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://esassoc.zoom.us/webinar/register/WN_wTZY8opbSSCV8zz1u5uY2A

AGENDA

Airport Office Building, 200 Aviation Drive North, Naples or By Registering via the Virtual Meeting Link Above
Thursday, January 28, 2021
9:00 a.m.

Commissioner Donna M. Messer – NAA Commissioner and Noise Compatibility and Technical Advisory Committee Liaison
Cliff Holland – Chair, Noise Compatibility Committee and City at Large
Chris Auron – Vice Chair, Noise Compatibility Committee and Northwest Quadrant
Noise Compatibility Committee Members – R. Bruce Byerly (Active Pilot), Harvey Cohen (County at Large), Ernest W. Linneman (Southwest Quadrant), Andrew Bennett (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.

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 NCC with respect to any matter considered at this meeting may do so at the next Regular City of Naples Airport Authority Board Meeting.

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

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

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

D. **MINUTES**
   1. Approve October 29, 2020 Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**
   1. Welcome New Collier County Representative Member
   2. Presentations by ESA
      a. FAA/MIT Report to Congress on Aircraft Departure and Arrival Procedure Noise
      b. FAA Neighborhood Environmental Survey
      c. Jet Aircraft Profile Analysis
      d. Noise Comment Summary
      e. Aircraft Fleet Noise Stage Analysis
      f. 2019 Jet Curfew Compliance Summary
      g. Runway Use Review
   3. Update from Noise Compatibility Committee Liaison – Donna M. Messer

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**
   1. Noise Compatibility Committee 2020 Annual Report

H. **OLD BUSINESS**
   1. Website Analytic Reports

I. **NEW BUSINESS**
   1. Outreach
   2. Next Meeting Date

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**
Minutes of the
October 29, 2020 Regular Meeting of the
City of Naples Airport Authority Noise Compatibility Committee (NCC)

A. ROLL CALL - Chair

Meeting was called to order by Chair Holland at 9:00 a.m. in the Larson Conference Room. Because of the COVID-19 pandemic, Chair Holland announced that today’s meeting will be conducted as a hybrid meeting whereby participants are attending in person and by Zoom.

Chair Holland introduced and welcomed Zac Burch, the Authority’s newly hired Community Engagement and Communications Manager.

Pursuant to Executive Order 20-69 issued by the Governor of the State of Florida on March 20, 2020, Mr. Owens advised the Committee about the provisions which temporarily suspend the Sunshine Law requirement that a quorum of a governmental body be physically present at a public meeting.

Committee members present in person were Chair Holland and Mr. Linneman.

Committee members present via Zoom were Vice Chair Auron, City Councilor Price, Mr. Byerly, Mr. Cohen, Mr. Lobb, Mr. Tuff and Mr. Krawczun.

NAA Commissioner and NCC liaison Messer was present via Zoom.

Staff and Authority Counsel present in person were Ms. Terrill, Mr. Owens, Mr. Burch and Ms. Menard. Ms. Vandersluis was present in person at the Airport Office Building hosting public participants. Mr. Rozansky was present via Zoom.

B. PLEDGE - Chair

Chair Holland led the Pledge of Allegiance.

C. ELECTION OF OFFICERS

1. Election of Chair for Fiscal Year 2021

Chair Holland instructed Committee members on the protocol for the election of the Chair and Vice Chair positions for Fiscal Year 2021 (October 2020 – September 2021).

Ms. Terrill clarified that the Bylaws provide that officers of the Committee shall be elected at the organizational meeting in October for a term of one year and a member may serve as an officer for two terms. She stated that both the current Chair and Vice Chair are eligible for re-election.
Mr. Cohen nominated Mr. Cliff Holland to serve as Chair of the Committee for the next year, and Mr. Holland accepted the nomination. There were no other nominations. The Chair called for a vote to elect himself as Committee Chair. Mr. Holland was elected unanimously 9 – 0.

2. Election of Vice Chair for Fiscal Year 2021

Chair Holland opened the floor for nominations for Vice Chair. Mr. Holland nominated Mr. Auron to serve as Vice Chair of the Committee for the next year, and Mr. Auron accepted the nomination. There were no other nominations. The Chair called for a vote to elect Mr. Auron as Vice Chair. Mr. Auron was elected unanimously 9 – 0.

The elected officers reassumed their positions following the elections.

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

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

E. MINUTES

1. Approve June 25, 2020 Committee Minutes

Mr. Krawczun moved approval of the June 25, 2020 Noise Compatibility Committee Regular Meeting minutes. Mr. Tuff seconded the motion. After a roll call vote, the motion passed unanimously 9 – 0.

Mr. Owens requested Committee members to state their name after making any future motions.

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. US GAO Report to Congress - ESA

Chair Holland welcomed Mr. Mike Arnold of Environmental Science Associates (ESA). Mr. Arnold presented the US GAO 20-661 Report to Congress which provided information on a potential mandated transition to quieter airplanes. He said that the report is in response to the FAA Reauthorization Act of 2018, and the GAO did not make any specific recommendations. He noted that the GAO indicated that a Stage 3 phase-out requiring recertifying those aircraft to meet Stage 4 or 5 would be costly for operators and manufacturers with little reduction in noise. Mr. Arnold provided a summary of the data reported in the general aviation fleet.

A question-and-answer period followed.

2. Aviation Trends and Challenges COVID 19 - ESA

Mr. Arnold gave a presentation of aviation trends and challenges locally and nationwide regarding how the COVID-19 pandemic is affecting flight operations and how it might affect community response and concerns relative to the recovery and activity moving forward. He displayed graphs
depicting activity from January through September 2020 at US towered airports and Florida’s 44 towered airports as well as a comparison of Florida’s 44 towered airports from September 2020 vs. 2019. He noted that 30 of 44 Florida airports are above 80% of 2019 activity levels. Mr. Arnold provided a summary of how communities have changed during COVID-19 and outlined potential trends to watch. He stated that the initial indication is that noise complaints are likely to rebound at a faster rate than activity due to several stress factors that community members are experiencing at this time.

A question-and-answer period followed.

3. **Part 150 Noise Study Update – ESA**

Mr. Arnold presented an update of the Part 150 Noise Study. He provided an overview of the Naples forecast and noted that the FAA is currently reviewing the forecast memo developed for the Naples Airport Part 150 Noise Exposure Maps.

