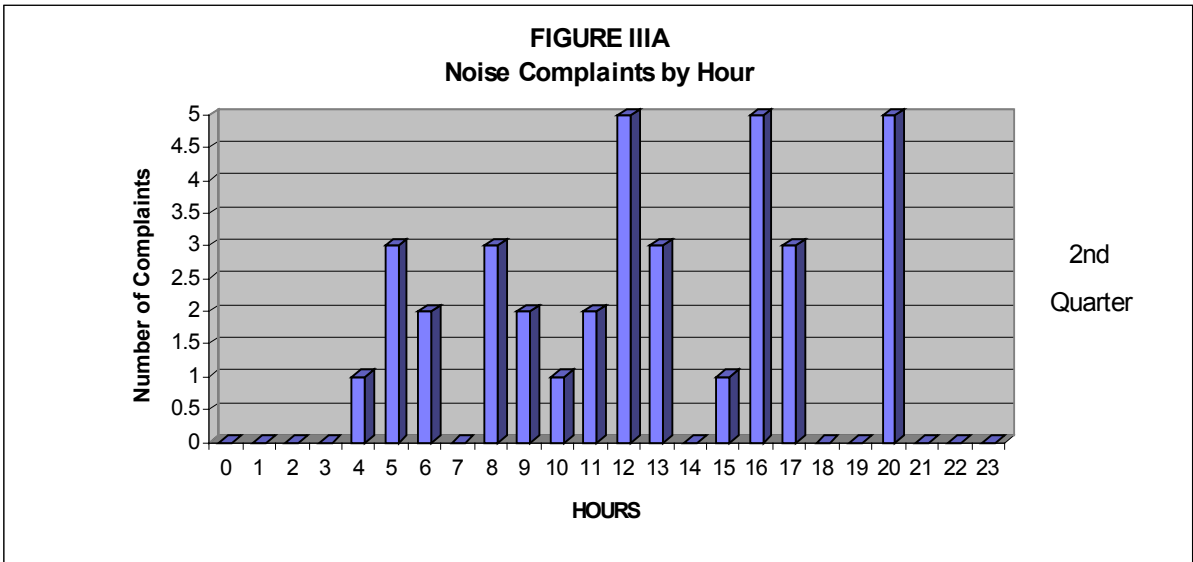
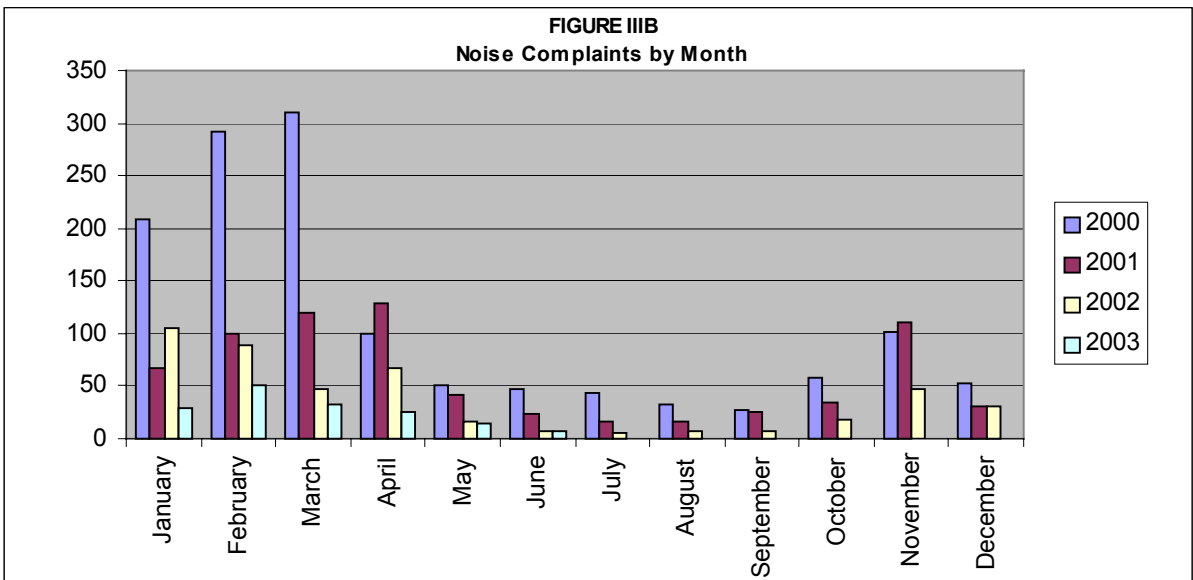
