Minutes of the February 23, 2023
City of Naples Airport Authority Noise Compatibility Committee

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

A. ROLL CALL - Chair

Present were Chair Auron, Vice Chair Krawczun, Mr. Bennell, Mr. Bennett, Mr. Holland and Mr. Kuntz. City Councilor Petrunoff and Mr. Cohen were absent. Due to an early morning conflict, Ms. Schmelzle arrived after roll call. Commissioner Cuddihy, NAA Liaison, was also present.

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Burch, Mr. Gamboa, Mr. Reyes, Ms. Arciere, and Ms. Menard.

B. PLEDGE OF ALLEGIANCE - Chair

Chair Auron led the Pledge of Allegiance.

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

There were no changes to the agenda.

D. MINUTES

1. November 3, 2022 Meeting Minutes of the Joint Noise Compatibility Committee and Technical Advisory Committee

Mr. Kuntz moved approval of the November 3, 2022 Joint Noise Compatibility Committee and Technical Advisory Committee meeting minutes. Mr. Bennell seconded the motion. The motion passed unanimously 6 – 0, with City Councilor Petrunoff, Ms. Schmelzle and Mr. Cohen absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Part 150 Study Update

Mr. Burch provided an update on the Part 150 Study that began in late 2019 and the Draft Noise Compatibility Program (NCP) that was published on February 6th. He said that the public comment period lasts through March 17th. He announced the two public open houses and the public hearing that will be held on March 9th to speak with staff about the Study and to have an opportunity to submit verbal or written comments. Mr. Burch highlighted the NCP noise abatement, land use, and program management recommendations being considered for FAA approval as well as other recommendations to be considered outside the Part 150 Study. He noted that the measures will be considered for approval by the NAA Board of Commissioners at their April Regular Meeting. He reviewed the timeline for submitting the plan to the FAA for review and approval. Mr. Burch stated the Study documents can be viewed and downloaded from our website. He also stated that the NAA is engaging an independent flight procedure design firm to further evaluate operational changes.

Mr. Rozansky expressed disappointment with some of the public's perception that the Part 150 Noise Study has been a failure. He stated that a significant amount of time and effort has been spent on this process and that it is a necessary step to leverage a diverse cross-section of community input that is also necessary for the measures being pursued outside the Study with the help of the flight procedures firm. He added that the NAA initiated the Study before the growth and activity occurred due to COVID to try and maximize what we can do for the benefit of the community while still operating a safe public airport. He said the airport does not dictate growth, rather the growth is happening due to an incredible amount of development. He said our next step is to lobby Congress, and the first question congressional members will ask is, "Have you done everything you can with the FAA"? He reiterated that the Study is beneficial and reflects our commitment to minimize the impact to the extent legally permissible, even though this is a long and tedious process in trying to effect change with a federal agency. Chair Auron expressed his frustration with the time-consuming process as well and commended the NAA for going above and beyond in looking at all the options to reduce the noise and their willingness to spend the necessary time and funds on this process.

There was discussion regarding other platforms that may be available to mitigate noise concerns as well as the Part 161 process. Mr. Rozansky stated that it's unlikely a Part 161 study would be approved by the FAA. He added the FAA recognizes that the Part 150 Study process has outlived its useful life, and he believes it will be discussed later this year during FAA Reauthorization.

Vice Chair Krawczun echoed Chair Auron's comments about the time spent on this process. He said it was thorough and well done with a lot of patience to allow a host of public input. He congratulated the NAA, Board and staff as well as the ESA team. Vice Chair Krawczun addressed his concerns regarding the NCP proposal to increase the use of the crosswind runway (see his entire comments attached). Based on the information he presented, he said that the increased use of the crosswind runway should not be included in the NCP. Mr. Rozansky appreciated Vice Chair Krawczun's comments and recommended that he submit them through the Part 150 email address that has been made available. Mr. Rozansky stated that if Committee members have specific comments regarding their respective quadrants, it would be helpful for our commissioners to hear their concerns.

Vice Chair Krawczun requested more information about the FAA's view of using the proposed route down Naples Bay. Mr. Burch said that this will be covered in the third presentation on today's agenda.

