
NAPLES AIRPORT AUTHORITY EMPLOYEE PROCEDURES

PROCEDURE: HANDLING OF AIRCRAFT REQUESTING AIRPORT ACCESS OVER 75,000 LBS MAX. DUAL GEAR.

DATE: 28 JANUARY 2002

PAGES: 3

SUPERCEDES: PREVIOUS PROCEDURE DATED 01/12/99, 4/8/99 PREPARED BY: LISA LEBLANC-HUTCHINGS

DEPARTMENT DIRECTOR SIGNATURE:

Lisa LeBlanc-Hutchings

EXECUTIVE DIRECTOR SIGNATURE:

Theodore P. Solidary

ADMINISTRATION

ACCOUNTING

FACILITIES

FINANCE

HUMAN RESOURCES

OPERATIONS

SECURITY

This procedure shall be followed by all Naples Airport Authority (NAA) personnel in an effort to facilitate the following communication to all current and future airport users.

PROCEDURE:

Any aircraft operator or owner requesting access to the Naples Municipal Airport (APF) with an aircraft exceeding 75,000 lbs maximum dual gear, (ie: Gulfstream V, Bombardier Global Express), shall be informed of the following information:

FOR TELEPHONE OR PERSONAL INQUIRIES:

Due to Federal Aviation Administration (FAA) Order 5190 and the NAA Airport Rules and Regulations concerning pavement weight restrictions, the Naples Municipal Airport is **CLOSED TO ALL AIRCRAFT EXCEEDING 75,000 LBS MAXIMUM DUAL GEAR AS INDICATED ON THE AIRCRAFT OPERATING CERTIFICATE ISSUED BY THE MANUFACTURER, UNLESS THE AIRCRAFT CERTIFICATE HAS BEEN AMENDED BY A FLIGHT MANUAL SUPPLEMENT AND AN AIRCRAFT SERVICE CHANGE (ASC) THAT INSTALLS A PLACARD WHICH LIMITS THE AIRCRAFT TO 75,000 LBS. MAXIMUM OPERATING WEIGHT.**

The fact that the aircraft operator may claim to be able to operate below 75,000 lbs is irrelevant. The aircraft **must have** an Aircraft Flight Manual Supplement and placard

(see attached Gulfstream and Global Express information) installed prior to landing at Naples. This is issued by the manufacturer and amends the maximum operating weight of the aircraft. Gulfstream V's ASC Number is ASC-64A and the Global STC is SA 8184NM-D. The ASC and STC both amend the operating weights of the individual aircraft to 75,000 lbs. and must be attached to the FAA Approved Flight Manual when the STC is installed.

Included in this policy is a copy of the FAA Approved Flight Manual Revisions for each type aircraft, which should be incorporated into each Manual, along with the Registration Number and Serial Number of the aircraft. When performing a ramp check, you may ask to review these documents.

Notice to Airman (NOTAM) D01/011 was issued with the Miami Flight Service Station (FSS) notifying airmen of this restriction. It is also included in the Airport Facility Directory (AFD) and Jeppeson Charts. In addition, this operating restriction is included in the FAA approved Part 150 Noise Study. Therefore, a violation of this rule is a violation of Federal Aviation Regulations (FAR).

Violators are subject to fines and prosecution under the City of Naples Code of Ordinances, as well as FAA issued penalties.

FOR AIRCRAFT WHO CALL INBOUND TO THE AIRPORT:

1. Advise them that they are in violation of the Airport Rules and Regulations as well as Federal Aviation Regulations, and that they are NOT AUTHORIZED TO LAND, unless they have the aircraft flight manual supplement and placard installed on the aircraft. (Ramp check may be performed).
2. Notify the Manager of Operations/Security and the Director of Operations. If unavailable, notify the Executive Director.
3. If the aircraft lands without the placard and ASC, follow it in a van.
4. Notify the Naples Police Department at 434-4844. They will issue a Notice to Appear Summons. Have NPD come onto the ramp to issue the pilots the summons. The Security staff and the Noise Abatement Technician also have the ability to issue a Notice to Appear Summons.
5. Do not offer any services or assistance to the crew.

