CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Noise Compatibility Committee (NCC)
Notice of Regular Meeting

REVISED AGENDA

Airport Office Building, 2nd Floor Conference Room
200 Aviation Drive North
Naples, Florida

Thursday, October 25, 2018
9 a.m.

Commissioner Donna M. Messer – Chair and Noise Compatibility Committee Liaison
Commissioner Michael Lenhard – Vice Chair and Consultant Selection Committee Chair
Commissioner James Rideoutte – Audit Committee Chair, Consultant Selection Committee Member
Commissioner Ted Brousseau – Legal Liaison
Commissioner Kerry C. Dustin, Audit Committee Member
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

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A. **ROLL CALL - Chairman**

B. **PLEDGE - Chairman**

C. **ELECTION OF OFFICERS**
   1. Election of Chair and Vice Chair for Fiscal Year 2019

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

E. **MINUTES**
   1. Approve April 26, 2018 Committee Minutes
   2. Approve June 28, 2018 Board of Commissioners and Noise Compatibility Committee Joint Special Meeting Minutes

F. **PRESENTATIONS AND TIME CERTAIN ITEMS**
   1. Strategic Plan Update
   2. Harris Miller Miller & Hanson Inc. – Federal Aviation Administration Update
   3. Update from Noise Compatibility Committee Liaison – Donna M. Messer
   4. Update from the Director of Communications and Business Development – Diane Jackson
   5. Quarterly Noise Report – Diane Jackson

G. **PUBLIC COMMENTS**

H. **ACTION ITEMS**
   1. 2019 Meeting Schedule

I. **OLD BUSINESS**

J. **NEW BUSINESS**
   1. Next Meeting Date

K. **PUBLIC COMMENTS**

L. **CORRESPONDENCE/COMMITTEE MEMBER COMMENTS - Committee Members**

M. **ADJOURNMENT**
To: Honorable Chair and Committee Members

From: Diane Jackson, Director of Communications and Business Development

Meeting Date: October 25, 2018

Re: ELECTION OF OFFICERS

1. Election of Chair and Vice Chair for Fiscal Year 2019

**ACTION REQUESTED:** Election of Chair and Vice Chair of the Noise Compatibility Committee for Fiscal Year 2019 (October 2018 – September 2019).

**BACKGROUND:** Article III (2) of the City of Naples Airport Authority Noise Compatibility Committee Bylaws requires that a Chairman and Vice Chairman be elected annually as the first order of business at the Committee’s meeting in October (see below for full text). The procedure for conducting elections of officers is attached.

**ARTICLE III**

**MEMBERS AND OFFICERS**

Section 2. **OFFICERS.** The officers of the Committee shall be a Chairman, Vice Chairman and Recording Secretary. The Chairman and Vice Chairman shall be elected by the Committee at the annual organizational meeting in October for a term of one (1) year. Neither the Chairman nor Vice Chairman is eligible to serve more than two (2) consecutive terms in that office, but may serve again as Chairman or Vice Chairman after one year out of that office.

(i) The Chairman shall be a Member and shall preside at all meetings of the Committee and represent the Committee at any official functions at which the Committee’s official presence is appropriate (the “Chairman”).

(ii) The Vice Chairman shall be a Member and shall assume the duties of the Chairman in the event of the temporary absence or disability of the Chairman (the “Vice Chairman”). In the event of the removal, disqualification, resignation or death of the Chairman, the Vice Chairman shall become Acting Chairman and perform the duties of the Chairman until a new Chairman is elected.
Procedure for Election of Officers for Noise Compatibility Committee

1. Chair opens nominations from the floor
   a. A member has to be recognized by the Chair in order to make a nomination
   b. A member can nominate self
   c. A nomination does not need a second
   d. A member cannot nominate more than one person for an office until everyone has had the opportunity to make a nomination
   e. A member can decline a nomination (The Chair should ask nominee if he/she is willing to accept the nomination)
   f. After each nomination, the Chair repeats the name to the committee
      i. For example, Chair: “Joe Smith, for Chair. Are there further nominations for Chair?”
   g. A motion to close nominations is usually not necessary

2. When more than one person has been nominated, the Chair takes the vote on the candidates in the order in which they were nominated.
   a. Each member must vote yes or no
   b. The first candidate to receive a majority vote wins

3. Following the vote for Chair, the new Chair takes over the meeting and opens nominations for Vice Chair
Minutes of the
April 26, 2018 Regular Meeting of the
City of Naples Airport Authority Noise Compatibility Committee (NCC)
Airport Office Building Conference Room

A. ROLL CALL

Chair Byerly called the meeting to order at 9 a.m.

Other NCC members attending included Mr. Tuff, Mr. Revall, Vice Mayor Price, Vice Chair Mastrocinque, Mr. Linneman, Mr. Holland and Mr. Walker. Mr. Lobb had an excused absence.

Staff and Authority Counsel present were Mr. Rozansky, Ms. Terrill, Ms. Jackson, Mr. Keith, Mr. Owens, Ms. Vandersluis, Ms. Kidd, Ms. Snyder and Ms. Menard.

Commissioner Messer was in attendance. Commissioners Brousseau, Lenhard, and Dustin arrived later in the meeting to participate in the Florida Sunshine and Public Records Law Training which was being held immediately following the NCC Regular Meeting.

Chair Byerly welcomed new NCC members, Vice Mayor Price and Mr. Walker and thanked them for contributing and volunteering to serve on the Committee. He recognized outgoing NCC members, Mr. Finlay and Mr. Metzler, for their contributions to the NCC and presented each with an award to express the NCC’s appreciation. Mr. Finlay and Mr. Metzler were unable to attend the NCC meeting, and staff will ensure their awards are mailed to them.

B. PLEDGE OF ALLEGIANCE

Chair Byerly led the Pledge of Allegiance.

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

Ms. Terrill stated that under E. Presentations and Time Certain Items, a new item, Roof Tile Test Results, would be added as Item No. 2, and the current Item Nos. 2 and 3 would be re-sequenced to Item Nos. 3 and 4. She said that the briefing paper and lab results were distributed to NCC members at the beginning of the meeting.

