Minutes of the October 30, 2024
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. Menard to take a roll call of the in-person attendees. Committee members present in person were Chair Krawczun, Vice Chair Reed, Mr. Bennell and Mr. Garrett.

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 procedurally, these members may now determine if extraordinary circumstances exist to allow NCC members attending via video teleconference to participate and vote in this meeting.

Mr. Garrett moved approval for NCC members attending via Zoom to participate and vote. Vice Chair Reed seconded the motion. After a roll call vote, the motion passed unanimously 4-0 with Ms. Schmelzle absent.

The Committee members present via Zoom were City Councilor Petrunoff, Mr. Auron, Mr. Holland and Mr. Kuntz.

Commissioner Cuddihy, NAA Liaison, was also present.

Naples Airport Authority (NAA) staff and Counsel present were Mr. Owens, Mr. Rozansky, Ms. King, Mr. Lobb, Ms. Zadorecky, Mr. Warriner, Ms. Arciere, Mr. Brown, Mr. Gamboa, Mr. Chrysler and Ms. Menard. Mr. Burch and Ms. LeDuc were present via Zoom.

B. PLEDGE OF ALLEGIANCE - Chair

Chair Krawczun led the Pledge of Allegiance.

C. ELECTION OF OFFICERS

1. Election of Chair for Fiscal Year 2025

Ms. King stated the Bylaws require Chair and Vice Chair be elected annually. She explained the procedure for electing a Chair. She noted that neither the Chair nor Vice Chair are eligible to serve more than two consecutive terms in that office but may serve again as Chair or Vice Chair after one year out of that office.

Chair Krawczun opened the floor for nominations. Vice Chair Reed nominated Mr. Richard Krawczun for Chair. Mr. Krawczun accepted the nomination and expressed his willingness to serve as Chair for a second term. There were no other nominations.

After a roll call vote, Mr. Krawczun was elected Chair by a unanimous vote 8-0 with Ms. Schmelzle absent. Chair Krawczun thanked Committee members for their confidence in nominating him for the Chair position.

2. Election of Vice Chair for Fiscal Year 2025

Chair Krawczun opened the floor for nominations and nominated Mr. Andy Reed for Vice Chair. Mr. Reed accepted the nomination and expressed his willingness to serve as Vice Chair for a second term. There were no other nominations.

After a roll call vote, Mr. Reed was elected Vice Chair by a unanimous vote 8-0 with Ms. Schmelzle absent.

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

Ms. King said that there was a minor edit to the cover page of the agenda with the addition of Mr. Garrett's name as the Collier County representative.

E. MINUTES

1. Approve May 2, 2024, Committee Minutes

Vice Chair Reed moved approval of the May 2, 2024, Committee meeting minutes. Mr. Garrett seconded the motion. After a roll call vote, the motion passed unanimously 8-0 with Ms. Schmelzle absent.

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Noise Provisions in FAA Reauthorization – Mike Arnold, ESA

Ms. King, Director of Community Relations, stated that during 2024, Congress passed the Reauthorization Bill for the FAA, and it had a numerous sections addressing aircraft aviation noise. She introduced Mike Arnold, Vice President of ESA, to provide an update to the committee about those sections and how they may be relevant to the Naples Airport.

Mr. Arnold explained that the FAA Reauthorization (a process occurring about every five years) would reauthorize an agency to operate for a defined period and set funding levels. He stated that the NAA's previous authorization was set to expire in October of last year, and a few continuing resolutions enabled NAA get through that period. He provided an overview of the Bill signed into law on May 16, 2024, set to expire on October 1, 2028, which includes AIP Formula changes. He also noted that the legislative appropriations process had to be complied with to ensure that programs could continue to operate and remain funded.

He provided an overview of the noise provisions related to Section 703, additional penalties for revenue diversion. As an example, he stated that the NAA had adopted the DNL 60 contour, which allows an extension of funding to the DNL 60 contour, but to implement noise programs that go

beyond the DNL contour would be considered a diversion of revenue. Mr. Rozansky asked if there were any cases where an airport could do soundproofing outside of the DNL 60 without it being considered revenue diversion. Mr. Arnold said no.

