**CITY OF NAPLES AIRPORT AUTHORITY (NAA)**
**Part 150 Noise Study Technical Advisory Committee (TAC)**
**Notice of Regular Meeting**

**Please note:** *Because of the COVID-19 pandemic, the TAC 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_udoBUZ7bTDmQj3HKWjH2Vw

*In addition, if you wish to address the TAC, 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**
**Tuesday, June 23, 2020**
**9 a.m.**

**Committee Members**

Joan Tobin - Third Street South Business District
Bruce Barone – Fifth Avenue South Business Improvement District Representative
Phil Boyer – Piston Representative
Jerry Brown – City at Large Representative
Michael Dalby – Greater Naples Chamber Representative
Danielle Hudson – Naples Area Board of Realtors Representative
Steve Kingston – Jet Representative
David Norgard – Southeast Representative
Daniel O'Brien – Northwest Representative
Andy Reed – County at Large Representative
Jamie Robinson – Representative
Raymond Stricklen – Southwest Representative

**Liaisons/Participants**

Commissioner Donna M. Messer – Naples Airport Authority Liaison
City Councilor Gary Price – Noise Compatibility Committee Liaison
Peter Green – Federal Aviation Administration Liaison
Joe Molsen – TRACON/RSW Liaison
Stacey Nichols – Naples Air Traffic Control Tower Liaison
Robin Singer – City of Naples Planning Department Liaison
Jamie French – Collier County Growth Management Division Liaison
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.

**NOTICE**

Formal action may be taken on any item listed on the Agenda below, or added to the Agenda before or during the meeting, or discussed during the meeting without being added to the Agenda. Also, the sequence of items may be changed as the meeting progresses. Any person who decides to appeal a recommendation made by the Technical Advisory Committee with respect to any matter considered at this meeting may do so at the next Regular City of Naples Airport Authority Board Meeting.

Any person with a disability requiring auxiliary aids or services in order to participate in this proceeding for online meetings may call the NAA Executive Assistant's Office at 643-0733, with requests at least two business days before the meeting.

Information on Action Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Committee approval, usually at the next Regular Meeting.

Actions of this committee are subject to the Florida Sunshine Law. 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 – ENVIRONMENTAL SCIENCE ASSOCIATES (ESA)**

1. Introduce New TAC Members

B. **PLEDGE OF ALLEGIANCE**

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

D. **MINUTES**

1. Approve January 30, 2020 Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Overview of Public Workshop Comments and Themes - ESA
2. Naples Airport Noise History - ESA
3. Airspace Operational Overview - ESA
4. Noise Modeling, Operational Analysis and Land Use Compatibility - ESA
5. Alternative Community Outreach Strategies in the COVID-19 Environment - ESA

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

H. **OLD BUSINESS**

I. **NEW BUSINESS**

1. Next Meeting Date – November 5, 2020 at 9:30 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 (NAA) Technical Advisory Committee (TAC)**
Airport Office Building Conference Room

## ROLL CALL

The meeting was called to order by Michael Arnold at 1 p.m. in the Airport Office Building Conference Room.

Committee members present were Danielle Hudson, Steve Kingston, David Norgard, Daniel O'Brien, Andy Reed, Jamie Robinson and Craig Westbay. Bruce Barone, Jerry Brown and Jamie French had excused absences.

Liaisons present were Commissioner Messer, Vice Mayor Gary Price, Peter Green, Robin Singer and Joe Molsen.

NAA Staff and Authority Counsel present were: Chris Rozansky, Diane Terrill, Bill Owens, Robin Menard, Kerry Keith and Heather LeDuc.

## AGENDA (Add, delete or re-sequence items)

There were no changes to the agenda.

## MINUTES

There were no previous minutes, as this was the first NAA Part 150 Study TAC meeting.

## PRESENTATIONS AND TIME CERTAIN ITEMS

### 1. Purpose and Objectives of the Technical Advisory Committee – ESA

Michael Arnold of ESA introduced the Part 150 Study team and asked members of the TAC to introduce themselves. After TAC members introduced themselves, Mr. Arnold outlined rules and expectations for the TAC. He asked that members bring information back to their communities and encourage involvement within their groups. Mr. Arnold then introduced the meeting facilitator, Yvonne Garth, and her role for the meeting.

### 2. Government in the Sunshine – Bond, Schoeneck and King, PLLC

Thomas Rinaldi of Bond, Schoeneck and King, PLLC introduced the Sunshine Law and how it relates to the Part 150 Study TAC members. TAC members were informed that they are subject to the Sunshine Law and public records requests. The Sunshine Law prioritizes transparency, meaning that all meetings must be open to the public and have reasonable notice. Meeting minutes are also necessary in order to remain in compliance with the Sunshine Law. Meeting minutes do not need to be written verbatim, but all votes must be recorded. It is possible for meetings to occur over social media platforms, so TAC members were asked to refrain from commenting or messaging on social media platforms about committee business.

Craig Westbay asked whether TAC members would need to remove other TAC members from meetings or presentations that they host in which committee business may come up. Thomas Rinaldi said there is only an issue if a dialogue or discussion between the TAC members occur. To be safe, it is advised that TAC members not attend presentations by another TAC member.

Craig Westbay also inquired if TAC members are expected to remain impartial in public settings. Thomas Rinaldi stated that it is a TAC member's responsibility to disseminate information to the community, so it is reasonable to express opinion. TAC members are asked to come back to TAC meetings with all community opinions represented.

It was noted that public records requests are all encompassing and anything that has been shared is subject to public records requests. This excludes verbal conversations with community members, which are not considered public record. The requests can be made to the TAC member but need to be forwarded to NAA immediately. TAC members are encouraged to discuss committee business through specially designated NAA email accounts, which will be set up by airport staff. It is strongly encouraged that all TAC – community communications are directed through this email account. The designated NAA email will ensure that private emails are not subject to public records requests and allows NAA staff to keep records for TAC members.

### 3. Part 150 Noise Study Overview – ESA

Michael Arnold began the overview with the history and background of the airport. He followed by introducing key entities of the study (the FAA, NAA and pilots) and their roles. The Part 150 Noise Study was described as a federal process that regulates airport noise and its compatibility with the community.

David Norgard asked if there is a place where TAC members can see existing complaints and comments in order to get a better understanding of current community perspective. Chris Rozansky stated that there are extensive records, which can be provided moving forward. He also included that there are monthly board packets that would have summaries of this information.

David O'Brien asked if two TAC members can attend the same community meeting. The answer is yes, but they must refrain from discussing committee business together.

The first phase of the Part 150 Study process will focus on data collection and presenting findings to TAC members. During this time period, the NEM process is initiated and the team works on understanding how all the information fits together. The second phase focuses on recommendations made based on findings from the first phase.

Collier County and the City of Naples have 60 DNL as the threshold of significance, rather than the standard 65 DNL established by the federal government. This threshold is in context of the annual average day.

Chris Rozansky restated that this study is only about noise. The NAA has done other studies about other airport related impacts, such as exhaust and emissions, previously. For any questions about related issues, please reach out to the NAA.

There are upcoming NAA Part 150 Study public workshops on February 11th and February 12th.

Jamie Robinson asked why there was a workshop in every quadrant except the northeast quadrant. Chris Rozansky responded that there were venues considered in every quadrant, however, it was a question of availability. There originally was a workshop located in the northeast quadrant, however, the scope was cut back. Mr. Rozansky stated that they will look at venues in the northeast quadrant for future workshops.

Craig Westbay asked if there are best practices for performing the TAC member role. Chris Rozansky responded that the NAA provides a 5x7 inch card that TAC members can distribute to their communities. He added that email distribution lists are also helpful for disseminating information into the community. Mr. Westbay noted that it would be helpful for TAC members if the project team provided materials with information discussed during the meetings that could be distributed to the community. Mr. Arnold stated that there will be a number of materials provided during the meetings that can be shared.

In April, the TAC can expect to review land use information, updates to the aircraft forecast and identify holes in land use information.

**PUBLIC COMMENTS**

There were no public comments.

**ACTION ITEMS**

**1. 2020 Meeting Schedule**

Future meetings are tentatively scheduled for April 23, 2020 (TAC #2) and November 5, 2020 (TAC #3) at 9:30 AM. The TAC unanimously approved this schedule.

