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Naples Airport Title 14 Code of Federal Regulations (CFR) Part 150 Airport Noise Compatibility Planning Study FAQs

Background

The City of Naples Airport Authority (NAA) is undertaking a 14 CFR Part 150 Airport Noise Compatibility Planning Study Update (Part 150 Noise Study) to evaluate opportunities to improve the compatibility of Naples Airport (APF) with the surrounding communities. 14 CFR Part 150 is a process that includes the development of Noise Exposure Maps (NEMs) and preparation of a Noise Compatibility Program (NCP) with the overall goal of improving compatibility between airports and their surrounding communities.

The first Part 150 at APF was completed in 1987 (approved by the FAA in 1989). The most recent approved Part 150 Noise Study for APF was completed in 1997. The 1997 NCP included six operational, four land use measures, and five program measures for improving compatibility. An update was initiated in 2010; however, the study findings determined that there was no basis for modifying the 1997 NCP, as no new measures were identified that would offer improved noise compatibility.

The Part 150 Noise Study now being initiated will be based on actual real-world operational data and will reflect the current operational characteristics at APF. The NAA's goals are to receive Federal Aviation Administration (FAA) acceptance of the NEMs and approval of the NCP, which will include noise mitigation and abatement measures that address noncompatible land uses, while preserving safety and the operational capabilities of the Airport. NAA is also committed to conducting an extensive public outreach process that exceeds federal requirements.

Frequently Asked Questions

How can I get involved?

14 CFR Part 150 encourages the participation of citizens and public agencies. There will be several public information workshops during the Part 150 Noise Study process. Three public open houses were held on February 11 and 12, 2020 to introduce the APF Part 150 Noise Study. Additional workshops will be held throughout the course of the study. The Project Website (www.flynapples.com/part150) will be updated with this

information when it becomes available and periodic newsletters will be posted summarizing project progress.

Comments regarding the APF Part 150 Noise Study can be submitted in person at the public open houses, online at www.flynaples.com/noisestudy/submit-comments or via mail by mailing them to the address below. The comments should focus on the Part 150 Study process, community concerns, and potential recommendations. Noise complaints should be submitted directly to the airport (see “How do I submit noise comments?” below).

Residents and Prospective Residents

The residents in areas surrounding an airport are asked to attend meetings, provide input regarding noise concerns and strive to understand actions that can and cannot be taken to minimize the effect of aircraft noise.

Future residents are encouraged to acquaint themselves with noise and flight corridors in the vicinity of a prospective home by visiting the property several times during peak seasonal activity (between January – April on Thursdays, Sundays and during holiday weekends).

The NAA invites current and prospective residents to inquire about aircraft operations and meet with airport staff before making a home purchasing decision. Call (239) 643-0733 for more information.

Naples Airport Authority
C/O APF Part 150 Study
160 Aviation Drive North
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What is a 14 CFR Part 150 Noise Study?

Title 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning, was issued by the FAA as a final rule in January 1985. 14 CFR Part 150 provides a mechanism for airport operators to undertake studies of aircraft noise that provide the public with information about existing and future non-compatible land uses around airports and to create measures that reduce, and prevent the introduction of new, non-compatible land uses. A non-compatible land use is a land use exposed to aircraft noise in excess of the thresholds established in [14 CFR Part 150](#) (see Section A150.101 in Appendix A to 14 CFR Part 150). Airports that choose to conduct a Part 150 Noise Study do so voluntarily with the goal of improving compatibility between the airport and the surrounding communities.

Part 150 studies typically consist of two primary components: (1) the Noise Exposure Map (NEM) report, which contains detailed information regarding existing and 5-year future airport/aircraft noise exposure patterns, and (2) the Noise Compatibility Program (NCP), which includes descriptions and an evaluation of noise abatement and noise mitigation options/programs applicable to an airport. FAA-approved NCP measures can be eligible for federal funding.

Why is the NAA undertaking a Part 150 Noise Study for APF?