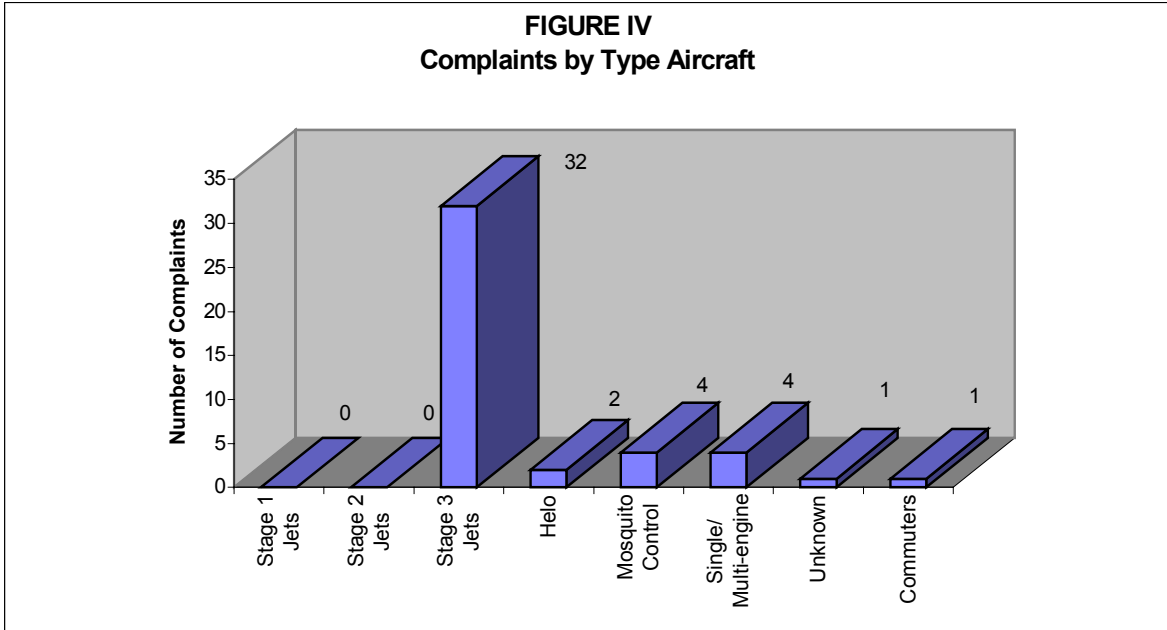


