Please note: Because of the COVID-19 pandemic, the NCC meeting will be a hybrid meeting whereby the public is invited to participate in person or via Zoom. To join the webinar via Zoom, please register in advance at the following link:

https://zoom.us/webinar/register/WN_DMNg_qrSauzhckMvVWOcA

AGENDA

Airport Office Building, 200 Aviation Drive North, Naples or By Registering via the Virtual Meeting Link Above
Thursday, October 29, 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 Aaron – 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**

C. **ELECTION OF OFFICERS**
   1. Election of Chair for Fiscal 2021
   2. Election of Vice Chair for Fiscal Year 2021

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

E. **MINUTES**
   1. Approve June 25, 2020 Committee Minutes

F. **PRESENTATIONS AND TIME CERTAIN ITEMS**
   1. US GAO Report to Congress – ESA
   2. Aviation Trends and Challenges COVID 19 - ESA
   3. Part 150 Noise Study Update – ESA
   4. Update from Noise Compatibility Committee Liaison – Donna M. Messer

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**
   1. Revise NCC Bylaws
   2. Approval of 2021 Meeting Dates

H. **OLD BUSINESS**
   1. Website Analytics

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: October 29, 2020

Re: ELECTION OF OFFICERS

1. Election of Chair for Fiscal Year 2021

ACTION REQUESTED: Election of Chair of the Noise Compatibility Committee for Fiscal Year 2021 (October 2020 – September 2021).

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

ARTICLE III, MEMBERS AND OFFICERS

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

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

COMMUNICATIONS PLAN: A press release will be distributed announcing the slate of officers for FY 2021, and the website will be updated.

FINANCIAL IMPACT: None associated with this item.
Procedure for Election of Officers for Noise Compatibility Committee

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

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

3. Following the vote for Chair, the new Chair takes over the meeting and opens nominations for Vice Chair
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: October 29, 2020

Re: ELECTION OF OFFICERS

2. Election of Vice Chair for Fiscal Year 2021

ACTION REQUESTED: Election of Vice Chair of the Noise Compatibility Committee for Fiscal Year 2021 (October 2020 – September 2021).

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

ARTICLE III, MEMBERS AND OFFICERS

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

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

COMMUNICATIONS PLAN: A press release will be distributed announcing the slate of officers for FY 2021, and the website will be updated.

FINANCIAL IMPACT: None associated with this item.
Minutes of the
June 25, 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 9:02 a.m. in the Airport Office Building Conference Room.

Other committee members present were Vice Chair Auron, City Councilor Price, Mr. Byerly, Mr. Cohen, Mr. Lobb, Mr. Tuff and Mr. Krawczun. Mr. Linneman had an excused absence.

NAA Commissioner and NCC liaison Messer was present.

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

Chair Holland welcomed Mr. Krawczun to the Noise Compatibility Committee. He provided a summary of Mr. Krawczun’s experience and said that he would be a great asset to the NCC.

B. PLEDGE - Chairman

Chair Holland led the Pledge of Allegiance.

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

Ms. Terrill said that there were no changes to the agenda.

D. MINUTES

1. Approve January 30, 2020 Committee Minutes

Mr. Tuff moved approval of the January 30, 2020 Noise Compatibility Committee Regular Meeting minutes. City Councilor Price seconded the motion. After a roll call vote, the motion passed 8 – 0 with Mr. Linneman absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Recognition of Past Vice Chair Mastrocinque – Chair Holland

Chair Holland honored Mr. John Mastrocinque with a recognition plaque in appreciation of his contributions to the NCC as a Member and Past Vice Chairman since 2016. Chair Holland highlighted Mr. Mastrocinque’s contributions, especially his advocacy of pilots’ utilizing idle-reverse thrust to make aircraft landings quieter. Mr. Mastrocinque thanked the Committee for this recognition, their friendship, professionalism and making him part of the Naples Airport.

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

Mr. Mike Arnold of Environmental Science Associates (ESA) gave a presentation of the Federal Aviation Administration’s (FAA) report to Congress reaffirming Day-Night Average Sound Level (DNL) as a noise metric. It included an evaluation of alternative noise metrics as directed by

He provided an overview of DNL as the primary metric for aircraft noise exposure.

3. **Florida Metroplex Project Update - ESA**

Mr. Arnold presented an update of FAA’s Florida Metroplex Project and FAA’s South-Central Florida Metroplex Environmental Assessment (EA). Mr. Arnold commented that FAA revised the Project from 52 airports to 21 airports in 2016/2017 and that Southwest Florida International Airport and Naples Airport were no longer included in the project at this time.

Mr. Rozansky stated that once the FAA removed Naples Airport from the Metroplex Project, initiating a noise study was the best tool available.

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

Ms. Autumn Ward, Deputy Project Manager, of ESA provided a status update on the Part 150 Noise Study. She said that ESA has been actively working on the current conditions analysis regarding runway and flight track usage, understanding the entire fleet mix of aircraft that are operating at the airport and gathering data to develop land use base maps to determine land use compatibility. She stated that although forecast development was slightly delayed due to uncertainty of the COVID-19 pandemic, preparation of the forecast is now underway. She said that she anticipated that the Noise Exposure Map (NEM) would be released in the late fall and public workshops will be held in January 2021.

She provided an overview of the three Open Houses held in February and reported that there were approximately over 50 attendees across the three events.

There was discussion regarding the low turnout at the Open Houses. Mr. Arnold noted that the attendees who did participate were very engaged and very interested in the process.

City Councilor Price commented on the Project Schedule Summary under the Project Management and Public Outreach section of Ms. Ward’s presentation. He asked if the Public Meetings and Part 150 Information Sessions depicted in yellow in January could be improved to show more opportunities to engage with the public. He said that the optics of the timeline do not show that there is a lot of public review at each stage of the process. Ms. Ward stated that the public has the opportunity to provide comments throughout the study and that a number of alternative outreach activities are being discussed to engage more with the community in addition to the formal public workshops scheduled in January 2021. Ms. Ward said that they would review the schedule to make it clear to the public that the community’s feedback is encouraged throughout the project.

Ms. Ward provided an overview of open house comments and highlighted the 10 common themes that were received from the community. A complete list of the comments were outlined in Mr. Arnold’s memo that was included in the NCC packet.

A question and answer period followed.
5. Airspace Operational Overview - ESA

Mr. Arnold provided an airspace operational overview. He presented a graph of the Naples Airport aircraft density profiles for jet arrivals and jet departures on all runways. He provided an explanation of aircraft activity for Runways 05, 23, 14 and 32 and noted that the jet departure and arrival activity represent aircraft density from Calendar Year 2019 and the bar chart data represents aircraft altitude from October 2019 to May 2020.

City Councilor Price asked if the dark blue area on the aircraft altitude charts could be represented in terms of total data. Mr. Arnold said that a statistical analysis could be provided on the variations at a future meeting.

Discussion followed regarding the data presented and the next steps to understand where there might be opportunities to minimize noise impact.

Mr. Arnold reviewed an aircraft analysis of the preliminary runway utilization from the airport’s previous flight tracking system from Calendar Year 2019 and the new Vector system from October 2019 through May 2020. He explained how the touch-and-go operations are captured differently in the two tracking systems. Mr. Arnold added that runway use is a key factor in how noise is distributed throughout the community and important to reflect this as accurately as possible in the modeling effort. He said that updated information will be presented at future meetings.

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

Commissioner Messer provided an update of the June 18th NAA Board Meeting. She announced the following:

- The Technical Advisory Committee (TAC) held its first meeting on January 30th and its second on June 23rd.
- The TAC will meet again on Thursday, November 5th at 9:30 a.m. and encouraged the public to participate.
- The next Regular Meeting of the NAA is scheduled for August 20th at 8:30 a.m. at Naples City Hall. She invited the public to attend.
- Meetings are videotaped and posted to our website, www.flynapes.com.

G. PUBLIC COMMENTS

There were no public comments.

H. ACTION ITEMS

There were no action items.

I. OLD BUSINESS

1. Website Analytics Report

Ms. Terrill reported that at the January 30th meeting of the NCC, Committee members requested analytic reports of the website after the Part 150 Noise Study public outreach open houses were
conducted. She stated that there were comparison reports for February and May included in the NCC packet. She reviewed the data available as it relates to the traffic to the Part 150 webpages.

J. NEW BUSINESS

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

Ms. Terrill provided a FY 2020 mid-year report of the Strategic Plan. Due to the COVID-19 pandemic, she noted that planned initiatives were cancelled or postponed to help ensure the health and safety of the public, our customers, tenants and staff. Specific to the NCC, she reported that staff requested the Board’s consideration to reduce the measure in Goal 2, Objective 3 – “30 community events, FSFQ promotional events, tours, and presentations”, to 25.