**OLD BUSINESS**

There was no old business, as this was the first NAA Part 150 Study TAC meeting.

**NEW BUSINESS**

**1. Next Meeting Date**

Future meetings are scheduled for April 23, 2020 (TAC #2) and November 5, 2020 (TAC #3) at 9:30 AM.

**PUBLIC COMMENTS**

There were no public comments.

## CORRESPONDENCE/COMMITTEE MEMBER COMMENTS

There were no additional comments.

## ADJOURNMENT

With no further business, the meeting adjourned at 3 p.m.

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

**CITY OF NAPLES AIRPORT AUTHORITY (NAA)**
**Part 150 Noise Study Technical Advisory Committee (TAC)**
**Notice of Regular Meeting**

# FINAL AGENDA

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

**Thursday, January 30, 2020**
**1:00 p.m.**

**Committee Members**

Bruce Barone – Fifth Avenue South Business Improvement District Representative
Phil Boyer – Piston Representative
Jerry Brown – City at Large Representative
Michael Dalby – Greater Naples Chamber Representative
Danielle Hudson – Naples Area Board of Realtors Representative
Steve Kingston – Jet Representative
David Norgard – Southeast Representative
Daniel O'Brien – Northwest Representative
Andy Reed – County at Large Representative
Jamie Robinson – Northeast Representative
Craig Westbay – Southwest Representative

**Liaisons/Participants**

Commissioner Donna M. Messer – Naples Airport Authority Liaison
Vice Mayor Gary Price – Noise Compatibility Committee Liaison
Peter Green – Federal Aviation Administration Liaison
Joe Molsen – TRACON/RSW Liaison
Stacey Nichols – Naples Air Traffic Control Tower Liaison
Robin Singer – City of Naples Planning Department Liaison
Jamie French – Collier County Growth Management Division Liaison
Executive Director – Christopher A. Rozansky
Authority Attorney – William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

**Welcome.** If you wish to address the Technical Advisory 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 ESA Representative 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.

**NOTICE**

Formal action may be taken on any item listed on the Agenda below, or added to the Agenda before or during the meeting, or discussed during the meeting without being added to the Agenda. Also, the sequence of items may be changed as the meeting progresses. Any person who decides to appeal a recommendation made by the Technical Advisory Committee with respect to any matter considered at this meeting may do so at the next Regular City of Naples Airport Authority Board Meeting.

Any person with a disability requiring auxiliary aids or services in order to participate in this proceeding for meetings at the City Council Chamber may call the City Clerk's Office at 213-1015, or for meetings at the Airport Office Building, the NAA Executive Assistant's Office at 643-0733, with requests at least two business days before the meeting.

Information on Action Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Committee approval, usually at the next Regular Meeting.

Actions of this committee are subject to the Florida Sunshine Law. 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 – ENVIRONMENTAL SCIENCE ASSOCIATES (ESA)**

B. **PLEDGE OF ALLEGIANCE**

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

D. **MINUTES**

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Purpose and Objectives of the Technical Advisory Committee – ESA
2. Government in the Sunshine – Bond, Schoeneck and King, PLLC
3. Part 150 Noise Study Overview - ESA

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

1. 2020 Meeting Schedule

H. **OLD BUSINESS**

I. **NEW BUSINESS**

1. Next Meeting Date

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**

Naples AIRPORT AUTHORITY

**To:** Members and Liaisons of the Technical Advisory Committee

**From:** Diane Terrill, Deputy Executive Director

**Meeting Date:** April 23, 2020

**Re:** **PRESENTATION AND TIME CERTAIN ITEMS**

**1. Overview of Public Workshop Comments and Themes**

---

**SUMMARY**: Committee discussion of the Public Workshop comments and themes.

**BACKGROUND:** Assisting with the review of public feedback and comments is a key role of the Technical Advisory Committee. At the Open House Outreach events held on February 11th and 12th, comments were solicited from the members of the public in attendance. A map of the addresses provided by the attendees is attached, as well as posted to the website. The comments submitted have been compiled by ESA into the attached report for Committee review and discussion.

**COMMUNICATION PLAN:** None at this time.

**FINANCIAL IMPACT:** None anticipated.

5401 South Kirkman Road
Suite 475
Orlando, FL 32819
407.403.6300 phone
407.403.6301 fax

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 |

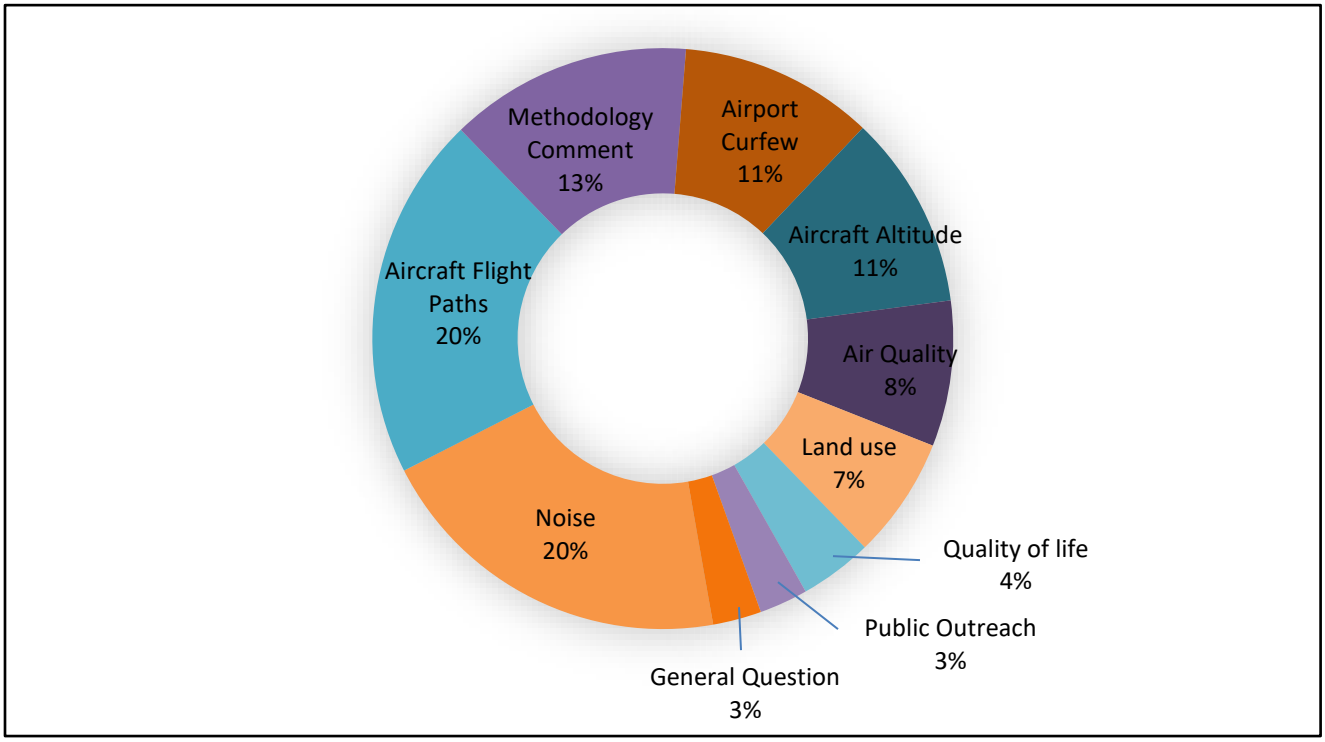
The NAA held three open house meetings on February 11 and 12, 2020 to inform the Naples community of the Naples Airport (APF) Part 150 Noise Study. The meetings were "open house" format with no formal presentation, which provided attendees with the maximum opportunity for one-on-one interaction and sharing 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.*

