



CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 25

For the period

January 1, 2003 through March 31, 2003

Prepared by
Airport Operations

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PART I AIRCRAFT OPERATIONS

INTRODUCTION

This is the twenty-fifth 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 five (5) 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 increased by 36%. General aviation activity has decreased by 5%. Total traffic decreased by 20 operations, from 29,841 operations to 29,821. The daily average for the First Quarter was 332 operations.

This Quarter Compared to the Same Period One Year Ago

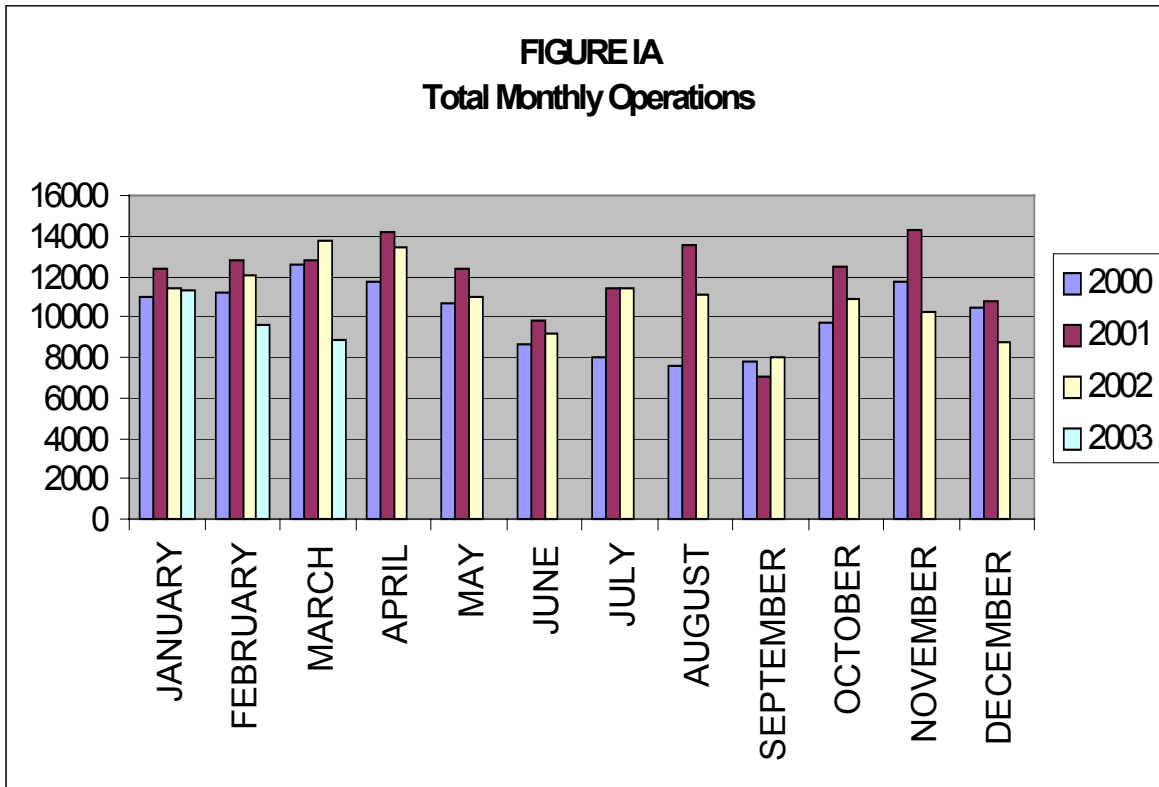
Compared to the same period last year, commuter traffic has decreased 10%, and general aviation air traffic has decreased 21%. Total air traffic operations decreased by 20% from 37,164 operations to 29,821.

Table I

**AIRPORT TRAFFIC SUMMARY
Landings and Takeoffs
2002-2003**

YEAR	COMMUTER	GENERAL AVIATION	MILITARY	TOTAL TRAFFIC	DAILY AVERAGE
2002					
JANUARY	1,553	9,819	32	11,404	368
FEBRUARY	1,606	10,373	28	12,007	429
MARCH	1,711	11,975	67	13,753	444
TOTALS FOR 1st QUARTER	4,870	32,167	127	37,164	408
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

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 First 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 11% in the First Quarter of 2003 when compared to the First Quarter 2002 statistics. Jet operations occurring at night decreased from 285 operations during the 1st Quarter of 2002 to 255 during the 1st Quarter of 2003.

