**Minutes of the May 22, 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

Before describing the process to allow virtual attendance, Mr. Owens asked Ms. Menard to take the roll call of in-person attendees. Committee members present in person were Chair Krawczun, Ms. Tatigian, Mr. Garrett, Mr. Auron, Mr. Reed and Mr. Berkebile. Ms. Kapler 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 the NCC Bylaws allow that when an in-person quorum exists, members may participate and vote in the meeting using video conferencing if approved by the majority of in-person attendees. He suggested that a committee member in person make a motion to approve the two members via video conferencing to participate and vote in the meeting.

Mr. Garrett made a motion to allow the two members to participate and vote using video conferencing. Chair Krawczun seconded the motion. The motion passed unanimously 6-0 with Ms. Kapler absent.

Mr. Owens stated that the two members attending via video conferencing may participate and vote during today's meeting. He asked Ms. Menard to take a roll call of those members participating via video conferencing. Committee members present remotely were Mr. Holland and City Councilor Petrunoff.

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

## B. PLEDGE OF ALLEGIANCE - Chair

Chair Krawczun led the Pledge of Allegiance.

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

Ms. Robin King announced that the agenda had been updated with a link for watching the meeting remotely.

Under minutes, there was a change on page 4, in the last paragraph, the word, aircraft, was changed to airport. On page 8, there was an incorrect date that was changed from the year 2025 to 2024. Under Presentations, Item 2, the Fly Safe Fly Quiet Leaderboard results, on slide number 7, the word, be, was deleted.

## D. MINUTES

1. Approve February 27, 2025, Committee Minutes

Mr. Reed moved approval of the February 27, 2025, Committee meeting minutes, as amended. Mr. Auron seconded the motion. After a roll call vote, the motion passed unanimously 8-0 with Ms. Kapler absent.

## E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Recognition of Outgoing and Welcome to Incoming Noise Compatibility Committee (NCC) Members

Chair Krawczun stated that three members of the NCC had terms that recently ended. The NCC is composed of nine dedicated citizen volunteers, each selected to represent different areas and interests within the community. Their roles are vital in helping monitor the impact of aircraft noise and in recommending thoughtful and balanced noise mitigation procedures to the NAA Board of Commissioners. He thanked the following individuals who have completed their service on the Noise Compatibility Committee:

Mr. Lawrence Bennell, Ms. Julie Schmelzle and Mr. John Kuntz.

Mr. Bennell joined the NCC in April 2022 to represent the Southwest Quadrant and was selected mid-term when a vacancy arose. Though his time on the committee was shorter than a full term, his commitment and insight were no less impactful. Mr. Bennell brought a steady and balanced voice to the concerns to help move the committee's work forward.

Ms. Schmelzle was appointed in 2021 to represent the Northeast Quadrant and has been deeply involved in multiple organizations throughout the community. Ms. Schmelzle was engaged and thoughtful in her service on the committee, always keeping the needs and concerns of her community front and center. Her input helped shape important conversations and ensured that local voices were heard and considered.

Mr. Kuntz was also appointed to the NCC in 2021, representing active aviation pilots. He brought a valuable perspective to the table, helping to bridge understanding between the flying community and nearby residents. His experience and collaborative approach were greatly appreciated by the NCC.

Chair Krawczun stated that although these individuals recognized could not be present, a plaque was presented to each one in appreciation and recognition for their time and dedicated service to the Naples Airport Authority.

Chair Krawczun welcomed the three new members appointed to the NCC. He welcomed Ms. Julie Kapler, Mr. Charles Berkebile and Ms. Mary Tatigian to the Committee.

Ms. Kapler is representing the Southwest Quadrant, is a retired electrical engineer and a global business development professional with a distinguished career in sales and business development. Her strategic expertise and leadership will be valuable assets to the NCC. Chair Krawczun said that Ms. Kapler was unable to join the Committee today but would be at the next NCC meeting.

Mr. Berkebile, Captain with American Airlines, is serving as a representative for active commercial and general aviation pilots. He has more than 35 years of experience as a licensed pilot and is a member of the Experimental Aircraft Association and the Aircraft Owners and Pilots Association. His extensive background in both commercial and general aviation will bring a well-rounded perspective to the NCC.

Ms. Tatigian was selected to represent the Airport's Northeast Quadrant. A 40-year Naples resident, Ms. Tatigian has been a Registered Nurse for 30 years and is the founder of Quiet Florida, a community group focused on addressing noise concerns related to aircraft and modified car exhaust systems. Her commitment to public engagement and health forums create a strong foundation for her role on the NCC.

Chair Krawczun again welcomed the three new members and said he was looking forward to their contributions.

