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

Please note: *Because of the COVID-19 pandemic, the NCC meeting will be held via Zoom. The public is invited to join the webinar by registering in advance at the following link:*

https://us02web.zoom.us/webinar/register/WN_uDXbvfgUSuqnX5TjUmoWnw

In addition, if you wish to address the NCC, please select the option to speak on the registration form at the link above. We ask that speakers limit comments to 5 minutes.

AGENDA

Virtual Meeting at the Link Above
Thursday, June 25, 2020
9:00 a.m.

Commissioner Donna M. Messer – NAA Commissioner and Noise Compatibility Committee Liaison
Cliff Holland – Chair, Noise Compatibility Committee and City at Large
Chris Auron – Vice Chair, Noise Compatibility Committee and Northwest Quadrant
Noise Compatibility Committee Members – R. Bruce Byerly (Active Pilot), Harvey Cohen (County at Large), Ernest W. Linneman (Southwest Quadrant), Justin E. Lobb (Collier County), Richard Krawczun (Southeast Quadrant), City Councilor Gary Price (City Council), Russell Tuff (Northeast Quadrant)
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. All written, audio-visual, and other materials distributed to Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

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Two or more Airport Authority Commissioners may be in attendance. Florida Statute 286.011 states, "any gathering, whether formal or casual, of two or more members of the same Board or commission to discuss some matter on which foreseeable action will be taken by the public Board or Commission must be conducted in accordance with the Sunshine Law."

A. **ROLL CALL - Chair**

B. **PLEDGE OF ALLEGIANCE – Chair**

1. Welcome new NCC member

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

D. **MINUTES**

1. Approve January 30, 2020 Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Recognition of Past Vice Chair Mastrocinque – Chair Holland
2. Federal Aviation Administration Reaffirmation of Day-Night Average Sound Level (DNL) as Noise Metric – ESA
3. Florida Metroplex Project Update - ESA
4. Part 150 Noise Study Update and Overview of Public Workshop Comments and Themes - ESA
5. Airspace Operational Overview – ESA
6. Update from Noise Compatibility Committee Liaison – Donna M. Messer

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

H. **OLD BUSINESS**

1. Website Analytics Report

I. **NEW BUSINESS**

1. Strategic Plan Scorecard - FY 2020 Mid-Year Report
2. Next Meeting Date – October 29, 2020 at 9 a.m.

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**

Minutes of the
January 30, 2020 Regular Meeting of the
City of Naples Airport Authority Noise Compatibility Committee (NCC)

A. ROLL CALL - Chairman

Meeting was called to order by Chair Holland at 9 a.m. in the Airport Office Building Conference Room.

Other committee members present were Vice Chair Auron, Vice Mayor Price, Mr. Linneman, Mr. Byerly, Mr. Mastrocinque and Mr. Cohen. Mr. Lobb had an excused absence. Mr. Tuff arrived after the minutes were approved.

NAA Commissioner and NCC liaison Messer was present.

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

B. PLEDGE - Chairman

Chair Holland led the Pledge of Allegiance.

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

Ms. Terrill stated that there were no changes to the agenda. She added that minor revisions were made to the presentations under the agenda items, E.1., Part 150 Noise Study Overview, and E.2., 2019 Aircraft Operations Analysis. The presentations were emailed to NCC members last evening along with additional Part 150 informational materials which included a glossary, commonly used acronyms, the charter and Part 150 regulations. Printed copies were also distributed to Committee members this morning.

D. MINUTES

1. Approve October 31, 2019 Committee Minutes

Vice Mayor Price moved approval of the October 31, 2019 Noise Compatibility Committee Regular Meeting minutes. Mr. Byerly seconded the motion. The motion passed 7 – 0 with Mr. Lobb and Mr. Tuff absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Part 150 Noise Study Overview – Environmental Science Associates

Mr. Michael Arnold, Project Manager for the Part 150 Study, introduced the Environmental Science Associates team consisting of himself; Autumn Ward, Deputy Project Manager; Phoebe Weiman, Airport Planner; and Sean Burlingame, lead noise modeler who provides technical analysis of data used in the studies.

Mr. Arnold presented an update of the airport master planning process, short term and intermediate term capital improvement projects, annual aircraft operations as well as key noise considerations. Mr. Arnold provided an overview of the Part 150 Study, the noise history at the Naples Airport and the goals and objectives of the study. He reviewed the regulatory framework, the processes

for the Noise Exposure Maps (NEM), Noise Compatibility Program (NCP), stakeholder outreach program, project web site and schedule.

There was a question and answer period throughout the presentation. Chair Holland and Mr. Arnold encouraged Committee members to attend the public workshops.

Mr. Tom Lauer, 739 11th Avenue South, Naples, representing himself and the Old Naples Association, commented that the NEMs do not address concerns about low flying aircraft, frequency and concentration of aircraft, seasonality of operations, as well as jet traffic that continues to increase. Mr. Arnold clarified that NEMs are regulated by the FAA in Part 150. He said that while the NEMs may be limited, the stakeholder outreach process will provide the opportunity to solicit feedback and leverage the process to be able to determine if there are opportunities to address the community's concerns.

Commissioner Messer added that we have the best scenario to make any progress at all. She said that over the past four years, we have diligently tried to get something accomplished with the 2,000 foot altitude hold for departures, but have been unsuccessful. She stated that the best chance to achieve this is through the Part 150 process and was pleased that the two representatives from the FAA are participating on the Technical Advisory Committee.

Vice Mayor Price asked if the study would focus on and include the areas that are between the 60 DNL and the five mile radius from a noise, traffic and quality of life perspective. Mr. Rozansky stated that our ESA consultants are following the Part 150 guidelines, but that the Authority has included additional scope to evaluate a potential change in the zoning requirements and will leverage the process to implement voluntary flight procedure techniques.

Mr. Lauer thanked the Authority and the Noise Compatibility Committee for taking the initiative to conduct a Part 150 Study Update. He encouraged the NAA and NCC as a group to address the community's concerns rather than it being an analytical exercise that is not focused on noise issues.

Vice Chair Auron asked whose responsibility it was to respond to the community's comments. He requested that the NCC agenda include time to look at a summary of the comments. Mr. Arnold said that a summary of the comments could be prepared for their review and noted that the Technical Advisory Committee's role is to assist with the review as well. Mr. Rozansky added that the frequently asked questions were prepared and published on the Noise Study section of the website, and questions and other information from the public workshops will be published as well. He said that for the next meeting, a review and discussion of these questions will be added to the agenda.

Vice Chair Auron said that he would be interested in reviewing a website click tracking report after the Public Workshops are held.

2. 2019 Aircraft Operations Analysis - Environmental Science Associates

Mr. Arnold presented jet flight track density "heat" maps for the calendar year 2019. He said that the data being presented was received from the flight tracking system in place at the airport. He stated that the data allows for evaluation based on where the densities of overflights were and zero in on those areas that are exposed to higher concentrations of overflights occurring over an entire year. Mr. Arnold explained that in some cases, the data sets are not complete due to some information not being available.

In response to Chair Holland, Mr. Arnold said that the heat maps do not include altitude. Vice Mayor Price suggested that a source line stating that the data is for calendar year 2019 be added to each map.

There was discussion regarding the previous consultant's proprietary system and the complexity of processing that data. Mr. Rozansky stated that the Vector system now being used marries FAA flight data with a photograph of the aircraft passing the threshold of the runway, resulting in more reliable data.

Vice Mayor Price suggested that the heat maps be shown at a street level in order to gain a better understanding of the true impacts of the red, yellow and green data. Mr. Arnold stated that those maps will be a tool that will be used as we go into the Part 150 process.

Mr. Cohen suggested to hold some of the public workshops further out into the County. Mr. Rozansky stated that the introductory kickoff workshops were held in three different locations. Going forward, the workshops will be held in one location that will be rotated throughout the County but two sessions will be held at the one location -- one during the day and one in the evening.

There was discussion regarding the operations data presented today and how future operations can be predicted to deal with communities trying to anticipate the airport's growth in five to 10 years. Mr. Arnold stated that it is an art that compares and breaks out many components and factors. He stated that we will be working on a draft forecast over the next few months.

3. Update from Noise Compatibility Committee Liaison – Donna M. Messer

Commissioner Messer provided an update of the November, December and January NAA Board Meetings. She announced the establishment of the Part 150 Noise Study Technical Advisory Committee and the NAA Board's selection of members of the TAC. She said that that TAC will hold its first meeting at 1 p.m. today. She announced the schedule for the three public open house-style events for the Part 150 Noise Study to be held on February 11th and 12th and encouraged the public to attend.

Commissioner Messer reported that the term of the Southeast Quadrant Member Representative of the NCC is expiring in March and provided details for interested applicants. She stated that the selected applicant will serve through March 2024 effective upon appointment by the NAA Board of Commissioners.

G. PUBLIC COMMENTS

There were no public comments.

H. ACTION ITEMS

1. Approval of 2019 Annual Report

Ms. Terrill provided an overview of the FY 2019 Noise Compatibility Committee Annual Report. She highlighted the initiatives, activities and accomplishments over the last year.

Vice Chair Auron moved approval of the FY 2019 Noise Compatibility Committee Annual Report as presented by Ms. Terrill. Mr. Tuff seconded. Motion passed 8-0 with Mr. Lobb absent.

I. OLD BUSINESS

There was no old business to discuss.

J. NEW BUSINESS

1. Next Meeting Date

Chair Holland reminded Committee members that the next NCC Regular Meeting will be held on April 30th at 9 a.m.

K. PUBLIC COMMENTS

There were no public comments.

L. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – COMMITTEE MEMBERS

Mr. Tuff commented that family members purchased a property within the flight path and when he asked them if their realtor informed them about the flight path, they said he/she did not. Mr. Tuff expressed that this is a disservice to perspective homeowners. Ms. Terrill added that it has been a longstanding NCC initiative to work with the Naples Area Board of Realtors (NABOR) to get real estate disclosures but it has been difficult. She stated that staff is taking a different approach and has joined NABOR. That allows the Authority to participate in some of their functions to provide educational opportunities about the airport and learn how we can help them to better inform potential customers. She referenced a full page advertorial of the airport on page 2 of the Naples Chamber's magazine that was distributed to Committee members at the start of the meeting. She added that it provides a visual that not only is the airport part of the community but we stand ready to assist in meeting potential homeowners, as well as realtors.

M. ADJOURNMENT

With no further business, the meeting adjourned at 10:43 a.m.

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Diane J. Terrill
Secretary

NOTE: Printed copies of all visual presentations and handouts are on file in the Executive Assistant's Office.

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

FINAL AGENDA

Airport Office Building
200 Aviation Drive North, 2nd Floor
Naples, FL 34102

Thursday, January 30, 2020
9:00 a.m.