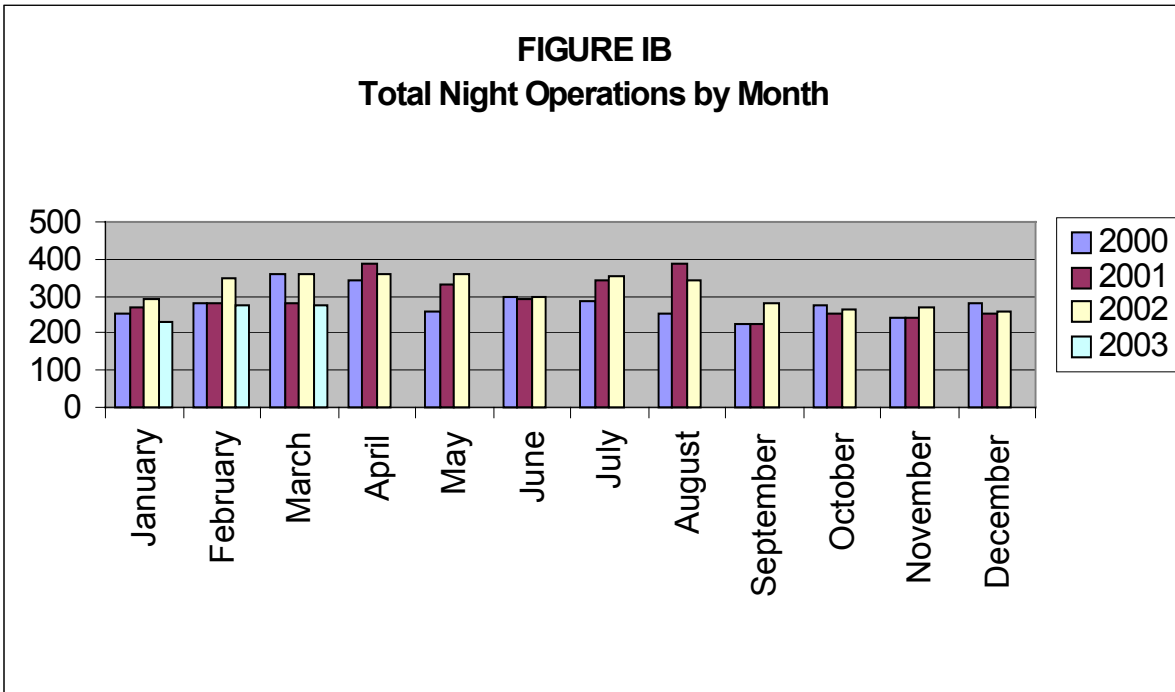


Table II, below, summarizes the types of nighttime operations occurring at the airport during the previous five quarters. Nighttime operations include voluntary curfew hours (10:00 PM through 7:00 AM). Reported nighttime operations have decreased by 100 total operations when compared to the same time last year.

Nighttime jet operations (non-air ambulance) decreased by thirty (30) operations when compared to the First Quarter of 2002. The number of air ambulance operations has decreased by one (1) operation. Single and multi-engine aircraft operations have decreased by 25%. The Public service operations represent 12% of the activity occurring at night.

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

Activity	1 st 2002	2 nd 2002	3 rd 2002	4 th 2002	1 st 2003
Jets	285	176	99	218	255
Jet – Air Ambulance	5	0	0	2	4
Single & Multi-engine	587	663	678	453	441
Mosquito Control Aircraft	10	62	88	15	5
Helicopters					
Helicopters Collier S.O., EMS & Coast Guard	116	113	113	107	82
Total	887	1,014	978	795	787

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 increased from 97 to 112. Complaints received from neighborhoods to the northeast of the airport have decreased by 14, from the northwest increased by 11; from the southeast they have remained the same and from the southwest increased by 19.

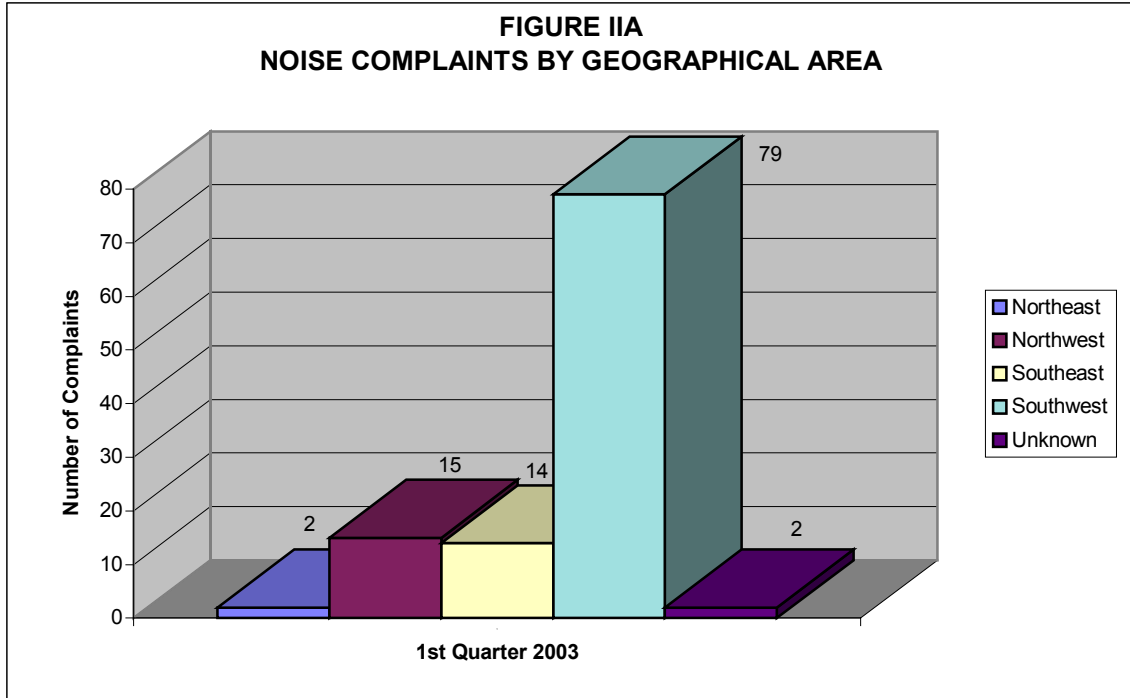
This Quarter Compared to the Same Period One Year Ago

Compared to the same period last year, the total number of complaints decreased by 129 calls. Complaints received from neighborhoods to the northeast of the airport have decreased by 20, from the northwest decreased by 7, from the southeast decreased by 7 and from the southwest decreased by 93. Total complaints received have decreased from 241 to 112.