D. MINUTES

1. Approve January 25, 2018 Committee Minutes

Mr. Tuff moved approval of the January 25, 2018 Noise Compatibility Committee Meeting Minutes. Mr. Holland seconded the motion. The motion passed 8 – 0 with Mr. Lobb absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Update from Noise Committee Liaison – Donna M. Messer

Commissioner Messer announced the following meetings and public open houses to learn about the Master Plan Update:
April 26, 2018 Regular Meeting Minutes

- Monday, April 30th, 9 a.m. - NAA Board and NCC Joint Workshop Meeting at Council Chambers, Naples City Hall.

- Monday, April 30th, 4:30 to 6:30 p.m. – Public Open House at Naples Regional Library – Rees Meeting Room, 650 Central Avenue, Naples

- Tuesday, May 1st, 9 to 11 a.m. – Public Open House at the Naples Airport – Commercial Terminal, 500 Terminal Drive, Naples.

Commissioner Messer announced that the next Naples Airport Authority Board of Commissioners Regular Meeting will be held on Thursday, May 17th, at 8:30 a.m. at the Airport Office Building, 2nd Floor Conference Room, 200 Aviation Drive North, Naples. She encouraged the public to attend the meetings and public open houses.

2. Roof Tile Test Results from Edgemere Way, Naples – Diane Terrill

Ms. Terrill presented the results from the roof tile test that was conducted in response to a citizen’s concern that the black dust on the tile might be emissions from aircraft. She reported that the test results from DaaneLabs, an accredited testing lab facility from Naples, showed a high level of mold, a low level of pollen and a notation that there were no combustion-like debris detected. There was discussion regarding continued communications with the community regarding the results. Mr. Rozansky added that as part of the Authority’s rebranding process, our website will be rebuilt so that information such as this can be found easily by others.

Mr. Keith stated that it was important to understand that multiple sites in the past have been tested and were all in close proximity of major roads. This above request in particular is a mile from Livingston Road, Golden Gate Boulevard and I75. He said that there are probably 125,000 cars a day using that road, and every car is turning up dust.

3. Update from the Deputy Executive Director – Diane Terrill

Ms. Terrill read aloud the attached letter received from the Federal Aviation Administration (FAA) in response to the Authority’s letter dated January 2, 2018 regarding the potential impact of the South Central Florida Metroplex project to the Naples Municipal Airport and surrounding communities. Although the FAA’s focus will now only include the four “core” commercial airports (Fort Lauderdale, Tampa, Orlando, and Miami), she said the Authority is committed to exploring opportunities to enhance operational efficiencies for our community outside of the Metroplex project. There was discussion to continue to pursue higher altitudes with Terminal Radar Control (TRACON) in Fort Myers.

Ms. Terrill announced the following staff appointments to national industry organization positions: The AAAE Board of Directors appointed Mr. Rozansky as Vice Chair of the General Aviation Committee and Mr. Frost as Member of the U.S. Contract Tower Association Policy Board.

From the outreach perspective, Ms. Terrill reported that 18 tours for more than 550 people were conducted since the beginning of the fiscal year, October 1st, and that staff gave presentations to the following groups: Optimist Club of Naples, several groups of high school students during
Career Day at Seacrest Day School, Moorings Property Owners Association, Old Naples Association, and The Minor League Club. She announced that NAA is now a member of Naples Area Board of Realtors.

Ms. Terrill provided an update of the Gateway Triangle project and announced that the Executive Director and Legal Counsel successfully worked with Collier County Planning Commission to incorporate the following language into the Gateway Triangle’s Master Planned Unit Development (MPUD) documents: “The Developer shall record a restrictive covenant using the Naples Municipal Airport Agreement and Declaration of Height Restrictions and Covenants in a form approved by the Naples Airport Authority.”

4. Quarterly Noise Report – Diane Jackson, Director of Communications and Business Development

Ms. Terrill introduced Ms. Jackson to the NCC members. Ms. Jackson gave introductory comments and expressed her gratitude for the opportunity to join the Authority.

She reviewed the Quarterly Noise Reports for the period January 2018 – March 2018. A question and answer period followed.

Ms. Jackson shared a positive email response from a pilot who received a letter for operating during curfew hours.

She referenced the recent Gulf Shore Business article where the airport was highlighted and provided copies of it to NCC members.

F. PUBLIC COMMENTS

Mr. William Confoy, 130 Edgemere Way, Naples, commented regarding mold found in the roof test results conducted by the City of Naples when he was living at Bayfront. Secondly, he commented about parts of the Metroplex redesign plan and his concern regarding aircraft arrivals coming from the Gulf. Lastly, Mr. Confoy expressed concern about the curfew operations. He felt that the Authority could do a better job of getting operators to be more considerate of the voluntary curfew hours. There was staff and Committee discussion regarding the letters that are sent out monthly requesting aircraft owners to adhere to the curfew hours. A question and answer period followed.

Mr. Tom Lauer, 739 11th Avenue South, Naples, applauded staff for taking the environmental study initiative. He encouraged the NCC to identify a representative to contact Mr. David Kiff, the City Manager of Newport Beach, who in conjunction with the County, did an extensive study when they were addressing it in Newport Beach. He praised the Ph.D. there who was recognized for her work. Mr. Lauer stated that the Authority would find commonalities and their communication technique extremely beneficial.
G. ACTION ITEMS

1. NCC Strategic Plan Update

Ms. Jackson presented a review of the 2016 NCC Strategic Plan evaluation and goals, 2017 – 2021 NAA Strategic Plan, 2016 – 2017 highlights of the NCC, 2018 proposed Strategic Plan update, which integrates the 2016 NCC Strategic Plan goals and proposed changes into the NAA’s Goal 4 objectives. Ms. Jackson reviewed Goal 4’s dashboard which listed the objectives, measures and several projects. Mr. Mastrocinque suggested that under Line 4.13, Develop and implement Fly Safe Fly Quiet (FSFQ) custom labels for complimentary water bottles, the stickers include the voluntary curfew hours as well as the FSFQ slogan. Ms. Jackson added that staff is considering posting additional signage regarding the curfew hours in the FBO area. With respect to the water bottle labels, Vice Mayor Price suggested that the stickers include a graphic of a clock showing the 10 p.m. to 7 a.m. curfew hours.

Vice Mayor Price commented that the goals be rewritten to be more specific, attainable and trackable. For improved compliance with the voluntary curfew, Vice Mayor Price suggested creating quarterly reports of curfew violations to see if we are making a difference.

Ms. Jackson requested NCC approval of the revisions to the NCC Strategic Plan in order to present the proposed revisions at the June 21st NAA Regular Board Meeting.

