Summary of the March 30, 2022
Joint Workshop Meeting of the City of Naples Airport Authority
Technical Advisory Committee (TAC) and Noise Compatibility Committee (NCC)
In Person and Virtual Zoom Video Conference

NOTICE

This document serves as a summary of the topics and discussion at the Joint Workshop Meeting of the Technical Advisory Committee (TAC) and Noise Compatibility Committee (NCC) held on March 30, 2022. This summary is not intended to transcribe the meeting discussion verbatim. A video recording of the meeting, as well as the agenda, presentation, and other supporting information is available to the public on the Naples Airport Authority's webpage at https://www.flynaples.com/ncc-meetings-minutes/.

A. INTRODUCTIONS AND ROLL CALL

The meeting was called to order by Yvonne Garth at 9:00 a.m.

Noise Compatibility Committee (NCC) members present were Chris Auron, Chair (in person), Richard Krawczun, Vice Chair (in person), Cliff Holland (in person), John C. Kuntz (in person), Andrew Bennett (in person), Julie A. Schmelzle (in person), City Councilor Beth Petrunoff (in person), and Lawrence Bennell (in person).

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

Technical Advisory Committee (TAC) liaisons present were Stacey Nichols (in person), Jamie French (in person), Matt Felton (virtual), and Peter Green (virtual).

TAC and NCC Liaison Commissioner Donna M. Messer was present in person.

Staff and Authority counsel in attendance were Christopher Rozansky (in person), Diane Cooper (in person), Zachary Burch (in person), Amy Arciere (in person), Robin Menard (in person), Azarelly Acosta (in person), and William L. Owens (in person).

B. AGENDA

There were no changes to the agenda.

C. PUBLIC COMMENT

Nanette Blumenfeld (SE Quadrant) - Ms. Blumenfeld stated that aircraft fly continuously day and night, and it is a disturbance. She noted she lived near an airport in Georgia before relocating to Naples two years ago and has never experienced airplanes flying so close to her home. She also pointed out that it is so loud the noise can burst your eardrums.

James Streicher (SW Quadrant) – Mr. Streicher stated there has been an increase in the number of aircraft coming to and from the airport. He noted last year approximately 113,000 aircraft flew to Naples. He stated the community is not upset the Airport must operate, but the airport states in its mission statement, it will uphold quality of life in the area. However, that is not the case for Naples' residents. He noted the main concern for the Southwest quadrant is low flying jets.

Craig Westbay (SW Quadrant) – Mr. Westbay stated he was not able to stay the full day and wanted to take the time to bring up some options for the board's consideration. He stated the curfew is a voluntary process and likes the fact the Airport takes time to educate operators and users. He asked if the "fly higher/faster model" would have better results if the team employed the same tactics used to discourage those from flying at night.

Armen McGregian (NE Quadrant) – Mr. McGregian read a few excerpts from the final noise exposure map report. He stated he would like to see a noise study that does not show the North and Southeast quadrant. He also noted the tower constantly uses Runway 23 for arrivals. He stated the team should provide preferential treatment to each quadrant for one year to study the noise over the four years and gauge the response from the residents.

Veny Musum (NE Quadrant) – Mr. Musum stated he received a form letter from the FAA in response to his letter, which is impersonal. He emphasized how much of a disturbance the noise from the airplanes causes. He stated the team needs to act now and not wait for approvals or studies. He stated the team needs to decrease the volume at the airport because it is affecting the health of the residents. He stated the letter only has headings for the departures when it is the arrival headings that are worse. He asked the team to close the airport if they cannot find a solution fast enough. He stated children and families are being harmed due to low flying airplanes.

Mary Tatigian (NE Quadrant) – Ms. Tatigian stated she formed a group called "Quiet Florida." She stated she has been living in Naples for 38 years where she is a registered nurse. She stated the noise has gotten worse in the last two years. She added the planes are back-to-back. She counted 130 airplanes before stopping. She stated the volume has increased to 40% and needs to be decreased. She stated the residents deserve peace. She added she has emailed, called, and spoken at various meetings to bring awareness of the reality of the disturbing noise to the Naples community. She stated noise pollution should be considered a health hazard. She added, according to the World Health Organization, noise "pollution" is second only to air pollution.