Table III
AIRPORT NOISE COMPLAINT SUMMARY
2002-2003

YEAR	Northeast	Northwest	Southeast	Southwest	Unknown Location	Monthly Total
2002						
JANUARY	7	6	14	77	1	105
FEBRUARY	10	9	5	61	3	88
MARCH	5	7	2	34	-	48
TOTALS FOR 1ST QUARTER	22	22	21	172	4	241
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
JULY	-	-	-	5	1	6
AUGUST	1	-	4	2	-	7
SEPTEMBER	-	-	3	3	1	7
TOTALS FOR 3rd QUARTER	1	-	7	10	2	20
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

Figure IIA, below, graphically compares the noise complaints received by geographical areas based on data collected during the First Quarter of 2003. Total complaints for this quarter have increased 16% from the previous quarter, and decreased 54% when compared to the same period one year ago.



PART III COMPLAINTS BY TIMEFRAME

Figure IIIA, below, depicts noise complaints for the First Quarter according to the time of the single event. Most complaints were received between 1:00 PM and 5:00PM (48%). Fourteen percent (14%) of the total complaints were received during the voluntary curfew hours.

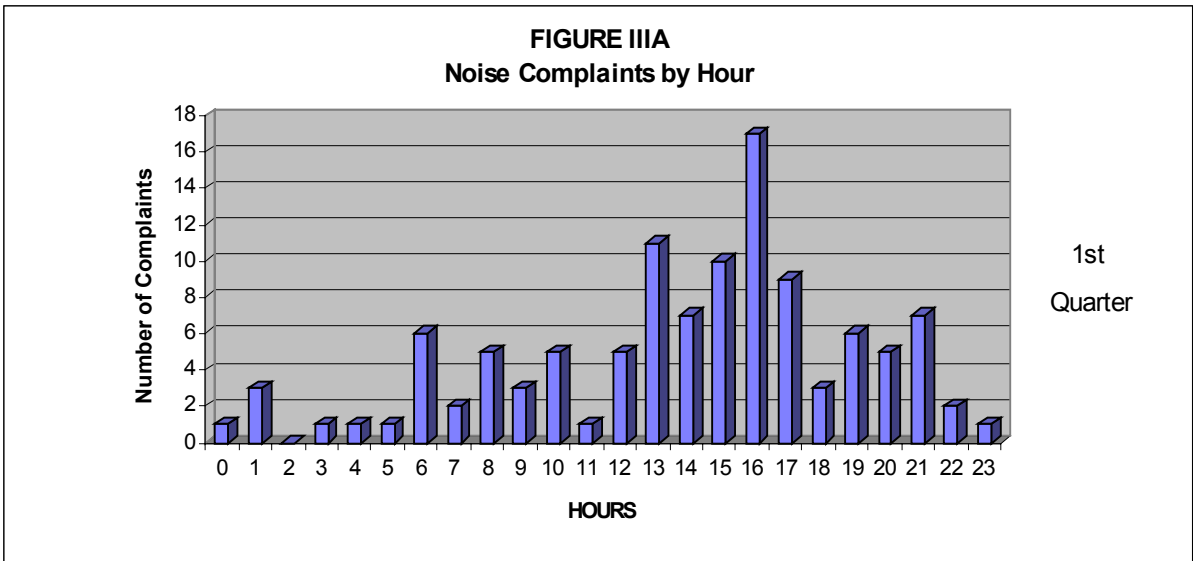
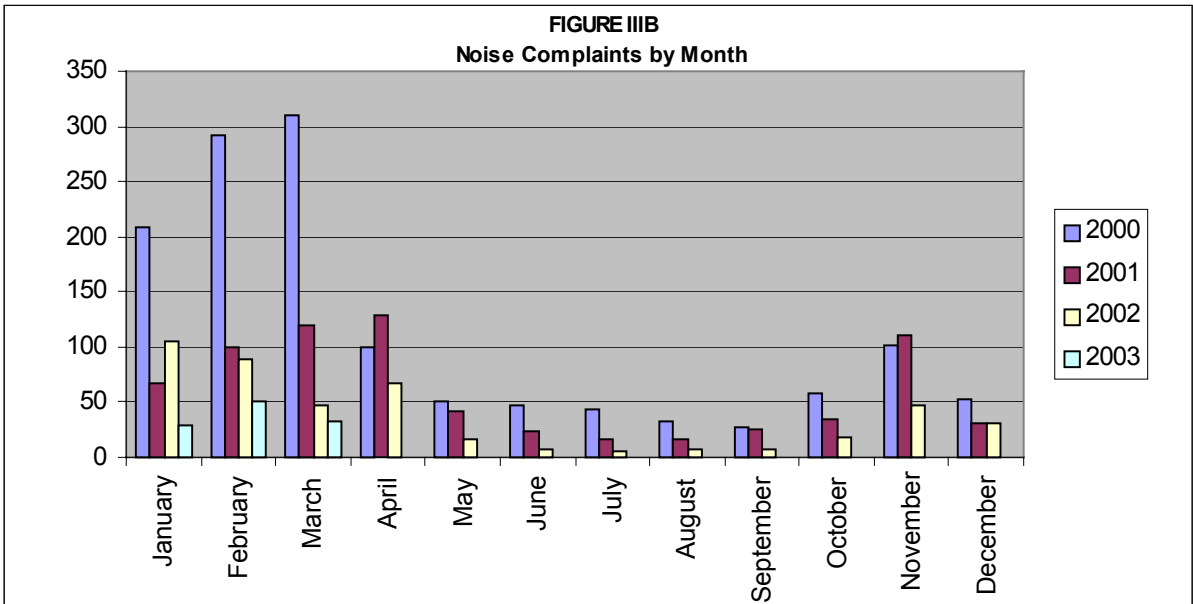
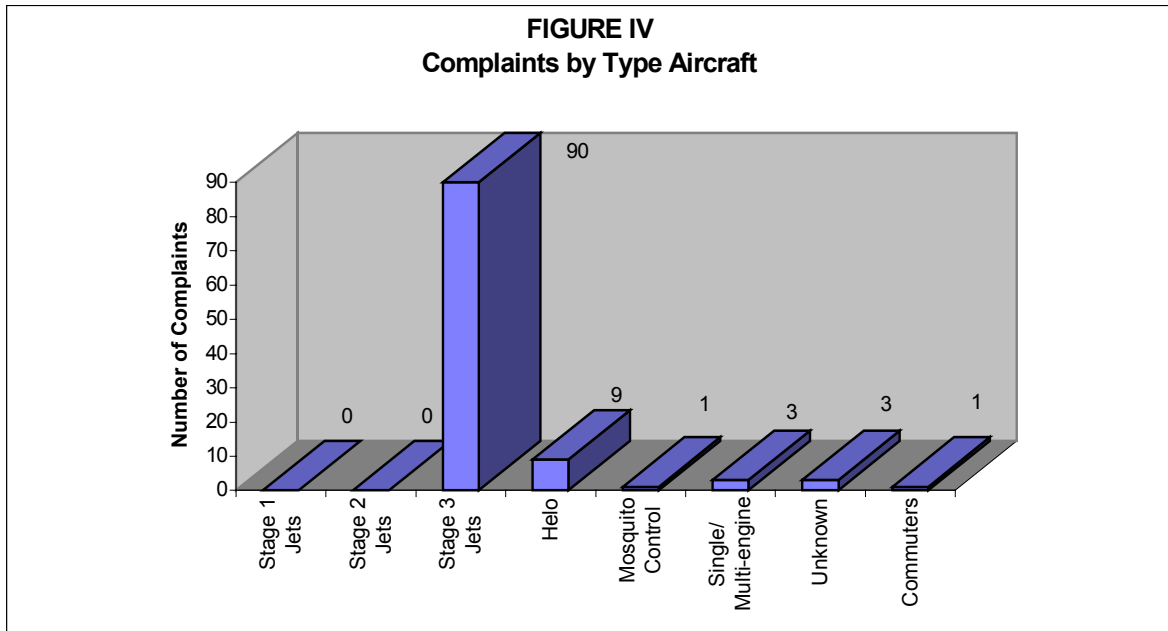