Mr. Linneman moved approval of the revised plan as presented. Mr. Holland seconded. The motion passed 8 – 0 with Mr. Lobb absent.

H. OLD BUSINESS

J. NEW BUSINESS

1. Chair Update

Chair Byerly encouraged Committee members to consider volunteering for the airport tour program as an opportunity to provide continued community outreach.

Ms. Jackson announced the Collier Mosquito Control District’s Open House on Saturday, April 28th, and encouraged NCC members to join her at NAA’s booth as an educational and outreach opportunity.

2. Next Meeting Date

Chair Byerly announced that there is a placeholder for an additional NCC meeting on Thursday, June 28th, and requested discussion to determine the necessity for the meeting. Mr. Rozansky requested the NCC defer a decision on the next meeting date until the Joint NAA Board and NCC Joint Master Plan Workshop on Monday, April 30th, at 9 a.m. in City Chambers. He said that there will be a presentation of the 2017 Existing Conditions Noise Contour, and the information may be helpful to decide if an additional meeting is necessary.
Chair Byerly announced Sunshine Training will be held immediately following today’s NCC meeting and that the next NCC Regular Meeting will be held on October 25th.

K. PUBLIC COMMENTS

There were no public comments.

L. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – Committee Members

Mr. Rozansky stated that the presentation for the Joint NAA Board and NCC Workshop Meeting on Monday, April 30th will be emailed to NCC members and published on the flynaples.com website possibly later today. He requested NCC members to take time to review it before the workshop meeting.

Vice Mayor Price complimented NAA and Control Tower staff for their outstanding service. In reference to the earlier Metroplex update and the Authority’s future discussions with TRACON regarding approach and departure procedures, he cautioned that with the type of aircraft he flies, a 7,000 foot descent is uncomfortable and unsafe.

M. ADJOURNMENT

With no further business, the meeting adjourned at 10:39 a.m.

Diane Jackson
Secretary

NOTE: Printed copies of all visual presentations and handouts are on file in the Executive Assistant’s Office.
January 29, 2018

Mr. Chris Rozansky
160 Aviation Drive, North
Naples, Florida 34104-3568

Dear Mr. Rozansky:

This is in response to your correspondence dated January 2, 2018, regarding the potential impact of the Central/South Florida Metroplex Project to the Naples Municipal Airport and surrounding communities.

Due to budgetary constraints, the Florida Metroplex Project was “re-scoped” last year, and the Florida Metroplex Design Team developed a schedule revision in November, 2017. The team started design work again in January, 2018, and that work is scheduled to run through March, 2018. The team plans to hold airport update teleconferences next month, and may schedule additional outreach briefings in the April, 2018, timeframe.

The Federal Aviation Administration’s mission is to ensure the safe and efficient use of our nation’s navigable airspace. Despite our best attempts, we acknowledge it is difficult to reduce noise levels in every area. We are committed to being environmentally responsible and minimizing noise along with other negative impacts to the greatest extent possible.

Sincerely,

[Signature]

Michael C. O’Harra
Regional Administrator, Southern Region
CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Noise Compatibility Committee (NCC)
Notice of Regular Meeting

FINAL AGENDA

Airport Office Building, 2nd Floor Conference Room
200 Aviation Drive North
Naples, Florida

Thursday, April 26, 2018
9 a.m.

Commissioner Donna M. Messer – Chair and Noise Compatibility Committee Liaison
Commissioner Michael Lenhard – Vice Chair and Consultant Selection Committee Chair
Commissioner James Rideoutte – Audit Committee Chair, Consultant Selection Committee Member
Commissioner Ted Brousseau – Legal Liaison
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Executive Director: Christopher A. Rozansky
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A. **ROLL CALL - Chair**

B. **PLEDGE - Chair**

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

D. **MINUTES**
   1. Approve January 25, 2018 Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**
   1. Update from Noise Committee Liaison – Donna M. Messer
   2. Roof Tile Test Results – Deputy Executive Director Diane Terrill
   3. Update from the Deputy Executive Director – Diane Terrill
   4. Quarterly Noise Report – Director of Communications and Business Development – Diane Jackson

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**
   1. NCC Strategic Plan Update

H. **OLD BUSINESS**

I. **NEW BUSINESS**
   1. Chair Update
   2. Next Meeting Date

J. **PUBLIC COMMENTS**

K. **CORRESPONDENCE/COMMITTEE MEMBER COMMENTS - Committee Members**

L. **ADJOURNMENT**
Minutes
June 28, 2018
City of Naples Airport Authority
Board of Commissioners and Noise Compatibility Committee (NCC)
Joint Special Meeting

A. ROLL CALL

Meeting was called to order by Chair Messer at 9:00 a.m. in Council Chambers at City Hall. Also present were Vice Chair Lenhard and Commissioner Rideoutte. Commissioner Brousseau and Commissioner Dustin had excused absences. NCC members present were Chair Byerly, Vice Chair Mastrocinque, Vice Mayor Price, Mr. Tuff, and Mr. Revall. Mr. Linneman, Mr. Holland, Mr. Walker and Mr. Lobb had excused absences.

Staff and Authority Counsel present were Mr. Rozansky, Mr. Owens, Ms. Terrill, Mr. Keith, Ms. Jackson and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

C. AGENDA

Mr. Rozansky stated that there was one change to the agenda. He said that two slides, Slide Nos. 6 and 7, were added to HMMH’s presentation regarding noise and population data. He added that the revised presentation was distributed to each Commissioner and NCC member at the start of the meeting today.

Mr. Rozansky noted that the City has scheduled another meeting at 2:00 p.m. today in City Chambers and that this meeting will need to conclude no later than 12:00 p.m.

D. PUBLIC COMMENTS

There were no public comments.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Overview of Noise Programs at Naples Municipal Airport - HMMH

Ms. Mary Ellen Eagan of HMMH presented an overview of noise programs at Naples Municipal Airport (NMA) which included the history of NMA’s noise programs from 1980 through 2017, a review of the noise studies and population data since 2010 and as of 2017, NAA’s action plan and activities since 2012 through 2018, an overview of the 2017 Master Plan noise model and inputs, runway layout and 2017 utilization rates, existing operational fleet mix, revised 2017 existing day-night level (DNL) noise contours and the 2023 Master Plan forecast noise contours. In the graph highlighting the existing and revised DNL contours, it was suggested that the purple and black colors be changed to different colors to allow the areas to stand out better and include labels to describe the areas highlighted.

