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

AGENDA

Airport Office Building, 200 Aviation Drive North, Naples or 
By Registering via the Virtual Meeting Link Below

Thursday, November 5, 2020  
9:30 a.m.

Please note: Because of the COVID-19 pandemic, the TAC meeting will be a hybrid meeting whereby the public is invited to participate in person or via Zoom. Members of the public may join the webinar by registering at the following link:  

Committee Members
Bruce Barone – Fifth Avenue South Business Improvement District Representative  
Joan Tobin – Third Street 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  
Raymond Stricklen – Southwest Representative

Liaisons/Participants
Commissioner Donna M. Messer – Naples Airport Authority Liaison  
City Councilor Gary Price – Noise Compatibility Committee Liaison  
Peter Green – Federal Aviation Administration Liaison  
Joe Molsen – TRACON/RSW Liaison  
Stacey Nichols – Naples Air Traffic Control Tower Liaison  
Robin Singer – City of Naples Planning Department Liaison  
Jamie French – Collier County Growth Management Division Liaison  
Christopher A. Rozansky – Executive Director  
William L. Owens, Esq. of Bond, Schoeneck & King, PLLC – Authority Counsel
Welcome. All written, audio-visual, and other materials distributed to Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

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

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Actions of this committee are subject to the Florida Sunshine Law. Florida Statute 286.011 states, “any gathering, whether formal or casual, of two or more members of the same Board or commission to discuss some matter on which foreseeable action will be taken by the public Board or Commission must be conducted in accordance with the Sunshine Law.”

A. ROLL CALL – ENVIRONMENTAL SCIENCE ASSOCIATES (ESA)

1. Determine Committee Quorum
   a. In person attendance – 25% or greater
   b. Action required by majority of in-person members to allow virtual attendance
   c. Committee Quorum – Majority of appointed committee members

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. Approval of June 23, 2020 Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Part 150 Study Presentation – ESA
   a. Summary of TAC Meeting #2
b. Principles of Noise Impacts

c. Aircraft Activity Forecasts

d. Data Collection – Operational Analysis

e. Data Collection – Land Use

f. Noise Modeling

g. Next Steps

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

H. **OLD BUSINESS**

I. **NEW BUSINESS**

1. Next Meeting Date

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**
Minutes of the
June 23, 2020 Regular Meeting of the
City of Naples Airport Authority Technical Advisory Committee (TAC)
Virtual Zoom Video Conference

A. ROLL CALL

The meeting was called to order by Michael Arnold at 9:00 a.m. on the Zoom video call.

Committee members present were Jamie Robinson, Daniel O’Brien, David Norgard, Raymond Stricklen, Phil Boyer, Steve Kingston, Joan Tobin, Bruce Barone, Michael Dalby and Danielle Hudson. Jerry Brown and Andy Reed had excused absences.

Liaisons present were Commissioner Donna Messer, City Councilor Gary Price, Robin Singer, Jamie French, Peter Green, Joe Molsen and Stacey Nichols.

Project Team members present were Michael Arnold and Autumn Ward of ESA, and Natalie Palomino, Melissa Barnett and Yvonne Garth of Garth Solutions.

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

B. PLEDGE OF ALLEGIANCE

Michael Arnold of ESA led the Pledge of Allegiance.

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

There were no changes to the agenda.

D. MINUTES

Mr. Boyer moved approval of the January 30, 2020 Technical Advisory Committee (TAC) Meeting Minutes. Mr. Norgard seconded the motion. The motion passed 10 – 0 with Mr. Brown and Mr. Reed absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Overview of Public Workshop Comments and Themes – ESA

Mr. Arnold began the presentation by introducing the materials that will be reviewed during the TAC meeting. The first item on the list is a summary of the previous meeting, TAC #1, which was held on January 30 at the airport office building conference room. Topics covered during TAC #1 included items such as the roles of the Technical Advisory Committee and facilitator, the Florida Sunshine Law, as well as an overview of the airport and the Part 150 Noise Study process. TAC members were also introduced to topics such as aircraft noise, modeling and land use compatibility. Both Mr. Arnold and Mr. Rozansky encouraged TAC members to utilize their official Naples Airport email addresses moving forward.

Autumn Ward of ESA provided a summary of February’s three open houses and the feedback from the public attending these events. Jamie Robinson commented that the results are skewed due to
the absence of an open house in the northeast quadrant. Ms. Ward responded that all areas were considered for an open house; however, there was no venue available in that area for the date/time needed. Mr. Rozansky mentioned budget constraints and that initially four meetings were planned but had to be decreased to three meetings due to funding; he also suggested hosting small group meetings as a possible solution to increase engagement with the community in the northeast quadrant. He also noted that the Airport sent invitations to everyone on their mailing list, including the City and County President’s Councils. Commissioner Messer mentioned that the website had a comments section that could be utilized at any time and that the open houses were publicized so everyone would have the opportunity to attend. This will occur for the next workshop series, as well.

Ms. Tobin asked about outreach at community events such as farmers markets, which Mr. Arnold said will be addressed later on in the meeting.