Naples Airport Authority is initiating a Part 150 Noise Study to assess its noise compatibility planning. The Part 150 Noise Study provides a structured approach for airport operators, pilots, neighboring communities, and the FAA to evaluate opportunities to address community concerns regarding noise exposure while preserving safety and operational capabilities of the airport. The last FAA-approved Part 150 Noise Study was completed more than 20 years ago (1997). The operational environment has changed since completion of the last Part 150 Noise Study. Changes in aircraft fleet mix and operational levels warrant an updated evaluation of the airport noise environment and evaluation of measures for addressing aircraft noise impacts. Measures approved by the FAA will be incorporated into APF's overall noise program.

Has a Part 150 Noise Study been prepared for APF in the past?

This is the fourth Part 150 Noise Study Update for APF. The original Part 150 Study was completed in 1987 (approved by the FAA in 1989). The most recent approved Part 150 Study for APF was completed in 1997. An update was initiated in 2010; however, the study findings determined that there was no basis for modifying the 1997 NCP, as no new measures were identified that would offer improved noise compatibility. Subsequently, the 2010 update was not submitted to the FAA for approval.

What will the Study include?

The Part 150 Noise Study will identify existing and future flight corridors; develop aircraft noise exposure maps for current and future conditions; evaluate air traffic control procedures that could be implemented to reduce noise exposure over residentially developed areas; consider land use controls that could be established to reduce future incompatible land uses from being developed within high noise areas; and evaluate means to mitigate noise impacts within high noise exposure areas.

What will be produced during the APF Part 150 Noise Study?

The Part 150 Noise Study must be prepared in accordance with guidance provided in the 14 CFR Part 150 regulations. The FAA has prepared checklists for the NEM and NCP which must be followed to ensure compliance with 14 CFR Part 150. As part of the APF Part 150 Noise Study, the NAA and its consultant will quantify existing (2020) and future (2025) aircraft noise exposure levels in the vicinity of APF. The Project Team will also develop supporting documentation explaining the process used to calculate existing and future aircraft noise exposure levels. The APF NEM Report will provide a set of NEMs that identify areas exposed to aircraft noise of day-night average sound level (DNL) 65 decibels (dB) and higher. The NEMs will be submitted to the FAA for review and acceptance.

After the APF NEMs are complete, the NAA and its consultants will begin the NCP process to examine potential measures for improving APF's compatibility with the surrounding communities. A range of feasible mitigation measures will be considered, including operational, remedial, preventative, and administrative measures. The NCP measures providing the greatest potential to improve compatibility will be forwarded to the FAA for review and approval. Certain measures may require FAA funding to be implemented. The NCP must include an agreed upon schedule for implementation of the program, including: the period covered by the program; identification of the entity responsible for implementing each of its proposed noise compatibility actions; plus identification and sources of the necessary funds. Only those measures approved by the FAA will be eligible for federal funding.

What are Voluntary Measures?

While the FAA only approves recommendations in the NCP that would reduce noncompatible land use; voluntary measures identified during the course of the study may be recommended for implementation, but are not recognized by the FAA as part of the Part 150 Noise Study process. Voluntary measures can be effective in reducing annoyance, and can be encouraged and promoted, but not enforced. Their success is ultimately dependent on cooperation of the aircraft operators. These recommendations would not be eligible for federal funding and would remain up to the discretion of the aircraft operator.

How is Noise Exposure determined?

The FAA has developed the Aviation Environmental Design Tool (AEDT) for evaluating aircraft noise exposure in the vicinity of airports. AEDT is a computer model which produces DNL contours that are used to develop aircraft noise exposure maps. AEDT uses a database of aircraft noise characteristics to predict DNL based on user input on the types and number of aircraft operations (aircraft fleet mix), annual average airport operating conditions, average aircraft performance, and aircraft flight patterns while also considering local terrain. The AEDT calculates the noise levels at thousands of points and then develops contours that represent areas of similar sound exposure. Use of AEDT also allows the prediction of future noise conditions resulting from changes in aircraft activity levels, aircraft types, flight procedures or other operational factors.

What is a Noncompatible Land Use?