John Crees (SW Quadrant) – Mr. Crees stated that he is an active pilot and is not in favor of the increase of volume at the airport. He stated the team needs to consider if the airport is relevant when there are surrounding airports. He added all the aircraft have noisy engines. He noted most of the jets are private and the passengers who utilize the jets are not being impacted by the noise.

Linda Nelson (SW Quadrant) – Ms. Nelson stated she believes the curfew should be mandatory and the airport needs to decrease the number of daily arrivals.

John Fergus (SW Quadrant) – Mr. Fergus stated he is in favor of the airport as it is a part of the community. He stated he lives in Royal Harbor, and hears both airplane and boat traffic, and it would be as unreasonable to tell the boats to stop utilizing the waterway. Both are a part of the community. He stated he is a pilot, and he has witnessed low flying planes; however, it is needed

to land safely. He stated the airport is a part of the community, and it provides benefits to the community such as jobs and income.

Michael McCabe (NW Quadrant) – Councilmember McCabe was enthusiastic about the meeting and stated the community is passionate and even angered about the noise. He stated it is imperative to have a dialogue and produce solutions. He added the curfew states planes are not supposed to fly from 10 p.m. - 7 a.m.; however, they allow the planes to start fueling at 6 a.m. He expressed the airport should not enable them to do that. He also added that Peter Kirsch stated the most powerful tool is to broadcast the names of the pilots and passengers who are flying after hours in the newspaper to deter them from violating the curfew. He stated the stakeholders can oblige the community, and he looks forward to those discussions.

Harriet Craig (NE Quadrant) – Ms. Craig stated she has lived in Naples for 44 years, where her home was once a haven from the noise of city life and has now changed due to the influx of more residents. She stated she does not believe implementing a curfew will work to alleviate the noise issue. She stated the volume is the main issue. She stated relocating the private jets to the Southwest Florida International Airport is a good start.

D. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Goals and objectives of the workshop

Mr. Arnold gave an overview of the goals of the meeting and a summary of supplemental analyses that have been performed to date. Mr. Holland asked at what point the airport reaches full capacity. Mr. Arnold replied capacity is theoretical because it is based on the delay and a typical airport in the U.S. would be able to accommodate between 180,000 and 200,000 operations on an annual basis. Mr. Rozansky stated the airport is at operational capacity for approximately two dozen days out of the year. Mr. Auron asked about the number for the peak jet operations. Mr. Rozansky stated there are approximately 450 to 500 operations daily on those days.

Ms. Hudson asked for the team to break down the flights per hour, and if that is considered for the projections. Mr. Arnold stated the team typically looks at the annual average day. From a Day-Night Average Sound Level (DNL) standpoint, activity that occurs at night has a much higher noise weighting. Ms. Nichols stated the peak number of flights per hour was 65 arrivals and departures.

Mr. Rozansky asked if the team could explain the two pathways that were established in the 14 Code of Federal Regulations (CFR) Part 161 regulations for eliminating Stage 3 aircraft. Justin Cook stated that six conditions must be met. He added, that of the 24 studies that have been conducted for 21 airports, only one has been successful and that is Naples Airport. Councilmember Petrunoff asked why the other airports are failing. Mr. Arnold stated the bar for each of the six conditions is set so high, the airports fail. Mr. Rozansky stated after demonstrating the six conditions, you must gain the Federal Aviation Administration's (FAA's) approval or voluntary agreement of every operator at the airport.

Mr. Holland stated it would be worth consideration of a Stage 3 ban to address the issues. Mr. Reed asked about the 15% of Stage 3 aircraft and how many meet the more rigorous noise

standards. Mr. Rozansky stated all those aircraft would meet Stage 3 noise standards and most could also meet Stages 4 or 5.

