

*Please*  
**Fly Safe Fly Quiet**<sup>®</sup>  
NAPLES AIRPORT AUTHORITY

**CITY OF NAPLES AIRPORT AUTHORITY**

**QUARTERLY NOISE REPORT**

NUMBER 87

For the Period

July 2018 – September 2018

Prepared by NAA Staff



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## Introduction

The City of Naples Airport Authority recognizes the community's desire to reduce aircraft noise disturbances. This report summarizes airport operations and noise comments received. This report is available to pilots, airport users, and surrounding communities on the Authority's web page at [www.FlyNaples.com](http://www.FlyNaples.com), and updated quarterly.

Noise abatement procedures at Naples Municipal Airport are based on a number of voluntary actions that air traffic controllers and pilots may take to help reduce the impact of aircraft noise on communities adjacent to the airport. The airport has no authority in regards to the movement of aircraft or the direction of flight. The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration. FAA air traffic controllers have the responsibility for directing aircraft on the ground and in flight and the pilot in command has the final authority as to the safe flight of his/her aircraft.

Safety always takes precedence over noise abatement procedures and pilots must follow air traffic control instructions and other safety considerations caused by weather, potential air space conflicts or emergencies. FAA may advise pilots, or pilots may determine on their own, that there is another nearby aircraft that must be avoided to maintain safe aircraft separation. Safe separation of aircraft may result in a flight over residential areas. Public service (law enforcement, mosquito control, medical, military, etc.) aircraft flights also may have an operational need to fly over residential areas.

