Minutes of the February 29, 2024
City of Naples Airport Authority Noise Compatibility Committee

The meeting was called to order by NCC Chair Krawczun at 9:00 a.m. in the Airport Office Building, 2nd Floor Conference Room.

A. ROLL CALL - Chair

Present were Chair Krawczun, Vice Chair Reed, Mr. Bennell, Mr. Holland, Ms. Schmelzle and City Councilor Petrunoff. Mr. Auron and Mr. Kuntz were absent, and the Collier County seat is still vacant. Commissioner Cuddihy, NAA Liaison, was also present.

Commissioner Ruppert was present in the audience. Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Ms. King, Mr. Lobb, Mr. Burch, Mr. Gamboa, and Ms. Menard.

B. PLEDGE OF ALLEGIANCE - Chair

Chair Krawczun shared a statement extending heartfelt condolences to the families of Captain Edward Daniel Murphy of Oakland Park, Fla., and Second in Command Frederick Hofmann of Pompano Beach, Fla., who perished in the tragic accident on Friday, February 9, on I-75 near Naples, Florida. He also recognized Crew Member Sydney Ann Bosmans of Jupiter, Florida., for her decisive actions, saving the lives of the two passengers and herself. He led a moment of silence.

Chair Krawczun led the Pledge of Allegiance.

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

There were no changes to the agenda.

D. MINUTES

Mr. Holland moved approval of the October 26, 2023, meeting minutes. Vice Chair Reed seconded the motion. The motion passed unanimously 6-0 with Mr. Auron and Mr. Kuntz absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Portable Noise Monitors – Zachary Burch, Senior Communication Manager

Mr. Zachary Burch, Senior Communications Manager, provided an update on the NAA's portable noise monitors, which were purchased last year. He indicated the areas where they've been deployed were for periods averaging approximately a week to collect noise data; the goal is to collect data from all four quadrants surrounding the airport. He explained that they can be set up on public or private property – with the property owner's consent – at no cost. The data will be shared with the NAA's federal partners to illustrate noise impacts in the community.

City Councilor Petrunoff asked if the vision for the noise monitors was to eventually have them installed permanently in areas with the highest number of complaints. Mr. Burch explained that staff thought it was prudent to begin with portable monitors to determine the best locations before investing in permanent models. Councilor Petrunoff asked if there was a precise plan on what would be done with the data once collected. Mr. Burch said the data would be shared with the

property owners; and at the end of the fiscal year, our Board and the NCC will receive a comprehensive report. He said one of the potential uses of the information would be to supplement future legislative lobbying efforts.

Chair Krawczun asked for clarification on the monitor technology. Mr. Burch responded that the monitors differentiate between air traffic noise and community noise. Chair Krawczun suggested installing two monitors in close proximity to each other to see if the data is comparable.

Mr. Burch reviewed the results gathered from areas of Briarwood, Collier Woods, and Pine Ridge Estates. He noted that the data from Aqualane Shores was unusable and will be re-evaluated soon. There were some questions about the duration vs. average number of daily noise events. Commissioner Cuddihy asked about compiling data about the duration per event. Mr. Burch said that could be done.

Chair Krawczun asked if the Duration column on the table in the presentation should read Average Duration. Mr. Burch said that it should.

There was a brief discussion about decibels, and Mr. Burch explained the standards used for a noise event. Throughout the industry, 65 decibels is considered a level of noise that interferes with conversation. He said a chart could be shared with the NCC that demonstrates what types of noises would equate to decibel levels. Mr. Rozansky noted it may be helpful to use that noise chart as part of these reports.

Commissioner Cuddihy agreed with Councilor Petrunoff's comments. She agreed that when the data is published, it would be good to include some context, such as how the information would be used and how often the data would be collected.

Councilor Petrunoff suggested that meeting with elected officials may be worthwhile to push the FAA in the desired direction.

Ms. Schmelzle suggested that when sharing the results with the public, staff note on the information that this is a new program and is used as supplemental information that can be shared with our federal partners.

Mr. Burch displayed a pie chart showing noise events by aircraft category.