Commissioner Donna M. Messer – NAA Commissioner and Noise Compatibility Committee Liaison
Cliff Holland – Chair, Noise Compatibility Committee and City at Large
Chris Auron – Vice Chair, Noise Compatibility Committee and Northwest Quadrant
Noise Compatibility Committee Members – R. Bruce Byerly (Active Pilot), Harvey Cohen (County at Large), Ernest W. Linneman (Southwest Quadrant), Justin E. Lobb (Collier County), John Mastrocinque (Southeast Quadrant), Vice Mayor Gary Price (City Council), Russell Tuff (Northeast Quadrant)
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. If you wish to address the Noise Compatibility Committee regarding an item listed on the Agenda, please complete a Speaker Registration form (available at the rear of the room) and hand it to the Executive Assistant prior to consideration of that item. We ask that speakers limit comments to 5 minutes and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

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A. **ROLL CALL - Chair**

B. **PLEDGE OF ALLEGIANCE - Chair**

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

D. **MINUTES**

1. Approve October 31, 2019 Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Part 150 Noise Study Overview - Environmental Science Associates

2. 2019 Aircraft Operations Analysis - Environmental Science Associates

3. Update from Noise Compatibility Committee Liaison – Donna M. Messer

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

1. Approval of 2019 Annual Report

H. **OLD BUSINESS**

I. **NEW BUSINESS**

1. Next Meeting Date

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: June 25, 2020

Re: **PRESENTATION AND TIME CERTAIN ITEMS**

2. Federal Aviation Administration (FAA) Reaffirmation of Day-Night Average Sound Level (DNL) as Noise Metric

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SUMMARY: Committee review and discussion of FAA's report to Congress reaffirming DNL as the standard noise metric for Part 150 Noise Studies.

BACKGROUND: The FAA recently submitted its report to Congress regarding DNL. Environmental Science Associates (ESA) will provide an overview of the report and its impact on the Naples Airport Part 150 Noise Study. The full report can be found at the link below.
https://www.faa.gov/about/plans_reports/congress/media/Day-Night_Average_Sound_Levels_COMPLETED_report_w_letters.pdf

COMMUNICATION PLAN: None at this time.

FINANCIAL IMPACT: None anticipated.

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: June 25, 2020

Re: **PRESENTATION AND TIME CERTAIN ITEMS**

3. Florida Metroplex Project Update

SUMMARY: Update on the status of the South-Central Florida Metroplex project by Environmental Science Associates.

BACKGROUND: The Federal Aviation Administration (FAA)) Next Generation Air Transportation System, or NextGen, is the ongoing transformation of air traffic control technology and procedures in the United States. NextGen is moving the National Airspace System (NAS) from ground-based radar to satellite-based navigation, a key NextGen goal is to improve the way aircraft navigate complex metropolitan areas, called Metroplexes, to make flight routes and airports more efficient. A Metroplex project allows the FAA to improve regional traffic flow by making the best use of airspace and procedures using the precision of satellite-based navigation. The FAA has identified 11 Metroplex areas in the United States. Each Metroplex includes one or more commercial airports that serve at least one major city.

The South-Central Florida Metroplex project initially included all airport in Southwest Florida, including Naples; however, the project was reduced in scope by FAA approximately two years ago and now encompasses the four large commercial airports in Florida: Miami International Airport (MIA), Fort Lauderdale-Hollywood International Airport (FLL), Orlando International Airport (MCO) and Tampa International Airport (TPA). FAA has recently released the Environmental Assessment, and Environmental Science Associates will provide an overview of the status of the project.

COMMUNICATION PLAN: None at this time.

FINANCIAL IMPACT: None anticipated.

Naples AIRPORT AUTHORITY

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: June 25, 2020

Re: **PRESENTATION AND TIME CERTAIN ITEMS**

4. Part 150 Noise Study Update and Overview of Public Workshop Comments and Themes

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SUMMARY: Update on the status of the Part 150 Noise Study by ESA, including committee discussion of the Public Workshop comments and themes.

BACKGROUND: At the January 30th NCC Regular Meeting, Committee members requested a review of the comments made by the citizens and pilots who attended the three open house outreach events that were held on February 11th and 12th. ESA compiled the comments on the attached report. ESA will provide an overview of the Part 150 Noise Study progress to date, to include discussion of the attached comments and summarization of the Technical Advisory Committee meetings.

COMMUNICATION PLAN: None at this time.

FINANCIAL IMPACT: None associated with this item.

ESA 50 YEARS 1969-2019

5401 South Kirkman Road
Suite 475
Orlando, FL 32819
407.403.6300 phone
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esassoc.com

memorandum

date	June 17, 2020
to	Naples Airport Part 150 Technical Advisory Committee Members
from	Michael Arnold
subject	Overview of Part 150 Kickoff Open House Meetings and Comments Received

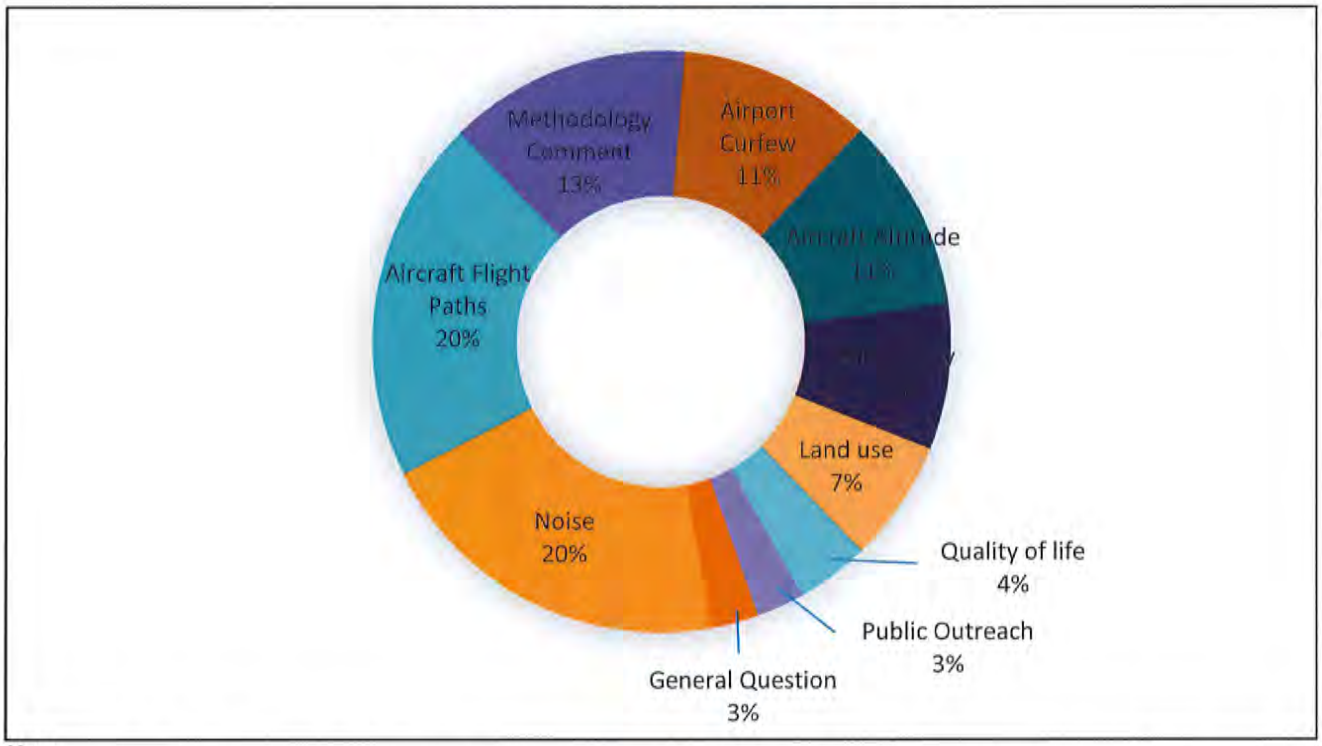
The NAA held three open house meetings on February 11 and 12, 2020 to inform the Naples community of the Naples Airport (APF) Part 150 Noise Study. The meetings were "open house" format with no formal presentation, which provided attendees with the maximum opportunity for one-on-one interaction and sharing of information and concerns. The meetings included 'boards' that provided attendees with (1) an overview of the Part 150 Noise Study process, (2) an understanding of noise and sound level metrics, (3) approach to noise modeling. (4) overview of APF, and (5) stakeholder input.

Each of the open house meetings were held in different locations around the Airport in effort to maximize participation. The first open house meeting was held on February 11th at 5:00 PM in the southwest quadrant of Naples at Baker Park near the Airport. This meeting had the most attendees of all the open houses (26 attendees). The second open house was held on February 12th at 9:30 AM in the northwest quadrant at Moorings Presbyterian Church and had the least amount of attendees (11). The final open house was on February 12th at Lorenzo Walker Technical College where 16 attendees participated in the meeting. Each open house received a number of comments and concerns submitted to the study team for consideration.

Environmental Science Associates (ESA) reviewed all comments submitted by attendees at the public open houses and received by e-mail before February 21, 2020 (i.e., the comment period). There were ten common themes of comments which include (1) Methodology, (2) Quality of Life, (3) Public Outreach, (4) Aircraft Noise, (5) Land Use, (6) Airport Curfew, (7) Aircraft Flight Paths, (8) Aircraft Altitude, (9) Air Quality, and (10) General Questions. A summary of the comments received categorized by theme is included as an attachment.

The Naples community expressed the greatest number of concerns over Aircraft Noise, Aircraft Flight Paths, and Study Methodology. Commenters that indicated concerns over Aircraft Noise frequently commented on engine noise and the frequency of flights. Some requested restrictions on the use of noisy aircraft at APF while others showed concerns over the frequency of flights stating that flight volume and frequency is increasing at APF which is creating more noise.

Figure 1. Percent of Comment Themes



Note:

- *Figure 1 includes comments received by attendees of the Open Houses and comments mailed or e-mailed to NAA before the end of the comment period (February 21, 2020). It does not include comments received via NAA's webpage.*
- *"Methodology" includes technical comments received on the Part 150 Noise Study methodology.*

Of the comments received on Aircraft Flight Paths, the Naples community showed concern over the utilization of runways and routing of aircraft, and the desire to disperse air traffic to reduce noise impacts. For example, a select number of commenters showed concerns with the "over-use" of Runway 5-23 and suggested a better utilization of Runway 14-32. Others did not understand why aircraft flew over Old Naples rather than down the Naples Harbor and nearby river. Finally, comments suggested that dispersing flights more evenly could reduce aircraft noise especially on peak days of air travel at APF.

Those providing comments showed varying concerns relating to Methodology. The Methodology theme includes technical comments relating to methodologies used in the Part 150 Noise Study. For example, respondents showed interest in whether the Part 150 Noise Study would consider population growth and increased air travel. Other comments included concerns over whether noise modeling considers the impacts of peak season air travel at APF.

Lastly, respondents frequently had concerns over Aircraft Altitude and the voluntary nighttime Curfew stating that many of the aircraft were flying too low in residential communities and after curfew. Some would like to see a mandatory curfew instead of the suggested curfew to reduce noise at night. There were also comments about having aircraft flying at higher altitudes to avoid noise impacts. A more detailed overview of the comments received are included in the attached tables along with a summary of comments that were received through the website after the comment period closed.

