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 – January 30, 2020
Part 150 Study Technical Advisory Committee Meeting #1
Agenda

• Welcome and Introductions
• Technical Advisory Committee (TAC)
  • Purpose and Objectives of the Technical Committee
  • TAC Charter and Participation Agreement
  • Role of the TAC Meeting Facilitator
  • Florida’s Sunshine Law
• Airport Overview
• Part 150 Study Overview
• Introduction to Aircraft Noise, Modeling, and Compatibility
• Project Schedule
• Questions
Welcome and Introductions – Consultant Team

Environmental Science Associates
- 500+ person environmental consulting firm
- Experience at more than 150 airports nationally
- Highly complex projects
  - Fort Lauderdale-Hollywood International Part 150
  - LaGuardia Part 150
  - John F. Kennedy International Part 150
  - Los Angeles International Part 150
  - San Francisco International Part 150
  - Hartsfield-Jackson Atlanta International Part 150
- 100+ airport noise-related studies in Florida

Garth Solutions
- 30+ person communications and management consulting firm
- Numerous marquis public and private sector projects including:
  - $2.3 billion Fort Lauderdale-Hollywood International Airport expansion program
  - Fort Lauderdale-Hollywood International Part 150
  - Broward Schools Capital Improvement SMART Program
  - $4 billion Public-Private Partnership SoLe Mia Development project in the City of North Miami
  - MetLife Stadium
  - Tropicana Field
Technical Advisory Committee
TAC Overview

• Naples Airport Authority (NAA) has formed a Technical Advisory Committee (TAC) for the Part 150 Study for Naples Airport (APF)

• NAA has invited a cross section of key stakeholders to serve on the TAC

• The TAC is composed of members who are authorized to represent their organization and/or constituents for the duration of the APF Part 150 Study, which is estimated at two years

• TAC meetings will be conducted in a professional and respectful manner

• TAC meetings will be open to the public, subject to space availability
TAC Membership

- Noise Compatibility Committee (NCC) Liaison
- NAA Liaison
- Community Representatives
  - NW, NE, SW and SE Quadrants
  - At-Large City of Naples
  - At-Large Collier County
- City Planning Department
- County Growth Management Division
- Greater Naples Chamber

- Naples Area Board of Realtors (NABOR)
- 5th Avenue Business Improvement District
- Naples Airport piston operator
- Naples Airport jet operator
- Naples ATCT representative
- FAA RSW TRACON representative
- FAA Airports District Office (ADO)
Purpose and Role of the TAC

• TAC members represent the interests of their organization and/or constituents

• The TAC’s role is to support the APF Part 150 Study
  – Review study assumptions
  – Provide technical feedback within the context of the Part 150 Study (noise exposure maps and noise compatibility program)
  – TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members

• TAC members are also expected to advise their organization and/or constituents of the TAC’s discussions

• NAA will respect and consider the TAC’s technical input, but retains responsibility for, and decision making authority on, the APF Part 150 Study
Role of the TAC Facilitator

• To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator

• The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda

• The meeting facilitator may extend or shorten the length of a discussion related to an agenda item at his or her sole discretion

• The meeting facilitator, or NAA, may cancel or suspend a TAC meeting due to disrespectful or disruptive behavior
Overview of Florida Sunshine Law

• The activities of the Technical Advisory Committee will be subject to the requirements of Florida Sunshine Law

• The Technical Advisory Committee will also be subject to public records law
Airport Overview
APF Overview

• APF began operating in 1943 as a military airfield and celebrated their 50\textsuperscript{th} anniversary on July 3\textsuperscript{rd}, 2019
• Fiscal Year 2019 the Airport had 112,800 operations
• $8 million invested in noise abatement efforts since 2000
• The Airport is home to:
  - Flight Schools
  - Aircraft Charter and Sales
  - Air Ambulance
  - Corporate Aviation
  - Civil Air Patrol
  - Mosquito Control
APF Overview

• Runway 5-23
  – 6,600’ long X 150’ wide
  – 800’ displaced thresholds at each runway end
• Runway 14-32
  – 5,000’ long X 100’ wide
  – 128’ displacement at RW 14 end
  – 450’ displacement at RW 32 end
• SW-NE Turf Runway
  – 1,850’ long x 100’ wide
• Contract Air Traffic Control Tower
Roles of Key Entities