## Executive Summary

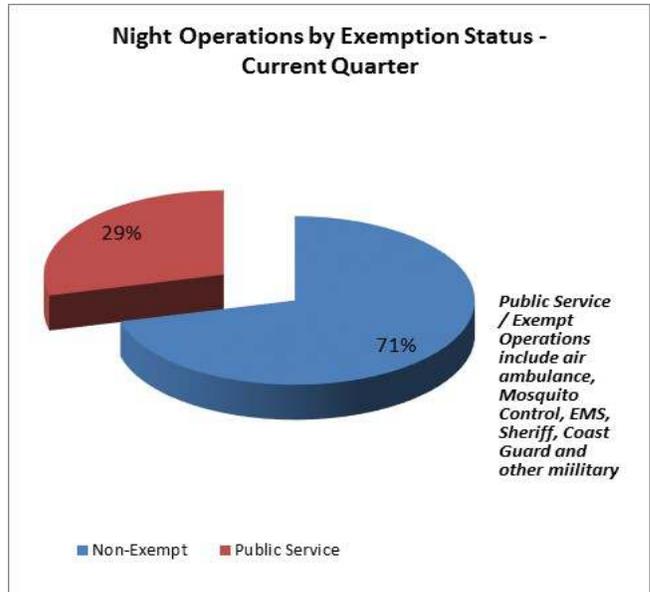
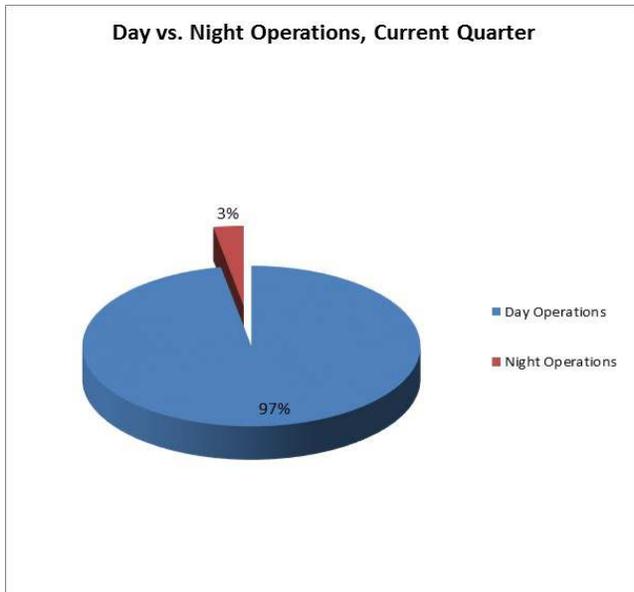
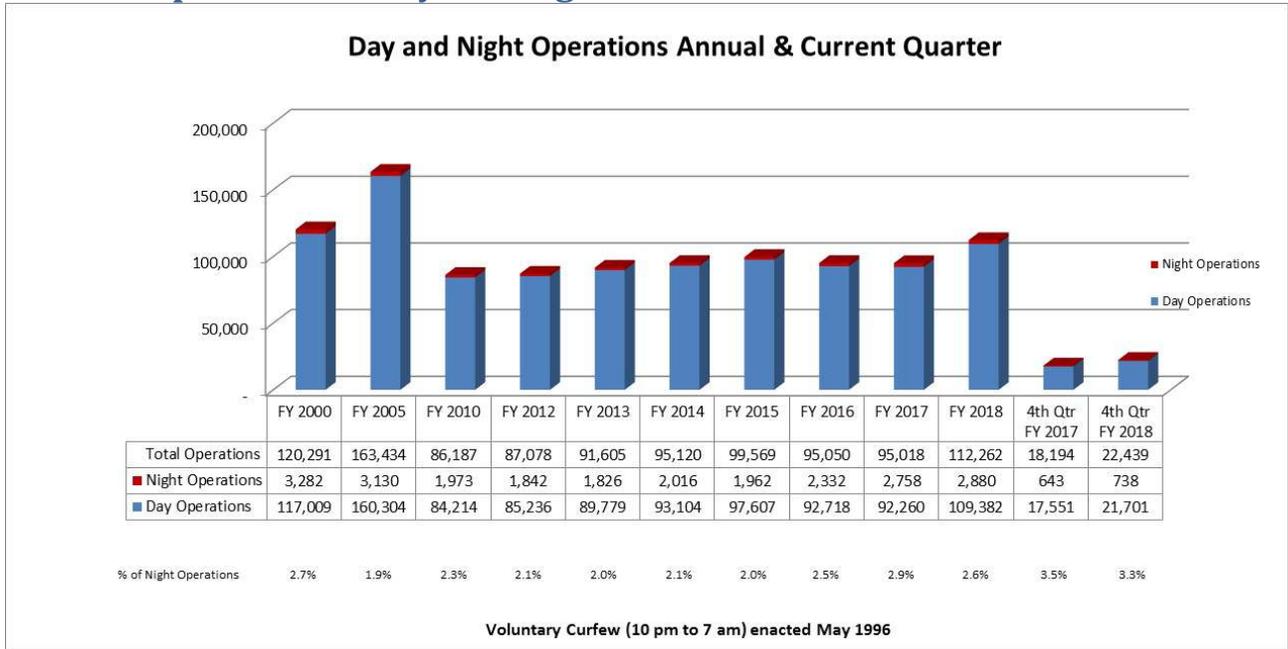
This report is for July, August and September 2018. The table below provides certain information as compared to the same period last year.

	<b>Aircraft Operations</b>	<b>Noise Comments</b>
<b>Daytime (7am -10pm)</b>	↑ 23.6%	= 0 - from 1 to 1
<b>Nighttime (10pm-7am)</b>	↑ 14.8%	↓ 1 - from 3 to 2
<b>TOTAL</b>	↑ 23.3%	↓ 1 - from 4 to 3

