Minutes of the
June 2, 2022, Joint Workshop of the City of Naples Airport Authority
Technical Advisory Committee (TAC) and the Noise Compatibility Committee
In Person and Virtual Zoom Video Conference

A. INTRODUCTIONS AND ROLL CALL

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

Noise Compatibility Committee members present in person were Chair Chris Auron, Julie Schmelzle, City Council Member Beth Petrunoff, Larry Bennell, Vice Chair Richard Krawczun, Harvey Cohen, and Andrew Bennett. Members present virtually were Cliff Holland and John Kuntz.

Technical Advisory Committee members present in person were Jerry Brown, Jamie Robinson, David Norgard, Steve Kingston, Andy Reed, Bruce Barone, and Michael Bingaman. Members present virtually were Daniel O'Brien and Danielle Hudson.

Technical Advisory Committee Liaisons present in person were NAA Commissioner Donna Messer, City Council Member Beth Petrunoff, Enrique Padron from the Office of Mario Diaz-Balart, Erica Martin, Daniel Hendrickson (Representative for Joe Molsen). Staff and Authority counsel in attendance in person were Christopher Rozansky, Diane Cooper, and William Owens. Peter Green of the FAA participated virtually.

B. PLEDGE OF ALLEGIANCE

Michael Arnold of ESA led the pledge of allegiance.

C. AGENDA

There were no changes to the agenda.

D. NOISE COMPATIBILITY COMMITTEE MEETING

a. Certification of Meeting Per Bylaws

Mr. Owens gave an overview of the procedures for allowing NCC and TAC members to participate and vote virtually during this meeting. There must be an in-person quorum with a majority voting to allow members attending virtually to participate and vote.

Council Member Petrunoff made a motion to allow NCC members attending virtually to participate and vote at this meeting, which was seconded by Chair Auron and approved unanimously.

b. February 3, 2022 Regular Meeting Minutes

Chair Auron moved to approve the February 3, 2022 Regular Meeting minutes and it was seconded, the motion passed unanimously.

E. TECHNICAL ADVISORY COMMITTEE MEETING

a. Certification of Meeting Per Bylaws

Bruce Barone made a motion to allow TAC members attending virtually to participate and vote at this meeting, which was seconded by Jerry Brown and approved unanimously.

b. December 14, 2021 Regular Meeting Minutes

Joan Tobin moved to approve the December 14, 2021 Regular Meeting minutes and it was seconded, the motion passed unanimously.

F. MINUTES

a. March 30, 2022 NCC/TAC Joint Workshop Meeting Minutes

Danielle Hudson moved to approve the March 30, 2022 Joint Workshop Meeting minutes and it was seconded, the motion passed unanimously.

G. PUBLIC COMMENT

Donna Krall of Royal Harbor thanked everyone and stated there is a major push to move Naples Airport traffic over Naples Bay, however, she wants a solution that alleviates noise, not just moves noise from one location to another. One option could be getting flights higher in the air faster. She asked that the airport look for ways to make flight paths safer and quieter.

Nanette Blumenfeld spoke on behalf of herself and Quiet Florida. She stated there is a lot of traffic at the airport. She stated the planes are everywhere, such as Baker Park and 5th Ave. She stated that flight school planes are a constant mainstay although they do fly higher. She stated that according to WHO (World Health Organization), health is at stake due to noise pollution. She noted that when the airport was built, its location made sense, but things have changed.

Mary Tatigian introduced herself as the president of Quiet Florida. She introduced the organization, which works towards quieting vehicular traffic and aircraft noise. She stated this traffic is causing air pollution, noise pollution and negative impacts on physical and mental health. She stated that regarding air pollution, 83% of aircraft are jets, and jet fuel itself is toxic. In 2021, the WHO stated that fumes are damaging to human health. She stated that privatization of the airport would be great.

Andrew Deane introduced himself as the committee chairman for the Port Royal Property Owners Association. He wanted to address the proposal to change the Runway 23 departure path. He noted he was a professional in aviation for 38 years, he trained in the Navy for seven years and worked for Delta Airways for 30 years. He wanted to address assertions made in some previous comments that they would like to change departure procedures to go south and down Naples Bay. He stated that he wants people to be comfortable with the idea that it is safest to go west and get over the Gulf of Mexico as quickly as possible.

