Minutes of the
December 14, 2021 Regular Meeting of the
City of Naples Airport Authority Technical Advisory Committee (TAC)
Virtual Zoom Video Conference

A. ROLL CALL

The meeting was called to order by Michael Arnold at 9:00 a.m. on the Zoom video call.

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

Liaisons present were Commissioner Donna M. Messer (virtual), City Councilman Gary Price (virtual), Peter Green (virtual), Lee Kyker (virtual), Matt Felton (virtual), and Kristy Smith (virtual).

NAA staff and counsel present were Chris Rozansky, Diane Cooper, and William Owens

It was also recognized that Naples Airport Authority Chair Lenhard, Commissioner Rupert, Commissioner Dustin, and Commissioner Cuddihy were in attendance.

Mr. Owens confirmed a quorum was present, as there were three committee members attending in person. Andy Reed made a motion to allow TAC members participating via Zoom to be able to vote. The motion was seconded by Daniel O'Brien. The motion was approved unanimously.

B. PLEDGE OF ALLEGIANCE

Michael Arnold led the Pledge of Allegiance.

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

There were no changes to the agenda.

D. MINUTES

It was noted on the top line of page four there was a typo. It was also noted Vice Chair Dustin was present at this meeting and needs to be added to the attendee list. David Norgard moved to approve the April 13, 2021 TAC Meeting Minutes as corrected. Bruce Barone seconded the motion. The motion passed 10 – 0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Part 150 Study Presentation – ESA

a) **Summary of TAC #5** – Michael Arnold gave an overview of the most recent TAC meeting. During TAC #5, the TAC reviewed items such as the 2021 and 2026 Noise Exposure Maps (NEM), NEM Report, and the Part 150 Study comments that were submitted throughout the Study. Participants also discussed annual operations at the Naples

Airport, the upcoming Noise Compatibility Program (NCP), supplemental analyses that were conducted, and the Part 150 Study timeline.

b) **Land Use and Population Analysis** – Michael Arnold introduced David Farmer with Metro Forecasting Models (MFM). Mr. Farmer is a planning expert performing population work as a part of the Part 150 Study. Mr. Farmer reviewed the Housing Unit Data Methodology and the sources of data used for determining the number and type of housing units in the Naples area. He then gave an overview of MFM's Population Methodology, addressing both average seasonal residents and average permanent residents per home in Naples. Based on these methodologies, MFM estimated there are 81,800 permanent and 34,900 seasonal residents for a total of 116,700 residents during peak season that are within the 4-mile ring (depicted on Slide 10). Mr. Farmer also estimated that planned development may result in about 4,700 additional residents in the future. Mr. Farmer further broke down the population estimates by quadrant. He then presented an example using the population density map with contours to estimate the number and type of residents within the 2021 Day Night Average Sound Level (DNL) 55 and DNL 60 contours. Mr. Arnold noted the Study Team chose to display the DNL 55 as an example since it was discussed in previous meetings as a possible area for disclosure even though it is not the official threshold adopted by the City of Naples and Collier County for land use planning purposes. He reiterated that the City of Naples and Collier County have adopted the DNL 60 as the threshold for determining land use compatibility while the Federal Aviation Administration (FAA) uses the DNL 65.

Mr. Farmer reviewed the methodology for determining the population within the DNL 55 and 60 contours. He estimated there is approximately 2,600 people within the DNL 55. For the DNL 60, Mr. Farmer identified that the only population captured was located to the southwest off the end of Runway 5. There is an estimated population of 80 residents within the DNL 60. Mr. Farmer reviewed the data collected on hotel rooms and how occupancy rates were determined. However, transient population data is not shown in the figures or previous statistics presented by Mr. Farmer because that data is difficult to obtain and is considered a compatible land use.

Councilman Gary Price noted there is an approved hotel in the southwest quadrant at the corner of 5th Avenue S and Goodlette-Frank Road. He noted this because there were some permanent "dots" located outside of the DNL 55 contour. With this future development, there would be transient residents located there as well. Mr. Farmer responded that his team has data on this approved development, which is a 150-room AC Marriot, however since this would be considered transient lodging it would be not included in the image shown. Mr. Farmer explained that the Hyatt House is also not shown because it is transient lodging.