Mr. Arnold displayed a monthly comparison of 2020 to 2019 of aircraft operations during COVID-19 and reported that Naples Airport is down about 13.6% year to date. He provided results from interviews recently held with aircraft operators and passengers at the Naples Airport regarding their travel to this destination, and he displayed a summary of projected aircraft activity in 2021 and 2026. Mr. Arnold provided an overview of runway use by all aircraft and by each aircraft category broken out by daytime and nighttime use at the Naples Airport. He noted that due to COVID-19, there has been a shift in the strategy for planned community outreach activities. He provided an update of recent and scheduled outreach activities.

Mr. Rozansky stated that over the past few years, we have made more than one attempt to incorporate a statement about the proximity of the airport into the Naples Area Board of Realtors (NABOR) standard purchase agreement form used throughout Collier County. He said that the standard agreement is reviewed biannually and updated by NABOR. His understanding is that attorneys thought it was a good idea to incorporate a statement about the airport but the real estate agents in the room were not in favor of it. Mr. Rozansky stated that we will try again to bring awareness to this issue.

Mr. Arnold concluded his presentation by reviewing the future schedule for completing the Part 150 Noise Study Update, which was subject to approval of forecasts by the FAA.

A question-and-answer period was held throughout the presentation.

4. **Update from Noise Compatibility Committee Liaison – Donna M. Messer**

Commissioner Messer provided an update of the October 15th NAA Board Meeting. She noted the following:

- The Technical Advisory Committee (TAC) held its second meeting on June 23rd, and the third meeting is scheduled for November 5th at 9:30 a.m.
• The next Regular Meeting of the NAA is scheduled for November 19th 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

Mr. Steve Kingston asked what was being proposed at the old fire station site. Ms. Terrill said that the old fire station was recently demolished, and a new fire station was constructed on another site. She added that the old fire station property lies within the Runway Protection Zone (RPZ) and limits what the area can be used for. Mr. Rozansky stated that there may be an opportunity for an expansion of a neighboring leasehold but it likely will not be an entirely new leasehold because there is not enough room without encroaching the RPZ. He said that staff has discussed installing a self-serve fuel tank on that site in part to reduce the number of vehicles that have to cross around the end of the runway on our service road to get from the FBO side on the East Quad over to the North Quad.

Ms. Vandersluis stated that there were no further public comments.

H. ACTION ITEMS

1. Revise NCC Bylaws

Ms. Terrill explained that Governor DeSantis' Executive Order #20-69 allowing public meetings of local governments to be held virtually expires November 1, 2020. She stated that 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; and the NCC Bylaws are not in keeping with current conditions regarding the requirement for in-person attendance at meetings. In consultation with Legal Counsel, she highlighted suggested revisions to the Bylaws under Article VI Meetings, specifically to Section 4 Attendance, Section 9 Quorum and Section 11 Voting as follows:

Section 4. ATTENDANCE. A Member may only 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. Attendance by electronic means is not permitted.
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 five (5) Members in attendance in accordance with Article IV, Section 6, of these Bylaws.

Ms. Terrill stated that the Board approved similar revisions to the NAA Bylaws. She clarified that a quorum of 25% of the total number of appointed members would equate to three NCC members to be present in person, and the members who are in attendance must vote to allow other members to attend and vote virtually by electronic means. She said that this would reinforce the importance and expectation of meeting in person. She noted that the NAA Board will review their Bylaws again at the June meeting to see if this change impacts the mission of the Board.

Mr. Owens stated that the reason we are dealing with the quorum issue is to comply with guidance offered by the Attorney General of the State of Florida which provides for extraordinary circumstances such as a health issue related to members with respect to quorum requirements. Mr. Owens explained that the Board of Commissioners decided that 25% is an appropriate quorum to promote orderly conduct of the meeting and accommodate the number of attendees safely in compliance with the CDC guidelines. He said that once the quorum is set, the Attorney General’s Office issues the quorum guidelines requiring in-person attendees to approve others to attend and vote virtually.

A question-and-answer period followed regarding the 25% quorum requirements, the uncertainty of the pandemic in the next six months and the Committee’s ability to change the requirements if the situation worsens.

Mr. Rozansky said that the 25% quorum rounds down to two members to be present in person and it would be reasonable to accommodate two members with others participating virtually.

Mr. Tuff moved approval to amend the Noise Compatibility Committee Bylaws pertaining to quorum and attendance at Committee meetings as presented by Ms. Terrill. Mr. Krawczun seconded. Motion passed unanimously 9-0.
2. Approval of 2021 Meeting Dates

Ms. Terrill requested Committee discussion and action regarding the 2021 meeting dates. She said that as provided for in the NCC Bylaws, the Committee is required to have three regular meetings per year. She stated that one meeting is to be held during the first calendar quarter (between January and March), one meeting is to be held during the second calendar quarter (between April and June) and one meeting is to be held during the fourth calendar quarter (between October and December). She reviewed the proposed dates within each of the quarters. There was discussion regarding the dates.

City Councilor Price said that he may have a conflict on May 4th but deferred to Chair Holland’s preference for the May 4th meeting so that he could preside as Chair. Mr. Krawczun said that he preferred November 4th due to a personal conflict with the other proposed date.

Mr. Linneman moved approval of the 2021 NCC Regular Meeting dates as follows: January 28th, May 4th and November 4th. Mr. Cohen seconded. Motion passed unanimously 9-0.

I. OLD BUSINESS

1. Website Analytics Report

City Councilor Price stated that in the Q&A section of the Zoom meeting, Mr. Kingston has made comments about his agreement for the NCC to meet on certain dates. It was noted that since Mr. Kingston is not an NCC member, he is unable to vote on action items. If he would like to make a comment, he could do so during the Public Comments portion of the agenda.

Ms. Terrill requested Committee review and discussion of the Naples Airport website analytic reports. Ms. Terrill stated that the website analytics are a great tool in gauging interest in the airport and the reports help us to focus outreach efforts based upon the traffic we are seeing. She credited Ms. Jennifer Hamilton of GSMA for overseeing our website and for preparing the reports. Ms. Terrill reviewed the global, noise abatement and Naples Daily News article data collected from January 1 through September 30, 2020.

Commissioner Messer commented that Mr. Tuff has experience with website analytics. She asked him if he would be willing to meet with Mr. Burch and Ms. Hamilton on the next set of analytics to evaluate the trends/metrics that are important to capture. Mr. Tuff said that he would be willing to do so.

City Councilor Price referenced the last sentence on page 2 of the June 25th minutes whereby 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.” He commented that after navigating around the flynaples.com website to learn about the Part 150 Study, he found it almost impossible to find a schedule. He suggested that a button be incorporated on top of the Part 150 Study page that says, “How do I get involved?”, or “When is the next meeting?” Chair Holland said that it was a great suggestion and as soon as Mr. Burch settles in, making the suggested improvements to the website would come under his realm of responsibility. Chair Holland stated that this Committee can never
lose sight of the purpose and mission of the Part 150 Study and at the end of the day, we should be held accountable for the tangible material things that we are doing to improve the issue of noise in our community.