2. Update to the Aircraft Noise Stage Analysis – ESA

Ms. Autumn Ward of ESA presented the update on the Naples Airport jet fleet and their minimum stage levels. She explained aircraft noise stages for Stages 3, 4 and 5, with Stage 5 being the

quietest of the jet fleet. She presented a bar chart showing Calendar Year 2022 jet fleet mix data and the percentage of Stage 3 jet aircraft only (denoted in blue), those that would meet Stage 4 or 5 (denoted in orange) and those that could meet Stage 5 (denoted in gray) for CY 2019, 2020 and 2022.

Overall, she said that while the fleet mix has remained similar, older aircraft are being phased out slowly. She noted that many of the Stage 3 aircraft would meet Stage 4 or 5 but certification to do so is very costly.

In response to Mr. Holland's question regarding the decibel difference between Stages 3, 4 and 5, Mr. Justin Cook of ESA, who was present via Zoom, noted that there are perceptible changes between each stage. He said there is a 17-decibel difference between Stages 3 and 5 and it is a significant noise reduction. Mr. Burch stated that the difference between Stages 3 and 4 was 10-decibels.

Mr. Holland asked how different the bar chart would look three to five years from now. Ms. Ward stated that in two years, we have seen a 5% decrease in Stage 3 aircraft but was hesitant to make a prediction about the future. She did comment that people are buying newer aircraft.

Mr. Rozansky added that there are a couple of drivers of the transition in the fleet mix. He said that Congress provided an accelerated depreciation incentive where 100% of the aircraft could be written off in the first year but that this incentive is starting to sunset. Mr. Rozansky stated that he has asked our lobbyist about renewal efforts, but because it deals with taxes, it would fall under a separate bill from Reauthorization. He said that the FAA Reauthorization Bill expires on September 30th of this year. Mr. Rozansky stated that the fleet mix will be a continued progression because of newer ADSB technology requirements. He said that operators are finding the cost to install ADSB in older jets costs more than the value of the jet.

Mr. Rozansky acknowledged Ms. Schmelzle who joined us just before this presentation began.

3. Summary of the December 14th FAA Meeting and Actions Since

Mr. Burch recapped the meeting held with the FAA, NAA, ESA and Naples City Manager on December 14th. He said the meeting resulted in a commitment by the FAA to provide a response to several of our action items presented. Mr. Burch stated the FAA responded to these agreed-upon action items on February 1st. He provided an overview of each action item and the FAA's response. The FAA's presentation appears in the Committee packet. Mr. Burch stated that our flight procedure design consultant will be reviewing the comments for the Goodlette-Frank Road and Down the Bay options. He said that the NAA will be investigating the feasibility of an optimized profile descent (OPD) procedure. Regarding the 3.5-degree arrival glideslope, Mr. Burch said that it is operationally feasible according to RSW AT; however, it requires approval

from Flight Standards. He stated that the FAA calculated the percentage of APF operations on SHFTY vs. PIKKR over a year, and the information is captured in the slide presentation.

There was discussion regarding the FAA's review of departures from Runway 23, increasing departure altitude clearances above 2,000 feet, the timeline for the NAA to pursue and submit viable action items through the IFP Gateway, the role of City Council and the airport's role in the governance of this process.

4. Noise and Operations Monitoring Systems (NOMs)

Ms. Ward and Mr. Cook presented the history of the NOMs system and the types of NOMs systems available, including permanent and portable options. She said the monitoring terminal hardware consists of measurement components that effectively serves as a sound level meter. She said that the permanent option costs approximately $25,000 - $30,000 per site, and the portable option costs approximately $15,000-$20,000 each. Ms. Ward reviewed the technical specifications and provisions to include in the formal Request for Proposal.

Mr. Burch stated that there was an urgency on this topic, and at its January Regular Meeting, the Board approved staff to go forward with the RFP for the purchase of both permanent and portable options. He said that in the future these types of topics would normally come before the NCC first.

Chair Auron said he understands the sense of urgency. He added that he would like an opportunity to see what is proposed and for the NCC to have input on the locations of these systems. Mr. Burch said that as we move forward with this, he will bring information back to this Committee for review and input.