2. Changes and challenges since the study was initiated

Mr. Arnold gave an overview of the changes and challenges the team incurred during the study. Ms. Messer asked why there is more dispersion on the 2021 versus 2019 heat map if the pilot is given a heading. Mr. Arnold stated concentrating activity works well when there are clear compatible corridors for the aircraft. He stated weather conditions and aircraft type play a role in how the pilots operate. Ms. Nichols stated the tower does not issue the turn because climb rates differ from aircraft to aircraft.

Ms. Hudson asked where the information related to the cost of development came from. Mr. Arnold stated the numbers were from permitting as well as research from conducting the study. Ms. Hudson also asked if the buildings are "tear downs." Ms. Ward stated the buildings are new or redeveloped.

Mr. Holland asked to be provided the number of flights considered essential aircraft during the curfew period. Mr. Rozansky stated there were 193 exempt or public service flights and 863 nonexempt flights in fiscal year 2022 through the end of February.

3. Congressional Hearing and FAA reauthorization update

Ms. Ward gave an overview of the congressional hearing and FAA 2023 reauthorization update that was held on March 17, 2022. Mr. Rozansky stated the 2023 reauthorization update ties back to the conversation regarding access restrictions and Stage 3 aircraft. He added the reauthorization is an opportunity for members of Congress to influence national policy.

4. Overview of public outreach and input received

Ms. Ward gave an overview of the January 2022 open houses, detailing the locations and attendees. She added that the public submitted suggestions which the team divided into various categories.

5. Part 150 and community goals

Ms. Ward gave an overview of the Part 150 goals as well the community concerns and requests. She noted the team has tried to include every measure received from the community from previous open houses. Suggestions from this meeting will also be included.

6. Measures suggested for evaluation

Polling was conducted on noise abatement, land use, and program management measures. The noise abatement measures discussed include:

- *Increase Altitude of Arriving Aircraft [Slides 32-34]*
    - Mr. Arnold reviewed arriving aircraft measures. Mr. Holland asked if there are safety considerations regarding steeper aircraft arrivals. Mr. Arnold stated an aircraft approaches faster while on a steeper glide slope. He added the FAA has only approved

steeper glides when there is something the operator is trying to avoid, like mountainous terrain.

- Councilmember Petrunoff asked if the team has quantified the relief for any of these measures. Mr. Arnold stated the team has not evaluated any of the measures, after the committee's votes are tallied, evaluation is the next step.

- Mr. Holland asked if different approaches could be used depending on the traffic level at the airport. He also asked if there are any safety concerns for pilots regarding the different approach styles. Mr. Arnold stated the more consistency there is, the better the safety situation. He added the FAA is looking for a standardized operational environment. He noted the pilot must pay a lot more attention when deciphering the type of approach style and needs guidance from air traffic control.

- *Increase Altitude of Departing Aircraft [Slides 36]*

  - Mr. Arnold reviewed the departing aircraft measures. He stated one of the most popular options is to "fly higher, faster." Justin Cook discussed noise abatement measures at John Wayne Airport in California. With regard to brake lock, Mr. Holland asked if there are mitigation opportunities, such as barriers, to reduce ground noise as a result of brake lock at John Wayne Airport. Mr. Cook replied there is not one at John Wayne Airport.

  - Mr. Holland asked what the probability of success is for raising the 2,000-foot hold. Mr. Arnold stated it is hard to say because it is complicated when dealing with airspace. Mr. Holland also asked if other airports with similar issues have been successful with the 2,000-foot hold. Mr. Arnold stated he was not aware of any that were successful. Ms. Nichols stated this topic is being discussed with the RSW ATCT and TRACON..

- *Increase Use of Runway 14-32 [Slide 38-39]*

  - Mr. Arnold reviewed the measures to increase the use of Runway 14-32. Participants asked questions regarding the preferred runway and if FAA regulations require a preferred runway. Participants also asked about the use of Runway 14-32 with regard to weather. Mr. Arnold detailed information on the usage of runways at the airport. Mr. Rozansky stated the team has evaluated lengthening Runway 14-32 400-500 feet. However, it would cause issues with mangroves and conservation easements along the Gordon River. He also stated it cannot be the same length as Runway 5-23 because it is constrained by the Gordon River and Airport Road.