Mr. Norgard mentioned his concern about comments with regard to flight path change and deviation. He is concerned as to whether these comments are legitimate and whether the Airport experiences these kind of issues (i.e., pilots deviating from flight paths). Mr. Arnold responded that all comments are reviewed and considered for the study in order to determine if it is a one-time occurrence or a pattern. Mr. Rozansky included that the Airport Authority does not have ultimate control over flight paths, which are dictated in terms of safety by the FAA in coordination with the control tower. Ms. Tobin mentioned that as the public comments are taken into account, she would think that all the information collected is put into the context of the airport’s value. For example, she mentions noise issues weighted against the enormous value of the airport and the importance of making that comparison. Mr. Arnold responded that a broad range of stakeholders is included on the committee to help provide all considerations and implications relative to any proposed changes moving forward.

2. Naples Airport Noise History – ESA

Mr. Arnold introduced the history of noise at the Naples Airport, which summarizes the airport’s work over the last 30-40 years. The airport has spent more than $8 million of its own funds on noise issues, not including the ongoing Part 150 Noise Study. A more detailed presentation on the airport’s noise history was included in the in the meeting packet.

3. Airspace Operational Overview – ESA

Mr. Arnold reviewed the airspace operational overview by outlining the roles of Naples Air Traffic Control Tower (ATCT) and the RSW Terminal Radar Approach Control (TRACON) and how they work together.


Mr. Arnold introduced noise modeling and its importance in allowing the team to calculate noise exposure at any location around the airport. He also explained that in evaluating noise exposure, the team looks at the annual average day activity. Aircraft noise exposure is calculated over a broad area and then depicted using contour lines of equal noise levels. The noise contours generated through modeling are combined with land use maps of the Naples area to create a noise exposure map. Mr. Arnold also discussed the contrast between noise modeling and noise measurements,
with noise modeling capable of evaluating cumulative noise exposure across a broad spatial area and noise measurements providing a snapshot of a noise event at a specific time at a single location. He also provided an overview of jet aircraft arrival and departure flight density profiles for each runway end. Mr. Stricklen asked whether seasonality was considered. Mr. Arnold responded that for purposes of the federal process, the team is required to look at the average annual day contours. However, he also mentioned that ESA has provisions within their scope of work to look at other metrics which could consider some other type of analysis that looks at what noise exposure might be in a different period of time because activity at Naples Airport peaks in the winter months.

Mr. Green with the FAA Orlando Airport District Office mentioned that ESA should note the supplemental contours and other types of analysis for informational purposes only and not for final decision making by the FAA.

Mr. Boyer pointed out that the noise on departure decreases as aircraft must power down to remain at 2,000 feet. He also asked if ESA had done studies for locations with seasonal aircraft traffic that can be looked at for comparison. Mr. Arnold indicated that ESA has conducted a series of contours reflecting reduced periods for environmental studies and had most recently produced seasonal contours for another Florida airport.

Mr. Arnold stated that ESA is currently reviewing two different sources of aircraft operational data to develop runway use utilization for the Naples Airport. ESA is reviewing both data sources to determine if they are in alignment. If they are not in alignment, ESA will seek to understand the implications and work with Naples Airport staff to decide how to move forward. He also mentioned that ESA is currently developing the “AEDT ‘backbone’ tracks” that are the center lines of the corridors where aircraft are flying. At the Naples Airport, there is a fairly wide dispersion of flight tracks. He then went on to note that the Naples Airport forecast effort had been temporarily placed on hold due to COVID-19 impacts until it was more clear what the near and midterm effect might be.

City Councilor Price asked if it is possible to extract seasonal data to compare it with annual data. He also commented that as a pilot, the flight path taken deviates for reasons such as safety. Mr. Arnold responded by reaffirming that this information can be obtained but will not be used by the FAA in their ultimate decision making process and acknowledged that the pilot in command is ultimately responsible for the safe operation of their aircraft.

Ms. Tobin noted that in the materials, she read that the threshold for determining compatibility for noise sensitive land uses is DNL 60 as opposed to 65. Mr. Arnold confirmed this and stated that the City of Naples and Collier County adopted this regulation which allows consideration of these thresholds in the study.

Ms. Robinson asked if the 60 decibel threshold takes into account the new high rises that have been built in Naples. Mr. Arnold responded that the ground exposure is what is taken into consideration. He also stated that the change in altitude and noise exposure can be explored in future presentations. Mr. Rozansky stated that mid-March saw an increase of activity as a result of COVID-19. From late March through April, there was a 60% decrease. However, at the end of April jet activity increased again and in June jet activity increased in comparison with June 2019.
5. Alternative Community Outreach Strategies in the COVID-19 Environment – ESA

Ms. Ward reviewed the originally planned community outreach, which included methods such as small community meetings and community retail style outreach. With concerns over COVID-19, the team would like to solicit suggestions from the TAC on how to best reach out to the public. Mr. Boyer supported a Zoom or Go-To-Meeting format, which would also allow seasonal community members to be included. Ms. Garth thanked him for the suggestion and asked if he could assist in gathering a group of constituents for such a meeting. She also suggested a video presentation with a voice over and follow-up survey to disseminate and collect information. Ms. Tobin added that making two or three large Zoom meetings available and allowing the public to sign up through central dissemination points would be effective.