Mr. Arnold continued to present sections of the bill and whether they would impact NAA. The sections included aircraft and aviation noise provisions, noise-related stakeholder engagement, advanced air mobility, and unmanned aircraft system research and development.

Vice Chair Reed inquired about the reduction of budgetary allocations for the noise compatibility efforts, and if any of the measures that NAA had implemented would be continued under operating costs. Mr. Rozansky responded there was not yet a budget for the next phase of the noise study, which is the implementation phase. Once a final response is received from FAA, staff would work with ESA to develop an agreement for the implementation phase, and some of those costs would be included in the budget as well as eligibility for federal funding. He noted that federal funding would be more competitive with the reported one-third reduction in funding sources. Mr. Rozansky noted that there are changes to the formulas for general aviation airports and there will be more discretionary funding in what is referred to as the small airport fund. In addition, the authorization is important, but the appropriations are equally important.

Mr. Bennett asked, in reference to Section 787, Reducing Community Noise Exposure, if it was important to have a common voice with the City to ensure that the FAA understands that Naples has one voice with regard to noise, versus conflicted feelings about different procedures for mitigating noise. Mr. Arnold responded that he felt the FAA was more comfortable responding when they know that a community is looking for something specific. However, they are cautious in their actions because they end up dealing with any fallout after implementing measures to address a noise problem.

2. Fly Safe Fly Quiet Leaderboard Results and Revisions

Mr. Zachary Burch, Senior Communications Manager, presented an update of the Fly Safe Fly Quiet Leaderboard program. He stated that to further engage the flight operators in their efforts to fly quieter, the Noise Compatibility Committee and the NAA Board of Commissioners previously approved the development of the Fly Safe Fly Quiet Leaderboard. Changes have been made to the criteria to finetune the program and more clearly recognize the best and most courteous operators.

Mr. Burch provided a program overview, explaining the scoring practices and providing program updates. He also discussed statistics for the third quarter and the fourth quarter, which included A-rated jet, piston, and turboprop operators. Mr. Burch noted that revised criteria in the third quarter resulted in clear 1st through 3rd place winners, with a 3rd place tie in the jets category. He reviewed the winners' results.

Mr. Holland asked about the A-rated jets, the primary reason behind the number not being higher, and the goal. Mr. Burch responded that the criteria stipulates a minimum number of flights because an operator who flies frequently is not equal to someone who flew in one time and did all of the right things.. He explained that the percentage would be higher if the minimum number were lower. Chair Krawczun asked if there would be any merit in showing the number of flights by the

operators who meet the threshold of 50 flights. Mr. Burch responded that we could add that to the report.

Mr. Rozansky said that the approach angle to each runway is measured very closely and should be three or three and a half degrees. Unfortunately, a couple of the runways were impacted due to the recent storm surge and the navigational lighting aids that give the pilots indication of the guide slope, called precision approach path indicators (PAPIs), were initially recovered but have since failed and are currently out of service. He said this has impacted Runway 5 to the southwest corner, which is for approaches for arrivals over downtown. Staff is investigating how quickly the PAPI equipment may be restored, and he explained the associated challenges. Mr. Rozansky noted that the criteria for approaches to that runway may have to be revised, but staff will do everything possible to minimize any disruption. Visual approach guidance was discussed for some types of aircraft but not others.

On page 3 of the presentation, Council Member Petrunoff commented that the circle around the map appeared to all be in city limits. She noted that some of the pilots were flying very low over the downtown area, causing significant noise. Mr. Burch explained the area in which pilots should not be cruising. He said that given the proximity of some homes to the runway ends, there would be people with over-flights under 1,000 feet. Council Member Petrunoff asked for tabulations on the number of aircraft flying below 1,000 feet outside of the circle, and Mr. Burch said that information could be obtained and provided. Mr. Rozansky affirmed, noting that the area of discussion was based more on arrivals than departures, explaining that arrivals have a consistent glide slope for approach to each runway end. Data could not be based on departures because there was no one standard for departure climb rates or angles since aircraft have varying climb performances. Mr. Rozansky noted that the circle area of discussion was exclusively tied to the distance that a three-degree slide slope was to the end of each runway and all aircraft in that area (which was not quite a four-mile circumference).

