

Arrival-Departure Sound Exposure Level Contour Comparisons of CRJ-701 to Current and Former Corporate Jets Operating at Naples Municipal Airport



Presentation to:
Noise Compatibility Committee

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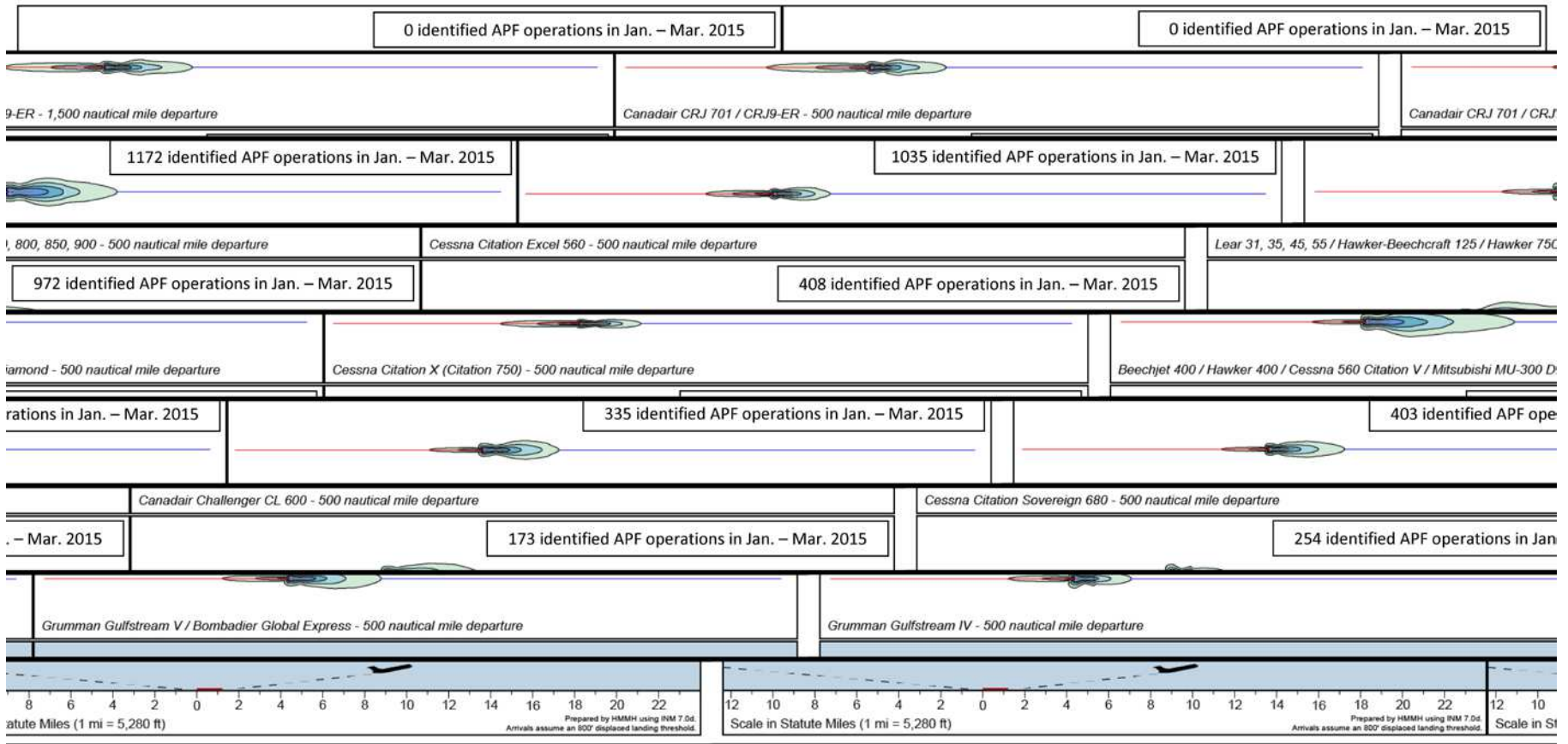
Sound Exposure Level (SEL) Contours

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- For arrival-departure cycles from left-to-right
- Calculated using the most recent version of the FAA's Integrated Noise Model (INM 7.0d), assuming
 - APF elevation and annual average day meteorological conditions
 - 6,600' runway and 800' displaced landing threshold comparing:
- Aircraft types considered
 - Canadair CRJ-701 using FAA-prescribed modeling surrogate CRJ9ER
 - One version with departure with fuel for a 1,000 to 1,500 nautical mile "stage length," which FAA assumes has a 75,000 pound takeoff weight
 - Second version with departure with fuel for a 0 to 500 nautical mile stage length, which FAA assumes has a 67,500 pound takeoff weight
 - Nine other jet aircraft
 - All with departures with fuel for a 0 to 500 nautical mile stage length for apples-to apples comparison with second version of CRJ-701
 - Two Stage 2 comparisons provided for SEL contours from another south Florida airport, without a displaced landing threshold

APF-Specific CRJ-701 and Corporate Jet SEL Contour Comparisons

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APF CRJ-701 SELs Compared to Stage 2 SELs from another airport without a displaced landing threshold

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