Figure IIIB below, illustrates the airport's complaint volume for 2000, 2001, 2002 and 2003.



**PART IV
COMPLAINTS BY OPERATIONAL SOURCE**

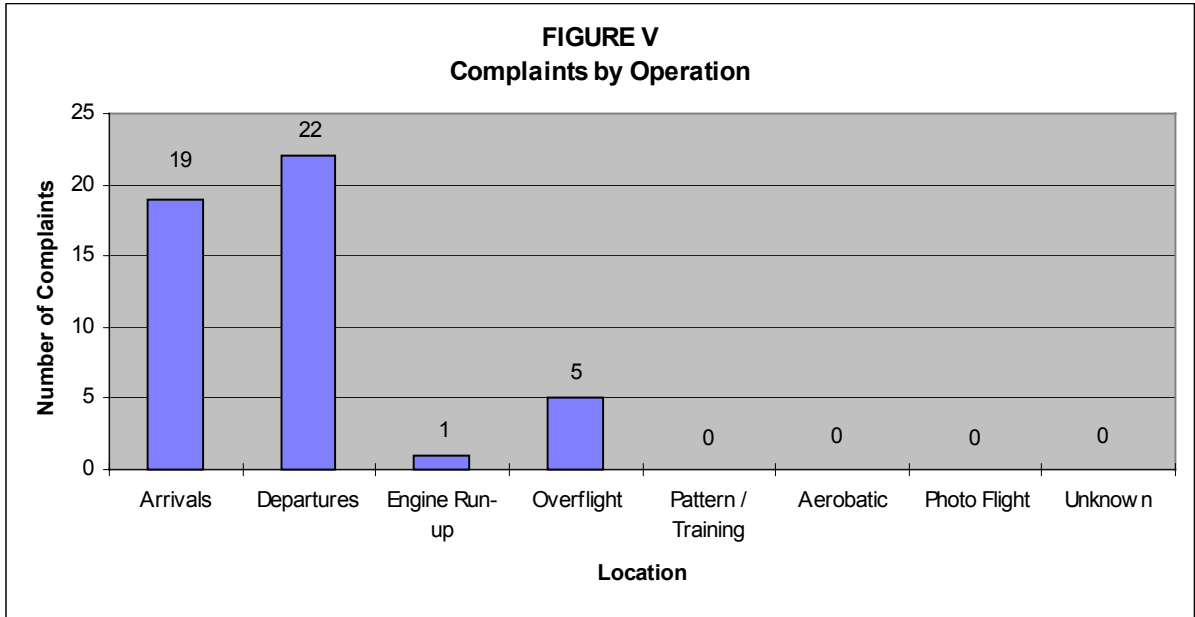
Figure IV below, indicates what types of aircraft the complainants were calling about. When comparing the last three (3) quarters noise complaints, it appears the complaints have remained relatively the same in regards to jet aircraft operations.



Staff received 3 complaints from Stage 2 Air Ambulances during the Second Quarter of 2003.

PART V
COMPLAINTS BY OPERATION

Figure V, below, shows the operational source of the noise complaints from the Second Quarter of 2003.



SUMMARY

Air Traffic

Compared to the previous quarter, commuter traffic has decreased 33%, general aviation traffic has decreased by 6%, and total air traffic has decreased by 10%. Compared to the same period one year ago, commuter traffic decreased 9%, general aviation operations have decreased by 22%, and total traffic has decreased 20%.

Sixteen percent of the total nighttime operations were attributed to Sheriff's Office or Emergency Services helicopters, and jet aircraft operations have increased by two operations when compared to same period last year. Single and multi-engine operations have decreased by 29%, while Mosquito Control operations have increased by 46%. Overall nighttime operations have decreased by 10% when compared to last year.