Commissioner Cuddihy, NAA Liaison, said that this discussion should encompass celebration because this is a significant piece of the process that has been put together to reward people for their efforts to comply with the noise abatement measures. She suggested the recognitions be done on annual calendar quarters rather than fiscal quarters. Mr. Burch responded that it could be done, as the months for each quarter would not change. There was consensus to recognize the winners based on a calendar year. Commissioner Cuddihy also suggested a joint presentation by the NAA and the City Council to celebrate the best aircraft operators in their efforts of our Fly Safe Fly Quiet program. She commented that such recognitions may be done in the form of a plaque or even a letter. She offered assistance with a letter and stated that she felt a more formal and visible process would be well accepted. Mr. Rozansky noted that this topic would be included in the agenda packet for the upcoming joint meeting between the NAA and the City Council.

Ms. King and Mr. Burch discussed how the program is being promoted and ways to continue promoting it while strengthening the outreach. Mr. Bennell suggested the program be promoted in the FBO for other pilots to see.

Regarding a more formal recognition process, Council Member Petrunoff said that this program is great but expressed mixed concerns about the downtown residents' perception that we are scratching the surface regarding their noise concerns. She said the issue is volume, which the city

has limited control over. She noted that the heart of the noise issue was the pervasive volume during the high season over certain parts of the city that this program does not address. She noted that the impacted group is very jaded. Ms. Cuddihy acknowledged that was a fair point, but said it would be helpful if the NAA and the City could start to work together in promoting the progress of the Fly Safe Fly Quiet program as well as to help educate the public that we cannot unilaterally get more local control over volume without the FAA. She said she understood Council Member Petrunoff's trepidation but asked her to consider how we might start working together on these pieces in the meantime. Council Member Petrunoff thought the timing might be an issue. She said when we hear back from the FAA on some of the wins on the local control issues we submitted, may be a better time to roll this out as well. There was discussion regarding the local control issues being outside of the Part 150 Study.

Mr. Rozansky explained the Part 150 Noise Study, or Land Use Compatibility Study, and the Part 161 Study pertains to access restrictions. He did not think it was accurate to describe it as being under local control because federal approval would still be necessary to implement an access restriction. However, he thought Council Member Petrunoff was referring to the topic of federal lobbying strategy to change federal law, the only mechanism to gain more local control. He was hopeful this would be discussed at the upcoming joint City/NAA meeting. He also noted that the next time to effect change in federal law would be during the 2025 Appropriations Bill.

Commissioner Cuddihy clarified that the specific components of the Part 150 Study are very limited recommendations, but the NAA submitted other recommendations with it for FAA review.

In the near term, Commissioner Cuddihy reiterated that as the NAA Liaison to the NCC, she would like to either send a letter, make a presentation, or award a plaque to operators who have earned recognition to continue to enhance the visibility of the program. Mr. Rozansky stated that at this point in October, traffic was down by 20 percent from last year. He stated that the NAA has a postcard that is placed in rental cars and in the flight schools' aircraft. He noted that the FSFQ Leaderboard program should be mentioned on those postcards since it is a new initiative. Mr. Rozansky encouraged Chair Krawczun to help with promoting the Leaderboard program.

Chair Krawczun noted that as part of the next steps, the airport would be doing some promotions, and he wondered if any operators were contacting the NAA to ask why they did not receive recognition. He suggested those who received recognition be encouraged to use their own Leaderboard activity in their marketing materials. He also thought that Ms. Cuddihy's point about promoting this to the community was important including to the people who submit noise complaints.

3. Portable Noise Monitors

Mr. Burch reported that the two monitors had been deployed 16 times in all four quadrants surrounding the airport. Data collected included the number of noise events, locations, duration of noise events, peak noise levels, and corresponding aircraft types and phase of flight. He explained how the data would be used as a model of what is happening in Naples and in our federal lobbying effort strategy. He provided a chart of typical sound levels, equated to varied common sounds. He stated that NAA staff would continue to work with the community to identify those interested in hosting the monitors on their property.