Mr. Arnold mentioned there has been concern raised in previous TAC meetings about areas where aircraft are below 1,000 feet. He discussed the four-mile ring encompasses areas where aircraft on departure or arrival could be below 1,000 feet. Beyond the four-mile ring, aircraft are typically at or above 1,000 feet. Therefore, the population data gives the Study Team a good idea of what the population is when aircraft may be below 1,000 feet. The population information will also be useful as the Study Team evaluates different procedures to potentially reduce aircraft noise.

c) **Sensitivity Analysis** – Mr. Arnold gave an overview of the Supplemental DNL Contour analysis that was prepared to reflect recent seasonal and peak period aircraft activity at the Naples Airport. He noted the purpose of this analysis is to understand and illustrate the community's concerns and to help inform strategies that could result in a reduction in annoyance associated with aircraft overflights. He mentioned that strategies to reduce annoyance could be voluntarily implemented outside of the Part 150 process so long as they meet FAA's safety criteria. The supplemental analyses included DNL 60 contours reflecting the 2021 NEMs along with contours representing seasonal, peak month, and peak jet day aircraft activity for both the northeast and southwest flow. Mr. Arnold noted these contours reflect what the NEMs would look like if they represented peak conditions rather than the annual average.

Mr. Arnold showed the additional sensitivity analyses depicting annual average day contours under different "what-if" scenarios reflecting an increase in estimated jet activity. He reviewed Scenario 1 which was based on a 5% increase in jet activity from 2021 to 2026, which represents a doubling of the original jet growth rate forecast used in the NEMs. This would result in 378 average daily total operations and 172 average daily jet operations in 2026. Mr. Arnold discussed the resulting increase in the DNL 60 and 65 contours that would result under this scenario.

David Norgard stated a recent article in the Naples Daily News projected daily jet usage will greatly exceed what we have forecast in 2026. He believes the quote was that we are already at what was projected in 2040 and asked if this has been considered in this model. Mr. Arnold stated that it was not considered in Scenario 1, but a larger potential increase in activity was considered in Scenario 2. Mr. Arnold noted the longer-term effects of COVID on APF activity are not yet known and continue to evolve. As a result, a second sensitivity scenario was modeled that considered an extreme growth scenario reflecting an extended period of increasing activity. Scenario 2 reflected the following "what-if" conditions: an estimated 25%, 12%, 10%, 8%, and 6% growth in jet activity during each respective year over a five-year period. These growth rates would result in 310 daily jet operations in 2026. He noted that this is an extreme case scenario and that nothing outside jet activity in the past six months indicates that things would go this way.

Chris Rozansky noted the forecast referenced in the Naples Daily News was regarding the 2018 Master Plan. It is a true statement that jet activity has exceeded the 2018 forecast. However, the forecast was updated as part of the Part 150 Study. The sensitivity analyses presented here amplify the activity experienced by Naples Airport in an extreme condition.

In response to a question about whether time of exposure gets factored in when looking at extreme projections and its contours, Mr. Arnold responded that the analysis that the study team is doing is looking at cumulative sound energy. This takes into effect all aircraft operational profiles and acknowledges there is a time period associated with the noise that is reflected in the contours.

Peter Green questioned that for each scenario, for example a busy month, it was assumed that this busy month would occur for the entire 12 months. Michael Arnold explained if the average day in a busy month occurred every day for 12 months, that's what the contour would look like. Mr. Green stated that it would be good for the assumptions to be clarified

in the graphics or report. Mr. Arnold stated that to put mandatory measures in place, they need to show the benefit to the official noise exposure contours, which are based on annual average day. Mr. Green noted the supplemental contours have value but suggested that it is made clear to people that they are looking at peak season or a particular period in time.