NOTE: Gulfstream has notified each of the G-V owners of the Supplement and placard option as of 8 April 1999. Gulfstream contact person is Jim Parsons, ASC Group Manager (912) 965-3747.

Bombardier, Inc. has also issued a flight manual supplement, dated March 3, 2001 and the contact person is Rod Iverson, Director of Certification and Engineering. Each owner/operator has also been notified. Mr. Iverson may be contacted at (520) 434-7060. Please refer any further questions to the Operations Manager or Director of Operations.

GULFSTREAM AEROSPACE
GV AIRPLANE FLIGHT MANUAL
SUPPLEMENT NO. GV-98-02

Gulfstream Aerospace Corporation
P.O. Box 2206
Savannah, Ga. 31402-2206

Supplement No. GV-98-02

FAA APPROVED
AIRPLANE FLIGHT MANUAL
SUPPLEMENT
FOR
GULFSTREAM MODEL G-V

REGISTRATION NUMBER: _____

SERIAL NUMBER _____

This Supplement must be attached to the FAA Approved Airplane Flight Manual, dated 11 April 1997 for airplane S/N 501 and subsequent with ASC 64A installed. The information contained herein supplements or supersedes the information of the basic Airplane Flight Manual; for LIMITATIONS and PERFORMANCE information not contained in this supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: Paul Pellin
Manager,
Atlanta Aircraft Certification Office
Federal Aviation Administration

DATE: 11/18/98

GULFSTREAM AEROSPACE
GV AIRPLANE FLIGHT MANUAL
SUPPLEMENT NO. GV-98-02

PERFORMANCE
ASC 64A

Section 0 PREFACE

No Change

Section 1 LIMITATIONS

Add under Weight Limitations:

For airplanes S/N 501 and subsequent with ASC 64A installed, the maximum ramp, takeoff, and landing weight is 75,000 pounds.

The following placard is installed by ASC 64A.

ASC 64A
Maximum Ramp Gross Weight
Maximum Takeoff Gross Weight
Maximum Landing Gross Weight
75,000 Pounds

Section 2 NORMAL PROCEDURES

No Change

Section 3 ABNORMAL PROCEDURES

No Change

Section 4 EMERGENCY PROCEDURES

No Change

GULFSTREAM AEROSPACE
GV AIRPLANE FLIGHT MANUAL
SUPPLEMENT NO. GV-98-02

PERFORMANCE
ASC 64A

Section 5 Performance

With ASC 64A installed, the maximum ramp gross weight, maximum takeoff gross weight, and maximum landing gross weight is limited to 75,000 lbs for the purposes of ~~noise abatement and~~ runway weight bearing capacity.

GULFSTREAM V AIRCRAFT SERVICE CHANGE NO. 064A**PILOT'S INFORMATION SHEET**

Maximum Landing Gross Weight-75,000 Pounds (With Maximum Ramp GW and Maximum Takeoff GW - 75,000 Pounds)

This Revision authorizes a Maximum Ramp Gross Weight, a Maximum Landing Gross Weight and a Maximum Takeoff Gross Weight of 75,000 pounds in addition to the Maximum Landing Gross Weight of 75,000 pounds already approved in GV ASC 64. Flight Manual Supplement GV 98-02 will be required with the new placard specified in this Revision. (Note: Flight Manual Supplement GV 98-01 is still effective for the 75,000 pound Maximum Landing Gross Weight placard installation. Operators may use either placard and applicable Flight Manual Supplement based on operational requirements.) When operating at reduced gross weights, insert the placard in the holder. When operating at normal gross weights, remove placard from holder.

PLEASE DETACH AND GIVE TO FLIGHT DEPARTMENT PERSONNEL

LEARJET INC.
DAS-605786-NM

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT

75,000 LB MAX TAKEOFF WEIGHT
68,000 LB MAX LANDING WEIGHT

AIRCRAFT MAKE: BOMBARDIER AEROSPACE
AIRCRAFT MODEL: BD-700-1A10
AIRCRAFT S/N: _____
DOCUMENT: BAS67040002

This supplement must be attached to the FAA Approved Airplane Flight Manual when STC SA8184NM-D is installed.

