Minutes of the February 27, 2025
City of Naples Airport Authority Noise Compatibility Committee

The meeting was called to order by NCC Chair Krawczun at 9:01 a.m. in the Airport Office Building, 2nd Floor Conference Room.

A. ROLL CALL - Chair

1. Determine Committee Quorum

a. In-person attendance: 25% or greater

Chair Krawczun asked Ms. Acosta to take the roll. Committee members present in person were Chair Krawczun, Vice Chair Reed, City Councilor Petrunoff, Mr. Holland, Mr. Auron, Mr. Bennell, Mr. Garrett, and Ms. Schmelzle. Mr. Kuntz had an excused absence.

b. Action required by a majority of in-person members to allow virtual attendance.

Mr. Owens stated that an in-person quorum was present and that there were no NCC members participating via video teleconference.

Commissioner Crees, Naples Airport Authority (NAA) Liaison, was also present.

NAA staff and Counsel present were Mr. Owens, Mr. Rozansky, Ms. King, Mr. Lobb, Mr. Warriner, Mr. Brown, Mr. Burch, Ms. Fletcher and Ms. Acosta.

B. PLEDGE OF ALLEGIANCE - Chair

Chair Krawczun led the Pledge of Allegiance.

After the Pledge, Chair Krawczun welcomed Commissioner Crees, the new NAA Board of Commissioners Liaison to the NCC.

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

There were no changes to the agenda.

D. MINUTES

1. Approve October 30, 2024, Committee Minutes

Mr. Garrett moved approval of the October 30, 2024, Committee meeting minutes. Mr. Auron seconded the motion. The motion passed unanimously 8-0 with Mr. Kuntz absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Noise Compatibility Program Approval and Implementation

Ms. King, Director of Communications, introduced Ms. Autumn Ward from ESA who presented the Noise Compatibility Program (NCP) review conducted by the FAA and returned to us in December. Ms. Ward described the next steps for implementing the Program.

Ms. Ward stated that the Part 150 study is officially complete, allowing the NAA to proceed with the implementation phase. She stated that the FAA issued a Record of Approval (ROA) December 9, 2024. She provided an overview of the NCP to improve noise abatement for the local community and enhance land use compatibility in areas surrounding the Airport. Ms. Ward presented the overall roles and responsibilities of the NAA and NCC, FAA, City and County governments, aircraft operators, and current and future residents. She said that in total, the NAA recommended 10 measures, which included a combination of noise abatement, land use, and program management measures.

Since the FAA will only approve measures that have a demonstrable benefit to the DNL 60, there was only one noise abatement measure recommended for FAA approval: Implement Procedures to Increase Glide Slope to Runway End 5. She noted that the FAA is not acting on this measure at this time but will provide a supplemental ROA to the NAA with FAA's final decision upon completion of review by the FAA's ATO and ATCT since Hughes Aerospace is currently designing procedures for feasibility.

She reviewed the three land use measures and the six program management measures that were all approved, as well as the several measures that were recommended outside of the Part 150 process.

In conclusion, Ms. Ward stated that the FAA did not disapprove of any of the measures submitted in the Part 150 Study. The NAA initiated implementation of several measures following submittal of the final NCP Update to the FAA, and NAA will continue working with the NCC, local jurisdictions, and consultants to further NCP implementation.

Mr. Holland stated that he still did not understand how moving flights down the bay or increasing the use of the crosswind runway equated to noise abatement. He thought these two actions were simply to appease a vocal element of the community who choose to live close to the airport. He questioned the wisdom of moving flights to different areas of the city where the residents made a conscious decision not to reside near the airport. He felt if such strategies were deployed, they should be done in a limited, measured, and most importantly, safe manner. His experience in speaking with pilots or others who run airports, was that any change can sometimes create safety issues.

City Council Member Petrunoff asked how many households were within the 60 DNL. Ms. Ward stated it included a couple of condominium buildings. Council Member Petrunoff stated that by definition of the FAA, all the solutions within the Part 150 study were to address those approximately 27 residents within that DNL. Ms. Ward concurred, saying it would include the single noise abatement measure, the sound insulation program, and the avigation easements. She noted that the other recommendations provided broader benefits.