J. NEW BUSINESS

1. Next Meeting Date

Chair Holland confirmed that the next meeting date of the NCC Committee is January 28th at 9 a.m.

K. PUBLIC COMMENTS

Mr. Steve Kingston asked if Mosquito Control has generated any noise complaints lately. Ms. Terrill affirmed that they have and that the Collier County Sheriff’s Department has as well. Chair Holland noted the importance of reminding the community that these community services are exempt from the voluntary curfew for public safety reasons.

L. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – COMMITTEE MEMBERS

Chair Holland thanked Ms. Terrill, Ms. Menard and Ms. Vandersluis for organizing the hybrid NCC meeting.

M. ADJOURNMENT

With no further business, the meeting adjourned at 11:09 a.m.

Diane J. Terrill
Secretary

NOTE: Printed copies of all visual presentations and handouts are on file in the Executive Assistant’s Office.
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FINAL 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 Auron – Vice Chair, Noise Compatibility Committee and Northwest Quadrant
Noise Compatibility Committee Members – R. Bruce Byerly (Active Pilot), Harvey Cohen (County at Large), Ernest W. Linneman (Southwest Quadrant), Justin E. Lobb (Collier County), Richard Krawczun (Southeast Quadrant), City Councillor 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**

C. **ELECTION OF OFFICERS**
   1. Election of Chair for Fiscal Year 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 Cooper, Deputy Executive Director

Meeting Date: January 28, 2021

Re: PRESENTATION

2.a. FAA/MIT Report to Congress on Aircraft Departure and Arrival Procedure Noise

**SUMMARY:** Environmental Sciences Associates (ESA) Presentation and Committee discussion regarding the FAA/MIT Report to Congress on Aircraft Departure and Arrival Procedure Noise.

**BACKGROUND:** ESA will present information on the recently released MIT/FAA Report to Congress that addresses Section 179 of the FAA’s 2018 Reauthorization Act. This report reviews whether changing arrival or departure speeds is likely to provide noise mitigation benefits for jet aircraft.

Section 179 directs the FAA to submit a report on the results of an Airport Noise Mitigation and Safety Study that includes the following:

1. review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports;

2. determine whether a decrease in jet aircraft approach or takeoff speeds results in significant aircraft noise reductions;

3. determine whether the jet aircraft approach or takeoff speed reduction necessary to achieve significant noise reductions jeopardizes aviation safety; or decreases the efficiency of the National Airspace System, including lowering airport capacity, increasing travel times, or increasing fuel burn;

4. determine the advisability of using jet aircraft approach or takeoff speeds as a noise mitigation technique; and
(5) if the Administrator determines that using jet aircraft approach or takeoff speeds as a noise mitigation technique is advisable, whether any of the metropolitan areas specifically identified in Section 189(b)(2) of the Act would benefit from such a noise mitigation technique without a significant impact to aviation safety or the efficiency of the National Airspace System.

The full report can be found here:

https://www.faa.gov/about/plans_reports/congress/media/Airport_Noise_Mitigation_Safety_Study_report_PL115-254_Sec179.pdf

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

**FINANCIAL IMPACT:** Not applicable.
2.a. FAA/MIT Report to Congress on Aircraft Departure and Arrival Procedure Noise

FAA Reauthorization Act of 2018, Section 179: Airport Noise Mitigation and Safety Study (June 2020, issued December 23, 2020)

- MIT used NASA’s Aircraft Noise Prediction Program (ANOPP) to determine whether changes in aircraft arrival or departure speed are a viable noise mitigation technique.

- Arrivals - Delaying the deceleration of arriving aircraft could reduce noise by 4-8 dB in areas between 10 and 25 miles of the airports with no change within 10 miles.

- Departures – Use of International Civil Aviation Organization (ICAO) noise abatement departure procedures (NADP) 1 (close-in) and 2 (distant) provide a benefit of 0.4 to 1.2 dBA.

- Departures - Reducing climb speed to maintain the aircraft at the minimum safeairspeed with flaps up until 10,000 feet provides a benefit of less than 0.5 dBA.

The Study concludes that a delay in arrival aircraft deceleration may provide a noticeable reduction in noise at some locations further from the airport, but because of the dominance of engine noise, changes in departure speed do not appear to provide an appreciable noise benefit.
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Cooper, Deputy Executive Director

Meeting Date: January 28, 2021

Re: PRESENTATION

2.b. FAA Neighborhood Environmental Survey

__________________________________________________________

SUMMARY: Environmental Sciences Associates (ESA) Presentation and Committee discussion regarding FAA Neighborhood Environmental Survey.

BACKGROUND: ESA will present information on the recently released findings of FAA’s long-awaited Neighborhood Environmental Survey, which was conducted to improve the agency’s understanding of community response to aircraft noise and help determine if the FAA needed to update its 40-year-old aircraft noise policy.

The survey, done to assess community annoyance to aircraft noise, consisted of over 10,000 mail responses in communities around 20 unnamed “statistically representative” airports across the United States. It is the single largest survey of its kind undertaken at one time.

Federal Register notification:

https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities

The link to the full 451 page report is at this page:
https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/ArtMID/3682/ArticleID/2845/Analysis-of-NES

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

FINANCIAL IMPACT: Not applicable at this time.
2.b. Summary of the FAA’s Analysis of the Neighborhood Environmental Survey (DOT/FAA/TC-21/4)

• January 13 - FAA released the findings of its long-awaited Neighborhood Environmental Survey (NES).
  - A multi-year research effort to quantify the impacts of aircraft noise exposure on communities around commercial service airports in the U.S.
  - Conducted to improve the FAA's understanding of community annoyance with aircraft noise and to help determine if the FAA needs to update its 40-year-old aircraft noise policy.
• The survey included 10,000 people near 20 airports across the U.S.

SOURCE: Figure 3-1 of NES Report
Analysis of the Neighborhood Environmental Survey

• NES results show more people are “highly annoyed” at a given noise exposure level compared to historical data.
  - ~66% of respondents were highly annoyed at 65 DNL.
  - ~20% of respondents were highly annoyed at 50 DNL.
• Does not change FAA noise policy.
• Does not change Part 150 methodology.