A noncompatible land use means that the sound exposure that a given use receives is normally not compatible because the DNL is above the thresholds identified in [Part 150, Appendix A, Table 1](#). The thresholds for determining the compatibility of land use vary depending on the current use of the land. For example, for residential land uses the noncompatibility threshold is 65 DNL but for commercial land use (offices, business and professional) the noncompatibility threshold is 70 DNL where the design and construction of the structures do not attenuate outside noise by 25 decibels or more. The City of Naples and Collier County have both adopted the DNL 60 contour as their

threshold for noncompatibility. As a result, the non-compatibility threshold for residential noise sensitive uses near APF is the DNL 60.

How long will the APF Part 150 Noise Study take to complete?

Part 150 Noise Studies vary in duration depending on a number of factors including, but not limited to, the complexity of the airport operations and local airspace, availability of data, the public outreach process, and agency review periods. The estimated duration of the APF Part 150 Noise Study is approximately 2-3 years. The NAA and its consultants are committed to taking the time required to provide the FAA with NEMs and an NCP for APF that meet requirements of 14 CFR Part 150.

Who provides input into the Study?

The 14 CFR Part 150 Noise Study being conducted at APF will receive input from the major stakeholders of the airport, which includes the NAA, the FAA, local governments, pilots, air traffic controllers, and citizens. Throughout this Study, workshops and public meetings/hearings will be held, and Study information will be shared during these sessions. A Technical Advisory Committee (www.flynapples.com/technical-advisory-committee) has also been formed to provide technical input throughout the study process. The TAC is made up of members of various stakeholders including the community. The public is encouraged to provide input at these forums.

How do I submit Noise Comments?

The Noise Comment Hotline is (239) 643-1879 or comments can be submitted online at www.planenoise.com/kapf.

What are the stakeholders' roles and responsibilities?

Airport Administration

The NAA is the Sponsor of this Part 150 Noise Study and in that role is responsible for planning and assisting with the implementation of actions designed to reduce the effect of noise on residents of the surrounding area. Such actions may include noise abatement procedures, sound insulation, and other measures that do not discriminate among aircraft operators, create an unsafe situation, impede the management of the air navigation system, or interfere with interstate or foreign commerce. Any operational procedure recommended by NAA must first be approved by the FAA. To be approved, a measure must demonstrate that it provides a noise benefit for non-compatible land uses.

Federal Aviation Administration

The FAA has the primary role to ensure safe and efficient use of the National Airspace System. FAA Air Traffic Control (ATC) is responsible for the movement of aircraft on the airfield and in the air, and the FAA has the authority to implement noise abatement operational procedures. Any noise abatement procedures considered by the FAA must be consistent with air safety and all legal requirements and demonstrate a reduction in noise for non-compatible uses. The FAA makes the final determination on the feasibility of any new procedures resulting from a Part 150 Noise Study.

Local Governments

The local governments (Collier County and the City of Naples) have the responsibility to provide for land use planning, zoning, and housing regulations that limit land use near airports to those compatible with airport operations.

Pilots

In both commercial and general aviation, the pilot has the ultimate responsibility for the operation of the aircraft. Although certain noise abatement procedures are set by the airlines, and ATC assigns the flight track and altitude, the pilot still maintains the authority to make the final judgment due to safety. In general, it is up to the pilot to adhere to noise abatement procedures.

Do aircraft contribute to pollution or “soot” sometimes found outdoors?

According to the Air Transport Action Group, the global aviation industry accounts for approximately 2 percent of anthropogenic carbon dioxide (CO₂) emissions. General aviation, including aircraft used for business, represents only 0.20 percent of the 36 giga-tons of global annual CO₂ emissions from burning fossil fuels and making cement. (Source: www.terrapass.com/sustainability-35000-feet-business-aviation-climate-change)

Naples has both a high pollen count and high humidity. When pollen mildews, it turns black and sticky.

In 2012, the City of Naples commissioned a study through a licensed engineering and geology firm with assessment and remediation capabilities to investigate and test the black soot that some Naples residents find outside on their lanais and cars. The study results showed that the material was pollen consistent with that of palm trees and was not petroleum-based. (Source: www.flyneples.com/NDN-6.2012)

In 2018, the NAA commissioned another test from a different firm with a sample from a roof tile on home under a flight path two miles northeast of the airport in the Wyndemere subdivision that showed the same results. (Source: www.flyneples.com/DaaneLabsReport-4.2018)