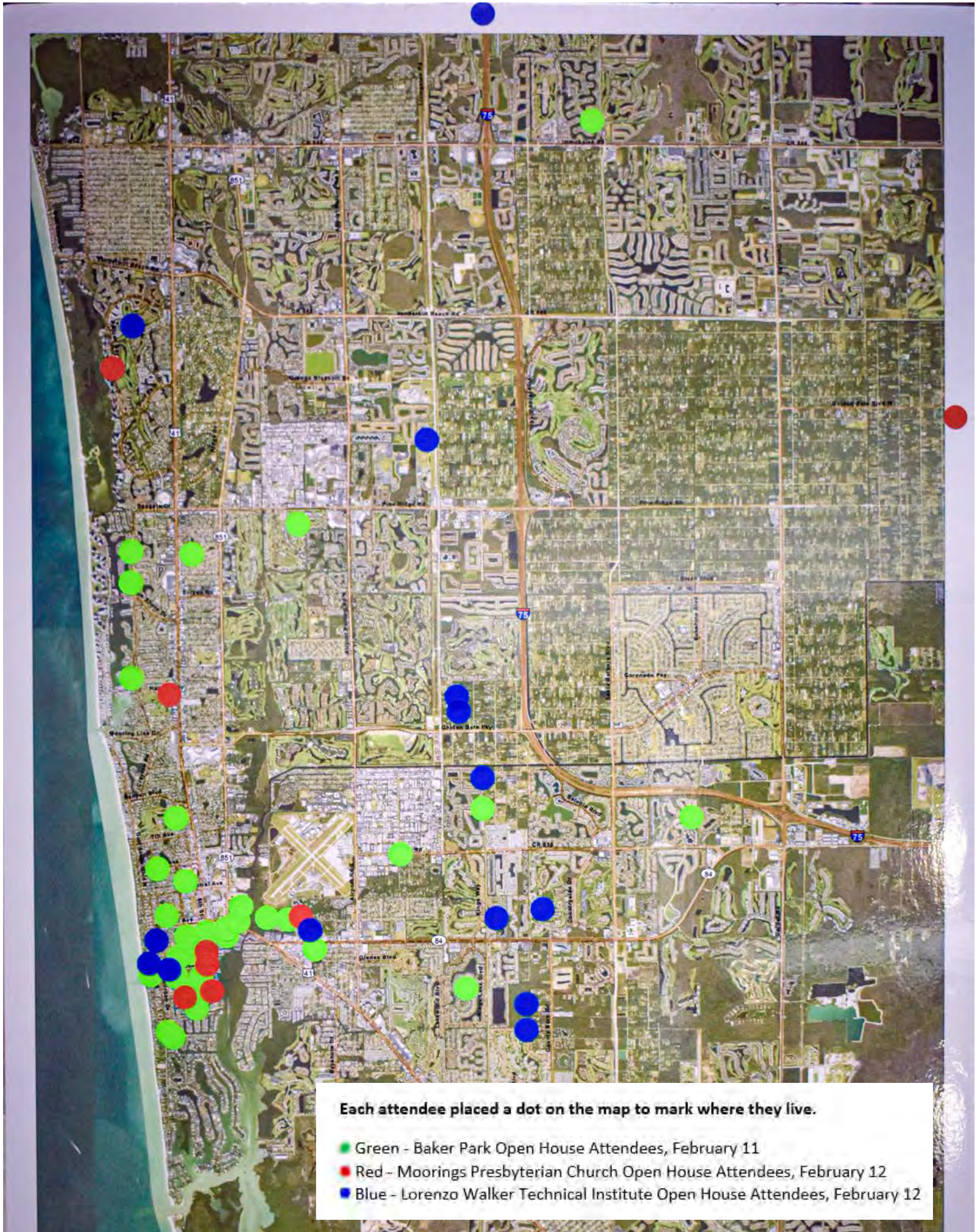
# Comments Transmitted via Web (NAA Webpage)

| 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:** Members and Liaisons of the Technical Advisory Committee

**From:** Diane Terrill, Deputy Executive Director DJT

**Meeting Date:** June 23, 2020

**Re:** **PRESENTATION AND TIME CERTAIN ITEMS**

**2. Naples Airport Noise History**

---

**SUMMARY**: Environmental Science Associates (ESA) will present a history of the Naples Airport, a summary of the airport's experience addressing noise impacts and a summary of current noise reduction programs in place at the airport.

**BACKGROUND:** 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 Naples Airport's overall noise program. An understanding of the history of the Naples Airport and its 30 years of experience addressing noise impacts will assist in examining potential measures for improving the airport's compatibility with the surrounding communities

**COMMUNICATION PLAN:** None at this time.

**FINANCIAL IMPACT:** None anticipated.

Naples AIRPORT AUTHORITY

# Naples Airport Noise History

# Contents


1 Naples Airport Overview

2 History of Noise at Naples Airport

3 Noise Reduction Programs at Naples Airport

4 Summary


Naples AIRPORT AUTHORITY

ESA

# Naples Airport Overview

Naples AIRPORT AUTHORITY

ESA

# History of Naples Airport

1943 - Naples Army Airfield opens for training bomber crews and fighter pilots

1947 - Airport is returned to the City and County and operated jointly until 1958

1958 - The County sold its interests

1969 - The NAA was created

1997 - General Aviation Terminal was constructed (expanded 2009, 2011)

2019 - NAA celebrated their 50th anniversary

Naples AIRPORT AUTHORITY

ESA

# Naples Airport Overview

The airport drives business, tourism and supports critical services such as the sheriff's office, mosquito control, medical transportation, and brush fire and hurricane response efforts.

In fiscal year 2019, there were 112,800 operations (takeoffs and landings), including nearly 34,000 jet operations.

In 2019, the airport was reported to have an economic impact of $440 million per year. Source: Florida Department of Transportation (FDOT)

**Core organizations are involved in aircraft operations at Naples Airport:**

1. Federal Aviation Administration (FAA)

   Directs the safe movement of aircraft in the air and on the ground

1. Pilots

   The pilot in command has ultimate responsibility for the safe operation of their aircraft

2. Naples Airport Authority (NAA)

   Manages and maintains the airport; however, has no control over aircraft in flight