5. Fly Safe Fly Quiet Program

Mr. Burch gave a presentation on completed and in-progress initiatives related to the airport's Fly Safe, Fly Quiet (FSFQ) program. He said that we have boosted our efforts, especially to encourage the aviation community to follow the curfew whenever possible. He said that the program goals are multifaceted and include educating the public on FAA guidelines as well as communicating the airport's efforts to be responsive to the community's needs. He provided an overview of our community outreach efforts, samples of noise-sensitive branding materials that promote being a good neighbor, outreach efforts of FSFQ through social media platforms, live flight tracker, noise abatement webpage updates, as well as the creation of landing pages for public Wi-Fi and all flight planning computers. He presented examples of media coverage promoting the FSFQ program and videos developed promoting awareness of FSFQ to be displayed on the airport terminal's coffee machine displays as well as on social media. He presented a donut chart that showed a 39.2% reduction in FYTD curfew violations, a 98.9% FYTD voluntary curfew compliance rate and a 76.9% reduction in FYTD noise comments. Mr. Burch highlighted other ongoing initiatives.

There was a discussion regarding the 21 Treasure Coast flight training operations at our airport in January. Mr. Burch stated that staff did not have great success in contacting the school. He said that to be more proactive with these flight training schools, he was planning to get a list of all flight schools that could use the Naples Airport for night training activity and ask their chief pilot to put in their notes that we prefer they not fly here.

Chair Auron publicly commended Elite Jets for their efforts in reducing their violations. He stated that Elite Jets is a business and sometimes has to come in or depart during the Voluntary Curfew hours (10 p.m. – 7 a.m.) but has shown many examples of times when they made concrete efforts to avoid violations.

F. PUBLIC COMMENTS

Mr. Rick Ruppert, 4901 Gulf Shore Boulevard North, Naples, said after attending today's meeting, he realized how valuable the NCC is to the residents of the City of Naples and Collier County as well as to the Naples Airport Authority and its Board of Commissioners. He recognized the amount of work that NCC members have done and continue to do with the TAC. He said the NCC continues to do a yeoman's job and does a lot of the heavy lifting on data, opinions and public comments. He encouraged Committee members to keep up the good work. He said hearing the Committee's views today was valuable in helping him understand what their priorities are. He hopes the NCC is fairly aligned on those priorities that they support and asked that they communicate their viewpoints to the public as a whole and, with the communities that they represent. He reiterated that if you are aligned as a group, let it be known that the group speaks as one. He again expressed appreciation for their service.

G. ACTION ITEMS

There were no action items.

H. OLD BUSINESS

1. NAA Update – Commissioner Cuddihy

Commissioner Cuddihy reported that at the January Board meeting, NAA Chair Dustin and Vice Chair Ruppert were re-elected to serve as Chair and Vice Chair for 2023 and that Chair Dustin appointed her to serve as NCC liaison. She reported that three NCC members' terms will expire at the end of March, and six applications were received for the three seats. She said that the NAA Board will make selections during their March 16th Board meeting. Commissioner Cuddihy expressed appreciation to Mr. Harvey Cohen, who has chosen not to reapply, for his years of service to the NCC. As noted earlier, the Draft Noise Compatibility Program was published for

public comment, which will be accepted through March 17th. She provided information about the two open houses and the formal public hearing to be held on March 9th. She noted that the Board will vote on the final NCP recommendations at their April 20th Regular Meeting. She said that public outreach and engagement are critical aspects of NAA's efforts to engage with the entire community and encouraged anyone interested in scheduling a meeting or presentation to contact Mr. Burch at 239-643-0733 or zburch@flynaples.com.

Commissioner Cuddihy addressed the governance question that was raised earlier. As a Board member, she said that everyone's input is important to her. She said it can be challenging to sort through all the comments from the public and determine how big each issue is. So, she does look to City Council for help in putting that in perspective. She stated that it appears that the Council's comments are not exactly aligned with the City-at-Large, and she is trying to consider their comments but also every comment that she hears. Equally, she said what the NCC does and what we heard from the TAC is incredibly meaningful in her decisions. She has looked at each of the measures and has asked difficult questions, and she appreciates how the NCC and TAC have responded and weighed in on how they would rank the measures. She said the NCC and TAC comments will weigh heavily on how she makes her decisions.

Commissioner Cuddihy thanked the NCC and appreciated the opportunity to spend time with them and get their perspectives. Chair Auron thanked her for supporting the NCC.