2. Fly Safe Fly Quiet Leaderboard Results

Mr. Zachary Burch, Senior Communications Manager, presented the first quarter (January – March 2025) update of the Fly Safe Fly Quiet Leaderboard program. He discussed the A-rated jet operators and noted that jet operators were separated into those with greater or less than 1 percent of total jet operations at the airport. He noted the significant difference between the groups and how they were separated for comparison purposes. He spoke about the A-rated piston operators and turboprop operators, noting that A-rated operators made up nearly one-third of all operations at the airport. Operators who had fewer than 50 operations in the quarter did not qualify for recognition, even if their other operations met all of the criteria.

Mr. Burch explained the next steps in the process and highlighted actions that had already been taken. He said the second quarter is currently underway from April 1st to June 30th, and staff will continue to encourage compliance. Lastly, Mr. Burch discussed the top curfew violators, highlighting an ad that was intended to be included in the City's May newsletter, that newsletter was not published, but this information will be included in their June newsletter.

Councilor Petrunoff asked how many operations were not included in the report due to not meeting the 50 threshold. Mr. Burch responded that he did not know the exact number, but with 28 percent of operations in the A-rated data, just under 72 percent of the operations either did not meet the threshold and were not counted, or they were not an A-rated operator. There was discussion regarding the total number of curfew operations per quarter. Councilor Petrunoff said she looked at other seasonal airports, and how their curfew data was expressed. She gave an example of 6.3 flights per evening that could potentially awaken a person. She explained this perspective could be an effective way to communicate the potential pain level of breaking curfew. Mr. Burch said that staff could consider that. Councilor Petrunoff stated that she liked the format of comparing the Leaderboard results next to the top violators and suggested to advertise it also in the Naples

News. She noted that she thought this was an original idea but referred to a note, which she shared with Ms. King, she found from Bill Barnett who suggested the idea over a decade ago.

Mr. Holland wondered if the NCC had the authority to tell Treasure Coast Flight Training, the top violator, to either comply with the curfew or not fly into Naples. Mr. Burch said no, that we can't dictate that to anyone who flies here. He said staff speaks to them frequently and they are fully aware, but lack consideration for this community. Mr. Holland suggested that perhaps the Mayor could contact these people. Mr. Burch stated that this is the type of input staff will be looking for during Ms. Fletcher's curfew outreach presentation, to be given later in this meeting. Councilor Petrunoff asked why the local people like RexAir and FlexJets are not being mindful of the curfew. Mr. Burch said that they are all aware of the curfew. For the flight schools, he said partly because there are training requirements to fly after dark, and in the summer, sunset occurs much later in the evening.

Mr. Rozansky advised that at the request of NAA Board Liaison, Commissioner Crees, meetings are being arranged with some of the top curfew violators. He invited Councilor Petrunoff to join in those meetings. Councilor Petrunoff wondered if the flight schools could take off before sunset, land at Immokalee Airport or someplace where it is more rural to practice the night moves. Mr. Rozansky said they do observe some of that; however, sometimes because RexAir rents aircraft to others, they are not directly controlling the flight.

3. Part 161 Overview – Airport Noise and Access Restrictions

Ms. King introduced Mr. Mike Arnold from ESA who is participating via Zoom and Ms. Autumn Ward, also from ESA, who would be presenting an overview of the Part 161 process.

Ms. Ward discussed the history of a Part 161 study, reviewed the process and requirements as well as a general timeline. She stated that Part 161 came about because in 1990 the FAA agreed to phase out Phase 2 jets over 75,000 pounds. This was known as the Airport Noise and Capacity Act (ANCA). While they phased that out, they made the contingent that any new restrictions or penalties would have to go through a Part 161 process. She noted that the JFK Airport implemented noise restrictions pre-ANCA, and they are grandfathered from these restrictions.

Ms. Ward stated that the focus of Part 161 was whether there were additional measures that would be restrictive to reduce noncompatible land use, what would happen as a result. She explained that an airport would have to prepare a technical study that analyzes the proposed restriction and any non-restrictive alternatives such as sound insulation programs, as well as provide an opportunity for public comment. She stated that the airport noise study area for such an analysis is defined by the same criteria used in Part 150, generally impacting within the DNL 65 noise contour (DNL 60 dB in Naples).

Ms. Ward explained what the first part of a Part 161 study process would entail. She then discussed the Part 161 Process - Sample Timeline, broken out over approximately five years. She stated that in order for FAA approval, compliance with all six conditions presented would have to be achieved. Ms. Ward stated that more than 20 airports have undertaken the effort to complete a Part 161 study. Only three airports (Naples, Burbank and Los Angeles) had completed a Part 161 study and had their applications accepted by FAA as complete. Others submitted applications but were

found to be incomplete. She discussed other examples of airports with completed applications. Councilor Petrunoff said the Naples success was 25 years ago and asked whether the Part 161 is an exercise in letting the clock tick because of the years involved in completing it, or is it an exercise to get to discussion on noise relief? Mr. Arnold thought the process has been used to look at opportunities beyond the 65 DNL and is more focused on evaluating restrictions. The process potentially could end up in identifying things that may be implemented more on a voluntary basis if the airport didn't get completely through the process. He agreed it is challenging to get through the process, but that the process could help inform legislative strategies or other actions that the NAA may be interested in undertaking.