He stated the NAA is requesting assistance in finding future locations for deployment of the noise monitors. He noted that locations can be public or private property. Property owners are asked to sign an agreement to allow access. The demand for monitors will determine the need to purchase additional monitors. He said that NAA staff would update the NCC and the NAA Board on results and community demand.

2. Staff Update – Robin King, Director of Communications

Ms. King presented several updates on noise-related topics since the last NCC meeting in October. The Part 150 Noise Study was submitted to the FAA in June 2023, and NAA staff responded to initial FAA comments, then resubmitted the study in January 2024. Currently, the NAA is awaiting

a response from the FAA. The agency has not formally accepted the Noise Study and once they do, their 180-day review period will begin.

She also provided updated information about the flight procedure design initiative and noted that the Board approved contracts with two different firms to address flight procedures. Designing the procedures is a proactive measure rather than waiting for the FAA to indicate which procedures they approve in the Noise Study. This measure should reduce the timeline to implement any new procedures to less than three years. Mr. Rozansky noted that increasing the 2,000-foot hold is the highest priority. There was a brief discussion about the procedures and how they were being prioritized and dispersed between the two firms.

Mr. Holland commented that the report states, "resulted in seven noise abatement recommendations," and he reiterated that three of the elements in the list were noise movement, not noise abatement.

Ms. King said the process may be complex with some of the surrounding airports and airspace. The FAA standards will be a significant part of which flight procedures can be designed and approved.

Ms. King discussed the Fly Safe Fly Quiet Leaderboard. She stated the top operators will be recognized and the results will be published in the newspaper, in the tenant newsletter, on social media, and in other local and industry publications. Quarterly recognitions will begin in April for data that has been collected since January 1, 2024.

On the FSFQ Leaderboard handout, Chair Krawczun said that the icons with the aircraft in the circle appear to be cross-outs. Ms. King noted his comment.

Ms. King advised that staff has worked with Garth Solutions to develop materials for pilots based on NBAA Noise Abatement Arrival and Departure Procedures. She stated that animated videos based on that information have been developed and are now with NBAA for review; when ready, they will be accessible on NAA's website, on terminal video screens, and on social media. She played the draft pilot training video but the Committee was unable to hear the audio. Ms. King explained what information was contained in the video.

Mr. Rozansky thanked Mr. Bennell for his input on the video. Mr. Bennell suggested Net Jets may be a resource for offering their standard operating procedures and Flight Safety International conducts a lot of pilot training. He questioned the 2,000-foot hold because the instrument approach incoming is a little higher than going out. He suggested the class airspace may have to be changed. Mr. Rozansky said Class C airspace was studied, and Naples Airport does not meet the criteria.

He added that staff does not believe that the airspace designation is a limitation to increasing a 2,000-foot departure hold, but that it is more of a conflict that includes the existing Marco Island Airport missed approach procedure. He said the flight procedure consultants are former FAA and DOD employees who have been tasked with informing the NAA of their professional opinions on whether a safe design can be worked out. Mr. Rozansky said Flight Safety International is a well-known company that trains many pilots. He said the goal is not to do anything that will conflict

with safe operations. Raising awareness and creating the mindset that there is a higher expectation at Naples Airport is the point of the project.

Commissioner Cuddihy suggested speaking with John Wayne Airport about how they train pilots. Mr. Holland suggested that another pilot position be added to the NCC Committee.

Ms. King discussed jet run-up areas. She presented a slide that indicated the designated jet maintenance run-up area. On February 9, 2024, a resident contacted the City to express concern about the fumes on their property during a recent run-up. Ms. King said that after further research, it was determined that Auxiliary Power Units were responsible for the fumes experienced by the resident. She stated that staff intends to research potential options, including incentives for tenants and operators to convert to electric Ground Power Units (GPUs) that are quiet and have zero emissions. In addition, staff is going to research potential options for additional run-up areas based on wind conditions. Mr. Rozansky noted that the direction of the wind on February 9th was a factor with the fumes that day. There was a question on how many run-ups the Naples Airport has each year. Mr. Rozansky said the data could likely be obtained and it would be a good data point.