Mr. Norgard asked if there were going to be 5x7 cards for TAC members to distribute, as mentioned in the last TAC meeting. Ms. Ward responded that they are in process.

Ms. Hudson noted that there has been a fair amount of public outreach about the study and then stated that publicizing the website would be an effective method of gathering input. She also noted that having the addresses of those submitting comments would be useful for study purposes. Mr. Rozansky noted that addresses are taken from comment submissions and agreed it would be a good exercise to map out comments.

Commissioner Messer commented that breakout sessions in a Zoom meeting would be very effective. She also noted that ESA could lead the discussion and then members of the TAC could lead breakout sessions before reconvening back into the central Zoom meeting. Mr. Boyer added that there is a survey function that could be utilized in this format, as well. Councilor Price added that having a 10 to 15-minute presentation about the study, its process and potential outcomes could be useful. Ms. Ward confirmed that this is a good idea and that she understands the importance of having an ESA representative present during the breakout groups to answer questions.

Councilor Price mentioned that keeping the project connected with the City of Naples website would be helpful in public engagement efforts. Ms. Singer affirmed that the City’s website can be a platform used to share information. She also offered to share the City’s connections such as the President’s council, the Presidential associations and the business associations. Ms. Robinson added that sharing information on the Collier County website would be helpful. She also stated that a summation of information provided by the study team would be helpful so she could share it with general managers or HOAs of retirement communities. Mr. Rozansky noted that there is a postcard that has been created with study information included that can be shared with the TAC (there are hard copies and digital copies available).

Ms. Tobin agreed with Ms. Hudson that directing the public to the website would be one of the most efficient ways to engage the community and collect their input. Mr. French noted the President’s Association contacts can be used to disseminate information. Mr. Rozansky responded that the Naples Airport has an extensive email list, which he believes to include the President’s Association. Commissioner Messer stated that it would be helpful to prepare something that can be easily forwarded to constituents, such as an invitation.
F. PUBLIC COMMENTS

There were no public comments.

G. ACTION ITEMS

There were no action items.

H. OLD BUSINESS

There was no old business.

I. NEW BUSINESS

1. Next Meeting Date

The next meeting was scheduled during TAC #1 for November 5, 2020 (TAC #3) at 9:30 AM. A roll call vote was taken on the date for TAC #4. January 14 was chosen over February 4 in a 6-3 vote.

J. PUBLIC COMMENTS

There were no public comments.

K. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – COMMITTEE MEMBERS

Mr. Stricklen stated that a restriction of Phase 3 aircraft could be beneficial.

Mr. Barone noted that he agrees with Councilor Price that an introductory video would be helpful when disseminating information to the layman. He also noted that he would be happy to put together something for Fifth Avenue merchants in order to gather information from them.

L. ADJOURNMENT

With no further business, the meeting adjourned at 11:39 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)
Part 150 Noise Study Technical Advisory Committee (TAC)
Notice of Regular Meeting

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

https://us02web.zoom.us/webinar/register/WN_udoBUZ7bTDmQj3HKWjH2Vw

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

FINAL AGENDA

Virtual Meeting at the Link Above
Tuesday, June 23, 2020
9 a.m.

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

Liaisons/Participants
Commissioner Donna M. Messer – Naples Airport Authority Liaison
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Executive Director – Christopher A. Rozansky
Authority Attorney – William L. Owens, Esq. of Bond, Schoeneck & King, PLLC
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A. ROLL CALL – ENVIRONMENTAL SCIENCE ASSOCIATES (ESA)
   1. Introduce New TAC Members

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES
   1. Approve January 30, 2020 Committee Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS
   1. Overview of Public Workshop Comments and Themes - ESA
   2. Naples Airport Noise History - ESA
   3. Airspace Operational Overview - ESA
   5. Alternative Community Outreach Strategies in the COVID-19 Environment - ESA

F. PUBLIC COMMENTS
G. **ACTION ITEMS**

H. **OLD BUSINESS**

I. **NEW BUSINESS**

1. Next Meeting Date – November 5, 2020 at 9:30 a.m.

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**
# Technical Advisory Committee Members and Liaisons

<table>
<thead>
<tr>
<th>Voting Members</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Jamie Robinson</td>
<td>Northeast Quadrant</td>
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<td>Daniel O'Brien</td>
<td>Northwest Quadrant</td>
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<td>David Norgard</td>
<td>Southeast Quadrant</td>
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<td>County at Large</td>
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<td>Jerry Brown</td>
<td>City at Large</td>
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<td>Phil Boyer</td>
<td>Active Pilot</td>
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<td>Steve Kingston</td>
<td>Active Pilot</td>
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<td>Fifth Avenue South Business Improvement District</td>
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<tr>
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<td>Bond, Schoeneck &amp; King, PLLC</td>
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<tr>
<td>Deputy Executive Director, Diane Terrill</td>
<td>Naples Airport Authority</td>
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Presentation Materials Overview

- Summary of TAC #2
- Principles of Noise Impacts
- Aircraft Activity Forecast
- Data Collection – Operational Analysis
  - Runway Use
  - Fleet Mix
  - Flight Tracks
- Data Collection – Land Use
- Noise Modeling
- Next Steps