Ms. Eagan explained the nuances between the FAA’s use of the 65 DNL and Naples adoption of the 60 DNL contour for land use compatibility and for evaluating noise abatement procedures. She clarified the difference between the DNL and the SEL (sound exposure level for a single event). Ms. Eagan
reviewed a sample of the FAA’s noise model, Aviation Environmental Design Tool (AEDT) SEL contours and stated that the next update to the AEDT model will be released in the fall.

In response to Chair Messer’s question regarding what it would take for NAA to have a conversation with the FAA to restrict Stage 3 aircraft in Naples, Mr. Eagan responded that it would require another Part 161 process. She stated that the level of analysis and review for a Stage 2 restriction is much different than a Stage 3 restriction whereby a Stage 2 restriction just requires notice be given and Stage 3 restriction would require FAA approval. Ms. Eagan added that in 25 years since Part 161 was enacted by Congress, the FAA has never approved a Stage 3 restriction.

2. Addressing Airport Noise – Kaplan, Kirsch and Rockwell

Mr. Peter Kirsch presented an overview of the law and regulations on airport and aircraft noise, a review of the FAA’s, NAA’s and local government’s authority over noise, and distinctions between noise abatement and noise mitigation. He addressed possible approaches of how the NAA might address noise, and the challenges and opportunities that are present today. Possible approaches include land use measures, a tailored non-150 study, negotiated measures, aggressive but voluntary measures and legislation.

Mr. Kirsch and Ms. Eagan responded to questions throughout and following the presentations.

F. PUBLIC COMMENTS ON GENERAL TOPICS NOT ON THE CURRENT AGENDA

There were no public comments.

G. ACTION ITEMS (Public comments accepted for each item; 5 minute limit)

There were no action items.

H. NEW BUSINESS

1. Discussion and Consensus on Next Steps for the Noise Programs at Naples Municipal Airport

There was a lengthy discussion whether or not to pursue a Part 150 study given the changes identified through the Master Plan Update including the noise contour, the increase in jet operations from nearly 17,000 in 2010 to more than 27,000 per year currently, and the frequency of operations during season.

Commissioner Rideoutte provided a recap of his visit in 2015 with Bart Vemace of the FAA to discuss the approval of a Part 150 study and the FAA’s predominant view at that time to not allow the NAA to use its own funds to conduct the study. Mr. Kirsch stated that the FAA has softened its views a bit since that time. Chair Messer suggested that staff visit with the FAA to assess their interest in the NAA conducting a Part 150 study.

Mr. Rozansky noted that the 1997 noise study had a stated goal of increasing the departure clearance above 2,000 feet and the challenges that NAA has faced in getting support for this at the local level with Southwest Florida International Airport, Terminal Radar Approach Control Facilities (TRACON), and National Air Traffic Controllers Association (NATCA) staff. Ms. Eagan suggested that the NAA coordinate with the NBAA and use them as a potential advocate.
Ms. Eagan reviewed the process in conducting a Part 150 study and said that a Part 150 study would cost approximately $1 million. After Board and NCC members provided input/feedback, several were not convinced that a Part 150 study would be appropriate. There was consensus that 1) NAA staff have a preliminary discussion with the FAA to assess their interest in supporting and financially participating in a Part 150 study update; 2) Continue to work with the FAA on the higher, faster sooner initiative; and 3) Even if the FAA did not help to fund a Part 150 study, ask them what their level of participation would be in a non-Part 150 noise study that would be tailored to the needs of this community.

I. OLD BUSINESS

There were no Old Business items.

J. PUBLIC COMMENTS

There were no public comments.

K. CORRESPONDENCE/COMMISSIONER AND NCC COMMENTS & REQUESTS/MEETINGS

L. ADJOURN

With no further business, the meeting adjourned at 11:33 a.m.

Christopher A. Rozansky
Secretary

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CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Board of Commissioners and Noise Compatibility Committee
Notice of Joint Special Meeting

FINAL AGENDA

City Hall Council Chambers
735 Eighth Street South
Naples, FL 34102

Thursday, June 28, 2018
9:00 AM

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Commissioner Michael Lenhard – Vice Chair and Consultant Selection Committee Chair
Commissioner James Rideoutte – Audit Committee Chair, Consultant Selection Committee Member
Commissioner Ted Brousseau – Legal Liaison
Commissioner Kerry C. Dustin, Audit Committee Member
Executive Director: Christopher A. Rozansky
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A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

E. PRESENTATIONS AND TIME CERTAIN ITEMS
   1. Overview of Noise Programs at Naples Municipal Airport - HMMH
   2. Addressing Airport Noise – Kaplan, Kirsch and Rockwell

F. PUBLIC COMMENTS ON GENERAL TOPICS NOT ON THE CURRENT AGENDA

G. ACTION ITEMS

H. NEW BUSINESS
   1. Discussion and Consensus on Next Steps for the Noise Programs at Naples Municipal Airport

I. OLD BUSINESS

J. PUBLIC COMMENTS

K. CORRESPONDENCE/COMMISSIONER AND NCC COMMITTEE COMMENTS & REQUESTS/MEETINGS

L. ADJOURN
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Jackson, Director of Communications and Business Development

Meeting Date: October 25, 2018

Re: PRESENTATIONS AND TIME CERTAIN ITEMS

1. **Strategic Plan Update**

**SUMMARY:** At its Regular Meeting on April 26, 2018, the Noise Compatibility Committee approved integrating the NCC Strategic Plan with the NAA Strategic Plan. At the Regular Meeting of the Board of Commissioners on June 21, 2018, the revised 2017-2021 Strategic Plan was adopted. Attached is the updated version of the Strategic Plan and poster. In this update, we sought to achieve the following:

1. Incorporate the NCC Strategic Plan into the NAA Strategic Plan;
2. Refine, clarify, and simplify goals, objectives and measures;
3. Address feedback received over the past year from Commissioners, NCC Members, customers, and staff.

We are confident that these refined goals more accurately align Commissioners, Committee Members and staff expectations throughout the plan’s lifecycle, but expect the objectives and projects will evolve as we make progress and respond to inevitable challenges along the way.