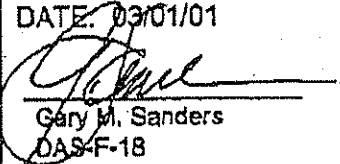
The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement, consult the appropriate FAA Approved Airplane Flight Manual.

FAA Approved By: **GARY M. SANDERS** **03/01/01**
Gary M. Sanders Date
DAS-F-18
DAS Flight Test Coordinator
ATP 1469808

LEARJET INC.
DAS-605786-NM

BD-700-1A10
75,000 LB MAX TAKEOFF WEIGHT
68,000 LB MAX LANDING WEIGHT
DOCUMENT NUMBER: BAS67040002

LOG OF REVISIONS

REV. NO.	DATE	DESCRIPTION	APPROVED
(-)	01/25/01	Original Release	DATE: 01/25/01 <u>GARY M. SANDERS</u> Gary M. Sanders DAS-F-18 DAS Flight Test Coordinator ATP 1469808
(A)	02/01/01	Added Noise Tables	DATE: 03/01/01  <u>Gary M. Sanders</u> DAS-F-18 DAS Flight Test Coordinator ATP 1469808

LEARJET INC.
DAS-605786-NM

BD-700-1A10
75,000 LB MAX TAKEOFF WEIGHT
68,000 LB MAX LANDING WEIGHT
DOCUMENT NUMBER: BAS67040002

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LEARJET INC.
DAS-605786-NM

BD-700-1A10
75,000 LB MAX TAKEOFF WEIGHT
68,000 LB MAX LANDING WEIGHT
DOCUMENT NUMBER: BAS67040002

CHAPTER - 1 INTRODUCTION

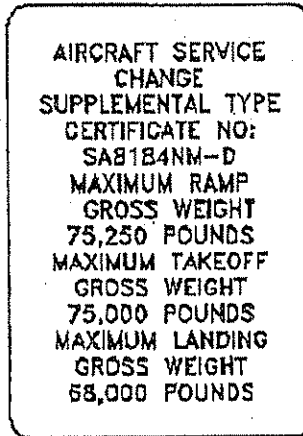
This Supplement contains noise characteristics data which complies with the following:

14 CFR Part 36 through Amendment 21, Stage 3

CHAPTER - 2 LIMITATIONS

A. STC SA8184NM-D WEIGHT LIMITATIONS

- MAXIMUM RAMP WEIGHT - 75,250 LBS
- MAXIMUM TAKEOFF WEIGHT - 75,000 LBS
- MAXIMUM LANDING WEIGHT - 68,000 LBS



Placard

CHAPTER - 3 EMERGENCY PROCEDURES

No change to FAA Approved Airplane Flight Manual

LEARJET INC.
 DAS-605786-NM

BD-700-1A10
 75,000 LB MAX TAKEOFF WEIGHT
 68,000 LB MAX LANDING WEIGHT
 DOCUMENT NUMBER: BAS67040002

CHAPTER - 4 NORMAL PROCEDURES



THIS AIRCRAFT IS LIMITED TO A REDUCED MAXIMUM GROSS WEIGHT LIMIT IN ACCORDANCE WITH THE WEIGHT RESTRICTIONS OF STC SA8184NM-D.

CHAPTER - 5 NON-NORMAL PROCEDURES

No change to FAA Approved Airplane Flight Manual.

CHAPTER - 6 PERFORMANCE

No change to FAA Approved Airplane Flight Manual.