Chair Krawczun asked if any of the Part 150 study would be part of a Part 161 study, and what the proposed level of success would be for getting it approved. Ms. Ward said nothing proposed in the Part 150 would be considered a restriction in the Part 161. Everything was voluntary in nature or within regulations. She further provided examples that would fall under a Part 161 Study such as a mandatory curfew or charging additional penalties or fees for operating at a specific time at night.

Mr. Rozansky added that the FAA had made it very clear that they are unlikely to approve access restrictions. However, the NAA has been trying unsuccessfully for many years to get the attention of Congressional representatives. He said the NAA applied for inclusion in the FAA's Noise Advisory Committee, which Congress directed the FAA to establish last year. The membership for the committee has not yet been selected. Mr. Rozansky emphasized that if NAA was going to try to influence national noise policy, there would have to be some well-researched and a well-documented framework to make suggestions. The work from the study could be useful for other uses to further our goals. Chair Krawczun said that it is interesting because the baseline that would be created would be both a very expensive and lengthy process to not create change but to create opportunity to have a voice in change. Mr. Rozansky added that even Councilor Petrunoff met with Congressman Donalds, and he was not receptive. We hear comments from the public to reduce the volume of traffic, and the number of comments spike in the middle of the day when we have the most jet operations. Chair Krawczun asked if pieces of this process could be carved out to generate enough data to at least create the opportunity to present information to our representatives. Mr. Rozansky confirmed. Chair Krawczun asked if we would have to undertake the entire study but instead, take it in phases to create the opportunity to engage in informed dialog. Mr. Rozansky responded that approach could help advocate for change in legislative policy. Chair Krawczun was delighted that the NCC asked for the presentation because it puts the process into perspective. Mr. Rozansky stated that there is another element to this that is new and uncharted but was not qualified to speak on it from a legal basis. The recent Supreme Court ruling overturned the long-standing Chevron deference doctrine, and it is creating much discussion in the aviation community.

Ms. Ward added that the NAA leveraged the Part 150 process very well. She said there are only a handful of residential units within the 60 DNL, but through that process, additional measures were identified that would give the community benefits beyond it.

Mr. Rozansky asked Ms. Ward and Mr. Arnold if they were aware of any other mechanism or process in federal law by which an airport sponsor or a municipality could restrict use of a public airport. Ms. Ward and Mr. Arnold responded that they were not aware of any process outside of

the Part 161 process to implement restrictions. Mr. Arnold added that a Part 161 process could not even be undertaken until completion of Part 150 is achieved.

In the long term, Councilor Petrunoff asked if the NCC team would consider taking the airport private and what would the steps be to do that. She described a private airport as obtaining a certain designation to have control of who flies in and out of the airport, such as imposing a hard curfew, etc. Mr. Rozansky advised that it would be a question for aviation counsel. His understanding was that East Hampton (New York) has long been pursuing that approach. They recently acknowledged that they are a public airport and made a filing with the FAA, now operating as they have been, as a public airport. Councilor Petrunoff asked if they changed course due to environmental issues or if it was because of the FAA. Mr. Rozansky could not answer to that level of detail and would have to engage the aviation attorney. He said the Town of East Hampton issued a press release a few months ago stating they filed the form with the FAA and would strive to balance the needs of the aviation community with their residents. Back to Councilor Petrunoff's original question, if the NCC would support taking the airport private, Mr. Rozansky thought it would be a great discussion between the NAA's aviation counsel to explore a path for that. Councilor Petrunoff thought that as a group, we will always be nibbling at the edges of making an impact as long as the airport cannot control volume. She then asked what the carrying capacity of the airport was and how much worse can it get. Mr. Rozansky stated that at last month's NAA Board meeting, a presentation was made that included a consultant analysis. The summary of it was that the projected maximum capacity is pretty close to what the Master Plan stated – roughly 155,000 annual operations – and acknowledged that peak days have peaked out. He said there would be room for increases on shoulder days if people chose to change their travel habits because of delays experienced on those peak days. Councilor Petrunoff said she heard that a flight could come in every minute and a half and since the curfew is voluntary, theoretically, operations could run 24/7. Mr. Rozansky thought that was an unrealistic assumption since we are a seasonal community.

Commissioner Crees said that in Ricondo and Associates' presentation, the estimated capacity was between 140,000 and 155,000 operations. For context, in 2024, he said there were 120,000 operations and as Mr. Rozansky stated, during peak season, peak days are maxed out but shoulder days might be utilized.

Ms. Ward provided examples of other airports with completed applications.