**COMMUNICATION PLAN:** The adopted plan is available to all staff and the public in print and on our website; distributed via e-mail to tenants and customers; and utilized in presentations.

**FINANCIAL IMPACT:** Not applicable.
VISION STATEMENT
Connecting people to the Paradise Coast through an exceptional airport experience.

MISSION STATEMENT
We serve to operate, develop and maintain the Naples Airport with a commitment to enhancing the quality of life throughout the community.

VALUES
AGILE organization
PASSIONATE in service to our community
FOCUSED on excellence
COLLABORATIVE decision making
ACCOUNTABLE for our actions
RESPECTFUL of one another, customers and citizens
ETHICAL standard of conduct
STEWARDSHIP of financial, social and environmental resources

GUIDING PRINCIPLES
Provide service excellence every day
Committed to sustainability
Foster a valued, engaged and empowered workforce

GOAL #1
Provide a safe, modern and efficient airport and fixed base operator
OBJECTIVES
- Plan and develop facilities that meet customers current needs and anticipates future demands
- Employ a proactive approach to workplace and operational safety, maintenance and security
- Strive to preserve compatible land uses and the protection of airspace surrounding the airport
- Continue to innovate in preserving the environment and natural resources

GOAL #2
Be an engaged, responsive partner in service to our community
OBJECTIVES
- Mitigate adverse impacts of aircraft noise on all the communities surrounding the airport to the extent feasible
- Improve voluntary curfew compliance by appealing to the passenger and pilot
- Increase awareness about the value of the airport and noise abatement efforts through community and stakeholder outreach, education, collaboration and service
- Honor, preserve, and celebrate aviation's historical contributions to the community

GOAL #3
Strengthen the airport's economic vitality
OBJECTIVES
- Assure the fiscal health and integrity of the Naples Airport Authority
- Deliver internal and external customer service that anticipates and surpasses expectations
- Streamline internal procedures and business transactions
- Diversify revenue beyond the fixed base operator
- Maintain business continuity and resiliency

GOAL #4
 Equip employees and leaders to excel today while preparing for tomorrow
OBJECTIVES
- Promote a values-centered culture in order to better serve our customers and community
- Offer progressive opportunities for employee and leadership development
- Enhance the employer value proposition
- Inspire the next generation of aviation professionals
NAPLES AIRPORT
AUTHORITY
BOARD OF
COMMISSIONERS

Michael
Lenhard
Vice Chair

Ted
Brousseau

Kerry
Dustin

James
Rideoutte

Naples Airport began operation in 1943 as a military airfield. In 1969, the Florida State Legislature created the City of Naples Airport Authority as an independent government agency charged with the operation, development and improvement of the Naples Airport.

All funds used for the airport are generated from activities at the airport or federal and state grants from aviation-related user fees; the airport receives no property tax dollars. The Florida Department of Transportation values the airport’s annual economic impact to the community at $283.5 million.

Naples Airport is home to flight schools, air charter operators, car rental agencies, and corporate aviation and nonaviation businesses, as well as fire/rescue services, mosquito control, the Collier County Sheriff’s Aviation Unit and other community services. During the 2016-17 fiscal year, the airport accommodated 95,018 takeoffs and landings.

Donna M. Messer  Board Chair
The Naples Municipal Airport has a well-known reputation for excellence. Besides being a premier coastal destination for leisure and business, the airport has been recognized for its industry-leading efforts in noise abatement, as well as protection of the environment and natural resources. This strategic plan endeavors to build upon those past successes by responding to the opportunities and challenges we face today. This plan represents a commitment by the Board of Commissioners and staff to providing a first-class airport that is responsive to the community it serves.

Christopher Rozansky  Executive Director
After successfully launching this strategic plan in 2017, we have sharpened our focus for the remainder of 2018 and beyond. Through experiencing the challenges of Hurricane Irma and an increasing demand for airport facilities and services, we felt it important to further refine the goals and objectives in order to best serve our customers, employees and the community. We are enthusiastic about these efforts, which will position the Naples Municipal Airport to be a significant economic driver now and into the future, while being mindful of the character and charm that drew many of us to Naples in the first place.
VISION STATEMENT
Connecting people to the Paradise Coast through an exceptional airport experience.

MISSION STATEMENT
We serve to operate, develop and maintain the Naples Airport with a commitment to enhancing the quality of life throughout the community.

VALUES

AGILE organization
PASSIONATE in service to our community
FOCUSED on excellence
COLLABORATIVE decision making
ACCOUNTABLE for our actions
RESPECTFUL of one another, customers and citizens
ETHICAL standard of conduct
STEWARDSHIP of financial, social and environmental resources
Provide service excellence every day

Committed to sustainability

Foster a valued, engaged and empowered workforce
GOAL #1

Provide a safe, modern and efficient airport and fixed base operator

OBJECTIVES

- Plan and develop facilities that meet customers current needs and anticipates future demands
- Employ a proactive approach to workplace and operational safety, maintenance and security
- Strive to preserve compatible land uses and the protection of airspace surrounding the airport
- Continue to innovate in preserving the environment and natural resources

MEASURES

- Occupancy of NAA-owned facilities
- Experience Modification Rate (EMR), FAA Part 139 Certification, Training courses completed
- Maintain utility of runways and flight procedures, Prevention of new incompatible land uses
- Consumption of energy and other resources
GOAL #2

Be an engaged, responsive partner in service to our community

OBJECTIVES

- Mitigate adverse impacts of aircraft noise on all the communities surrounding the airport to the extent feasible
- Improve voluntary curfew compliance by appealing to the passenger and pilot
- Increase awareness about the value of the airport and noise abatement efforts through community and stakeholder outreach, education, collaboration and service
- Honor, preserve, and celebrate aviation's historical contributions to the community

MEASURES

- Trends in noise comments
- Curfew compliance
- Number of community events, tours, and presentations
- Museum, Collings Foundation, Tri-Motor event attendance
GOAL #3

Strengthen the airport’s economic vitality

OBJECTIVES

- Assure the fiscal health and integrity of the Naples Airport Authority
- Deliver internal and external customer service that anticipates and surpasses expectations
- Streamline internal procedures and business transactions
- Diversify revenue beyond the fixed base operator
- Maintain business continuity and resiliency

MEASURES

- Certificate of Achievement in Financial Reporting, Unmodified audit opinion
- Customer survey results
- Number of processes improved
- Quantity and quality of revenue streams
- Duration of disruptions to facilities and services
GOAL #4