CHAPTER - 7 SUPPLEMENTS

A. Supplement 1 – Noise Characteristics

(1) CERTIFICATE AIRPLANE CONFIGURATION

Compliance has been demonstrated in the following configurations:

(a) Take-Off and Sideline Noise Levels

- Maximum take-off weight 75,000 lb (34,019 kg)
- Climb speed V_2+10 KIAS
- Flap setting 6 degrees
- APU Off
- Air-conditioning packs Off
- Wing and cowl anti-ice Off
- Normal take-off thrust (both engines operating)

(b) Approach Noise Levels

- Landing weight 68,000 lb (30,844 kg)
- Glideslope 3 degrees
- Landing gear Down
- Flap setting 30 degrees
- Approach speed $V_{REF}+10$ KIAS
- APU On
- Air-conditioning packs Off
- Wing and cowl anti-ice Off

LEARJET INC.
 DAS-605786-NM

BD-700-1A10
 75,000 LB MAX TAKEOFF WEIGHT
 68,000 LB MAX LANDING WEIGHT
 DOCUMENT NUMBER: BAS67040002

(2) CERTIFIED NOISE LEVELS

The demonstrated effective perceived noise levels (EPNdB), noise limits and margins of compliance are as listed in the table below:

BR700-710A2-20	
Phase of Flight	Actual Noise Level In EPNdB
Take-off Flyover (with cutback) (Flaps 6 degrees)	75.6
Sideline/Lateral (Flaps 6 degrees)	89.3
Approach (Flaps 30 degrees)	89.7

The takeoff with cutback was obtained by reducing engine power to a climb power which would permit at least level flight in the event of an engine failure.

No determination has been made such that the noise levels of this airplane are, or should be, acceptable or unacceptable for operation at, into, or out of, any airport.

AMENDMENT to Airport Rules and Regulations
Naples Municipal Airport
EFFECTIVE DATE : 1 January 2001
Section 5. Aeronautical Activities

5.01 General Rules

- h. Pursuant to Federal guidelines established in FAA Order 5190.6A Paragraph 4-6 (c.) (2) Page 15, that states an airport sponsor must limit aircraft operations to preclude overstressing the pavement in order not to jeopardize future FAA funding, and in accordance with Authority guidelines and State law, aircraft exceeding 75,000 pounds maximum gross weight dual gear as indicated on the aircraft operating certificate issued by the aircraft manufacturer, are prohibited from operating at the Naples Municipal Airport (Airport Regulation enacted 4-18-97)

5.06 Noise Abatement Limitations

A. Preface

1. Pursuant to the Aircraft Noise Abatement Act of 1968, Congress gave the Federal Aviation Administration (FAA) responsibility to promulgate such regulations as the FAA may find necessary to provide for the control and abatement of aircraft noise. In 1969, the FAA promulgated Federal Aviation Regulation Part 36, Noise Standards for Aircraft Type and Airworthiness Certification, Title 14, Part 36, Code of Federal Regulations ("Part 36").
2. Part 36 prescribes noise measurement, noise evaluation, and noise level requirements (1) for the issuance of type certificates, and changes to those certificates, for subsonic transport category aircraft and for subsonic jet-powered aircraft regardless of category; (2) denotes three stages of aircraft noise levels (FAR Part 36.1), to wit: Stage 1, Stage 2 and Stage 3 effective noise levels for takeoff, sideline and approach; (3) prescribes definitions for classifying all fixed-wing aircraft under a certain stage; and (4) relates to all applicants for new type certificates. ~~applied for on or after November 5, 1975, to comply with Stage 3 noise limits.~~ (Proposed to clean up inaccurate reference effective 01-01-01)
3. Pursuant to such legislation and subsequent federal legislation of 1990, airport proprietors have retained the power to promulgate reasonable, non-arbitrary, and non-discriminatory regulations to establish acceptable noise levels at the airport and its immediate environs, provided that such restrictions on airport use are reasonable and non-arbitrary and do not constitute an undue burden on interstate commerce.

B. The City of Naples Airport Authority being aware of, and having considered the above information directs all aircraft owners, operators and lessees to comply with the following regulations unless subject to the exceptions set forth in Section 10.4,

1. Stage 1 aircraft prohibited. (Airport Regulation enacted March 3, 1999)
2. Maintenance run-ups are prohibited between the hours of 10:00 PM and 7:00 AM (Airport Regulation 5.03 h. enacted 7-1-76 and amended 5-15-96)
3. **All aircraft certificated as meeting Stage 2 noise limits identified in 14 C.F.R. Part 36, App. C Subsection 36.5, as the same may be amended in the future, are prohibited. (Effective 01-01-01)**