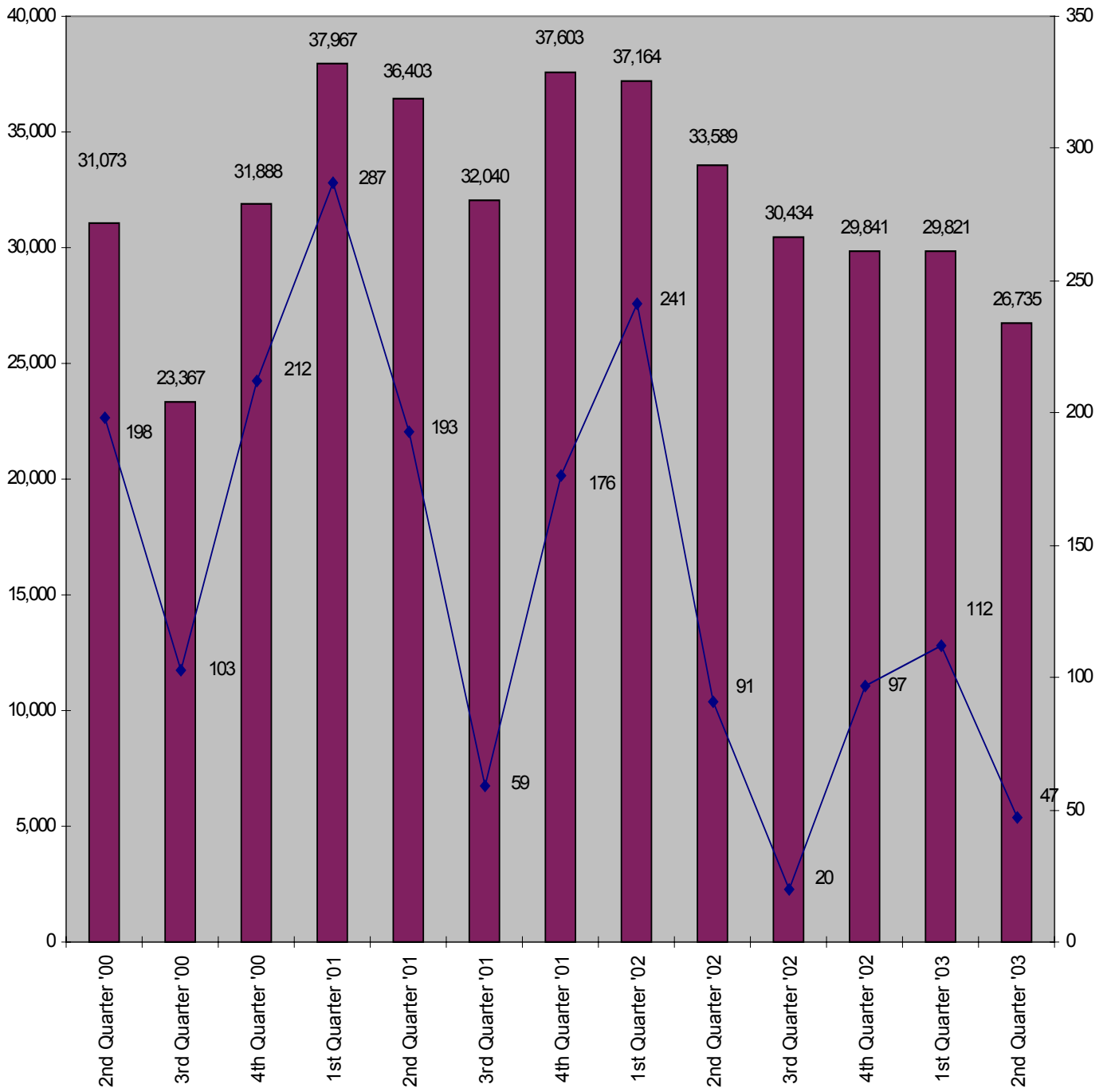
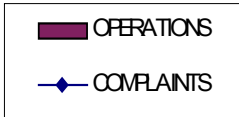
Noise Complaints

Compared to the previous quarter, noise complaints have decreased from 112 to 47. Southwest Quadrant neighborhoods generated the most complaints during the Second Quarter of 2003, with a total of 34 complaints. Other areas generated the following number of complaints: Northeast-4, Northwest-5 and Southeast-4.