Equip employees and leaders to excel today while preparing for tomorrow

OBJECTIVES
- Promote a values-centered culture in order to better serve our customers and community
- Offer progressive opportunities for employee and leadership development
- Enhance the employer value proposition
- Inspire the next generation of aviation professionals

MEASURES
- Performance scores
- Employee completion of annual goals
- Employee engagement survey results
- Participation in intern and mentoring programs
October 2, 2018

Ms. Diane Jackson
Director of Communications and Business Development
City of Naples Airport Authority
160 Aviation Drive North
Naples, Florida 34104-3568

Dear Ms. Jackson:

Re: Request to Update 14 CFR Part 150 Study
Naples Municipal Airport (APF)

We received the Naples Airport Authority’s letter, dated September 18, 2018, in which the Airport Authority requested the Federal Aviation Administration’s concurrence for conducting an update to the Naples Municipal Airport’s 14 CFR Part 150 Airport Noise Compatibility Study. The letter outlined the following reasons for updating the Part 150 Study: 1) the current Noise Exposure Maps (NEMs) and Noise Compatibility Plan (NCP) are outdated, 2) the character of aircraft noise at the airport has changed over time, and 3) the success of the on-going Airport Master Plan update will, in part, depend on a commitment to update the Part 150 study. The figure attached to the letter (Exhibit 1) depicts the DNL 60 and DNL 65 contours from the 2010 Part 150 Study update and the draft contours prepared for the current Airport Master Plan update.

We agree that the request to update the 1999 NCP and 2010 NEMs is reasonable. Based on a review of the noise contours and the issues that affected completion of the 2010 Part 150 Study, the FAA recommends that the Part 150 Study technical approach be structured to: 1) approve updated NEMs and 2) have mutual agreement between the Airport Authority and the FAA to proceed with the NCP update. Under this approach, a single grant could be requested for the Part 150 Study update, but the study’s scope of work and fee estimate would include a clear break between the two phases of the study.

It should be noted that the Airport Master Plan and Airport Layout Plan should proceed independently of an update to the existing NEMs and NCP.

Sincerely,

Bart Vernace, P.E.
Manager

cc. Pedro Blanco, FAA
Peter Green, FAA
September 18, 2018

Mr. Bart Vernace, Manager
Southern Region Airports District Office
Federal Aviation Administration
8427 South Park Circle, Suite 524
Orlando, FL 32819-9058

Dear Mr. Vernace:

Thank you for the opportunity to meet with you on July 12, 2018 to discuss conducting a Part 150 Update Study for Naples Airport (APF). As follow up to that discussion, this letter provides our justification for conducting a Part 150 Update.

Naples Airport Authority (NAA) believes there are at least three strong reasons for updating the Part 150 study, each of which has merit on its own: (1) the FAA-accepted NEM is more than 5 years old, and the FAA-fully approved NCP is nearly 20 years old with modifications since; (2) the character of noise exposure from operations at APF has changed considerably in the nearly 20 years since we developed the current NCP, and some measures may merit reconsideration; and (3) the success of our ongoing Master Plan Update will hinge on community acceptance, and a commitment to updating the Part 150 is likely to significantly influence that acceptance. These are discussed in some detail below.

The current NEM and NCP for APF are outdated

The FAA found APF’s most recent Revised NEM in compliance on November 23, 2010 and approved APF’s most recent revisions to the NCP on March 2, 1999 (the current NCP approval on file at FAA’s website reflects the approval of a single measure, a 24-hour use restriction on Stage 1 aircraft, which is no longer relevant as all Stage 1 aircraft have been retired).

FAA guidance on updating Part 150 documentation is provided in two places: the Part 150 regulation and AIP guidance.

Section 21, Noise exposure maps and related descriptions, of CFR Part 1501 states the following regarding update of noise exposure maps and noise compatibility program documents:

(d) The airport operator shall, in accordance with this section, promptly prepare and submit a revised noise exposure map.

---

1 14 CFR Part 150, §150.21.
(1) If, after submission of a noise exposure map under paragraph (a) of this section, any change in the operation of the airport would create any "substantial, new noncompatible use" in any area depicted on the map beyond that which is forecast for a period of at least five years after the date of submission, the airport operator shall, in accordance with this section, promptly prepare and submit a revised noise exposure map. A change in the operation of an airport creates a substantial new noncompatible use if that change results in an increase in the yearly day-night average sound level of 1.5 dB or greater in either a land area which was formerly compatible but is thereby made noncompatible under Appendix A (Table 1), or in a land area which was previously determined to be noncompatible under that Table and whose noncompatibility is now significantly increased. (2) If, after submission of a noise exposure map under paragraph (a) of this section, any change in the operation of the airport would significantly reduce noise over existing noncompatible uses that is not reflected in either the existing conditions or forecast noise exposure map on file with the FAA, the airport operator shall, in accordance with this section, promptly prepare and submit a revised noise exposure map. A change in the operation of the airport creates a significant reduction in noise over existing noncompatible uses if that change results in a decrease in the yearly day-night average sound level of 1.5 dB or greater in a land area which was formerly noncompatible but is thereby made compatible under Appendix A (Table 1).

FAA's AIP guidance² (Appendix R, Noise Compatibility Planning/Projects) on updating noise exposure maps is generally consistent with Part 150, and is provided below:

R-7. Required Validation of the Noise Exposure Maps.

Per 49 USC § 47503, the noise exposure maps that the sponsor submits to the FAA must reflect current or reasonably projected conditions. 49 USC § 47503(b) requires that sponsors update their noise exposure maps if there is a substantial increase or significant decrease in the noise contour over noncompatible land uses. 14 CFR part 150 defines a DNL 1.5 dB change or more as substantial. The exception is for noise mitigation projects in an environmental record of decision for an airport development project.

In addition, the FAA requires by policy that if the FAA-accepted Noise Exposure Maps used to document project eligibility are more than five years old, sponsors must confirm in writing to the ADO that the noise exposure maps upon which noise compatibility projects are based continue to be a reasonable representation of current and/or forecast conditions at the airport. The ADO must verify whether or not the noise exposure map reflects the current or projected operational conditions at the airport and associated noncompatible land uses. The ADO must also place a copy of the sponsor confirmation and ADO verification in the project files. The ADO must not program noise compatibility projects using noise exposure maps that are more than five years old unless this process has been completed.

