

Minutes
3 March 2010
Part 150 Study
Technical Advisory Committee

A. ROLL CALL

Meeting was called to order by Mr. Dehn on behalf of Chairman Parker at 10:00 a.m. in the Airport Office Building Conference Room. Present were Mr. Goddard, Mr. Nelson, Mr. Piascik, Mr. Schultz, Mr. Tweedie and Mr. Zarroli. Also present were Mr. Baldwin and Mr. Ferguson with the firm of Harris Miller Miller & Hanson, (HMMH), Mr. Stump with the firm of SH&E, Ms. Gettys of the Montgomery Consulting Group, Commissioner Linneman, Commissioner Sullivan, Ms. Dugan, Ms. Vandersluis and Ms. Hart.

Mr. Meade, Mr. Konn, Mr. Repp, and Mr. Lohmann of the Noise Compatibility Committee were also present. Also Mr. Barrows and Mr. Nichols were in attendance.

Chairman Parker attended the meeting by teleconference.

Absent were Mr. Confoy and Mr. Laughlin.

B. PLEDGE OF ALLEGIANCE

C. ELECTION OF VICE-CHAIRMAN

Mr. Konn, Chairman of the Noise Compatibility Committee appointed Mr. Nelson to act as Interim Chairman in Mr. Parker's absence. Mr. Dehn nominated Mr. Nelson for the position of Vice-Chairman with no objection. The Motion passed unanimously. Mr. Nelson took over the meeting from that point.

D. AGENDA (Add, delete or re-sequence items)

The only change to the agenda was to move item H. Old Business on the agenda before item F. Action Items.

E. APPROVE MINUTES OF LAST MEETING

Mr. Schultz made the Motion to approve the 17 December 2009 TAC meeting. Mr. Goddard seconded. The Motion passed unanimously.

H. OLD BUSINESS

1. Discussion of Part 150 Draft NEM Public Workshop held March 2, 2010

Ted Baldwin, Project Manager of the Part 150 Study, led the discussion of the Public Workshop. Meeting attendees introduced themselves. The majority of today's attendees were at the workshop

Tuesday night. There were around six stations set up starting with a greeting station followed by technical stations. Mr. Baldwin was at the first technical station. The attendees were asked for their comments and opinions. The Workshop went well and was well received. The single event contour map was displayed showing Lear 35 contours. Eight to ten comment sheets were received and will become part of the documentation. The items of most concern were the Piaggio Avanti and jet departure altitudes.

Mr. Linneman reported that 3 members of the City Council attended the workshop, Councilman Sorey, Councilman Saad and Councilman Finlay. Councilmen Sorey and Finlay showed a great deal of interest in the baseline jet departure single event contours chart.

Mr. Baldwin stated we are currently in the public comment period for the draft Noise Exposure Map. Notices were mailed out to 140 homeowner associations. Two ads were placed in the newspaper. The NAA Board and NCC Board Members were sent emails. TAC and NCC members are also helping to get the word out. The end of the comment period is March 19. Comments should be submitted to Mr. Dehn at NAA. After the 19th, feedback will be integrated into the document. Any errors found will be addressed. After NAA staff reviews the document, it will be submitted to the FAA.

F. ACTION ITEMS

1. Ted Baldwin of HMMH will lead a discussion of the baseline single event noise contours and land use analyses provided in January 8, 2010 follow-up.
2. Ted Baldwin will review a list of initial noise abatement alternatives that the TAC identified at the December 2009 meeting.
3. Ted Baldwin will review background material that the TAC requested at the December 2009 meeting.
4. Ted Baldwin will review the initial noise abatement alternatives identified by the TAC to date, and discuss input on further alternatives to consider.
5. Ted Baldwin will lead discussion of 2nd round of noise monitoring.

Mr. Baldwin gave a PowerPoint presentation titled "Part 150 Update Progress," to lead the discussion; the presentation which was also provided to TAC members as a handout and in electronic form in advance of the meeting.

1. "Part 150 Update Elements and Current Status"

- "Design and Conduct a Public Participation Program:" We have completed the first of three public workshops. This is the eighth of 12 planned TAC meetings. There will also be a final NAA presentation.
- "Develop an Operational, Noise, and Land Use Database:" This task is essentially complete, with the development of the draft Noise Exposure Map and the 15 baseline SEL contours.
- "Identify, Analyze and Evaluate Abatement Alternatives:" This task is underway. The first-round analyses will be presented at the next TAC, in late March or early April. TAC and public input on alternatives to consider are still sought. Commissioner Linneman summarized a

meeting he, NAA staff, and the consultants had with Mr. Lee Grover, the Naples Tower Manager, to discuss the departure climb restriction. He reported that Mr. Grover had noted that: (1) Fort Myers Approach control gives the Naples Tower the approval to clear aircraft for takeoff. (2) The Naples Tower is permitted to clear aircraft to climb to 2,000' and to direct the pilots to contact the Fort Myers Approach for further clearance. (3) Fort Myers approach clears aircraft to climb to 10,000' within one-half mile of the runway end at Naples "99%" of the time. (4) Slow climbing departures from Runway are a particular problem for Fort Myers Approach, because they head right toward approaches into Fort Myers, so the Fort Myers Tower frequently asks the Naples tower to request that pilots climb as quickly as possible.