Naples AIRPORT AUTHORITY

ESA

# Naples Airport Overview

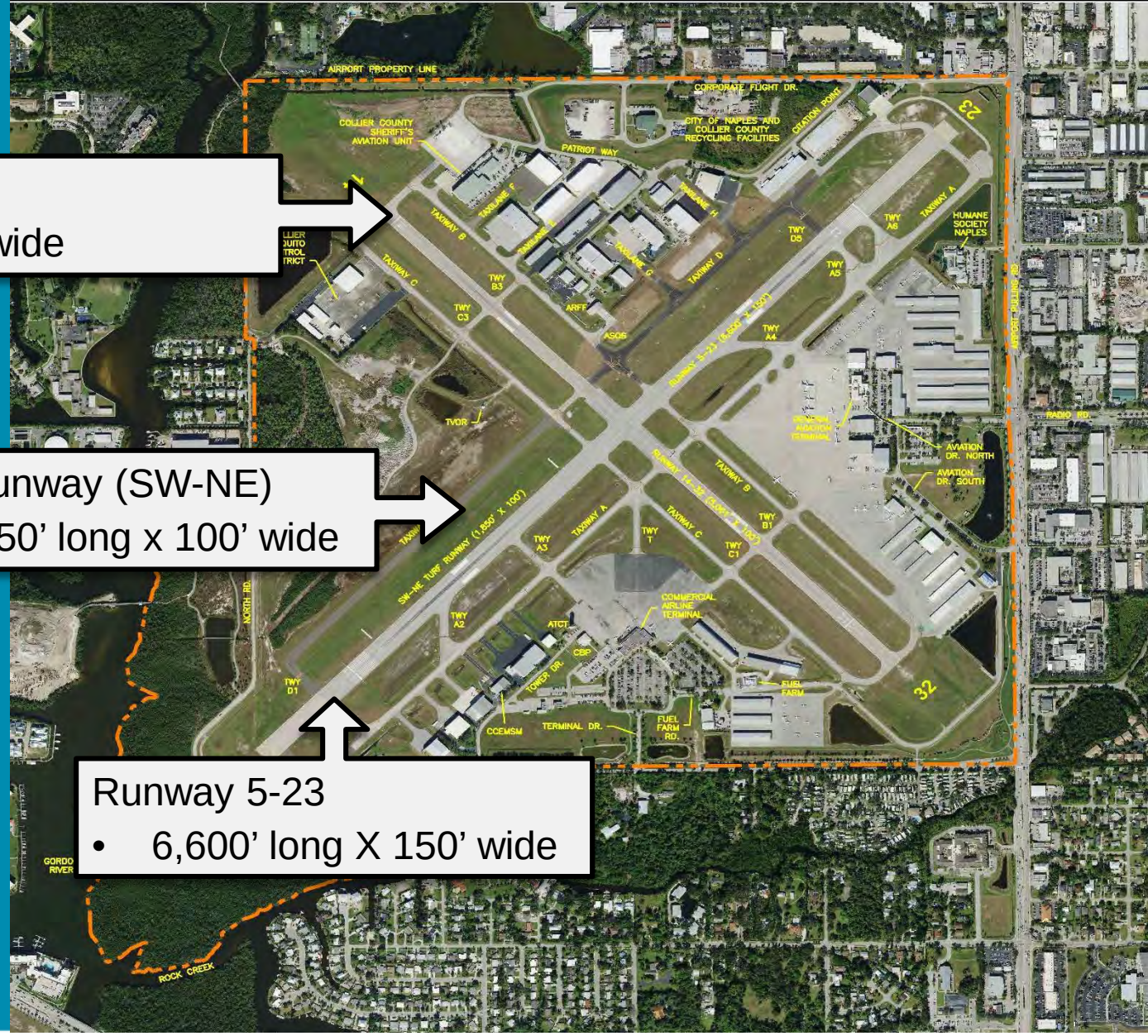
Runway 14-32
- 5,000’ long X 100’ wide

**Runway 5-23** is the primary runway due to prevailing winds ~80% of the year

**Runway 14-32** can be used by all aircraft at the airport, but some still prefer Runway 5-23

Turf Runway (SW-NE)
- 1,850’ long x 100’ wide

Runway 5-23
- 6,600’ long X 150’ wide




**Note:** Displaced thresholds exist on every paved runway end and reduce distance available for takeoff and landing to ensure safe approaches and departures

Naples AIRPORT AUTHORITY

ESA

# Role of Naples ATCT and RSW TRACON

**Naples Air Traffic Control Tower (ATCT)**

- Naples ATCT directs aircraft ground movements, takeoffs and landings to ensure safe operations primarily within a 7-mile radius of APF.
- After takeoff, the Naples ATCT hands of control to RSW TRACON
- Naples ATCT and RSW TRACON coordinate approach and departure procedures outlined in a Letter of Agreement

**RSW Terminal Radar Approach Control (TRACON)**

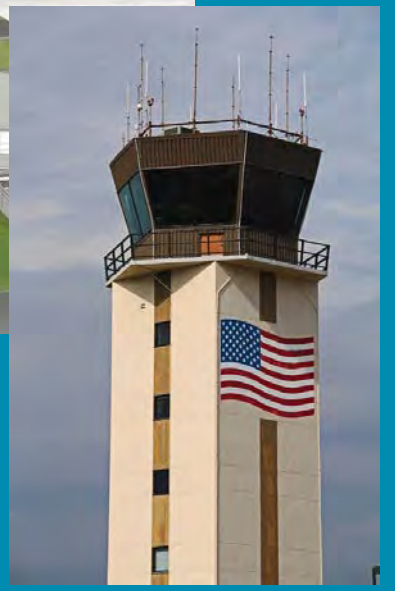
- RSW TRACON oversees aircraft arriving and departing aircraft to/from several airports in SWFL along established corridors in its airspace
- Once an aircraft is approximately 7-miles from APF and below 2,500', TRACON hands off the aircraft to the Naples ATCT.
- TRACON coordinates with airports to establish arrival and departure procedures and handles certain aircraft when Naples ATCT is closed (10 pm – 6 am)

# Coordination between Naples ATCT and RSW ATCT and TRACON

- Naples ATCT works closely with RSW TRACON/ATCT to establish and implement procedures for aircraft arrivals and departures through a Letter of Agreement (LOA)

- The current LOA between Naples ATCT and RSW ATCT is dated November 14, 2017 and outlines the following:
  - Establishes procedures for instrument flight rules (IFR), visual flight rules (VFR), and special VFR (SVFR) aircraft at Naples Airport
  - Standard departure headings are identified for each runway end for both jet and propeller aircraft
  - All departures are assigned a 2,000’ departure hold, which restricts aircraft climb out until issued new instructions by the RSW ATCT/TRACON. This departure hold has been in place since at least April 1st, 1998

*Rendering of future RSW Tower/TRACON facility*



Naples AIRPORT AUTHORITY

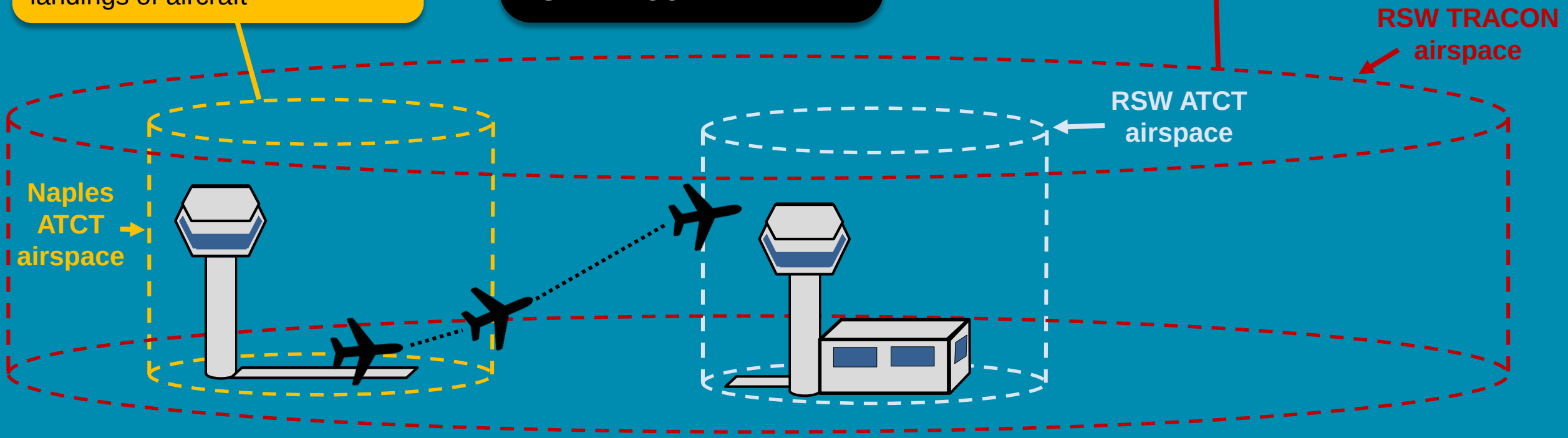
ESA

# Overview

Naples ATCT directs the safe ground movement, takeoff and landings of aircraft

Naples ATCT issues a takeoff clearance, including heading and altitude, then hands the aircraft off to RSW TRACON

RSW TRACON guides departing aircraft along established ascent corridors in TRACON's regional airspace until the aircraft is handed off again to the enroute airspace




***NOTE**: The above graphic is intended to provide a simplified depiction of the relationship between Naples Tower and RSW Tower/TRACON—it is not for detailed interpretation.*

# History of Noise at Naples Airport

# History of Noise at Naples Airport

- Goal 2 in the NAA Strategic Plan strives to balance quality of life with the needs of the aviation community
- The NAA has over 30 years of experience addressing noise impacts in the Naples community
- The NAA has spent more than $8 million of its own funds on noise issues since 2000, not including the ongoing Part 150 Noise Study (est. cost $1.4 million)
- Naples is the only airport in the US with an approved Part 161 study that effectively banned Stage 2 jet aircraft

*"Be an engaged, responsive partner in service to the community."*

Naples AIRPORT AUTHORITY

ESA

# Noise Compatibility Committee (NCC)

- Established by the NAA in 1997
- Charged with studying noise compatibility and recommending programs to reduce noise impacts
- Nine (9) total members:
  - Four (4) quadrants around the airport
  - At large City of Naples resident
  - At large Collier County resident
  - Active pilot
  - City of Naples representative
  - Collier County representative

*Joint NAA Board and NCC Workshop*
*December 12, 2019*

Naples AIRPORT AUTHORITY

ESA

# Major Noise Milestones at Naples Airport

**1978**

- First documented publication of noise abatement procedures.

