

**Workshop Meeting Minutes**  
**17 December 2009**  
**Part 150 Study**  
**Technical Advisory Committee**

**A. ROLL CALL**

Meeting was called to order by Chairman Parker at 1:00 p.m. in the Airport Office Building Conference Room. Present were Mr. Confoy, Mr. Goddard, Mr. Nelson, Mr. Tweedie and Mr. Zarroli. Mr. Schultz attended the meeting by teleconference.

Also in attendance were Mr. Konn, Mr. Lohmann and Mr. Repp from the Noise Compatibility Committee and Commissioner Sullivan, Mr. Soliday, Ms. Dugan, Mr. LaFever, Ms. Vandersluis and Ms. Hart.

**B. PLEDGE OF ALLEGIANCE**

**C. AGENDA**

There were no changes to the agenda.

There were no changes to minutes

**D. ACTION ITEMS**

**1. Interactive presentation by Ted Baldwin, Senior Vice President, Harris Miller Miller & Hanson Inc. concerning the following topics:**

**a) FAA feedback on the forecast, user-defined hush-kitted GIII, and aircraft modeling substitutes**

**b) The TAC feedback received on the “partial draft” Noise Exposure Model (NEM) documentation and Ted Baldwin’s responses to it.**

**c) HMMH suggestions for the 15 baseline single event contour cases, which may or may not include Flight Path Alternatives, Flight Profile Alternatives, 3,000 foot Departure, and SIDS and SARS.**

**d) The draft NEM figures and population counts.**

**e) Scheduling the first public workshop to present the draft NEM and other progress to date.**

Mr. Baldwin gave an interactive presentation starting with “City of Naples Airport Authority, FAR Part 150 Study Update/ Committee Member Workbook.”

The completed DNL contours, and associated dwelling unit and population counts, were reviewed and discussed, including the 2010 base and 2015 forecast five-year Noise Exposure Map cases, and the three cases being prepared for informational purposes only: (1) 2020 “long-term” forecast with the revised operations forecast assuming overall operations will recover to 2005 “peak year” levels, (2) March 2010 “peak month,” and August 2010 “off-peak month.” These materials have been provided to the committee in background material for the meeting.

The project’s scope of services calls for preparation of 15 single event contours for “baseline” operations. At the September TAC meeting, the committee reached consensus that Mr. Baldwin should recommend the combinations of aircraft type, type of operation, and flight track to model. Mr. Baldwin presented his recommendations, as listed in background materials distributed prior to the meeting, and the Committee reached consensus that these were the appropriate baseline contours to prepare.

Mr. Baldwin summarized information that has been received from the FAA that has permitted completion of the full draft Noise Exposure Map, including the DNL contours discussed earlier in the meeting, including:

- (1) The FAA approved HMMH’s proposed “user-defined inputs” for modeling including Stage 3 “hush kitted” for Gulfstream III aircraft.
- (2) The FAA identified INM substitutes for modeling aircraft, including use of the DeHavilland DHC-6 Twin Otter as a substitute for the Piaggio P180 Avanti.
- (3) The FAA approved the 2010 and 2015 forecasts that are the basis for the official Noise Exposure Map contours.

Mr. Baldwin noted that the remaining steps related to completing the Noise Exposure Map phase of the study, which will culminate with the Authority submitting it to the FAA include:

- (1) Airport Authority staff approving the full draft document, which HMMH has provided for their review.
- (2) HMMH making final revisions to the document and providing a reproducible master to the Authority staff for reproduction, for distribution to TAC members and to make available in several public locations to permit interested parties to review it.
- (3) Publicizing the notice of availability of the draft Noise Exposure Map for review.
- (4) Arranging, scheduling, and publicizing the first public workshop for the study, to introduce the study, its scope, schedule, progress to date, and upcoming activities, and to

request public input on noise compatibility issues of concern and potential compatibility actions to consider.

It was decided to have a public workshop the end of January or beginning of February to answer questions from the public. Information will be provided in both an introductory and a detailed manner. Included in this workshop will be DNL contours. The TAC will be asked to be involved. City Council Chambers was suggested for the location of the workshop. It was suggested to put informational ads in the local newspapers.

TAC members prefer the information in hard copy, but also have a PDF file and information on CD as well. Hard copies will be provided to local libraries to be available for the public to view.

Mr. Baldwin noted that we are starting the next project phase, which is to identify, analyze and evaluate abatement alternatives. Mr. Baldwin requested committee input on the 10 single event contours to consider in this phase of the study. After extensive discussion, the following preliminary recommendations were received:

- (1) Lear 35 Runway 23 departure down Naples Bay.
- (2) Lear 35 Runway 23 departure flying the “Fifth Avenue” track using the National Business Aviation Association (NBAA) “close-in” departure procedure.
- (3) Lear 35 Runway 23 departure flying the “Fifth Avenue” track using the NBAA “standard” departure procedure.
- (4) Lear 35 Runway 23 departure flying the “fifth Avenue” track reflecting the average slow climb observed in radar data for Naples operations.
- (5) Lear 35 Runway 32 departure flying Track 32JD2, the “Fifth Avenue” track using the National Business Aviation Association (NBAA) “close-in” departure procedure.

Mr. Baldwin requested that committee members send recommendations for additional single event cases to consider to Mr. Dehn at the Authority (and copy him on the message.)

In response to Mr. Parker’s request, Mr. Baldwin agreed to provide the TAC with the following information:

- (1) Integrated Noise Model (INM) assumptions regarding the departure procedure used by the Lear 35.
- (2) Scanned copies of the single event contours prepared in the 1996 Part 150 study.

The committee also discussed interest in preferential runway use. Mr. Baldwin agreed to conduct a “wind-rose” analysis and use it to prepare DNL contours showing the effect of revised runway use.

The length of the runway was discussed. Mr. Soliday noted that the Authority wants objective technical analysis of the potential benefits. There was discussion regarding the base of runway 5/23 being 5290 ft., with 290 ft. for displaced threshold vs. the landing legal definition of 5,000 ft.

It was suggested to have another committee meeting in early February. At that meeting, the 15 baseline contours should be done and alternatives will be discussed. It was agreed that the next TAC meeting should be scheduled in conjunction with the public workshop, if possible, either the day before or after. Also a pre-workshop session will be scheduled the day of the workshop, to assist in making last-minute arrangements. It was agreed the workshop should run from 5 to 8 p.m.

Mr. Parker voiced concern that this Study doesn't evolve into support document for new commercial service to the terminal. He said this Study must be as objective as possible.

**E. NEW BUSINESS**

**F. OLD BUSINESS**

**G. PUBLIC COMMENTS**

None.

**H. ADJOURN**

The date of the next meeting was not set.

Mr. Goddard made the Motion to adjourn. Mr. Nelson seconded. With no further business, the meeting adjourned at 4:00 p.m.

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Ervin Dehn  
Director of Airport Development