Mr. Rozansky spoke about avigation easements and disclosure. He explained that avigation easements are much like utility easements. They are recorded and run with the land, transferring from owner to owner of property. These avigation easements help provide for safety of air traffic by preventing tall obstructions from being constructed on the property. The easements also promote transparency by providing disclosure about the airport in all leases, sales contracts, condominium documents, and/or in a title search with language such as: *The Naples Municipal Airport is located X Feet from the [property][premises] and is in close proximity thereto. [Purchaser][Owners][Tenant] can expect all of the usual and common noises and disturbances created by, and incident to, the operation of an airport.* He reviewed the existing avigation easements, notifications, and restrictive height covenants, and displayed a map denoting the location of each of those currently in place. Mr. Owens advised that the easements provide more proactive notice and address the safety issues discussed. He said there is no downside to the avigation easements, and all are negotiated on a case-by-case basis. The avigation easements continue in perpetuity as long as the airport remains an airport, regardless of the operator. A brief discussion about the easement ensued. Mr. Rozansky discussed two areas where recent easements have been negotiated: The Estates at Rock Creek and Inlet Quay at The Common Professional Park.

3. Update on FAA Reauthorization – Michael Arnold, ESA

Ms. King introduced Michael Arnold of Environmental Science Associates (ESA). Mr. Arnold presented the FAA Reauthorization Status Update. He noted that this periodic reauthorization process determines funding levels for the FAA, and it puts into legislation several actions that must be followed by the FAA as they implement their program. He stated that the FAA Reauthorization Act of 2018 was originally set to expire on September 30, 2023. However, it has been extended twice and is currently set to expire on March 8, 2024. The House has indicated the intent to extend the current expiration to May 2024. He spoke about the U.S. House and Senate bills that provide airport funding.

Mr. Arnold discussed the elements of both the House and Senate Bills that are up for consideration.

F. PUBLIC COMMENTS

Ms. Eileen Lowry, 681 West Lake Drive, Naples addressed the Committee to talk about noise. She expressed concerns about the noise and pollution in downtown Naples. Ms. Lowry stated that she was speaking on behalf of several residents. She shared the experiences and statistics she had gathered about noise and pollution. She suggested a better, more automated complaint process. Regarding the noise monitor data, she asked if data could be disseminated to include ranges of decibels in various areas. Mr. Bennell, NCC representative to the southwest quadrant, expressed appreciation for her communication and apologized that her earlier email to him was quarantined. He stated he would be happy to offer some information about the conditions and an understanding of the safety parameters.

Clerk's Note: A brief break was taken by the Committee at approximately 10:47 a.m. The meeting reconvened at approximately 11 a.m.

G. ACTION ITEMS

1. Noise Compatibility Committee 2023 Annual Report

Chair Krawczun said during the October 2023 NCC meeting, there was discussion about language contained in the report regarding the seven noise abatement recommendations which were part of the plan submitted to the FAA and adopted by the NAA members. One of the items in that report included operational changes based upon the projected impact of those seven recommendations, particularly the increased use of the crosswind runway 14/32. The original report referred to an additional 22 days of flights for 3,100 more flights per year using that runway. At that time, Chair Krawczun was concerned about that number of flights. In October, a motion was made to table the annual report for adoption. Since then, an updated report was provided. He shared the updated language and proposed that it be considered.

Chair Krawczun made the motion to adopt the 2023 NCC Annual Report as presented in the February 2024 NCC packet. Mr. Holland seconded the motion and discussion ensued.

Chair Krawczun referenced the seven recommended flight procedure items on page 3 of the Annual Report. He noted that staff had drafted the attached proposed language to be incorporated into the Annual Report (see Mr. Rozansky's email dated February 28, 2024 attached). The language would change for item numbers 5, 6, and 7, and would include references.

Mr. Rozansky added that there were bullet points on the seven recommended flight procedures that were adopted and submitted as part of the Noise Study by the NAA Board of Commissioners. He said a revised Annual Report does not have any descriptive text around what the mathematical impact of those changes would be, but Chair Krawczun asked that staff consider going back to providing some descriptive text. Mr. Rozansky said these are maximum estimates, not definitive information, and may be confusing. Because they are conceptual maximum estimates, even if approved by the FAA, they would be subject to a lot of technical and operational factors. He gave examples.