  - Mr. Holland stated the main objection is to reduce noise, not relocate the noise. Mr. Holland also asked about the 40% increase in operations presented earlier. Mr. Arnold stated there was a 40% increase in jets from 2020 to 2021. Ms. Robinson stated she agrees with Mr. Holland's statement about reducing noise. However, it is unfair that the northeast and southwest quadrants are taking 85% of the noise exposure.

- Mr. Krawczun discussed the aspects of lengthening Runway 14-32 and how important it is to consider the costs and benefits. He stated it is not a clever idea to use capital funds to increase the runway length if it will not be of use. Ms. Nichols discussed how runway length and wind speed/direction impacts the jet utilization of Runway 5-23. A comment was made asking what the percentage of flights operated in the morning versus night. Mr. Arnold stated for departures, Runway 5 is used 54% of the time whereas Runway 23 is used 35% of the time during the day.

- *Increase Use of Compatible Corridors for Arrivals – Runway 23 [Slides 41-42]*

  - Mr. Arnold reviewed the increased use of compatible corridor alternatives. There were no questions or comments.

- *Increase Use of Compatible Corridors for Arrivals – Runway 5 [Slide 44]*

  - Mr. Arnold reviewed the increased use of compatible corridor measures. Mr. Holland asked if the team were to use the Gordon River (Naples Bay), what impact that would have on the residents of Port Royal and Royal Harbor. Mr. Arnold stated it depends on how the aircraft is routed. He added that 90% of the activity is from the north.

- *Increase Use of Compatible Corridors for Arrivals – All Runways [Slide 46]*

  - Mr. Arnold reviewed the increased use of compatible corridors for all the runways. There were no questions or comments.

- *Increase Use of Compatible Corridors for Departures – Runway 23 [Slide 48-49]*

  - Mr. Arnold reviewed the increased use of compatible corridor measures. Mr. Holland stated he suspects a pilot that likes to fly north would not particularly like the option to be routed south and then looped back north. He asked if this option is a model pilots are actively demonstrating currently. Mr. Arnold stated pilots are making a west turn once they get out of the Gulf.

- *Increase Use of Compatible Corridors for Departures – Runway 5 [Slide 51]*

  - Mr. Arnold reviewed the increased compatible corridor departure measures. There were no questions or comments.

- *Increase Use of Compatible Corridors for Departures – Runway 32 [Slide 53]*

  - Mr. Arnold reviewed the increased use of compatible corridor measures. There were no questions or comments.

- *Increase Use of Compatible Corridors for Departures – All Runways [Slide 55]*

  - Phil Boyer stated that all these options to increase the use of compatible corridors can be looked into using visual approach procedures based on RNAV GPS. Mr. Arnold

talked about the use of visual approaches and some of the possible unintended consequences as a result of using the GPS procedures (e.g., concentrated flights).

- *Increase Voluntary Nighttime Curfew Compliance [Slide 57]*

  - Councilmember Petrunoff asked if the team is keeping track of repeat offenders and reconsidering a working relationship with those offenders. Mr. Arnold stated the team evaluates the top offenders annually and the airport is continuously working to contact the operators as well as passengers. Mr. Rozansky stated since January, the airport has included language in its lease documents that now include best efforts regarding complying with the voluntary curfew. Councilmember Petrunoff stated she has thought of more disciplinary options such as banning them or having them display a "scarlet letter." Mr. Rozansky stated it is challenging to invoke disciplinary actions since the airport is a public airport and must remain open on a nondiscriminatory basis.

    Ms. Messer asked Mr. Rozansky to explain the incentives for being curfew compliant. Mr. Rozansky stated the team is looking into a rewards program that will allow pilots to earn points for things such as purchasing fuel. He added they have customer service staff informing the pilots who are departing before 7 a.m. to delay departing until 7 a.m. to receive points towards aviation fuel purchases. This is new and is under evaluation for effectiveness. He also stated other incentives are being explored and are being evaluated internally.