In response to Mr. Holland's comments, Council Member Petrunoff said she had spoken to residents in every neighborhood, and no one wanted dispersion. She commented that the crosswind runway was previously used 15 percent and when runway 5/23 was expanded, use decreased to 8 percent. She said that naturally occurring traffic that goes southward could take the path down the bay. She hoped a less-populated area could be identified, suggesting industrial or golf course properties as examples to minimize the impacts. Even though it is a small population, 95 to 97 percent of the Old Naples residents said volume is a significant issue for them.

Regarding the back and forth on the error in the Hughes calculations, Council Member Petrunoff asked Ms. Ward for an explanation of the mistake and the anticipated benefit of the approved noise abatement procedure for people who will benefit. Chair Krawczun cautioned that Ms. Ward was not representing Hughes Aerospace and noted that Hughes would be best suited to answer that question to avoid confusing the public.

Ms. Ward noted that raising the glide slope would benefit residents within the 60 DNL and beyond. She noted the FAA does consider school buildings a noise-sensitive land use, just as they do places of worship and hospitals. She said none of these establishments were within the NAA's 60 DNL.

Mr. Bennell, Southwest Quadrant representative, noted from a pilot's perspective that there are many factors to consider when the use of runways is changed. He noted the other airports in the vicinity of Naples, including Fort Myers and Marco Island, could see conflicts in the airspace when changes in air traffic patterns are made, emphasizing safety. He said pilots will always focus on safety, wind direction, length of runway, and traffic patterns, but runway use is not a significant consideration. He expressed concern that the winds at NAA are predominantly out of the Southwest, and that aircraft leaving Naples Airport may be taking off to the southwest/northeast, depending on departures and arrivals. He noted that the northwest departures are likely more infrequent due to the environmental conditions and the proximity to other airports. He noted that to Mr. Holland's point, if safety is paramount, these are the things that pilots will be concerned about.

Mr. Auron highlighted that the FAA typically considers a 65 DB level, and the NAA chose to go above and beyond with 60 DB. Ms. Ward responded that a 5 DB change is a discernible adjustment to levels of noise.

Chair Krawczun agreed with Mr. Holland's observations, that moving flights by increasing the use of the crosswind runway was perhaps not good policy because it shifted many flights to accommodate only a few residents. He suggested additional study before implementing actions, emphasizing that safety is paramount.

2. Fly Safe Fly Quiet Leaderboard Results and Program Updates

Mr. Zachary Burch, Senior Communications Manager, presented the fourth quarter update of the Fly Safe Fly Quiet Leaderboard program. He explained it now follows a calendar versus fiscal year reporting period, and presented the results for the A-rated jet operators and piston aircraft operators, noting there were only two turbo prop aircraft operators with the required 50 operation minimum during the quarter. Mr. Burch said A-rated operators make up more than a third of all

operations at the airport and that NAA will continue to publicize and recognize them, thanking them for their leadership as well as for abiding by the friendly flying procedures. He also noted the information is published in various places such as Stroll Magazine, Life in Naples, Naples Daily News, the City of Naples newsletter, and the NAA Newsletter. It is also printed in industry publications, and yesterday it appeared in the NATA newsletter.

Mr. Burch explained the first quarter of 2025 is underway, and staff is working to separate the jet operators into two subcategories. He showed a differentiation between the larger and smaller operators as an example.

Council Member Petrunoff expressed concerns that the Leaderboard doesn't highlight the offenders. Mr. Burch responded that for the past several years, the top curfew violators have been published both monthly and for a rolling 12-month period in our Board report and in the NCC packets. He also noted that every curfew violator receives a letter and is contacted by NAA's Noise Abatement Specialist. Council Member Petrunoff suggested the offenders appear in the same media as the Leaderboard.