Part 150 Studies Must Adhere to 14 CFR Part 150
Guidelines to be Accepted and Approved by FAA
Summary of TAC #2
Summary of TAC #2

- Results from three open house workshop held in February 2020
- Overview of NAA’s noise history
- Roles of Naples Air Traffic Control Tower and RSW TRACON in managing the operational airspace surrounding APF
- Noise modeling methodology and data for performing noise analyses
- Plots of aircraft density and altitude of each runway end at APF
- Discussion on alternative outreach in the COVID-19 environment
- Updates on Project Schedule and anticipated dates for the next TAC meeting

Pending results for the following:
- Runway utilization
- Fleet mix
- Aircraft flight tracks
- Activity forecast
- Land use
Principles of Noise Impacts
Physics of Noise – Understanding Sound Levels

- Sound energy is measured in decibels (dB) on a logarithmic scale.
- Aircraft noise is measured on an A-weighted decibel (dBA) scale to better correlate the measure of sound to the human hearing response.
- On this scale, normal human speech is about 60-65 dBA and a typical vacuum cleaner is about 70 dBA—about 10 times the energy of normal human speech.
- It takes a +/- 3 dB change in the level of noise for most people to notice.
- A 10 dB increase or decrease is typically perceived as doubling or halving the loudness.
- Doubling or halving of the distance from the source of the receiver equates to +/- 6 dB sound level change.

Comparative Noise Levels (dBA)

<table>
<thead>
<tr>
<th>COMMON OUTDOOR SOUND LEVELS</th>
<th>NOISE LEVEL (dBA)</th>
<th>COMMON INDOOR SOUND LEVELS</th>
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<tbody>
<tr>
<td>Rock Band</td>
<td>110</td>
<td>-</td>
</tr>
<tr>
<td>Inside Subway Train (New York)</td>
<td>100</td>
<td>-</td>
</tr>
<tr>
<td>Gas Lawn Mower at 3 ft</td>
<td>90</td>
<td>Food Blender at 3 ft</td>
</tr>
<tr>
<td>Diesel Truck at 150 ft</td>
<td>80</td>
<td>Garbage Disposal at 3 ft</td>
</tr>
<tr>
<td>Noisy Urban Daytime</td>
<td>70</td>
<td>Shouting at 3 ft</td>
</tr>
<tr>
<td>Commercial Area</td>
<td>60</td>
<td>Vacuum Cleaner at 10 ft</td>
</tr>
<tr>
<td>Quiet Urban Daytime</td>
<td>50</td>
<td>Normal Speech at 3 ft</td>
</tr>
<tr>
<td>Quiet Urban Nighttime</td>
<td>40</td>
<td>Large Business Office</td>
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<tr>
<td>Quiet Rural Nighttime</td>
<td>30</td>
<td>Dishwasher in Next Room</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>Small Theater</td>
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<tr>
<td></td>
<td>10</td>
<td>Large Conference Room</td>
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<tr>
<td></td>
<td>0</td>
<td>Library</td>
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<tr>
<td></td>
<td></td>
<td>Bedroom at Night</td>
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<tr>
<td></td>
<td></td>
<td>Concert Hall (Background)</td>
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<td></td>
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<td>Broadcast and Recording Studio</td>
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</table>

Source: Adapted from the FAA, 2020.
DNL Refresher

- The Single Event Sound Level (SEL) metric represents the total sound energy of a single, individual noise event compressed into one second.
- Maximum A-Weighted Sound Level (Lmax) is the maximum, or peak, sound level during a noise event.
- Day-Night Average Sound Level (DNL) represents the weighted average noise level over a 24-hour period:
  - FAA has adopted the DNL as the primary metric for aviation noise studies.
  - A doubling or halving airport operations equates to a +/- 3 dB change in DNL.
  - Using DNL, one nighttime flight is equivalent to 10 flights during the day.

People are generally more sensitive to changes in exposure than the level of noise.
Aircraft Activity Forecasts
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
- 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 operator and passenger at APF

FAA is currently reviewing the forecast memo developed for APF Part 150 Noise Exposure Maps
Prior Shock Events at Naples Airport

- September 11, 2001
  - Two years of significant decreases followed by two years of growth
  - Four years to full recovery in 2005, which marks highest level of annual operations to date
- Great Recession
  - Aircraft activity decreased by -21.9 percent in 2009 and -18.9 in 2010, which was the lowest recorded operations since the ATCT was commissioned
- COVID-19
  - Had the pandemic not occurred, APF would have fully recovered from 2008 recession in 2024
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
- Total jet operations through September 2020 is 23,867 compared to 25,066 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>
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<tbody>
<tr>
<td>January</td>
<td>10,849</td>
<td>11,612</td>
<td>7.00%</td>
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<tr>
<td>February</td>
<td>11,586</td>
<td>10,848</td>
<td>-6.40%</td>
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<tr>
<td>March</td>
<td>11,488</td>
<td>10,671</td>
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<tr>
<td>April</td>
<td>10,108</td>
<td>5,089</td>
<td>-49.70%</td>
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<tr>
<td>May</td>
<td>9,562</td>
<td>7,288</td>
<td>-23.80%</td>
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<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>
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<tr>
<td>August</td>
<td>6,920</td>
<td>5,727</td>
<td>-17.20%</td>
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<tr>
<td>September</td>
<td>6,992</td>
<td>5,620</td>
<td>-19.60%</td>
</tr>
<tr>
<td><strong>Total Operations Through Sept.</strong></td>
<td><strong>81,201</strong></td>
<td><strong>70,139</strong></td>
<td><strong>-13.60%</strong></td>
</tr>
</tbody>
</table>

**SOURCE:**
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 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 TAF¹</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%²</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 operations for months October through December.

