

**Minutes of the**  
**April 13, 2021 Regular Meeting of the**  
**City of Naples Airport Authority Technical Advisory Committee (TAC)**  
Virtual Zoom Video Conference

**A. ROLL CALL**

The meeting was called to order by Michael Arnold at 9:30 a.m. on the Zoom video conference.

Committee members present were Jamie Robinson (virtual), Daniel O'Brien (virtual), David Norgard (in person), Raymond Stricklen (in person), Phil Boyer (in person), Steve Kingston (virtual), Joan Tobin (virtual), Danielle Hudson (virtual), Jerry Brown (in person), and Andy Reed (virtual).

Liaisons present were Commissioner Donna M. Messer (virtual), City Council member Gary Price (virtual), Joe Molsen (virtual), Stacey Nichols (virtual), Erica Martin (virtual), Jamie French (virtual), Peter Green (virtual), Christopher Rozansky (virtual), William Owens (virtual), Diane Cooper (in person), and Zachary Burch (virtual).

It was confirmed that a quorum was established, as there were four in-person committee members in attendance. The four committee members in attendance took a vote on the participation of those attending virtually. A motion to allow those TAC members not present in-person to be able to vote was moved by Phil Boyer and seconded by Jerry Brown. The motion passed 4-0.

**B. PLEDGE OF ALLEGIANCE**

Michael Arnold led the Pledge of Allegiance.

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

There were no changes to the agenda. There were minor updates in the wording, preamble, and notice sections as recommended by counsel, but no changes to agenda items.

**D. MINUTES**

David Norgard moved to approve the November 5, 2020 TAC Meeting Minutes. Joan Tobin seconded the motion. The motion passed 11 – 0.

**E. PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Summary of TAC Meeting #3 – ESA

Mr. Arnold of ESA began the presentation by introducing the materials that will be reviewed during the TAC meeting. The first item on the list is a summary of the previous meeting, TAC #3, which was held on November 5, 2020 as a hybrid meeting via virtual Zoom video conference and in-person. Topics covered during TAC #3 included an overview of the principles of noise impacts, preliminary results from runway use and fleet mix analysis using 2019 operational data, results from flight track analysis, and a noise modeling overview. TAC members also participated in a discussion about land use data collection and its preliminary results, as well as a discussion on the

aircraft activity forecast from October 10, 2020. Mr. Arnold noted that coming out of TAC #3, there were results pending for baseline runway utilization, baseline fleet mix, the activity forecast, and baseline land use. TAC Meeting #3 was closed with updates on the project schedule and anticipated dates for the next TAC meeting.

## 2. Amended Aircraft Activity Forecast – ESA

Mr. Arnold introduced the Amended Aircraft Activity Forecast and noted that the forecast developed as a part of the Master Plan and approved by the FAA in May of 2018 was no longer considered appropriate for use in the Part 150 Study. ESA submitted the initial forecast for the Part 150 to the FAA on October 10, 2020. The forecast was later amended on January 22, 2021 to reflect actual jet activity experienced at Naples Airport for the Calendar Year 2020. This amended forecast was recently approved for use in the Part 150 Study by FAA.

Mr. Stricklen asked Mr. Arnold if he could explain why the non-jet segment shows growth of 6% from 2020 to 2021 while jets show 2.5% growth. He also asked what factors are behind this difference in projections. Michael Arnold responded that the 2.5% jet activity forecast was determined by looking at the historic growth of Naples Airport, along with national trends. Mr. Arnold also noted that the total number of operations in the amended forecast did not change from the October 2020 forecast. The only change in the amended forecast was the total share of jets in operation at the Airport between 2021 and 2026.

Ms. Tobin asked if the number of jet operations will remain high as a result of COVID-19. Mr. Arnold noted that these operations were up as a result of COVID-19 due to a shift in travel patterns from commercial to private aircraft. Mr. Arnold noted that a segment of this trend could continue at Naples Airport. However, at some point, private travel may drop off as passengers return to commercial air travel, though an increase in business and corporate travel will likely offset these changes.

Mr. Reed asked if these findings are based on a fleet mix that is currently in operation and allowable. Mr. Arnold confirmed this is correct. Mr. Arnold also added that the Study Team's findings are based on the actual total share of jet operations and total fleet mix operating at Naples Airport.

## 3. Baseline Operational Analysis – ESA

- I. Runway Use - Mr. Arnold noted that runway use is a key item, as it is one of the factors that determines how noise exposure is reflected over the surrounding community. The study team reviewed all operational activity for 2020 to determine current runway use. He also noted that the study team observed use of Runway 5-23.