Councilman Gary Price noted he understands the FAA looks at the annual average, but his concern is that residents are seeing seasonal spikes that are lasting weeks or months. He stated that it is difficult to find the balance between the federal standard and what the community is experiencing. Mr. Green stated that many communities in Florida are experiencing peak season travel, and it is captured in seasonal contours. In the end, when the FAA looks at the NCP and how it supports requests for federal funding, this plan is based on annual average day per federal regulations. The FAA understands that there are impacts outside of the contours, which can also be discussed. Councilman Price stated he understands there may be funding issues but asked whether this information could be useful in implementing procedural changes. Mr. Green confirmed that this is possible, but the FAA cannot do much officially as part of the Part 150 study based off of the seasonal contours. There are other conversations with the FAA and air traffic that could occur outside of the study. In these situations, the supplemental analyses are informative and can add value. Mr. Green reiterated that the assumptions of these supplemental analyses should be clearly stated.

d) Suggested NCP Measures – Mr. Arnold began this portion by giving an overview of the second phase of the Part 150 Study. He noted the NEMs from Phase 1 had been approved by the FAA. During the NCP, the study team will develop noise abatement, land use, and programmatic measures that could reduce potential noise impacts. Mr. Arnold gave an overview of sample NCP measures and reviewed the Part 150 goals and objectives and community goals and objectives. Mr. Arnold noted more community feedback would be collected during public workshops being held in January 2022.

Jerry Brown asked Mr. Arnold about runway selection when the wind is blowing directly north to south or south to north. He noted it is the perception in the community the FAA uses Runway 23 as the primary runway. Mr. Brown stated this needs to be clarified for the public's benefit. Mr. Arnold explained how the ATC makes decisions relative to which runway is being used. He noted there was a community suggestion related to alternating the calm-wind runway. Mr. Arnold mentioned one example where it was suggested that Runway 14 be used more.

Mr. Arnold noted one of the suggested noise abatement measures suggested in previous workshops was to have a higher-faster departure procedure. He mentioned John Wayne Airport in California as an example of this type of procedure.

Andy Reed asked if land acquisition or trying to pursue eminent domain was what was being referred to in discussing restricting growth between approaches. Mr. Arnold confirmed this measure could have been referring to that as a suggestion.

Commissioner Donna Messer stated the Study Team had done a great job capturing the ideas she heard on other slides. She added the FAA may have some great ideas in addition to this because they see all the Part 150 studies. Peter Green stated the FAA will work

hand-in-hand with the Naples Airport Authority (NAA) throughout the NCP phase. FAA will be careful because the NCP is a local plan, and that the FAA is here to help and provide advice.

David Norgard asked if the NAA were to restrict Stage 3 aircraft, what percentage of aircraft would be impacted. Mr. Arnold confirmed the Study Team has looked into this and noted many of the aircraft operating are certified under Stage 3 but would meet requirements for Stage 4 or higher. In the analysis, the Study Team estimated approximately 10 to 15% would not meet Stage 4 or higher criteria.

Jamie Robinson stated that banning the 10 to 15% of aircraft that likely wouldn't meet Stage 4 requirements would make a huge difference and impact on noise and would make a huge improvement in real life. Mr. Arnold stated the biggest issue for Stage 3 aircraft is departure noise because those aircraft engines do not perform as effectively as newer aircraft. Artie Clark of NetJets noted they perform "static break block" departures at the Naples Airport. He also pointed out all of their airplanes meet Stage 5 noise limits, but some are only certified Stage 3 on a regulatory basis.

Raymond Stricklen stated the real estate disclosure concept does not appear to have an impact on the actual problem. It will diminish value and will present a difficult challenge to allocate who is in the disclosure area and who is not. Mr. Stricklen noted he is not sure why we would spend energy on this initiative. Mr. Arnold responded the idea of noise disclosure is primarily focused on increasing awareness to the homebuyer of property conditions so they can make an informed home purchase decision. If they are informed while making the purchase, they may be more accepting of aircraft noise. He also noted the concerns that Mr. Stricklen made about the effect on value are often raised when these types of measures are discussed.

Mr. Stricklen asked if arrivals and departures could consider a GPS track along the center of the Gordon River. He mentioned it may provide some relief. Autumn Ward captured this in the noise abatement portion of the spreadsheet listing suggestions.

Christopher Rozansky asked the study team to evaluate a slot reservation system that could help with the challenges associated with peak activity. Mr. Arnold added this could also help operationally.