Comments Received During Comment Period

Primary Theme	Secondary Theme	Abbreviated and Condensed Comment
Air Quality	Fuel smell	Fumes from planes can be smelled
Air Quality	Fuel smell	Construct more plantings and larger shield to reduce the smell of fumes at Baker Park
Air Quality	Film/soot	There is a light film that appears on the trees
Air Quality	Film/soot	There is also soot from the aircraft exhaust that has been noticed
Air Quality	Air pollution from aircraft	ONA Airport Noise meeting had common theme that residents have anxiety over air pollution and safety
Air Quality	Air pollution from aircraft	When wind shifts at Baker Park, residents have noticed the air becomes polluted by the aircraft and they can smell fumes
Aircraft Altitude	Planes fly too low	Planes fly too low
Aircraft Altitude	Planes fly too low	Low flying aircraft in residential areas
Aircraft Altitude	Planes fly too low	ONA Airport Noise meeting had a common theme that aircraft fly too low causing disruptions
Aircraft Altitude	Planes fly too low	Aircraft are flying very low
Aircraft Altitude	Fly higher	Can aircraft take off at higher altitude to avoid impacts
Aircraft Altitude	Variability in altitude	There seems to be high variability in the altitude of planes during take-off and landing
Aircraft Altitude	Planes fly too low	Residents continuously complain that flights are crossing Old Naples at lower than necessary altitudes
Aircraft Altitude	Variability in altitude	Flights crossing Old Naples are consistently crossing at a lower than necessary altitude which causes noise impacts—will the Part 150 Study document actual historical flight path altitudes?
Airport Curfew	Mandatory	Make the curfew mandatory
Airport Curfew	Violations	ONA Airport Noise meeting had a common theme of curfew violations
Airport Curfew	Noise at night	Noise of airplanes keep me up at night and disrupt virtual meetings
Airport Curfew	Noise at night	I've been woken up late at night due to jet air traffic
Airport Curfew	Mandatory	Better awareness, utilization, and enforcement of voluntary restrictions.
Airport Curfew	Improve education of curfew	"Voluntary" restriction of plane departure and arrival hours are often ignored. Improve education on this restriction to pilots, owners and passengers.
Airport Curfew	Mandatory	Mandatory operation period of 7am to 10pm
Airport Curfew	Mandatory	Mandatory flight curfew with a monitoring body and fines for noncompliance
Aircraft Flight Paths	Re-route over river and not Old Naples	Re-route approach away from Old Naples

Continued - Comments Received During Comment Period

Primary Theme	Secondary Theme	Abbreviated and Condensed Comment
Aircraft Flight Paths	Modification to holds	A modification of the FAA's 2000' hold on runway 23 departures would have positive effect on noise impacts
Aircraft Flight Paths	Re-route over river and not Old Naples	Approach runway 23 over river and not Old Naples
Aircraft Flight Paths	Re-route over river and not Old Naples	Have aircraft land and takeoff over Naples Harbor to avoid noise impacts
Aircraft Flight Paths	Re-route over river and not Old Naples	When taking off runway 23, pilots used to have to go over the Bay to avoid overfly on Royal Harbor of Port Royal--why is this not done?
Aircraft Flight Paths	Disperse air traffic	Look into more opportunities to disperse aircraft traffic on high volume days to reduce noise
Aircraft Flight Paths	East only LTO	Can take off and landings be restricted to the east only?
Aircraft Flight Paths	Disperse air traffic	Can take offs be dispersed more evenly to reduce noise impacts?
Aircraft Flight Paths	Pilots deviate from flight path	Pilots do not follow the flight path that is specified for approach or take off
Aircraft Flight Paths	Historical change to flight paths	Draft 1997 Part 150, residents wanted dispersion of flight paths from runway 23, but Final 1997 Part 150 proposed right turns from runways 23. Why were all flights directed solely right turn over the fifth runway?
Aircraft Flight Paths	Better utilization of runways	Runways 5-23 are over-used. Better utilization of 32-14 would result in better compatibility. Use latest technology to vary standard instrument departures.
Aircraft Flight Paths	Better utilization of runways	Why is runway 5-23 preferred during calm wind conditions? Might the use of 14-32 during these conditions lessen the unbalanced noise impacts from using 5-23?
Aircraft Flight Paths	Better utilization of runways	Extreme over-use of runway 23-5. Runway 32-14 could be used more efficiently. Consider using new technology to vary standard instrument departures so that planes do not go over 23-5 continuously.
Aircraft Flight Paths	Better utilization of runways	Why is 5/23 preferred over 14/32 during times of calm wind? Would the use of 14/32 during calm wind periods lessen the noise impacts?
General Question		What determines flight paths of arriving and departing planes?
General Question		Why do the runways differ in length and width? And how has this affected the expansion of flight operations?
Land use	Relocate airport	Relocate the airport to a more rural area because it could increase revenue and generate jobs
Land use	Relocate airport	Relocate airport to vacant land east of Naples
Land use	Relocate airport	If compatibility cannot be achieved; move the airport.
Land use	Relocate airport	Perhaps moving airport to location that is out of town

Continued - Comments Received During Comment Period

Primary Theme	Secondary Theme	Abbreviated and Condensed Comment
Land use	Relocate airport	If improved noise compatibility cannot be achieved--move airport
Noise	Engine	Very loud engines noise
Noise	Noisy aircraft	Ensure that there would not be any planes/jets that are louder than other--some planes are barely noticeable and others are very loud
Noise	Noisy aircraft	APF operate a fleet of extremely noisy prop planes that are in the air over Naples neighborhoods in groups
Noise	Noisy aircraft	Restrict noisy aircraft over rural areas rather than allowing them to fly over residential
Noise	Engine	Ban jets with noisy engines
Noise	Noisy aircraft	Planes making more noise during windy days
Noise	Engine	Adopt different decibel system to reduce noise
Noise	Seasonal frequency	Study needs to recognize the seasonal swings in population and the impacts of this on jet traffic so that it can be considered in studying mitigation options
Noise	Frequency of flights	ONA Airport Noise meeting showed concerns over frequency of flights causing disruptions
Noise	Frequency of flights	Flights are becoming more frequent
Noise	Noisy aircraft	Jets seem to be much louder
Noise	Frequency of flights	Flight volume and frequency increasing and making it more noisy
Noise	Mitigation	Would like to see all efforts to limit noise over Naples
Noise	Frequency of flights	Increasing frequency of jet traffic is a concern
Noise	Frequency of flights	There is an increased volume and noise overhead
Public Outreach	Committee member	Need someone from 3rd business district on TAC
Public Outreach	Additional outreach	Suggest additional outreach because some people affected by noise may not be aware of the public meetings
Quality of life	Noise Impacts	Flight noise affects quality of life
Quality of life	Noise Impacts	Noise level affects the ability to enjoy the outdoors and impacts quality of life
Quality of life	Noise Impacts	Noise affects the quality of life of residents
Methodology	Peak season in modeling	Understanding of noise impact study is that it does not reflect peak season because it averages across the year
Methodology	Master plan study	Site and design airport for growth in population, air traffic, aircraft size, and outside fuel sales
Methodology	Aircraft noise on the ground	Concerns over noise maps not reflecting the noise at the ground or on the runway
Methodology	Population growth of Naples	We hope that the Part 150 study will take into account future population growth of Old Naples

Continued - Comments Received During Comment Period

Primary Theme	Secondary Theme	Abbreviated and Condensed Comment
Methodology	Timeline of study	Will there be 5, 10 and 20 year projections of jet operations?
Methodology	Master plan study	Why are alterations to the runways not a part of the master plan study?
Methodology	Actual vs. modeled flight paths	Noise impacts are not directly over 5th avenue in Old Naples—they are spread throughout the sector—Will the study look at the actual flight paths and the actual impacted populations vs. the model's predictions?
Methodology	Variability in altitude	Flights crossing Old Naples are consistently crossing at a lower than necessary altitude which causes noise impacts—will the Part 150 Study document actual historical flight path altitudes?
Methodology	Peak season in modeling	Noise impacts seem to be annualized and do not reflect the concentration of air traffic during high season—the frequency of impacts is a huge issue to residents. The noise study needs to account for the seasonal swings in noise impacts.
Methodology	Surrounding area considered in study	Is population density, schools, etc. considered with flight paths?

Note:

The table above includes comments received through February 21, 2020 by attendees of the Open Houses held on February 11 and 12, 2020.

The table also includes comments received by mail and e-mail before February 21, 2020.

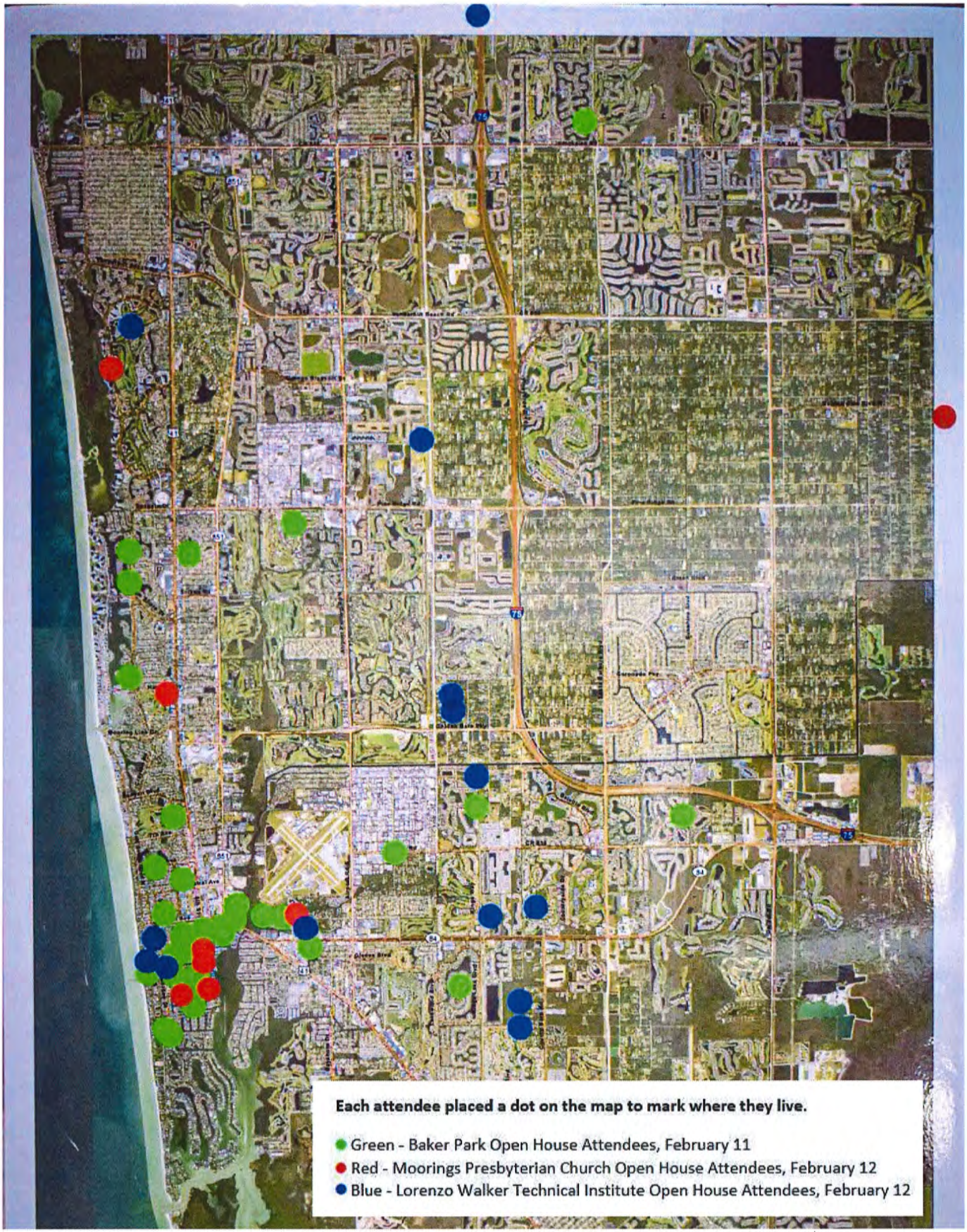
Comments Transmitted via Web (NAA Webpage)

Primary Theme	Secondary Theme	Abbreviated and Condensed Comment
Air Quality	Film/soot	Black soot from jet fuel accumulates on outdoor living spaces
Aircraft Altitude	Planes fly too low	Fly extremely low over residential property
Airport Curfew	Violations	Past 2 years more arriving flights during 10 pm to 6 am
Airport Curfew	Violations	Plane noticed arriving at 10:55 and 10:58 on runway 5/23
Airport Curfew	Violations	Very early and late flights not observing the curfew
Aircraft Flight Paths	Circling	Circling over dense residential areas
Noise	Frequency of flights	Increasing operations are alarming
Noise	Frequency of flights	Level of air traffic noise is unacceptable
Noise	Frequency of flights	Planes flying constantly from morning to evening some are noisier than others
Quality of life	Noise Impacts	Retired and extremely upset with all the noise impacts making it not enjoyable anymore

Note:

The table above includes comments submitted on NAA's webpage at https://www.planenoise.com/kapf/.
Comments were received after the comment period (i.e., February 21, 2020).