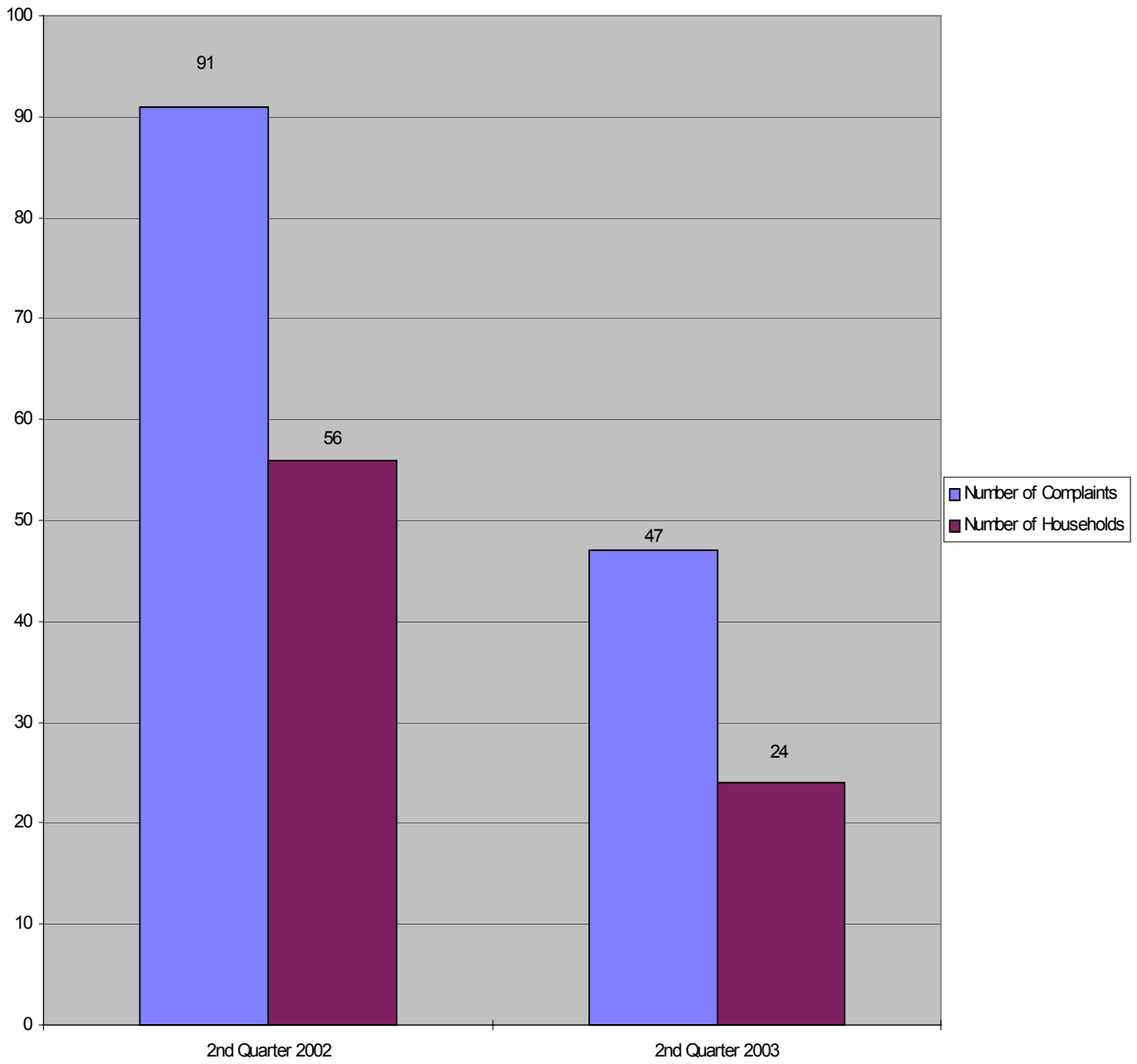
Noise Complaints by Family

Twenty-four (24) different families made 47 complaints to the Noise Abatement Office during the Second Quarter of 2003. Four families made 21 calls, or 45% of the total complaints.

Total Aircraft Operations and Complaints



2nd QUARTER
Number of Complaints vs. Number of Households



NOISE COMPLAINTS & OPERATIONS SUMMARY

Appendix C

MONTH: April 2003

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			353				2	2			13						4	366
Wed-02			316		2						7							323
Thu-03			416								7						1	423
Fri-04	1	1	341								8						2	349
Sat-05	1	1	308								13						2	321
Sun-06	1	1	320								11						3	331
Mon-07			292								12						4	304
Tue-08			291								12						6	303
Wed-09			247								10						1	257
Thu-10			252								11						3	263
Fri-11	1	1	303								8						2	311
Sat-12			373								7						1	380
Sun-13	2	2	372								10						2	382
Mon-14			330					2			12						4	342
Tue-15			307					2			13						2	320
Wed-16	1	1	407					2			7						4	414
Thu-17	4	4	375								6						1	381
Fri-18			351						1	1	9						4	360
Sat-19	2	2	274								12						3	286
Sun-20	4	4	306					2			9						5	315
Mon-21	2	2	368						1	1	18						8	386
Tue-22			321					2			7						2	328
Wed-23			402					2			7							409
Thu-24			400				2				4							404
Fri-25			247								11						2	258
Sat-26	1	1	106				2				10						4	116
Sun-27	2	2	333								6							339
Mon-28	1	1	451								8						3	459
Tue-29			351								14						1	365
Wed-30			153								9						1	162
TOTALS	23	23	9,666	0	2	0	6	14	2	2	291	0	0	0	0	0	75	9,957