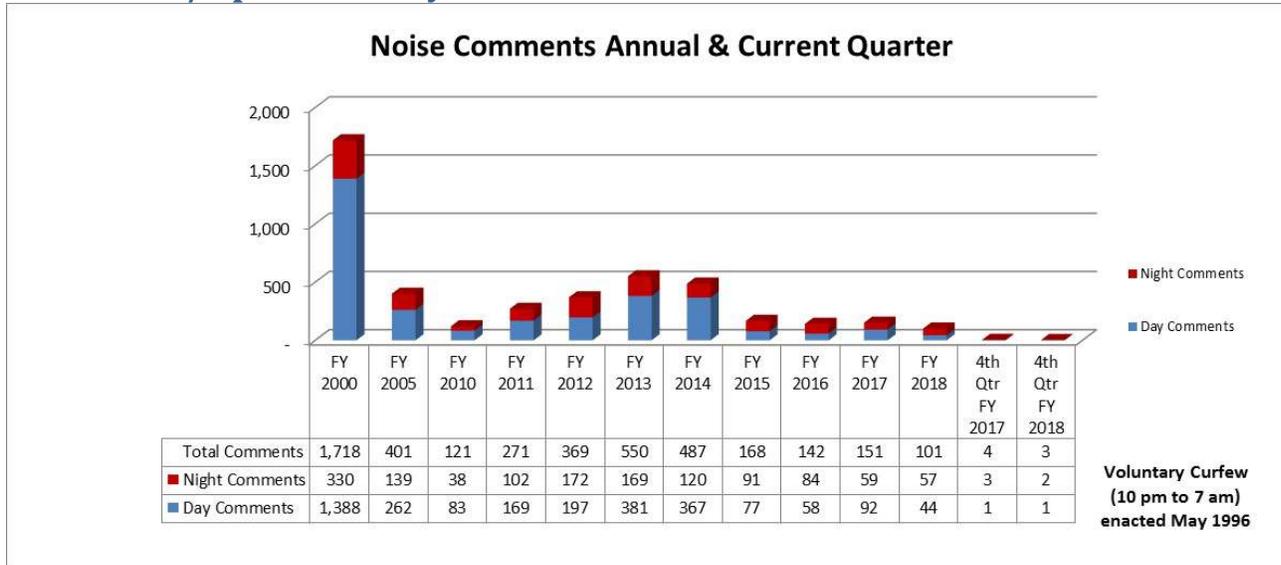
One (1) of the three (3) comments in this quarter was related to a single/twin aircraft operation, and two (2) comments were related to nighttime Public Service operations.

Sixty-seven percent (67%) of the nighttime operations occurred between 10p.m.–12a.m. and 6a.m.–7a.m. Twenty-nine percent (29%) of the nighttime operations were Public Service operations. Fifty-seven percent (57%) were non-exempt jet operations, and fourteen percent (14%) were non-exempt non-jet. Three percent (3%) of the total aircraft operations occurred during nighttime hours. The Voluntary Curfew compliance rate was 97.7% for the current period. The Voluntary Curfew compliance rate does not include exempt nighttime operations.