Part 150 Noise Study February 2020 Open House Attendees



Naples AIRPORT AUTHORITY

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: June 25, 2020

Re: **PRESENTATION AND TIME CERTAIN ITEMS**

5. Airspace Operational Overview

SUMMARY: Committee review and discussion of Naples Airport airspace operational data

BACKGROUND: At the January 30, 2020 meeting of the NCC, Mike Arnold of Environmental Science Associates (ESA) presented graphical data about aircraft operations at the Naples Airport, including density of flight tracks, known as "heat maps." Committee members requested information regarding the altitude of aircraft to be presented at the next NCC meeting. ESA will present revised heat maps, as well as altitude plots, for committee review and discussion at this meeting

COMMUNICATION PLAN: None at this time.

FINANCIAL IMPACT: None anticipated.

Naples AIRPORT AUTHORITY

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: June 25, 2020

Re: **OLD BUSINESS**

1. Website Analytic Reports

SUMMARY: Committee review and discussion of Naples Airport website analytic reports.

BACKGROUND: At the January 30, 2020 meeting of the NCC, committee members requested analytic reports of the website after the Part 150 Noise Study Public Outreach open houses were conducted. Attached are the reports for February and May for comparison purposes. The reports include data for the overall site on Page One and data specific to the Part 150 webpages on Page Two.

Analytics Reference Terms:

- **Users** – the number of new and returning people who visited the website.
- **Unique Visitors** – the number of individual or separate visitors to the website.
- **Sessions** – each session is a group of interactions one user takes within a given timeframe.
- **Pageviews** – the number of times a specific page was visited on the site.
- **Unique Pageviews** – pageviews that are generated by the same user during the same session. When a user visits a webpage once or multiple times within a session, it's counted as one unique pageview.

Traffic to the Part 150 webpages for both the February and May reports show most visitors coming mainly to the main Noise Study webpage. The May reports show that a majority of visitors are from the public and not NAA employees, who sometimes refer to the web site.

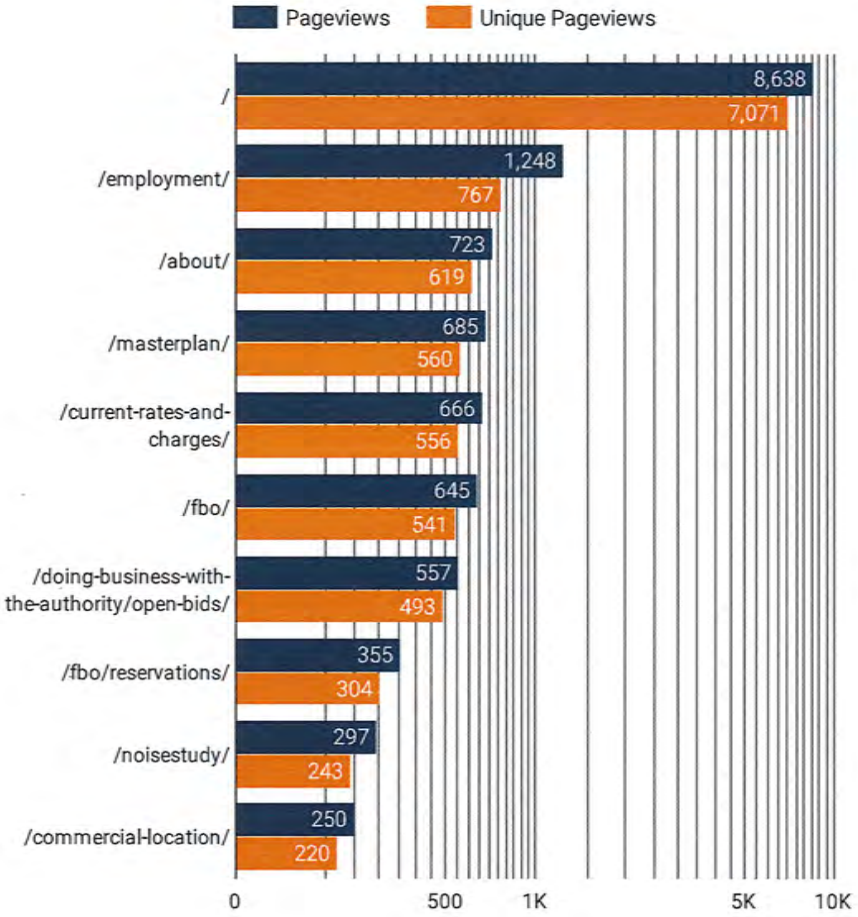
COMMUNICATION PLAN: None at this time.

FINANCIAL IMPACT: None anticipated.