Clorinda Haug of 1065 6th Street South stated regarding the recommendations raised by the NAA last year, she's happy to hear about the new proposed departure flight patterns down the bay. Others may not like it, but maybe there's a possibility to spread traffic all over Naples instead of directly over her house (under the primary runway). She stated that airplanes sometimes come every 2 - 3 minutes. On April 19th and May 3rd, there was a large amount of traffic. She stated it's getting busier and busier and asked the NAA think about the safety of the City of Naples.

Keith West of RexAir stated he is representing himself and he is also an AOPA (Aircraft Owners and Pilots Association) volunteer. He also noted airports are critical infrastructure. He noted that there is more noise from the interstate than the airport, but the community doesn't try stopping that traffic. He stated the flight schools typically practice over the Everglades. He also pointed out there are many whose livelihoods depend on the airport. He stated if there's a city and development, there will be noise.

George Dondanville stated he's lived in numerous locations in Naples. As president of the Sun Terrace Neighborhood Association, he noted the airport was there when he moved in but not as noisy as it is now. He stated the neighborhood suffers from noise when Runway 14/32 is used and it's a burden. It's also a burden for the animals that live here. He noted there are many new people who moved into the neighborhood, but many people have lived there long term.

H. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Part 150 Noise Study Status Update, Environmental Science Associates

- Summary of meeting between the Naples Airport Authority (NAA) and Federal Aviation Administration (FAA) On May 19, 2022 (Slide 3).

Michael Arnold provided an overview of the meeting between the NAA and FAA. He stated that the meeting discussion was centered around explaining the specific local situation to the FAA. The goal is to let the FAA know why the community is concerned and engage them as a partner to explore solutions both inside and outside of the Part 150 Study.

Cliff Holland asked if there was any conversation with the FAA about the 2,000-foot hold that has been discussed in the past. Michael Arnold confirmed there has been discussion about the 2,000-foot hold. He noted that they also spoke about other measures that have been discussed in the previous workshop. He added that they are in the process of developing a letter that will incorporate feedback from today's meeting. He stated he believes the 2,000-foot hold may be one of the priorities.

- Summary of March 2022 Joint Workshop between the Technical Advisory Committee and Noise Compatibility Committee (NCC) (Slides 4-10)

Michael Arnold gave an overview of the March 2022 TAC and NCC joint workshop. He stated the main points of focus were the measures discussed (Slide 4).

Mr. Arnold then provided an overview of noise abatement strategies, noting the importance of operational safety which was a key concern cited by several committee members during these

discussions (Slide 5); and gave an overview of the land use strategies discussed during the previous meeting (Slide 6).

David Norgard asked Mr. Arnold if the FAA expressed reluctance to raising the 2,000-foot hold. Mr. Arnold confirmed the FAA has raised safety concerns regarding the 2,000-foot hold. The team is now formally asking them to look at and evaluate this option so they can better understand it.

Mr. Arnold gave an overview of programmatic strategies discussed at the previous meeting (Slide 7); an overview of the SEL and DNL (Slide 8); and "Understanding Sound Levels" (Slide 9). He presented an overview of aircraft included in the initial SEL analysis (Slide 10); and examples of noise abatement measures currently under evaluation in the Part 150 Study.

- Preliminary results of the noise abatement measures under evaluation. (Slides 12-53)

Michael Arnold began an overview of the first suggested measure, which was modifying the 2,000-foot hold down to allow aircraft to fly higher, faster (Slide 12).

Cliff Holland asked whether there are any airports that have been successful in approaching the 2000-foot hold down as a possibility. Mr. Arnold stated he is not familiar with any airports that have tackled this particular issue. There are some airports that do not have a 2,000-foot hold down, however it is the default for a number of airports in Florida.

Joan Tobin stated that from her understanding, there is no safety issue if the hold down is raised. Mr. Arnold stated that the FAA is concerned about a possible safety issue. The team is currently trying to see what the issue is and whether it can be remedied in an effective way.

Michael Arnold gave an overview of implementing optimized profile descent procedures (OPD) as one of the evaluated measures (Slide 13); offset approach procedures for Runways 5 and 23 (Slides 14-16); and an overview of requiring a 060 turn at lift off on Runway 5 and maintain heading until I-75 (Slides 17-21).

Chris Rozansky asked Mr. Arnold to confirm whether what is being shown is the existing condition. Mr. Arnold confirmed that this is the existing condition. Recognizing that some aircraft fly straight out while others turn to the north, and there are community members who expressed concern about those not using the 060 heading. He added, as Mr. Rozansky indicated, that the 060-heading actually had greater population impacts. He also noted the FAA has indicated this heading may be one reason why the 2,000-foot hold could not be raised.