Mr. Rozansky provided an update on aircraft volume year to date vs. prior and trends we are seeing in the month of June, given the effect of COVID-19.

Under Goal 4, “Equip employees and leaders to excel today while preparing for tomorrow”, Ms. Terrill reviewed three other measures that were presented to the NAA Board for consideration to change. She noted that each requested change was approved by the Board.

2. Next Meeting Date

Chair Holland reminded Committee members that the next NCC Regular Meeting will be held on Thursday, October 29th at 9 a.m. He said that a determination as to whether the meeting will be held virtually or in person will be made at a future date.

K. PUBLIC COMMENTS

There were no public comments.

L. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – COMMITTEE MEMBERS

Chair Holland congratulated the entire group for successfully completing its first Zoom meeting.

M. ADJOURNMENT

With no further business, the meeting adjourned at 10:33 a.m.

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

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_uDXbfqUSuqnX5TjUmoWnw

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.

FINAL 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 Airon – 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

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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**
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: October 29, 2020

Re: PRESENTATION

1. US GAO Report to Congress

SUMMARY: Committee discussion regarding US GAO Report to Congress on a Potential Mandated Transition to Quieter Airplanes.

BACKGROUND: Environmental Science Associates will present information on the recently released report by the GAO: Aircraft Noise: Information on a Potential Mandated Transition to Quieter Airplanes (GAO-20-661). This fulfills Section 186 of the 2018 FAA Reauthorization Bill, which required a study on the phase-out of Stage 3 aircraft.

Of note are the following:

- 96% of the current fleet (including airliners) meets Stage 4 or 5 noise standards. GAO concludes that therefore, it is not worth the expense, effort and time to phase out the remaining Stage 3 aircraft.

- 73% of General Aviation aircraft meet Stage 4 or 5 noise standards.

- A 2017 analysis by HMMH showed that approximately 15% of jets operating at Naples Airport only meet Stage 3 noise emissions standards. This is a % of the aircraft types and not the # of operations.

The GAO summary is attached. The complete report is available at https://www.gao.gov/products/GAO-20-661.

COMMUNICATIONS PLAN: The report and summary will be available on our website.

FINANCIAL IMPACT: Not applicable at this time.
AIRCRAFT NOISE

Information on a Potential Mandated Transition to Quieter Airplanes

What GAO Found

Based on Federal Aviation Administration (FAA) data and GAO estimates, most U.S. large commercial jet airplanes are certificated at the minimum required stage 3 noise standards, but nearly all of them are able to meet more stringent noise standards. Sixty-three percent of large commercial airplanes in the United States are certificated as meeting the stage 3 standards; however, 87 percent of them were manufactured with technologies that are able to meet more recent and stringent stage 4 or 5 standards as currently configured, according to FAA’s 2017 analysis. By analyzing updated data from airlines and aviation manufacturers, GAO estimated that this proportion is even higher: 96 percent of large commercial airplanes are able to meet stage 4 or 5 standards (see figure). According to FAA officials and aviation stakeholders, the primary reason many large commercial airplanes certified as stage 3 produce lower than stage 3 noise levels is because engine and airframe technology has outpaced the implementation of noise standards. More recently, some airlines have accelerated retirement of certain airplanes, some of which are certificated as stage 3, due to the decrease in travel amid the COVID-19 pandemic. For the generally smaller regional commercial jets (i.e., generally with less than 80 seats), 86 percent are able to meet stage 4 or stage 5 standards, according to manufacturers’ data. With regard to general aviation (which are used for personal or corporate flights), 73 percent of the jet airplanes in that fleet are able to meet the more stringent stage 4 or 5 standards, according to manufacturers’ data.

GAO Estimate of the Number of Large Airplanes in the U.S. Commercial Fleet That Are Able to Meet Stage 3 or Stage 4 and 5 Noise Standards, January 2020

<table>
<thead>
<tr>
<th>Airplane type</th>
<th>Total large commercial airplanes</th>
<th>Able to meet stage 3</th>
<th>Able to meet stage 4 or 5</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>259 (4%)</td>
<td>5,821 (96%)</td>
<td></td>
</tr>
</tbody>
</table>

Source: GAO assessment of December 2017 Federal Aviation Administration (FAA) noise-based fleet composition analysis and January 2020 aviation stakeholder data | GAO-20-661

According to stakeholders GAO interviewed, a phase-out of jet airplanes that are certificated as meeting stage 3 standards would provide limited noise reduction and limited other benefits, and could be costly and present other challenges. A phase-out could require recertificating the vast majority of stage 3 airplanes to comply with stage 4 or 5 standards. This process could be costly for operators and manufacturers but would provide little reduction in noise. Further, airplanes currently unable to meet more stringent standards would require modifications or face retirement. For older airplanes that could not be recertificated to meet stage 4 or 5 standards, some operators could incur costs for replacement airplanes sooner than originally planned. Although stakeholders indicated that a phase-out would not substantially reduce noise, they identified other limited benefits newer airplanes generate, such as reduced greenhouse gas emissions and fuel consumption.

View GAO-20-661. For more information, contact Heather Krause at (202) 512-2834 or krauseh@gao.gov.
Naples Airport – October 29, 2020
Noise Compatibility Committee (NCC) Meeting
US GAO Report to Congress on a
Potential Mandated Transition to Quieter Airplanes
GAO Report to Congress on Potential Mandated Transition to Quieter Airplanes – Commercial Fleet

- GAO indicated the following:
  - Based on January 2020 data, approximately 96% of current large commercial aircraft meet stage 4 or 5 standards
  - A stage 3 phase-out requiring recertifying those aircraft that meet stage 4 or 5 would be costly for operators and manufacturers with little reduction in noise.
- The GAO report does not include accelerated fleet retirement resulting from COVID-19.

Given the current commercial fleet makeup, the cost of transition, the limited noise benefits that would result, and the further accelerated retirement of aircraft resulting from COVID-19, GAO’s report stated that it appears that there is little basis for a mandated transition.
GAO Report to Congress on Potential Mandated Transition to Quieter Airplanes – GA Fleet

- GAO indicates that 73 percent of the jet airplanes in the GA fleet are able to meet the more stringent stage 4 or 5 standards, according to manufacturers’ data, and 77 percent of those have already been certified or recertified to the more stringent levels.

- GAO notes that while commercial aircraft have a useful life of approximately 25-40 years, the lower utilization of GA aircraft can result in a considerably longer useful life.

- The stage 2 phase-out for jet aircraft weighing less than 75,000 lbs was implemented on December 31, 2015.

- New aircraft weighing less than 55,000 kg or 121,254 lbs are required to comply with stage 5 standards beginning December 31, 2020.

- There are limited, if any, existing technologies to convert a stage 3 aircraft to meet the more stringent standards.
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: October 29, 2020

Re: PRESENTATION

2. Aviation Trends and Challenges COVID-19

SUMMARY: Committee discussion regarding the impacts of COVID-19 on aviation.

BACKGROUND: Environmental Science Associates will present updated information about the impacts of the COVID-19 pandemic on aviation in the U.S., Florida and operations at the Naples Airport.

COMMUNICATIONS PLAN: The presentation will be available on our website.

FINANCIAL IMPACT: Not applicable at this time.
Naples Airport – October 29, 2020
Noise Compatibility Committee (NCC) Meeting
Aviation Trends and Challenges
COVID-19
Change in Activity at US Towered Airports

- 76.4% through September 2020 vs. 2019
- GA has fared far better than air carrier
  - Air transport that avoids commercial airlines
  - Flight training
  - Socially distant recreation during lockdown
- September 2020 – 78.5% of September 2019 operations
Change in Activity at Florida’s 44 Towered Airports

- 80.0% through September 2020 vs. 2019
- Similar trends across U.S. with a few exceptions
- Strong GA/Air Taxi rebound in May/June
- YTD FL vs. US
  - Air Carrier – 62.8% vs. 62.3%
  - Air Taxi – 75.5% vs. 66.9%
  - GA Itinerant – 87.2% vs. 83.8%
  - GA Local – 85.3% vs. 90.5%
Change in Activity at Florida’s 44 Towered Airports

- **September 2020**
  - Overall – 82.6% of 2019 operations
  - 15 airports exceeding 2019 levels
  - 30 of 44 airports above 80% of 2019 activity levels
  - Air carrier operations generally trending below YTD average at 53.7%
How are Communities Changing during COVID-19?