Chair Krawczun said that this was good discussion on the topic. He thanked ESA for their presentation. He confirmed with the NCC members that they were not prepared to make a recommendation based on the presentation. He suggested NCC members to forward any questions, for additional background purposes, to Ms. King or Mr. Rozansky between now and the next meeting.

4. Proposed Flight Procedures

Ms. King stated that this presentation would be collaborative between representatives from Ms. Ward of ESA and Ms. Alice Shingler from Hughes Aerospace Corporation, providing an update to the NCC on the status and designs of the latest proposed flight procedures. Ms. King announced that a public open house was held yesterday to view flight design diagrams on display and the

NAA had staff and our consultants there to answer any questions. Ms. Ward clarified that there will be an additional presenter from ESA, Mr. Chris Nattoli.

Ms. Ward provided an overview of the National Environmental Policy Act (NEPA). She reviewed recommendations made when the Part 150 was conducted regarding raising the glide slope to Runway 5 so that it would reduce the DNL 60 contour. One of the measures to consider outside the Part 150 study was raising the glide slope of the other runways. She described the graphic on the screen showing the 3- and 3.5-degree glide slopes. She presented the updated FY 2024 flight track heat maps for jet arrivals, which shows where most of the aircraft are flying.

Ms. Shingler, COO of Hughes Aerospace Corporation, provided background on her firm as an air navigation service provider to develop instrument flight procedures with additional authorization to publish Part 97 public procedures, and noted definitions of various procedures. She explained that if an aircraft has GPS capabilities, it can fly the procedures. She presented Runway 14 and Runway 32 Prototype RNAV (GPS) Procedures. She then described Runway 5 Prototype RNAV (GPA) and (RNP) Procedures. The Runway 23 Prototype RNAV (GPS) and (RNP) Procedures were discussed. For each procedure, she explained recommendations that would help decrease noise.

A discussion ensued with Mr. Berkebile explaining that keeping the angle of aircraft on takeoff and landing as high as possible for as long as possible reduces fuel consumption and keeps noise at a minimum. He noted that he has flown these approaches many times at American Airlines, conserving a significant amount of fuel.

Commissioner Crees noted that London City Airport is a commercial airport, and it initially had 7-degree glide slope, which was eventually reduced to approximately 5.5 degrees. Mr. Berkebile said those are aircraft that fly those kinds of approaches, and they are rare, but they can be done. Ms. Shingler also added that flying those approaches requires special checkouts and training to do that.

Mr. Chris Nottoli, ESA, discussed the assumptions used for noise exposure comparison (future year 2026) and displayed a graphic depicting noise modeling if no action is taken vs. the proposed project scenario. He stated that the number of operations was scaled up because 2026 will be the first full year the procedures will be used. He discussed the estimated changes anticipated in noise exposure and explained the next steps in the process.

A question-and-answer period followed.

Ms. Tatigian stated that at her residence in the county, it is expected that the aircraft will be approximately 500 feet higher over her home. She said they do get aircraft from 1,200 to 5,200 feet over her home and depending upon the aircraft and arrival or departure, it is very loud. She is thankful for the study and any improvement in increments, but she didn’t feel the impacts would make much difference where her residence is located.

5. Curfew Operations Communication Plan

Ms. Jessica Fletcher, Noise Abatement Specialist, spoke about the Curfew Operations Communications Plan, which was developed to further strengthen outreach and improve compliance among repeat voluntary curfew violators. She presented and explained the curfew violator communications plan. Ms. Fletcher discussed previous successes and the measures taken to achieve success. She also discussed the persistent curfew operators who have repeat violations. She talked about the measures that had been taken to try to reduce curfew operations.

Ms. Fletcher explained the steps that are taken to address curfew violations (Phase 1 – current – initial outreach to violators). She then proposed Phase 2 which would be amplified outreach. This amplified outreach would consist of a more assertive letter to all curfew operators, signed by the NAA Chair and Mayor. There would be potential in-person visits to curfew operators. Phase 3 of the amplified outreach would include a letter and phone call from the Mayor, NAA Board member, or NCC member to express concern and urge voluntary curfew compliance. An in-person meeting with an NAA Commissioner or NCC Member would be requested, and an emphasis would be placed on the fact that noncompliance undermines community trust, quality of life and could impact long-term airport access and policy decisions.

Chair Krawczun thought the proposed plan was a step in the right direction. He thought about how personal contact changes the dynamic. Regarding the FlexJet manager's comment that the passengers are their customers, he stated that FlexJet needs to understand that their customers are our neighbors. He thought that stepping up the contact by getting others involved will provide further success. He said this outreach is a step in the right direction. Regarding FlexJet's comment that their customers come first, Mr. Holland wondered if outreach could include passengers, demonstrating the need for compliance with the curfews. He thought communication and education to the passengers might be helpful.

Ms. Fletcher stated that typically, FlexJet passengers only fly FlexJet. She did not know if FlexJet had ever been asked if materials about the curfew could be placed in their lobby. Mr. Burch said some information had been shared with FlexJets, but they would not share their passenger list. Mr. Holland suggested that staff ask them again.