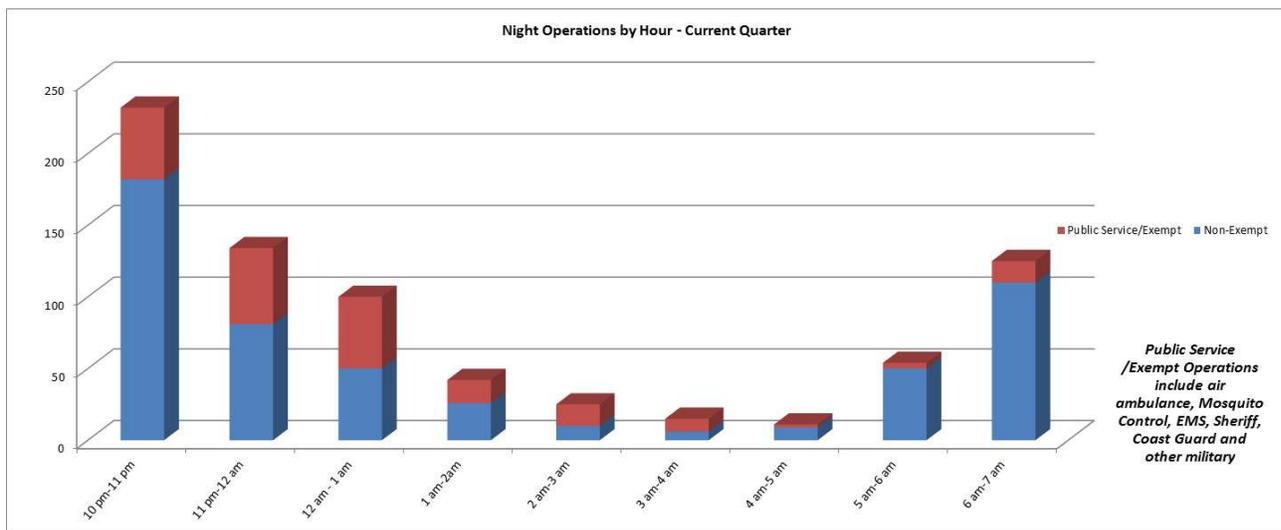
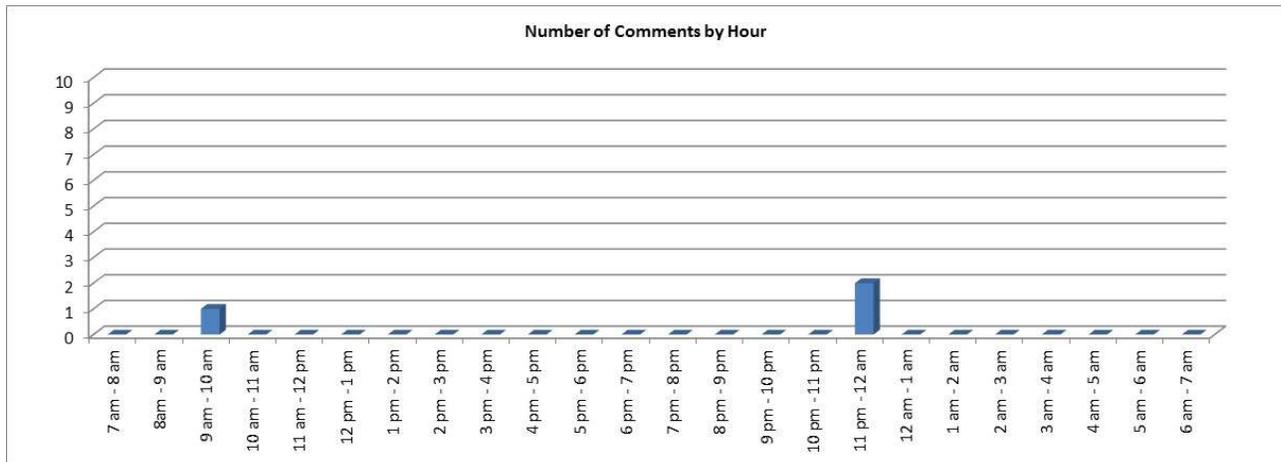
# Aircraft Operations - Day and Night