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

• 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
Data Collection – Operational Analysis
Naples Airport Percent Fleet Mix

1. Obtain aircraft data from Noise and Operations System (NOMs)
2. Review and 'clean' data to remove incomplete or inaccurate information
3. Organize data according to specific AEDT aircraft types that are approved by the FAA's Office of Environment and Energy
4. Create a fleet mix that represents operations at APF

Airport sponsors must get individual approval from FAA's Office of Energy and Environment for aircraft types not listed in the Aviation Environmental Design Tool (AEDT)

preliminary data – subject to change
## Naples Airport Percent Fleet Mix

### Jet Fleet Mix

<table>
<thead>
<tr>
<th>AEDT</th>
<th>Fleet Share</th>
<th>Aircraft Examples</th>
<th>AEDT</th>
<th>Fleet Share</th>
<th>Aircraft Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNA55B</td>
<td>13.00%</td>
<td>Cessna 550 Citation II, 560 Citation XLS; Embraer 505, Embraer Legacy 500, Legacy 650</td>
<td>CNA500</td>
<td>2.04%</td>
<td>Cessna 500 Citation I, 501 Citation ISP, 525 Citation Jet</td>
</tr>
<tr>
<td>CL600</td>
<td>12.52%</td>
<td>Bombardier Challenger 300, 350, 600; Bombardier CRJ-100, 200, and 400</td>
<td>GV</td>
<td>1.63%</td>
<td>Gulfstream G500, G550, and G600; Gulfstream V-SP</td>
</tr>
<tr>
<td>CNA560XL</td>
<td>11.68%</td>
<td>Cessna 560 Citation XLS</td>
<td>IA1125</td>
<td>1.26%</td>
<td>Gulfstream G100, G150, G280; Israel IAI-1121 Commodore, IAI-1123, IAI-1124 Westwind I</td>
</tr>
<tr>
<td>LEAR35</td>
<td>9.57%</td>
<td>Bombardier Learjet 31, 35, 36, 40, 45, 60, etc.; Dassault Falcon 10, 100; Hawker HS-125 Series 1, 3, 400</td>
<td>CIT3</td>
<td>1.16%</td>
<td>Cessna 650 Citation III</td>
</tr>
<tr>
<td>CNA750</td>
<td>9.52%</td>
<td>Bombardier Learjet 60; Cessna 750 Citation X; Dassault Falcon 200, 2000; Gulfstream G200</td>
<td>MU3001</td>
<td>1.05%</td>
<td>Mitsubishi MU-300 Diamond; Raytheon Beechjet 400, Raytheon Premier I</td>
</tr>
<tr>
<td>CNA680</td>
<td>8.84%</td>
<td>Citation 680 Citation Sovereign, Cessna 680-A Citation Latitude, Cessna 700 Citation Longitude</td>
<td>BD-700-1A10</td>
<td>0.92%</td>
<td>Bombardier Global 6000, 7000, 8000 Business Jet; Bombardier Global Express</td>
</tr>
<tr>
<td>CNA525C</td>
<td>6.63%</td>
<td>Cessna 525 Citation Jet, 525B Citation Jet, 525C Citation Jet</td>
<td>ECLIPSE500</td>
<td>0.58%</td>
<td>Eclipse 500; Hawker Beechjet 400A</td>
</tr>
<tr>
<td>CNA560E</td>
<td>5.93%</td>
<td>Cessna 560 Citation V</td>
<td>BD-700-1A11</td>
<td>0.57%</td>
<td>Bombardier Global 5000 Business</td>
</tr>
<tr>
<td>CNA560U</td>
<td>3.43%</td>
<td>Cessna 560 Citation Excel, Cessna 560 Citation V</td>
<td>G650ER</td>
<td>0.52%</td>
<td>Gulfstream G650, G650ER</td>
</tr>
<tr>
<td>CNA510</td>
<td>3.34%</td>
<td>Cessna 510 Citation; Embraer 500 and Embraer Legacy 450, EPIC Victory</td>
<td>EMB145</td>
<td>0.18%</td>
<td>Embraer ERJ135, ERJ135-ER, ERJ135-LR, ERJ140</td>
</tr>
<tr>
<td>GIV</td>
<td>3.03%</td>
<td>Falcon 7X, 8X; Gulfstream G300, G350, G400</td>
<td>CRJ9-ER</td>
<td>0.01%</td>
<td>Bombardier CRJ-100, 200, 700</td>
</tr>
<tr>
<td>FAL900EX</td>
<td>2.58%</td>
<td>Dassault Falcon 50, 900, 900-B, C, EX,</td>
<td>TOTAL</td>
<td>99.9%</td>
<td></td>
</tr>
</tbody>
</table>

### SOURCE:
1. Calendar year 2019 operational data obtained from APF.
2. The aircraft identified here are a selection of aircraft types that the AEDT aircraft may represent. The AEDT aircraft may be representative of other similar aircraft types.
3. Numbers may not add up to 100% due to rounding.