Figure IIIB below, illustrates the airport's complaint volume for 2000, 2001, 2002 and 2003.



PART IV COMPLAINTS BY OPERATIONAL SOURCE

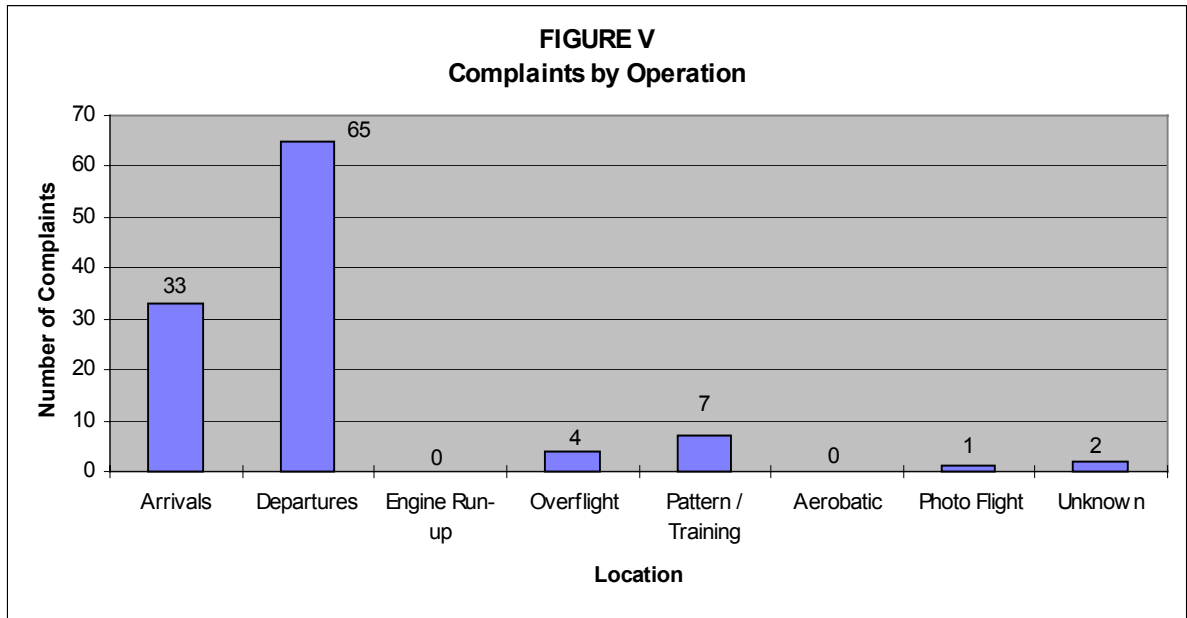
Figure IV below, indicates what types of aircraft the complainants were calling about. When comparing the last three (3) quarters noise complaints, it appears the complaints have remained relatively the same in regards to jet aircraft operations.