When considering a ban of Stage 3 aircraft, Mr. Rozansky added that it is important for the Committee to refer to the Peter Kirsch memo which provided a legal framework of Stage 2 aircraft versus Stage 3.

e) **ATC Consulting Support** – Mr. Arnold introduced a new member of the ESA team, Kevin Karpe, who will provide air traffic control consulting support. Kevin Karpe provided background on his experience with the FAA and his previous work with similar communities.

Steve Kingston stated after Thanksgiving, jets were lined up for departure as far as one could see. Mr. Kingston asked if there is anything related to infrastructure at the airport that inhibits gate holds. Mr. Karpe responded he has been having conversations about this

with Mr. Rozansky, and there is no reason that they could not do this at Naples. Mr. Karpe noted that while it can happen, it would be different than gate hold procedures at a commercial service airport.

Jamie Robinson stated Naples Airport is different from Newport Beach because Newport Beach has a mandatory curfew, and asked Kevin Karpe to confirm that this was correct. Mr. Karpe stated Newport Beach's curfew is voluntary. Ms. Robinson asked if Newport Beach implements the brake lock system. Mr. Karpe responded he has not heard of that being implemented. Ms. Robinson mentioned Orange County has the higher-faster procedure. Mr. Karpe mentioned they no longer fly the procedure everyone knows of; aircraft are flying a noise abatement departure profile. It is similar to the National Business Aviation Association (NBAA) departure profile and is an international procedure airlines use. Ms. Robinson asked if it could be used here. Mr. Karpe responded it could be used anywhere.

Councilman Gary Price asked Kevin Karpe to describe a gate hold. Mr. Karpe stated that when the demand is exceeding capacity, the aircraft waits at the gate and has a specific time instead of waiting on the taxiway for departure.

Daniel O'Brien stated in the past there has been discussion on a 2,000-foot clearance altitude and asked if it is possible to have a higher altitude given for initial clearance. Mr. Karpe stated there is currently a 2,000-foot hold-down but he is not sure why that is present. He noted he hopes to speak with the FAA about that.

f) FAA Meeting Debrief – Mr. Arnold gave an overview of the meeting that took place on November 15, 2021, between the NAA, Congressman Mario Diaz-Balart, and FAA leadership. During this meeting, they discussed community concerns about aircraft noise and the ongoing Part 150 Study to ensure that there was an open line of communication between all parties involved. Diane Cooper added this was a great meeting and having all partners at the table helped everyone understand the issues. Ms. Cooper reiterated the commitment to working together towards solutions.

g) Study Timeline – Autumn Ward gave an overview of the Part 150 Study timeline. She noted that the study team is evaluating the NCP recommendations received from stakeholders. Ms. Ward announced that there will be public workshops coming up on January 18 and 19, 2022.

Peter Green noted that moving forward the FAA will be involved to provide assistance and input during the process. Mr. Green would like to have a schedule of future TAC meetings so that FAA can begin to coordinate.

2. NetJets Introduction

Mr. Arnold gave a brief introduction of Artie Clark with NetJets. Mr. Clark introduced himself and then provided an overview of NetJets and its noise abatement initiatives.

Jamie Robinson asked for clarification on the word "owners," as the company actually sells blocks of time. Mr. Clark clarified they refer to customers as owners because the program requires them to purchase a card but clarified they are not the owners of the jets.

Ms. Robinson asked what percentage of operations at Naples Airport are NetJets. Mr. Clark stated he had to defer to the NAA but there had been 8,000 operations in 2021. Diane Cooper clarified that NetJets accounts for approximately 22% of jet operations at the Airport. Ms. Robinson noted NetJets referenced Runway 5-23 as preferred and asked that they remove this language. Ms. Cooper stated this language comes from the prior Part 150 Study's approved recommendations. This is not NetJets or operator-specific language. The Study Team will consider revising this language as part of this NCP.

Ms. Robinson asked if NetJets pays landing fees at Naples Airport. Mr. Clark mentioned NetJets is subject to all fees associated with doing business at Naples Airport. Ms. Cooper stated while there are other fees, Naples Airport does not have a landing fee structure. Jamie Robinson asked this to be added to the list of suggestions.

