Minutes of the May 2, 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. He stated that the Committee would be following the revised agenda that was distributed to NCC members.

A. ROLL CALL - Chair

1. Determine Committee Quorum

a. In-person attendance: 25% or greater

Chair Krawczun asked Ms. Menard to take a roll call of the in-person attendees. Committee members present in person were Chair Krawczun, Vice Chair Reed, Mr. Bennell, Mr. Holland, Ms. Schmelzle and Mr. Garrett. City Councilor Petrunoff and Mr. Kuntz were absent.

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

Mr. Owens stated that an in-person quorum was present and that procedurally, these members may now determine if extraordinary circumstances exist to allow NCC members attending via video teleconference to participate and vote in this meeting.

Chair Krawczun moved approval for NCC members attending via Zoom to participate and vote. Mr. Holland seconded the motion. The motion passed unanimously 6-0 with City Councilor Petrunoff and Mr. Kuntz absent.

The Committee member present via Zoom was Mr. Chris Auron.

Commissioner Cuddihy, NAA Liaison, was also present.

Naples Airport Authority (NAA) staff and Counsel present were Mr. Owens, Mr. Rozansky, Ms. King, Mr. Lobb, Mr. Burch, Ms. Fletcher, Mr. Brown and Ms. Menard.

Chair Krawczun welcomed new NCC member, Bryant Garrett, Executive Manager of Collier County's airports. Mr. Garrett was appointed to represent Collier County, replacing Mr. Andrew Bennett, who previously resigned upon his departure from Collier County.

B. PLEDGE OF ALLEGIANCE - Chair

Chair Krawczun led the Pledge of Allegiance.

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

Mr. Rozansky stated that under Roll Call, Item 1, Determine Committee Quorum, was added to the agenda to allow for virtual attendance, and under Minutes, the date was corrected to read, Approve February 29, 2024, Committee Minutes. He also stated that in the Minutes, there was a typographical error on the date of the meeting, and the item was corrected to read, Approve February 29, 2024, Committee Minutes.

D. MINUTES

Vice Chair Reed moved approval of the February 29, 2024, Committee meeting minutes. Ms. Schmelzle seconded the motion. The motion passed unanimously 7-0 with City Councilor Petrunoff and Mr. Kuntz absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Online Noise Comment Form

Ms. King, NAA Director of Community Relations, introduced Ms. Autumn Ward from Environmental Science Associates (ESA). She stated that Ms. Ward would provide a review of online comment forms that are being used by airports in Florida and across the country. Ms. King said the NAA currently uses PlaneNoise to provide a web form in addition to telephone options for the community to submit noise comments. Chair Krawczun asked for clarification of how this presentation is applicable and what needs to be resolved. Ms. King responded that ESA has been tasked with evaluating what other airports are using to receive public comments and to assess whether NAA is providing the best possible format, in comparison.

Ms. Ward stated that like NAA, many airports use online forms to collect noise comments. ESA has reviewed comment forms used by several general aviation and commercial service airports for ease of access as well.

On some websites, finding the comment form was challenging. Ms. Ward presented several examples of the comment forms used by other airports. She discussed the newer version of PlaneNoise and how comment forms were hosted on the different websites with some being hosted through Envirosuite. She also noted that some airport websites use a Captcha for submissions.

There was some discussion about the use of Captcha and the difficulty associated with it. Regarding PlaneNoise, Chair Krawczun asked about noise comment forms which allow the option to request a response. Ms. Ward recommended that feature for any form being used.

Ms. Schmelzle wondered if PlaneNoise was a standalone module out of concern for cybersecurity. If the Envirosuite system was integrated into NAA's website, would it have its own firewall associated with the comment module. Mr. Rozansky said that PlaneNoise is a separate website that links to the NAA website. It has a similar, but not identical, branded theme. As far as reporting, the NAA staff receives periodic reports from the vendor. There was discussion regarding the vendor's cybersecurity protocol.

Ms. Ward talked about the AirNoise.io system. The value of its data is questioned because it does not communicate any meaningful information about the noise comment. She stated Airnoise was set up for NAA staff in March, and they were inundated with duplicate entries. She noted that most airports segregate Airnoise comments and do not include them in comment tracking due to the lack of data associated with comments. She said AirNoise allows a comment to be logged by the push of a button, which does not allow the user to indicate specific reasons for the comment.