SOURCE: Figure 8-4 of NES Report

NOTES:
  - FICON = Federal Interagency Commission on Noise
  - TNO = Netherlands Organisation for Applied Scientific Research
  - ISO = International Organization for Standardization
FAA is Requesting Feedback on Further Noise Research to Inform Future Noise Policy

**FAA is requesting comments in three areas:**

1. Effects of Aircraft Noise on Individuals and Communities;
2. Noise Modeling, Noise Metrics, and Environmental Data Visualization; and
3. Reduction, Abatement, and Mitigation of Aviation Noise.

- FAA also requests input on the factors that may be contributing to the increase in annoyance shown in the survey results.

Federal Register Notice: [http://federalregister.gov/d/2021-00564](http://federalregister.gov/d/2021-00564)

Full text: [https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/](https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/)

Comments due: March 15, 2021 (ref. Docket Number FAA-2021-0037)
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Cooper, Deputy Executive Director

Meeting Date: January 28, 2021

Re: PRESENTATION

2.c. Jet Aircraft Profile Analysis

**SUMMARY:** Environmental Sciences Associates (ESA) Presentation and committee discussion regarding Profile Analysis of jet aircraft operations at the Naples Airport.

**BACKGROUND:** ESA previously developed jet aircraft arrival and departure profile density graphics that were shared with the NCC. As a result of this analysis, ESA was asked to complete additional analyses focusing on a statistical analysis to provide additional insight into the peak period of operations and noise comments. This analysis will primarily focus on approximating the number of aircraft within certain ranges of the concentrated profiles.

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

**FINANCIAL IMPACT:** Not applicable.
2.c. Aircraft Profile Analysis (October 2019 – May 2020)

- Additional analysis of the arrival and departure profiles were completed to better understand how aircraft altitudes vary at different locations along the arrival and departure paths.

The highest density of aircraft altitudes are depicted in dark blue, which shows the most frequent altitude of arriving/departing aircraft.

X-axis is the distance from the runway end. When an aircraft is further away, the altitude is generally higher (depicted on the y-axis).

preliminary data – subject to change
Density Plot for Radar Hits for All Runway 5 Jet Arrivals
October 2019-May 2020

From the shoreline in, 96.5% of all aircraft are at or above the 3° Approach Glide Slope*

From the shoreline in, 49% of all aircraft are at or above the 3.5° Approach Glide Slope*

*These calculations include a 100 foot buffer to account for any flight path tracking anomalies
Density Plot for Radar Hits for All Runway 23 Jet Arrivals
October 2019-May 2020

From 15,000 feet in, 96.2% of all aircraft are at or above the 3° Approach Glide Slope*

From 15,000 feet in, 35.9% of all aircraft are at or above the 3.5° Approach Glide Slope*

*These calculations include a 100 foot buffer to account for any flight path tracking anomalies
Density Plot for Radar Hits for All Runway 14 Jet Arrivals
October 2019-May 2020

From the shoreline in, 83% of all aircraft are at or above the 3° Approach Glide Slope*

From the shoreline in, 43% of all aircraft are at or above the 3.5° Approach Glide Slope*

*These calculations include a 100 foot buffer to account for any flight path tracking anomalies
Density Plot for Radar Hits for All Runway 32 Jet Arrivals
October 2019-May 2020

From 15,000 feet in, 76.5% of all aircraft are at or above the 3\(^\circ\) Approach Glide Slope*

From 15,000 feet in, 29% of all aircraft are at or above the 3.5\(^\circ\) Approach Glide Slope*

*These calculations include a 100 foot buffer to account for any flight path tracking anomalies
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Cooper, Deputy Executive Director

Meeting Date: January 28, 2021

Re: PRESENTATION

2.d. Noise Comment Summary

SUMMARY: Presentation by Environmental Sciences Associates (ESA) and Committee discussion regarding a summary of noise comments.

BACKGROUND: The Part 150 Study included a high-level review of comments within the last five years. ESA will provide a more detailed analysis of noise comment data for January 2012 - December 2020.

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

FINANCIAL IMPACT: Not applicable.
2.d. 2020 Noise Comments Summary

363
Total Comments received in 2020

+313%
compared to 2019

104*
Total households commented in 2020

+90*
New households commented in 2020

3.5
Average comments filed per household

37 (36%)
Households made more than 1 comment in 2020

1
Median comments filed per household

*20 households have an unknown address location and are considered distinct households making new comments in 2020.

*Part 150 Kick-off meetings held in February 2020.

Sunday
Day when most comments were made

6 AM
Time when most comments were reported

Epilony data - subject to change
Noise Comment Analysis

- Three households represent 30% of the total comments received between 2012 through 2020.
- Average number of comments filed per household is over 3.4 between 2012 and 2020.
- Large increase (>300%) in the number of noise comments filed in 2020 when compared to 2019.
  - Part 150 Kick-off Meetings held in February 2020.

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Noise Comments</th>
<th>Number of Distinct Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>203</td>
<td>71</td>
</tr>
<tr>
<td>2013</td>
<td>764</td>
<td>108</td>
</tr>
<tr>
<td>2014</td>
<td>265</td>
<td>74</td>
</tr>
<tr>
<td>2015</td>
<td>138</td>
<td>65</td>
</tr>
<tr>
<td>2016</td>
<td>138</td>
<td>65</td>
</tr>
<tr>
<td>2017</td>
<td>153</td>
<td>71</td>
</tr>
<tr>
<td>2018</td>
<td>92</td>
<td>46</td>
</tr>
<tr>
<td>2019</td>
<td>116</td>
<td>50</td>
</tr>
<tr>
<td>2020</td>
<td>363</td>
<td>104</td>
</tr>
<tr>
<td>Total</td>
<td>2,232</td>
<td>654</td>
</tr>
</tbody>
</table>

**SOURCE:**
1. Data represents calendar year 2012 through 2020.

**NOTES:**
- 48 comments received between January 2012 to December 2020 did not have address locations and are classified as "Unknown" or "N/A." Unknown locations were treated as distinct households.

*preliminary data – subject to change*
Comments Since 2018 by Month

- 571 overall comments (248 annual average).
  - 2018 Comments: 92
  - 2019 Comments: 116
  - 2020 Comments: 363
- Increase in comments driven primarily by increases in 4 months.
  - February
  - March
  - May
  - December
- Each of these four months individually have had more comments than any month since the beginning of 2018.