COMPLAINTS / COMMENTS			
	DAY	NIGHT	TOTAL
Events	23	2	25
Complaints	23	2	25
Operations (Ops)	9,666	291	9,957
%Events/Ops	0.2%	0.7%	0.3%
Complaints & Events	1.0	1.0	1.0
% Complaints / Ops	0.2%	0.7%	0.3%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 0
EMS	H 32
Sheriff's Office	H 15
Mosquito Control	H 5
Mosquito Control	P 2
Public Service	J,H,P 54
Air Carrier & GA [Other]	H,P 162
Jet Operations	J 75
Night Ops - Total	J,H,P 291

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		2	2

NOISE COMPLAINTS & OPERATIONS SUMMARY

Appendix C

MONTH: May 2003

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			315					4			8						1	323
Fri-02	1	1	271								12						1	283
Sat-03	1	1	293								14						4	307
Sun-04			270								6						3	276
Mon-05			250								9						2	259
Tue-06			285						1	1	15						4	300
Wed-07			310								19						3	329
Thu-08	1	1	306					2	2	1	13						1	319
Fri-09			323								12						2	335
Sat-10			309							1	8						1	317
Sun-11			338							1	13						3	351
Mon-12	1	1	298					2			13						2	311
Tue-13			295								22						6	317
Wed-14			230					2		1	16						6	246
Thu-15			318								11						4	329
Fri-16	1	1	331								13						3	344
Sat-17			316								16						2	332
Sun-18			339								11						1	350
Mon-19			292						1	1	14						4	306
Tue-20			265					2	1	1	10						3	275
Wed-21	1	1	320					4			7							327
Thu-22			351						1	1	13							364
Fri-23			250					2			12						2	262
Sat-24			350								8						2	358
Sun-25			290								3						2	293
Mon-26			284								7						2	291
Tue-27			228								7							235
Wed-28			182					2			13						4	195
Thu-29			257								9						1	266
Fri-30			320								14						2	334
Sat-31			292								9						1	301
TOTALS	6	6	9,078	0	0	0	10	14	8	9	357	0	0	0	0	0	72	9,435

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	6	8	14
Complaints	6	9	15
Operations (Ops)	9,078	357	9,435
%Events/Ops	0.1%	2.2%	0.1%
Complaints & Events	1.0	1.1	1.1
% Complaints/Ops	0.1%	2.5%	0.2%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 0
EMS	H 30
Sheriff's Office	H 33
Mosquito Control	H 30
Mosquito Control	P 8
Public Service	J,H,P 101
Air Carrier & GA [Other]	H,P 184
Jet Operations	J 72
Night Ops - Total	J,H,P 357

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		5	5

NOISE COMPLAINTS & OPERATIONS SUMMARY

Appendix C

MONTH: June 2003

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			237								4						1	241
Mon-02			228								3							231
Tue-03			221								6						2	227
Wed-04			229								13						4	242
Thu-05			284				2				13						3	297
Fri-06			251								12						2	263
Sat-07			186								13						1	199
Sun-08			276								4						1	280
Mon-09	2	2	258								9						1	267
Tue-10			208						1	1	10						1	218
Wed-11			209								12							221
Thu-12			267								9						1	276
Fri-13	1	1	263								12							275
Sat-14			286								6							292
Sun-15			267								7							274
Mon-16			242								11						2	253
Tue-17			313								7						2	320
Wed-18			219						1	1	2						1	221
Thu-19			283								8							291
Fri-20			254					2			5						2	259
Sat-21			162								9							171
Sun-22	1	1	133								7							140
Mon-23			155					2			13						2	168
Tue-24			198								10						1	208
Wed-25			262					2			10						1	272
Thu-26			317								6							323
Fri-27			200								10						1	210
Sat-28			248								8						1	256
Sun-29			230								14						1	244
Mon-30			196						1	1	8							204
TOTALS	4	4	7,082	0	0	0	2	6	3	3	261	0	0	0	0	0	31	7,343