Cliff Holland noted the statements made about the impact on people that may not currently experience airport noise means that noise will be shifted to areas not currently experiencing it. For him, the bottom line is to stay focused on abatement rather than shifting noise.

Next, Mr. Arnold gave an overview of requiring a 040 turn at lift off on Runway 5 and maintain heading until I-75 (Slides 22-24); an overview of the effects of requiring a 030 turn at lift off on Runway 5 and maintain heading until I-75 (Slide 25-26), and of requiring a 360 turn at lift off on

Runway 5 and maintaining heading until I-75 (Slide 27-28). He noted this is one of the least effective headings from a noise abatement standpoint.

Councilmember Beth Petrunoff asked Mr. Arnold if he can explain how the shift in the NE quadrant has impacted the ability to raise the hold down. She wanted to know what the argument from the FAA is. Mr. Arnold stated the FAA are currently trying to understand this themselves. As aircraft transition from the east and are routed south the 060 heading directs those aircraft at a parallel flight path, he speculated it may be because aircraft are taken to a path that converges them with the arrival stream that comes down the middle of the state.

FAA liaison Daniel Hendrickson responded it is because of safety; however, he can't get into details because the FAA has not prepared anything to present today. Mr. Arnold noted that as they draft their letter to the FAA, the team wants to be specific with the details they are seeking. This is the kind of information they want to better understand.

Chris Rozansky noted he thinks this is a great question. After this workshop, the question in the letter to the FAA should include "How can we make it happen?" If the 060 heading is a conflict, the team will need to come back together and discuss how to address it.

At this point, there was a 5-minute recess.

When the meeting reconvened, the following items were discussed:

- Routing departures from Runway 23 down the Naples Bay (Slides 29-38).

Beth Petrunoff asked how the FAA feels about curving anything, as she was told they like straight lines. Mr. Arnold stated typical flight paths limit curving, however; there is now technology that allows for curving procedures. This follows under NextGen procedures.

Ms. Petrunoff asked what percentage of arriving aircraft have this technology. Mr. Arnold stated that the newer, more complex aircraft have this technology while some older ones may not.

Mr. Arnold gave an overview of routing departures from Runway 23 down Naples Bay with a 180 heading (Slides 34-35), and the measure that requires jets to approach at higher altitude and steeper glide angles (Slides 36-38).

Ms. Petrunoff asked if the FAA has any measurements for the altitude that is acceptable/ unacceptable to fly over a human population. Mr. Arnold responded that when it comes to arrival and departure, there is not.

- Delay Runway 23 departure turns to 270 heading until reaching an altitude of 1,000 feet (Slides 39-43).

Beth Petrunoff stated there were 113,000 flights in and out of the airport and asked how many of those flights were on the Runway 23 (Slide 42). Mr. Arnold stated that for arrivals on Runway 5

it is 50% of arrival aircraft and approximately 35% for departures aircraft. He confirmed that 85% of flights use Runway 5 or 23 for arrivals and departures.

Mr. Rozansky added that of the 85% of arrival and departure operations on Runway 5 and 23, a northeast flow is used almost twice the amount of time. Runway 5 is the runway for arrivals and departures on a northeast flow.

Michael Arnold gave an overview of routing Runway 32 departures east of Goodlette-Frank Road or other more compatible corridors (Slides 44-46); the routing Runway 23 arrivals along I-75 (Slides 47-49); increased use of the crosswind runway (Runway 14 and 32) at five knots. Autumn Ward followed up with further details regarding arrivals versus departures. (Slides 50-52)

Ms. Petrunoff asked if the team has the chart on Slide 50 with absolute numbers instead of with percentages. She requested that the team supply this later.

Mr. Arnold discussed the Part 150 Study Timeline (Slide 53). Ms. Petrunoff asked if there is a specific date or deadline for the FAA. Mr. Arnold confirmed there is not.

I. COMMITTEE MEMBER COMMENTS

Beth Petrunoff asked how important noise is to the FAA and how this has changed in the last five years. Mr. Arnold stated that safety and efficiency are FAA's priorities. The FAA is trying to understand how people's reactions to noise has changed.