- Work from home (or live at work!)
  - Shift in population distribution during daytime hours (work and school)
  - Shift in location of noise sensitive activities (virtual office and school meetings)

- Potential trends to watch
  - Office building conversions to residential
  - Expansion of “mixed use”
  - Relocation from urban areas to suburban areas
Understand that Community Members may be Overwhelmed

- COVID-19 concerns
- Home schooling/work from home
- Job market and economy
- Upcoming election
- Hurricanes and other natural disasters

Initial indication is that noise complaints are likely to rebound at a faster rate than activity
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: October 29, 2020

Re: PRESENTATION

3. Part 150 Update

SUMMARY: Presentation and Committee discussion regarding the status of the Part 150 Noise Study.

BACKGROUND: Environmental Science Associates will present a status report of the Part 150 Noise Study being conducted at the Naples Airport. Attached is a memo submitted to the FAA by ESA, which outlines the projected 2021 and 2026 annual aircraft operations proposed for use in the Part 150 Noise Study. Even though a new Master Plan for the airport is nearing completion; the forecast of annual operations from that study are not considered appropriate for use in the Part 150 for a number of reasons. The memorandum documents the activity levels that occurred after the Master Plan forecast base year (2017), during the peak of the COVID-19 impacts and the recovery since.

COMMUNICATIONS PLAN: The presentation and attached memo will be available on our website.

FINANCIAL IMPACT: Not applicable at this time.
memorandum

October 10, 2020

Pedro Blanco, FAA Orlando ADO

Chris Rozansky, Diane Terrill, Kerry Keith, Mike Arnold, Autumn Ward

Douglas DiCarlo

Activity Forecast Memorandum for Naples Airport
14 CFR Part 150 Noise Study

This memorandum outlines the projected 2021 and 2026 annual aircraft operations proposed for use in the 14 CFR Part 150 Noise Study being conducted for the Naples Airport (APF). Even though a new Master Plan for the airport is nearing completion; the overall 20-year forecast of annual operations (approved by the FAA on May 9, 2018) are no longer considered appropriate for use in the Part 150. The Master Plan projections were significantly exceeded in the first two years of the study period and the airport is now in the midst of recovering from the impacts of COVID-19. While activity at APF has already shown significant signs of recovery, the short- and long-term effects from the pandemic are not clear. Due to this uncertainty, the following sections document past trends at APF resulting from other shock events, the activity that occurred prior to the pandemic, and the level of operations that have been recorded thus far in 2020. The goal is to develop a reasonable estimate of the activity expected in 2021 and 2026, for use in developing the Part 150 Noise Exposure Maps.

Prior Shock Events

Table A provides the historic level of annual aircraft operations back to the first full year (1996) recorded by the airport traffic control tower (ATCT). Prior to the September 11th, 2001 terrorist attacks, activity at the airport increased all but one year. This included 2001, which still remains as the second highest level of operations recorded at APF. September 11th produced two years of significant decreases in activity, which were followed by two years of growth. Overall, it took four years for the activity to fully recover in 2005; which to this day, still marks the highest level of annual operations for the airport. At that point in time, the airport had commuter airline service and the highest level of local activity at any point during the past 24 years.

Over the next three years, activity remained relatively consistent around 130,000 annual operations, until 2009 when activity decreased by 21.9 percent as a result of the Great Recession. Another 18.4 percent drop occurred the following year, resulting in the airport’s lowest recorded operations since the ATCT was commissioned. After 2010, there was an increase in activity through 2019 for all but one year, resulting in an average annual growth of 3.4 percent. Regardless, the airport has yet to regain the number of operations recorded in 2008. It has been
estimated that had the COVID-19 pandemic not occurred, APF would have fully recovered from the 2008 recession by 2024.

| 1996 | 107,540 | n/a |
| 1997 | 112,001 | 4.1% |
| 1998 | 113,027 | 0.9% |
| 1999 | 123,159 | 9.0% |
| 2000 | 118,644 | -3.7% |
| 2001 | 141,276 | 19.1% |
| 2002 | 128,178 | -9.3% |
| 2003 | 114,708 | -10.5% |
| 2004 | 137,604 | 20.0% |
| 2005 | 158,420 | 15.1% |
| 2006 | 134,947 | -14.8% |
| 2007 | 128,446 | -4.8% |
| 2008 | 129,258 | 0.6% |
| 2009 | 100,958 | -21.9% |
| 2010 | 82,349 | -18.4% |
| 2011 | 83,163 | 1.0% |
| 2012 | 86,273 | 3.7% |
| 2013 | 91,929 | 6.6% |
| 2014 | 93,078 | 1.2% |
| 2015 | 98,936 | 6.3% |
| 2016 | 91,996 | -7.0% |
| 2017 | 94,982 | 3.2% |
| 2018 | 110,508 | 16.3% |
| 2019 | 111,644 | 1.0% |

**TABLE A**
**HISTORIC ANNUAL AIRCRAFT OPERATIONS**

**SOURCE:** FAA OPSNET database and ESA analysis, 2020.

**Master Plan Forecasts**

Annual operations in the Master Plan study were projected to increase 1.3 percent annually. In the first year (2018) after the forecasts were developed, APF recorded 110,508 operations, which surpassed the study’s projection for 2028. In 2019, the annual operations were 111,644, which exceeded the level projected for 2029. These figures, along with the short-, intermediate-, and long-term Master Plan projections, are included in **Table B**.
TABLE B  
ACTUAL OPERATIONS VERSUS PROJECTED

<table>
<thead>
<tr>
<th></th>
<th>Projected Operations</th>
<th>Actual Operations</th>
<th>Comparison of Actual to Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>Master Plan Base Year</td>
<td>94,982</td>
<td>n/a</td>
</tr>
<tr>
<td>2018</td>
<td>96,800</td>
<td>110,508</td>
<td>14.2%</td>
</tr>
<tr>
<td>2019</td>
<td>98,100</td>
<td>111,644</td>
<td>13.8%</td>
</tr>
</tbody>
</table>

Approved Master Plan Forecast (average annual growth of 1.3%)

<table>
<thead>
<tr>
<th></th>
<th>2023</th>
<th>2026</th>
<th>2038</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>103,200</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>110,000</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>125,100</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>


Aircraft Operations During COVID-19 Pandemic

Table C compares the monthly activity at APF between January and September over the past four years. These figures show that in spite of the initial large drop experienced in April and May 2020 due to COVID-19, the year to date activity is ahead of the same period in 2017 and not too far behind the same months for 2018 and 2019, when the airport had significant growth over the Master Plan projection.

TABLE C  
COMPARISON OF MONTHLY OPERATIONS AT NAPLES AIRPORT THRU SEPTEMBER

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>Comparison of 2020 to 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>8,656</td>
<td>10,466</td>
<td>10,649</td>
<td>11,612</td>
<td>7.0%</td>
</tr>
<tr>
<td>February</td>
<td>9,278</td>
<td>12,350</td>
<td>11,586</td>
<td>10,648</td>
<td>-6.4%</td>
</tr>
<tr>
<td>March</td>
<td>9,940</td>
<td>12,065</td>
<td>11,488</td>
<td>10,671</td>
<td>-7.1%</td>
</tr>
<tr>
<td>April</td>
<td>9,294</td>
<td>10,606</td>
<td>10,108</td>
<td>5,089</td>
<td>-49.7%</td>
</tr>
<tr>
<td>May</td>
<td>8,029</td>
<td>7,648</td>
<td>9,562</td>
<td>7,288</td>
<td>-23.8%</td>
</tr>
<tr>
<td>June</td>
<td>5,513</td>
<td>7,484</td>
<td>6,825</td>
<td>6,933</td>
<td>1.6%</td>
</tr>
<tr>
<td>July</td>
<td>6,053</td>
<td>7,298</td>
<td>6,871</td>
<td>6,351</td>
<td>-7.6%</td>
</tr>
<tr>
<td>August</td>
<td>6,448</td>
<td>7,789</td>
<td>6,920</td>
<td>5,727</td>
<td>-17.2%</td>
</tr>
<tr>
<td>September</td>
<td>5,123</td>
<td>6,788</td>
<td>6,992</td>
<td>5,620</td>
<td>-19.6%</td>
</tr>
<tr>
<td>Total Operations thru September</td>
<td>68,334</td>
<td>82,474</td>
<td>81,201</td>
<td>70,139</td>
<td>-13.6%</td>
</tr>
</tbody>
</table>


The current recovery at APF has been led by growth in air taxi operations and an increase in the share of general aviation itinerant activity. Table D compares the monthly activity between January and September for the FAA category classifications conducting operations at APF. It should be noted that all air taxi operations are itinerant while the military counts include both local and itinerant.
TABLE D
COMPARISON OF YEAR TO DATE (THRU SEPTEMBER) TYPES OF OPERATIONS AT NAPLES AIRPORT