Part 150 Kick-off Meetings

preliminary data – subject to change
Comments Since 2012

- 2013 (764) and 2020 (363) were years with highest noise comment counts
- 2,232 overall comments (248 annual average) were received between 2012 through 2020
- Since 2012, comments are generally concentrated around airport, but are sometimes as far away as 25 miles

Preliminary data - subject to change
Types of Comments Since 2012

- A single comment received by NAA is categorized based on information received from commenter.
- The most frequent comment type received by NAA includes:
  - Too loud, too frequent, too low, disturbed sleep, too early, and too late.
- Quality of life, pattern training, engine run-up, feared crash, and turn too early/late were the least used comment types between 2012 and 2020.
2020 Comments Mapped and by Number of Comments

- Average Comments per Household: 3.5
- Six Locations had 10 or more comments in 2020
- Maximum comments for a single residence were 94 comments
- These mapped commenters account for over 50% of all 2020 comments
- These commenters only made a total of 3 comments in 2019
2020 Comments by Neighborhood

- Comments from Grey Oaks, Lakewood, Old Naples, Park Shore, and Wyndemere make up 78% of all 2020 comments.
- Old Naples is the neighborhood with the most comments in 2020 (55% of all comments).
- Grey Oaks, Lakewood, and Park Shore had a total of 6 addresses while Old Naples and Wyndemere had >10 addresses each.
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Cooper, Deputy Executive Director

Meeting Date: January 28, 2021

Re: PRESENTATION

2.e. Aircraft Fleet Noise Stage Analysis

SUMMARY: Environmental Sciences Associates (ESA) Presentation and Committee discussion regarding analysis of the noise stages of the aircraft fleet operating at the Naples Airport (APF).

BACKGROUND: While general aviation jet aircraft operating in the US are currently certified to FAA Stage 3 or greater noise standards, it was not previously clear where aircraft using APF fall relative to ongoing fleet evolution. ESA has analyzed the current jet aircraft fleet, based on readily available information, to understand which aircraft would meet Stage 4 or Stage 5 noise standards. ESA has used this information to determine what percentage of jet operations at APF currently exceed Stage 3 standards.

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

FINANCIAL IMPACT: Not applicable.
2.e. Aircraft Fleet Noise Stage Analysis

- Aircraft noise standards are established by the International Civil Aviation Organization (ICAO) Committee on Aviation Environmental Protection (CAEP). Many countries are members of ICAO CAEP, including the United States.
  - ICAO noise standards are found in the ICAO Annex 16, Volume I document.
- Most ICAO noise standards are established so that aircraft of lower weights must make less noise than heavier aircraft in order to comply with the standard.
- The United States then promulgates the ICAO noise standards into domestic “noise stage” regulations contained in 14 CFR Part 36.
- Part 36 currently contains noise stages 1 through 5. Higher stages are more stringent than lower stages.
Aircraft Fleet Noise Stage Analysis

- During certification testing, aircraft fly a specific flight profile for the purposes of noise measurement. The profile is specified in 14 CFR Part 36.
- Noise is measured at three points: takeoff, sideline, and approach.

**EPNL Aircraft Noise Certification Points: Approach, Sideline, Takeoff**

- **Takeoff Reference**: 1,476 ft.
- **Sideline Reference**: 21,325 ft.
- **Approach Reference**: 6,562 ft.

Aircraft noise is measured in A-weighted decibels (dBA).

NOTES:
- EPNL: Effective Perceived Noise Level.
- Image by ESA.

preliminary data – subject to change
Aircraft Fleet Noise Stage Analysis

- While general aviation jet aircraft operating in the US are currently certified to FAA Stage 3 or greater noise standards, the current certification levels of aircraft using APF is not clear.
- ESA analyzed the current jet aircraft fleet, based on readily available information, to understand which aircraft meet Stage 4 or Stage 5 noise standards.

**Stage 2***
Aircraft under 75,000 lbs – mandatory phase out in the US December 31, 2015 (or March 2002 at APF)

**Stage 3**
1977 Standard Required for all jet aircraft <75,000 lbs operating in US by 2016

**Stage 4**
New aircraft types certificated after January 1, 2006 (10 dBA cumulative reduction)

**Stage 5**
New aircraft types certificated after December 31, 2020 (7 dBA cumulative reduction)

*APF is the only airport with an approved Part 161 study that includes a 24-hour ban of Stage 2 jets.

Preliminary data – subject to change
Aircraft Fleet Noise Stage Analysis for 2019

- ESA analysis indicates:
  - 98% of CY2019 operations were flown by aircraft that are certified to Stage 3.

- Analysis also shows:
  - Up to 86% of CY2019 operations were flown by Stage 3 aircraft that could meet Stage 4 noise standards, including some aircraft that could meet Stage 5.
  - Up to 13% of CY2019 operations were flown by aircraft that could meet Stage 5 noise standards.

86% of operations by aircraft that could be certified to Stage 4

Up to 13% of operations by aircraft that could be certified to Stage 5

preliminary data – subject to change
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Cooper, Deputy Executive Director

Meeting Date: January 28, 2021

Re: PRESENTATION

2.f. 2019 Jet Curfew Compliance Summary

SUMMARY: Environmental Science Associates (ESA) presentation and Committee discussion regarding the curfew compliance by jet aircraft at the Naples Airport during 2019.

BACKGROUND: Approximately 800 non-exempt jet aircraft were not in compliance with NAA’s voluntary curfew in 2019. ESA reviewed these aircraft operations to understand the details of these ~800 aircraft and whether they’re private or charter/fractional ownership operations and gain insight into the number of repeat noncompliant operators.

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

FINANCIAL IMPACT: Not applicable.
2.f. 2019 Jet Curfew Compliance Summary

Voluntary Curfew Jet Noncompliance Analysis

- The NAA has reported that approximately 800 jet aircraft were not in compliance with NAA's voluntary curfew in 2019.
- ESA analyzed each jet noncompliance event in 2019 to better understand:
  - Whether they are private, charter, or fractional ownership operations
  - The number of repeat noncompliance activities by aircraft owner

<table>
<thead>
<tr>
<th></th>
<th>Arrivals</th>
<th>Departures</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>45</td>
<td>38</td>
</tr>
<tr>
<td>February</td>
<td>56</td>
<td>46</td>
</tr>
<tr>
<td>March</td>
<td>54</td>
<td>35</td>
</tr>
<tr>
<td>April</td>
<td>56</td>
<td>48</td>
</tr>
<tr>
<td>May</td>
<td>45</td>
<td>31</td>
</tr>
<tr>
<td>June</td>
<td>29</td>
<td>15</td>
</tr>
<tr>
<td>July</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>August</td>
<td>25</td>
<td>18</td>
</tr>
<tr>
<td>September</td>
<td>17</td>
<td>8</td>
</tr>
<tr>
<td>October</td>
<td>34</td>
<td>36</td>
</tr>
<tr>
<td>November</td>
<td>39</td>
<td>33</td>
</tr>
<tr>
<td>December</td>
<td>43</td>
<td>41</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>456</td>
<td>362</td>
</tr>
</tbody>
</table>

*preliminary data – subject to change*
Voluntary Curfew Analysis – Jet Operator Types

- Reviewed available jet operator information to classify curfew noncompliance as either fractional, private, or charter.
- Curfew compliance data does not include a clear designation for fractional, private, or charter.
- Overlap between operator type is likely to occur in the data (e.g., fractional operators providing charter service).
Voluntary Curfew Analysis – Jet Operator Types

- Approximately 280 different jet operators flew to and/or from APF in 2019.
- 192 operators had only one non-compliant operation in 2019.
- Approximately 26.5% of noncompliance operations were complete by private jet operators.
  - 26% by fractional operators
  - 22.2% by charter/private operators
  - 14.4% by charter operators
- Ten operators account for approximately 48.3% of reported curfew noncompliance in 2019.