# Comments/Operations by Time Period

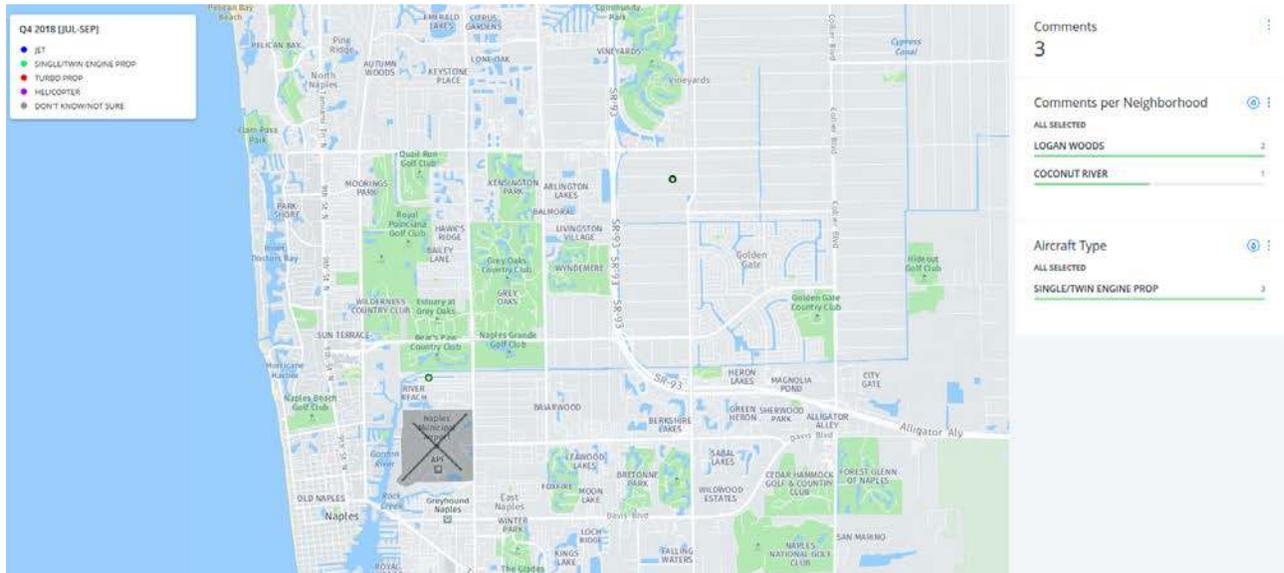


NOTE: Stage 1 aircraft banned March 1999 / Stage 2 ban enforced beginning March 2002.