Council Member Petrunoff asked if other airports lock down the gates and require police to open them, etc., in an effort to deter operators from flying during curfew. Mr. Burch said he was not familiar with any airport doing that, adding that NAA staff routinely receive inquiries from other airports who are looking for best practices in our noise initiatives and programs, noting that NAA is considered an industry leader for our noise mitigation efforts. He said staff have approached many other airports, including seasonal airports, to share policies and procedures, experiences, and best practices, and will continue to do so. As an example, NAA's Leaderboard program was initiated because similar programs are used at many other airports to incentivize good behavior as a counterbalance to chastising bad behavior.

Chair Krawczun thought Council Member Petrunoff's questions were helpful. He said during his time on the NCC, the NAA has shown that they are not static and continually evolve in initiating new programs. He added that staff have pursued many methods to achieve voluntary cooperation with the curfew.

Council Member Petrunoff thought the NAA should be securing airport tightly at night to make it difficult for curfew violators. She referenced the accident that occurred on New Year's Eve night during foggy conditions. She thought it could have been prevented if someone was at the airport to question the operator's judgment to fly due to low visibility. Mr. Rozansky responded that all gates are secured 24 hours, and security personnel are onsite 24 hours. He addressed the one instance that Ms. Petrunoff referred to, stating that the owner of the aircraft, who was the pilot in command, had the ultimate authority to make a decision whether or not to fly. Mr. Rozansky noted that the preliminary investigation report by the NTSB did reveal the pilot had filed a flight plan and had contacted air traffic control, despite what some have been saying, including the media. Mr. Rozansky further noted it is important to understand that the NAA, the City, nor anyone else has the authority to tell a pilot that they may or may not take off. It is ultimately the pilot in command's decision to operate an aircraft, and if a regulation is violated, the FAA will take enforcement action. He further explained that the FAA investigation would take into consideration the low visibility issue. At this time, it appears the pilot was operating within the regulatory framework, but the final investigation results have not been released. Mr. Rozansky explained that

when NAA facilities close at 10 p.m, customer services cease but there is overnight staff including security and quality control whose primary function is to service ground vehicles and equipment in preparation for the next day. He said an after-hours procedure is posted for those seeking access, but that he was unaware of any airport in the country that locks down their facilities. Council Member Petrunoff clarified that she was not suggesting things be locked down but rather locking the airport with the pilot having to call the Police over to unlock it. Mr. Rozansky noted that next week, he was meeting with the City of Naples Police Chief to determine if this would be a practical procedure.

Mr. Auron commented it may seem there is a pro-airport/pro-aviation bias more than the public might like at times. He said members of the NCC are somewhat experienced by virtue of these meetings and have a better understanding than the general public does about airport operations. At the same time, he clarified that he shares the public's dismay with airplanes operating outside of the regular hours and violating the curfew. He said he would like for the NCC to do more to help but it does what it can within the parameters of the FAA. He said much progress has been made in his seven years on the NCC and is supportive of the measures staff take to encourage compliance with curfews.

Regarding the noise reduction topic for Naples, Mr. Holland asked about the ongoing conversation about airport volume, specifically regarding flight schools and their touch-and-goes. He expressed an interest in the status of those conversations, recognizing these schools are running a business and it's difficult to cut them out. Chair Krawczun suggested this topic be discussed during the staff update on the relocation of the airport.

Chair Krawczun wondered if there should be some recognition of operators who were successful during all four quarters. Secondly, he asked staff to consider adding some of the smaller operators in an annual summary for recognition.

PUBLIC COMMENTS

Ms. Cuddihy stated because she was no longer the Board of Commissioner's NCC liaison, she wanted to personally attend today's meeting to thank all Committee members for their tremendous work. She recognized their efforts spent on the Part 150 Study which was above and beyond what each NCC member originally volunteered to do. She said that the Committee is an asset to the airport, to the Board of Commissioners, and to the community. She added that she wouldn't be attending the future NCC meetings but assured Committee members that she will be watching the meetings online because of their important work. She thanked Council Member Petrunoff for being part of the NCC as well.

F. ACTION ITEMS

1. Reschedule May Meeting Date

Ms. King stated there were many conflicts with the next scheduled meeting on May 8, and requested Committee discussion and action to select a new date. She noted that per the bylaws, the meeting needed to occur by May 31, 2025. Chair Krawczun stated he would be unable to make any of the dates suggested in the agenda packet memorandum due to his travel schedule. He

suggested Thursday, May 22nd, as a possible meeting date. Mr. Owens advised that a minimum of three people would be required to attend in person to allow some members to participate remotely.