Ms. Petrunoff stated DNL is not as accurate at depicting conditions in seasonal locations. She wanted to know if this measurement will change. Mr. Arnold stated the City of Naples has chosen to utilize the threshold to 60 DNL. He explained that he believes changes are more likely with the current administration. He added the NAA and study team would like to be able to formally use single-event contours, but that current federal policy does not allow that.

Mr. Rozansky agreed and stated the tools the federal government has provided at the local level had a useful purpose years ago. He also noted a recent study that shows that people are more annoyed beyond the contours than previously known. The NAA team is trying to come up with mitigation strategies that will gain federal approval. He also mentioned the importance of the City and NAA working together to develop recommended changes to federal noise policy. He stated in 2023 there will be an FAA reauthorization bill, meaning that there might be an opportunity outside of the Part 150 Noise Study. He noted the results of midterm elections will drive the reauthorization bill.

Beth Petrunoff asked if they need to strategize for lobbying with Congress to pull FAA into the conversation. Mr. Rozansky confirmed they should, and that it \will be more impactful to pursue this in a united manner.

Andy Reed stated he believes it would help if the study team sent an exhaustive list of safety concerns to committee members.

David Norgard stated his appreciation for the presentation. He then asked how the two different arrival procedures (OPD and steeper glide slope) presented correlate.

Mr. Arnold stated that glide scope modifications would achieve benefits further out. This method delays the point at which they start to descend. With OPD, it doesn't adjust glide path, but it delays the descent to be closer to the airport. It can also be combined with lower/higher glide paths.

Richard Krawczun asked for confirmation that some of these recommendations need FAA approval while others are not. Mr. Arnold stated recommendations that impact DNL contours would be subject to FAA approval as part of Part 150. Recommendations that don't necessarily impact the contours would still require FAA cooperation and approval to implement outside of the Part 150. Mr. Krawczun asked if it would be helpful for committee members to see what does and doesn't require FAA approval. Mr. Arnold stated the team can be clearer about which recommendations would be subject to FAA approval.

Steve Kingston suggested exploring changing airspace classification from class Delta to Charlie. He said this may help get aircraft higher, faster. Mr. Kingston also stated he noticed the analyses presented use a Citation 550 and 750 and believes the new generation of aircraft are quieter which may help the problem. He noted the graph shows there are more infractions of the voluntary curfew in the morning than the evening. He asked if there are more complaints in the morning than at night.

Mr. Rozansky stated the majority of noise comments are over curfew violations. Autumn Ward confirmed the peak hour for noise complaints is 6 AM.

Ms. Petrunoff asked if it is in the project's scope to look at other actions that don't include the FAA, for example publishing curfew violations in the newspaper. Mr. Rozansky responded that the NAA has published top violators, however there is some risk/exposure to publishing more detailed personal information. Additionally, the NAA doesn't always have access to this information including pilot or passenger names.

Commissioner Donna Messer stated she has made personal calls and received commitments from companies that they are working hard to not fly during curfew hours.

Ms. Petrunoff stated there were other items listed that are not FAA related, and items that the FAA might stop them from, such as giving different fuel prices which cannot be done because it is discrimination. She wanted to know who is governing this and what other areas are being explored regarding reduction of volume. Mr. Rozansky responded that with regard to pricing there is a federal obligation to charge reasonable prices. The team is exploring alternative fuel pricing mechanisms, such as providing a financial incentive to those who opt into observing the curfew. He confirmed that curfew breakers cannot legally be penalized.

Joan Tobin asked if the team has thought more about landing fees. Mr. Rozansky stated they are looking into it. The NAA has been asked to stop taking grants and if they are no longer taking

grants, then they would have to take landing fees. However, under the NAA's current finance model, it's immaterial whether they collect money through fuel and hanger rents or landing fees.

Ms. Petrunoff suggested that they stop taking grants and this could give NAA more flexibility in making rules. Mr. Rozansky explained that this would not allow the NAA more rulemaking flexibility, as there are other federal laws in place that are not related to grants. These laws apply regardless of whether the NAA accepts grants or not.

Danielle Hudson asked when they can expect to see the results related to next steps, land use and programmatic measures. Mr. Arnold stated this should be available in the fall and that the team will engage committee members as a part of this evaluation.

Harvey Cohen thanked the team for their hard work and commitment to community engagement.