![Pie chart showing Jet Operator Percent Noncompliance in 2019 (by Operator Type)]

SOURCE:
1. Operator type is classified based on data received from NAA. Does not include exempt operations.

preliminary data – subject to change
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Cooper, Deputy Executive Director

Meeting Date: January 28, 2021

Re: PRESENTATION

2.g. Runway Use Review

SUMMARY: Environmental Science Associates (ESA) presentation and Committee discussion regarding the runway usage at the Naples Airport.

BACKGROUND: At TAC Meeting #3, it was suggested there have been an increase in complaints related to runway usage and TAC members indicated that they have noticed more charter jets prefer Runway 5/23 because of the approaches, even though winds may suggest Runway 14/32. ESA completed a comparison of past runway use in order to potentially identify how runway usage has changed over time.

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

FINANCIAL IMPACT: Not applicable.
Runway Use Analysis

- Runway use is a key consideration in understanding where noise exposure occurs in the surrounding communities.
- Runway can vary over time based on numerous factors including weather conditions, evolution in aircraft fleet and users, location of airfield facilities, flight procedures availability, separation of air traffic, etc.
- ESA is performing additional runway use analyses that will include:

  Comparison of past runway use in to gain insight into how/why runway usage has changed.

  In May, an online survey of pilots and/or interviews with pilot and ATCT managers will be complete to understand if pilot preference of a given runway may impact runway use.
Runway Use Analysis

• Data collection samples vary and sometimes focus only on itinerant aircraft:
  - 1996 Revised NEM/NCP (Source: APF flight strip data February – May 1995)
  - 1998 NEM/NCP Amendment (Source: 1996 study, but runway use tables in report don’t match)
  - 2018 Master Plan Study (Source: HMMH, 2017 data from NextGen Radar using Naples InFlight system)
  - 2019 Runway Use (Source: ESA analysis of 2019 data from Naples InFlight system)

• Reported data varies and doesn’t provide an apples-to-apples baseline
  - All operations?
  - Daytime only?
  - Daytime and nighttime?
  - Arrival and departure only?
  - Touch and go?

preliminary data – subject to change
Runway Use Analysis

- Flight tracking systems vary in their ability to capture certain types of data.
  - Arrivals and departures for itinerant aircraft are captured with a relatively high level of confidence.
  - Collection of local/ training activity requires considerable investigation due to system limitations.
  - While local operations are accurately counted by the tower, multiple touch and go’s may be recorded by the tracking system as a single “circuit” while representing multiple arrival and departures.

- Runway 5-23 Runway Use
  - Information from 2000 onward reflects Runway 5/23 use ranging from 75-90% for daytime or nighttime use.
  - 2019 data reflects approximately 86% use of Runway 5/23 overall when adjusting for touch and go operations.
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Diane Cooper, Deputy Executive Director

Meeting Date: January 28, 2021

Re: ACTION ITEM

1. Noise Compatibility Committee 2020 Annual Report

ACTION REQUESTED: Committee approval of the FY 2020 Noise Compatibility Committee Annual Report.

BACKGROUND: Staff, with the assistance of Jennifer Hamilton of Gravina, Smith, Matte and Arnold, prepared the Annual Report highlighting the Part 150 Noise Compatibility Study and the Noise Compatibility Committee’s accomplishments over the past year.

COMMUNICATION PLAN: Upon approval, the report will be presented to the Naples Airport Authority to request adoption of the Noise Compatibility Committee Annual Report at its Regular meeting on February 18, 2021.

FINANCIAL IMPACT: None.
Cliff Holland NCC Chair

I am pleased to present the 2020 Annual Report on behalf of the Noise Compatibility Committee. In a year of uncertainty and disruption from the unfolding COVID-19 pandemic, we remained focused on the priority at hand: the Part 150 Noise and Land Use Compatibility Study.

The Part 150 Noise Study kicked off at the beginning of 2020. After an initial round of public outreach in February, pandemic conditions forced a halt to in-person community outreach. Efforts shifted to digital and hybrid outreach and we continue to engage homeowners associations, civic organizations and all community members who have an interest in this study. Despite the challenges, we are committed to engaging the community and ensuring all voices are heard.

With the increased concern associated with commercial air travel, we experienced a sharp increase in private charter over the summer that has continued into the winter tourist season. While total operations were down 13%, jet operations increased from the year prior. Even with the increase in charter activity and a new segment of travelers coming to Naples, I’m proud to report that our voluntary nighttime curfew compliance remains above 98%.

This year, and every year, our focus is on community outreach. As we continue through the Part 150 Noise Study process, I encourage your continued attendance and participation (virtual or in-person). Your voice and input are critical to this process as we work toward developing a Noise Exposure Map that identifies existing and future aircraft sound exposure and a Noise Compatibility Program that will recommend measures to address aircraft noise.

Together, we share a collective interest in maintaining the Naples quality of life and the economic and community benefits of the airport, while communicating the importance of Please Fly Safe Fly Quiet.
PART 150 NOISE AND LAND USE COMPATIBILITY STUDY UPDATE

In 2020 the NAA initiated the Part 150 Noise Study, a voluntary process to address airport noise and land use. As part of its objective to include extensive public involvement with the study, the NAA formed a Technical Advisory Committee, which is comprised of community volunteers who represent the city and county. Three public open houses were held in February, hosted by the NAA and Environmental Science Associates, the NAA’s Part 150 noise consultant.

Due to the COVID-19 pandemic, typical flight activity and operations have been disrupted from normal trends. As a result, a new forecast of annual operations must be developed to estimate activity expected between 2021 and 2026 for use in developing the Noise Exposure Maps. Additionally, community outreach efforts have shifted to target virtual and hybrid meeting and presentation opportunities, as well as increased communication materials that can be distributed amongst stakeholder groups and residents throughout the community.