Mr. Arnold asked Mr. Clark if NetJets conducts outreach directly with the jet users, those sitting on the back of the plane, to raise awareness about the noise sensitivity of the community. Mr. Clark stated there is some signage, but it depends on location. Mr. Clark noted discussions have been initiated about providing a handout or something similar that could bring awareness to jet users at Naples Airport. The most common piece of feedback they get from users is that they had no idea of the existence of a noise curfew.

F. PUBLIC COMMENTS

Commissioner Rick Ruppert noted NetJets had 8,000 operations at Naples Airport, but it is his understanding there have been 113,000 operations at the airport on an annual basis. He asked if this would put them in the 7% area and asked for clarification on this percentage. Mr. Arnold clarified the number referenced jet operations at the airport versus total operations at the airport. Commissioner Rupert stated this would make the denominator approximately 40,000 which Mr. Arnold confirmed as approximately correct. Commissioner Rupert stated NetJets makes up 7% of total airport operations and 22% of jet operations and noted he wanted to make sure these statistics are clarified.

Commissioner Kerry Dustin stated on page 11 of the presentation, there is a population density chart that shows future population growth might be approximately 4,700. He stated the area is dense and there is not a lot of room for growth. In some cases, he said the density is shrinking because two homes are being taken down and one is being added in their place. Commissioner Dustin stated that he is trying to understand how operations are projected to grow 5% per year when the population growth is 4% over a five-year period. He asked if it's realistic to have such continued growth when not as many people can move to Naples. He believes 4% is a limiting factor that should be considered. Mr. Arnold responded this is a great observation and that there are areas of Collier County and the region that are growing at a fairly high rate. Mr. Arnold stated there are more people living in Naples that are using the Airport. However, it is hard to predict how this is going to drive traffic and if it is a temporary trend or something that will continue to grow. Commissioner Dustin agreed and stated the study team needs to look carefully at this and keep in mind that there are other airports in Collier County that may attract some of the growth.

Mr. Rozansky added the 5% growth rate in jets mentioned is not an actual forecast; it was a sensitivity analysis for a hypothetical extreme.

Mary Tatigian thanked everyone for allowing her to speak. She stated that she had prepared a statement and a few questions. The statement was as follows:

> My name is Mary Tatigian and I've lived in Naples for 38 years, and 21 years in the home we are in now. I'm also a registered nurse for 28 years. I live in the northeast quadrant, Runway 5-23, which is used 85%. I noticed that the noise maps didn't even cover my area. We live approximately eight miles from the airport and in correspondence with the FAA, they told me the flights are approximately 1,600 feet over our neighborhood and over our house. It's pretty low. I use a sound meter outside of my deck where aircraft fly over. The decibel reading I'm getting is 65 to 80 decibels. The flights come in for hours at a time, some days not always, every three to six minutes. We can hear the aircraft inside our home. It is usually the first thing I hear in the morning; it wakes me up, and the last thing I hear when I go to bed. This is real. This noise is real and it's unacceptable. The jets are not following the noise curfew. The aircraft is basically ruining our quality of life. I recently formed a group in March 2021 called Quiet Collier to combat this noise pollution that many of us residents are dealing with. I didn't hear much discussion on noise pollution as a health issue, but noise pollution is now the new secondhand smoke. Noise pollution is a health risk, and like I said I have not heard anyone mention that. It's mentioned as an annoyance. It's not an annoyance; it's a health issue and the World Health Organization says so. The World Health Organization stated that noise seriously harms human health and interferes with people's daily activities at school, at work, at home, and during leisure time. It disturbs sleep, causes cardiovascular and psychological effects, reduces performance, provokes annoyance responses, and changes social behavior. Importantly, it negatively affects our children's ability to concentrate. Even while you're asleep, your mind is filtering out noise. The adrenal gland secretes stress hormones when you are experiencing noise pollution or stress. It's similar to being in a state of a fight or flight syndrome for long periods of time while you're experiencing that noise. It is extremely unhealthy for your mind and body to be in that state that frequently. I heard the word annoyance used; this is not an annoyance. This is basically a criminal act to knowingly harm individuals, humans, and animals purposefully on a daily basis. The information is well documented and there are many groups fighting this issue throughout the United States. My question to the FAA, I know there's some of them on the line, and to everyone, how do you justify flying aircraft so low and so frequently over our neighborhoods? The Naples Airport is way too small to handle all this jet traffic. This is a crisis. You are completely ruining our quality of life, and we want our quality of life back. My question again is, to the FAA, how do you justify flying aircraft so low and so frequently over our neighborhoods and purposefully harming us on a daily basis? Thank you.