C. The Authority has adopted the following voluntary measures in accordance with the FAR Part 150 Study:

1. All persons operating turbo-jet aircraft within the Naples Airport Traffic Area shall familiarize themselves with the National Business Aircraft Association (NBAA) noise abatement operating procedures available at the General Aviation Terminal or from NBAA. The Authority requests that these procedures or similar noise abatement procedures be utilized to the maximum extent practicable when operating to or from the Naples Municipal Airport.
2. Voluntary cessation of flight operations by ~~Stage II and III Class~~ Stage 3 Jet Aircraft from 10:00 PM to 7:00 AM (Revised from Airport Regulation enacted 5-15-96 and proposed amendment 01-01-01)
3. Helicopter Operators are requested voluntarily to use preferred helicopter arrival and departure routes. (Revised from Airport Regulation enacted 5-15-96).

AMENDMENT to Airport Rules and Regulations
Naples Municipal Airport
EFFECTIVE DATE: 21 December, 2001

Section 10. Penalties

- 10.1 All penalties prescribed for the penal offenses and miscellaneous provisions as contained in the City of Naples Code of Ordinances, and as the same, may be amended, deleted, or added to, shall be in full force and effect at the Airport with respect to the violation of the said penal offenses and miscellaneous provision and in violation to these Rules and Regulations. (Airport Rule and Regulation Adopted 7-1-76)
- 10.2 In addition to the penalties otherwise provided by municipal, state and federal law, any person operating or handling any aircraft or vehicle in violation of these Rules and Regulations, may be deprived of further use of the Airport and its facilities for such length of time as the Executive Director or his designee may determine, except that a violation of Section 5.01 (h) or Section 5.06 B, will be enforced in accordance with Section 10.3, 10.6 C and 10.6D. (Airport Rule and Regulation Adopted 7-1-76 and amended)
- 10.3 Violations of Section 5.01(h) and Section 5.06B of the Airport Rules and Regulations shall be punishable by a fine not to exceed \$500 for each offense.
- 10.4 Exemptions

The following categories of aircraft shall be exempt from the provisions of Sections 5.01 (h), 5.06 B and 5.06 C of the Airport Rules and Regulations.

- A. Aircraft operated by the United States of America or the State of Florida
- B. Law enforcement, emergency, fire or rescue aircraft operated by any county, city or state or other governmental agency.
- C. Any aircraft operated for bona fide emergency purposes, such as Lifeguard Flights as defined in the Federal Aviation Regulations. Such operator shall notify the Director of Operations of the emergency before conducting the operation, if at all possible, and shall in all cases complete and submit a form furnished by the Airport Authority stating the details of such emergency, not later than 48 hours after the operation is conducted. All persons conducting any operation under this exception shall operate under the guidelines of Federal Aviation Regulations and shall make available to the Executive Director, upon reasonable request all records and documentation relating thereto.

10.5 Enforcement Officials

- A. The City of Naples Airport Authority, as operator of the City of Naples Municipal Airport, through Section 15 of Chapter 69-1326, Laws of Florida (the Naples Airport Authority Act), provides that the rules and regulations of the airport will be enforced as City Ordinances.
- B. The City of Naples Airport Authority, as operator of the Naples Municipal Airport, through the City of Naples Police and Emergency Services Department, will enforce the provisions of this section for penalties and fines pursuant to Florida Statute 775.082 or 775.083. Violations shall be prosecuted in County Court.
- C. Additionally, the Executive Director or designee, is hereby authorized to oversee any and all notices of violation proceedings pursuant to Sections 10.06 of the Airport Rules and Regulations.

10.6 Enforcement Proceedings

A. Administrative

The Executive Director is hereby authorized to issue a notice of violation to any aircraft owner, operator, or lessee, if known, or any other appropriate person for any violation of the Rules and Regulations.

B. Notice of Violation

1. A notice of violation shall include a citation of the rule or regulation violated, the time and date of the violation, the type and registration number of the aircraft, the name of the aircraft owner, the pilot, if known, and any other pertinent information.
2. A notice of violation shall be either hand-delivered or sent by certified mail to the aircraft owner and/or the aircraft operator, if known, within 30 days of the date of violation.