Councilor Petrunoff wondered if Friends of the Naples Airport could be engaged to assist with sending the message, and Mr. Rozansky explained that the NAA had no role or engagement with the Friends of the Naples Airport. He said staff have met with them as tenants, but staff does not get involved in their efforts. Councilor Petrunoff suggested to meet with some of these tenants and ask them to talk to their group.

Mr. Auron shared that he is affected by aircraft noise like many others and commented that someone was doing their pattern work 300 feet over his home and then they landed at 9:59 p.m., pulling into RexAir. Technically, they didn't violate the curfew, but he wondered if that many patterns had to be done just before curfew. He wondered if it might be worth reaching out to those fringe users who continually operate on the edge of the curfew. Ms. Fletcher said they are regular curfew violators and perhaps it would be good to get some of the NCC or Board members together to meet with them to have a group conversation, stating it could be impactful.

Vice Chair Reed said that he would be happy to contact any of the violators.

Mr. Auron asked if as part of the lease, if a tenant violates curfew, can the NAA require them to put a big huge sign on their hangar stating, "We violated the curfew." Mr. Rozansky stated that including matters that are not of a legal substance in a lease gets tricky. He deferred to Mr. Owens for comment. Mr. Owens complimented Mr. Rozansky's response. He added that our newer version of the lease documents include a provision to comply with our voluntary curfew. As to whether we could take steps to create negative outcomes for voluntary curfews, Mr. Owens stated that we would want to get legal advice from our aviation attorney.

As an airport tenant, Mr. Berkabile commented about the persistent suggestion that people who do not comply with curfew are bad. He offered a different perspective that aircraft in hangars that people own is comparable to a person having a car in their garage. He questioned the idea of calling people "bad" for flying an aircraft for example, at 3 a.m. when the skies are calm and the weather is beautiful without encountering any thunderstorms along the way. He suggested that a better solution might be to write different procedures for takeoff or landings, voluntary flight patterns, use of 14-32. Chair Krawczun understood Mr. Berkabile's point, but countered that he would not be beeping his horn driving down the street at 3 a.m. He added that the level of noise at 3 a.m is different from 3 p.m. He said the issue is the constant repeat violators. Mr. Berkabile understands that other than flight pattern work being done at 9:59 p.m., other ways could be explored getting out of Naples at night. Chair Krawczun said that the NCC has grappled with this for a long time, and there is not a solid answer but we are trying to find balance.

To Mr. Berkabile's point about using aircraft whenever a person wants to use it, Councilor Petrunoff noted that somehow, there are success stories of those managing the process. She suggested finding out what motivates the noncurfew violators to comply with the Fly Safe Fly Quiet program and see if it can be applied to the Naples Air Center or RexAir to encourage them to observe the curfew. Ms. Fletcher commented that NetJets is well respected in the industry, and many people know about NetJets and what they are doing. She said that one of their top motivations is to be a friendly neighbor and NetJets keeps up that appearance because they care about their reputation. Mr. Burch said that success largely resulted from former NAA Chair, Rick Ruppert's efforts to take this on. Councilor Petrunoff suggested recognizing those who are complying with an award from the City. She would like to think more about this and thought that maybe the violators be announced simultaneously.

Procedurally, Chair Krawczun stated that since the meeting is being held both in person and via Zoom, members who wish to make comments should raise their hand to help maintain an orderly process for speaking. He then called on Mr. Auron for comments.

Mr. Auron appreciated Mr. Berkabile's position as well as the other members' comments about trying to get the repeat violators to comply. With regard to flight training activity and pushing the training right up until 10 p.m., he explained the process of night training. There is a requirement to begin training one hour past sunset. He said if sunset is at 8:06 p.m., the activity could begin at 9:06 p.m. and could be finished in 15 or 20 minutes. He said that these pilots can be a good citizen without pushing it to the limit.

The was unanimous consensus of the Committee to support Phases 2 and 3 of the outreach program and to communicate the NCC's support of this program to the NAA Board of Commissioners.

Mr. Auron suggested that the letter signed by the Mayor and NAA Chair, also be signed by the NCC Chair. NCC members and staff thought it was a good idea.