**1987**

- NAA completes its first formal noise study.

**1997**

- NAA submits Part 150 NEM and NCP updates to FAA.

**1998**

- NAA submits second Part 150 NEM and NCP update.
- NAA proposes 24-hour ban on Stage 1 jet aircraft.

**2000**

- NAA submits third NEM update to FAA.
- NAA Submits Part 161 Study to FAA.

**2010**

- NAA completes fourth NEM update.

Naples AIRPORT AUTHORITY

ESA

# Part 150 Overview

- 14 CFR Part 150 outlines a program for stakeholders to work together to reduce aircraft noise impacts
- The Part 150 regulation is voluntary and airport sponsors are not required to participate
- Part 150 dictates the methodology to prepare Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs)
- Part 150 requires that members of the public have an opportunity for participation in the process through public outreach and soliciting public comments.

**Why conduct a Part 150 study:**

1. Determine existing and future noise around an airport.
2. Evaluate the feasibility of flight procedure/land use changes.
3. Educate stakeholders about the process and what can and cannot be done to address aircraft noise concerns.
4. Submit noise and land use recommendations to the FAA.

Naples AIRPORT AUTHORITY

ESA

# Part 150 Study Overview

## Noise Exposure Maps (NEMS)

- NEMs identify compatible and non-compatible land uses around an airport.
- NEMs help communities understand areas affected by different levels of noise.
- Basis for land-use planning and noise mitigation efforts in the NCP.
- NEMs are submitted to FAA for acceptance and compliance with Part 150.

## Noise Compatibility Program (NCP)

- NCP identifies specific measures to reduce incompatible land uses.
- NCPs identify and evaluate noise abatement, compatible land use, and administrative measures to reduce noise impacts.
- An NCP is submitted to the FAA for approval.

## Stakeholder Outreach

Outreach with local jurisdictions, the FAA, and public occur throughout the process.

Naples AIRPORT AUTHORITY

ESA

# 1987 – Part 150 Study

- 1987 – NAA completes first formal Part 150 study

- 1988 – FAA accepts the NEMs (reflecting 1987 and 1992 conditions)

- 1989 – FAA approves the NCP, which included:
  - Preferential use of Runway 4/22 (now 5/23), maximized use of Runway 4 (now 5) for departures and Runway 22 (now 23) for arrivals
  - City and County adopt airport overlay zoning ordinances within 65 decibel (dB) Day-Night Average Sound Level (DNL)

# 1997 – Part 150 NEM and NCP Updates

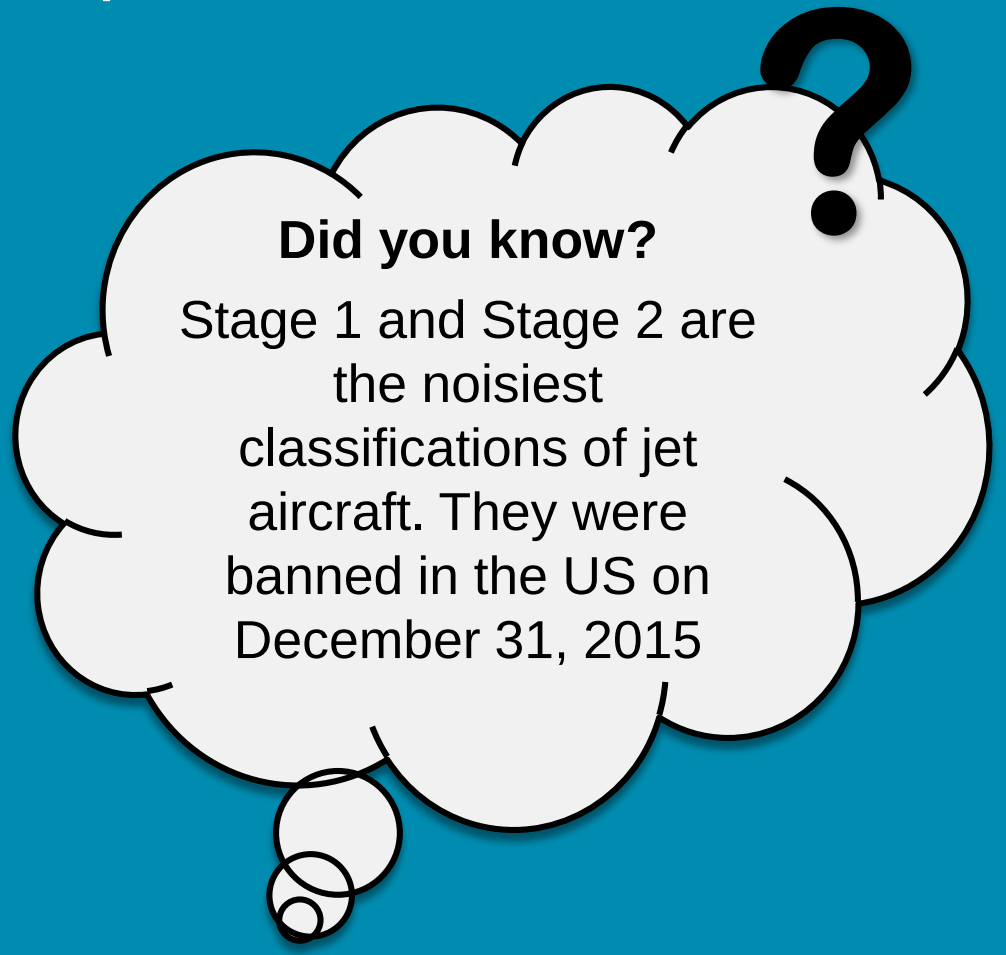
- 1996 – NAA adopts the following new and revised noise abatement measures:
  - Mandatory night (10 p.m. to 7 a.m.) curfew on non-emergency Stage 1 jet operations
  - Voluntary night curfew on non-emergency Stage 2 and 3 jet operations
  - Mandatory nighttime prohibition of non-emergency maintenance run-ups extended from 11 p.m. to 6 a.m. to between 10 p.m. and 7 a.m.

- 1997 – NAA submits, and FAA accepts, NEM update (reflecting 1996 and 2001 conditions), which identified 60 DNL as the local compatibility standard

- 1997 – Revised NCP published and FAA issues ROA, which includes the following measures:
  - Mandatory nighttime ban on non-emergency Stage 1 jet operations.
  - Voluntary helicopter departure procedures
  - NAA, City, and County adoption of 60 dB DNL for zoning and land use planning

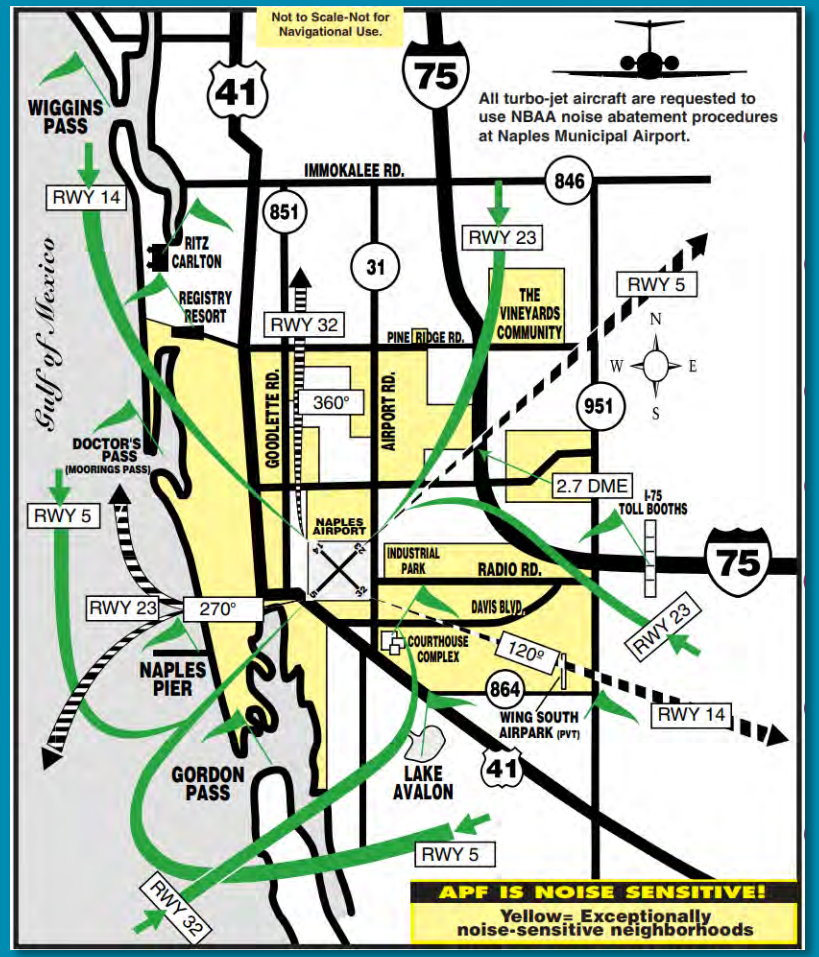
# 1998 – Second Part 150 NEM and NCP Updates