- *Increase Dispersion [Slide 59]*

  - Mr. Arnold reviewed the dispersion map measures. Ms. Messer stated regarding runway traffic on Runway 23, dispersion appears to already be in place, so what would be the new changes. Mr. Arnold acknowledged this observation by confirming that Runway 23 already has a wide range of dispersion. He stated he is unsure how to increase it without utilizing the south and the Gordon River. Ms. Messer described that there it can seem like a continuous flow of aircraft departing off of runway 23. Mr. Arnold stated the airplane can be a few blocks away but can still appear closer depending on the size of the aircraft.

- *Conduct Additional Analysis/Studies [Slide 61]*

  - Mr. Arnold reviewed the additional analyses/studies that the team can conduct throughout the study. There were no questions or comments.

- *Reduce Operational Traffic [Slide 63]*

  - Mr. Arnold reviewed the reduction of operational traffic measures. Mr. Rozansky stated customers can use the website to make a reservation but only about 25% of customers utilize it. He stated that the system is unrelated to the traffic of the airport. Mr. Reed asked if this option included gate holds for departures. Mr. Rozansky stated he is unsure.

- Mr. Holland asked how many landings and takeoffs are attributed to flight schools. He also stated he recalled the airport has previously diverted flight school traffic due to volume control. Mr. Rozansky stated local operations training is not limited to flight schools. He stated an aircraft donor can conduct day or night currency training. He stated there are 3 flight schools and there are not a lot of touch and go operations at the airport.

- *Miscellaneous Suggestions to Reduce Noise [Slide 65]*

  - Mr. Arnold reviewed the miscellaneous measures that did not fit into the previous subcategories. Mr. Auron stated he has seen aircraft running their Auxiliary Power Units (APUs) for hours. He asked if there is a way to get the operators to refrain from running APUs. Mr. Rozansky stated the team is looking to purchase electric Ground Power Units (GPUs). He will discuss with the team to identify the best options regarding the noise from APUs.

The land use measures discussed includes:

- *Corrective Land Use*

  - Ms. Ward reviewed the corrective land-use measures. Mr. French stated there are indices that exist within the building code. He stated a community can adopt indices but if the community wants something more restrictive than the authority that has been delegated, it must be approved by the Florida Building Commission. He stated that building codes do not address noise attenuation. He added that it will increase cost.

  - Mr. Holland asked why real estate agents aren't transparent with people regarding noise exposure from the Airport. Mr. Arnold stated some houses are purchased online; therefore, they are sold sight-unseen. Ms. Hudson described the legal requirements for both buyers and sellers. She added that the Naples Area Board of Realtors (NABOR) has discussed including a general noise statement with the legal committee. She stated that including disclosure in the contracts for houses surrounding the airport will be fruitless because the airport is something a buyer can readily see and hear.

  - Ms. Hudson asked if the team is referring to residential homes regarding the real estate disclosures in the DNL area. She also asked if it be a two-step process that must be approved by the city council and county commission for real estate agents to mandatorily have some sort of disclosure statement. Mr. Arnold stated it depends on whether noise would be disclosed by the real estate agent upon visiting the house or when it is time close. Ms. Hudson stated that including the language can inadvertently impact the price of the home. She stated NABOR and its legal committee are exploring the best option to take.

- *Preventive Land Use*

  - Ms. Ward reviewed the preventive land-use measures. Ms. Hudson asked how far the DNL 55 is from the airport. Mr. Arnold stated that no airport in the U.S. has adopted the DNL 55. Ms. Hudson stated there was a county meeting that took place to discuss

the need to investigate areas that can be used for affordable housing, she stated the DNL 55 area could be an option.

The program management measures discussed includes:

- *Program Monitoring*
    - Mr. Cook reviewed the program monitoring measures. Ms. Robinson asked about the percentage of rental jets, charter service and their expected growth. Mr. Arnold stated that those types of operators account for approximately 30% of operations. Ms. Robinson asked if the rental jet aircraft account for 75% of curfew breakers. She is curious to know what actions are being taken to decrease curfew noncompliance. Mr. Rozansky described the differences in jet aircraft ownerships and the recent trends the Airport is experiencing as a result of COVID-19. He added the curfew is not a legal obligation, but the airport has stressed the need to abide by the curfew.
- *Promotion Awareness*
    - Mr. Cook reviewed promotion and awareness measures and discussed the components of a "Fly Quiet" program.