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>Comparison of 2020 to 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Taxi</td>
<td>9,905</td>
<td>10,665</td>
<td>10,981</td>
<td>10,982</td>
<td>0.0%</td>
</tr>
<tr>
<td>Itinerant General Aviation</td>
<td>45,249</td>
<td>51,981</td>
<td>52,124</td>
<td>45,754</td>
<td>-12.2%</td>
</tr>
<tr>
<td>Local General Aviation</td>
<td>13,029</td>
<td>19,505</td>
<td>17,900</td>
<td>13,250</td>
<td>-26.0%</td>
</tr>
<tr>
<td>Military</td>
<td>151</td>
<td>323</td>
<td>196</td>
<td>153</td>
<td>-21.9%</td>
</tr>
<tr>
<td><strong>Total Operations thru September</strong></td>
<td><strong>68,334</strong></td>
<td><strong>82,474</strong></td>
<td><strong>81,201</strong></td>
<td><strong>70,139</strong></td>
<td><strong>-13.6%</strong></td>
</tr>
</tbody>
</table>


Even as companies continue to limit business travel, general aviation aircraft in the jet category have not only rebounded, but increased their share of activity at APF. These increases are the result of more leisure travel on charter aircraft, rather than the traditional corporate travel. Similarly, the share of itinerant versus local operations for these months was greater than the same months in 2019. These shifts also reflect the decline in local flight training since COVID-19 began, which includes one flight school leaving APF for Page Field (FMY).

Instrument Flight Rule (IFR) data collected by the airport from FlightAware and the airport’s Vector aircraft operations reporting system show the shift in the share of jet operations. Table E includes the number of IFR jet operations recorded between January and September over the past four years, as well as a comparison to the total operations for the same periods. The last column in Table E reflects the annual share of jet operations for 2017, 2018, and 2019. For each year, the percent is slightly lower or nearly equal than the share through September. However, with APF approaching the start of some of the traditionally busiest months for jet activity, the annual share of jets is not expected to decrease for balance of 2020 which results in an end of the year jet activity share estimate of 34 percent of the total operations.

TABLE E
COMPARISON OF IFR JET OPERATIONS AT NAPLES AIRPORT

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>20,025</td>
<td>68,334</td>
<td>29.3%</td>
<td>26.8%</td>
</tr>
<tr>
<td>2018</td>
<td>22,364</td>
<td>82,474</td>
<td>27.1%</td>
<td>27.3%</td>
</tr>
<tr>
<td>2019</td>
<td>25,066</td>
<td>81,201</td>
<td>30.9%</td>
<td>29.7%</td>
</tr>
<tr>
<td>2020</td>
<td>23,867</td>
<td>70,139</td>
<td>34.0%</td>
<td>Estimate 34.0%</td>
</tr>
</tbody>
</table>


Aviation fuel sales at APF also reflect the resurgence of jet aircraft activity after the initial decrease resulting from the pandemic. While both Jet A and AvGas volumes sold plummeted between March and April 2020; Jet A had a significant rebound. The September year to date quantity of Jet A sold was 2.6 percent higher than the same
period in 2019. Conversely, AvGas sales are down nearly 20 percent for the year, which also indicates the recovery has been predominantly in the jet aircraft segments of activity.

It is also worth noting that over a three-week period in July 2020, a third party conducted more than 100 aircraft operator and passenger interviews at APF. The focus was to document the private aircraft travel behavior to and from the airport since the COVID-19 impacts began. While the operators, pilots, and passengers agreed the pandemic has created a very unpredictable future for general aviation, some of the common responses specific to APF included:

- More consumers are considering and using private aircraft as an option to travel to/from Naples. No one was eager to return to the airlines.

- 81 percent of the passengers interviewed own property, were looking to buy property, or had a personal connection to property in the Naples area.

- Most of the fractional, charter, and aircraft management companies that have a presence or frequently utilize APF stated that business was significantly better this summer than last year. They also anticipate a stronger than typical late summer, fall, and winter this year.

- Some operators and pilots believe that a portion of their newer passengers will not continue to fly private aircraft once the COVID-19 pandemic is under control.

- There is an increase in leisure travel on private aircraft under the current conditions. Most operators believe private aircraft business travel will pick up as travel restrictions are relaxed.

The information obtained during these interviews coincides with the operational and fuel sales data collected this year.

**Estimate of Total Operations for 2020**

While the current recovery has been led by growth in both air taxi and the share of itinerant operations; it should be noted that this has also occurred during the “off season” for APF. When this is coupled with the optimistic expectations by the aircraft operators for the rest of the year, activity through the end of 2020 is anticipated to be similar to 2019. In 2019, there were just under 30,500 operations between October and December. When combined with the September 2020 year to date count, the result is 100,600 total operations that could reasonably be expected at APF by the end of 2020; which is a 9.9 percent decrease from the total recorded in 2019.

**Estimate of Annual Operations in 2021 and 2026**

Previously it was noted that the period of recovery after September 11th was considerably shorter than after the Great Recession. This demonstrates the fact that these two events had very different impacts on general aviation. That being said, it is believed the pandemic will have a recovery for certain segments of general aviation that is more similar to that of the Great Recession. While COVID-19 is a public health issue; the impacts to general aviation are related more to the economy than the national security issues that stemmed from September 11th.

The forecast of annual operations approved in the new Master Plan were based on a market share analysis, which illustrated that between 2000 and 2017, general aviation operations at the nation’s towered airports decreased an
average of 2.6 percent each year. Over the same period, activity at Florida’s towered airports only had an average annual decrease of 0.7 percent. More significant, the analysis documented that after the Great Recession, the nation’s total general aviation activity at towered airports declined 0.6 percent annually while Florida’s increased 1.6 percent and APFs 2.1 percent for the same period.

Given the year to date activity and the airport’s record of outpacing the general aviation operations at other airports across the nation and Florida, it is realistic that the airport will continue to recover from the current COVID-19 impacts. While the short- and long-term impacts from the pandemic are not clear, Table F reflects the activity that could reasonably be expected when the 1.3 percent average annual growth rate from the new Master Plan is re-applied to the 100,600 annual operations expected by the end of 2020. It also provides a comparison to the 2019 FAA Terminal Area Forecast (TAF) issued in January 2020.

<table>
<thead>
<tr>
<th>Estimate of Annual Total</th>
<th>2019 FAA TAF</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>100,600</td>
<td>110,950</td>
</tr>
<tr>
<td>Projected Activity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>101,900</td>
<td>111,327</td>
</tr>
<tr>
<td>2026</td>
<td>108,700</td>
<td>113,241</td>
</tr>
</tbody>
</table>

* Issued January 2020 with data based on FAA fiscal year which ends September 30th.


The FAA Aerospace Forecast 2020-2040 projects an average annual growth in the number of general aviation jets aircraft nationally between 2020 and 2030 of 2.6 percent and an average annual increase in the hours flown by general aviation jets of 2.4 percent. Given that this does not include the effects of COVID-19, it is not clear how these projections will be affected at a national level. However, APF has already experienced a strong rebound in this segment of activity and every user indicator is that the airport will continue to experience stable growth in jet activity moving forward. With this in mind, jet operations are expected to continue to grow as a percentage of the overall airport activity. For the purposes of evaluating noise impacts, jet activity is expected to increase 2.5 percent each year from the current estimate of 34.0 percent of total activity or approximately 34,200 operations in 2020 to 36.5 percent of total activity or 39,700 jet operations by 2026.
Naples Airport – October 29, 2020
Noise Compatibility Committee (NCC) Meeting
Part 150 Noise Study Update
APF Forecast Overview

- Overall 20-year forecast of annual operations (approved by the FAA on May 9, 2018) are no longer considered appropriate for use in the Part 150 Study
- Forecast memorandum (dated October 10, 2020) documents:
  - past trends at APF resulting from other shock events
  - activity that occurred prior to the pandemic
  - level of operations that have been recorded through September 2020
- Goal is to develop a reasonable estimate of the activity expected in 2021 and 2026 for use in developing the APF Part 150 Noise Exposure Maps
- Includes results from interviews with more than 100 aircraft operators and passengers at APF

FAA is currently reviewing the forecast memo developed for APF Part 150 Noise Exposure Maps
Aircraft Operations During COVID-19

- Recovery at APF has been led by growth in air taxi operations and an increase in the share of general aviation itinerant activity
- 34% of aircraft activity (through September 2020) are by Jet Aircraft compared to 30.9% in 2019
- Quantity of Jet A fuel sold (through September 2020) was 2.6% higher than the same period in 2019

