Minutes of the
November 5, 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 9:30 a.m. on the Zoom video call.

Committee members present were Jamie Robinson (**in person**), Daniel O'Brien (virtual), David Norgard (virtual), Raymond Stricklen (virtual), Phil Boyer (**in person**), Steve Kingston (virtual), Joan Tobin (virtual), Bruce Barone (virtual), Michael Dalby (virtual), Danielle Hudson (virtual), Jerry Brown (**in person**), and Andy Reed (virtual).

Liaisons present were Commissioner Donna M. Messer (virtual), City Councilor Gary Price (virtual), Robin Singer (virtual), Jamie French (virtual), and FAA representative Peter Green (virtual).

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

Staff and Authority Counsel present were Mr. Christopher Rozansky (virtual), Ms. Diane Terrill (in person), Mr. Zachary Burch (in person), Ms. Ute Vandersluis (in person), Mr. William Owens (in person), and Ms. Robin Menard (in person).

Authority Counsel indicated that the Naples Airport Authority (NAA) adopted a change to its By-Laws that requires a committee to attain an in-person quorum of 25-percent of membership in response to the ongoing COVID-19 pandemic. In the case of the TAC, quorum is met with at least three (3) in person committee members. It was confirmed that quorum was established, as there were three in-person committee members in attendance. The three committee members in attendance took a vote to allow the participation of those attending virtually. It was stated that extraordinary circumstances exist and a motion to allow those TAC members not present to be able to vote was moved by Jerry Brown. Phil Boyer seconded the motion. The motion passed unanimously 3-0.

B. PLEDGE OF ALLEGIANCE

Mr. Arnold led the Pledge of Allegiance.

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

There were no changes to the agenda.

D. MINUTES

Mr. Norgard moved to approve the June 23, 2020 Noise Compatibility Committee Meeting Minutes. Ms. Tobin seconded the motion. The motion passed 12 – 0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Summary of TAC Meeting #2 – ESA

Mr. Arnold of ESA began the presentation by introducing the materials that would be reviewed during the TAC meeting. The first item on the list was a summary of the previous meeting, TAC #2, which was held on June 23, 2020 via virtual Zoom video conference. Topics covered during TAC #2 included items such as results from February's three public workshops, an overview of Naples Airport's noise history, and an overview of airspace operations. TAC members were also introduced to noise modeling, operational analysis and land use compatibility. Mr. Arnold also encouraged a discussion about alternative community outreach strategies in the COVID-19 environment. TAC Meeting #2 finished with updates on the project schedule and anticipated dates for the next TAC meeting.

Mr. Stricklen asked if it was possible to distribute the previous meeting minutes soon after the meeting date, as it can be difficult to remember the discussion months later. Mr. Arnold confirmed that this is something the team would be able to accommodate.

Ms. Terrill introduced Mr. Zac Burch, the new Community Outreach and Communications Manager for Naples Airport Authority, to meeting attendees before the presentation continued on.

2. Principles of Noise Impacts – ESA

Mr. Arnold introduced the Principles of Noise Impacts, which covered the physics of noise and the meaning of Day-Night Average Sound Level (DNL). He also discussed the relationship between noise and altitude, sensitivity of DNL to activity increases, and other factors such as runway use and fleet mix that can affect noise levels.

3. Aircraft Activity Forecasts – ESA

Mr. Arnold noted the forecasts that were developed as part of the Master Plan effort back in 2018 are no longer considered appropriate for use in the Part 150 Study because activity already exceeded projected levels, resulting in the need for a forecast update. The goal of the forecast update is to develop a reasonable estimate of the activity expected in 2021 2026 for use in developing the APF Part 150 Noise Exposure Maps. To do so, there is a need for understanding the effects of COVID-19 on airport activity at the Naples Airport. The forecast memorandum (dated October 10, 2020) reviewed prior 'shock' events and recovery at the Naples Airport, such as September 11th and the Great Recession. After September 11th, Naples Airport traffic recovered by 2005. If COVID-19 had not occurred, APF was projected to fully recover from the 2008 Great Recession in 2024. Through September 2020, total traffic activity at APF is down by a little over 11,000 aircraft operations in comparison to 2019 levels through the same time period. However, Mr. Arnold mentioned that total jet operations through September 2020 are only down by just over a thousand operations relative to 2019. Mr. Arnold mentioned that jet aircraft activity has been really strong and is one of the key drivers of noise; therefore, the study team is interested in that particular segment of activity in future projections. Mr. Arnold anticipates jet activity will remain at a 34% range of total aircraft operations given the demand in the jet segment. Mr. Arnold

explained that the forecast memo projects growth in jet activity through 2026, with 34,200 operations in 2020 increasing to 39,700 operations by 2026.