---

*preliminary data – subject to change*
# Naples Airport Percent Fleet Mix

## Turboprop Fleet Mix

<table>
<thead>
<tr>
<th>AEDT</th>
<th>Fleet Share</th>
<th>Aircraft Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>DHC8</td>
<td>42.42%</td>
<td>DeHavilland DHC-6-100 Twin Otter, DHC-6-200 Twin Otter, DHC-6-300 Twin Otter; Dornier 228-100 Series; Farichild SA-228-T Merlin III</td>
</tr>
<tr>
<td>CNA208</td>
<td>34.20%</td>
<td>Cessna 208 Caravan; Pilatus PC-12; Dehavilland DHC-3 Turbo Otter; Socata TBM-9</td>
</tr>
<tr>
<td>CNA441</td>
<td>13.82%</td>
<td>Cessna 425 Conquest I, 441 Conquest II; Piper PA-31T Cheyenne, Piper PA46-TP Meridian</td>
</tr>
<tr>
<td>PA31</td>
<td>4.99%</td>
<td>Piper PA46 Meridian; Britten-Norman BN-2 Islander</td>
</tr>
<tr>
<td>PA42</td>
<td>2.66%</td>
<td>Piper PA-42 Cheyenne Series; Raytheon Super King Air 300</td>
</tr>
<tr>
<td>C12</td>
<td>1.74%</td>
<td>Raytheon Super King Air 200</td>
</tr>
<tr>
<td>EMB120</td>
<td>0.05%</td>
<td>Embraer EMB120 Brasilia</td>
</tr>
<tr>
<td>SF340</td>
<td>0.05%</td>
<td>Saab 340-A, 340-B, 340-B-Plus; AED Jetstream 41; CASA CN-235-100</td>
</tr>
<tr>
<td>T34</td>
<td>0.05%</td>
<td>Beech Mentor PT6A-25; Ayres S2R-T34 Turbo-Thrush</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

**SOURCE:**
1. Calendar year 2019 operational data obtained from APF.
2. The aircraft identified here are a selection of aircraft types that the AEDT aircraft may represent. The AEDT aircraft may be representative of other similar aircraft types.

*preliminary data – subject to change*
Naples Airport Percent Fleet Mix

<table>
<thead>
<tr>
<th>AEDT</th>
<th>Fleet Share</th>
<th>Aircraft Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNA172</td>
<td>22.63%</td>
<td>Cessna 170 Series, 172 Skyhawk, 175 Series, 177 Series; Lancair 360; Aviat Husky A1B</td>
</tr>
<tr>
<td>GASEPF</td>
<td>22.61%</td>
<td>Cessna 140, 152, 162; Diamond DV-20 Katana; Piper J-3 Cub, PA-18-150, PA-38 Tomahawk; Vans RV3, RV4, RV12</td>
</tr>
<tr>
<td>COMSEP</td>
<td>18.73%</td>
<td>Cirrus SR20, SR22, SR22 Turbo</td>
</tr>
<tr>
<td>GASEPV</td>
<td>14.46%</td>
<td>Maule MT-7-235; Ryan Navion B, F; Raytheon Beech Bonanza 33, 35, 38; Mooney M20-K</td>
</tr>
<tr>
<td>BEC58P</td>
<td>8.37%</td>
<td>Raytheon Beech 55 Baron, Beech Baron 58, Beech 60 Duke; Cessna 310, 340, 402, 404 Titan II</td>
</tr>
<tr>
<td>PA30</td>
<td>5.61%</td>
<td>Piper PA-30 Twin Comanche; Dimaond DA42 Twin Star, Diamond DA62; Piper Seminole</td>
</tr>
<tr>
<td>CNA20T</td>
<td>2.38%</td>
<td>Cessna 182 Turbo; Cessna 206</td>
</tr>
<tr>
<td>CNA182</td>
<td>1.91%</td>
<td>Cessna 182, 185 Skywagon</td>
</tr>
<tr>
<td>PA28</td>
<td>1.66%</td>
<td>Piper PA-28 Cherokee Six Series; Pilatus PC-6 Porter</td>
</tr>
<tr>
<td>CNA206</td>
<td>1.63%</td>
<td>Cessna 206; Comp Air Aviation Comp Air 10</td>
</tr>
<tr>
<td>TOTAL</td>
<td><strong>99.99%</strong></td>
<td></td>
</tr>
</tbody>
</table>

**SOURCE:**
1. Calendar year 2019 operational data obtained from APF.
2. The aircraft identified here are a selection of aircraft types that the AEDT aircraft may represent. The AEDT aircraft may be representative of other similar aircraft types.
3. Numbers may not add up to 100% due to rounding.