<table>
<thead>
<tr>
<th>Month</th>
<th>2019</th>
<th>2020</th>
<th>Comparison of 2020 to 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>10,849</td>
<td>11,612</td>
<td>7.00%</td>
</tr>
<tr>
<td>February</td>
<td>11,586</td>
<td>10,848</td>
<td>-6.40%</td>
</tr>
<tr>
<td>March</td>
<td>11,488</td>
<td>10,671</td>
<td>-7.10%</td>
</tr>
<tr>
<td>April</td>
<td>10,108</td>
<td>5,089</td>
<td>-49.70%</td>
</tr>
<tr>
<td>May</td>
<td>9,562</td>
<td>7,288</td>
<td>-23.80%</td>
</tr>
<tr>
<td>June</td>
<td>6,825</td>
<td>6,933</td>
<td>1.60%</td>
</tr>
<tr>
<td>July</td>
<td>6,871</td>
<td>6,351</td>
<td>-7.60%</td>
</tr>
<tr>
<td>August</td>
<td>6,920</td>
<td>5,727</td>
<td>-17.20%</td>
</tr>
<tr>
<td>September</td>
<td>6,992</td>
<td>5,620</td>
<td>-19.60%</td>
</tr>
<tr>
<td><strong>Total Operations thru September</strong></td>
<td><strong>81,201</strong></td>
<td><strong>70,139</strong></td>
<td><strong>-13.60%</strong></td>
</tr>
</tbody>
</table>

**SOURCE:**

preliminary data – subject to change
2020 Aircraft Operator and Passenger Interviews

- More consumers are considering and using private aircraft as an option to travel to/from Naples.
- 81% of the passengers interviewed own property, were looking to buy property, or had a personal connection to property in the Naples area.
- Most of the fractional, charter, and aircraft management companies that have a presence or frequently utilize APF stated that business was significantly better this summer than last year.
  - They also anticipate a stronger than typical late summer, fall, and winter this year.
- Some operators and pilots believe that a portion of their newer passengers will not continue to fly private aircraft once the COVID-19 pandemic is under control.
- Increase in leisure travel on private aircraft under the current conditions.
  - Most operators believe private aircraft business travel will pick up as travel restrictions are relaxed.
Projected Aircraft Activity

- Activity through the end of 2020 is anticipated to be similar to 2019
- Given the year to date activity and strong GA activity, it is realistic that the APF will continue to recover from the COVID-19 impacts
- For evaluating noise impacts, jet activity is expected to increase 2.5% each year from the current estimate of 34.0% of total activity
  - 34,200 operations in 2020
  - 39,700 jet operations by 2026

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Operations</th>
<th>2019 FAA TAF&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Estimate of Annual Total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>100,600</td>
<td>110,950</td>
<td>-9.30%&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>Projected Activity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>101,900</td>
<td>111,327</td>
<td>-8.5%</td>
</tr>
<tr>
<td>2026</td>
<td>108,700</td>
<td>113,241</td>
<td>-4.0%</td>
</tr>
</tbody>
</table>

SOURCE:
1. Issued January 2020 with data based on FAA fiscal year which ends September 30th.
2. Includes 2019 aircraft activity data for months October through December.

preliminary data – subject to change
## Baseline Condition Arrival Runway Use

<table>
<thead>
<tr>
<th>Aircraft Category</th>
<th>Runway</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>05</td>
<td>14</td>
</tr>
<tr>
<td><strong>Daytime</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jet Aircraft</td>
<td>43%</td>
<td>5%</td>
</tr>
<tr>
<td>Turboprop Aircraft</td>
<td>45%</td>
<td>6%</td>
</tr>
<tr>
<td>Propeller Aircraft</td>
<td>46%</td>
<td>6%</td>
</tr>
<tr>
<td><strong>Nighttime</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jet Aircraft</td>
<td>58%</td>
<td>3%</td>
</tr>
<tr>
<td>Turboprop Aircraft</td>
<td>59%</td>
<td>17%</td>
</tr>
<tr>
<td>Propeller Aircraft</td>
<td>51%</td>
<td>9%</td>
</tr>
</tbody>
</table>

**Source:**
1. Calendar year 2019 operational data obtained from APF.
2. Numbers may not add up to 100% due to rounding.

*preliminary data – subject to change*
## Baseline Condition Departure Runway Use

<table>
<thead>
<tr>
<th>Aircraft Category</th>
<th>Runway</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>05</td>
<td>14</td>
</tr>
<tr>
<td><strong>Daytime</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jet Aircraft</td>
<td>49%</td>
<td>6%</td>
</tr>
<tr>
<td>Turboprop Aircraft</td>
<td>52%</td>
<td>9%</td>
</tr>
<tr>
<td>Propeller Aircraft</td>
<td>56%</td>
<td>6%</td>
</tr>
<tr>
<td><strong>Nighttime</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jet Aircraft</td>
<td>79%</td>
<td>4%</td>
</tr>
<tr>
<td>Turboprop Aircraft</td>
<td>72%</td>
<td>6%</td>
</tr>
<tr>
<td>Propeller Aircraft</td>
<td>68%</td>
<td>6%</td>
</tr>
</tbody>
</table>

**Source:**
1. Calendar year 2019 operational data obtained from APF.
2. Numbers may not add to 100% due to rounding.

*Preliminary data – subject to change*
## Baseline Condition Runway Use – All Aircraft

<table>
<thead>
<tr>
<th>Time</th>
<th>Runway</th>
<th></th>
<th></th>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>05</td>
<td>14</td>
<td>23</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Arrivals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>44%</td>
<td>6%</td>
<td>45%</td>
<td>5%</td>
<td>100%</td>
</tr>
<tr>
<td>Night</td>
<td>55%</td>
<td>6%</td>
<td>35%</td>
<td>3%</td>
<td>100%</td>
</tr>
<tr>
<td>Total</td>
<td>45%</td>
<td>6%</td>
<td>45%</td>
<td>5%</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Departures</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>52%</td>
<td>6%</td>
<td>36%</td>
<td>5%</td>
<td>100%</td>
</tr>
<tr>
<td>Night</td>
<td>74%</td>
<td>5%</td>
<td>17%</td>
<td>4%</td>
<td>100%</td>
</tr>
<tr>
<td>Total</td>
<td>53%</td>
<td>6%</td>
<td>36%</td>
<td>5%</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Source:**
1. Calendar year 2019 operational data obtained from APF.
2. Numbers may not add up to 100% due to rounding.

*preliminary data – subject to change*
Shift in Approach to Planned Community Outreach

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Small Community Meetings</th>
<th>Community Retail Style Outreach</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Small community meetings with groups of ~10 people.</td>
<td>Retail style community events (farmers market, festival, etc.) where individuals could stop and ask questions.</td>
</tr>
<tr>
<td>PURPOSE</td>
<td>To conduct targeted community outreach in a small, personal setting with interested parties and receive feedback.</td>
<td>To increase awareness, gain feedback, and help inform the broader Naples community that they could be affected by project recommendations.</td>
</tr>
<tr>
<td>DURATION</td>
<td>Coordination meetings would be no more than 2 hours in length.</td>
<td>Events would consist of an 8 hour day when including setup, staffing and breakdown.</td>
</tr>
<tr>
<td>NEW APPROACH</td>
<td>Virtual presentations and meetings with key stakeholders in the Naples community.</td>
<td>Community video and outreach materials that provide more information on the Part 150 Study.</td>
</tr>
</tbody>
</table>

COVID-19 has forced ESA and NAA to re-think how we engage the Naples community.
Recent and Scheduled Outreach Activities

Recent Outreach
• August 27, 2020 – Moorings Park Grande Lake Board Member Meeting
• September 14, 2020 – City Council Workshop Meeting
• October 16, 2020 – Naples Pelican Bay Rotary

Upcoming Outreach
• November 4, 2020 – Youth Leadership Collier
• November 4, 2020 – Lunch and Learn with Naples Board of Realtors (NABOR)
• November 10, 2020 – Coquina Sands Association outreach presentation
• March 25, 2021 – Old Naples Association outreach presentation

Other activities
• Development of a short video that can be sent to the HOA president’s councils and community groups to promote awareness of the study
Future Schedule*

- Fall 2020 – Complete set up of Noise Model
- Winter 2020 - Develop Noise Contours
- Spring 2021 – Complete Draft NEM Report and Public Outreach
- Late Spring 2021 – Respond to Comments on Draft NEM Report
- Early Summer 2021 – Complete Final Draft NEM Report
- Summer 2021 – FAA Completes Initial Review
- Late Summer 2021 – Complete Final NEM Report
- Fall 2021 – FAA Acceptance of NEM Report

*Note: Schedule is subject to approval of forecasts by the FAA
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: October 29, 2020

Re: ACTION ITEM

1. Amend the Noise Compatibility Bylaws

SUMMARY: Committee approval to amend the Noise Compatibility Committee Bylaws pertaining to quorum and attendance at Committee meetings.