6. John Wayne Airport Noise Abatement Departure Procedures

Mr. Burch presented the John Wayne Airport (SNA) Noise Abatement Departure Procedures and their noise abatement program. He said that he and Ms. Fletcher reached out to their SNA's Noise Office to gain a perspective on some of the things that they do on departure procedures. He spoke about the pre-ANCA noise regulations and stated that John Wayne Airport was especially aggressive on noise-related issues during the 1980's. He said that there was a lawsuit, also in the 1980's, by community groups whereby a settlement agreement was reached that covers regulations related to commercial aviation. In response to the regulations like SNA and HPN, Congress passed the Airport Noise and Capacity Act (ANCA) of 1990 which prevents local governments from adopting new similar ordinances or restrictions but grandfathered existing ones. He said John Wayne Airport monitors commercial airline traffic on departures with 10 noise monitors. He explained some of the departures that they developed which gains height to reduce noise around and over the runway end (similar to NAA's "higher, faster" concept), as well as increasing forward speed to reduce the duration of noise over areas more distant from the runway end. He said that the FAA ultimately formalized these as standard procedures. He reviewed the impact of technology improvements at John Wayne Airport and reviewed Orange County's general aviation ordinance (Pre-ANCA) that sets violations for aircraft that create a single event noise equivalent level above certain thresholds based on their noise monitor data.

A question-and-answer period followed the presentation.

Mr. Rozansky asked Mr. Burch to reach out to John Wayne to learn more about whether they have banned any aircraft from their airport, particularly related to general aviation.

## PUBLIC COMMENTS

There were no public comments.

## F. ACTION ITEMS

There were no action items.

*Chair Krawczun called for a short recess.*

## G. OLD BUSINESS

1. NAA Update – Commissioner Crees

Commissioner Crees provided an update on what the NAA Board has been working on since their recent meetings. Among other updates, he stated that the NAA is advocating for a seat on FAA's

Noise Advisory Committee. He noted the NAA had a presentation on the effect of the runway extensions regarding noise. The discussion was based on jet trends from 2000-2019, and the takeaway was that there had not been a change in noise although the Board has requested additional information. As alluded to earlier, there was a presentation on the airport's capacity. Commissioner Crees also talked about the community sentiment survey results, noting that approximately 9 percent of Collier County and 14 percent of Naples residents expressed unfavorable reviews on open-ended noise responses. It was noted that 70 percent of the noise complaints are generated from eight households and the Board directed direct engagement with those residents. He said that Ms. Tatigian was one of the residents who spoke with the Board.

Commissioner Crees reported on meetings he had attended with some of the airport tenants including NetJets and JSX as well as the air traffic control tower.

He noted that NAA Board meetings are recorded live and encouraged the public to attend in person or listen to it remotely.

2. Staff Update

Mr. Burch provided four industry updates/events that had occurred since the last NCC meeting, applicable to noise issues. The updates included the ICAO recommendations for tighter noise standards for new aircraft, FAA requirement for Reid-Hillview Airport to sell Avgas, Rocky Mountain Metropolitan Airport Court Ruling, and FAA's determination on DNL as being the best metric predictor for noise.

NCC members expressed frustration with the FAA's determination. Mr. Rozansky said that it further highlights FAA's reluctance to change its own noise policy and that any changes will likely have to come from Congress by other means.

3. Noise Report

Mr. Burch presented the Noise Report – May which was inclusive of trends for the past year and a summary of curfew violations and operator efforts. Following the presentation, there was a question-and-answer period.

Regarding Mr. Holland's comment earlier regarding Treasure Coast, one of the top violators, Chair Krawczun noted their reluctance to change their behavior despite the admirable persistence in trying to get them to comply. Mr. Burch said that staff's persistence will not stop. Mr. Holland asked who the company is owned by and suggested the calls to Treasure Coast be escalated to a higher level.

## H. NEW BUSINESS

1. Strategic Plan Focus Group

Ms. King provided an outline of the Strategic Plan which was followed by an NCC focus group for development of the Naples Airport Authority Strategic Plan through next year. She introduced Ms. Mina Merkel who will facilitate the focus group and explain the process for today.

Ms. Merkel said that she has been a consultant with the Naples Airport for about 7+ years. She provided an overview of the Strategic Plan milestones from 2016 – 2025. She said since 2021, focus groups consisting of tenants, staff, Board of Commissioners, vendors, contractors and staff have been used to get input. She said this is the first time the NAA has asked the public to participate in a focus group and that the NCC represents sectors of the public.

She explained that the Scorecard will change to an operational scorecard and the new Strategic Plan will be for the next five years. She outlined the process, using one idea per Post-it™, to generate ideas to learn what is important. Ms. Acosta will write down the Zoom attendees' inputs. The first question asked was what does the NAA do well?

Responses to Question 1:

Councilor Petrunoff - financing and labor to support the Fly Safe Fly Quiet program and ability to get money to conduct multiple Part 150 studies over the time period.

Mr. Holland - operating a safe and first-in-class airport and success of community engagement.

Ms. Tatigian – the NAA does well in informing the public on the noise studies.

Chair Krawczun - outreach and communication. Mr. Garrett wrote down community outreach. Mr. Berkabile also said community outreach and communication.

Mr. Garrett - diversity and solutions to problems – top/down philosophy in thinking out of the box.

Mr. Berkabile – the NAA actively seeks solutions and invests in those solutions. Councilor Petrunoff's earlier comment was similar in financing and labor support as well as funding multiple Part 150 studies.