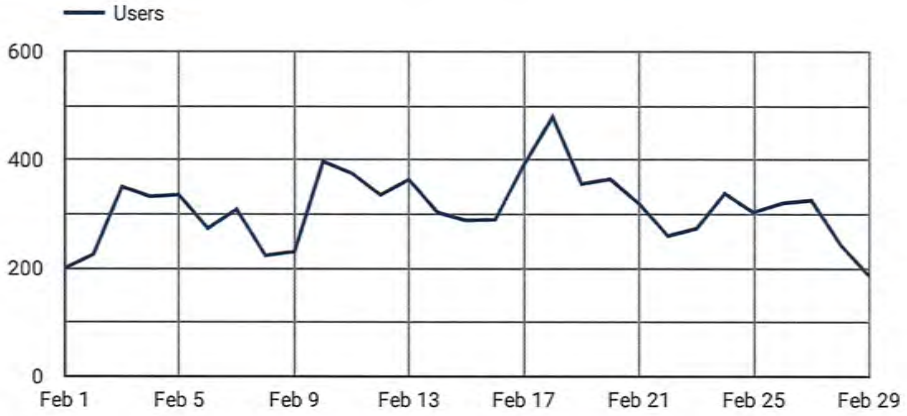
Global Site Data

Data collected over Feb 2020

Most visited pages



Unique visitors over time



Public Users & Pageviews

Users	Sessions	Pageviews	Unique Pageviews
8,272	9.6K	19.9K	16.4K

Naples Airport Users & Pageviews

Employees

Not Applicable

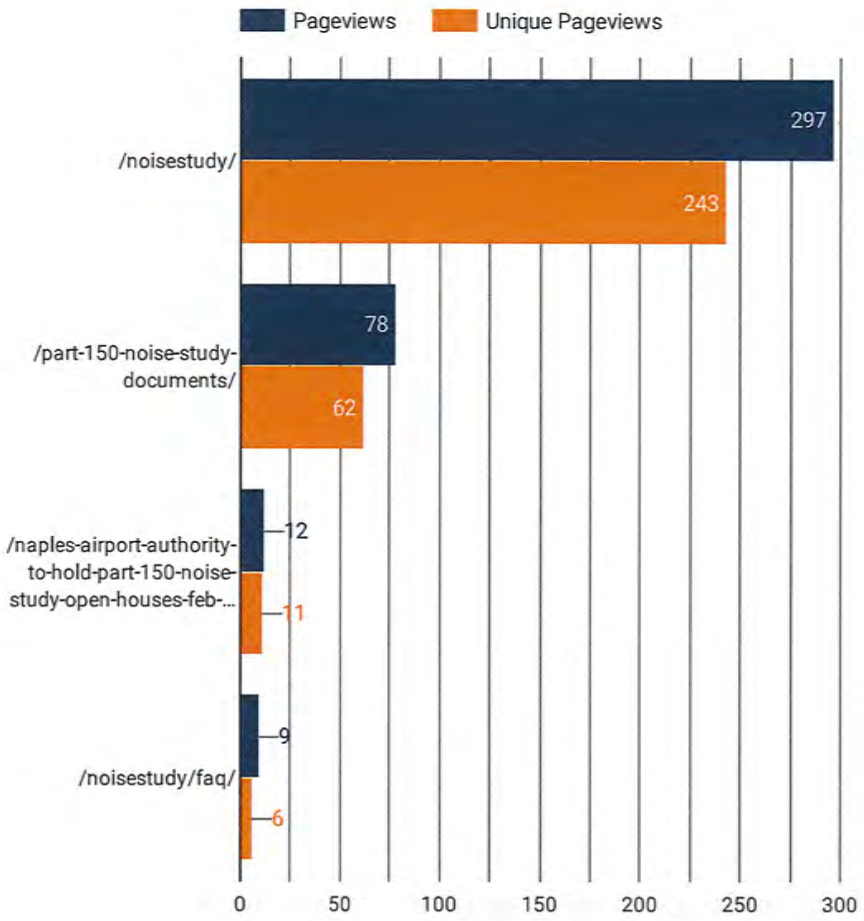
Guests

Not Applicable

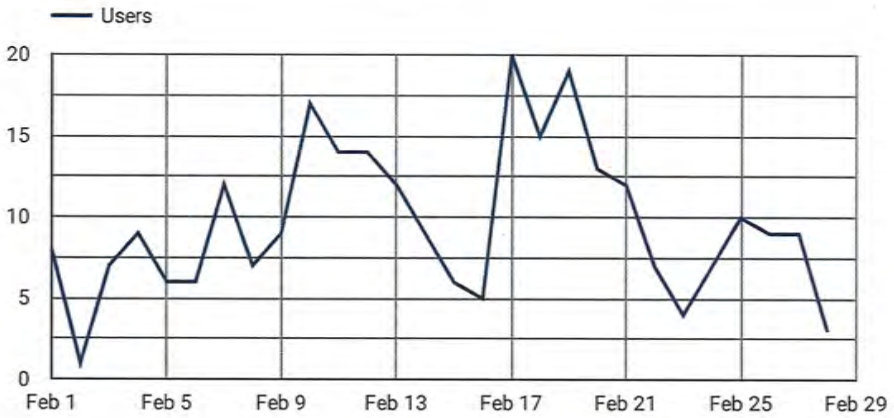
Part 150 Data

Data collected over Feb 2020

Part 150 Pages



Unique visitors over time



Public Users & Pageviews

Users	Sessions	Pageviews	Unique Pageviews
213	137	402	328

Naples Airport Users & Pageviews

Employees

Not Applicable

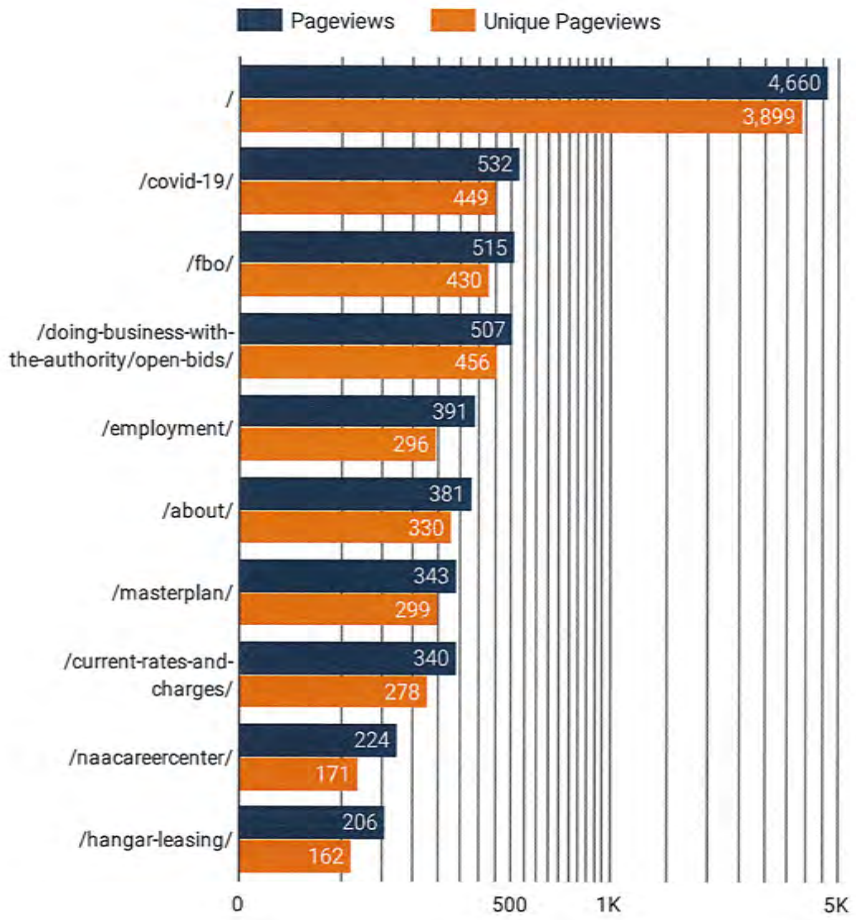
Guests

Not Applicable

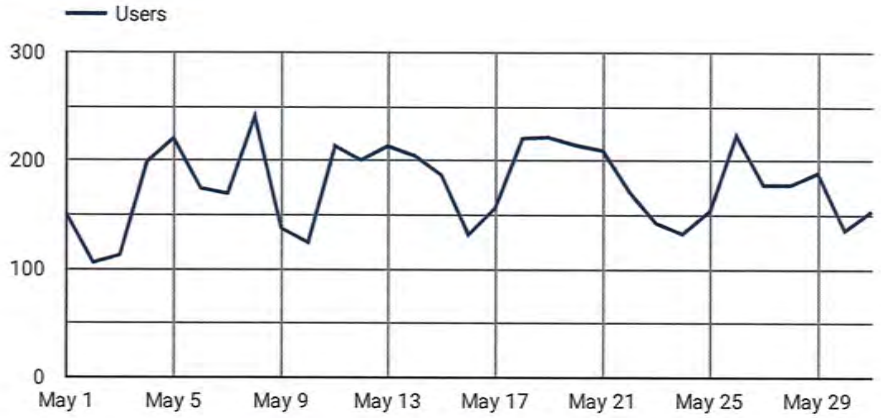
Global Site Data

Data collected over May 2020

Most visited pages



Unique visitors over time



Public Users & Pageviews

Users	Sessions	Pageviews	Unique Pageviews
4,917	5.8K	11.6K	9.7K

Naples Airport Users & Pageviews

Employees

Users	Sessions	Pageviews	Unique Pageviews
162	192	383	320

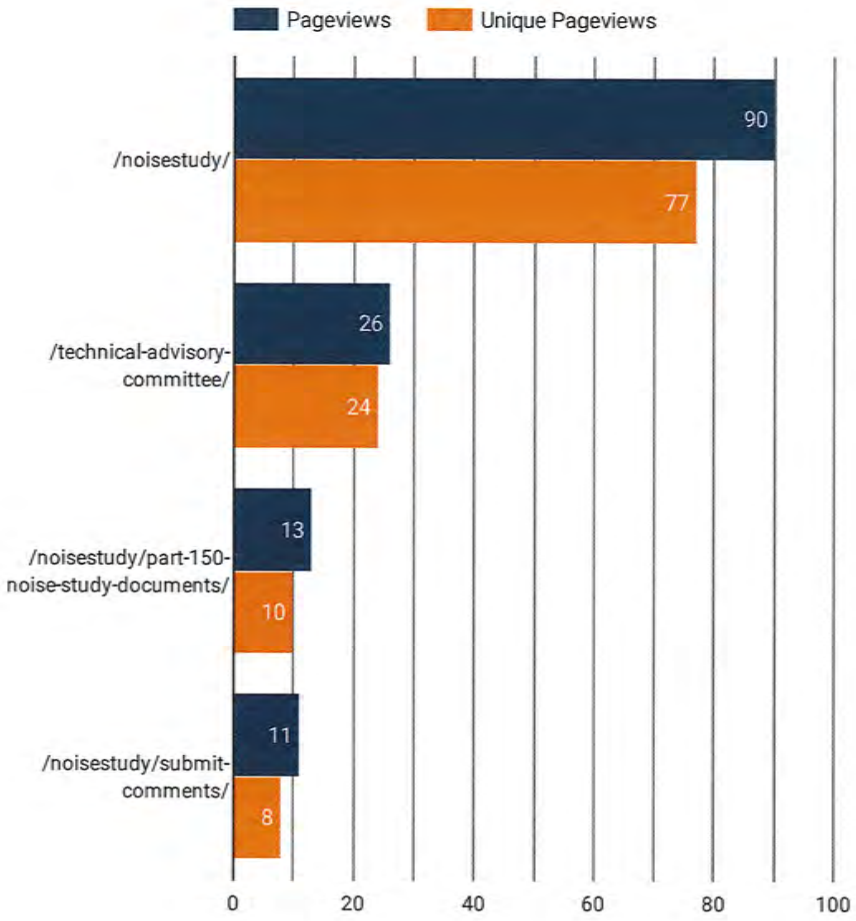
Guests

Users	Sessions	Pageviews	Unique Pageviews
438	517	1,034	865

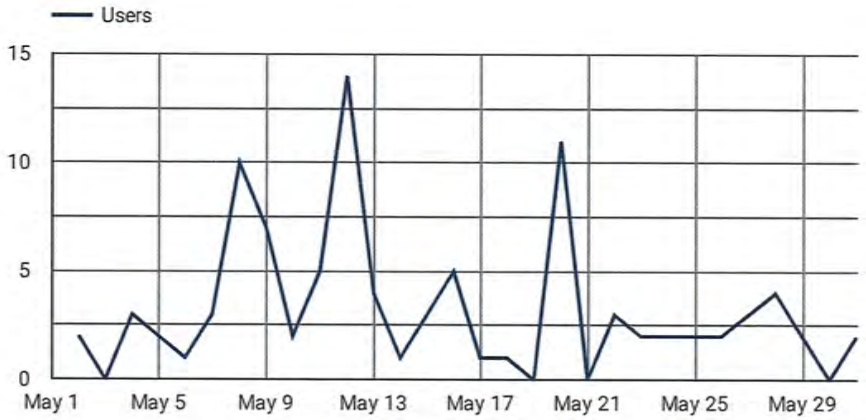
Part 150 Data

Data collected over May 2020

Part 150 Pages



Unique visitors over time



Public Users & Pageviews

Users	Sessions	Pageviews	Unique Pageviews
89	39	150	128

Naples Airport Users & Pageviews

Employees

Users	Sessions	Pageviews	Unique Pageviews
3	2	5	4

Guests

Users	Sessions	Pageviews	Unique Pageviews
7	3	11	10

Naples AIRPORT AUTHORITY

To: Honorable Chair and Committee Members

From: Diane Terrill, Deputy Executive Director

Meeting Date: June 25, 2020

Re: **NEW BUSINESS**

1. Strategic Plan Scorecard – FY 2020 Mid-Year Report

SUMMARY: Committee review of the Fiscal Year 2020 Mid-Year Strategic Plan Scorecard.

BACKGROUND: The Strategic Plan Scorecard is a tool for reporting the status of Goals, Objectives and Measures. It is a summary of the major projects and initiatives that staff worked on during FY 2020. The scorecard measures the status of achievements as of May 31, 2020.

Due to the COVID-19 pandemic, planned initiatives were cancelled or postponed to help ensure the health and safety of the public, our customers, tenants and staff. These include events that were cancelled by outside organizations and participants, as well as those planned by the NAA. With the uncertainty of how the ongoing situation will evolve, and in accordance with the value of being Agile, staff is reviewing measures that cannot be achieved because of factors out of the NAA's control, and Measures that can be achieved by taking a fresh approach.

The attached Scorecard was presented to the Board of Commissioners at the June 18, 2020 Regular Meeting for review and adoption. Specific to the NCC is one Measure that staff requested revisions to:

- Goal 2, Objective 3: "*30 community events, FSFQ promotional events, tours, and presentations*" As of 5/31, we have conducted or participated in 20 of these activities. The NABOR Expo was cancelled by the organizers, and planned small community meetings and retail-style outreach for the Part 150 Noise Study have been postponed until further notice. Staff proposed to reduce the measure from 30 to 25.

COMMUNICATIONS PLAN: If accepted by the Board on June 18, 2020, a revised Scorecard will be circulated to all employees and posted to our website.

FINANCIAL IMPACT: None anticipated.