BACKGROUND: Governor DeSantis’ Executive Order #20-69 allowing public meetings of local governments to be held virtually expires November 1, 2020. With the ongoing uncertainty of the COVID-19 public health crisis, NAA continues to adhere to CDC best practices for the health and safety of employees, customers and the community.

CDC recommendations include the following considerations for events and gatherings:

➢ The more people interact at a gathering and the longer that interaction lasts, the higher the potential risk of becoming infected with COVID-19 and COVID-19 spreading.
➢ Limit attendance or seating capacity to allow for social distancing or host smaller events in larger rooms.
➢ Use multiple entrances and exits and discourage crowded waiting areas.
➢ Block off rows or sections of seating in order to space people at least 6 feet apart.
➢ Eliminate lines or queues if possible or encourage people to stay at least 6 feet apart by providing signs or other visual cues such as tape or chalk marks.
➢ Offer online attendance options in addition to in-person attendance to help reduce the number of attendees.

The existing NCC Bylaws are not in keeping with current conditions:

• Article VI MEETINGS

Section 4. ATTENDANCE. A Member may only attend a meeting in person. Attendance by electronic means is not permitted.
In consultation with legal counsel, we propose the following revisions to the NCC Bylaws:

- **Article VI MEETINGS**
  - Section 4. **ATTENDANCE.** A Member may attend, participate and vote at a meeting of the Committee in person or using communications media technology, such as telephonic or video conferencing, in accordance with Article IV, Section 6, of these Bylaws.
  
  - Section 9. **QUORUM.** At all meetings of the Committee, twenty five percent (25%) of the total number of Members appointed by the Board to the Committee present in person at the meeting shall constitute a quorum for the purpose of transacting business. In the event a quorum is not present in person at a meeting, Members present in person may informally discuss issues of concern but shall take no formal action. Each Member is expected to be present in person at meetings of the Committee; provided, however, if it is necessary for a Member to be physically absent, then the Member may participate and vote in such meeting using communications media technology, such as telephonic or video conferencing, if (i) a quorum of the Committee Members is present in person at such meeting and (ii) a majority of the Members present in person determine that extraordinary circumstances exist and approve the Member to participate and vote in such meeting using communications media technology.
  
  - Section 11. **VOTING.** A vote of the Members may be taken by voice vote or roll call vote at the option of the Chairman. The “yes” or “no” of each Member in attendance shall be entered in the Minutes of the meeting. A decision on each action item presented to the Committee shall be made by the affirmative vote of at least a majority of the Members in attendance in accordance with Article IV, Section 6, of these Bylaws.

Attached is a red-lined and clean version of the NCC Bylaws. Also attached for reference are summaries of certain applicable executive orders, statutes, attorney general opinions, City resolutions and the NAA enabling act.

The Board of Commissioner approved similar revisions to their Bylaws at the October 15, 2020 Regular Meeting.

**COMMUNICATIONS PLAN:** If the revisions are approved, Committee members will be apprised of any updates or revisions to meeting guidelines.

**FINANCIAL IMPACT:** Not applicable at this time.
Summaries of certain applicable executive orders, statutes, attorney general opinions, City resolutions and the NAA enabling act

**Governor DeSantis Executive Order.** Executive Order Number 20-69, issued by the Governor of the State of Florida on March 20, 2020 (“Executive Order 20-69”), as modified and extended, (i) “suspend[s] any Florida Statute that requires a quorum to be present in person or requires a local government body to meet at a specific public place” and (ii) provides that “[l]ocal government bodies may utilize communications media technology, such as telephonic and video conferencing.” Executive Order Number 20-69, unless further extended, is scheduled to expire at 12:01am on November 1, 2020.

**Florida’s Government-in-the-Sunshine Law.** Section 286.011(1), Florida Statutes, provides:

“All meetings of any board or commission of any state agency or authority or of any agency or authority of any county, municipal corporation, or political subdivision, except as otherwise provided in the Constitution, including meetings with or attended by any person elected to such board or commission, but who has not yet taken office, at which official acts are to be taken are declared to be public meetings open to the public at all times, and no resolution, rule, or formal action shall be considered binding except as taken or made at such meeting. The board or commission must provide reasonable notice of all such meetings.”

**Florida Attorney General.** In addressing the issues surrounding the use of communications media technology by members of a local board or commission to participate in a duly noticed public meeting, the Florida Attorney General has rendered the following opinions:

“Accordingly, it is my opinion that where a rule or statute contemplates that a meeting will be held in a public place with the members physically present, the participation of an absent member in the meeting by telephone conference should be permitted only in extraordinary circumstances and when a quorum of the board members is physically present at the meeting. Whether the absence of a member due to a scheduling conflict constitutes such a circumstance is a determination that must be made in the good judgment of the board.” Op. Att’y Gen. Fla. 03-41 (2003).

“This office has determined that a member of a board or commission may attend a meeting under certain extraordinary circumstances, but that a quorum of the board or commission must physically be present in order to carry out official business. The physical presence of a quorum has not been required where electronic media technology is used to allow public access and participation at workshop meetings where no formal action will be taken. At workshops and special meetings where no formal action will be taken, this office has found that electronic media technology may be used. The board or commission, however, must be vigilant in adhering to the requirements of the Sunshine Law and ensure that the meetings or workshops using electronic media technology are not forums to undertake formal decision making.” Inf. Op. Att’y Gen. Fla. to Stebbins, (December 1, 2015).
“Thus, it is my opinion that the Bass Museum Board of Trustees may agree to allow an out-of-state member to participate in meetings by telephone by satisfying the requirements of the Government-in-the Sunshine Law. Compliance would involve providing notice and access to the public at such meetings through the use of such devices as a speaker telephone that would allow the absent member to participate in discussions, to be heard by the other board members and the public and to hear discussions taking place during the meeting.” Op. Att’y Gen. Fla. 94-55 (1994).

**City of Naples.** Resolution 2017-13970 enacted by the Naples City Council on May 17, 2017 provides:

“A council member, or a member of a board, commission or committee who for good cause cannot appear in person at a meeting may appear remotely by electronic means, providing that: a. There is a quorum physically present at the meeting location; b. There is good cause for why the member cannot attend in person; c. The member has provided notification . . . of inability to attend in person and desire to attend electronically, at least two business days prior to the meeting . . . ; and d. When participating by remote electronic means, the member is visible and audible . . . . “Good cause” means that the member cannot attend in person due to illness, personal or family matter, absence from the area, unavoidable scheduling conflict, or other good reason.”

**City of Naples Airport Authority Act.** Sec. 3 [Meetings; quorum; officers; employees; legal services] of the City of Naples Airport Authority Act (Laws of Florida, Chapter 69.1326) states:

“All meetings of the authority shall be public meetings and the powers of the authority shall be vested in the commissioners thereof in office from time to time. Three (3) commissioners shall constitute a quorum of the authority for the purpose of conducting its business and exercising its powers and for all other purposes. Action may be taken by the authority upon a vote of a majority of the commissioners present, unless in any case the bylaws of the authority shall require a larger number.”
BYLAWS
FOR THE GOVERNANCE AND OPERATION
OF CITY OF NAPLES AIRPORT AUTHORITY
NOISE COMPATIBILITY COMMITTEE

ARTICLE I
TITLE, PURPOSE AND GOVERNANCE

Section 1. TITLE. This unincorporated committee of the City of Naples Airport Authority (the “Authority”) shall be known as the Noise Compatibility Committee (the “Committee”).

Section 2. PURPOSES. The purposes of the Committee are to

(i) study, discuss, analyze and make recommendations to the Board of Commissioners (the “Board”) of the Authority on noise compatibility measures including aircraft and airport operational noise abatement measures, airport layout noise abatement measures, preventive or corrective land use compatibility measures, noise compatibility program monitoring, promotion, notification, and administrative actions;

(ii) assist the Authority in monitoring and implementing the FAA approved elements of the Naples Municipal Airport’s Federal Aviation Regulation Part 150 Noise Compatibility Program, and other noise compatibility measures which the Authority may adopt outside of the Part 150 process;

(iii) examine aircraft noise reduction methods and programs, and assist in addressing citizen noise concerns at Naples Municipal Airport (the “Airport”);

(iv) assist the Authority in its public outreach efforts on aircraft noise issues. Members may be asked to accompany Authority staff to meetings with local civic organizations to discuss aircraft noise mitigation measures and the projects and programs of the Authority.