- 1998 – The Noise Compatibility Committee (NCC) recommends the NAA adopt a ban on non-emergency Stage 1 jet operations:
  - NAA submits second Part 150 NEM and NCP update to FAA; proposes Stage 1 jet aircraft ban
  - FAA accepts the NEMs (reflecting 1998 and 2003 conditions)
- 1999 – FAA publishes ROA approving ban on Stage 1 jet operations; NAA implements ban:
  - NCC recommends the NAA adopt a ban on non-emergency Stage 2 jet operations



# 2000 – Part 161 and Part 150 NEM Update

- 2000 – NAA submits, and FAA accepts, third NEM update (reflecting the 2000 and 2005 conditions)
- 2000 – NAA submits Part 161 Study to FAA
- 2001 – NAA adopts 24-hour ban on all Stage 2 jet aircraft operations (excluding air ambulance and emergency operations)
- 2002 - NAA begins enforcement of the Stage 2 jet ban
- 2003 - FAA revokes the NAA's grant eligibility
- 2005 - FAA reinstates grant eligibility upon the NAA's successful appeal.

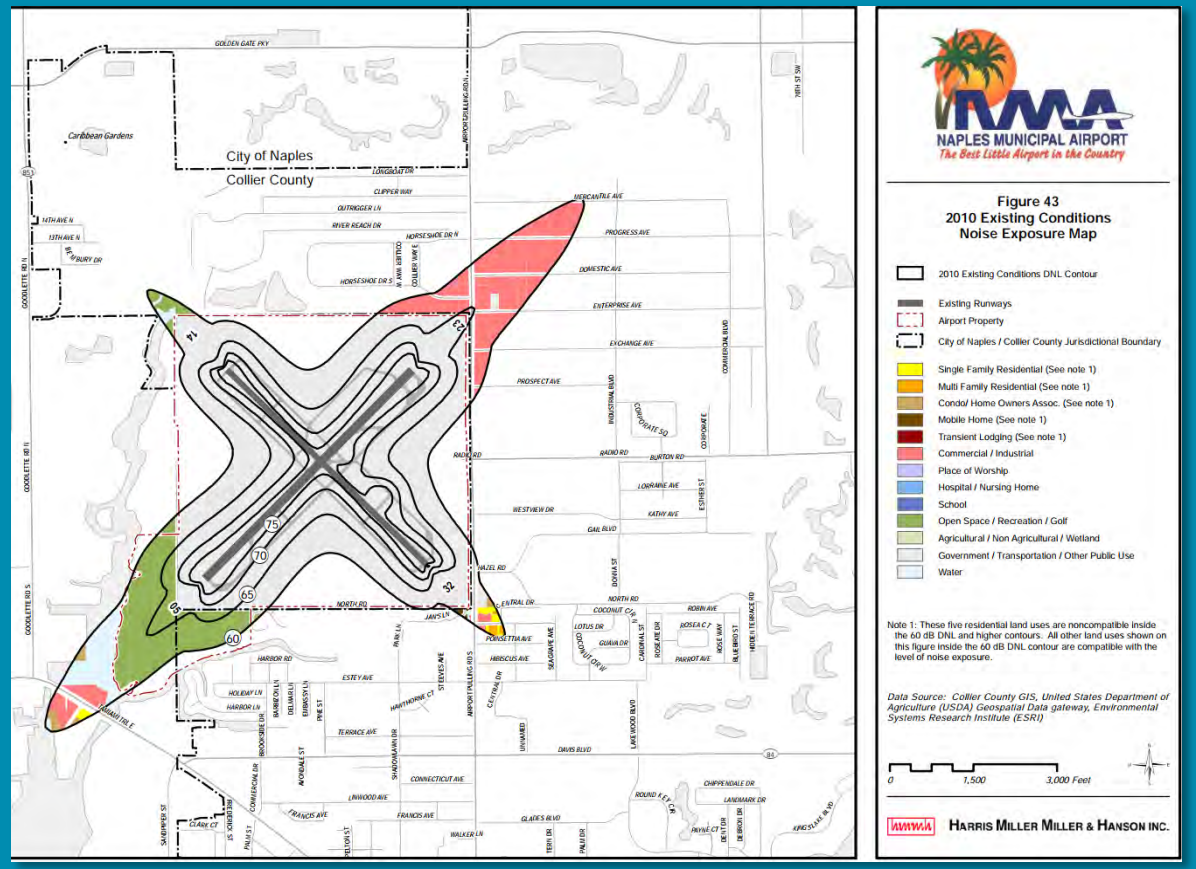



Naples AIRPORT AUTHORITY

ESA

# 2010 – Part 150 NEM Updates

- 2010 – NAA completes fourth NEM Update (reflecting 2010 and 2015 conditions)
  - Part 150 process finds there is no basis to update the NCP. NAA already exceeds industry standards for noise compatibility
  - NAA voted unanimously to not undertake the NCP portion of Part 150 Study and shifts focus to improving existing abatement measures approved by FAA
  - NCC unanimously agreed with NAA's decision
- 2011 – NCC develops "Action Plan" to focus efforts on effectiveness of the existing, FAA-approved noise program




