

Minutes  
7 April 2010  
Part 150 Study  
Technical Advisory Committee

**A. ROLL CALL**

Meeting was called to order by Chairman Parker at 9:00 a.m. in the Airport Office Building Conference Room. Present were Mr. Confoy, Mr. Goddard, Mr. Piascik, Mr. Schultz and Mr. Zarroli. Also present were Mr. Baldwin with the firm of Harris Miller Miller & Hanson, (HMMH), Chuck White, Vice President of Operations and Bill Albright, Chief Pilot of Avantair, Commissioner Linneman, Commissioner Sullivan, Mr. Soliday, Mr. Dehn, Ms. Dugan, Ms. Vandersluis and Ms. Hart.

Mr. Nelson attended the meeting by teleconference.

Absent were Mr. Laughlin and Mr. Tweedie.

**B. PLEDGE OF ALLEGIANCE**

**C. AGENDA**

Mr. Baldwin suggested that Discussion Item number 7 be moved up in the agenda so the two Avantair representatives can speak first. All were in favor.

**D. APPROVE MINUTES OF LAST MEETING**

Mr. Goddard made a Motion to approve the 3 March 2010 TAC meeting minutes. Mr. Schultz seconded. The Motion passed unanimously.

**E. DISCUSSION ITEMS**

**7. Piaggio P180 "Avanti" noise abatement options (with Avantair representatives).**

Chairman Parker gave some background on the FAA Part 150 Noise Study and the role of the TAC which is to advise and provide suggestions to the Study.

The second part of the Study, reviewing alternative flight tracks and flight profiles, has begun. It was noted complaints have been received regarding the Avanti Piaggio P180 aircraft. The goal regarding Avanti reducing excessive noise was discussed.

Chief Pilot Albright made five statements. 1. Avantair is committed to being "neighbor friendly" and wants to cooperate with noise abatement in the communities. 2. They provide training to pilots on how they can fly the plane to be quieter. 3. They give information to pilots on tracks and alert them to which airports are noise sensitive. 4. They plan with the owners of

the aircraft to keep arrivals within the 700 to 2200 hour window. 5. They communicate with the airport.

Chief Pilot Albright identified flying techniques that a pilot can do such as keeping props back, full power props at take off, climbing techniques, when to reduce power and bring props down, arrival RPMs, flap configuration, using less/more power and also discussed techniques in departure and techniques in landing. Mr. Albright will send copies of recommended pilot operation procedures to Mr. Soliday for distribution.

The Avantair reps said they would be able to do approaches using a few different procedures and standard departure and departure with reduced power so we can record the noise levels and have citizen observers participating. We can also get radar data from RSW.

Additional sheets with flight track information can be added to the pilot's procedures. Mr. Baldwin will contact Avantair to coordinate noise testing with their aircraft.

## **E. DISCUSSION ITEMS**

Mr. Baldwin of HMMH led the discussion on the following:

### **1. Written comments submitted at, or following, first workshop by March 19 deadline.**

Most comments focused on noise abatement procedure suggestions. Most of the comments received were complimentary. There were no comments on the noise exposure map. The comment period is over. Comments were reviewed and are included in the hand out. The public workshop was documented and combined with a final version of the noise exposure map. This has been submitted unofficially to the FAA as a preliminary draft of that document so they can look it over and comment before we submit the final version.

- 2. Single event noise abatement flight track analyses.**
- 3. Single event noise abatement departure procedure analyses.**

We are currently in the "alternative phase" of the Study. We are working with a total of 25 to 30 single event contours.

Slides were shown on flight track alternative SEL contours. Departure procedures were reviewed in comparison with INM (Integrated Noise Model) standard, NBAA close-in and standard, ASA Noise Abatement, V2+10 close-in and distant, and average observed procedures. Graphs were shown showing climbing profiles, the distance from brake release, etc. Alternatives were also shown in a graph.

A weighted population / SEL dB exposure interval, as proposed by Chairman Parker at the March 3, 2010 TAC meeting was applied. It resulted in upward changes in the calculated

population within contour bands for all departures from all runways for in INM procedure, but there were no changes in the relative ranking of the various departure paths. The NBAA close-in departure ranked the highest when the 7 different departure procedures were weighted. NBAA is the published standard procedure and the airport promotes the use of this procedure with its users.

