Naples Airport Authority: Workshop Meeting Minutes for the Noise Compatibility Committee (NCC)

Thursday, March 26, 2026

The meeting was called to order by Chair Auron at 9:00 a.m. in the Airport Office Building Conference Room, 200 Aviation Drive North, Naples, Florida.

A. ROLL CALL

Roll call was conducted by Rosana Jaramillo, Executive Assistant.
Present were: Chair Chris Auron; Vice Chair Chuck Berkebile; Bryant Garrett (Collier County); Cliff Holland (City at Large); Richard Krawczun (Southeast Quadrant); Julie Kapler (Southwest Quadrant); Andy Reed (County At-Large); Mary Tatigian (Northeast Quadrant); and Commissioner John Crees, NAA Commissioner and NCC Liaison.
City Council Member John Krol was absent. Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Fagan, Ms. Fletcher, Mr. Lobb, Ms. Zadorecky, Mr. Warriner, Mr. Gamboa, Mr. Brown, and Ms. Jaramillo.

A quorum was present.

B. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chair Auron.

C. AGENDA (Add, Delete, or Re-Sequence Items)

Director of Community Relations, Brad Fagan, advised that no items were being added or deleted; however, presentations would be re-sequenced to accommodate time-certain presenters. By consensus, the committee agreed to adjust the order of presentations accordingly.

Chris Auron responded to information circulated by Member Mary Tatigian regarding aircraft noise, health effects, and ultrafine particles (UFPs), explaining that peer-reviewed research identifies nighttime aircraft noise and sleep disruption at large, 24-hour commercial airports as the primary pathway for documented health impacts, and that Naples Airport's voluntary curfew with high compliance substantially limits this exposure. He noted that WHO noise guidelines are precautionary, population-level planning tools focused largely on nighttime noise and are not regulatory limits, and that applying findings from continuously operated international airports to Naples is not scientifically

appropriate. With respect to UFPs, Mr. Auron acknowledged that aircraft engines emit such particles but emphasized the distinction between hazard and risk, stating that there is no local monitoring data demonstrating harmful exposure levels or exceedances of health-based standards in Naples, and that conclusions should be based on local measurements rather than extrapolation. Member Tatigian stated that she compiled publicly available, peer-reviewed studies, including research conducted at other general aviation airports, which indicate emissions and carbon-based particulate matter can affect surrounding communities, and suggested local testing to obtain Naples-specific data. Further discussion focused on the applicability of studies, with airport representatives reiterating that emissions exist but that existing data indicate aviation contributes a very small percentage of overall emissions in Collier County compared to roadway traffic. Chris Rozansky cited EPA inventory data showing that the majority of countywide emissions are attributable to automobiles and emphasized the importance of putting aviation emissions in proper context. He noted that previous independent testing related to black soot did not specifically measure ultrafine particles.
Committee members acknowledged a strong public perception that aircraft are the source of black dust and emphasized the importance of data transparency and public communication. The discussion concluded with caution from committee members that emissions may fall outside the core scope of the Noise Compatibility Committee and that further discussion should be carefully framed to avoid misinterpretation, potentially involving expert presentation or formal review by the Authority.

D. PUBLIC COMMENTS

There were no public comments at this time.

E. PRESENTATIONS AND TIME-CERTAIN ITEMS

1. ATC Operations – Todd Colvin

Todd Colvin, Air Traffic Manager at the Naples Airport Tower, provided an overview of air traffic control operations, staffing challenges, safety priorities, runway use, arrival sequencing, and coordination with Fort Myers (RSW) TRACON, Miami Center, and Jacksonville Center. He emphasized that safety and the expeditious flow of traffic govern all ATC decisions, including runway selection and departure altitudes.
Mr. Colvin discussed peak-season traffic volumes, arrival-rate management (including the 20-arrivals-per-hour target on high-volume days), missed approaches (noting they are infrequent), and limitations on altitude increases due to surrounding airspace constraints. Committee members asked questions regarding runway selection, wind factors, training flights, missed approaches, and potential mitigation opportunities. Mr. Colvin responded that denial of service is not permitted and that many suggested routing changes raise safety concerns.

2. Hughes Aerospace – Alyce Shingler (Part 150 Update)

Alyce Shingler of Hughes Aerospace presented an update on the Part 150 noise study implementation and instrument flight procedure improvements. She reviewed the October 2025 publication and implementation of revised procedures, including:

- Increasing glide slopes from 3.0 to 3.5 degrees;
- Eliminating circling approaches on Runways 14 and 32;
- Improving obstacle data accuracy;
- Enhancing safety and reliability of approaches.

Ms. Shingler discussed future potential improvements, including coordination with Marco Island Airport to relocate certain missed-approach holding patterns farther east and over less populated areas, resulting in incremental noise benefits for the Naples community. Committee discussion focused on glide slope limits, safety considerations for different aircraft categories, operational feasibility, and long-term noise-abatement benefits.
By consensus, the committee expressed support for continued coordination with Marco Island Airport and the FAA to pursue these procedural improvements and requested that staff convey this support to the NAA Board.