Section 3. GOVERNANCE. The Committee shall be composed of nine (9) members (the “Members”). Members shall be electors in Collier County, Florida, and shall be selected from the geographic or occupational categories indicated herein. Seats 1 through 7 shall be appointed by the Board to serve for a term of four (4) years. Each Member’s term shall commence on April 1st of the year of appointment and expire on March 31st four years hence. Members appointed to Seats 1 through 7 may serve consecutive terms at the pleasure of the Board. Seats 8 and 9 shall be appointed by City Council and the Collier County Board of Commissioners respectively to serve at their pleasure.
Seat 1  One Member resident in the Airport's northeast quadrant area, that area extending north and east from the intersection of Airport Pulling Road and Radio Road; inclusive of Grey Oaks, Wyndemere and Golden Gate Estates.

Seat 2  One Member resident in the Airport's southeast quadrant area, that area extending south and east from the intersection of Airport Pulling Road and Radio Road, inclusive of the Glades, Lely and East Naples.

Seat 3  One Member resident in the Airport's northwest quadrant area, that area extending north and west from the intersection of Airport Pulling Road and Radio Road, and north of Fifth Avenue North, inclusive of Avion Park and Bear's Paw.

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Seat 6  One at-large Member who is a resident of Collier County outside the City of Naples.

Seat 7  One Member who is an active general aviation or commercial pilot.

Seat 8  One Member appointed by Naples City Council.

Seat 9  One Member appointed by the Board of Collier County Commissioners.

When a Member's term expires or a vacancy occurs in Seats 1 through 7 the Recording Secretary shall post a notice, seeking applicants to fill the particular Seat, in a conspicuous location at the Airport. All applications submitted in the following thirty (30) day period shall be provided to the Board for review and action. A Member appointed to fill a vacant seat shall serve for the unexpired term of his or her predecessor on the Committee.

**ARTICLE II
OFFICE**

Section 1. **LOCATION.** The principal office of the Committee shall be located at Administration Office of the City of Naples Airport Authority, 160 Aviation Drive North, Naples, Florida 34104, Attn: Noise Compatibility Committee.
ARTICLE III
MEMBERS AND OFFICERS

Section 1. **MEMBERS.** Members of the Committee shall perform such duties and functions as may be requested by the Authority, or set forth in these Bylaws. A Member may submit for consideration recommendations and information which the Member considers relevant to the purposes of the Committee.

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

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

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

(iii) The Recording Secretary shall be a member of the Authority staff appointed by the Executive Director of the Authority. The Recording Secretary shall serve as Secretary to the Committee. The Recording Secretary shall prepare meeting Notices, Agendas, Committee packages and Minutes of each meeting and shall be responsible for the distribution of those documents to the Members and to the Board. The Recording Secretary shall also be responsible for transmitting information to the Committee and such other duties as are customarily performed by a Recording Secretary. The Recording Secretary shall maintain all records of the Committee, record all votes and keep the Minutes of the Committee in a Minute Book for that purpose.

ARTICLE IV
MEETINGS

Section 1. **REGULAR MEETINGS.** Regular meetings of the Committee ("Regular Meetings") shall be held not less than three (3) times each year as follows: (i) one (1) Regular Meeting shall be held during the first calendar quarter (between January and March); (ii) one (1) Regular Meeting shall be held during the second calendar quarter (between April and June); and (iii) one (1) Regular Meeting (which can also be the annual organizational meeting) shall be held
during the fourth calendar quarter (between October and December). An annual organizational meeting to elect officers of the Committee and schedule Regular Meetings shall be held during the fourth calendar quarter (between October and December) of each year.

Subject to the minimum requirements of Article IV, Section 1, of these Bylaws, Regular Meetings (including the annual organizational meeting) of the Committee may be rescheduled or cancelled for “cause” by the Chairman or, in his/her absence, by the Vice Chairman. “Causes” for the rescheduling of a Regular Meeting (including the annual organizational meeting) shall be lack of a quorum of the Committee, absence of business to conduct, unavoidable scheduling conflicts or other circumstances which would preclude the orderly conduct of business.

Section 2. **ADDITIONAL MEETINGS.** Additional meetings of the Committee (“Additional Meetings”) may be called, rescheduled or cancelled for any reason in the reasonable discretion of the Chairman or, in his/her absence, the Vice Chairman.

Section 3. **NOTICE, AGENDA AND MINUTES.** Notice of each Regular Meeting (including the annual organizational meeting) and Additional Meeting of the Committee shall be provided in accordance with applicable law.

The Agenda for all meetings shall be prepared by the Recording Secretary with approval of the Chairman or, in his/her absence, the Vice Chairman. The Agenda of each Regular Meeting (including the annual organizational meeting) and Additional Meeting of the Committee, along with any meeting materials available in an electronic format, shall be posted on the Authority’s official website, in accordance with applicable law.

The package for each meeting of the Committee shall include the Agenda, Minutes of the last meeting, items to be discussed by the Committee, and such other information, materials and reports to be brought to the attention of the Committee.

The official record of all meetings of the Committee shall be the written Minutes prepared and kept by the Recording Secretary after being reviewed and approved by the Members at a Regular Meeting (including the annual organizational meeting) or Additional Meeting (the "Minutes"). An electronic recording of each meeting may be made to assist the Recording Secretary in preparing the Minutes. The Minutes of each Regular Meeting (including the annual organizational meeting) and Additional Meeting shall include the names of all Members and staff present, the names of all public speakers, description of all requests and proposals, the Committee’s recommendation on each item, the vote of each Member, all matters discussed and a summary of the information presented. The Minutes may include a minimum of narrative with such detail as may be necessary for the Final Agenda and the Minutes to act as a guide or index of the matters addressed at the meeting by the Committee.

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Section 5. **ABSENCES.** If a Member has two (2) unexcused absences from Regular Meetings of the Committee within a one (1) year period, the Chairman shall notify the Chairman of the Board, and the Board may take action as it deems necessary.

Section 6. **REMOVAL.** A Member shall cease to serve on the Committee upon his/her removal from office by the Board. The Chairman may recommend removal of a Member to the Board. The Board may remove a Member if it determines that such Member, other than a holder of Seats 8 or 9, has had two (2) unexcused absences from Regular Meetings within a one (1) year period. A Member may be removed if the Member ceases to be qualified to represent the Seat to which he/she was appointed.

Section 7. **FLORIDA SUNSHINE LAW.** Every meeting shall be open to the public and shall be conducted in accordance with Florida Statutes Section 286.011, commonly referred to as the Sunshine Law.

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**AMENDMENT**

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ARTICLE VI
CONFLICTS

Section 1. CITY OF NAPLES AIRPORT ACT. In the event of a conflict between these Bylaws and the “City of Naples Airport Act, Laws of Fla. ch. 69-1326, as amended (“the Enabling Act”), the provisions of the Enabling Act shall control.

THESE BYLAWS were duly adopted by the City of Naples Airport Authority Board of Commissioners this 19th 21st day of November February, 2019.

ATTEST: CITY OF NAPLES AIRPORT AUTHORITY, a political subdivision of the State of Florida

Christopher A. Rozansky
Executive Director

Approved as to form and legal sufficiency:

William L. Owens
Counsel to the Authority

By: Michael Lenhard Donna M. Messer
Chair
BYLAWS
FOR THE GOVERNANCE AND OPERATION
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-4-
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**ARTICLE V**

**AMENDMENT**

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CONFLICTS

Section 1. CITY OF NAPLES AIRPORT ACT. In the event of a conflict between these Bylaws and the “City of Naples Airport Act, Laws of Fla. ch. 69-1326, as amended (“the Enabling Act”), the provisions of the Enabling Act shall control.

THESE BYLAWS were duly adopted by the City of Naples Airport Authority Board of Commissioners this 19th day of November, 2020.

ATTEST:                   CITY OF NAPLES AIRPORT AUTHORITY,
                          a political subdivision of the State of Florida

Christopher A. Rozansky    By:                        Michael Lenhard
Executive Director         Chair

Approved as to form
and legal sufficiency:

William L. Owens
Counsel to the Authority
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: October 29, 2020

Re: ACTION ITEM

2. Approval of 2021 Meeting Dates

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

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

A tentative schedule follows to facilitate your discussion:

• Thursday, January 28 or Thursday, February 4 – 9 a.m.
• Thursday, April 29, or Tuesday, May 4 – 9 a.m.
• Thursday, October 28 or Thursday, November 4 – 9 a.m.