STRATEGIC PLAN SCORECARD

October 1, 2019 to September 30, 2020

Adopted by NAA Board January 16, 2020. Revised June 18, 2020 in response to COVID-19

GOAL 1	OBJECTIVE	PROJECT / INITIATIVE	MEASURE	OWNER	START	COMPLETION	STATUS
Provide a safe, modern and efficient airport and fixed base operator	Plan, develop, and maintain facilities that meet customers current needs, anticipates future demands, and preserve the utility of the airport	Replacement ARFF Station, GAT Improvements, Runway 5-23 Drainage, North Quad Site Preparation, GA North Apron Rehabilitation, ATCT Improvements	Capital projects (> $1M) on time and within budget	Development	10/1/2019	9/30/2020	
		Airspace Planning Software	No new incompatible land uses or adverse impacts to airspace	Development	10/1/2019	9/30/2020	
	Employ a proactive approach to workplace and operational safety, maintenance and security	Maintain compliance with Part 139 requirements throughout the year	FAA Part 139 Certification - No Discrepancies	Operations	10/1/2019	9/30/2020	
		Employee training, operating procedures, and the Safety Action Team		Operations	10/1/2019	9/30/2020	
	Innovate in preserving the environment and natural resources	Incorporate LEED elements into new facilities, conduct feasiblity study of implementing solar canopy in GAT long-term parking lot, convert GAT irrigation to storm water source and replace GAT drinking fountains with water bottle refill stations	Improve energy efficiency and reduce utility use where practicable	Development	10/1/2019	9/30/2020	
GOAL 2	**OBJECTIVE**	**PROJECT / INITIATIVE**	**MEASURE**	**OWNER**	**START**	**COMPLETION**	**STATUS**
Be an engaged, responsive partner in service to our community	Mitigate adverse impacts of aircraft noise on all the communities surrounding the airport to the extent feasible	Part 150 Noise Study (Phase 1 - NEM)	Conduct Part 150 Noise Study on schedule	Executive	10/1/2019	9/30/2020	
	Improve voluntary curfew compliance	*Fly Safe Fly Quiet* initiatives	98% or better curfew compliance	Executive	10/1/2019	9/30/2020	
	Increase awareness about the value of the airport, noise abatement efforts, and honor aviation's historical contributions	Outreach Events	25 community events, FSFQ promotional events, tours, and presentations	Communications	10/1/2019	9/30/2020	
GOAL 3	**OBJECTIVE**	**PROJECT / INITIATIVE**	**MEASURE**	**OWNER**	**START**	**COMPLETION**	**STATUS**
Strengthen the airport's economic vitality	Assure the fiscal health and integrity of the Naples Airport Authority	Maintain appropriate financial controls and procedures	Certificate of Achievement for Excellence in Financial Reporting for FY19	Finance	10/1/2019	9/30/2020	
			Unmodified audit from FY2019		10/1/2019	9/30/2020	
		Maximize grant revenue on capital improvement projects	Execute grants agreement offered, collect programmed amounts and close out grants on time	Finance	10/1/2019	9/30/2020	
		Management of revenues and expenditures	Operate the airport within approved Operating/Capital budget (in millions)	Finance	10/1/2019	9/30/2020	
	Deliver internal and external customer service that anticipates and surpasses expectations	Customer Survey Rankings	To be ranked as one of the overall top 20 FBO's in the Pro Pilot PRASE Survey	Operations	10/1/2019	9/30/2020	
			To be ranked as one of the top 10 Independent FBO's in the Pro Pilot PRASE Survey	Operations	10/1/2019	9/30/2020	
			Collect at least 250 NAA surveys with 90% or above exceeding expectations	Operations	10/1/2019	9/30/2020	
	Ensure business continuity	Fraud prevention and data protection	No loss of funds due to fraud	Finance and IT	10/1/2019	9/30/2020	
			No external breaches of sensitive data	Finance and IT	10/1/2019	9/30/2020	
		Streamline internal procedures and harden IT infrastructure	Update IT disaster recovery procedures, install SAN, Windows 7 EOL workstation and server upgrades	IT	10/1/2019	9/30/2020	
GOAL 4	**OBJECTIVE**	**PROJECT / INITIATIVE**	**MEASURE**	**OWNER**	**START**	**COMPLETION**	**STATUS**
Equip employees and leaders to excel today while preparing for tomorrow	Promote a values-centered culture in order to better serve our employees, customers and community	Employee engagement	Exceed Employee Pulse survey government sector benchmark 60-65%	HR	10/1/2019	9/30/2020	
	Offer progressive opportunities for employee and leadership development	Leadership Development Program	90% or more members of the leadership team complete leadership development training and full-time employees establish/update career path	HR	10/1/2019	9/30/2020	
	Inspire the next generation of aviation professionals	Aviation education programs and/or events (CAP, EAA, NYAP, LWIT, sponsor students to attend industry conferences, career fairs, etc.)	Engage students through 5 aviation education programs, internships and/or events	Communications	10/1/2019	9/30/2020	

100%	Project on Schedule	100%	Project Completed	75%	Project Delayed and/or Behind Schedule
50%	Project Halted or Terminated Due to Factors Beyond NAA Control	0%	Project Halted or Terminated Due to NAA		

Naples AIRPORT AUTHORITY
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The following is a high-level summary for January 2020, plus information on upcoming events:

January 2020 compared to January 2019:

- Total Aircraft operations are up 4.4%
- IFR (Instrument Flight Rules) operations are up 4.7%
- VFR (Visual Flight Rules) operations are up 4.2%
- Voluntary curfew (10pm – 7am) operations are down 14.5%
- 66.7% of the operations occurred during the "shoulder hours" in January 2020 as compared to 70.1% during January 2019.
- Voluntary curfew compliance rate is 99% in January 2020, as compared to 98.6% in January 2019.

FY 2020 compared to FY 2019 (October-January):

- Total Aircraft operations are up 8.7%
- IFR (Instrument Flight Rules) operations are up 7.7%
- VFR (Visual Flight Rules) operations are up 9.4%
- Voluntary curfew (10pm – 7am) operations are down 1.8%
- Voluntary YTD curfew compliance rate is 98.7% for FY 2020 and 98.5% for FY 2019.

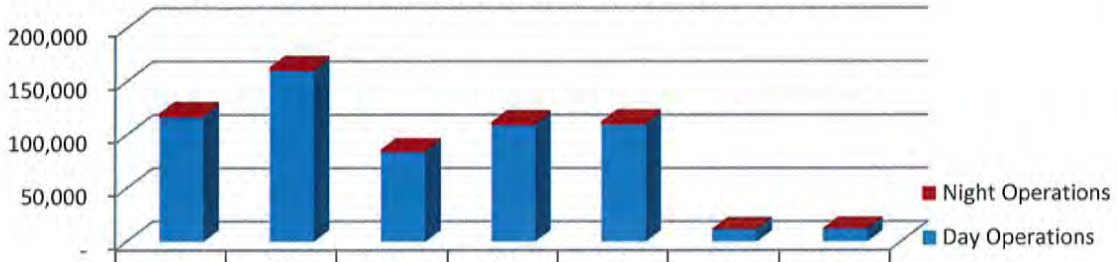
The next **Noise Compatibility Committee Regular Meeting** is scheduled for Thursday, April 30th, 2020, at 9 a.m., in Airport Office Building Conference Room located at 200 Aviation Drive North, 2nd floor. The public is encouraged to attend.

Videos of NCC Meetings are available for viewing at:
https://flynaples.com/agendas-minutes-videos/

NCC and NAA Annual Reports are posted on the Authority's website at:
https://flynaples.com/annual-reports/

Naples Airport - Operations Summary
Prepared by the Naples Airport Authority
January 2020

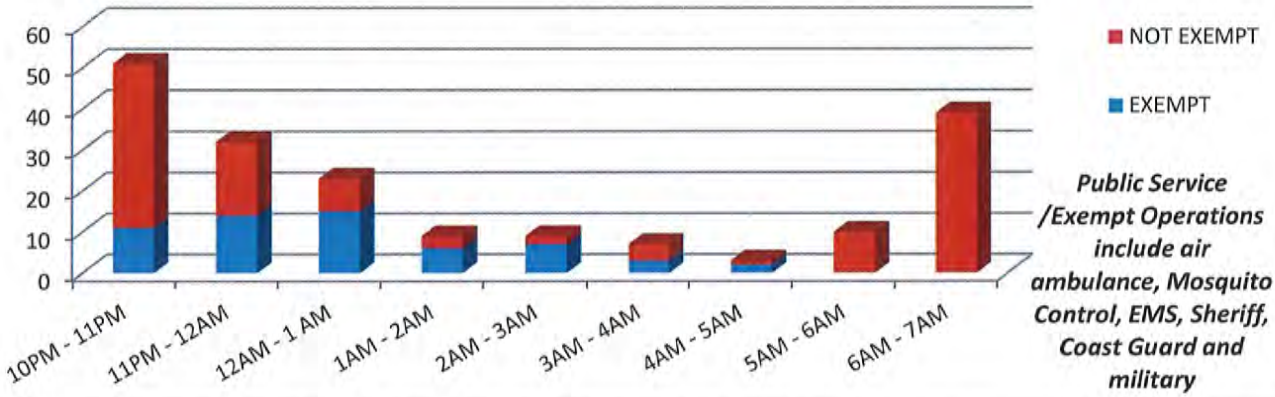
Day and Night Operations Annual & Current Month



	FY 2000	FY 2005	FY 2010	FY 2018	FY 2019	Jan-2019	Jan-2020
Total Operations	120,291	163,434	86,187	112,262	112,800	11,698	12,213
Night Operations	3,282	3,130	1,973	2,880	2,870	214	183
Day Operations	117,009	160,304	84,214	109,382	109,930	11,484	12,030
% Night Operations	2.7%	1.9%	2.3%	2.6%	2.5%	1.8%	1.5%

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

Night Operations by Hour - Current Month



Public Service /Exempt Operations include air ambulance, Mosquito Control, EMS, Sheriff, Coast Guard and military

66.7% of night operations took place during the hours of 10 pm - midnight and 6 a.m. - 7 a.m.

Voluntary Curfew Activity by Aircraft Category, Current Month

	Arrivals	Departures	Total	% of Activity
Jets	43	35	78	43%
Turboprops	2	5	7	4%
Piston	16	22	38	21%
Helo	1	1	2	1%
Public Service	31	27	58	32%
Total	93	90	183	
% of Activity	51%	49%		

US Customs and Border Protection Aircraft Clearings

	Cleared and Stayed	Cleared and Departed	Total Cleared	Cleared and Stayed
FY 2011*	304	6	310	98.1%
FY 2012	492	16	508	96.9%
FY 2013	549	12	561	97.9%
FY 2014	762	26	788	96.7%
FY 2015	874	32	906	96.5%
FY 2016	1025	47	1072	95.6%
FY 2017	1204	22	1226	98.2%
FY 2018	1334	28	1362	97.9%
FY 2019	1345	20	1365	98.5%
FY 2020 YTD	484	4	488	99.2%

* Facility opened December 30, 2010

Naples AIRPORT AUTHORITY
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The following is a high-level summary for February 2020, plus information on upcoming events:

February 2020 compared to February 2019:

- Total Aircraft operations are down 5.3%
- IFR (Instrument Flight Rules) operations are up 7.2%
- VFR (Visual Flight Rules) operations are down 16%
- Voluntary curfew (10pm – 7am) operations are down 9.2%
- 72.1% of the operations occurred during the "shoulder hours" in February 2020 as compared to 71.9% during February 2019.
- Voluntary curfew compliance rate is 98.5% in February 2020, as compared to 98.5% in February 2019.

FY 2020 compared to FY 2019 (October-February):

- Total Aircraft operations are up 5.5%
- IFR (Instrument Flight Rules) operations are up 7.6%
- VFR (Visual Flight Rules) operations are up 3.9%
- Voluntary curfew (10pm – 7am) operations are down 3.4%
- Voluntary YTD curfew compliance rate is 98.6% for FY 2020 and 98.5% for FY 2019.