Mr. Arnold thanked Ms. Tatigian and noted the FAA is in the process of evaluating health risks related to noise as a result of the FAA Reauthorization Act of 2018.

Bebe Kanter introduced herself as the owner of Quiet Collier Incorporated and an advocate for quiet schools. She stated the FAA has signed off on the Part 150 Study NEMs and has confirmed there is a school within the NEM contours with 1,000 students. Ms. Kanter stated the approved results of the noise study make it clear that noise remediation at Mason Classical Academy is required. She added studies have shown that students exposed to high levels of aviation noise

achieved lower reading competency and may sustain permanent hearing damage. Ms. Kanter stated the money to address this problem has been appropriated by the federal government and the final step in the process is for the Airport to submit the application. Ms. Kanter stated jet engines are much quieter than they were in 2014 or will be in 2024, but because Mason is so close, the noise generated during lift-off will remain too high. In June, she and one of her consultants analyzed historical curfew violation data and determined that virtually none of them are jets. Ms. Kanter wanted to know how pre-lift noise could be higher before take-off. Furthermore, she also wanted to know how runway procedures could be modified to reduce playground exposure to noise. Ms. Kanter wanted to know how long it would take to submit the application for noise mitigation if the school did qualify for it. Mr. Arnold responded that for the FAA to participate in funding a measure such as sound insulation for a school there are a number of eligibility criteria that would have to be met, and the recommendation would have to be included in the NCP and approved by the FAA. He also said this measure has been identified and will be evaluated as a part of the NCP. Ms. Kanter asked for clarification on whether they would have to wait for the end of the Study or if it could be submitted now. Mr. Arnold explained that when the NCP is submitted, the FAA has 180 days to review the document and issue a record of approval for every measure included, which will likely be mid to late 2023. Ms. Kanter asked for an explanation on why it's louder than 60 decibels when planes are on the ground. Mr. Arnold explained that aircraft generate more than 60 decibels and that the DNL 60 she is referring to is the cumulative noise exposure. He reiterated this is the metric that is used for the Part 150 Study. Ms. Kanter continued to ask additional questions about the noise levels experienced at the Mason Classical Academy and the noise levels generated by different aircraft types.

Linda Nelson introduced herself and stated she's lived in Collier County for 30 years and has been in the southwest quadrant for 25 years. When she purchased her home, she was fully aware of the Airport. She stated the night curfew is very important and noted in the past 25 years, Runway 5 moved closer to her home when it was extended. Ms. Nelson stated there are now more operations, and the jets are really loud. She stated that it's 72 to 88 decibels when outside, and over 60 decibels when inside. Ms. Nelson mentioned that planes fly below 1,000 feet over her home. Ms. Nelson stated there are challenges with the noise, and that while some planes are loud there are others that are quieter. She reiterated that she wants to advocate for enforcement of the night curfew as she thinks it will make the biggest impact. She also encouraged an education campaign and putting pressure on people to comply with the curfew. When analyzing the data on airport users that are not exempt from the voluntary curfew, those users are based at the airport and are disrespecting those that live under the airspace. The Master Plan also does not mention the curfew at all and that is appalling. She would like the curfew to be incorporated into the Master Plan.

Bob Bernardi introduced himself and stated that this is an impressive package that the team is working on. He stated he didn't see anything about noise sensitive areas such as schools, churches, day care facilities, and parks. Mr. Bernardi wanted to understand how flight paths will be analyzed utilizing this data. Will there be multiple flight paths threading through? Lastly, who will decide what the flight paths should be? In his opinion, the City Council should have a strong say on which path is used and not a consultant, and that he appreciates an answer over time. Mr. Arnold provided information on the process for suggesting flights paths and that the NCP will be looking into possible alternatives with stakeholder input.