Three core organizations are involved in aircraft operations at APF:

• **Federal Aviation Administration (FAA)**
  – Directs the safe movement of aircraft in the air and on the ground

• **NAA**
  – Manages the airport(s), improves and maintains airport facilities
  – No control over where aircraft fly

• **Pilots**
  – The pilot in command has ultimate responsibility for the safe operation of his/her aircraft
Part 150 Study Overview
Part 150 Study Overview


• Issued in response to provisions contained in the *Aviation Safety and Noise Abatement Act of 1979*

• Establishes the methodology to be followed when preparing aircraft noise exposure maps and developing airport/airport environs land use compatibility programs

• Part 150 studies are *voluntary, but*…

• Part 150 studies must adhere to 14 CFR Part 150 guidelines to be considered and accepted and approved by FAA
The 14 CFR Part 150 process is the Airport Sponsor’s mechanism to improve the compatibility between the Airport and surrounding communities.

- **1978**: First documented publication of noise abatement procedures.
- **1987**: NAA completes first formal noise study.
- **1997**: NAA submits Part 150 NEM and NCP updates to FAA.
- **2000**: NAA submits 2000 and 2005 NEM update to FAA.
- **2010**: NAA submits 2010 and 2015 NEM update to FAA.
Goals and Objectives

Key Issues:

• NAA has strong history of industry noise leadership but a desire to examine whether any additional reasonable noise mitigation strategies can be implemented
• Jet activity has increased and will continue to grow
• Training activity is on rebound
• Seasonal variations are masked by DNL
• Quiet Hours voluntary curfew compliance remains above 98%
• APF noise exposure has generally decreased over time according to federal guidelines (14 CFR Part 150), but community concerns about aircraft noise continue
Goals and Objectives

Opportunities
• Brings stakeholders to the table
• Education
• Provides decision making structure
• Can strengthen community relationships

Challenges
• Seasonal variations in noise exposure are often not reflected in the DNL contours
• Regulatory process limits what can be approved
Part 150 Study Overview

Regulatory Framework

• **Federal law** sets aircraft noise standards, prescribes operating rules, establishes the compatibility planning process, and limits airport proprietor’s ability to restrict aircraft operations.

• **State law** sets forth compatibility planning guidelines and noise standards but aircraft are exempt.

• **Local noise ordinances** set noise standards and provide for compatible land use planning but aircraft are exempt.
Part 150 Study Overview

Who Can Regulate Airport Noise?

- **Federal Aviation Administration:**
  1. Controls aircraft while in flight
  2. Responsible for controlling noise at its source (i.e., aircraft engines)
  3. Certifies aircraft and pilots

- **Airport Proprietors/NAA:**
  1. Very limited authority to adopt local restrictions
  2. Responsible for capital improvement projects and infrastructure

- **Local Governments and States:**
  1. Promote compatible land use through zoning
  2. Require real estate disclosure
  3. Mandate sound-insulating building materials
Part 150 Study Overview

Analyze, Evaluate, Educate

- Determine existing and future noise conditions in the vicinity of an airport
- Identify incompatible uses
- Identify measures to improve compatibility
  - Evaluate the feasibility of possible flight procedure/land use changes
  - Submit locally-endorsed recommendations to the FAA regarding noise reduction measures
  - Approved measures may be eligible for Federal grant funding
- Educate communities on the Federal process and what can and cannot be done to address aircraft noise concerns
Part 150 Study Overview

Noise Exposure Map Report (NEM)
• Develop a comprehensive database of current conditions
• Noise contour development and impact analysis
• Prepare and submit Noise Exposure Map (NEM) Report

Noise Compatibility Program (NCP)
• Identify and evaluate noise abatement alternatives
• Identify and evaluate compatible land use alternatives
• Identify and evaluate administrative measures
• Prepare and submit Noise Compatibility Program (NCP) Report

Stakeholder Outreach Program
• Local Jurisdictions/Agencies
• FAA
• Public
Noise Modeling and Compatibility
Introduction to Aircraft Noise - DNL