Ms. Tobin had two questions. She asked how the decrease in traffic caused by COVID-19 has impacted revenue and budgets at APF. She also wanted to know if business traveler versus vacationers are being measured when analyzing the impacts of COVID-19. Mr. Rozansky responded that April had a 70% decline in fuel sales, but with the stronger than budgeted months that followed, APF made up for the shortfall. There has been more general aviation aircraft travel than expected at APF because people prefer flying private aircraft instead of commercial airlines at this time. There has been a shift in travel patterns. APF is still seeing typical busy days, but now additional days (such as a Monday or Tuesday) are often busy as well. Ms. Tobin also asked if business passengers have been flying into Naples Airport. Mr. Arnold noted that leisure travel has driven the recovery -- while business has been lagging.

Mr. Stricklen asked if the study team has looked into the differences in aircraft mix, such as jet and turboprop. He noted that jet traffic and the flight tracks are a part of the noise problem. Mr. Arnold responded that they have been able to break out the aircraft by type and understand the dynamics. He noted that by business aircraft, he is referring to the general aviation jet aircraft segment of the fleet. There has been a shift in the fleet profile. The leisure travelers are tending to use the smaller cabin aircraft in comparison to business travel that uses larger cabin aircraft. The team will be looking at trends and making necessary adjustments. Mr. Stricklen stated that he is not sure that it matters if its business or leisure travel—a jet operation is a jet operation.

Ms. Vandersluis asked what the October 2020 operations numbers were. Ms. Terrill responded that there have been 8,213 operations in October at APF—a 21% decreases from last October. However, APF was 30% above 2019 in Jet fuel sales for the month.

4. Data Collection -- Operational Analysis – ESA

Mr. Arnold stated that a detailed analysis with available information on aircraft activity at Naples Airport is performed. Naples has a fair amount of real operational data available because the airport had the aircraft noise and operations system, which captures radar tracks and information related to aircraft activity. Once the data is pulled from the system, actual aircraft types are grouped into specific AEDT aircraft types and then a fleet mix that represents operations at APF is created for the purposes of modeling.

Mr. Reed asked if any forecasts have been done with consideration to weight limits between aircraft or if any deviation in weight restrictions may occur. Mr. Arnold responded that they are assuming no changes are taking place with weight limit restrictions.

Ms. Tobin asked how government (military) flights fit in and if they are segmented out. Mr. Arnold responded that they are included in the fleet mix and operation count. These operations are not weighted differently, as they make noise just like other operations.

Mr. Stricklen wanted to know if it was possible to distinguish stage three aircraft from stage four or five aircraft. Mr. Arnold stated that this is something that will be done moving forward, but also noted that there is no good source of this information publicly available at this point in time.

Mr. Stricklen also noted that the GAO report compared to APF needs further clarification because the GAO report is largely based on commercial traffic while APF has a broad range of general aviation aircraft. He was hesitant to make an analogy using GAO with regard to Naples general aviation aircraft. Mr. Arnold agreed that they needed to be cautious about jumping to broad conclusions.

Ms. Robinson asked if AEDT correlates with stage aircraft classifications. Mr. Arnold responded that AEDT looks at different aircraft noise signatures based on the actual aircraft operational profiles. Ms. Robinson also asked if there is any way that the fleet mix stages can be included. Mr. Arnold confirmed that there is going to be an investigation of this as they move through the process.

Mr. Arnold then reviewed runway use, which was broken down into daytime and nighttime departures and arrivals, as well as by different categories of aircraft. He noted that departures use Runway 5 at night more often than any other runways and that daytime runway use is more balanced in comparison. He also noted that use of Runway 14/32 appeared to be lower based on the most recent information than the historical use of approximately 20 percent.