Vice Chair Reed made a motion to approve moving the May 8th NCC meeting date to May 22nd. Mr. Auron seconded the motion, and it passed unanimously 8-0 with Mr. Kuntz absent.

G. OLD BUSINESS

1. NAA Update – Commissioner Crees

Commissioner Crees provided an NAA update to the NCC. He stated that Ms. Cuddihy has been elected as Chair of the NAA Board and she appointed him the NCC Liaison. He noted that the terms of three NCC members will be expiring next month, and applicants will be interviewed and new members selected at the NAA's April Regular Meeting. He provided an overview of the open seats and the process for applicants to apply by March 4th.

Commissioner Crees stated that Hughes Aerospace gave a presentation to the Board during the January meeting, and Mr. Rozansky would be providing an update at this meeting. He stated there were discussions during the NAA's January and February Board meeting about creating a collaborative lobbying effort to address noise issues which would include the City, State, FAA, and anyone else who wished to participate as well as noise issues and the status of the airport exploratory study.

The next meeting of the NAA Board of Commissioners will be held on March 20th at City Hall and encouraged the public to attend.

2. Staff Update

Ms. King stated that since the last meeting, several issues relevant to the NCC have arisen, and the staff will provide updates on the following topics:

a. Envirosuite App and Flight Tracking System

Ms. King stated that the Envirosuite app is now available on the NAA's website for download to mobile devices. She said the previous system was cumbersome, and this one is streamlined to make commenting much easier. She explained staff reached out to AirNoise to ensure they will be able to integrate their system with the Envirosuite system. A question-and-answer period followed.

b. Addition of 3rd Noise Monitor

Ms. King updated the NCC on the use of the noise monitors, stating that a third portable monitor had been purchased. She described how the placing the monitors in the community offers a fantastic opportunity for the Noise Abatement Specialist to speak directly with residents about their concerns. She said there is currently a waiting list for these noise monitors.

c. Flight Procedure Update

Ms. King provided updated information about the flight procedure design project. She discussed the presentation made by Hughes Aerospace at the January 15th NAA Board meeting. She discussed Hughes' collaborative efforts with RSW TRACON and the Naples Air Traffic Control Tower, and the agreement reached on the proposed development of instrument arrival procedures. Mr. Rozansky provided a more in-depth overview of the project on the arrival procedures and the status of the higher faster departure procedures and explained the glide slope error made in their January presentation has since been corrected. He said that the Board approved Hughes to proceed with the implementation process of the new arrival procedures which could be in place by the end of December. Mr. Rozansky further explained that the holding approaches that are being used today will be replaced with RNAV procedures and the improved glide slope will reduce the amount of throttle adjustments being made. Mr. Rozansky stated that the noise monitors could help measure any differences in noise impacts. He explained that the missed approach/holding patterns were moved out over the water and others moved further east over the Everglades which will be beneficial for the overall air space. Hughes is continuing to work on the implementation of arrival procedures as well as work on departure procedures. Chair Krawczun thought it would be helpful for the public to understand the amount of funds the NAA has spent to address noise issues, without the use of local taxes.

There was discussion about the higher faster procedures implemented at John Wayne Airport and concern that if those same procedures are implemented in Naples, people who live closer to the airport will be adversely affected. Ms. Ward said that she would have to confirm this but she doesn't believe John Wayne Airport is using that procedure very much. The difference between the two airports was raised. Mr. Rozansky said that over 100 noise contours were studied and it would be beneficial to look back at the procedures identified in the Part 150 Study to present at the next NCC meeting. He said that accurate information about the use of the higher faster procedures at John Wayne Airport could also be presented.