Staff received 4 complaints from Stage 2 Air Ambulances and 1 complaint from Stage 3 Air Ambulances during the First Quarter of 2003.

**PART V
COMPLAINTS BY OPERATION**

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



SUMMARY

Air Traffic

Compared to the previous quarter, commuter traffic has increased 36%, general aviation traffic has decreased by 5%, and total air traffic decreased by 20 operations. Compared to the same period one year ago, commuter traffic decreased 10%, general aviation operations have decreased by 21%, and total traffic decreased 20%.

Ten percent of the total nighttime operations were attributed to Sheriff's Office or Emergency Services helicopters, and jet aircraft operations have decreased by 11% when compared to same period last year. Single and multi-engine operations have decreased by 25%, while Mosquito Control operations have decreased by 50%. Overall nighttime operations have decreased by 11% when compared to last year.

Noise Complaints

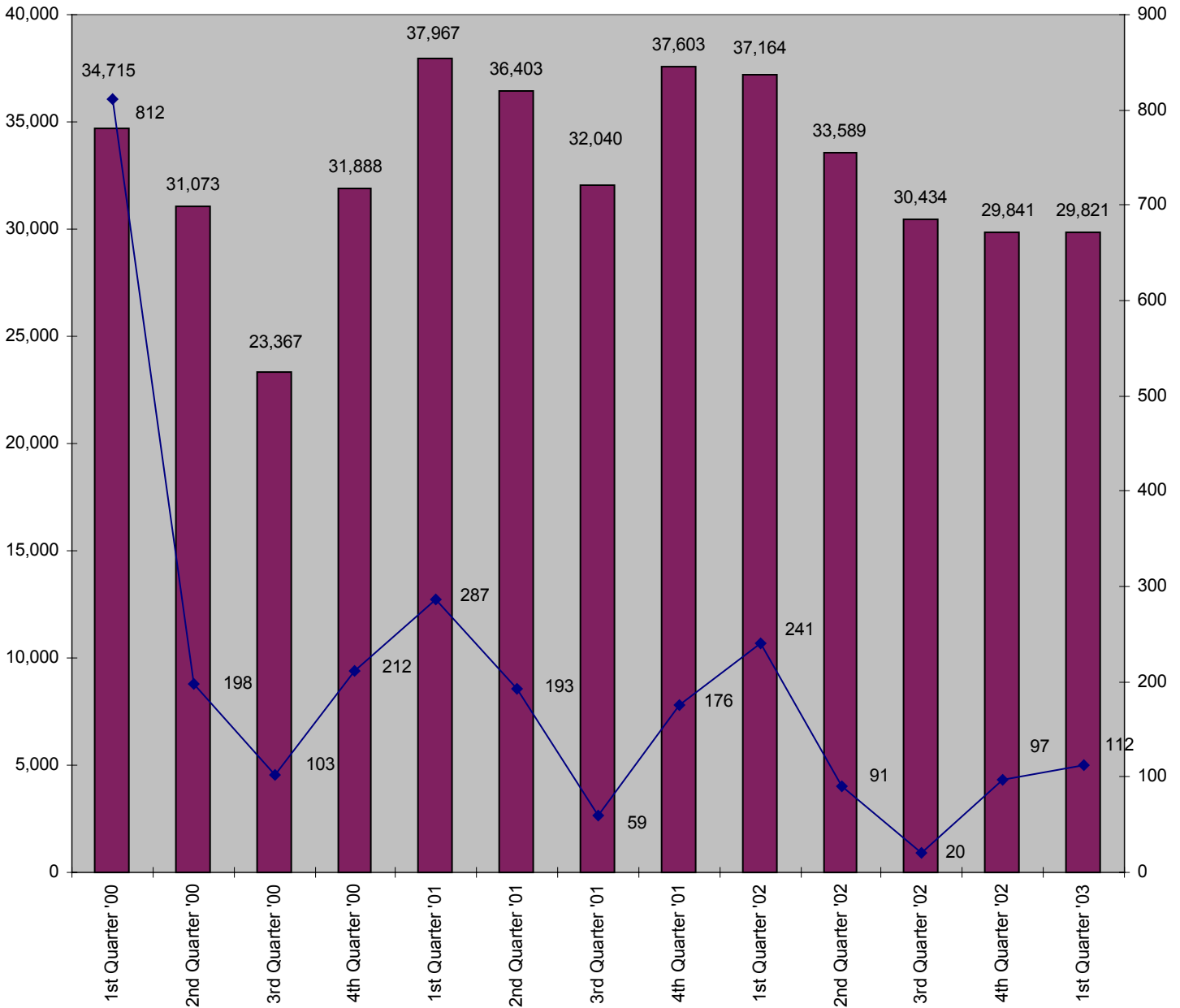
Compared to the previous quarter, noise complaints have increased from 97 to 112. Southwest Quadrant neighborhoods generated the most complaints during the First Quarter of 2003, with a total of 79 complaints. Other areas generated the following number of complaints: Northeast-2, Northwest-15, Southeast-14 and 2 were unknown.