Ms. Schmelzle noted that the first four recommended flight procedures would result in noise reduction. Item Nos. 5-7 shifts noise. She thought there were seven items that had been prioritized, four of which could result in noise reduction and three that shift noise. She wondered if the items should be identified accordingly in the report. Mr. Rozansky said it gets more complicated because Item No. 6 actually does reduce overall noise impact and noise exposure. It introduces some exposure to new areas, but there are several thousand residents who would experience a reduction in overall noise exposure.

City Councilor Petrunoff thought it would be best to keep the language broader because it provides flexibility. Her main concerns were variables such as the way crosswinds happen and general air traffic volume. Mr. Rozansky concurred.

Commissioner Cuddihy suggested changing the language regarding flights and measures. Mr. Rozansky suggested removing "abatement" and insert "The following measures." Mr. Holland thought it was a reasonable suggestion. He agreed with City Councilor Petrunoff that the document should remain broadly written.

Mr. Holland was concerned about creating a risk issue by moving flights around. Mr. Rozansky said the FAA would reach out to the Naples Tower to discuss that topic during their review process.

City Councilor Petrunoff amended the motion to accept the 2023 Annual Report as provided for in the packet but deleting the words, "noise abatement", which is found in the paragraph above the seven points. Vice Chair Reed seconded the motion. The motion passed unanimously 7-0.

H. OLD BUSINESS

1. NAA Update – Commissioner Cuddihy

Commissioner Cuddihy provided an NAA update to the NCC members. She stated that during the January Board meeting, Commissioner Rick Ruppert was elected as Chair, and she was elected Vice Chair for 2024. She was also re-appointed to serve as the NCC liaison.

The term of the NCC member representing the Southeast Quadrant, Chair Richard Krawczun, expires at the end of March. An advertisement was placed in the Naples Daily News on February 7th to notify the public of the process of applying. He is eligible to re-apply and submitted an application. Applications are due by March 5th. Applicants will be interviewed, and the NAA Board of Commissioners will make selections during our March 21st NAA Board Meeting.

During our January meeting, the NAA Board of Commissioners heard an Airport Exploratory Study kick-off presentation from Environmental Science Associates, the consultants selected for the study. The presentation identified the key factors for consideration, initial study timelines, an overview of current land uses, environmental constraints, and next steps.

The next Regular Meeting of the NAA Board is scheduled for March 21st at 8:30 a.m., at Naples City Hall. The address is 735 8th Street South. The public is invited to attend. Meetings are videotaped and posted to our website, www.flynaples.com.

Public outreach and engagement are critical aspects of the NAA's efforts to engage with the entire community. Ms. King, Director of Community Relations and Communication, works with NCC and Board members to schedule community meetings in the areas that they represent. Anyone interested in scheduling a meeting or presentation should contact her at 239-643-0733 or rking@flynaples.com.

Chair Krawczun asked about a timeline for the study pertaining to the airport relocation feasibility study. Mr. Rozansky stated the study should be complete by mid-late Spring.

Councilor Petrunoff asked if there had been any consideration given to parsing out air traffic volume to another location with excess capacity or if the study was just being done from an all-or-nothing perspective. Mr. Rozansky said RSW was a consideration, however they do not have the capacity. They would have to build their second runway, which is not planned for decades. He said the Immokalee Airport is also being considered.

2. Noise Report

Ms. King presented the February 2024 Noise Report. She provided updates on public outreach and news, trends, curfew violator outreach, and operator efforts. She stated that the Noise Abatement Specialist continues to contact all curfew violators through multiple methods. He is also contacting all flight schools south of Orlando, Florida, and has spoken with more than 350 flight schools/training centers. She shared that after meeting with RexAir, they have fallen off the curfew violator list.

Councilor Petrunoff asked what steps were being used to encourage compliance. Mr. Rozansky responded. Councilor Petrunoff asked about deterrents to disincentivize flights during curfew hours. Mr. Rozansky explained the limitations, adding that a mandatory curfew is not permitted by the FAA. Mr. Owens advised that federal law prohibits "sticks" when trying to enforce or mitigate noise.

Ms. King mentioned that the Noise Abatement Specialist had reached out to several comparable airports looking for their best practices. Other airports were impressed with the steps Naples has been taking to reduce noise.