The Part 150 Noise and Land Use Compatibility Update provides a structured approach for airport operators, pilots, neighboring communities, and the FAA to evaluate opportunities to address community concerns regarding noise exposure while preserving safety and operational capabilities of the airport. The last FAA-approved Part 150 Noise Study was completed more than 20 years ago (1997). An update was prepared in 2010, but it was not submitted to the FAA for approval since it would not have resulted in meaningful reductions in noise exposure.

The study includes creating Noise Exposure Maps (NEMs) and a Noise Compatibility Program (NCP). The NEMs show community exposure to certain levels of existing and future noise and identify uses that are incompatible with those levels. The NCP recommends ways to address or reduce those incompatible uses while preserving aviation safety and airport operational abilities.

NCC HIGHLIGHTS

98.5% COMPLIANCE — Compliance with the voluntary nighttime curfew remains above 98%.

COMMUNITY OUTREACH — The NAA is committed to meeting with the community to understand concerns and provide airport information, including ongoing noise abatement efforts. In 2020, in-person meetings and tours were largely restricted due to the COVID-19 pandemic. However, the NAA shifted to virtual and hybrid meetings to continue engaging the community.

Please
FLY SAFE FLY QUIET
QUIET HOURS 10 pm - 7 am

Noise Comment Hotline: 239-643-1879
www.FlyNaples.com/about-noise-abatement
To: Honorable Chair and Members of the Noise Compatibility Committee  
From: Zachary Burch, Communications & Community Engagement Manager  
Meeting Date: January 28, 2021  
Re: OLD BUSINESS  

1. Website Analytic Reports

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

**BACKGROUND:** Analytic reports are useful 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 October through December analytic reports show that traffic overall for the site has continued its steady increase since August (page 5). Rebounding considerably after reaching a low in April, traffic rose steadily through November before peaking again during December.

While traffic to the Noise Abatement pages increased again in December, it remains outside of the top 10 most visited webpages for the site. One item to note on pages 6 and 7 is the spike in visits to the Noise Abatement websites following the Thanksgiving and Christmas Holidays. These weekends correlate with the busiest operational weekends at the airport in 2020.

As noted in the report, traffic to the Noise Abatement webpages has continued to increase which aligns with the general traffic patterns for the entire site, with a large majority of those visits coming from people based in the Naples area.

- October: 297 total pageviews / 246 unique pageviews for all Noise Abatement webpages combined  
- November: 316 total pageviews / 259 unique pageviews for all Noise Abatement webpages combined  
- December: 376 total pageviews / 306 unique pageviews for all Noise Abatement webpages combined

In comparing the November and December Noise Abatement webpage analytics, there was a considerable increase in visits to the Noise Abatement Measures webpage. In November, that page
generated 75 pageviews while in December that number jumped to 115 pageviews. With that exception, most of the Noise Abatement webpages remained steady or had smaller increases month over month.

Of note, the Airport switched internet providers in November which caused a temporary loss in the ability to filter out employee and guest information from the report in November and December. We are working on a solution with our IT provider.

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.
- **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.
Most visited pages

<table>
<thead>
<tr>
<th>URL</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>/</td>
<td>6,032</td>
<td>5,041</td>
</tr>
<tr>
<td>/naacarecenter/</td>
<td>654</td>
<td>5,041</td>
</tr>
<tr>
<td>/fbo/</td>
<td>857</td>
<td>5,041</td>
</tr>
<tr>
<td>/about/</td>
<td>781</td>
<td>5,041</td>
</tr>
<tr>
<td>/doing-business-with-the-authority/open-bids/</td>
<td>659</td>
<td>5,041</td>
</tr>
<tr>
<td>/current-rates-and-charges/</td>
<td>575</td>
<td>5,041</td>
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<tr>
<td>/masterplan/</td>
<td>564</td>
<td>5,041</td>
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<tr>
<td>/commercialLocation/</td>
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<td>5,041</td>
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<tr>
<td>/fbo/reservations/</td>
<td>406</td>
<td>5,041</td>
</tr>
<tr>
<td>/ltb-cat_improvements/</td>
<td>258</td>
<td>5,041</td>
</tr>
</tbody>
</table>

Unique visitors over time

Public Users & Pageviews

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,004</td>
<td>18.2K</td>
<td>15.0K</td>
</tr>
</tbody>
</table>

Naples Airport Users & Pageviews

Employees

- Users
- Pageviews
- Unique Pageviews

Guests

- Users
- Pageviews
- Unique Pageviews

Due to a change in Internet providers, segmented data for employee and guest visits is unavailable.
Naples Airport

OCTOBER 2020
Global Site Data

Most visited pages

<table>
<thead>
<tr>
<th>Path</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>/</td>
<td></td>
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</tr>
<tr>
<td>/covid-19</td>
<td>5,153</td>
<td>4,419</td>
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<tr>
<td>/naacareercenter</td>
<td>692</td>
<td>533</td>
</tr>
<tr>
<td>/fbo</td>
<td>338</td>
<td>355</td>
</tr>
<tr>
<td>/doing-business-with-the-authority/open-bids/</td>
<td>452</td>
<td>533</td>
</tr>
<tr>
<td>/current-rates-and-charges/</td>
<td>470</td>
<td>378</td>
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<tr>
<td>/about</td>
<td>457</td>
<td>412</td>
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<td>/masterplan</td>
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<td>/commercial-location</td>
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<td>259</td>
</tr>
<tr>
<td>/ltb-security-improvements/</td>
<td>233</td>
<td>219</td>
</tr>
</tbody>
</table>

Unique visitors over time

Public Users & Pageviews

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,410</td>
<td>14.5K</td>
<td>12.4K</td>
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Naples Airport Users & Pageviews

<table>
<thead>
<tr>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Users</td>
</tr>
<tr>
<td>46</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guests</th>
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</thead>
<tbody>
<tr>
<td>Users</td>
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<tr>
<td>628</td>
</tr>
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</table>
OCT. 2020 - DEC. 2020
Global Site Data

Most visited pages

Unique visitors over time

Public Users & Pageviews

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>19,281</td>
<td>50.1K</td>
<td>41.6K</td>
</tr>
</tbody>
</table>

Naples Airport Users & Pageviews

Employees  PARTIAL DATA

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>67</td>
<td>912</td>
<td>691</td>
</tr>
</tbody>
</table>

Guests    PARTIAL DATA

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>807</td>
<td>1,731</td>
<td>1,497</td>
</tr>
</tbody>
</table>
JAN. 2020 - DEC. 2020
Global Site Data