Mr. Price indicated that he has noticed more charter jets prefer Runway 5/23 because of the approaches, although winds may suggest Runway 14/32. He stated the importance of analyzing this in the Part 150 process because it impacts those who live under Runway 5/23. Ms. Tobin seconded this because this is where she has heard people complaining.

Mr. Stricklen noted that runway use can change from manager to manager at the ATC. It was an observable change when management changed at ATC. Currently, there may be a shift back to Runway 5/23. Mr. Arnold responded that this is what they are trying to establish as a baseline for noise conditions. If things are shifting, the team wants to be as accurate as possible and show the impact if it is modified. Mr. Rozansky added that he is not sure if it is a change in procedure from one manager to another. There has been a greater proportion of jets and a reduction in flight trainings. It is too early to jump to conclusions—they are not aware of any changes to air traffic procedures.

Ms. Robinson wanted to note that there was no open house in the NE quadrant and there has not been one scheduled even though they have most of the noise. Mr. Rozansky responded that has been offered in the past, a small group community meeting can be scheduled at any time and that part of the role of TAC members is to help encourage these opportunities for public outreach.

Ms. Messer asked if pilot preference factors into the numbers for runway use. Mr. Arnold responded that it can if the pilot requests a certain runway and air traffic accommodates them. From a jet standpoint they may want access to a longer runway or a runway with the best wind conditions. Ms. Messer asked if it would be hard to get a sense of how often this happens, and Mr. Arnold stated that the air traffic group would be able to give insight into this.

Ms. Tobin followed up on Ms. Robinson's comment by requesting that someone follow up with her, as she would like to set up a meeting with 3rd Street South Merchants Association. Mr. Rozansky confirmed that they will follow up with her. Ms. Terrill reaffirmed that they will follow

up and stated that she can always reach out to Mr. Burch directly as well. Ms. Tobin noted that she has issues with her Naples email and Ms. Terrill responded that they will have IT reach out to her.

Mr. Boyer commented that it pays to look at the length of Runway 5/23 and the instrument approach capability. Runway length and instrument approach are significant in determining runway use from an operator standpoint, even with the different winds. He indicated that he has seen this from personal use.

Mr. Stricklen noted that he found it interesting arrivals were almost the same and departures were different despite the meteorological conditions likely being the same.

Mr. Stricklen asked if Mr. Arnold would be able to decipher which aircraft and the number of aircraft that are operating at 1,000 feet, so one can distinguish what kind of altitudes aircraft operate at over the old Naples area. Mr. Arnold responded that during the last meeting, graphical information that show the altitude of aircraft as they departed was presented but they are still doing a statistical analysis on the data to get a better understanding on what the average altitudes are at Naples Airport. This is something that they hope to have ready for a future meeting.

5. Data Collection – Land Use – ESA

Mr. Arnold stated that the team has been working on compiling data from different sources to establish the base maps that will be used in the Noise Exposure Maps. Most recently, they have been able to collect property appraiser information. Noise sensitive land use types were noted as being residential, historic properties, places of worship, assisted living, schools, colleges, universities, libraries, hospitals and healthcare facilities, and daycares. While some areas on the existing conditions land use map are marked as commercial, they could also be mixed use which includes residential. The team will distribute what is currently being presented to the TAC for their review and feedback.

Ms. Robinson commented that when looking at the legend, environmentally protected properties have not been addressed. Mr. Arnold responded that they are probably classified as open space but if necessary, they can include different classifications.

Ms. Singer asked if there will be a category for transient lodging or hotels and consideration for residential mixed-use developments. Mr. Arnold confirmed that the team will take this into consideration.

Ms. Hudson asked Mr. Arnold if the task at hand was to confirm what is classified within Naples. Mr. Arnold responded that the team is trying to complete the base map and acknowledge some areas that are shown to be commercial but might also have a residential use. Ms. Hudson stated that she can take a look from her end to identify some of the information for Naples land use.

Ms. Tobin asked what the difference between orange and yellow is on the map. Mr. Arnold responded that orange is apartments or condos, while yellow is single family homes.

Ms. French asked Mr. Arnold to reach out to him for updated Collier County map information.