*preliminary data – subject to change*
## Naples Airport Percent Fleet Mix

<table>
<thead>
<tr>
<th>AEDT</th>
<th>Fleet Share</th>
<th>Aircraft Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>A109</td>
<td>38.36%</td>
<td>Augusta A-109; A-119</td>
</tr>
<tr>
<td>EC130</td>
<td>17.72%</td>
<td>Eurocopter EC-130; EC-T2</td>
</tr>
<tr>
<td>H500D</td>
<td>14.80%</td>
<td>Hughes 500D; Robinson R22; Schweizer S269D/330</td>
</tr>
<tr>
<td>B407</td>
<td>11.70%</td>
<td>Bell 407</td>
</tr>
<tr>
<td>R44</td>
<td>11.23%</td>
<td>Robinson R44 Raven</td>
</tr>
<tr>
<td>B212</td>
<td>3.33%</td>
<td>Bell UH-1 Iroquois, AH-1S Cobra, 214B-1</td>
</tr>
<tr>
<td>B429</td>
<td>2.34%</td>
<td>Bell 429</td>
</tr>
<tr>
<td>S76</td>
<td>0.41%</td>
<td>Sikorsky S-76 Spirit, S-76C</td>
</tr>
<tr>
<td>S70</td>
<td>0.12%</td>
<td>Sikorsky S-70 (UH-60) Blackhawk, Sikorsky (SH-60) Sea Hawk</td>
</tr>
</tbody>
</table>

**TOTAL**: 100%

**Source:**
1. Calendar year 2019 operational data obtained from APF.
2. The aircraft identified here are a selection of aircraft types that the AEDT aircraft may represent. The AEDT aircraft may be representative of other similar aircraft types.

*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.
# Baseline Condition Departure Runway Use

<table>
<thead>
<tr>
<th>Aircraft Category</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><strong>Daytime</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jet Aircraft</td>
<td>49%</td>
<td>6%</td>
<td>41%</td>
<td>5%</td>
<td>100%</td>
</tr>
<tr>
<td>Turboprop Aircraft</td>
<td>52%</td>
<td>9%</td>
<td>34%</td>
<td>5%</td>
<td>100%</td>
</tr>
<tr>
<td>Propeller Aircraft</td>
<td>56%</td>
<td>6%</td>
<td>32%</td>
<td>6%</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Nighttime</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jet Aircraft</td>
<td>79%</td>
<td>4%</td>
<td>15%</td>
<td>2%</td>
<td>100%</td>
</tr>
<tr>
<td>Turboprop Aircraft</td>
<td>72%</td>
<td>6%</td>
<td>15%</td>
<td>7%</td>
<td>100%</td>
</tr>
<tr>
<td>Propeller Aircraft</td>
<td>68%</td>
<td>6%</td>
<td>20%</td>
<td>6%</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*
Runway Use – All Aircraft

Legend

- **Arrivals**
  - Day: 44% Night: 55%

- **Departures**
  - Day: 6% Night: 6%
  - Day: 52% Night: 74%
  - Day: 6% Night: 5%

Preliminary data – subject to change
Runway Use – All Aircraft

Legend

- Arrivals
- Departures

**DAY:** 5%
**NIGHT:** 4%

**DAY:** 36%
**NIGHT:** 17%

**DAY:** 45%
**NIGHT:** 35%

**DAY:** 5%
**NIGHT:** 3%

Naples Airport Authority

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

<table>
<thead>
<tr>
<th>Time</th>
<th>Runway</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>05</td>
<td>14</td>
</tr>
<tr>
<td>Arrivals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>44%</td>
<td>6%</td>
</tr>
<tr>
<td>Night</td>
<td>55%</td>
<td>6%</td>
</tr>
<tr>
<td>Total</td>
<td>45%</td>
<td>6%</td>
</tr>
</tbody>
</table>

| Departures | | | | |
| Day     | 52% | 6% | 36% | 5% | 100% |
| Night   | 74% | 5% | 17% | 4% | 100% |
| Total   | 53% | 6% | 36% | 5% | 100% |

**Source:**
1. Calendar year 2019 operational data obtained from APF.

**Preliminary data – subject to change**
Flight Track Analysis

1. Review Flight Track Radar Data
2. Separate data by arrival/departure and runway end
3. Analyze primary corridors and separate data by these corridors to develop "backbone" AEDT flight tracks
4. Review the corridors and backbone flight tracks and developed up to 8 sub-tracks for each backbone flight track
5. Utilize radar data to assign dispersion for sub-tracks
6. Utilize radar data to assign flight track utilization by aircraft category (GA jet, turboprop, and piston/prop, and helicopters)
# Flight Tracks

<table>
<thead>
<tr>
<th>Flight Track</th>
<th>Runway</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>05</td>
<td>14</td>
</tr>
<tr>
<td><strong>Arrivals</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Backbone</td>
<td>40</td>
<td>21</td>
</tr>
<tr>
<td>Sub-tracks</td>
<td>138</td>
<td>60</td>
</tr>
<tr>
<td>Total</td>
<td>178</td>
<td>81</td>
</tr>
<tr>
<td><strong>Departures</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Backbone</td>
<td>26</td>
<td>24</td>
</tr>
<tr>
<td>Sub-tracks</td>
<td>96</td>
<td>76</td>
</tr>
<tr>
<td>Total</td>
<td>122</td>
<td>100</td>
</tr>
<tr>
<td><strong>Touch-and-Go</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Backbone</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Sub-tracks</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>

**SOURCE:**
1. Calendar year 2019 operational data obtained from APF.

---

*preliminary data – subject to change*
Sample Flight Track Analysis – Runway 05 (All Aircraft)

SOURCE:
* All images include calendar year 2019 radar data for all aircraft types.