7. Summary of measures suggested during the workshop

Mr. Arnold summarized the measures suggested during the workshop. There were no questions or comments.

8. Next steps

Ms. Ward reviewed the APF Part 150 Study timeline as well as the next steps. Councilmember Petrunoff asked what can be done now to alleviate some of the noise issues instead of waiting for the FAA's approval. Mr. Rozansky stated there are things that have taken place that are not required for Part 150; however, the team wanted public input before moving forward.

E. COMMITTEE MEMBER COMMENTS

There were no committee member comments.

F. PUBLIC COMMENT

Armen McGregian (NE Quadrant) – Mr. McGregian stated Part 150 is a good study and is important. He added his main concern is the equitable use of the airport. He stated it is unfair that not everyone has noise in each quadrant. He asked the committee to increase use of runways other than 5 and 23.

Rick Ruppert (Naples Airport Authority Board Member) – Mr. Ruppert stated there have been a lot of ideas that conflicted with each other but were dealt with in a professional matter. He stated it is tough to manage expectations. He stated the team needs to capture and communicate to the public all the necessary information and actions that were taken at this meeting.

Linda Nelson (SW Quadrant) – Ms. Nelson stated she has learned that it is a combination of efforts from the community. She stated the water contributes to noise pollution. She stated she has been living in her home for three decades and would like to enjoy the sound of nature. She stated she has never used the airport. She thanked the airport for engaging with the public and thanked the team for the noise abatement hotline.

G. ADJOURNMENT

With no further business, the meeting adjourned at 5:08 p.m.

Diane J. Cooper
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) and Noise Compatibility Committee (NCC)
Notice of Workshop Meeting

FINAL AGENDA

Collier County - Growth Management Conference Room 609/610
2800 Horseshoe Dr N., Naples, Florida 34104

Wednesday, March 30, 2022
9:00 a.m.

Members of the public may join the webinar by registering at the following link:
https://bit.ly/NCCTACWorkshop

TAC 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
Michael Bingaman – Southwest Representative

TAC Liaisons/Participants

Commissioner Donna M. Messer – Naples Airport Authority Liaison
City Councilor Beth Petrunoff – Noise Compatibility Committee Liaison
Chris Sweet - Office of Representative Mario Diaz-Balart, Florida's 25th Congressional District
Helen Pferdehirt – Office of Representative Byron Donalds, Florida's 19th Congressional District
Peter Green – FAA Liaison, Airport District Office, Orlando
Lee Kyker – FAA Liaison, Airport District Office Atlanta
Matt Felton – 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

NCC Committee Members

Andrew Bennett – County Commission Representative
John Kuntz – Active Pilot Representative
Harvey Cohen – County-at-Large Representative
Julie Schmelzle – Northeast Quadrant Representative
Beth Petrunoff – Naples City Council Representative
Chris Auron, Chair – Northwest Quadrant Representative
Lawrence Bennell – Southwest Quadrant Representative
Cliff Holland – City-at-Large Representative
Richard Krawczun – Southeast Quadrant Representative

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. **INTRODUCTIONS AND ROLL CALL – ENVIRONMENTAL SCIENCE ASSOCIATES (ESA)**

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

C. **PUBLIC COMMENT**

D. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Goals and objectives of the workshop

2. Summary of analyses conducted to date

   - DNL contours
   - Sensitivity analysis
   - Seasonal and peak period contours
   - "What if?" scenarios
   - Population analysis
   - Flight track density and profiles

3. Changes and challenges since the Study was initiated

4. Congressional Hearing and FAA Reauthorization update

5. Overview of public outreach and input received

6. Part 150 and community goals

7. Measures suggested for evaluation – Polling will be conducted throughout this item

   - Noise abatement
     - 15 categories

   - Land Use
     - 2 categories

   - Programmatic
     - 2 categories

8. Summary of measures suggested during the Workshop

9. Next steps

D. **COMMITTEE MEMBER COMMENTS - Committee Members**

E. **PUBLIC COMMENTS**

F. **ADJOURNMENT**