2. Noise Report

On page 3 of the Noise Report, Vice Chair Krawczun referenced the second and third bullet regarding staff's ability to locate contact information for a percentage of violators. He asked if there was a way to back into who the pilot is. Mr. Burch explained that it can be difficult to obtain contact information because aircraft can be registered to a bank or an LLC. He noted that in those cases, everyone gets the letter making them aware of the curfew violation.

Commissioner Cuddihy congratulated NetJets, who was previously the biggest offender of nighttime operations, for complying with our voluntary curfew program. She said that in speaking with companies like NetJets, Elite Jets and others, she realized that the owners and presidents have established a culture that is drilled down to every employee within their organization. She said it was impressive to hear them talk about how their salespeople and/or dispatchers have spoken to the end users to convince them to move their flight times to avoid the curfew because this has become a big issue for the community. She said getting the education to the end user level and having that culture built-in will make a difference. She said she was hopeful that this will happen more from a cultural standpoint rather than from calling out a violation standpoint.

To that point, Mr. Burch added that we are encouraging operators to let us know when their customers change their flight plans to accommodate the curfew because otherwise, we do not have

a way of measuring this. He said that often they make these efforts at their own financial expense. Mr. Burch stated that by hearing these stories, we can help tell that story and give them the credit they deserve.

Chair Auron thanked Mr. Burch for his comments. He said that in a previous meeting, he asked that we accumulate these stories so that we may recognize these operators in a public forum. He said these operators have expressed frustration for being vilified when they are doing their best and we need to make sure they are recognized because they are trying to help.

I. NEW BUSINESS

1. Next Meeting Date

Chair Auron announced that the next meeting date is scheduled for April 27th; however, he asked Committee members if they would agree to move this meeting date to May 4th.

Mr. Kuntz made a motion to move the next NCC Regular meeting to May 4th. Vice Chair Krawczun seconded. The motion passed unanimously 7- 0 with City Councilor Petrunoff and Mr. Cohen absent.

J. PUBLIC COMMENTS

There were no public comments.

K. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS - Committee Members

L. ADJOUNRMENT

Mr. Auron adjourned the meeting at 12:01 p.m.

Christopher A. Rozansky
Secretary

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

Comments by Vice Chair Richard Krawczun at
Noise Compatibility Committee Meeting
Thursday, February 23, 2023

I would like to address the proposal to Increase the use of the Crosswind Runway.

First it should be noted that the Increased Use of the Crosswind Runway is not in the scope of the Part 150 study, though the matter is included in the Draft NCP report.

Contained in the Draft Noise Compatibility Program, specifically in Chapter 2. Section 3, Page 2-14.

" Currently, approximately 13 percent of jet aircraft use Runway 14/32 and a review of historic data indicates that this use has decreased over time. The 2026 NEM runway use assignments and operations were modified to reallocate jet operations from Runway 5/23 to Runway 14/32. Two evaluations were conducted. The first analysis redistributed 15% of all jet aircraft operating on Runway 5/23 to Runway 14/32. The second analysis redistributed 20% of all jet aircraft operating on Runway 5/23 to Runway 14/32. Each redistribution resulted in an increase in overall jet operations on Runway 14/32 and a reduction of jet operations on Runway 5/23. The redistribution of jet operations had a very small effect on the 2026 NEM DNL 60 contour. The results showed a very small increase in contour size off the ends of Runway 14/32, with a corresponding very small reduction in contour size off the ends of Runway 5/23.

The resulting benefits of the redistribution of runway utilization was minimal. However, as runway use approaches 20%, the contours begin to extend into noncompatible land uses off the Runway 14/32 ends, and the number of people affected within the DNL 60 contour begins to increase. Moving 15% of operations to Runway 14/32 generates an overall increase in impacted population by 4 from 86 to 90 people. Moving 20% of operations to Runway 14/32 generates an overall increase in impacted population by 20 from 86 to 106 people."

Within the same draft is Table 2-4 on Page 2-15. The Table shows the "Increase Use of Crosswind Runway Population Exposure by Aircraft Arrivals" Three types of aircraft were used in the analysis.

The aggregate populations effected by Arrivals.

Runway 5	15,741
Runway 23	7,220
Runway 14	19,561
Runway 32	36,120

Table 2-5 is The aggregate populations effected by Departures using the same three Aircraft.