There was discussion regarding the number of noise complaints submitted by the Willoughby Acres resident, shown as "K" on the map and results page of the presentation. Mr. Burch noted that the resident has commented on an airliner that was 17,000 feet or higher and numerous times aircraft flying at 20,000 feet or above are five miles east of her home. He noted that she could be using a flight radar or flight tracking service to look for nearby aircraft. He noted that most of the noise she had reported is very distant. Mr. Rozansky added that monitors were placed at her residence for a week, and there was one recorded noise event involving a Naples Airport flight. Mr. Burch said that she had 63 other community events, including neighborhood party and a barking dog. Burch stated that this resident is either the top 1 or 2 person who submits noise comments.

Mr. Burch discussed results from the other locations where monitors have been deployed, noting that they were picked up during severe weather events. He noted that residents who live in condominiums are asked to obtain approval from their homeowner's association/condominium association when they request a monitor.

Mr. Auron expressed his interest in the community noise events. He found that data to be helpful in putting noise events into perspective. There was discussion regarding the aircraft that got reported even though it was more than 10 miles away from the commenter. Mr. Burch said that resident was the only person in that neighborhood who had ever made a complaint. Mr. Auron stated that the NAA and the NCC take the noise challenges seriously. He commended NAA staff for doing a good job with the noise monitoring.

Mr. Burch shared slides showing aircraft noise event by aircraft type, by operation type and by time of day.

Mr. Burch discussed additional plans and recommendations for the noise monitoring program. He noted that a third portable monitor was purchased, noting that each monitor cost $13,000 and the licenses, software and yearly maintenance costs amount to $50,000.

A question arose regarding the label "community noise events" and whether it could be renamed as ambient noise events, non-aviation events, or something else. Mr. Arnold explained community noise events is the term frequently used across the country. Mr. Rozansky stated that staff would ponder this further. Council Member Petrunoff stated that she would remove the community noise event data set altogether while Mr. Auron and Mr. Krawczun thought that more data sets are helpful.

G. PUBLIC COMMENTS

There were no public comments.

H. ACTION ITEMS

1. Approval of 2025 Regular Meeting Dates

Chair Krawczun asked if the meeting proposed on Thursday, May 1, 2025, could be pushed back to May 8, 2025. Mr. Rozansky had no concern with this request.

Chair Krawczun made a motion to approve the 2025 meeting dates of February 27th, May 8th and November 6th. Mr. Garrett seconded the motion which passed unanimously 7-0 with Mr. Kuntz absent at this time and Ms. Schmelzle absent.

2. Noise Compatibility Committee 2024 Annual Report

Ms. King stated that a copy of the 2024 Annual Report had been provided to each Committee members and that the report represents the activities and achievements of the Committee over the past year.

Chair Krawczun thanked staff for their work on preparing the report. He said it was a great summary of the Committee's work.

Mr. Garrett made a motion to accept the Noise Compatibility Committee 2024 Annual Report. Vice Chair Reed seconded the motion which passed unanimously 7-0 with Mr. Kuntz absent at the time of the vote and Ms. Schmelzle absent.

I. OLD BUSINESS

1. NAA Update – Commissioner Cuddihy

Commissioner Cuddihy provided an NAA update to the NCC members. She stated that during the May Board meeting, Commissioners received a comprehensive airport exploratory study update from ESA, which included the details of four potential sites, the environmental constraints, financial considerations and cost. The Board also received a copy of the full report in July, with copies also provided to the Naples City Council, the Collier County Board of Commissioners and other interested parties.

County Commissioner Kowal spoke to the NAA during their September meeting, sharing that he had asked the full County Commission if they wanted to have a joint session with the NAA Board. They unanimously expressed no interest in meeting to discuss the study.

The next step in hearing from stakeholders will be during a joint meeting on November 7, 2024, between the NAA Board and the City Council. She stated that the NAA Board was very appreciative of the City Council for their willingness to meet and discuss the airport.

During their June NAA Board meeting, the Commissioners learned that there was no airborne lead detected through an airborne sampling study conducted by Airquest Environmental. The study was conducted in response to community concerns of the potential disbursement of lead remissions from

piston aircraft. Samples were collected from seven sites over a four-day period, and no lead was detected.