C. Denial of Use

In the event that any aircraft owner or operator has two or more violations of Section 5.01(h) or 5.06 B within any three-year period, then for a period of one year after the date of the second violation, the aircraft owner or operator may be denied the right to land or take off from the Naples Municipal Airport, except in a bona fide emergency situation.

In the alternative, and at the option of the Airport Authority, any tenant whose violation, of the mandatory provisions of these rules and regulations constitutes a default under any applicable lease, shall be subject to the landlord's remedies as set forth in the applicable lease and in Chapter 83 of the Florida Statutes.

D. Revocation of Permits, Leases, and Licenses

Any person or entity having a permit, lease, license, or franchise with the Naples Airport Authority, who violates any provision of Section 5.01 (h) or 5.06 B shall to the extent permitted by law, have the permit, lease, license or franchise, subject to revocation.

E. Appeals

Any person or entity who has been denied use of the Naples Municipal Airport pursuant to Section 10.6 C, or whose permit, lease, or license has been revoked pursuant to Section 10.6 D, shall be entitled to appeal to the Executive Director by delivering written notice of appeal to the office of the Executive Director within 10 days of notification that use has been denied or the permit, lease, or license revoked, and may appeal an adverse decision by the Executive Director to the City of Naples Airport Authority by delivery of written notice to the Executive Director within 10 days of the decision by the Executive Director.

1. The Airport Authority shall conduct a hearing within 30 days of the Notice of Appeal and shall announce its decision promptly at the conclusion of the hearing.
2. All parties shall have an opportunity to respond, to present evidence and argument on all issues involved, to conduct cross-examination and submit rebuttal evidence, and to submit proposed findings of facts and conclusions of law.
3. Hearsay evidence may be used for the purpose for supplementing or explaining other evidence, but it shall not be sufficient in itself to support a finding unless it would be admissible over objection in civil actions.
4. The Chairman shall complete and submit to the Authority and all parties, an order consisting of findings of fact and conclusion of law, and the written order shall be consistent with the findings announced by the Authority at the conclusion of the hearing. The decision of the Authority shall be final, and subject to appellate review by the Circuit Court.

10.7 Waivers from Stage 2 Restriction

An aircraft operator may apply to the City of Naples Airport Authority for a temporary waiver from the paragraph 5.06 B.3 prohibition on Stage 2 aircraft operations, subject to the following provisions:

- A. No waiver for Stage 2 operations shall apply for a period exceeding six months except that, for the purpose of calculating this limit, no waiver shall be deemed to have been commenced prior to March 1, 2002.
- B. No waiver for Stage 2 operations shall extend beyond December 31, 2001 2002.
- C. An operator must file an application for a temporary waiver and receive the NAA's approval in advance of the operation of a Stage 2 aircraft at the airport.
- D. An application for a temporary waiver must provide documentation demonstrating that the operator has committed to either:
 - 1. retrofitting the aircraft to be recertificated as FAR Part 36 Stage 3 within the waiver period; or
 - 2. replacing the aircraft with a Stage 3 aircraft within the waiver period.
- E. Potentially acceptable documentation includes, but is not limited to, materials such as executed contracts, letters of intent, evidence of deposits, or other similar items or combinations of items demonstrating commitments to obtain FAA-certified aircraft modifications or purchase of replacement aircraft or otherwise showing the applicant's good faith attempt to comply with section 5.06B and inability to comply in a timely manner with such paragraph because of circumstances over which the applicant does not exercise control.
- F. The Board will act on the recommendations from the Executive Director and approve a temporary waiver upon finding that (1) the applicant has in good faith attempted to comply with section 5.06 B 3, or (2) that enforcement of section 5.06 B 3 as to the applicant and the applicable aircraft would be an undue hardship on the applicant or (3) enforcement of section 5.06B 3 as to the applicant and the applicable aircraft would unduly burden interstate commerce. The Board's findings shall be final and binding. The Executive Director or the Board may request such additional documentation as the Executive Director or Board deems necessary to review an application fully. The Executive Director shall provide the applicant with the Board's written approval or disapproval of the waiver application.