Mr. Arnold mentioned that earlier in the meeting, Mr. Stricklen had a question about the additional analysis related to runway use. Mr. Arnold stated that the study team has analyzed the runway use patterns at the Airport, as well as what might influence runway use. Mr. Arnold indicated potential plans to perform a survey of pilots to get more information on what is driving runway use decisions. Mr. Arnold also mentioned that more

detailed analysis of what is driving runway use will be performed in the next phase of the study, the Noise Compatibility Program (NCP).

Mr. Price had a question regarding fixed wing aircraft and runway use. He stated that he understood from the previous slides that the percentages of the operations include jet traffic, but wondered if runway use can be further broken down into jets and would the runway use numbers change. Mr. Arnold acknowledged that there are slight changes looking into runway use by aircraft type, but overall those numbers are very similar to the numbers included in the presentation. The study team included more detailed information in the Draft Noise Exposure Map Report but is keeping the discussion high level for this meeting.

Ms. Robinson asked if there has been consideration for improving and expanding the use of Runway 14-32. Mr. Arnold noted that the runway is more suited to the smaller aircraft fleet and stated that the Airport had looked into improving the runway in the past but ran into challenges. He stated that this topic will likely come up again during the NCP phase of the Part 150 Study when the study team looks into how a shift in runway use could affect noise exposure surrounding the Airport. Ms. Robinson responded that she would like further investigation into this as it may help disperse traffic. Mr. Rozansky responded that there was an engineering analysis in 2016 and it was found that it would cost \$10-11 Million to gain 400 to 500 feet of runway due to environmental impacts, so it was decided that it wasn't worth pursuing. He noted that this should be a part of the NCP phase of the Part 150 Study. Mr. Rozansky added that while every aircraft can use the runway, many aircraft will prefer the runway that is less susceptible to the wind. He noted that a change in runway use would be further investigated in the NCP phase of the Part 150 Study.

- II. Fleet Mix – Mr. Arnold provided an overview of the Airport's fleet mix, which has been updated with the 2020 data. The study team noted that there were fewer wide-cabin class aircraft and more of the smaller-cabin class aircraft. He noted that smaller aircraft are not always quieter. He stated that 67 Aviation Environmental Design Tool (AEDT) noise profile classifications were analyzed and included in the model based on the 2020 data. Mr. Arnold noted that there was a shift to the "light" category of aircraft in the 2021 jet assumptions. He stated that approximately 86% of aircraft operating at the Airport could potentially meet Stage 4 noise certification levels and 13% could meet the Stage 5 classification.

Ms. Robinson noted that during the last meeting she had requested a correlation with the stage of aircraft. Mr. Arnold responded that the study team has this information for 2019, but the noise stage information for the fleet shift that took place between 2019 and 2020 has not been determined. Ms. Robinson requested that this be done.

Mr. Stricklen asked what the percentage of jet operations are certified to Stage 3 as opposed to Stage 4 noise certification. Mr. Arnold responded that he does not have these numbers at the moment but believes the majority of aircraft operating at the Airport are certified under Stage 3. Mr. Stricklen asked if this analysis of Stage 3 aircraft could be sent out to the TAC. Mr. Arnold confirmed this information was presented at the Noise Compatibility Committee (NCC) meeting in January 2021 and can viewed from that meeting

presentation. Mr. Stricklen asked if a majority of the Naples fleet is meeting a 40-year-old noise standard. Mr. Arnold responded that Stage 4 certification was released in the early 2000s and wasn't required in the U.S. for smaller jet aircraft until 2017 or so; Stage 5 was not required until the past year. Mr. Rozansky noted that upwards of 86% of the current fleet would meet Stage 4 or 5 standards, and this would mean that approximately 14% would meet Stage 3 only. Mr. Arnold confirmed that this is correct.

- III. Stage Length – Mr. Arnold reviewed 2020 departure stage lengths for the Naples Airport. He noted that the stage length impacts the gross takeoff weight assigned to each aircraft type used in noise modeling. He also noted that there is a correlation between aircraft weight and its noise signature. Mr. Arnold clarified that most general aviation aircraft default to a stage length of one in the noise modeling program even though they are traveling more than 500 nautical miles. This means they are modeled at maximum takeoff weight regardless of distance flown.