The NAA Board supported proposed changes to the noise report during the joint meeting and the June meeting, reporting the number of households submitting noise comments versus the overall number of comments. She stated that this would provide a more accurate depiction of the community's reporting impacts from aviation noise. The reporting comments by source will result in more accurate data, specifically whether the comment was generated through Airnoise or a traditional web form or a phone call.

The Board approved a switch to Environment Suite's web form and mobile app instead of the current Planenoise web form used on the NAA website. Both will make it easier for the public to submit noise comments while improving the accuracy of data related to the comments.

Mr. Holland asked how the community was going to be educated about the fact that there was no lead found to be associated with the airport. Ms. King responded by explaining the measures NAA has taken to educate the public and to provide accurate information. Mr. Holland suggested staff meet with the various homeowners associations about this work and data. Mr. Rozansky stated that Ms. King and Mr. Burch are very proactive in contacting community HOAs and civic groups to give a presentation. He added that it is surprising how many don't respond or decline the offer.

2. Noise Comment Form Update

Mr. Burch shared the existing comment form and presented the new updated Envirosuite noise comment form. He provided background information on the system that includes flight tracking and stated that EnviroSuite had improved the current system by developing an app. He said the comment form requires a one-time account setup, which greatly streamlines the users' ability to submit subsequent comments. He said that there is a phone option as well.

He stated that the system will go live on November 1, 2024, rather than October 23, 2024. Staff will monitor comments and respond accordingly while continuing to collect data for the monthly noise report.

3. Staff Update

Ms. King stated that many industry updates/events had occurred since the last NCC meeting. The updated information was provided to the NCC members in their packets. She briefly discussed each of the items listed below.

a. FAA completes noise study for Lantana Airport (FL) – She said the FAA completed their study, and the article was included in the packet.

b. Aviation-Impacted Communities Alliance – There is a letter to Secretary Buttigieg included in the packet that includes grassroots efforts including the entity, Quiet Florida, recognizing that Reauthorization is there and there are efforts to include the public in additional noise-related inputs.

c. Update on NAA's Noise Compatibility Program – The Part 150 is still being reviewed by the FAA and they are on schedule for completing it by the end of December. Ms. King stated there was 60-day comment period as part of that Study which ended on August 17th. She noted that copies of the three comments submitted to the FAA were included in this meeting's packet. All three of the letters referred to the concerns with the Down the Bay flight procedure.

4. NAA Proposed runup locations based on weather conditions

Ms. King provided background information regarding a nearby resident who heard jet engine noise and odors for a prolonged period of time. After investigating, the NAA determined that a jet operator was undergoing necessary engine maintenance, and a required part of that maintenance is a number of engine run-ups. She stated that NAA had taken a careful look at where run-ups were occurring and where those sites were designated on the airfield. ESA was asked to provide some ideas for best practices that the NAA may do differently.

Staff developed a new run-up map that, if approved, would be coordinated with tenants, operators, the tower and placed on the NAA website. She said the newly proposed run-up locations identified would put the noise and the related fumes in areas that would not go directly into residential areas.

There was some discussion about the operations and the safety aspects of doing runups, as well as percentage of thrust limits. A typographical error was noted on the map. Mr. Rozansky said that the label, "See Note 2", shown on the north side Taxiway D5 should be relabeled as "See Note 3."

The consensus of the NCC members was to support to move forward with the proposed runup locations, pending resolution whether or not the NAA could specify the percent thrust.

J. NEW BUSINESS

1. Naples Tower Special Events Memo

Ms. King updated the Committee about the memo sent monthly to the Naples Air Traffic Control Tower (ATC) which lists the publicly announced and scheduled events downtown. The memo requests that "RWY 14/32 be utilized to the maximum extent possible (weather permitting) during the time periods that concerts/events are scheduled to occur in Cambier Park (or events/locations in/near the flight paths)." She stated that staff would continue to attempt to coordinate with the ATC to avoid flights over as many large events and gatherings as possible.