Ms. Ward stated that the study showed NAA's web-based comment form was easily accessible compared to forms on most other airports' websites, but it is an older, less streamlined PlaneNoise form. She noted that using the Envirosuite form to manage comments could be beneficial for both commenters and NAA staff since it would be interface with the NOMS currently used by NAA and provide more reliable data management. Envirosuite also provides a mobile app for easy access. In contrast, AirNoise provides an easy comment method but provides less data about the event. Ms. Ward said that if NAA continues using PlaneNoise, they should opt for the updated form. She recommended the use of the Envirosuite system due to its benefits and versatility.

Mr. Rozansky stated that the staff wanted to bring visibility to the comment structure and the need to update the PlaneNoise form. Ms. King stated that she and Mr. Burch had examined web forms for PlaneNoise and Envirosuite. She stated there were advantages to both, and it would be important for the NCC to evaluate them and recommend a direction.

Chair Krawczun asked about NAA's commitment to continue with the known system and Envirosuite products. Mr. Rozansky said the NAA is under either a three- or five-year contract, with a 30-day out clause. Overall, Mr. Rozansky said the experience with Envirosuite has been positive although additional due diligence is necessary. He stated that staff would like to make it as convenient as possible for the public to submit comments, but it is also important that the data is useful.

Vice Chair Reed asked if possible bots could submit false comments since there is no second layer authentication method in place. Ms. King said none are being seen at this time but there is a potential for it to happen. Mr. Rozansky noted that a default setting in Airnoise creates automatic submissions. He said the April Noise Report to the Board will bear out a meteoric increase in the number of comments compared to historic data because of the high number of Airnoise comments. Ms. King noted that an AirNoise comment was first submitted through the NAA system at the end of March, and the numbers have increased significantly.

Mr. Rozansky said that currently, the number of households reporting comments is included in addition to the overall number of comments. In addition to modernizing the comment form, it may be worthwhile to consider reporting the number of households making comments rather than the number of comments.

Vice Chair Reed asked if switching to Envirosuite comment forms would eliminate the auto submission activities from third-party software and Ms. King said it would not. She further explained how comments were being submitted now and how staff identified duplicate comments. She said duplications have stopped, but in the meantime many more residents are using the AirNoise application. For now, there is a monthly fee to access the AirNoise web form on a computer or mobile device, and it detects the closest airport to the user's location. Ms. King also noted that because AirNoise does not have robust data tied to each submission, those comments have required an increase of staff time to research and report the data associated with the comments.

Chair Krawczun acknowledged that AirNoise seems to be more problematic than helpful and would opt for a choice that provides staff with better data. He asked what Envirosuite would provide that isn't already being provided. He needed to understand what would be gained from

changing the product, versus ease of use that may be accommodated by amending some of the PlaneNoise provisions. Ms. Ward said the biggest difference would be the geolocation data. She said Envirosuite's reporting features could provide additional data since it would be tied to the NOMS system already being used by NAA. She then reviewed the commonalities between the two programs. She advocated for geolocation data. Mr. Rozansky noted that Envirosuite offers a customized app.

Mr. Holland suggested NAA staff should evaluate the programs and choose the one they feel would be best for the airport. Mr. Rozansky noted that verifying the accuracy of the Airnoise comments has required much more staff time. He noted that NAA's portable noise monitors are gathering data and residents are advised that the data won't change airport operations because there is no policy or avenue for submitting the data to FAA to invoke changes. However, as the FAA considers changing its noise policy and as Congress considers noise provisions and future bills, the NAA can present the data in lobbying for changes in regulation and law. He said the Envirosuite web portal will show NAA's noise monitor locations. As someone logs in to make comments, they can see the decibel levels in real time as an aircraft flies over the monitor.

Mr. Holland asked if there was any public relations risk associated with the software since people do not understand AirNoise. Ms. King responded.

Mr. Garrett asked if the data would migrate if NAA changes vendors. Mr. Rozansky said the NAA owns the data and is at no risk of losing it.

Mr. Rozansky thanked City Councilor Petrunoff for encouraging staff to investigate best practices at other airports.

2. FAA Draft: Noise Abatement Entries in the Chart Supplement

Ms. King stated that the FAA is working to improve accessibility to Noise Abatement Information (NAI) for pilots in the airport Chart Supplements (CS). They are consulting with pilots, operators, and airport stakeholders to help improve consistency among noise abatement programs. Ms. Ward stated that pilots were telling the FAA that there were no standards, so they were finding it difficult to comply with noise abatement initiatives. The FAA would like to see the noise abatement processes streamlined. She presented the FAA's proposed NAI structure which suggest that the noise abatement initiatives be in a particular order and provide streamlined information for pilots.