It was stated that the majority of the planes get cleared to climb to altitude shortly after departure. RSW gives the clear to climb as soon as RSW sees a plane on their radar, which is at the end of the runway.

Lear 35 aircraft were used to create the graphs because they are representative of 60% of the corporate jets that take off from APF.

A chart comparing relative noisiness was discussed. It was found that most people perceive a 10 dB increase in a single event level to be twice as loud.

There was discussion on ways to improve sound exposure. Some ideas were using relative weighting of the different percentile utilizations for departures from each runway, and to factor utilization by using factors and ratios.

There was extensive discussion on how the population surges during special events on 5<sup>th</sup> Ave. and 3<sup>rd</sup> Street. Mr. Baldwin stated that currently FAA procedures do not take these transient populations into account. Mr. Parker suggested that the Study should use the surge data in a way to impact population counts and noise exposure calculations. There was some concern of a possibility of conflict of interest since Mr. Parker is the Chairman of the TAC and also President of the Old Naples Property Owners Association.

#### **4. Displaced landing threshold description.**

Displaced thresholds cannot be used for arrivals, only for departures. It will give the pilot more distance to climb at a higher altitude when flying over communities. The proposed plan adds 800' of "displaced threshold" paved surface to the Northeast end of runway 5/23 and 510' to the southwest end of runways 5/23. The declared landing distance remains unchanged. Larger planes will not be attracted to APF since the 75,000 lb. weight limit prohibits larger planes from landing at APF.

Displacing the landing threshold will make the biggest difference in noise abatement. It is a way to increase altitude sooner. Another benefit is by having a longer takeoff distance it enhances the safety for the aircraft and its occupants, and the community, reducing potential for accidents. In addition displaced thresholds should be a plus to attract scheduled air service to the airport.

**5. Mr. Schultz' proposal to consider changing the calm wind runway from 5/23 to 14/32**

The tower determines which runway to use based on the direction of the wind. The FAA Advisory Circular 150/3500 Airport Design, sets a 10.5 knot crosswind limit for airports of the Naples class.

Mr. Baldwin suggested running preferential runway use contours for two options: (1) maximized use of 14/32 and (2) balancing runway use to the extent feasible. It was noted that runway 14 departures and runway 32 arrivals direct traffic over the most population.

**6. Any additional noise abatement alternatives identified by the TAC for analysis.**

The V2+10 and safety issues were discussed. Pilots are trained using NBAA which is the standard procedure. It was noted that not all pilots are using NBAA. Mr. Baldwin made the observation that flying higher is not necessarily quieter. To climb high faster, high (noisy) power settings must be used. The 2,000 vs. 3,000 ft. ceiling was discussed. It was stated that even using a maximum climb power setting most aircraft are a mile offshore (20,000' from takeoff) when they reach 2,000'. It was said having a 3,000 ft. ceiling won't change results.

It was brought up that the FAA allows different procedures for different runways.

Mr. Baldwin offered to make profiles on the close-in over Wyndemere and over Naples Bay. He will also run profiles on the two areas using the NBAA procedure.

ADSB will be available soon which will help in tracking violators. It provides accurate information and is cost effective.

Current tenants and users of the airport were in favor of having Customs at APF.

**7. Piaggio P180 "Avanti" noise abatement options (with AvantAir representatives).**

This was the first item discussed. See above, E. DISCUSSION ITEMS.

**8. Second-round noise measurements.**

Avantair will participate in the next round of noise measurements. Three (3) noise monitors will be set up and pilots will be instructed to use different approaches and take offs. Corporate operators will be asked to do the same path for comparison.

Mr. Baldwin was asked to put together and circulate a test plan.

**F. NEW BUSINESS**

**1. Schedule next TAC meeting**

The next (10<sup>th</sup>) TAC meeting has been scheduled for May. The second round of measurements will also be done at that time.

**G. OLD BUSINESS**

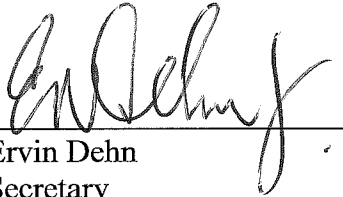
None.

**H. PUBLIC COMMENTS**

None.

**I. ADJOURN**

Mr. Confoy made the Motion to adjourn the meeting. Mr. Schultz seconded. With no further business, the meeting was adjourned at 1:00 p.m.

  
Ervin Dehn  
Secretary