J. PUBLIC COMMENT

Craig Westbay, 750 9th Ave South, stated that his perspective comes primarily from looking at Runway 23 departures over old Naples. He has two safety questions. He stated that plane crashes are very unlikely, however he has concerns about "things that fall off of planes." When looking at safety, everyone needs to look at the population on the ground who are exposed to possible safety issues. The thought of a heavy object falling off a plane is frightening and something that needs to be considered as options are weighed. The second item he wanted to discuss is that he believes that 20-30% of flights are under 1,000 feet when crossing downtown Naples. The issue is that there is another available route, down Naples Bay. He suggested that they look at that as another option.

James Streicher, 431 8th Ave South, stated that he has seen changes in the volume of jet aircraft flying over his neighborhood. The option of adding additional flight corridors for Runway 23 departures, down the middle of the bay was originally raised in the first joint meeting between the City Council and the NAA in 2021. He noted one commissioner requested this option be investigated, and he also supports this option. It only affects flights to the southwest and would not add traffic to any other airport runway. Runway 5/23 is longer than the other runway and safe for jet traffic. Pilots should also be encouraged to take off sooner and climb higher, faster.

Jerry Belle,1979 4th Street South, congratulated the NAA on communication and public outreach. He also thanked them for focusing on data. He reiterated what Mr. Holland said earlier. Many from the Aqualane Shores Association want to focus on abatement, not shifting the noise. He does not like the "down the bay solution" because it just shifts noise to communities that are not currently impacted - unless aircraft can climb higher, faster, which would mitigate some of the impact.

Mary Tatigian, 4360 7th Ave Southwest, stated there are still curfew violators. She stated it is getting better because it is off season. She has a sound meter that she uses, and decibel readings range from 65-85. She stated she does not believe in shifting noise to anyone else. She stated that every 30 seconds an aircraft flies over her home, for hours at a time and that they are constantly assaulted by noise and air pollution. The FAA needs to consider human beings and animals. She

stated the airport is in the middle of the city, and there is no solution but decreasing the volume. She compared NetJets to Uber. She stated that their quality of life has done a 180 change.

Andrew Deane, 2395 Lantern Lane, thanked the NAA for all their efforts. He stated there are some things that can be pursued to get noise abatement. He noted they agree that they want noise abatement, not movement. He believes that there is a great deal of difference between going directly over the gulf versus to the bay, as it's a narrow body of water and not comparable to the Hudson River.

Robert Burns, 720 Broad Avenue South, stated he has a comment and two questions. His comment was that he understands the FAA finds it to be safest flying over water and mangroves. He then asked, if safety is the number one priority of the FAA, how much weight does it have when compared to noise. He also asked if there has ever been a time when a flight pattern down Naples Bay was used at the Naples Airport on a regular basis. If so, when and why was it changed.

Olive Waxter stated she noticed during the presentation there was a lot of focus and concern about impacting new neighborhoods. The bottom line is that there is anticipation for air traffic to continue to increase and there are members of the community who are disproportionately impacted. She asked if the team could comment on the commitment to spread the impacts to the rest of the area, as it isn't fair that there are just two quadrants receiving the majority of the impacts. Mr. Rozansky thanked the Committee members and the public in attendance for their participation though the meeting and the study.

K. ADJOURNMENT

Yvonne Garth adjourned the meeting adjourned at 1:04 p.m.

Natalie Palomino
Secretary

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

CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Part 150 Noise Study
Technical Advisory Committee (TAC) and Noise Compatibility Committee (NCC)
Notice of Workshop Meeting

Please FLY SAFE FLY QUIET
QUIET HOURS 10 pm - 7 am

FINAL AGENDA

Hilton Naples | 5111 Tamiami Trail North, Naples FL 34103
Royal Palm Ballroom (Main Ballroom)

Thursday, June 2, 2022
9:00 a.m.

Members of the public may join the webinar by registering at the following link:
https://bit.ly/APF-TAC-NCC

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
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

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

B. PLEDGE OF ALLEGIANCE

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

D. NOISE COMPATIBILITY COMMITTEE MEETING

a. Certification of Meeting Per Bylaws

b. February 3, 2022 Regular Meeting Minutes

E. TECHNICAL ADVISORY COMMITTEE MEETING

a. December 14, 2021 Regular Meeting Minutes

F. **MINUTES**

a. March 30, 2022 NCC/TAC Joint Workshop Meeting Minutes

G. PUBLIC COMMENT

H. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Part 150 Noise Study Status Update, Environmental Science Associates

I. COMMITTEE MEMBER COMMENTS - Committee Members

J. PUBLIC COMMENT

K. ADJOURNMENT