Mr. Auron - reducing curfew violators. Ms. Merkel put his Post-it™ under community outreach.

Chair Krawczun – Evolving reports and recognizing the need for change to reports.

Vice Chair Reed – Partnership with other community agencies such as Mosquito Control, Humane Society of Naples, and elevating the community aesthetics regarding grounds improvements, etc.

Mr. Auron – beautification of the airport on the grounds.

Mr. Berkabile – self-sustaining airport. Chair Krawczun – good fiscal management and fuels economic development. Mr. Auron – support economic growth of Naples and sustainability.

Chair Krawczun – the availability of the observation area for residents to watch the flights. Ms. Merkel said it could be part of aesthetics but bridges between the community engagement piece.

Mr. Auron - Hiring the best and nicest people.

Chair Krawczun – Stellar compliance with the Sunshine Law.

Mr. Berkabile – the location of the airport itself. Ms. Merkel included his response with economic development.

Mr. Auron – serves the Naples community and aviation community well.

Ms. Merkel stated the second question: What can NAA do better that would have the greatest impact? Responses to Question 2:

Mr. Holland – don't waste time and money on moving the airport.

Councilor Petrunoff – Create a lobbying group of seasonal airports for changing the way we measure noise, etc. Increase federal political efforts for local control. Increase transparency on what is being built out at the airport such as mapping out with City Council with exactly what is being built and what is planned to build. She knows there is a process but a piece that the City as well as the NAA needs to do. For NAA Commissioners to get more involved in the decision-making and policy making versus delegating to the Executive Director. As an example, one of the Commissioners voted to take a grant and only afterwards asked, what are the strings on this grant? She clarified that it is a little too hands off on making important decisions. Training for certain Commissioners in how to deal with the public (not for all of the Commissioners but a couple of them). She said some of the female public feels that there is a little bullying going on and almost heckled by certain members of the Board. She said she could take this offline to provide more information. She expressed concern with the public's focus on safety with some of the recent accidents – the person who tried to take off on New Year's and crashed into RexAir after midnight; the plane that crashed on I75. She suggested an executive session with City leaders to walk through exactly what happened and if there was any way to mitigate it. For example, she said there was water in the fuel tank and no breathalyzer done on the New Year's Eve incident. If she were an NAA Board member, she said she would want to know exactly what happened and what the root cause of the accident was and if there are any controls the airport could put in place to prevent such incidents to happen in the future. Mr. Rozansky asked if there were any efforts by the City to manage what vehicle or boat operators may do on other City transportation infrastructure, and if that could correlate to what the airport could do. Councilor Petrunoff wasn't sure.

Mr. Garrett – Intergovernmental communication.

Mr. Auron – vending machines (drink and food) in the pilot lounge. Creating a lobbying group.

Chair Krawczun – More successful support of elected officials.

Vice Chair Reed – Availability of commercial flights (although he was not advocating for it).

Mr. Berkabile – don't waste time on moving the airport.

Ms. Tatigian – acknowledge residents suffering instead of focusing on delegitimizing them. Use legal means to eradicate or lessen noise. Stop encouraging growth. Ms. Merkel said that response is interesting in the sense that it is a governmental thing and is not necessarily something the NAA

can do. Ms. Merkel put the response with intergovernmental communication. Focus more on the education on health and safety and how it effects the residents on the ground.

Mr. Berkebile – solutions based to do better such as increase departure altitude - test jet departure to 5,000 feet via IFR off 5-23 using Gordon Pass noise sensors. Possible change of airspace to Classification C airspace. Publicly delineate VFR departure and arrival procedures for noise abatement for pilots. Seasonal ATC needs are met. Naples Air Traffic Tower has jurisdiction up to 2,500 feet so any aircraft flying in that zone has to have two-way radio communication with the Naples ATC. With Class C airspace, the zone is expanded up to 6,000 feet within a 10-mile radius. All traffic in that zone only aircraft that have two-way radio communications and ATSB transponders could enter that airspace. Although now versed in this, he suggested that perhaps the NAA could have more authority where the top altitude for jets could go to 5,000 or 6,000 feet unrestricted. Right now, we have a 2,000- or 3,000-foot floor because it is RSW's desire. Councilor Petrunoff supported this idea. Ms. Merkel thought perhaps this could go under the lobbying area.