d. Lobbying Efforts

Ms. King stated that NAA Aviation Attorney Peter Kirsch presented an in-depth discussion about potential lobbying efforts and actions that could be sought over the next 12 months to address noise concerns. She provided an overview of what Mr. Kirsch described as a three-pronged approach which would include federal lobbying, undertaking a Part 161 Study, and collaboration with the Collier County airport system. Mr. Rozansky stated that Mr. Kirsch indicated that the NAA would be largely unsuccessful if not coordinated with the City Council. He explained that the NAA would need to get the legislative representative's attention. In response to Council Member Petrunoff's comments regarding right sizing the airport to control volume, Mr. Rozansky stated that the Part 161 access restriction study is the only mechanism in federal law that allows an airport or community to implement an airport restriction. Mr. Rozansky noted that the FAA looks at a national precedent, not a community precedent. Chair Krawczun requested a more detailed presentation of the Part 161 process at the next meeting and in the meantime, if the NAA could meet with City officials, the topic of right sizing the airport to control volume could be revisited in a more structured discussion. Mr. Rozansky said that he would be happy to coordinate that.

e. Exploratory Study

Ms. King provided an update regarding the Exploratory Study. She said that the Collier County Commission unanimously decided not to support a new airport in Collier County. She noted that the NAA Board has reached a consensus to pause further consideration of the study until additional discussions could take place, and a financial study of a new airport could be completed. Mr. Rozansky clarified that the pause would mean consideration of the four sites identified. He also explained some of the financial aspects that would be included in the financial feasibility analysis. Council Member Petrunoff asked if the NAA was exploring sending some of the volume to RSW. Mr. Rozansky shared his findings from his meeting with RSW's Executive Director. There was discussion about the NAA's maximum capacity and the FAA's methodology to determine that. Mr. Rozansky said that the NAA is conducting its own capacity analysis that will likely be shared at the NAA's March Regular Meeting.

f. NCC Openings

Ms. King said that the NAA is seeking applicants for its three upcoming vacancies on the NCC for the Northeast Quadrant, Southwest Quadrant, and Active Pilot seats.

g. FAA Noise Complaints

Ms. King shared FAA Noise Complaint Reporting data, stating that FAA released half-year data on 2024 noise complaints for January through June 2024. She provided statistical data from the FAA reports for the Southern Region which includes Florida.

h. Airport Noise Report, Vol. 37, No. 37

Ms. King shared an article from the Airport Noise Report, one of many industry publications that is received and reviewed at the airport. She said this report demonstrates what industry observation regarding the latest FAA activities. Mr. Holland commented that he shared his concern about the report with staff. He said there is no identification of who wrote the report felt it was an editorial at best and was written by a partisan or disgruntled employee. He felt that the report was being sent around as though it was gospel. Ms. King said that it was shared with the Committee to demonstrate what staff are seeing in current industry news. Mr. Rozansky said the Airport Noise Report is a subscription based on noise issues and has been helpful in the past.

3. FAA Aircraft Noise Advisory Committee Update

Mr. Burch discussed the FAA's Aircraft Noise Advisory Committee update that was created during the FAA Reauthorization. He said the FAA asked for several categories of membership on the committee with a deadline of November 12, 2024. He noted that the deadline has not been met, and the committee has not been created nor any members appointed. He stated that letters were sent to congressional representatives to elicit their support for allowing Naples to be one of the members on the committee. He stated that since the election, there is a new administration, including a new FAA Administrator.

4. Noise Report

Ms. King provided the most recent noise report. She noted that at the recent NBAA conference in Orlando this past week, staff attending the conference were able to have a one-on-one conversation with Treasure Coast Flight Training concerning their continued appearance on our curfew violator list. Council Member Petrunoff stated that the City's and NAA's aviation attorneys said that one of the effective tools would be to publish the curfew violators in the Naples Daily News. She thought it would be a good opportunity to shame them. She also asked if best practices should be gathered from other airports that had reported their violators. Mr. Rozansky noted that there is a lot of information that could be summarized. Chair Krawczun suggested staff craft a press release to address this and identify the users, perhaps on the website to see more details. Mr. Rozansky said that staff will consider this.

H. NEW BUSINESS

There was no new business.

I. PUBLIC COMMENTS

There were no public comments.

J. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – Committee Members

1. Discuss Next Meeting Date: The meeting will be held May 22, 2025.

Vice Chair Reed said there was a lot of conversation today regarding the City. He said that there are some Committee members who represent portions of the County and may not share the same beliefs. He wanted to make sure that Committee members understand that the NCC must be representative to the County as well.

Council Member Petrunoff wanted to thank NCC members for their efforts. She said the work is like fighting with one hand tied behind our back and appreciates the difference the Committee is trying to make. She said that NAA demonizes areas where complaints are generated and felt the Committee should embrace that group because they are really impacted. She would like to work better together on both sides to find noise solutions. She understands the folks' biggest worry that flight paths will shift to them and added that some residents bought their properties before the flight paths were put over their heads. She cautioned that when we try to minimize the vocal minority of people, it is doing a disservice to that community.

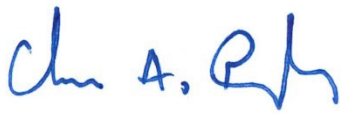
Mr. Holland objected to the word, demonize. He didn't believe anyone was trying to demonize any part of the City. He said he has a responsibility to represent the City-at-Large and hears from people in Port Royal, Royal Harbor, Park Shore, and they are all concerned about the fact that they bought those properties to not be close to the airport. As City-at-Large appointee, he is responsible for representing them and if he doesn't, he is not fulfilling the job he has been asked to do.

Chair Krawczun appreciated both sentiments. He believes it is important to remember that the Committee's responsibility is to be fully informed with any type of information available to be better communicators. He said that is why he asked some of the topics raised today be deferred to the next meeting. He said Council Member Petrunoff brought up many important topics that are important issues to discuss whether they impact one, two, or a thousand people. He never sensed that any Committee member has ever thought that any comment or concern should be neglected or avoided. All comments or concerns have been addressed, which is a good testament to the Committee and the NAA. He stated that there are no simple solutions. He thought that the issue raised earlier today about being effective communicators in the lobbying effort is a good place to start.

There were no other Committee member comments.

K. ADJOURNMENT

Chair Krawczun adjourned the meeting at approximately 11:26 a.m.



Christopher A. Rozansky
Secretary

NOTE: Printed copies of all visual presentations and handouts are on file in the Executive Assistant's Office.

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

FINAL AGENDA

Thursday, February 27, 2025
9:00 a.m.
Airport Office Building, 200 Aviation Drive North, 2nd Floor, Naples

Commissioner John Crees – NAA Commissioner and Noise Compatibility Committee Liaison
Richard Krawczun – Chair, Noise Compatibility Committee and Southeast Quadrant
Andy Reed - Vice Chair, Noise Compatibility Committee and County At-Large
Noise Compatibility Committee Members – City Councilor Beth Petrunoff (City Council), Bryant Garrett (Collier County), Chris Auron (Northwest Quadrant), John C. Kuntz (Active Pilot), Cliff Holland (City at Large), Julie A. Schmelzle (Northeast Quadrant), Lawrence Bennell (Southwest 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.

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.

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**

1. Determine Noise Compatibility Committee Quorum

   a. In person attendance

   b. Action required by majority of in-person members to allow virtual attendance.

B. **PLEDGE - Chairman**

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

D. **MINUTES**

1. Approve October 30, 2024, Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Noise Compatibility Program Approval and Implementation

2. Fly Safe Fly Quiet Leaderboard Results and Program Updates

G. **PUBLIC COMMENTS**

H. **ACTION ITEMS**

1. Reschedule May Meeting Date

I. **OLD BUSINESS**

1. NAA Update – Commissioner Crees

2. Staff Update
   a. Envirosuite App and Flight Tracking System
   b. Addition of 3rd Noise Monitor
   c. Flight procedure update
   d. Lobbying Efforts
   e. Exploratory Study
   f. NCC Openings
   g. FAA Noise Complaints
   h. Airport Noise Report, Vol. 37, No. 37

3. FAA Aircraft Noise Advisory Committee Update

4. Noise Report

J. **NEW BUSINESS**

K. **PUBLIC COMMENTS**

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

1. Discuss Next Meeting Date: Determine new date due to conflict with May 8

M. **ADJOURNMENT**