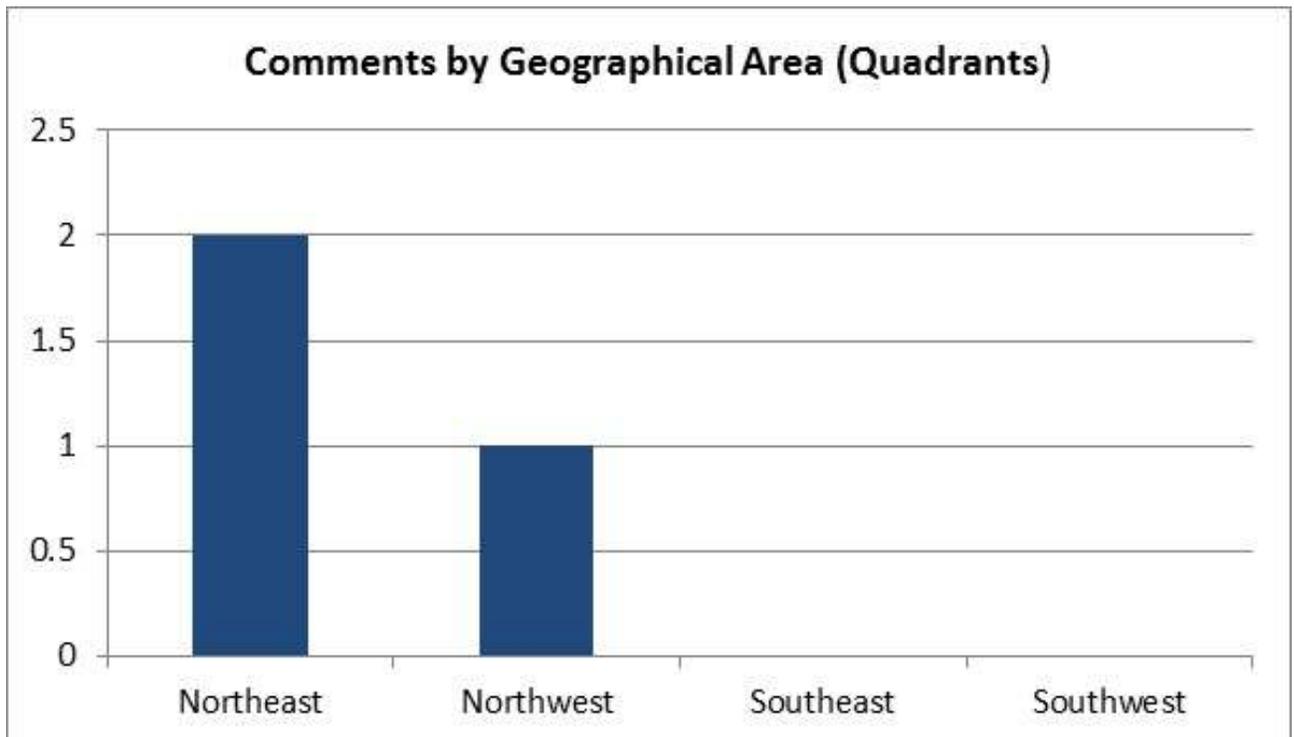


## Location of Comments

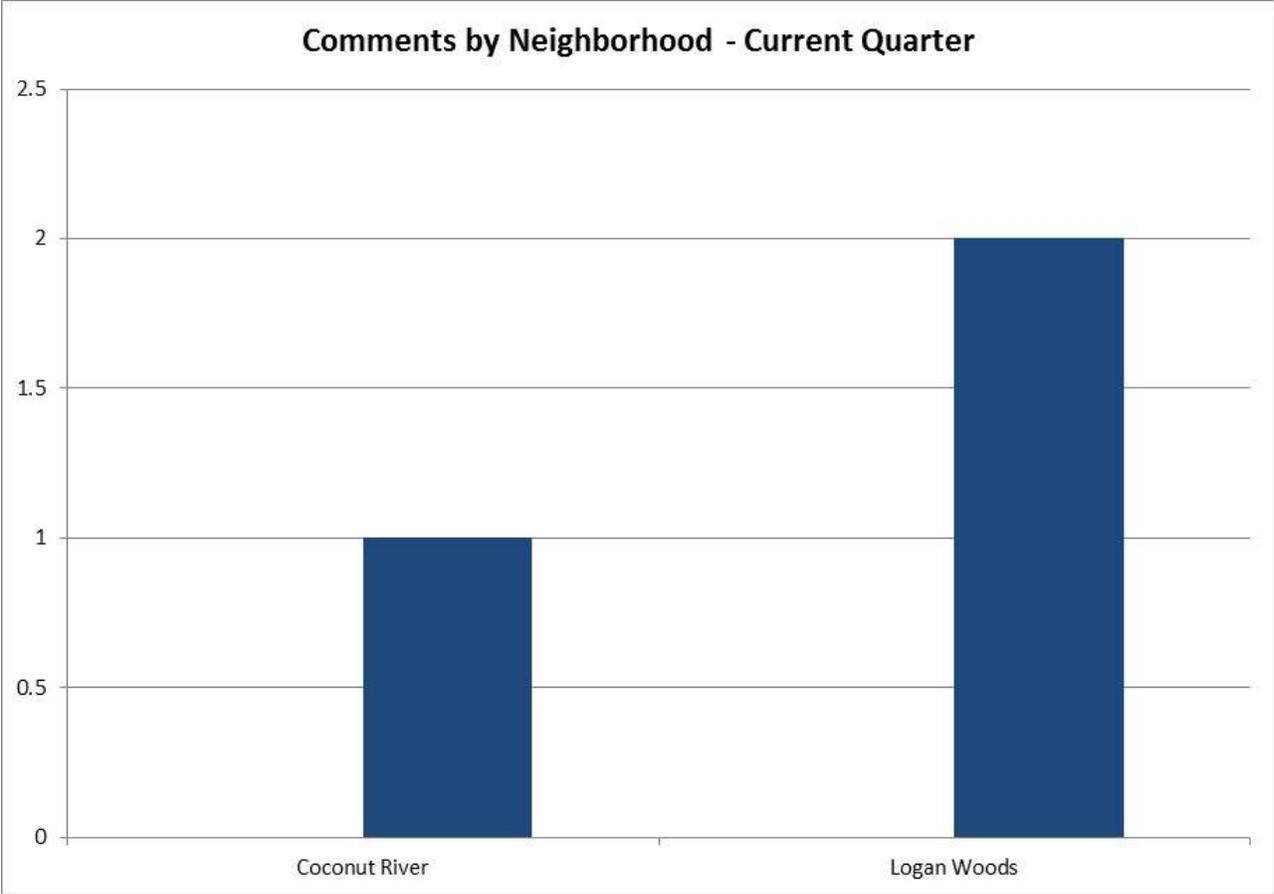
### Map of Comment Locations - Current Quarter



### Comments by Geographical Area - Current Quarter



# Comments by Neighborhood - Current Quarter



# Comments by Month

Monthly Comments by Aircraft Type