Mr. Auron – in response to another idea, he pointed out that the airport responds to the growth of the City. He didn't feel the airport seeks customers, but rather it is in response to the City's growth. In a previous meeting, Mr. Auron pointed out that he would like to somehow discourage the City's growth, which would reduce noise impact as well. Ms. Merkel appreciated that some of the ideas could be shared with the City and the County. Councilor Petrunoff requested the idea be amended to Collier County growth, which would include the City of Naples. She said the City of Naples has actually shrunk in population over the last five years, despite the mix being changed. She said Collier County is growing at a 6 percent annual rate and believed that is where the growth is coming from. That plus the mix of who is moving into the City. Mr. Rozansky said the redevelopment cycle we are in is a major contributing factor. He said there is an approximate 12-unit building within the City, Alana, being developed next to the Four Seasons to replace a decades old condominium with a much higher quality condominium with units ranging from 10,000 square feet. Councilor Petrunoff said that he was correct – the development is going from a six-unit condominium of 1,100 square feet to a 12-unit condominium of 10,000 square feet. Mr. Rozansky stated that the Realtor who is representing the developer came to the airport one day and asked for education about the airport because all of the potential buyers that she is speaking with are flying into the Naples Airport. Mr. Rozansky said that it speaks to Mr. Auron's comment because that is what NAA staff are hearing. He said that the buyers are a much different buyer, coupled with the new hotels in the City and the County, contributing to that. Chair Krawczun suggested that a review of an impact analysis be conducted on what the new uses of development will do to the airport. He said it may create opportunities to slow the growth down or create some type of capacity or alternative transportation to access these units. Councilor Petrunoff supported the idea. Ms. Merkel spoke to the point of the intergovernmental piece in getting this to the right place in both the County and the City, as well as Council and County Commissioners who are dealing with this. Mr. Rozansky thought it was a good idea too.

Ms. Tatigian – dispersal of flight paths.

Ms. Merkel stated she would look at the Committee's comments and aggregate them with other focus groups' input. She said it will be combined with the Board of Commissioners' strategic planning ideas and presented during a retreat being held on June 20th. She thanked the NCC for their input. She said to email any other ideas to Ms. King.

## I. PUBLIC COMMENTS

There were no public comments.

## J. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – Committee Members

Ms. Tatigian stated since we have such a large problem with noise in the community, she recommended we meet more than three times a year to find solutions and push ideas to the NAA. Chair Krawczun said he would like to hear from staff about the impact of additional meetings. Mr. Rozansky said that per the Bylaws, we are required to meet at least three times per year and in the past, additional meetings have been added as needed. Chair Krawczun asked what the NAA's interest was in adding more meetings. Commissioner Crees thought it would be valuable, saying the Board wants to hear from the community, and the NCC represents the community. He added that Mr. Rozansky and his team are busy and would not want to put any pressure on staff. He suggested four meetings would be better, and because this is a seasonal airport, the meetings should be conducted during the winter.

Mr. Auron didn't think the NCC needed to meet more than quarterly and that perhaps the meeting could be a workshop to focus on other proposed items such as the additional outreach for different violators.

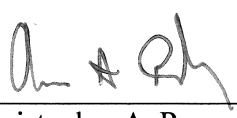
Our next meeting is scheduled for November. Chair Krawczun asked if staff were prepared to answer today, and Mr. Rozansky said that no, staff would like to discuss it internally and follow up directly with the Chair. Without too much disruption to the operation, quarterly may be a good start. His recollection was that some of this was scheduled around seasonal operation and ability for people to attend. Chair Krawczun asked that it be considered at least quarterly.

Ms. Tatigian said many people are using AirNoise to submit noise comments, even though NAA has its own app – but she's had a lot of complaints that it is not working well. Mr. Rozansky said that the issue was resolved a couple of months ago, and the app is working. He requested Ms. Tatigian to connect us with the person who is concerned about the app.

Mr. Rozansky then opened the app on his cell phone and said he was able to file a noise comment.

## K. ADJOURNMENT

Chair Krawczun adjourned the meeting at approximately 11:35 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, May 22, 2025**
**9:00 a.m.**
**Airport Office Building, 200 Aviation Drive North, 2nd Floor, Naples**
**https://us06web.zoom.us/j/88098634379?pwd=rZbeNHGduFjG5CuurqFF7LVucNXfq8.1**
**Passcode:557806**

**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), Chuck Berkebile (Active Pilot), Cliff Holland (City at Large), Mary Tatigian (Northeast Quadrant), Julie Kapler (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 February 27, 2025, Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Recognition of Outgoing and Welcome to Incoming Noise Compatibility Committee (NCC) Members

2. Fly Safe Fly Quiet Leaderboard Results

3. Part 161 Overview – Airport Noise and Access Restrictions

4. Proposed Flight Procedures

5. Curfew Operations Communication Plan

6. John Wayne Airport Noise Abatement Departure Procedures

G. **PUBLIC COMMENTS**

H. **ACTION ITEMS**

I. **OLD BUSINESS**

1. NAA Update – Commissioner Crees

2. Staff Update

    a. ICAO Recommends Tighter Noise Standards for New Aircraft

    b. FAA Requires Reid-Hillview to Sell Avgas

c. Rocky Mountain Airport Court Ruling

d. FAA Determination on DNL vs. NA

3. Noise Report

J. **NEW BUSINESS**

1. Strategic Plan Focus Group

K. **PUBLIC COMMENTS**

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

M. **ADJOURNMENT**