Most visited pages

Unique visitors over time

Public Users & Pageviews
Total Users Views / Month Unique Views / Month
69.7K 15.1K 12.5K

Naples Airport Users & Pageviews
Employees PARTIAL DATA
Total Users Views / Month Unique Views / Month
265 238 185

Guests PARTIAL DATA
Total Users Views / Month Unique Views / Month
2,911 503 442
DECEMBER 2020
Noise Abatement Site Data

Most visited pages

<table>
<thead>
<tr>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>/noisestudy/</td>
<td>1107</td>
</tr>
<tr>
<td>/noise-abatement-measures/</td>
<td>84</td>
</tr>
<tr>
<td>/about-noise-abatement/</td>
<td>49</td>
</tr>
<tr>
<td>/noisestudy/part1/noise-study-documents/</td>
<td>25</td>
</tr>
<tr>
<td>/noisestudy/faq/</td>
<td>17</td>
</tr>
<tr>
<td>/noisestudy/submit-comment/</td>
<td>16</td>
</tr>
<tr>
<td>/noise-abatement-measures/?beck=<a href="https://www.google.com/search?client=safari&amp;as_qt=dll">https://www.google.com/search?client=safari&amp;as_qt=dll</a></td>
<td>1</td>
</tr>
</tbody>
</table>

Unique visitors over time

Public Users & Pageviews

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>205</td>
<td>376</td>
<td>306</td>
</tr>
</tbody>
</table>

Naples Airport Users & Pageviews

<table>
<thead>
<tr>
<th>Employees</th>
<th>NO DATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Users</td>
<td>Pageviews</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guests</th>
<th>NO DATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Users</td>
<td>Pageviews</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Due to a change in Internet providers, segmented data for employee and guest visits is unavailable.
NOVEMBER 2020
Noise Abatement Site Data

Most visited pages

Unique visitors over time

Most popular cities

Public Users & Pageviews

Naples Airport Users & Pageviews

Employees PARTIAL DATA

Guests PARTIAL DATA
OCTOBER 2020
Noise Abatement Site Data

Most visited pages

<table>
<thead>
<tr>
<th>URL</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>/noisestudy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>/noise-abatementmeasures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>/about/noise-abatement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>/noisestudy/part-fsO-noise-study-documents</td>
<td></td>
<td></td>
</tr>
<tr>
<td>/noisestudy/submit-comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>/noisestudy/faq</td>
<td></td>
<td></td>
</tr>
<tr>
<td>/noisestudy</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Unique visitors over time

Public Users & Pageviews

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>146</td>
<td>297</td>
<td>246</td>
</tr>
</tbody>
</table>

Naples Airport Users & Pageviews

Employees

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>37</td>
<td>30</td>
</tr>
</tbody>
</table>

Guests

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>38</td>
<td>31</td>
</tr>
</tbody>
</table>
OCT. 2020 - DEC. 2020
Noise Abatement Site Data

Most visited pages

Unique visitors over time

Most popular cities

Public Users & Pageviews

Employees

Guests

Naples Airport Users & Pageviews

Employees

Guests

Naples, Florida
North Naples, Florida
Fort Lauderdale, Florida
Miami, Florida
Golden Gate, Florida
Oakland Park, Florida
Tampa, Florida
**JAN. 2020 - DEC. 2020**

**Noise Abatement Site Data**

### Most visited pages

<table>
<thead>
<tr>
<th>Path</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>/noisestudy</td>
<td>1,417</td>
<td></td>
</tr>
<tr>
<td>/noise-abatement/measures</td>
<td>1,152</td>
<td></td>
</tr>
<tr>
<td>/about-noise-abatement</td>
<td>911</td>
<td></td>
</tr>
<tr>
<td>/part-150/noise-study</td>
<td>783</td>
<td></td>
</tr>
<tr>
<td>/noisestudy/submit-comments</td>
<td>465</td>
<td></td>
</tr>
<tr>
<td>/noisestudy/part-150/noise-study/documents</td>
<td>397</td>
<td></td>
</tr>
<tr>
<td>/part-150/noise-study/documents</td>
<td>300</td>
<td></td>
</tr>
</tbody>
</table>

### Unique visitors over time

![Graph showing unique visitors over time]

### Most popular cities

<table>
<thead>
<tr>
<th>City</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naples, Florida</td>
<td>1,176</td>
<td></td>
</tr>
<tr>
<td>North Naples, Florida</td>
<td>880</td>
<td></td>
</tr>
<tr>
<td>Tampa, Florida</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>Golden Gate, Florida</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td>Ashburn, Virginia</td>
<td>144</td>
<td></td>
</tr>
<tr>
<td>Miami, Florida</td>
<td>112</td>
<td></td>
</tr>
<tr>
<td>Lely Resort, Florida</td>
<td>113</td>
<td></td>
</tr>
</tbody>
</table>

### Public Users & Pageviews

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,005</td>
<td>4,037</td>
<td>3,293</td>
</tr>
</tbody>
</table>

### Naples Airport Users & Pageviews

**Employees**

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>119</td>
<td>99</td>
</tr>
</tbody>
</table>

**Guests**

<table>
<thead>
<tr>
<th>Users</th>
<th>Pageviews</th>
<th>Unique Pageviews</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>131</td>
<td>110</td>
</tr>
</tbody>
</table>
To: Honorable Chair and Members of the Noise Compatibility Committee

From: Zachary Burch, Community Engagement & Communications Manager

Meeting Date: January 28, 2021

Re: NEW BUSINESS

1. Outreach

SUMMARY: Committee discussion regarding recent and upcoming outreach activities of the Naples Airport Authority.

BACKGROUND: Community Outreach is a critical aspect of the success of the Naples Airport Authority. Since the last NCC meeting in October, staff has initiated and held outreach activities with the following:

- Leadership Collier
- The Naples Presidents Council
- Youth Leadership Collier
- Naples Area Board of Realtors (NABOR)
- Senator Kathleen Passidomo

The NAA also recently completed the creation of a video to help share information about the Part 150 Noise Study, which will be shown at the meeting. Staff is also working on two additional videos focusing on the economic impact of the airport and the public services that are based at the airport.

Upcoming Outreach events include meetings with:

- Wyndemere
- Greater Naples Leadership
- The Moorings
- Bayfront Condo Association
- Old Naples Association
- Naples Area Board of Realtors (NABOR)
- 5th Avenue Business Improvement District
Staff continues to seek additional outreach opportunities and welcomes the feedback of NCC members in determining future events.

**COMMUNICATIONS PLAN:** Staff will continue to provide updates regarding outreach opportunities and activities.

**FINANCIAL IMPACT:** Not applicable.