Chris Rozansky noted he appreciated Mr. Bernardi's comment about City Council and that the NAA has presented to them during the first half of the study. The NAA will try to schedule time to present this data specifically with the City Council.

G. ACTION ITEMS

There were no action items at this time.

H. OLD BUSINESS

There was no old business at this time.

I. NEW BUSINESS

1. Noise Exposure Map

Now that the FAA has issued a determination, Michael Arnold stated that the public availability of the NEMs will be published in the newspaper as an advertisement. The FAA will also be publishing their findings relative to the NEM Report in the Federal Register.

2. Next meeting date

It was determined that five of the seven TAC members currently present at the meeting would tentatively be available for a TAC meeting on both February 10 or February 24. One of the seven TAC members present during this point of the meeting would only be available on February 10, and one of the seven TAC members present during this point of the meeting would only be available on February 24.

J. PUBLIC COMMENTS

There were no additional public comments.

K. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – COMMITTEE MEMBERS

There were no additional TAC member comments.

L. ADJOURNMENT

With no further business, the meeting adjourned at 12:18 p.m.

Natalie Palomino
Secretary

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

CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Part 150 Noise Study Technical Advisory Committee (TAC)
Notice of Regular Meeting

FINAL AGENDA

Airport Office Building, 200 Aviation Drive North, Naples or
Register via the Virtual Meeting Link Below

Tuesday, December 14, 2021
9:00 a.m.

Please note: *Because of the COVID-19 pandemic, the TAC meeting will be a hybrid meeting whereby the public is invited to participate in person or via Zoom. Members of the public may join the webinar by registering at the following link:*

https://bit.ly/NaplesAirportTAC6

Committee Members

Bruce Barone – Fifth Avenue South Business Improvement District Representative
Joan Tobin – Third Street South Business Improvement District Representative
Phil Boyer – Piston Representative
Jerry Brown – City at Large Representative
Michael Dalby – Greater Naples Chamber Representative
Danielle Hudson – Naples Area Board of Realtors Representative
Steve Kingston – Jet Representative
David Norgard – Southeast Representative
Daniel O'Brien – Northwest Representative
Andy Reed – County at Large Representative
Jamie Robinson – Northeast Representative
Raymond Stricklen – Southwest Representative

Liaisons/Participants

Commissioner Donna M. Messer – Naples Airport Authority Liaison
City Councilor Gary Price – Noise Compatibility Committee Liaison
Office of Representative Mario Diaz-Balart, Florida's 25th Congressional District
Peter Green – FAA Liaison, Airport District Office, Orlando
Lee Kyker – FAA Liaison, Airport District Office Atlanta
Matt Selton – FAA Liaison, Chief Engagement Officer
Joe Molsen – TRACON/RSW Liaison
Stacey Nichols – Naples Air Traffic Control Tower Liaison
Erica Martin – City of Naples Planning Department Liaison
Jamie French – Collier County Growth Management Division Liaison
Christopher A. Rozansky – Executive Director
William L. Owens, Esq. of Bond, Schoeneck & King, PLLC – Authority Counsel

Welcome. All written, audio-visual, and other materials distributed to Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

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

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

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

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

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

1. Determine Committee Quorum

    a. In person attendance – 25% or greater

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

    c. Committee Quorum – Majority of appointed committee members

B. **PLEDGE OF ALLEGIANCE**

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

D. **MINUTES**

1. Approval of October 5, 2021 Meeting Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Part 150 Study Presentation – ESA

    a. Summary of TAC #5

b. Land Use and Population Analysis

c. Sensitivity Analysis

d. Suggested NCP Measures

e. ATC Consulting Support

f. FAA Meeting Debrief

g. Study Timeline

2. NetJets Introduction

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

H. **OLD BUSINESS**

I. **NEW BUSINESS**

1. Noise Exposure Map

2. Next Meeting Date

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**