Naples AIRPORT AUTHORITY

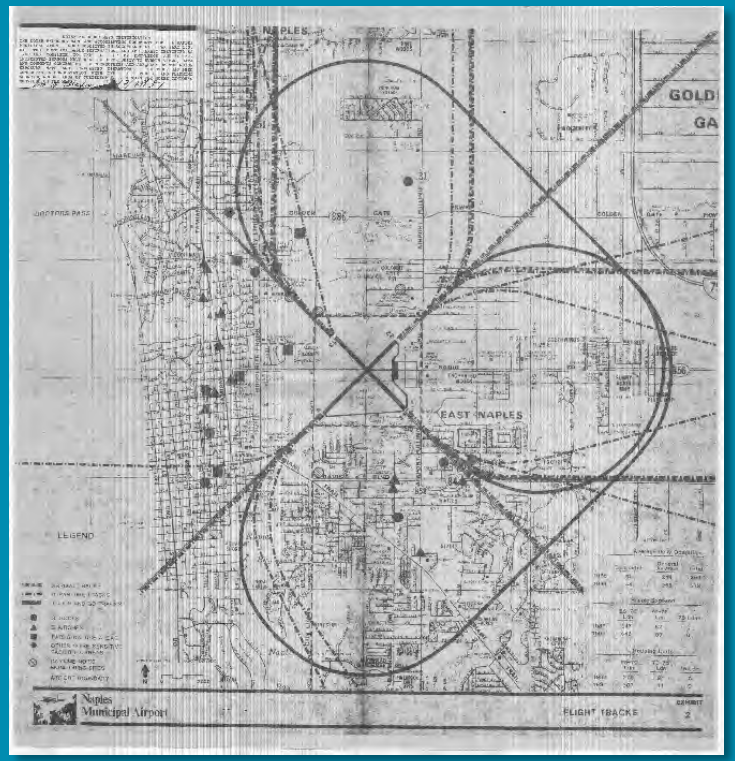
ESA

# 2011-2020 – Noise-Related Initiatives

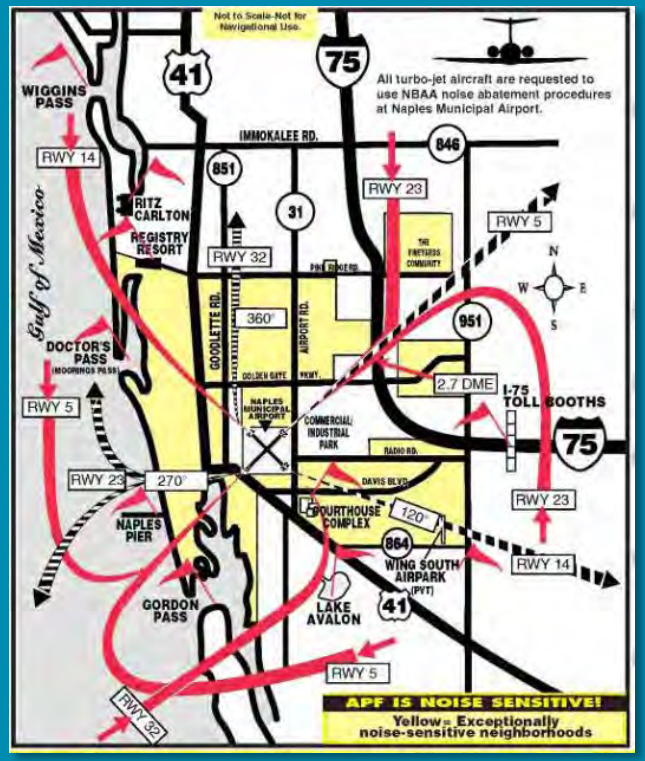
- 2011 - Florida identified as a priority metroplex in FAA's Optimization of Airspace and Procedures in the Metroplex (OAPM) efforts
- 2013 – U.S. government sequestration FAA proposed to close 149 federal contract towers—including Naples Airport Tower—and halted airspace optimization efforts
- 2015 – NAA coordinates with FAA Orlando Airports District Office to obtain feedback on completing a new Part 150 Study at Naples Airport
  - The FAA responds that "a new Part 150 study is not justified" and "FAA would question the economic value of a new Part 150 study."
  - FAA also clearly identifies that Stage III could not be banned or restricted at Naples Airport.
- 2017 - 2018 – Airspace modernization renamed "Metroplex" for FL and numerous other metropolitan areas throughout the US (Phoenix, Los Angeles, etc.). SWFL eventually removed from scope
- 2019 – 2020 – NAA gains FAA support and initiates Part 150 study under a federal grant

# History of Recommended Flight Tracks at Naples Airport

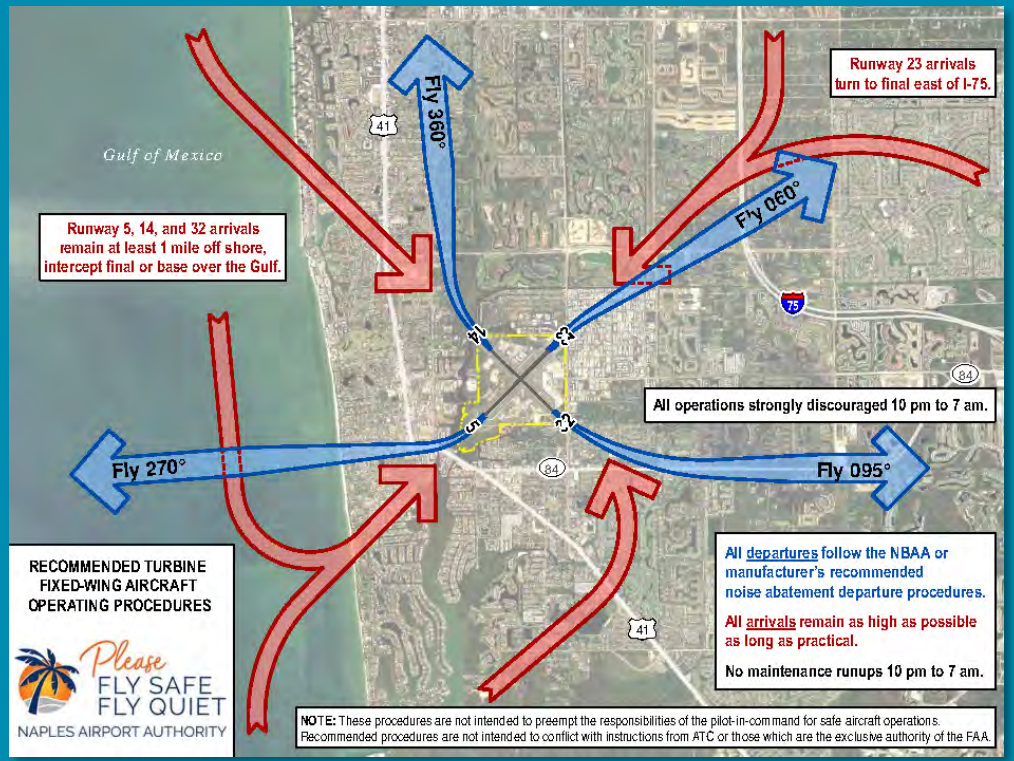
**1987**




**2006**




**Current**



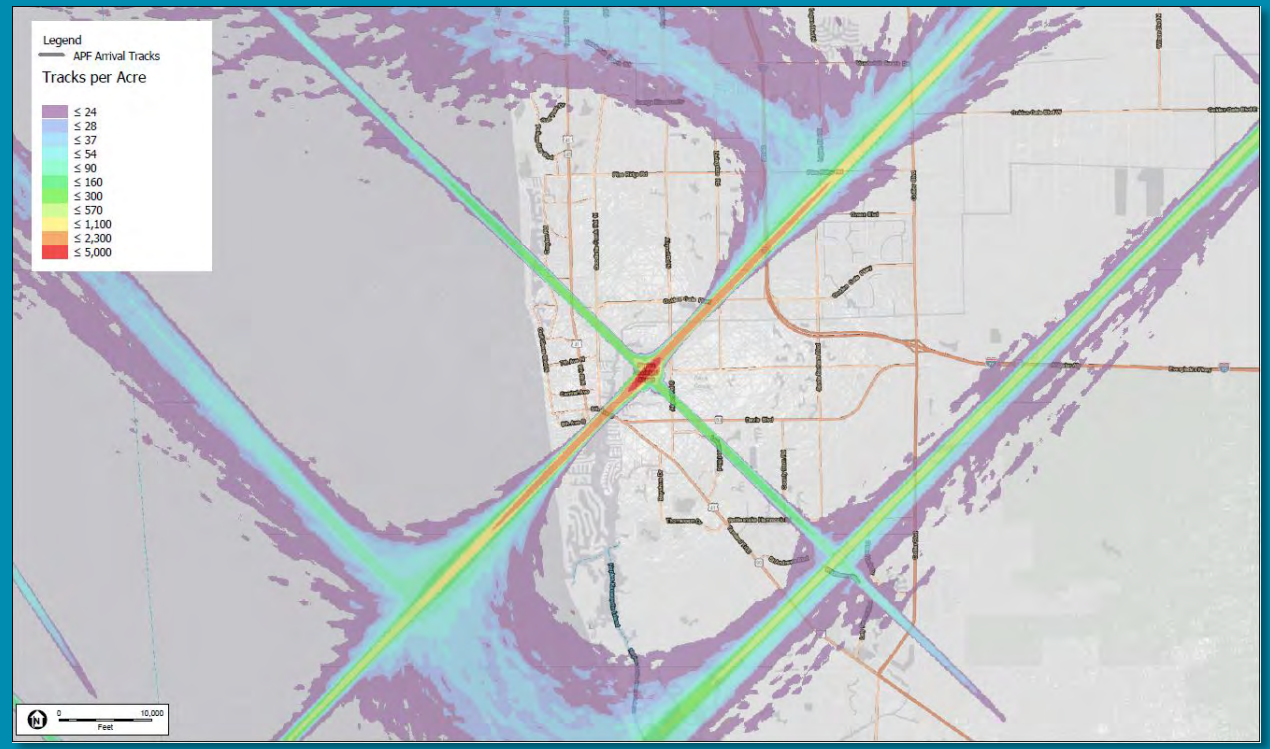

Recommended flight tracks have remained relatively consistent for the past 30+ years