There are a number of proposed Program Management Measures identified in the February 1997 NCP for APF that have yet to be accomplished; the majority of which are flight procedures and land use measures.

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² FAA Order Airport 5100.38D, Airport Improvement Handbook, September 30, 2014
Section 7.2 of our NCP presents the implementation strategies for operational measures and Section 7.3 of the NCP presents the implementation strategies for proposed land use measures.

Section 7.2.2, Flight Procedures, is listed in the NCP under proposed noise abatement measures. APF has been working with the local Air Traffic Control Tower and the RSW Air Traffic Control Tower for several years with a focus and goal to eliminate the 2,000 departure altitude restriction.

Section 7.3.1, Land Acquisition, is listed in the NCP under proposed land use measures. APF has properties that currently reside within the 60 dB DNL contour shown within the 2017 contour prepared as part of the Master Plan Update. This is the locally adopted threshold for noncompatible land use at APF.

Section 7.3.2, Easements, is listed in the NCP under proposed land use measures. This includes purchasing easements for homes in the immediate vicinity of the airport. The easements would provide fair compensation for noise for community members.

Section 7.3.3, Zoning/Land Use Planning, is currently being coordinated with Collier County for the airport to provide planning tools for the County on future construction.

Section 7.3.4, Fair Disclosure for realtors. Efforts continue to persuade the Naples Area Board of Realtors (NABOR) to adopt language in real estate contracts and provide potential buyers in the community information on the airport.

Further, and most relevant to the Naples discussion, one of the Program Management Measures identified in our NCP – and approved by FAA – is to “Review and Update Part 150 documents every 5 years or as needed”. NAA would like to continue to meet commitments made by both NAA and FAA in the Part 150.

**Noise exposure in communities around APF has changed over the last 20 Years**

Although the DNL contours recently prepared for our Master Plan do not show a “significant” (i.e., a 1.5 dB or more) increase in noise exposure since 2010, the forecast contours for 2023 may show an increase of 1.5 dB, as compared with present (see Exhibit 1). Further, communities around APF have observed a change in the character of aircraft noise from APF, most notably an increase in jet activity.

Specifically, the number of jet operations in 2010 (as presented in the 2010 NEM Update) was 46.7 per annual average day, or 17,045 per year. The Master Plan analysis shows annual jet activity at 28,690

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operations in 2017 and a projected 32,000 annual operations in 2023. This is nearly a doubling of jet activity since the Part 150 was last updated.

On a related note, technology has changed significantly over the last 20 years, and may provide noise management opportunities, especially for jet aircraft.

First, our community is very interested in working with FAA to recognize potential benefits of performance-based navigation (PBN) through carefully developed noise abatement procedures tailored to our local needs. After submitting the last NEM, NAA worked closely with the FAA to develop new PBN arrival and departure procedures. Progress was made, and FAA initiated design of the procedures, with a stated intention to implement RNAV departure procedures in 2014. However, implementation was delayed due to several reasons, including sequestration, and the RNAV departures were put on an indefinite hold due to lack of funding. We had hoped that FAA’s Florida Metroplex project might have provided an opportunity to implement the RNAV procedures, but we understand that procedures affecting APF will not be addressed in the Metroplex. Our community, which was at first wary of Metroplex, is now disappointed to have lost this opportunity to potentially improve noise conditions.

The success of our ongoing Master Plan Update will hinge on community acceptance

Finally, the issue of greatest concern raised from our Master Plan workshops has been noise. NAA believes that conducting a comprehensive Part 150 Update or a “tailored” Noise Study will assure concerned citizens that both NAA and FAA are committed to minimizing aircraft noise exposure over affected communities. Without this commitment, we believe it will be difficult to secure community support and therefore, make it difficult for the City of Naples, as the zoning authority, to approve the Master Plan.

Please do not hesitate to call me if you have any questions or need additional data. We look forward to the opportunity to discuss further at your convenience.

Sincerely,

Diane Jackson
Director of Communications and Business Development

cc: Donna M. Messer, Chair - City of Naples Airport Authority
    Bruce Byerly, Chair - Noise Compatibility Committee
    Christopher A. Rozansky, Executive Director
    Diane Terrill, Deputy Executive Director
Exhibit 1: Comparison of DNL Contours: 2010 NEM, 2017 Actual, and 2023 Forecast (Source: HMMH, 2018)

Note: The 2017 Master Plan DNL contours were revised to reflect a correction in night turbo prop runway usage.
CITY OF NAPLES AIRPORT AUTHORITY

QUARTERLY NOISE REPORT

NUMBER 86

For the Period

April 2018 – June 2018

Prepared by NAA Staff
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<td>Location of Comments</td>
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<td>Comments by Neighborhood – Current Quarter</td>
<td>5</td>
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<tr>
<td>Comments by Month</td>
<td>6</td>
</tr>
</tbody>
</table>
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, 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 April, May and June 2018. The table below provides certain information as compared to the same period last year.

<table>
<thead>
<tr>
<th></th>
<th>Aircraft Operations</th>
<th>Noise Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daytime (7am -10pm)</td>
<td>↑ 15.6%</td>
<td>↓ 4 - from 13 to 9</td>
</tr>
<tr>
<td>Nighttime (10pm-7am)</td>
<td>↓ 14.9%</td>
<td>↓ 6 - from 13 to 7</td>
</tr>
<tr>
<td>TOTAL</td>
<td>↑ 14.4%</td>
<td>↓ 10 - from 26 to 16</td>
</tr>
</tbody>
</table>

Ten (10) of the sixteen (16) comments in this quarter were related to jet aircraft operations, one (1) comment was related to a single/twin aircraft operation, one (1) was related to a turbo-prop, one (1) was due to an unknown operation and three (3) comments were related to nighttime Public Service operations.