The next **Noise Compatibility Committee Regular Meeting** is scheduled for Thursday, April 30th, 2020, at 9 a.m., in Airport Office Building Conference Room located at 200 Aviation Drive North, 2nd floor. The public is encouraged to attend.

Videos of NCC Meetings are available for viewing at:
https://flynaples.com/agendas-minutes-videos/

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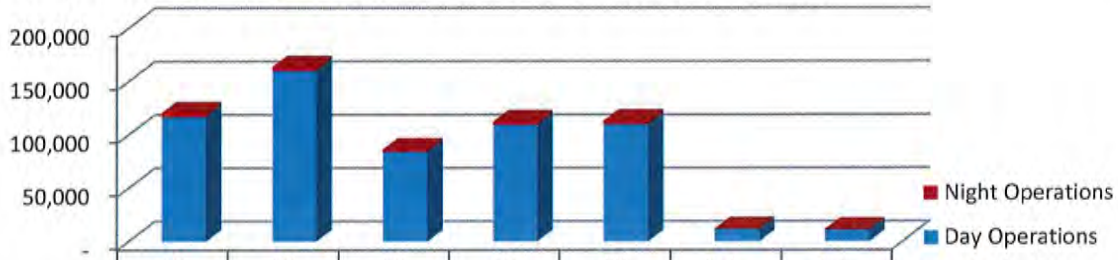
Naples Airport - Operations Summary
Prepared by the Naples Airport Authority
February 2020

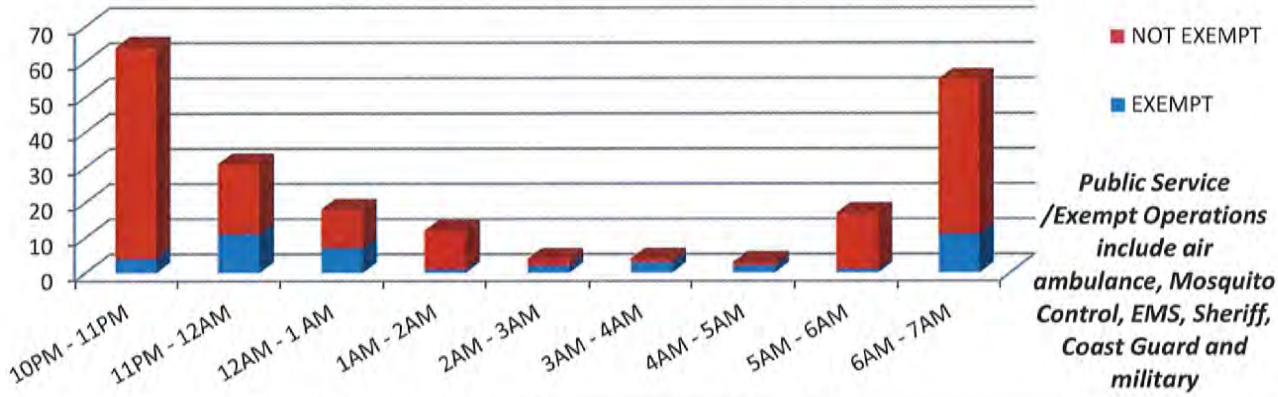
Day and Night Operations Annual & Current Month



	FY 2000	FY 2005	FY 2010	FY 2018	FY 2019	Feb-2019	Feb-2020
Total Operations	120,291	163,434	86,187	112,262	112,800	11,772	11,145
Night Operations	3,282	3,130	1,973	2,880	2,870	229	208
Day Operations	117,009	160,304	84,214	109,382	109,930	11,543	10,937
% Night Operations	2.7%	1.9%	2.3%	2.6%	2.5%	1.9%	1.9%

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

Night Operations by Hour - Current Month



Public Service /Exempt Operations include air ambulance, Mosquito Control, EMS, Sheriff, Coast Guard and military

72.1% of night operations took place during the hours of 10 pm - midnight and 6 a.m. - 7 a.m.

Voluntary Curfew Activity by Aircraft Category, Current Month

	Arrivals	Departures	Total	% of Activity
Jets	62	44	106	51%
Turboprops	8	5	13	6%
Piston	17	26	43	21%
Helo	2	2	4	2%
Public Service	22	20	42	20%
Total	111	97	208	
% of Activity	53%	47%		

US Customs and Border Protection Aircraft Clearings

	Cleared and Stayed	Cleared and Departed	Total Cleared	Cleared and Stayed
FY 2011*	304	6	310	98.1%
FY 2012	492	16	508	96.9%
FY 2013	549	12	561	97.9%
FY 2014	762	26	788	96.7%
FY 2015	874	32	906	96.5%
FY 2016	1025	47	1072	95.6%
FY 2017	1204	22	1226	98.2%
FY 2018	1334	28	1362	97.9%
FY 2019	1345	20	1365	98.5%
FY 2020 YTD	644	7	651	98.9%

* Facility opened December 30, 2010

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The following is a high-level summary for March 2020, plus information on upcoming events:

March 2020 compared to March 2019:

- Total Aircraft operations decreased 5.3%
- IFR (Instrument Flight Rules) operations decreased 10.3%
- VFR (Visual Flight Rules) operations decreased .3%
- Voluntary curfew (10pm – 7am) operations decreased 51%
- 73.9% of the operations occurred during the "shoulder hours" in March 2020 as compared to 72.7% during March 2019.
- Voluntary curfew compliance rate is 98.9% in March 2020, as compared to 98.1% in March 2019.

FY 2020 compared to FY 2019 (October-March):

- Total Aircraft operations increased 3.5%
- IFR (Instrument Flight Rules) operations increased 3.9%
- VFR (Visual Flight Rules) operations increased 3.2%
- Voluntary curfew (10pm – 7am) operations decreased 13.7%
- Voluntary YTD curfew compliance rate is 98.7% for FY 2020 and 98.4% for FY 2019.

Due to the COVID-19 Pandemic, the April 30th, 2020 Noise Compatibility Committee Regular Meeting has been cancelled and will be re-scheduled at a later date.

Videos of NCC Meetings are available for viewing at:
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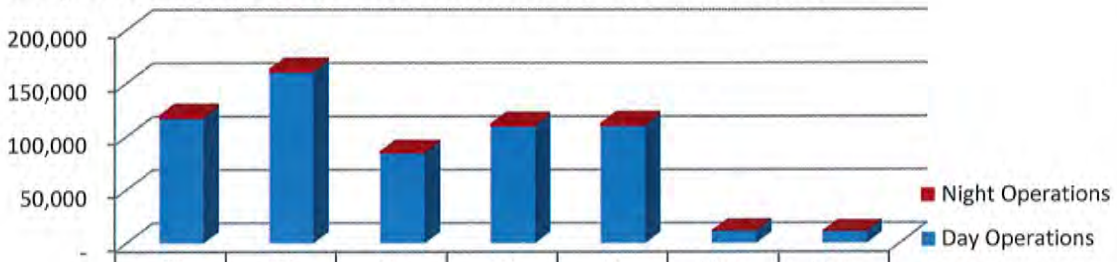
Naples Airport - Operations Summary
Prepared by the Naples Airport Authority
March 2020

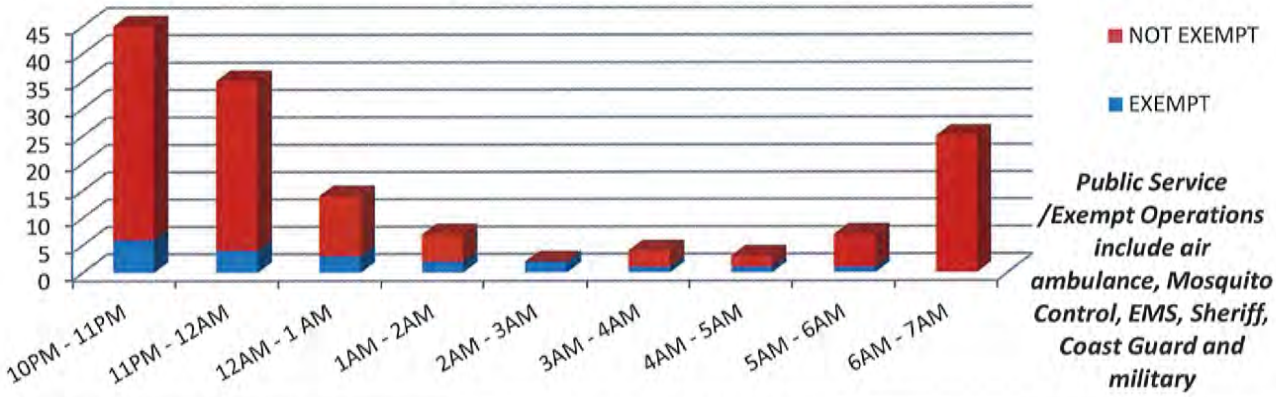
Day and Night Operations Annual & Current Month



	FY 2000	FY 2005	FY 2010	FY 2018	FY 2019	Mar-2019	Mar-2020
Total Operations	120,291	163,434	86,187	112,262	112,800	11,732	11,111
Night Operations	3,282	3,130	1,973	2,880	2,870	290	142
Day Operations	117,009	160,304	84,214	109,382	109,930	11,442	10,969
% Night Operations	2.7%	1.9%	2.3%	2.6%	2.5%	1.9%	1.9%

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

Night Operations by Hour - Current Month



Public Service /Exempt Operations include air ambulance, Mosquito Control, EMS, Sheriff, Coast Guard and military

73.9% of night operations took place during the hours of 10 pm - midnight and 6 a.m. - 7 a.m.

Voluntary Curfew Activity by Aircraft Category, Current Month

	Arrivals	Departures	Total	% of Activity
Jets	42	26	68	48%
Turboprops	5	4	9	6%
Piston	25	19	44	31%
Helo	0	1	1	1%
Public Service	11	9	20	14%
Total	83	59	142	
% of Activity	58%	42%		

US Customs and Border Protection Aircraft Clearings

	Cleared and Stayed	Cleared and Departed	Total Cleared	Cleared and Stayed
FY 2011*	304	6	310	98.1%
FY 2012	492	16	508	96.9%
FY 2013	549	12	561	97.9%
FY 2014	762	26	788	96.7%
FY 2015	874	32	906	96.5%
FY 2016	1025	47	1072	95.6%
FY 2017	1204	22	1226	98.2%
FY 2018	1334	28	1362	97.9%
FY 2019	1345	20	1365	98.5%
FY 2020 YTD	832	11	843	98.7%

* Facility opened December 30, 2010

Naples AIRPORT AUTHORITY
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The following is a high-level summary for April 2020, plus information on upcoming events:

April 2020 compared to April 2019:

- Total Aircraft operations decreased 49.8%
- IFR (Instrument Flight Rules) operations decreased 56.8%
- VFR (Visual Flight Rules) operations decreased 43.9%
- Voluntary curfew (10pm – 7am) operations decreased 69.8%
- 64.1% of the operations occurred during the "shoulder hours" in April 2020 as compared to 77% during April 2019.
- Voluntary curfew compliance rate is 99.1% in April 2020, as compared to 97.8% in April 2019.