Runway 5	22,930
Runway 23	35,414
Runway 14	70,352
Runway 32	47,582

Putting this in context, it is interesting to note that the April 1, 2020 population of the City of Naples according to the US Census Bureau was 19,115. In all but 2 instances are the effected populations less. The population impacts are significant.

At the March 31, 2023 joint meeting of the TAC and NCC I raised concerns that the Benefits did not outweigh the Detriments of an increased use of the Crosswind Runway.

The detriments I mentioned were:

1. The southeast quadrant has the highest number of permanent residents at 31,800 with a seasonal population of 44,400 and known future growth at an additional 2,400.

2. That increased use of the Crosswind Runway will exasperate the negative effects of non-compatible land uses, which conflicts with FAA regulations.

The memorandum for our meeting today that is a "Summary of the Operational Briefing with the FAA" specifically page 6, the second "Q" the section "Regarding increasing use of the crosswind runway', fourth bullet states, the "FAA noted that at 20% of operations on the crosswind, it starts to increase noncompatible land use. How do you manage that?"

3. The proposed increase of use of the Crosswind Runway from 13% to 15% is a 15.3% increase and from 13% to 20% is a 53.85% increase, not a 2 or 7% increase. It should be noted that the increases are significant.

4. There are physical limits of Runways 14 and 32

In the same memorandum specifically page 6, the second "Q" second bullet "A lot of companies (corporate jets) have a policy that the longer runway must be used if it's open". I think that, and weather, would both be a safety concern. Safety has been said to trump other measures.

5. Through our work on the development of this Plan there have been discussions on how to make home purchasers aware of the presence of airport noise prior to their occupancy, for example disclosures by Realtors and other methods. While drafting the NCP there is now awareness of future residential development in the southeast quadrant and increasing noise levels by increasing the use of the Crosswind Runway should be held back.

It should also be repeated that the Draft NCP indicates support for increased use of the Crosswind Runway was not unanimous, and the minutes of our November 3 workshop of the TAC and NCC include language that "four members believed the item should not be carried forward."

I also wanted to bring awareness to something that caught my attention. On page 6 of the summary of the FAA briefing, specifically page 6 first "Q" third bullet, "The FAA Airport District Office noted that the City of Naples wants to spread the pain, but it will be important to get the community to figure out what is best for everyone."

I highlight this comment because if one is to read in Chapter 1 section 7 on page 1-12 of the Draft NCP,

"The FAA distinguishes between noise mitigation strategies (i.e., reducing noise exposure at the receiver end) that reduce existing noncompatible uses and strategies that prevent or reduce the probability of additional noncompatible uses being established". This language is footnoted in the report as it is taken directly from the Codified Federal Regulations. 14 CFR Part 150, Appendix B, Sec. 150, 5(a).

Spreading the pain" will be in direct conflict with the regulations.

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

Please FLY SAFE FLY QUIET
NAPLES AIRPORT AUTHORITY

FINAL AGENDA

Thursday, February 23, 2023
9:00 a.m.
Airport Office Building, 200 Aviation Drive North, Naples

Commissioner Rita Cuddihy – NAA Commissioner and Noise Compatibility Committee Liaison
Chris Auron – Chair, Noise Compatibility Committee and Northwest Quadrant
Richard Krawczun - Vice Chair, Noise Compatibility Committee and Southeast Quadrant
Noise Compatibility Committee Members – City Councilor Beth Petrunoff (City Council), Andrew Bennett (Collier County), John C. Kuntz (Active Pilot), Harvey Cohen (County at Large), 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 – Chair**

B. **PLEDGE OF ALLEGIANCE – Chair**

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

D. **MINUTES**

1. November 3, 2022 Meeting Minutes of the Joint Noise Compatibility Committee and Technical Advisory Committee

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Part 150 Study Update – ESA
2. Update to the Aircraft Noise Stage Analysis – ESA
3. Summary of the December 14th FAA Meeting and Actions Since
4. Noise and Operations Monitoring Systems
5. Fly Safe Fly Quiet Program

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

H. **OLD BUSINESS**

1. NAA Update – Commissioner Cuddihy
2. Noise Report

I. **NEW BUSINESS**

1. Next Meeting Date

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**