Chair Krawczun asked about the time it takes for the Tower to change the direction of the runway use. He asked if, during a specified time, the runway use would be reverted back to 5/23 if that was the appropriate runway to be used or if the use of 14/32 would last for a longer period of time before and after the event. Ms. King said that communication with the Tower is currently being done during that time. She said at times, because of the level of collaboration that needs to occur regionally, there may be factors that are beyond local control. Mr. Holland thought this sounded

complex and he was concerned about risk. Mr. Rozansky assured the Committee that safety is always of paramount importance.

2. Update Noise Report

Ms. King presented the proposed updated noise report. She stated that staff worked to reduce the size of the noise report without losing valuable data. She said that a key change to the report structure is updating from reporting on the fiscal year-to-date to a rolling 12-month timeframe. Ms. King said that the updated reports would be provided to the NAA Board of Commissioners during their November Regular Board meeting for consideration. She said the reports would be published monthly and placed on the NAA website.

Chair Krawczun asked about the 12 percent increase in curfew violations indicated on the first page of the revised report in the chart, October 2023 – September 2024 Trends, noting that it would be helpful to capture some additional data. He noted that 12 percent could mean three violations or 300 violations. Mr. Rozansky clarified that it was a prior 12-month running comparison, not a one-month comparison. Mr. Rozansky stated that we could add another row, showing the number of violations.

Ms. Cuddihy suggested thinking about the thing that changes the most month-to-month are the people who are new to violations and those who actually fall off of the violator list. She thought it might be good to find a way to note that so that there is knowledge of when a new person is coming in or someone has done a great job, they should be recognized. Ms. King also thought it would be interesting to note that differences in nighttime requirements to get licensure, how many operators are continuing to use the Naples Airport and how many have used the map prepared and distributed by the Noise Abatement Specialist of other locations that could be used within a 50-mile radius from their base location.

3. FAA Aircraft Noise Advisory Committee

Ms. King updated the committee on the FAA's newly formed Aircraft Noise Advisory Committee (ANAC). She provided background information about the new committee and stated that NAA staff had drafted a letter requesting to join the ANAC to the members of the US House of Representatives and US Senate representing Collier County. The letter would also be presented to the NAA Board of Commissioners at their November Board meeting.

Ms. King said that staff would communicate with Congressional representatives as well as contacts from the FAA, seeking to play a role on this important committee.

K. PUBLIC COMMENTS

There were no public comments.

L. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – Committee Members

1. Next Meeting Date: February 27, 2025 – Chair Krawczun reminded Committee members that the next meeting is on February 27, 2025.

There were no other Committee member comments.

M. 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

Please FLY SAFE FLY QUIET
NAPLES AIRPORT AUTHORITY

FINAL AGENDA

Wednesday, October 30, 2024
9:00 a.m.
Airport Office Building, 200 Aviation Drive North, Naples

Commissioner Rita Cuddihy – 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. **ELECTION OF OFFICERS**

1. Election of Chair for Fiscal Year 2025

2. Election of Vice Chair for Fiscal Year 2025

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

E. **MINUTES**

1. Approve May 2, 2024, Committee Minutes

F. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Noise Provisions in FAA Reauthorization – Mike Arnold, ESA

2. Fly Safe Fly Quiet Leaderboard Results and Revisions

3. Portable Noise Monitors

G. **PUBLIC COMMENTS**

H. **ACTION ITEMS**

1. Approval of 2025 Regular Meeting Dates

2. Noise Compatibility Committee 2024 Annual Report

I. **OLD BUSINESS**

1. NAA Update – Commissioner Cuddihy

2. Noise Comment Form Update

3. Staff Update

   a. FAA completes noise study for Lantana Airport (FL)
   b. Aviation-Impacted Communities Alliance
   c. Update on NAA's Noise Compatibility Program

4. NAA Proposed runup locations based on weather conditions

J. **NEW BUSINESS**

1. Naples Tower Special Events Memo

2. Updated Noise Report

3. FAA Aircraft Noise Advisory Committee

K. **PUBLIC COMMENTS**

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

1. Next Meeting Date: *Proposed Date of February 27, 2025*

M. **ADJOURNMENT**