Mr. Rozansky announced that the Noise Abatement Specialist, Alex Reyes, has taken a similar position at RSW and will be leaving the NAA.

I. NEW BUSINESS

1. Next Meeting Date

Chair Krawczun reminded Committee members that the next meeting will be held on Thursday, May 2nd, at 9 a.m.

J. PUBLIC COMMENTS

Mr. Rick Ruppert, a Naples resident and NAA Board Member, addressed the NCC, supporting them and talking about the responsibilities associated with communicating with the public. He

shared his perspective on some of the discussions that occurred during the meeting and the NAA's continuous improvement in the noise programs. Mr. Ruppert said there is a designated active pilot on the NCC, as well as the good fortune of also having Captain Bennell. He explained the importance of having Committee members who are technically and operationally astute, as well as members of the community who are not as familiar with the parameters. This type of structure helps see the issues from various perspectives. He shared his experiences at Jet Aviation years ago. He recognized the NCC's assistance, questions, and disagreements because it will make the NAA and the community better. He expressed he was highly supportive of what the NCC was doing.

K. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – Committee Members

There were no Committee member comments.

L. ADJOURNMENT

Chair Krawczun adjourned the meeting at approximately 11:45 a.m.

Christopher A. Rozansky
Secretary

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

Robin E. Menard

From: Chris Rozansky
Sent: Wednesday, February 28, 2024 4:14 PM
To: Richard Krawczun; Rita Cuddihy
Cc: Robin King; Zachary Burch; Michael Arnold; Robin E. Menard
Subject: NCC Annual Report
Attachments: NCC - TAC Ranking Calculations.xlsx; Summary of TAC and NCC Rankings.png; 2023.10.26 - FY23 NCC Report.pdf; 2024.02.29 FY23 NCC Report.pdf; Script for Chair RK RM.docx

Richard & Rita,

Attached is the TAC & NCC ranking summary and a similar slide from a subsequent presentation. Yellow highlights indicate a choice that the measure be removed from consideration. Also attached are the pages in question from the two most recent NCC packets. Richard has expressed a desire to include more information in the spirit of transparency. The October version left some room for confusion. We suggest the following for 5-7, but still caution it can be very confusing for people to understand and is unlikely to materialize to the degree described:

5. Route south and eastbound jet departures from Runway 23 down the bay (reroutes approximately 12% of jet departures whose destinations are south or east resulting in approximately 9 jet flights per day when Runway 23 is in use).
6 Shift Goodlette-Frank Road Departure Corridor East and Create a "Golf Course Corridor" (approximately 10 jet departures per day when Runway 32 is in use).
7 Increase use of the crosswind Runway 14/32 (restores the historical 15% use of Runway 14/32 resulting in up to approximately 140 jet operations per day for 22 additional days per year).

For 6. And 7. keep in mind these are not straight forward estimates and are the maximum limit of those estimates. My professional opinion is that even if 7. were approved by the FAA and implemented, the practical limitations of changing runways (which sometimes can take 20-30 minutes to do) and the continued request for Runway 5-23 by some jets will result in a much smaller number of flights shifted. My preference would be to leave these details out and wait for the FAA's response to the noise study, but we'll follow your lead.

Also attached is the updated script. We'll have printed copies of all of this for you. See you tomm, thanks.

Chris

Chris Rozansky | Executive Director
Naples Airport Authority
239-643-0733 | **flynaples.com**

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 29, 2024
9:00 a.m.
Airport Office Building, 200 Aviation Drive North, Naples

Members of the public may register in advance for this webinar:
https://us06web.zoom.us/j/85138689124?pwd=CQVosZJpEY8kB-bWDRehw8PeqhNLIQ.Xt1mlj_LWaOdQueg
Passcode: 463250

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), Vacant (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**

B. **PLEDGE - Chairman**

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

D. **MINUTES**

1. Approve October 26, 2023 Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Portable Noise Monitors – Zachary Burch, Senior Communication Manager
2. Staff Update – Robin King, Director of Communication
3. Update on FAA Reauthorization – Michael Arnold, ESA Associates

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

1. Noise Compatibility Committee 2023 Annual Report

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**