Naples AIRPORT AUTHORITY

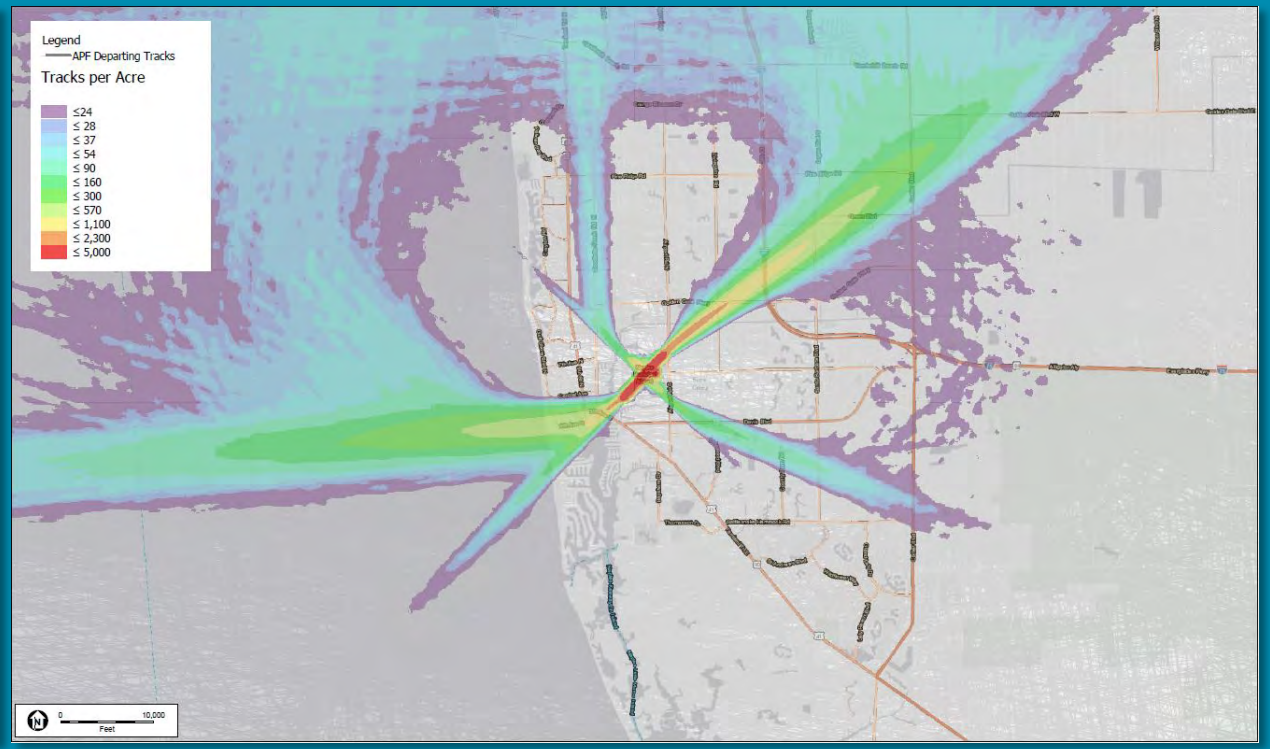
ESA

# Naples Airport 2019 Jet Aircraft Flight Track Density

## Jet Arrivals




## Jet Departures




Naples AIRPORT AUTHORITY

ESA

# Noise Reduction Measures

# Summary of Current Noise Reduction Measures

- NAA strongly encourages users to observe “Quiet Hours” from 10 pm – 7 am
  - Fly Safe Fly Quiet branding and promotion to increase awareness
  - Currently > 98% compliance and constantly working towards further improvement
- Preferential runway use during calm winds (Runway 5 for departures and Runway 23 for landing)
- Aircraft and helicopter flight tracks reduce noise over residential areas by flying over commercial areas
- Request that jet operators minimize use of reverse thrust or use “reverse idle thrust”
- Noise Comment Hotline and web form available 24/7
- Noise Compatibility Committee meets regularly to discuss community noise concerns
- Pilot, aircraft owner/operator and public outreach programs

# Summary

# Summary of Noise History at Naples Airport

- The NAA has an industry leading history addressing aircraft noise impacts
- Only US airport to achieve a 24-hour ban on Stage 1 and 2 jet aircraft operations
- High compliance with the Quiet Hours (voluntary nighttime curfew) at 98%+ compliance
- The NAA is committed to the continued evaluation and refinement of its noise-related efforts, but is preempted and limited by federal law
- NAA initiated a Part 150 noise study in 2020 to (1) better understand current and future anticipated noise impacts; (2) develop strategies to improve noise compatibility and (3) endeavor to mitigate aircraft noise impacts on the surrounding community

For more information on the History of Noise at Naples Airport, please visit the Noise Program Milestones webpage: https://flynaples.com/noise-program-milestones/

Naples AIRPORT AUTHORITY

**To:** Members and Liaisons of the Technical Advisory Committee

**From:** Diane Terrill, Deputy Executive Director DT

**Meeting Date:** June 23, 2020

**Re:** **PRESENTATION AND TIME CERTAIN ITEMS**

**3. Airspace Operational Overview**

---

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

**BACKGROUND:** Environmental Science Associates (ESA) will present graphical data about aircraft operations at the Naples Airport, including density of flight tracks, known as "heat maps", and altitude plots, for committee review and discussion.

**COMMUNICATION PLAN:** None at this time.

**FINANCIAL IMPACT:** None anticipated.

Naples AIRPORT AUTHORITY

**To:** Members and Liaisons of the Technical Advisory Committee

**From:** Diane Terrill, Deputy Executive Director

**Meeting Date:** June 23, 2020

**Re:** **PRESENTATION AND TIME CERTAIN ITEMS**

**4. Noise Modeling, Operational Analysis and Land Use Compatibility**

---

**SUMMARY**: Committee review and discussion of key components of the Naples Airport Part 150 Noise Study.

**BACKGROUND:** Noise Modeling, Operational Analysis and Land Use Compatibility are key and required components of a Part 150 Noise Study. Environmental Science Associates (ESA) will present these concepts and provide information, for committee review and discussion at the meeting.

**COMMUNICATION PLAN:** None anticipated.

**FINANCIAL IMPACT:** None.

Naples AIRPORT AUTHORITY

**To:** Members and Liaisons of the Technical Advisory Committee

**From:** Diane Terrill, Deputy Executive Director DJT

**Meeting Date:** June 23, 2020

**Re:** **PRESENTATION AND TIME CERTAIN ITEMS**

**5. Alternative Community Outreach Strategies in the COVID-19 Environment**

---

**SUMMARY**: Committee discussion about the types of venues or events that can be planned in the COVID-19 era to ensure community engagement and feedback for the Noise Study Update process.

**BACKGROUND:** The scope for outreach activities in Phase 1 in the next year of the Noise Study Update includes the following:

- Three (3) small community meetings (groups of 10 + or -) for the purposes of conducting targeted community outreach. These meetings will be used to discuss the process and progress on the project and solicit feedback.

- Two (2) retail style community events (farmers market, festival, etc.) for the purposes of conducting targeted community outreach and soliciting input and feedback relative to the relationship/compatibility of the airport and the surrounding community. These community events will be used to discuss the process and progress on the project and to also receive feedback and insights into the community perceptions related to the airport.

Due to the COVID-19 pandemic, it is uncertain what regulatory or social restrictions will be in place going forward, to ensure public health and safety. Alternatives to traditional large group events or in-person meetings may need to be considered.

**COMMUNICATION PLAN:** Once activities are determined, the planned times and venues will be advertised in the Naples Daily News and posted to our website flynaples.com on the Noise Study page.

**FINANCIAL IMPACT:** None anticipated.