ARTICLE IV, MEETINGS

Section 1. REGULAR MEETINGS. Regular meetings of the Committee (“Regular Meetings”) shall be held not less than three (3) times each year as follows: (i) one (1) Regular Meeting shall be held during the first calendar quarter (between January and March); (ii) one (1) Regular Meeting shall be held during the second calendar quarter (between April and June); and (iii) one (1) Regular Meeting (which can also be the annual organizational meeting) shall be held during the fourth calendar quarter (between October and December). An annual organizational meeting to elect officers of the Committee and schedule Regular Meetings shall be held during the fourth calendar quarter (between October and December) of each year.

Subject to the minimum requirements of Article IV, Section 1, of these Bylaws, Regular Meetings (including the annual organizational meeting) of the Committee may be rescheduled or cancelled for “cause” by the Chairman or, in his/her absence, by the Vice Chairman. “Causes” for the
rescheduling of a Regular Meeting (including the annual organizational meeting) shall be lack of a quorum of the Committee, absence of business to conduct, unavoidable scheduling conflicts or other circumstances which would preclude the orderly conduct of business.

Section 2. ADDITIONAL MEETINGS. Additional meetings of the Committee ("Additional Meetings") may be called, rescheduled or cancelled for any reason in the reasonable discretion of the Chairman or, in his/her absence, the Vice Chairman.

COMMUNICATIONS PLAN: The adopted schedule will be posted on our website.

FINANCIAL IMPACT: None associated with this action.
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Terrill, Deputy Executive Director

Meeting Date: October 29, 2020

Re: OLD BUSINESS

1. Website Analytic Reports

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

BACKGROUND: Analytic reports are in gauging customer and community interest in the Naples Airport, and helps to focus outreach efforts, mediums and messaging to reach intended audiences.

The attached September analytics report shows that traffic overall for the site has increased compared to August. After reaching a low in April, it climbed back and remained fairly steady through August before climbing again during September.

While traffic to the Noise Abatement pages increased in September, it’s not within the top 10 most visited webpages for the site. Even when all of the Noise Abatement page traffic is counted as one number (instead of separate webpages), it still doesn’t reach the top 10 most visited webpages.

However, as noted on page 5 of the report, traffic to the Noise Abatement webpages has increased since August, which aligns with the general traffic patterns for the entire site, with the large majority of those visits coming from people based in the Naples area.

- August: 191 total pageviews / 173 unique pageviews for all Noise Abatement webpages combined
- September: 291 total pageviews / 232 unique pageviews for all Noise Abatement webpages combined

In comparing the most visited Noise Abatement webpages for September with August, there was an increase in visits to the Submit Comments webpage. In August, there were just 2 unique pageviews to that page, and in September, there were 11 unique pageviews. With that exception, the rest of the Noise Abatement webpages remained steady in how they ranked from most to least visited.

On pages 4 and 5, a new section has been added to show the breakdown of visitors to the Noise Abatement pages by location.
For your reference, below are 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.
- **Unique visitors over time** – number of unduplicated (only counted once) visitors to the website over the set period of time.
- **Guests** – these are website visitors who are on airport property. We isolate this audience from NAA employees to determine how many people are visiting the website while at the airport.
- **Sessions** – each session is a group of interactions one user takes within a given timeframe.
- **Public Users & Pageviews** – public users are website visitors who come from “outside” the airport property. The pageviews generated from these users are the total number of views of a webpage or webpages.
- **Pageviews** – the total number of views of a webpage. If a visitor clicks “reload” after reaching the page, it counts as an additional pageview. If a user goes to a different webpage and then returns back, it counts as an additional pageview.
- **Unique pageviews** – pageviews that are generated by a user during their session. When a user visits a webpage once or multiple times within a session, it’s counted as one unique pageview.
- **Comparing Pageviews to Unique Pageviews** shows how many different people visited a webpage versus how many total visits there were to a specific webpage.

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

**FINANCIAL IMPACT**: None anticipated.
**Naples Airport**

Global Site Data
Data collected over September 2020

### Most visited pages

<table>
<thead>
<tr>
<th>URL</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>/</td>
<td>675</td>
<td>908</td>
</tr>
<tr>
<td>/naacareercenter/</td>
<td>598</td>
<td>530</td>
</tr>
<tr>
<td>/doing-business-with-the-authority/open-bids/</td>
<td>493</td>
<td>431</td>
</tr>
<tr>
<td>/about/</td>
<td>437</td>
<td>424</td>
</tr>
<tr>
<td>/current-rates-and-charges/</td>
<td>344</td>
<td>365</td>
</tr>
<tr>
<td>/covid-19/</td>
<td>427</td>
<td>397</td>
</tr>
<tr>
<td>/fbo/</td>
<td>347</td>
<td>355</td>
</tr>
<tr>
<td>/tb-security_improvements/</td>
<td>424</td>
<td>424</td>
</tr>
<tr>
<td>/masterplan/</td>
<td>397</td>
<td>392</td>
</tr>
<tr>
<td>/administration/leadership-team/</td>
<td>336</td>
<td>293</td>
</tr>
</tbody>
</table>

### Unique visitors over time

![Graph showing unique visitors over time from Sep 1 to Sep 29, 2020.](image)

### Public Users & Pageviews

<table>
<thead>
<tr>
<th>Users</th>
<th>Sessions</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,002</td>
<td>7.2K</td>
<td>14.3K</td>
<td>12.0K</td>
</tr>
</tbody>
</table>

### Naples Airport Users & Pageviews

#### Employees

<table>
<thead>
<tr>
<th>Users</th>
<th>Sessions</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>104</td>
<td>337</td>
<td>273</td>
</tr>
</tbody>
</table>

#### Guests

<table>
<thead>
<tr>
<th>Users</th>
<th>Sessions</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>463</td>
<td>553</td>
<td>810</td>
<td>734</td>
</tr>
</tbody>
</table>
Global Site Data
Data collected from Jan. 1 to Sep. 30, 2020

Most visited pages

<table>
<thead>
<tr>
<th>URL</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>/</td>
<td>50,724</td>
<td>41,518</td>
</tr>
<tr>
<td>/doing-business-with-the-authority/open-bids/</td>
<td>5,521</td>
<td>4,733</td>
</tr>
<tr>
<td>/fbo/</td>
<td>4,449</td>
<td>3,700</td>
</tr>
<tr>
<td>/employment/</td>
<td>4,343</td>
<td>2,852</td>
</tr>
<tr>
<td>/masterplan/</td>
<td>3,972</td>
<td>3,355</td>
</tr>
<tr>
<td>/naacarecenter/</td>
<td>3,881</td>
<td>2,841</td>
</tr>
<tr>
<td>/about/</td>
<td>3,840</td>
<td>2,740</td>
</tr>
<tr>
<td>/current-rates-and-charges/</td>
<td>3,747</td>
<td>2,744</td>
</tr>
<tr>
<td>/covid-19/</td>
<td>3,087</td>
<td>2,743</td>
</tr>
<tr>
<td>/fbo/reservations/</td>
<td>1,840</td>
<td>1,567</td>
</tr>
</tbody>
</table>

Unique visitors over time

Public Users & Pageviews

- Users per Month: 6,337
- Sessions per Month: 7.8K
- Pageviews per Month: 16.3K
- Unique Pageviews per Month: 13.5K
Noise Abatement Site Data
Data collected over September 2020

Most visited pages

Unique visitors over time

Public Users & Pageviews

Naples Airport Users & Pageviews

Employees

Guests

Total Noise Abatement Views
Noise Abatement Site Data
Data collected from Jan. 1 to Sep. 30, 2020

Most visited pages

Unique visitors over time

Public Users & Pageviews

Naples Airport Users & Pageviews

Employees

Guests

Total Noise Abatement Views
Part 150 Webpages Linked in NDN 7.24 Noise Study Article

Unique visitors over time

Weekly Averages before 7.24 Article

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Users</td>
<td>17</td>
<td>9</td>
<td>25</td>
<td>23</td>
</tr>
</tbody>
</table>

Weekly Averages after 7.24 Article

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Users</td>
<td>28</td>
<td>19</td>
<td>45</td>
<td>39</td>
</tr>
</tbody>
</table>

Weekly averages have spiked significantly since August. While it may seem irregular at first glance, it's correlating with an overall increase in this month's pageviews sitewide. Inconclusive as to whether the increased traffic is because of increased interest specifically in the Noise Abatement webpages or if it's due to more traffic for the overall site.