Mr. Rozansky added that the NAA staff does not have a lot of comments in addition to what is being proposed by the FAA. Staff feels that the FAA proposal would be an improvement because of the consistency in reporting. He noted that there was not much distinction between fixed wing and rotor operations. He said sometimes noise abatement procedures vary by airport for those types of activities and wondered if they captured that information. Ms. Ward believed that information was captured for jet or turboprop applicability. She said she would investigate the guidance that was published.

Chair Krawczun noted that staff was looking for recommendations. Mr. Bennell said there are quite a few airports with noise sensitivity, and they communicate through Air Traffic Control to make pilots aware of the noise sensitive issues. He wondered how the information was being

collected with an assurance that it was being disseminated in a typical format that a pilot would understand. He was concerned that the charts would not be a high priority for pilots because they are focused on safety and the weather. He thought NAA staff should reach out to some of the other airports to find out how they are collecting and transmitting their data.

3. Fly Safe Fly Quiet Leaderboard First Quarter Results

Ms. King provided an overview of the Fly Safe Fly Quiet Leaderboard. She presented the program overview with scoring metrics which were communicated to all operators. She said there were many operators in each category who scored an A – above the 90% threshold. She stated that one metric for all categories was flying more than 25 operations during the quarter. Ms. King said those with more than 100 operations who received an A rating were noted. Staff was pleasantly surprised to see results that demonstrated a high number of operators were observing the noise mitigation criteria set forth to help the airport be a good neighbor. She noted that there were likely many operators who had less than 25 operations, but still would have scored an A. She said some adjustments to metrics were planned in the next quarter which would provide recognition to the very top operators. She presented metric options for consideration that may be changed in the program. Ms. King said that finding different ways to recognize operators that have a genuine interest in the program is important. She discussed next steps which include additional incentives to further encourage participation as well as increased scoring within the program.

Chair Krawczun wondered if an increase in the number of operations would be discouraging for operators. He advocated for encouraging and motivating operators to participate in the program. He mentioned a tiered program, and Ms. King said that option had been part of the discussion.

Mr. Rozansky said the intent of the program was to recognize the efforts of operators who were trying to be a good neighbor. He thought the broader the recognition, the better.

Commissioner Cuddihy did not think the tiers should be limited to two, she thought as many people as possible should be recognized for success in their categories.

Mr. Bennell noted that the policies and criteria being communicated to all operators has been very positive. Ms. King affirmed and said the feedback is indicating that pilots are invested in being a good neighbor.

4. FAA Noise Policy Review Update

Communications Manager Mr. Burch reported on his recent attendance at the UC Davis Aviation Noise and Emissions Symposium. The annual conference combines several types of aviation businesses with community groups. Aviation noise community groups, including the largest ones in the country, attend with airports and manufacturers and hear the same presentations.

Mr. Burch reviewed the FAA Noise Policy Review presentation. He discussed the program's goals, the scope of the Noise Policy Review, and the FAA's focus on foundational elements of their Noise Policy, including metrics and noise thresholds. He stated that the FAA would like to look at potential outcomes of policy changes, which include possible updates to regulations, orders, guidance, etc., changing the level of review needed for a given action and improving FAA's

communication about noise impacts to the public. During the presentation, the FAA staff provided a summary of the comments received. He noted roughly only 4% of the comments directly responded to the questions posted in the notice. Mr. Burch stated there were 17 unique comments that mentioned Naples and five additional comments from Colorado that referenced Naples Airport as the only airport to have ever successfully completed a Part 161. He presented the top 10 airports mentioned in the comments and Naples was not one of them. He discussed each of the factors identified by the FAA as noise concerns.

Ms. Schmelzle was curious how often the FAA administered this type of survey. Mr. Burch said the Neighborhood Community Survey was conducted approximately 10 years ago. She asked if it would make sense for the NAA to incorporate some of the same noise concern categories that FAA used into its own surveys. Mr. Burch said that could be done.

Mr. Burch reviewed the next steps. He said the FAA is still analyzing the comments and stated that updates as well as next steps would be posted at https://www.faa.gov/noisepolicyreview.

F. PUBLIC COMMENTS

There were no public comments.

G. ACTION ITEMS

There were no action items.

H. OLD BUSINESS

1. NAA Update – Commissioner Cuddihy

Commissioner Cuddihy provided an NAA update to the NCC members. She stated that during the March Board meeting, Commissioners interviewed the sole applicant for the NCC's Southeast Quadrant seat, and they selected Richard Krawczun as the representative. His term will expire in March 2028, and he will continue as the NCC Chair until January 2025.