Noise Complaints by Family

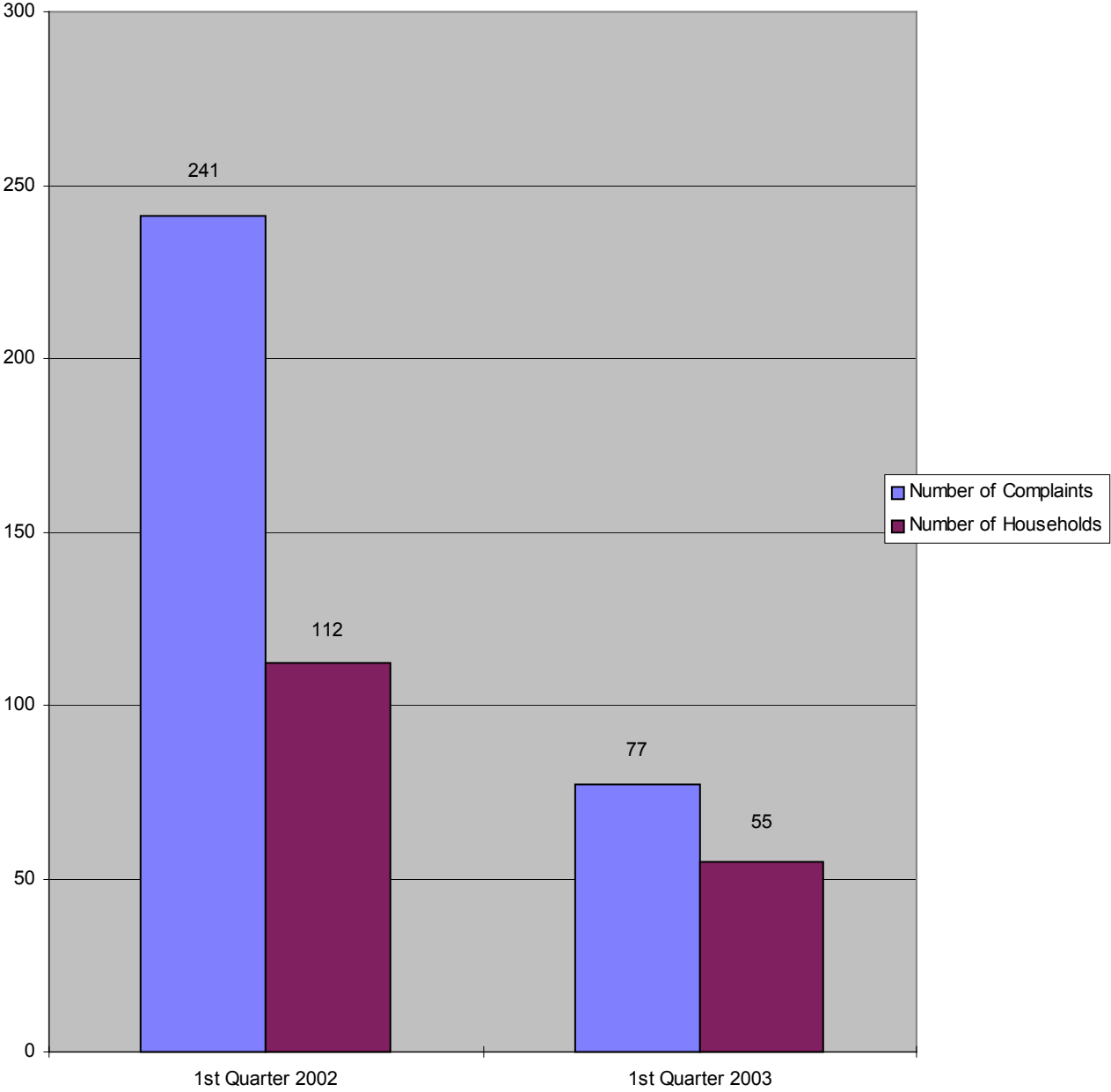
Fifty-five (55) different families made 112 complaints to the Noise Abatement Office during the First Quarter of 2003. Six families made 61 calls, or 55% of the total complaints.

Total Aircraft Operations and Complaints

OPERATIONS
COMPLAINTS



1st QUARTER
Number of Complaints vs. Number of Households



NOISE COMPLAINTS / OPERATIONS SUMMARY

MONTH: January 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
Wed-01	3	3	171								4							175
Thur-02	1	2	353				2				6						4	359
Fri-03			228					2			5					2		233
Sat-04			362								5						3	367
Sun-05	2	2	314								3							317
Mon-06	2	2	313								4							317
Tue-07			288								10					4		298
Wed-08	1	1	349								5					2		354
Thur-09			464						1	2	8					3		472
Fri-10	1	1	338								6							344
Sat-11			265								7					2		272
Sun-12	1	1	409								10					6		419
Mon-13	1	1	322								7					2		329
Tue-14			403					2			3					2		406
Wed-15			463					2			9					2		472
Thur-16			409								11					4		420
Fri-17	1	1	250								13					1		263
Sat-18			332								4							336
Sun-19			390								7					3		397
Mon-20	7	7	470					2	1	1	3							473
Tue-21			519								7					4		526
Wed-22	1	1	500								11					4		511
Thu-23			309						1	1	8					5		317
Fri-24			316								7				2	1		323
Sat-25			323					2			6							329
Sun-26	1	1	279								7					3		286
Mon-27	1	1	358						1	1	16							374
Tue-28			397					2			8							405
Wed-29			404								9							413
Thu-30			410								15							425
Fri-31			408								9							417
TOTALS	23	24	11,116	0	0	0	2	12	4	5	233	0	0	0	0	2	57	11,349