Seventy-four percent (74%) of the nighttime operations occurred between 10p.m. – 12a.m. and 6a.m. – 7a.m. Twenty-four percent (24%) of the nighttime operations were Public Service operations. Twenty-five percent (25%) were non-exempt jet operations, and Fifty-one percent (51%) were non-exempt non-jet. Three percent (3%) of the total aircraft operations occurred during nighttime hours. The Voluntary Curfew compliance rate was 98.5% for the current period. The Voluntary Curfew compliance rate does not include exempt nighttime operations.
Comments/Operations by Time Period

Noise Comments Annual & Current Quarter

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Total Comments</td>
<td>1,718</td>
<td>401</td>
<td>121</td>
<td>271</td>
<td>369</td>
<td>550</td>
<td>487</td>
<td>168</td>
<td>142</td>
<td>151</td>
<td>26</td>
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<tr>
<td>Night Comments</td>
<td>330</td>
<td>159</td>
<td>38</td>
<td>102</td>
<td>172</td>
<td>169</td>
<td>120</td>
<td>91</td>
<td>84</td>
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<td>13</td>
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<tr>
<td>Day Comments</td>
<td>1,388</td>
<td>262</td>
<td>83</td>
<td>169</td>
<td>197</td>
<td>381</td>
<td>367</td>
<td>77</td>
<td>58</td>
<td>92</td>
<td>13</td>
</tr>
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</table>

Voluntary Curfew
(10 pm to 7 am)
enacted May 1996

Location of Comments

Map of Comment Locations – Current Quarter

Comments by Geographical Area – Current Quarter

Comments by Geographical Area (Quadrants)
Comments by Neighborhood – Current Quarter

Comments by Neighborhood - Current Quarter

- Aquilaire Oaks
- Autumn Woods
- Coconut River
- Coraline Sands
- Kings Lake
- Moorings
- Old Naples
- Park Shore
- Victoria Park
- Wyndmere
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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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.

<table>
<thead>
<tr>
<th></th>
<th>Aircraft Operations</th>
<th>Noise Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Daytime (7am -10pm)</strong></td>
<td>↑ 23.6%</td>
<td>= 0 - from 1 to 1</td>
</tr>
<tr>
<td><strong>Nighttime (10pm–7am)</strong></td>
<td>↑ 14.8%</td>
<td>↓ 1 - from 3 to 2</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>↑ 23.3%</td>
<td>↓ 1 - from 4 to 3</td>
</tr>
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</table>

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

Day and Night Operations Annual & Current Quarter

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Operations</th>
<th>Night Operations</th>
<th>Day Operations</th>
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<tbody>
<tr>
<td>FY 2000</td>
<td>126,291</td>
<td>3,282</td>
<td>117,009</td>
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<tr>
<td>FY 2005</td>
<td>163,434</td>
<td>3,130</td>
<td>160,304</td>
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<tr>
<td>FY 2010</td>
<td>189,187</td>
<td>1,973</td>
<td>184,214</td>
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<tr>
<td>FY 2012</td>
<td>201,005</td>
<td>1,826</td>
<td>199,179</td>
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<tr>
<td>FY 2013</td>
<td>205,130</td>
<td>2,016</td>
<td>203,114</td>
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<tr>
<td>FY 2014</td>
<td>212,569</td>
<td>1,962</td>
<td>210,607</td>
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<tr>
<td>FY 2015</td>
<td>219,050</td>
<td>2,312</td>
<td>216,738</td>
</tr>
<tr>
<td>FY 2016</td>
<td>226,018</td>
<td>2,758</td>
<td>223,260</td>
</tr>
<tr>
<td>FY 2017</td>
<td>233,262</td>
<td>2,880</td>
<td>230,382</td>
</tr>
<tr>
<td>FY 2018</td>
<td>241,194</td>
<td>643</td>
<td>234,551</td>
</tr>
<tr>
<td>4th Qtr</td>
<td>112,262</td>
<td>738</td>
<td>105,524</td>
</tr>
</tbody>
</table>

% of Night Operations: 2.7%, 1.9%, 2.3%, 2.1%, 2.1%, 2.0%, 2.5%, 2.0%, 2.4%, 3.5%, 3.8%

Voluntary Curfew (10 pm to 7 am) enacted May 1996

Day vs. Night Operations, Current Quarter

- Day Operations: 97%
- Night Operations: 3%

Night Operations by Exemption Status - Current Quarter

- Public Service: 71%
- Non-Exempt: 29%

Public Service / Exempt Operations include air ambulance, Mosquito Control, EMS, Sheriff, Coast Guard and other military
Comments/Operations by Time Period

Noise Comments Annual & Current Quarter

<table>
<thead>
<tr>
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<td>381</td>
<td>367</td>
<td>77</td>
<td>92</td>
<td>44</td>
<td>1</td>
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</tbody>
</table>

Voluntary Curfew
(10 pm to 7 am)
enacted May 1996

Location of Comments

Map of Comment Locations – Current Quarter

Comments by Geographical Area – Current Quarter

Comments by Geographical Area (Quadrants)
Comments by Neighborhood – Current Quarter

Comments by Neighborhood - Current Quarter

2.5
2
1.5
1
0.5
0

Coconut River
Logan Woods
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Jackson, Director of Communications and Business Development

Meeting Date: October 25, 2018

Re: ACTION ITEM

1. Approval of FY 2019 Meeting Dates

ACTION REQUESTED: Committee discussion and action regarding the next NCC meeting date.

BACKGROUND: Article IV, Section 1, of the City of Naples Airport Authority Noise Compatibility Committee Bylaws requires three (3) Regular meetings per year. Article IV, Section 2, shows the procedure for holding additional meetings. The full text of Article IV is below.

A tentative schedule follows to facilitate your discussion:

2019

- Thursday, January 24 **
- Thursday, April 25 **
- Thursday, June 27 (tentative date if there is an issue that requires NCC action)
- Thursday, October 24 **

** Required per Bylaws. Other dates may be scheduled, if necessary, as any of the following:

1. Workshop – no action may be taken
2. Regular – normal course of business
3. Special - discussion and action may be taken only for pre-specified item(s) as listed on agenda

ARTICLE IV
MEETINGS

Section 1. REGULAR MEETINGS. Regular meetings of the Committee ("Regular Meetings") shall be held not less than three (3) times each year on the last Thursday in January, April and October. An organizational meeting shall be held annually in October. The Notice of each Regular Meeting shall be posted in a conspicuous location at the Airport.
Regular Meetings may be rescheduled by the Chairman or, in his/her absence, by the Vice Chairman. Causes for the rescheduling of a Regular Meeting shall be lack of a quorum of the Committee, absence of business to conduct or an emergency which would preclude the orderly conduct of business.

Section 2. ADDITIONAL MEETINGS. Additional meetings of the Committee ("Additional Meetings") may be called by the Chairman or, in his/her absence, by the Vice Chairman.