The NAA Board of Commissioners heard a presentation by Hughes Aerospace during the March meeting regarding the development of new instrument flight procedures for the Naples Airport, including missed approaches and arrival and departure procedures. As part of their next steps, Hughes is coordinating with RSW TRACON and Miami Center Air Traffic for collaboration. Hughes is expected to provide the NAA another update in the coming months.

Following the Board's unanimous approval of the 2023 NCC annual report during that meeting, Commissioner Dustin formally thanked the NCC for their service and efforts. Then Chair Ruppert, on behalf of the Board, encouraged NCC members to share questions or concerns with the Board by participating in a Board meeting or via individual contact per Sunshine Law. Likewise, he encouraged Board members to attend NCC meetings to share any comments.

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.

Commissioner Cuddihy said when Hughes met with the NAA Board, they talked about getting together with the FAA. Mr. Rozansky said that Hughes had two meetings with the Air Traffic Control staff in Ft. Myers and some other higher-level NATCA leadership. He said some things presented to the NAA Board in March have changed. He said there is a follow-up internal meeting with Hughes next week to discuss their findings in more detail, indicating there is progress, but more work needs to be done.

Mr. Holland stated he had sent an email to the Mayor and City Council about using the NAA, particularly the NCC, as examples of how the bylaws of this body require representation from all quadrants of the City and how important that is. He stressed the importance of diversity of representation. He noted it was a huge asset to the process of the NAA requirement.

2. Noise Report

Ms. King stated that the Noise Abatement Specialist had accepted an employment opportunity elsewhere, so before filling the position, the job description was modified to emphasize communication skills. She then introduced the new Noise Abatement Specialist Jessica Fletcher, who had been working in a front line position at the airport for a number of years.

Ms. King presented the April 2024 Noise Report. She noted that the third and fourth Plane Talks were hosted in April, which met the goal of holding a meeting in each of the four quadrants this season. She said there was positive participation, and several people expressed interest in hosting noise monitors on their properties.

Ms. King spoke about operators who have reported that they are encouraging their passengers to be mindful of the voluntary curfew. She said NAA staff continues to contact curfew violators. Mr. Rozansky thanked ESA for assisting during the Noise Abatement Specialist vacancy by contacting curfew violators. Ms. King discussed the high number of commenters in the Northeast and Southwest Quadrants, noting that more than 55% of the comments are being generated from three households.

On pages 8 and 9, Chair Krawczun requested FlexJet's company name, noted as two different names, be consistent on future reports.

Chair Krawczun suggested that at the bottom of page 16, the legend shows "too loud" and "too low." He wondered if "low altitude" would be a better description. Ms. King said that staff could edit that description.

Mr. Rozansky noted that FlexJet has not been nearly as cooperative as other operators on the field. He said at the direction of the NCC, staff could draft a letter to their leadership regarding their late-night curfew noise. The consensus of the NCC was to allow NAA staff to draft a letter from the Chair, on behalf of the NCC.

I. NEW BUSINESS

1. Next Meeting Date: November 7, 2024

Chair Krawczun stated that the next NCC meeting will be held at 9 a.m. on November 7, 2024.

Editor's Note: After this meeting, staff learned of a conflict relative to the November 7th meeting date. The meeting date was changed to October 30th.

J. PUBLIC COMMENTS

There were no public comments.

K. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – Committee Members

There were no Committee member comments.

L. ADJOURNMENT

Chair Krawczun adjourned the meeting at approximately 10:42 a.m.

Christopher A. Rozansky
Secretary

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

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

Please FLY SAFE FLY QUIET
NAPLES AIRPORT AUTHORITY

FINAL AGENDA

Thursday, May 2, 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/89097540471?pwd=moX7tMqURgroOR2Re6_9QOH7DUmUPw.8JchzbxhvwgWDEfw - Passcode: 685169

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**

1. Determine Noise Compatibility Committee Quorum

    a. In person attendance

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

B. **PLEDGE - Chairman**

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

D. **MINUTES**

1. Approve February 29, 2024, Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Online Noise Comment Form

2. FAA Draft: Noise Abatement Entries in the Chart Supplement

3. Fly Safe, Fly Quiet Leaderboard First Quarter Results

4. FAA Noise Policy Review Update

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

H. **OLD BUSINESS**

1. NAA Update – Commissioner Cuddihy

2. Noise Report

I. **NEW BUSINESS**

1. Next Meeting Date: November 7, 2024

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**