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	23	4	27
Complaints	24	5	29
Operations (Ops)	11,116	233	11,349
%Events/Ops	0.2%	1.7%	0.2%
Complaints/events	1.0	1.3	1.1
%Complaints/Ops	0.2%	2.1%	0.3%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	2
EMS	H	22
Sheriff's Office	H	8
Mosquito Control	H	0
Mosquito Control	P	0
Public Service	J,H,P	32
Air Carrier & GA [Other]	H,P	144
Jet Operations	J	57
Night Ops - Total	J,H,P	233

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	2

NOISE COMPLAINTS / OPERATIONS SUMMARY

MONTH: February 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
Fri-01	3	3	279								4						1	283
Sat-02	2	2	359								4							363
Sun-03	2	2	304								10						5	314
Mon-04			331								9						2	340
Tues-05			313								11						4	324
Wed-06	5	5	456						1	1	14						9	470
Thur-07			236								12						4	248
Fri-08			373								10						2	383
Sat-09	3	3	292								3						1	295
Sun-10			150						1	1	9						7	159
Mon-11	3	3	457								10						4	467
Tues-12	5	5	495					2			10						2	505
Wed-13	2	2	459								10						5	469
Thur-14			493								25						11	518
Fri-15	2	2	374								10						3	384
Sat-16	1	1	214								12						6	226
Sun-17	3	3	423						1	2	8						4	431
Mon-18	4	4	413					2			14						6	427
Tues-19			374								13						3	387
Wed-20			300					2			9						2	309
Thurs-21			282						1	1	13						3	295
Fri-22			143								6						1	149
Sat-23	4	4	352		2						7						1	359
Sun-24	3	3	332								12						8	344
Mon-25			301								6						2	307
Tues-26	3	3	294					2			8						1	302
Wed-27			299								10						6	309
Thurs-28			267						1	1	7						3	274
																		0
																		0
																		0
TOTALS	45	45	9,365	0	2	0	0	8	5	6	276	0	0	0	0	0	106	9,641

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	45	5	50
Complaints	45	6	51
Operations (Ops)	9,365	276	9,641
%Events/Ops	0.5%	1.8%	0.5%
Complaints/events	1.0	1.2	1.0
% Complaints/Ops	0.5%	2.2%	0.5%

NIGHT OPERATIONS		
Air Ambulance (AA)	J	0
EMS	H	13
Sheriff's Office	H	14
Mosquito Control	H	0
Mosquito Control	P	0
Public Service	J,H,P	27
Air Carrier & GA [Other]	H,P	143
Jet Operations	J	106
Night Ops - Total	J,H,P	276

RESTRICTIONS		Violations	Letters
Mandatory Restriction (MR)			
Runups: Maintenance		0	0
Jet Stage 1 day & night Ops		0	0
Jet Stage 2 day & night Ops		1	1
Voluntary Restriction (VR)			
Jet Stage 3 night Ops		4	4

NOISE COMPLAINTS / OPERATIONS SUMMARY

MONTH: March 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
Sat-01			248								8						1	256
Sun-02	1	1	228								4						2	232
Mon-03			276								8						3	284
Tue-04			369								8						1	377
Wed-05	2	2	322								8						2	330
Thu-06			268								11						3	279
Fri-07	1	1	222								8						1	230
Sat-08	1	1	265								13						3	278
Sun-09	1	1	220					2			9							229
Mon-10	2	3	223						1	1	14						7	237
Tue-11	2	2	298								5						1	303
Wed-12			244								13						5	257
Thu-13			293								16						7	309
Fri-14	1	1	314								11						3	325
Sat-15			274						1	1	5						2	279
Sun-16			347								4							351
Mon-17			276					4			13						6	289
Tue-18	1	1	260								7						3	267
Wed-19			257								9						2	266
Thu-20	3	3	257				2	2			13						6	270
Fri-21			264								9						2	273
Sat-22	1	1	264								8						4	272
Sun-23			182								11						5	193
Mon-24	2	2	278								10						2	288
Tue-25			341								6						1	347
Wed-26			322						1	1	10						4	332
Thu-27	1	1	218						1	1	3							221
Fri-28	1	2	344								6						3	350
Sat-29			342								4						1	346
Sun-30	4	4	254						1	1	9						4	263
Mon-31	1	1	283								15					2	8	298
TOTALS	25	27	8,553	0	0	0	2	16	5	5	278	0	0	0	0	2	92	8,831

COMPLAINTS			
	DAY	NIGHT	TOTAL
Events	25	5	30
Complaints	27	5	32
Operations (Ops)	8,553	278	8,831
%Events/Ops	0.3%	18%	0.3%
Complaints/events	1.1	1.0	1.1
% Complaints/Ops	0.3%	18%	0.4%

NIGHT OPERATIONS	
Air Ambulance (AA)	J 2
EMS	H 13
Sheriff's Office	H 12
Mosquito Control	H 5
Mosquito Control	P
Public Service	J,H,P 32
Air Carrier & GA [Other]	H,P 154
Jet Operations	J 92
Night Ops - Total	J,H,P 278

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	3

RECURRING NOISE MONITORING PROGRAM RESULTS JANUARY 1 – MARCH 31, 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.