Mr. Stricklen noted that moving forward, he assumes that the team is going to accommodate the trend in development and how it is moving toward retail and residential. He asked if the mixed-use area on 5th Avenue would be classified as predominantly residential or commercial. Mr. Arnold responded that it would be typically classified as a mixed-use area. He also questioned whether there are any requirements being placed on those residential areas to protect them from noise. Ms. Singer stated that developments have coordinated with the airport in the approval process to have some noise attenuation built into the construction. The City of Naples has also requested a disclaimer for property owners that says they understand and acknowledge where they live in relation to the airport.

Mr. Norgard asked if data of this sort, land use data, is required for all permitting and zoning questions that go before the City. Ms. Singer responded that noise overlays are checked in the permitting process and depending on where they fall within that, there may be additional processes that they have to go through depending on the use.

6. Noise Modeling

Mr. Arnold stated that all information previously discussed will ultimately be put into the noise model. The modelling effort will generate contours, which will be overlaid on the land use maps to determine compatibility.

Mr. Stricklen asked if there is a different departure profile used in AEDT that may not be represented at Naples Airport. Mr. Arnold responded that AEDT has a standard profile for each aircraft. ESA will be looking at the climb profiles for each aircraft.

7. Next Steps

Mr. Arnold presented the recent and scheduled outreach activities. He noted that on March 25, 2020, there will be an Old Naples Association outreach presentation and reinforced that TAC members will need to assist with outreach.

Mr. Reed requested that the times and locations of meetings be distributed to the TAC as they are scheduled. Mr. Arnold confirmed that this will be done.

Ms. Garth wanted to make a note that coming out of this meeting, there are two requests for meetings. There is one from Ms. Robinson for the NE quadrant and one from Mr. Barone for the 5th Avenue businesses. Ms. Ward added that Ms. Tobin of the 3rd Street Merchants Association would also like a meeting.

Mr. Arnold stated that there was a meeting anticipated for January 2021; however, the timeframe is uncertain as the team does not have approval from FAA on the forecast. Furthermore, Mr. Arnold mentioned that the study team has been working to understand the impact of COVID-19 and what that means moving forward. He mentioned that the team has a few dates to consider for the next meeting which will be discussed at the end of the presentation.

Mr. Arnold reviewed the anticipated future schedule. The study team plans to setup the noise model and develop the draft contours this winter. The goal is to have a complete draft of the NEM

report and to conduct public outreach in Spring 2021. He mentioned that the study team would like to distribute the draft NEM to the TAC before going to the public and conducting outreach. After the study team responds to public comments, the NEM will be finalized and distributed to FAA for initial review. After FAA's initial review, the draft NEM would be finalized and sent to FAA for final review which would ultimately result in FAA acceptance, likely to take place in Fall 2021. The goal would be to have the NCP process proceed and be tracking as the study moves forward next year.

Mr. Stricklen asked if there is a schedule for the NCP at this point. Mr. Arnold responded that the Airport is still working through the funding process with the FAA. Ms. Terrill added that the airport is preparing to submit a pre-application to the FAA for phase two of the study, which is the NCP. The deadline for this is November 16, 2020. Mr. Green added that the study is being accomplished by two separate grants. They want to keep things on track, but did not anticipate COVID and the effects on aviation—especially forecasts. As far as specific questions, the NAA would have to discuss with Program Manager Krystal Ritchey for information about the transition between phases for the grants.

F. PUBLIC COMMENTS

There were no public comments.

G. ACTION ITEMS

There were no action items at this time.

H. OLD BUSINESS

There was no old business at this time.

I. NEW BUSINESS

1. Next Meeting Date

The next meeting was scheduled during TAC #3 for February 11, 2021 (TAC #4).

A roll call vote was taken on the date for TAC #4. February 11th was chosen over February 4th in a 12-0 vote.

J. PUBLIC COMMENTS

There were no public comments.

K. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – COMMITTEE MEMBERS

There were no additional TAC member comments.

L. ADJOURNMENT

With no further business, the meeting adjourned at 12:04 p.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

FINAL 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:*
http://bit.ly/apftacworkshop3

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.

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

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

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

A. **ROLL CALL – ENVIRONMENTAL SCIENCE ASSOCIATES (ESA)**

1. 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**