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3. Aviation Noise & Health Effects – Adam Scholten (ESA)

Adam Scholten of ESA provided a detailed overview of the current state of scientific research regarding aviation noise and health effects. He discussed historical foundations of FAA noise policy, including reliance on 1970s research and the DNL 65 dB threshold, and reviewed more recent FAA-funded and academic studies addressing cardiovascular health, sleep disturbance, annoyance, and other potential impacts.
Mr. Scholten explained ongoing FAA research efforts, including ASCENT projects and national sleep studies, noting limitations of existing data, the need for additional research, and uncertainties surrounding timelines for FAA noise policy updates. Committee members engaged in extensive discussion regarding causation versus correlation, socioeconomic factors, nighttime operations, and applicability to Naples given its voluntary curfew and limited nighttime flights.

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4. Theoretical Noise Contours – Adam Scholten (ESA)

Theoretical noise contours are central to how the FAA evaluates aircraft noise exposure and determines regulatory thresholds, yet they are modeled tools rather than direct measurements of lived community experience. As discussed by ESA consultant Adam Scholten, these contours rely on standardized assumptions about aircraft operations and average conditions, which makes them useful for planning and federal policy consistency

but inherently limited in reflecting localized impacts. For Naples, this distinction matters because FAA noise policy—and decisions on what mitigation measures are permissible—continues to hinge on modeled contour thresholds developed decades ago. Understanding the strengths and limitations of theoretical contours is therefore critical as the Airport Authority and community engage in FAA noise policy discussions, advocate for updated metrics, and assess whether existing federal frameworks adequately capture noise conditions in a highly constrained, curfew-driven airport environment like Naples.

5. FAA Noise Policy Review: Status and Naples Perspective – Adam Scholten (ESA)

Adam Scholten, ESA consultant and former FAA Office of Environment and Energy Noise Division staff member, provided an overview of FAA noise policy as it relates to health impacts. He explained that current FAA noise policy is largely rooted in research conducted in the 1970s, which focused on annoyance as the primary pathway linking aircraft noise to adverse health effects. This research informed the FAA's adoption of the Day–Night Average Sound Level (DNL) 65 decibel threshold as the level at which aircraft noise is considered significant, based on studies addressing hearing loss, speech interference, and annoyance, as well as what was technologically and economically feasible at the time. Mr. Scholten noted that while the 1974 EPA Levels Document recommended lower noise thresholds to protect public health, those levels were not adopted by the FAA due to feasibility concerns, and the DNL 65 standard was later codified through Part 150, Part 161, and FAA NEPA guidance.

Mr. Scholten stated that since that time, additional research has shown increasing associations between long-term aviation noise exposure and certain health outcomes, including hypertension, sleep disturbance, and adiposity, though findings do not establish definitive cause-and-effect relationships or a single health-based noise threshold. He described FAA-funded research efforts, including the Neighborhood Environmental Survey and ongoing ASCENT and national sleep studies, which are intended to better isolate aviation-specific noise impacts and inform a potential update to FAA noise policy through the Noise Policy Review. He noted that the FAA has missed statutory deadlines associated with that review and that policy updates remain uncertain. Mr. Scholten also discussed WHO noise guidelines, explaining that while they recommend lower exposure levels, the underlying evidence for aviation noise is characterized as low to moderate quality and subject to revision as additional research becomes available. He emphasized that FAA policy continues to prioritize safety and efficiency and that meaningful changes to noise policy are likely to depend on continued research and congressional direction.

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6. Part 161 Next Steps – Mary Ellen Eagan (ESA)

Mary Ellen Eagan, aviation noise policy consultant, outlined Part 161 regulatory requirements and potential alternatives. She reviewed categories of restrictions subject to Part 161 (curfews, noise-based restrictions, non-noise-based restrictions, and monetary

penalties) and explained why many potential measures would trigger the Part 161 process. Ms. Eagan emphasized that most traditional mitigation measures at Naples have already been implemented and that remaining options are complex, costly, and uncertain. Committee members asked clarifying questions regarding voluntary versus mandatory curfews, enforcement mechanisms, and feasibility of alternative approaches.
Ms. Eagan further discussed the experience of other airports that have pursued Part 161 studies, including Burbank, Los Angeles (LAX), Van Nuys, and East Hampton, noting that these efforts typically required multiple years, significant financial investment, and ultimately failed to receive FAA approval or produce lasting operational restrictions. She advised that, based on these precedents, pursuing a Part 161 study at Naples would be unlikely to result in meaningful or timely noise relief. Ms. Eagan also highlighted prior outreach by the Naples Airport Authority to its congressional delegation and suggested that continued coordination with similarly situated airports and broader legislative engagement may be more effective than initiating a standalone Part 161 process. She cautioned that any future strategy should account for the FAA's historical reluctance to approve access restrictions and the substantial risk that Part 161 efforts may consume resources without achieving enforceable outcomes. Ms. Eagan also explained that one other thing that was discussed is coordinating with other airports who are in a similar situation to, to collaborate and potentially approach Congress or FAA as a consortium, rather than individual airports trying to make these efforts happen.