Two sound levels, the Day-Night Average Sound Level (DNL) and the background noise level (L90), were calculated for each site during the monitoring period. The DNL represents 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. This 10-decibel penalty is applied to account for greater sensitivity to nighttime noise, and the fact that the events at night are often perceived to be more intrusive because nighttime ambient noise is less than daytime ambient noise. L90 is a measure of the background noise level, or the quietest level that would be experienced in the absence of most significant noise-producing human activity, or in the absence of any natural noise such as rain, wind, animals or insects.

Additionally, staff spent several hours at five of the six locations, *(number of noise monitoring sites was reduced one from seven to six) 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.

*In order to provide more flexibility in the noise monitoring program, staff has decided to reduce the number of noise monitoring sites from seven to six. Staff is eliminating site # 6 (FPL Substation) which hasn’t been monitored since the beginning of the Livingston Rd. expansion construction (1st Quarter 2000). This reduction will continue to allow staff the flexibility to cope with problems (i.e. having to revisit a site because of monitor malfunctions) that may occur during each noise monitoring quarter.

SECTION I – QUARTERLY SITE ACTIVITY SUMMARY

One of the six sites was not monitored during this quarter due to construction activity at the monitoring location. 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.

Below is a representative list of Sound Exposure Level (SEL) observations made at two sites.

Aircraft Arriving at Airport:

SITE / LOCATION	AIRCRAFT TYPE	DECIBEL LEVEL
Wyndemere / 2 1/4 miles NE of airport	Single Engine Cessna 182	80.8 decibels
Wyndemere / 2 1/4 miles NE of airport	Twin Engine Baron	76.5 decibels
Pulling Property / 3/8 mile SW of airport	Challenger Jet	78.7 decibels
Pulling Property / 3/8 mile SW of airport	Falcon 2000 Jet	81.0 decibels

Aircraft Departing Airport:

SITE / LOCATION	AIRCRAFT TYPE	DECIBEL LEVEL
Wyndemere / 2 1/4 miles NE of airport	Citation Jet	81.3 decibels
Wyndemere / 2 1/4 miles NE of airport	Falcon Jet	81.1 decibels
Pulling Property / 3/8 mile SW of airport	Hawker Jet	84.9 decibels

SECTION II – SEASONAL AND ANNUAL COMPARISON OF SITES

Noise Monitoring Site Summary Comparison between the Fourth Quarter of 2002 and the First Quarter of 2003, and a comparison between the same period last year.

A comparison of the five monitoring sites revealed that the DNL increased at four sites and decreased at one site when compared to last quarter. The DNL increased at two sites and decreased at one site when compared to same period last year (some data not available 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 1.6 decibels during the First 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 – The DNL at this site was 59.3 decibels, which is a decrease of 0.2 decibels when compared to last quarter. The background noise level also increased by 1.3 decibels.

Site 3 – This site produced a DNL of 60.3 decibels, which is an increase of 5.1 decibels when compared to last quarter. The background noise level increased by 1.4 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 produced a DNL of 52.6 decibels. This data is an increase of 1.6 decibels when compared to last quarter and a decrease of 3.1 decibels when compared to the same period last year. The background noise level at this site has decreased by 1.7 decibels when compared to the last quarter.

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

Site 7 – The DNL at this site increased by 1.8 decibels. When compared to the same quarter last year there is an increase of 5.0 decibels. There was a 0.6-decibel increase in background noise at this site when compared to the First Quarter of 2002. Staff believes that the increase in the DNL is the result of the completion of the Livingston Road Expansion project, which was completed around October of 2002.

DNL Comparison			
Site	First Quarter 2002	Fourth Quarter 2002	First Quarter 2003
1	57.7 dB	56.4 dB	58.0 dB
2A	N/A	59.5 dB	59.3 dB
3	N/A	55.2 dB	60.3 dB
4	58.4 dB	61.2 dB	N/A
5	55.7 dB	51.0 dB	52.6 dB
6	N/A	N/A	N/A
7	56.9 dB	60.1 dB	61.9 dB

**SECTION III
NOISE MONITORING SITE SUMMARY**

SITES		1st Quarter		2nd Quarter		3rd Quarter		4th Quarter		1st Quarter	
		Jan. - Mar. 2002		Apr. - June 2002		July - Sept. 2002		Oct. - Dec., 2002		Jan. - Mar. 2003	
		Bkgrnd	DNL	Bkgrnd	DNL	Bkgrnd	DNL	Bkgrnd	DNL	Bkgrnd	DNL
1	Springwood-East Naples	47	57.7	47.8	58.5	47.2	57.2	46.4	56.4	47.4	58
2A	Pulling Property	N/A	N/A	N/A	N/A	44.2	56.6	45	59.5	46.3	59.3
3	First Presbyterian Church - 6th St. South	N/A	N/A	N/A	N/A	N/A	N/A	45	55.2	46.4	60.3
4	Village Green - 11th Avenue South	N/A	58.4	48.7	60.9	51.6	63.3	48.5	61.2	N/A	N/A
5	The Conservancy	N/A	55.7	42.9	56.4	41.7	55.5	42.1	51	40.4	52.6
7	Wyndemere CC	46.1	56.9	47.5	57.3	45.5	56.3	48.6	60.1	45.5	61.9

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

DNL - 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.