**Day-Night Average Sound Level (DNL)**

- 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)
- Noise occurring between 10 p.m. to 7 a.m. is penalized by 10 dB to account for the higher sensitivity to noise during nighttime hours and for the expected further decrease in background levels that typically occur in the nighttime
- FAA requires the use of DNL for airport noise assessments
- Average Annual Day aircraft noise exposure is calculated over a broad area and then depicted using contour lines of equal noise levels
Introduction to Aircraft Noise - DNL
Introduction to Aircraft Noise - DNL

Noise Modeling

• Aircraft noise modeling allows:
  – Calculation of noise exposure at any point
  – Depicting annual average aircraft noise exposure
  – Predicting future aircraft noise exposure
  – Assessing changes in noise impacts resulting from runway configuration changes or new runways
  – Assessing changes in fleet mix and/or number of operations
  – Evaluating operational procedures

• Aviation Environmental Design Tool (AEDT) replaced the Integrated Noise Model (INM) when it was released in 2015. The current version, AEDT 2C, will be used for the APF Part 150 Study.
Part 150 Study Overview – Years of Analysis

**Noise Exposure Maps – Baseline Conditions**

- Base year and a future year which is at least 5 years into the future
- Basis of comparison for effectiveness of potential noise abatement measures
- Year of submittal must be consistent with base year
  - Existing Condition: 2020/2021
  - Future Condition: 2025/2026
- Existing Condition based on recent 12 months of operational data applied to 2020 projected activity level
Model Inputs

• The Amount of Noise Exposure is determined by:
  - Aircraft types
  - Stage length
  - Number of average annual day operations
  - Nighttime weighting (1 nighttime operation = 10 daytime operations)

• The Noise Exposure Distribution is determined by:
  - Runway configuration and use
  - Flight track locations
  - Flight track use

• Other Factors
  - Meteorological Conditions
Part 150 Study Overview – Land Use Compatibility

Land Uses
• Existing and Future Land Use
• Land parcel data
• Zoning
• Jurisdictional boundaries and neighborhoods

Noise Sensitives Uses
• Residential
• Places of worship
• Schools, colleges and universities
• Libraries/cultural institutions
• Hospitals and residential healthcare facilities
• Daycare and assisted living facilities
• Historic properties
Land Use Compatibility

• Table 1 in Appendix A of 14 CFR Part 150 provides noise and land use compatibility guidelines
• Deems levels below 65 dB DNL to be compatible with all land uses
• Allows for the adoption of appropriate local land use standards for land use compatibility planning purposes

The City of Naples and Collier County have adopted the 60 DNL contour as the threshold of significance
Part 150 Study Overview – Sample Noise Exposure Map (NEM)
Part 150 Overview - FAQs

Frequently Asked Questions

• Will the study “fix” all the noise issues around the airport?
  - No, overflights of residential areas are unavoidable and sensitivity to noise varies by person

• What type of noise monitoring will be conducted?
  - None, all analysis is modeling based which allows consistency and evaluation of future conditions

• Will the Study address concerns about safety, soot, or other concerns related to aircraft operation?
  - The Part 150 process focuses exclusively on noise and land use compatibility
Project Schedule
# Project Schedule Summary - Noise Exposure Map Report

## 14 CFR Part 150 Study for Naples Airport

### NOISE EXPOSURE MAP (NEM) REPORT

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### PROJECT MANAGEMENT AND PUBLIC OUTREACH

- Project Management and Team Meetings
- Technical Advisory Committee Meetings
- Public Meetings and Part 150 Information Sessions

Updated January 13, 2020
Kickoff Public Workshops

1. Baker Park Sugden-Gomez Center
   100 Riverside Circle
   Naples FL 34102
   5:00 – 7:00 pm  
   **February 11, 2020**

2. Moorings Presbyterian Church
   791 Harbour Drive
   Naples, FL 34103
   9:30 – 11:30 am  
   **February 12, 2020**

3. Lorenzo Walker Technical School
   3702 Estey Avenue
   Naples, FL 34104
   6:00 - 8:00 pm  
   **February 12, 2020**
Future Meetings