COMPLAINTS / COMMENTS			
	DAY	NIGHT	TOTAL
Events	4	3	7
Complaints	4	3	7
Operations (Ops)	7,082	261	7,343
%Events/Ops	0.1%	1.1%	0.1%
Complaints & Events	10	10	10
% Complaints / Ops	0.1%	1.1%	0.1%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 0
EMS	H 14
Sheriff's Office	H 20
Mosquito Control	H 54
Mosquito Control	P 16
Public Service	J,H,P 104
Air Carrier & GA [Other]	H,P 126
Jet Operations	J 31
Night Ops - Total	J,H,P 261

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
APRIL 1 – JUNE 30, 2003**

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 three of the six locations, *(see explanation below) 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.

*Staff was unable to noise monitor at the two locations due to staff being unable to calibrate the noise monitors. The noise monitoring equipment was immediately sent out for its yearly calibration and possible repair. One additional site was not monitored due to construction at the site.

SECTION I – QUARTERLY SITE ACTIVITY SUMMARY

Three of the six sites were not monitored during this quarter due to noise monitor malfunction and construction. All other 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 its 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:

Staff did not observe any arriving aircraft during the times visited at the three sites.

Aircraft Departing Airport:

SITE / LOCATION	AIRCRAFT TYPE	SEL LEVEL	EVENT DURATION in seconds
Springwood / ½ mile SE of airport	Single Engine Cherokee	87.7 decibels	29.65
Springwood / ½ mile SE of airport	Citation Jet	85.9 decibels	25.75
Springwood / ½ mile SE of airport	Falcon Jet	86.1 decibels	19.59
Wyndemere/ 2 1/4 miles NE of airport	Citation Jet	80.6 decibels	32.50
Wyndemere/ 2 1/4 miles NE of airport	Lear 24 Jet (Air Ambulance)	100.5 decibels	58.10

SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

Noise Monitoring Site Summary Comparison between the First Quarter of 2003 and the Second Quarter of 2003, and a comparison between the same period last year.

A comparison of the three monitoring sites revealed that the DNL slightly increased at one site and decreased at two sites when compared to last quarter. The DNL increased 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 0.8 decibels during the Second Quarter. When compared to the same period last year the DNL has increased by 0.3 decibels. The background noise at this site has increased by 1.0 decibel.

Site 2A – This site was not monitored due to equipment failure.

Site 3 – This site produced a DNL of 59.0 decibels, which is a decrease of 1.3 decibels when compared to last quarter. The background noise level increased by 0.5 decibels. Comparison of this quarter to the same period one year ago is not available at this time.

Site 4 – This site was not monitored due to the construction of the facility.

Site 5 – This site was not monitored due to equipment failure.

Site 6 – This site was removed from the list of noise monitoring sites.

Site 7 – The DNL at this site decreased by 5.3 decibels. When compared to the same quarter last year there is a decrease of 0.7 decibels. There was a 2.2-decibel decrease in background noise at this site when compared to the Second Quarter of 2002. Staff believes that the decrease in the DNL is the result of less traffic (due to the slow season) on the recently expanded Livingston Road. Staff expects higher than usual DNL's during season, due to the expansion of Livingston Road, and then a sudden drop back to numbers that are consistent with past years.

DNL Comparison

Site	Second Quarter 2002	First Quarter 2003	Second Quarter 2003
1	58.5 dB	58.0 dB	58.8 dB
2A	N/A	59.3 dB	N/A
3	N/A	60.3 dB	59.0 dB
4	60.9 dB	N/A	N/A
5	56.4 dB	52.6 dB	N/A
7	57.3 dB	61.9 dB	56.6 dB