F. PUBLIC COMMENTS

There were no public comments at this time.

G. OLD BUSINESS

Staff Update – Brad Fagan

Mr. Fagan advised the Committee that an FAA Southern Region Community Engagement Officer will attend the May 7 meeting and invited members to submit additional questions in advance so the FAA can prepare responses. He noted that the NAA is moving forward with installation of permanent noise monitors following a recent Board presentation and that staff will provide further information after an upcoming coordination meeting. Mr. Fagan also reported on a recent meeting with Vice Chair Berkebile and Rex Air representatives regarding voluntary curfew compliance, describing the discussion as productive and noting continued outreach to pilots and operators. He concluded by advising that staff is updating the Fly Naples website with new staff and Board headshots, using AI-generated imagery as a cost-saving measure in support of a strategic goal..

H. CORRESPONDENCE / COMMITTEE MEMBER COMMENTS

Chair Auron announced May, 7, 2026 as the next meeting date. The committee members discussed limited public attendance at NCC meetings and suggested enhanced outreach efforts, including improved public notice, easier navigation to meeting information on the NAA website, and consideration of guest speakers on specific topics such as health effects. Brad Fagan advised that published notices will be placed in the Naples Daily News prior to the next NCC meeting and that website navigation will be reviewed.

Commissioner Crees commended staff for achieving approximately 98% voluntary curfew compliance and encouraged exploration of additional noise-reduction opportunities beyond curfew enforcement. Discussion included increased promotion of noise abatement departure procedures, pilot and operator outreach, and evaluation of operational practices such as reverse thrust use and maintenance run-ups. Chris Rozansky noted that while safety and operational constraints apply, continued outreach and incremental mitigation measures—including expanded use of electric ground power units—remain viable tools for reducing noise impacts.

I. ADJOURNMENT

There being no further business, the workshop was adjourned at 12:24 p.m.

Christopher A. Rozansky
Secretary

NOTE: These minutes were prepared by Microsoft Copilot using a verbatim transcript. Printed copies of all visual presentations, transcripts and handouts are on file at the NAA's offices. The video of all meetings can be found online at www.naplesgov.com.

CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Noise Compatibility Committee (NCC)
Notice of Workshop

AGENDA

Thursday, March 26, 2026
9:00 a.m.
Airport Office Building, 200 Aviation Drive North, 2nd Floor, Naples

Commissioner John Crees – NAA Commissioner and Noise Compatibility Committee Liaison
Chris Auron – Chair, Noise Compatibility Committee and Northwest Quadrant
Chuck Berkebile - Vice Chair, Noise Compatibility Committee and Active Pilot
Noise Compatibility Committee Members – City Council Member John Krol (City Council), Bryant Garrett (Collier County), Cliff Holland (City at Large), Richard Krawczun (Southeast Quadrant), Julie Kapler (Southwest Quadrant), Andy Reed (County At-Large), Mary Tatigian (Northeast Quadrant)

Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. If you are attending in person and wish to address the Noise Compatibility Committee regarding an item listed on the agenda, please complete a Speaker Registration form and hand it to the Executive Assistant prior to consideration of that item. If you are attending virtually, using the Zoom Meeting link provided above, please submit a Speaker Registration form and submit it to the moderator using the Raise Your Hand feature. We ask that speakers limit comments to 5 minutes, and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

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

Guidelines for accurate minutes and a strong public record: Speakers must be recognized by the Chair and are asked to introduce their name and title the first time they speak. Motions must be stated clearly and seconded prior to voting. The Chair will announce the results of each vote. All remarks should be made directly into the microphone, one speaker at a time. Speakers are asked to use clear, concise and factual language. Clearly identify any documents, slides, or handouts being referenced. Avoid use of acronyms. Public speakers must introduce themselves by stating their name, address and the topic they intend to speak about. Clear and concise speech leads to accurate minutes and a strong public record.

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 have 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. 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 – Chairman

B. PLEDGE – Chairman

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

D. PUBLIC COMMENTS

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. ATC Operations – Todd Colvin
2. Hughes Aerospace – Alyce Shingler – Part 150 Update
3. Aviation Noise & Health Effects – Adam Scholten, ESA
4. Theoretical Noise Contours – ESA
5. FAA Noise Policy Review: Status and Naples Perspective
6. Part 161 Next Steps – ESA, Mary Ellen Eagan

F. PUBLIC COMMENTS

G. OLD BUSINESS

1. Staff Update – Brad Fagan

H. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS - Committee Members

I. ADJOURNMENT