*preliminary data – subject to change*
Runway 05 Arrivals

**SOURCE:**
- Includes calendar year 2019 radar data for all aircraft types obtained from APF.

*preliminary data – subject to change*
Runway 23

SOURCE:
- Includes calendar year 2019 radar data for all aircraft types obtained from APF.

preliminary data – subject to change
Runway 32

All Aircraft Arrivals

All Aircraft Departures

Legend
- Airport Property
- Radar Arrival Flight Track
- AEDT Arrival Backbone Flight Track
- AEDT Arrival Flight Sub-Track

SOURCE:
- Includes calendar year 2019 radar data for all aircraft types obtained from APF.

preliminary data – subject to change
Runway 14

All Aircraft Arrivals

All Aircraft Departures

Legend:
- Airport Property
- Radar Arrival Flight Track
- AEDT Arrival Backbone Flight Track
- AEDT Arrival Flight Sub-Track

SOURCE:
- Includes calendar year 2019 radar data for all aircraft types obtained from APF.

preliminary data – subject to change
Touch and Go Operations

- Touch and Go flight tracks reflect aircraft using the closed patterns for each runway

_preliminary data – subject to change_
Data Collection – Land Use
### Example Land Use Data Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Data Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Collier County</strong></td>
<td>Hospitals, City Boundaries, Libraries, Schools, Roadways, Park locations</td>
</tr>
<tr>
<td><strong>County Appraiser</strong></td>
<td>Parcel Data</td>
</tr>
<tr>
<td><strong>Google Earth Pro®</strong></td>
<td>Places of Worship, Nursing Homes</td>
</tr>
<tr>
<td><strong>National park Service</strong></td>
<td>Historic Resources</td>
</tr>
<tr>
<td><strong>U.S. Geologic Survey</strong></td>
<td>Water Bodies</td>
</tr>
</tbody>
</table>

*preliminary data – subject to change*
Land use data is being collected to generate a map of existing and future land use surrounding Naples Airport. The land use data will be combined with noise contours generated from AEDT to identify compatible and noncompatible land uses.
Land Use Compatibility

The FAA considers DNL 65 dB as the noise exposure level above which is considered noncompatible for noise sensitive land uses; however, the City of Naples and Collier County has adopted DNL 60 dB as the threshold of significance.

A detailed analysis of noise exposure allows for airport sponsors to identify noncompatible land uses and evaluate measures to reduce noise impacts.
Land Use – Existing Conditions

Legend
- Generalized Existing Land Use
- Agriculture
- Residential - Rural
- Residential - Single Family
- Residential - Multi-Family
- Residential - Mobile Home
- Institutional/Public
- Commercial
- Industrial/Manufacturing
- Open Space/Outdoor Recreation
- Transportation/Utility
- Unclassified
- Vacant/Undeveloped
- Hospital
- Nursing/Convalescent Home
- Library
- Place of Worship
- School
- National Register of Historic Places Listed Resource
- Runways
- Airport Property
- City Limits
- Roads
  - Highway
  - Arterial Road
  - Collector Road
  - Local Road
  - River/Stream
  - Waterbody

preliminary data – subject to change
Land Use – Existing Conditions

Legend
- Generalized Existing Land Use
  - Agriculture
  - Residential - Rural
  - Residential - Single Family
  - Residential - Multi-Family
  - Residential - Mobile Home
  - Institutional/Public
  - Commercial
  - Industrial/Manufacturing
  - Open Space/Outdoor Recreation
  - Transportation/Utility
  - Unclassified
  - Vacant/Undeveloped
  - Hospital
  - Nursing/Convalescent Home
  - Library
  - Place of Worship
  - School
  - National Register of Historic Places Listed Resource
  - Runways
  - Airport Property
  - City Limits
  - Roads
    - Highway
    - Arterial Road
    - Collector Road
    - Local Road
    - River/Stream
    - Waterbody

preliminary data – subject to change
Noise Modeling
Noise Modeling

Modeling Inputs:
- Detailed Fleet Mix
- Meteorological conditions
- Time of Day
- Runway Use
- Stage Length
- Flight Track Location and Use

Modeling Program:
Aviation Environmental Design Tool (AEDT) Version 3c

Noise modeling will be performed to generate noise contours which will be overlaid on a land use map to identify noncompatible land uses.
Next Steps
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
• November 4, 2020 – Lunch and Learn with Naples Board of Realtors (NABOR)

Upcoming Outreach
• 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 Meetings

Technical Advisory Committee

- TAC Meeting #4 (Tentative)  TBD 2021
- TAC Meeting #5 (Tentative)  TBD 2021

- Reminder notices will be sent out in advance of each meeting

All TAC Materials will be posted on the Project Website following the meeting at: https://flynaples.com/noisestudy/
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
Questions