Technical Advisory Committee

• TAC Meeting #2 (Tentative) - April 23, 2020
• TAC Meeting #3 (Tentative) - November 5, 2020

• Reminder notices will be sent out in advance of each meeting
• All TAC Materials will be posted on the Project Website following the meeting
Public Website

Project Website (flynaples.com):
• Project Information
• Process
• Study Elements
• FAQ’s
• Noise History PowerPoint
• Public Draft and Final reports
• Schedule
• Newsletters (4)

Communication and Feedback:
• Upcoming meetings including location/dates/times
• Receipt of comments specific to Part 150 Study
• Links to other websites/resources
Questions?
Technical Advisory Committee Training
January 30, 2019
Government in the Sunshine
Sunshine Law

Protects the public from “closed door” decision making and provides a right of access to governmental meetings.
The Sunshine Law applies when --

- Two or more members of a governing board discuss a matter that may foreseeably come before the governing board.
REQUIREMENTS OF SUNSHINE LAW

1. OPEN TO THE PUBLIC
2. REASONABLE NOTICE
3. MINUTES OF EACH MEETING
OPEN TO THE PUBLIC
Meetings Must be Open to the Public

The public must be allowed to attend meetings; however, there is no obligation to allow the public to participate. The location:

- Must be accessible
- Sufficient size for turnout
- Facility cannot discriminate based on age, race, etc.
- Public access not unreasonably restricted
- Be within Collier County with few exceptions
E-Mails

Emails of factual background information from one board member to other board members are permitted if there is no exchange of board members’ comments or responses on subjects requiring board action.
Written Correspondence

A board member may send documents on matters coming before the Board for official action to other board members, **PROVIDED** there are no responses from, or interaction related to documents among, the board members prior to the public meeting.
NOTICE
II.

Reasonable notice of meetings must be given.

- The public must be given reasonable and timely notice so they can decide whether to attend.
- What is “reasonable” or “timely” depends on the circumstance. It does not necessarily require a newspaper advertisement.
III.

Minutes of the meeting are required. Written minutes must be taken and made available promptly.

- Sound recordings may also be used, but only in addition to written minutes.
- Minutes may be a brief summary of meetings’ events.
- Minutes are public records.
- Minutes must record the votes.
What Happens if we violate the Sunshine Law?

- Action may not be binding
- *Within limitations*, some actions may be cured by independent, final action taken completely in the Sunshine.
What Happens if I violate the Sunshine Law?

Possible Criminal and Civil Penalties
Sunshine Law Applications

- Does **not** apply to members of different boards or committees
- Social events are fine – but do not discuss TAC business
- Does **not** apply to a meeting between a Committee Member and a private citizen
- Does **not** apply to staff so long as staff is in a fact-finding mode
- Applies to staff once staff become part of the decision making process
POP QUIZ

• Does Sunshine apply if a TAC member discusses an issue with Commissioner Donna M. Messer?
• Does Sunshine apply if a TAC member discusses an issue with Vice Mayor Gary Price?
• Does Sunshine apply if a TAC member discusses an issue with Peter Green?
• Does Sunshine apply if a TAC member discusses an issue with any staff member?
• Does Sunshine apply if two TAC members discuss an issue?
Public Records
The Definition of Public Records Open to Inspection to Any Person is Very Broad.

A public record encompasses all materials made or received by an agency in connection with official business which are used to perpetuate, communicate or formalize knowledge, regardless of whether such materials are in final form.
Public Records Law

Public Records include: All documents, paper, letters, maps, books, tapes, photographs, films, sound recordings, data processing software, or other material, regardless of physical form, characteristics, or means of transmission, made or received pursuant to law or ordinance or in connection with the transaction of official business by any agency.
Public Records Requests
Can be made verbally or in writing by any person

The Appointed Committee:
- Has a “reasonable” time to respond
- Can charge for the cost of retrieving records if the amount requested is voluminous

The Public Records Law does not require:
- The retention of records for an indefinite period of time (this is covered by the State’s records retention policy)
- The creation of records or the provision of records in the format requested
- An explanation of the records
PENALTIES

A violation of the Public Records Act carries both civil and criminal penalties!
QUESTIONS?