- "Identify Analyze, and Evaluate Land Use Strategies:" Ms. Gettys is starting this task and will return at a future TAC meeting to go over the findings. She is going to meet with the City and County planning staff to review implementation of the existing compatible land use measures. At the TAC's request, she will request information from the City and County staff on any records of use of public parks in the study area.
- "Select Preferred Abatement and Land Use Alternatives," "Develop Implementation Systems." and 7. "Prepare and Present Noise Compatibility Program" will be done after the analysis period.

2. "Remaining Schedule Items"

The project schedule was shown. This is the 8th TAC meeting. Mr. Baldwin suggested having the next meeting in late March or early April if possible. No definite date was set.

3. "15 Baseline SEL Contour Cases"

Mr. Baldwin reviewed the baseline contour cases and population counts that the TAC had received prior to the meeting. Six of the 15 cases were Lear 35 departures. It was noted the arrival noise is more concentrated as shown on the "Four Baseline Lear 35 Arrival SEL Contours" slide. The "Five Baseline Piaggio SEL Contours" slide shows that the approach is loudest for the Piaggio. It was decided to invite the chief pilot from the major Piaggio operator in Clearwater (Avantair) to an upcoming meeting; the next meeting in late March or early April, if possible.

4. "Noise Abatement Analyses Identified to Date" and
5. "Background Materials Requested at the Last TAC"

Mr. Baldwin summarized the noise abatement alternatives requested to date and the associated background information that the TAC requested at the last meeting. The TAC was provided with this information prior to the current meeting. Mr. Baldwin summarized the alternatives that will be addressed in background material for the next TAC, including single event contours for:

- Runway 32 departures on track 32JD2
- Naples Bay track departure
- Fifth Avenue track using standard INM departure procedure
- Fifth Avenue track using NBAA close-in departure procedure
- Fifth Avenue track using NBAA standard departure procedure
- Fifth Avenue track using ASA departure procedure
- Fifth Avenue track using average observed climb profile

- Fifth Avenue track using “V2+10” procedure(s)

With regard to noise abatement departure procedures, Mr. Nelson agreed to coordinate with Mr. Baldwin regarding the descriptions he previously provided for the “V2+10” procedure. Mr. Baldwin said that he will include them in the analyses provided the TAC before the next meeting.

Mr. Baldwin reviewed the background information he had provided on preferential runway use and asked for TAC suggestions regarding what preferential runway alternatives to consider. The TAC discussed balancing runway use and impacts. It was noted that population densities are very different off each runway end, which will affect the relative impacts of using each end. It was agreed that the TAC members would send any suggestions to Mr. Dehn, for him to distribute to the entire committee, for the purpose of identifying specific options.

With regard to the “displaced landing threshold” alternative, Mr. Dehn noted that the FAA has not given the NAA feedback on the concept yet. It was agreed the description would be provided to the TAC as soon as feasible – preferably before the next meeting. However, Mr. Dehn noted that the FAA may not respond until mid-April. The TAC discussed the possibility that increasing the runway length might result in aircraft taking off heavier than today. Mr. Baldwin and Mr. Dehn said the alternative did not relate to changing the 75,000 pound weight limit. Mr. Baldwin agreed to discuss the modeled aircraft weight at the next meeting, with the description of the alternative.

6. “Next Steps and Discussion”

In concluding this section, Mr. Baldwin requested that the TAC send any other ideas for consideration as soon as feasible, so that we can include them in the analyses. Since the next meeting will be the third one discussing noise abatement alternatives, it is critical that we finish the identification of options at that meeting. We will continue discussing the second-round measurements at the next meeting, based on the results of the noise abatement analyses and the discussions with the Avantair representatives, since it is likely the measurements will focus on jet and Piaggio noise abatement departure and arrival procedures.

G. NEW BUSINESS

1. Schedule next TAC meeting.

The next TAC meeting will tentatively be in late March or early April.

No other new business

H. OLD BUSINESS

1. Discussion of Part 150 Draft NEM Public Workshop held March 2, 2010

Discussed above.

I. PUBLIC COMMENTS

Mr. Barrow of Marina Manor voiced a complaint on the Piaggio noise over his community.

Mr. Nichols of Old Naples expressed concern that increasing the runway length can cause an increase of operations into Naples. Pilots have to make a steeper climb using runway 32. He said pilots can use a power reduction option.

J. ADJOURN

With no further business, the meeting was adjourned at 12:45 p.m.

Ervin Dehn
Secretary