FY 2020 compared to FY 2019 (October-April):

- Total Aircraft operations decreased 4.1%
- IFR (Instrument Flight Rules) operations decreased 5.0%
- VFR (Visual Flight Rules) operations decreased 3.4%
- Voluntary curfew (10pm – 7am) operations decreased 24.1%
- Voluntary YTD curfew compliance rate is 98.7% for FY 2020 and 98.3% for FY 2019.

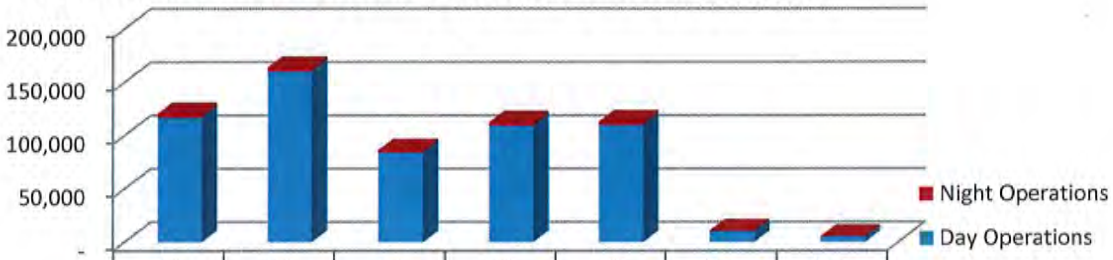
The next **Noise Compatibility Committee Regular Meeting** is scheduled for Thursday, June 25th, 2020, at 9 a.m., in the Airport Office Building Conference Room located at 200 Aviation Drive North, 2nd floor.

Videos of NCC Meetings are available for viewing at:
https://flynaples.com/agendas-minutes-videos/

NCC and NAA Annual Reports are posted on the Authority's website at:
https://flynaples.com/annual-reports/

Naples Airport - Operations Summary
Prepared by the Naples Airport Authority
April 2020

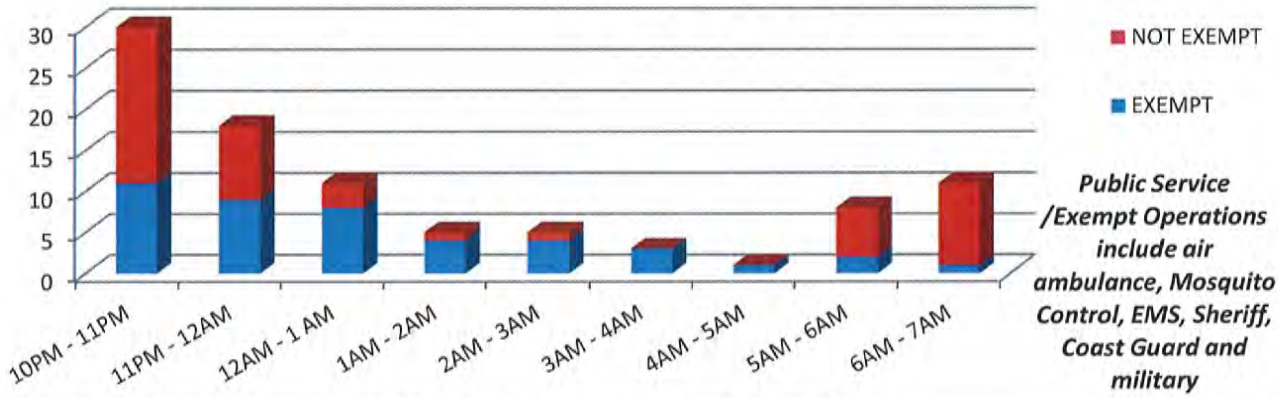
Day and Night Operations Annual & Current Month



	FY 2000	FY 2005	FY 2010	FY 2018	FY 2019	Apr-2019	Apr-2020
Total Operations	120,291	163,434	86,187	112,262	112,800	10,680	5,359
Night Operations	3,282	3,130	1,973	2,880	2,870	305	92
Day Operations	117,009	160,304	84,214	109,382	109,930	10,375	5,267
% Night Operations	2.7%	1.9%	2.3%	2.6%	2.5%	2.9%	1.7%

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

Night Operations by Hour - Current Month



Public Service /Exempt Operations include air ambulance, Mosquito Control, EMS, Sheriff, Coast Guard and military

64.1% of night operations took place during the hours of 10 pm - midnight and 6 a.m. - 7 a.m.

Voluntary Curfew Activity by Aircraft Category, Current Month

	Arrivals	Departures	Total	% of Activity
Jets	6	6	12	13%
Turboprops	2	3	5	5%
Piston	14	18	32	35%
Helo	0	0	0	0%
Public Service	26	17	43	47%
Total	48	44	92	
% of Activity	52%	48%		

US Customs and Border Protection Aircraft Clearings

	Cleared and Stayed	Cleared and Departed	Total Cleared	Cleared and Stayed
FY 2011*	304	6	310	98.1%
FY 2012	492	16	508	96.9%
FY 2013	549	12	561	97.9%
FY 2014	762	26	788	96.7%
FY 2015	874	32	906	96.5%
FY 2016	1025	47	1072	95.6%
FY 2017	1204	22	1226	98.2%
FY 2018	1334	28	1362	97.9%
FY 2019	1345	20	1365	98.5%
FY 2020 YTD	845	11	856	98.7%

* Facility opened December 30, 2010

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The following is a high-level summary for May 2020, plus information on upcoming events:

May 2020 compared to May 2019:

- Total Aircraft operations decreased 23.8%
- IFR (Instrument Flight Rules) operations increased 0.9%
- VFR (Visual Flight Rules) operations decreased 38.5%
- Voluntary curfew (10pm – 7am) operations decreased 24.1%
- 73.1% of the operations occurred during the "shoulder hours" in May 2020 as compared to 80.3% during May 2019.
- Voluntary curfew compliance rate is 97.7% in May 2020, as compared to 97.5% in May 2019.

FY 2020 compared to FY 2019 (October-May):

- Total Aircraft operations decreased 6.4%
- IFR (Instrument Flight Rules) operations decreased 4.4%
- VFR (Visual Flight Rules) operations decreased 8%
- Voluntary curfew (10pm – 7am) operations decreased 24.1%
- Voluntary YTD curfew compliance rate is 98.6% for FY 2020 and 98.2% for FY 2019.

The next **Noise Compatibility Committee Regular Meeting** is scheduled for Thursday, June 25, 2020 at 9:00am. This meeting will be held virtually. The public is invited to participate. Instructions for participating in this virtual meeting will be posted on the NCC meetings page of our website https://flynaples.com/ncc-meetings-minutes/. This meeting will be recorded and posted to our website www.flynaples.com.

Videos of NCC Meetings are available for viewing at:
https://flynaples.com/agendas-minutes-videos/

NCC and NAA Annual Reports are posted on the Authority's website at:
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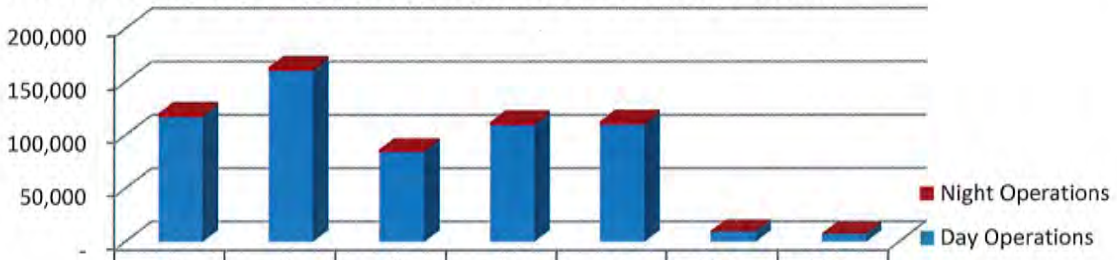
Naples Airport - Operations Summary
Prepared by the Naples Airport Authority
May 2020

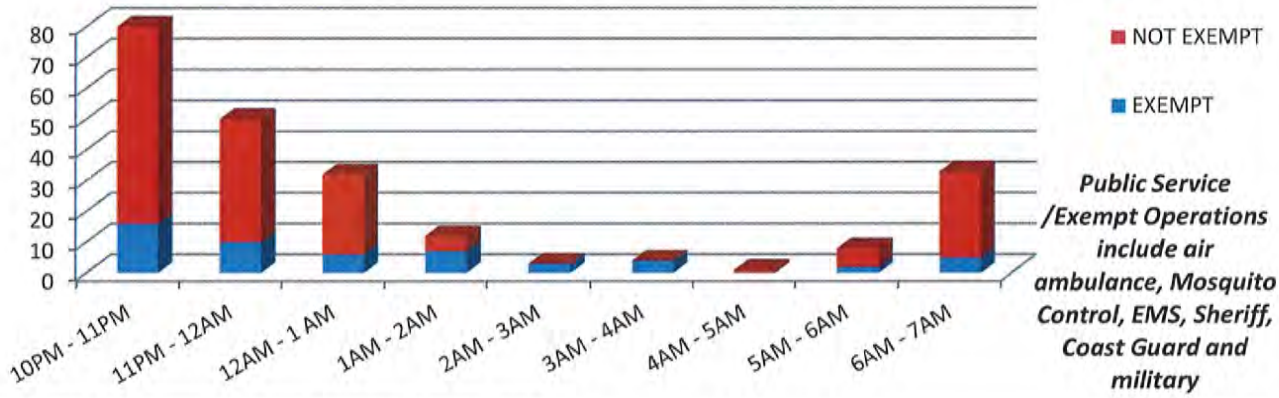
Day and Night Operations Annual & Current Month



	FY 2000	FY 2005	FY 2010	FY 2018	FY 2019	May-2019	May-2020
Total Operations	120,291	163,434	86,187	112,262	112,800	9,817	7,478
Night Operations	3,282	3,130	1,973	2,880	2,870	294	223
Day Operations	117,009	160,304	84,214	109,382	109,930	9,523	7,255
% Night Operations	2.7%	1.9%	2.3%	2.6%	2.5%	3%	3%

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

Night Operations by Hour - Current Month



Public Service /Exempt Operations include air ambulance, Mosquito Control, EMS, Sheriff, Coast Guard and military

73.1% of night operations took place during the hours of 10 pm - midnight and 6 a.m. - 7 a.m.

Voluntary Curfew Activity by Aircraft Category, Current Month

	Arrivals	Departures	Total	% of Activity
Jets	24	18	42	19%
Turboprops	3	8	11	5%
Piston	61	55	116	52%
Helo	1	0	1	0%
Public Service	31	22	53	24%
Total	120	103	223	
% of Activity	54%	46%		

US Customs and Border Protection Aircraft Clearings

	Cleared and Stayed	Cleared and Departed	Total Cleared	Cleared and Stayed
FY 2011*	304	6	310	98.1%
FY 2012	492	16	508	96.9%
FY 2013	549	12	561	97.9%
FY 2014	762	26	788	96.7%
FY 2015	874	32	906	96.5%
FY 2016	1025	47	1072	95.6%
FY 2017	1204	22	1226	98.2%
FY 2018	1334	28	1362	97.9%
FY 2019	1345	20	1365	98.5%
FY 2020 YTD	872	11	883	98.8%

* Facility opened December 30, 2010