Mr. Arnold presented the modeled versus actual departure stage length recorded at Naples Airport in 2020. All distance data is represented in nautical miles. Approximately one third of jet aircraft are flying 0-500 miles, about half are flying 500-1,000 miles, and about 20% are flying 1,000 miles or more. For turboprop aircraft, about 60% are flying 0-500 miles, a third fly 500-1,000 miles, and a little over 6% are flying further. For piston aircraft, a majority of the aircraft are flying 0-500 miles with a few flying between 500-1,000 miles. He noted that typically, helicopters fly within 100-200 miles. In the table, Mr. Arnold pointed out how the noise modeling program typically assigns a default departure stage length of 1 despite general aviation aircraft flying further in real-world scenarios.

#### 4. Baseline Land Use – ESA

Mr. Arnold summarized the land use data coordination efforts. The study team has coordinated with Collier County and the City of Naples Planning Department to develop the land use map used for the Part 150 Study. Mr. Arnold noted that the City of Naples and Collier County have adopted the 60 DNL contour as the threshold for noncompatible land use, which requires sound level reduction for construction within the contour. There are certain land uses that are considered noncompatible, such as residential areas. There are also some potentially compatible land uses that can be conditionally approved, such as transient lodging or hospitals, but they are required to incorporate sound level reduction. Mr. Arnold also noted that the study team has also been focusing on identifying mixed use developments, which include residential.

Mr. Stricklen asked at what point will there be a conversation about the overlay of population. Mr. Arnold responded that there are slides that go over population later in the presentation, with a population analysis of the areas around the Airport.

Mr. Price asked if the land use map can be overlaid with the aircraft activity density figure. He mentioned that it would be helpful to see how the departures impact land uses. The DNL 60 contours barely leave the Airport and do not cover the impact of noise that occurs. Mr. Arnold responded that the land use map can be overlaid with the heat maps presented later. Mr. Rozansky noted that this should not be limited to departures, and that arrivals should be included in that map overlay, as well.

## 5. Noise Modeling – ESA

Mr. Arnold gave an overview of noise modeling, including noise modeling inputs and the FAA's modeling program. The modeling is used to generate DNL contours, the day-night average sound level contours, that represent the annual average-day around the airport, which are then overlaid onto a land use map to identify noncompatible land uses. The FAA utilizes a threshold of 65 DNL and higher for noncompatible land uses, whereas Collier County and the City of Naples have adapted a DNL of 60 for determining noncompatible land use. Mr. Arnold then reviewed historic noise exposure maps, which showed that a majority of contours did not extend past the industrial area to the northeast of the Airport and stayed fairly close over natural areas in the northwest. It also showed the contours stretching over some of the communities to the southeast and southwest. Mr. Arnold also mentioned that the noise contours have contracted over time as represented in the figure.

Mr. Arnold then reviewed an aerial map that depicts the 2021 draft Noise Exposure Map (NEM). The aerial illustrates noise exposure by showing DNL 60, 65, 70, and 75 contours. Mr. Arnold also presented an aerial map of DNL 55, 60, 65, 70, and 75 contours. He emphasized that DNL 55 has not been adopted by Collier County or the City of Naples for land use purposes—the presentation of the DNL 55 was for informational purposes only. He noted that the DNL 55 represents 10 percent of the total sound exposure that the FAA considers significant, but that it was a good indicator of those areas exposed to occurrences of higher levels of noise exposure. Mr. Arnold also presented the DNL 60 noise contours by comparing the 2017 Master Plan and 2021 NEM contours to show their differences. He mentioned that certain noisier aircraft have decreased by 75% since the 2017 Master Plan contours were developed. This is a result of older aircraft being retired and newer aircraft types being quieter. It may also be a result of the retirement of certain aircraft as a result of the January 1<sup>st</sup>, 2020, Automatic Dependent Surveillance-Broadcast (ADS-B) equipment mandate. In addition, Runway 14-32 use has decreased and the 2021 contours reflect this change. He also mentioned that the noise modeling program has been updated since the 2017 Master Plan. In the updated version of the modeling program, different aircraft noise profiles assignments are included that were not originally included in the version used in the 2017 Master Plan study. Many of these profiles represent the newer, quieter aircraft in the fleet, which were previously classified with older, noisier aircraft. The study team has also done an exhaustive evaluation of flight tracks and other factors which likely resulted in the difference between the two contours.

Mr. Arnold then reviewed the 2021 noise exposure map with the DNL 60, 65, 70, and 75 contours over land uses. Mr. Stricklen asked if arrivals or departures are driving noise exposure at Runway 5. Michael Arnold responded that the noise for these contours is primarily being driven by arrivals. He noted arriving aircraft operate in much narrower corridors and lower altitudes, making arrivals less dispersed and resulting in arrival noise having a more significant effect than departure noise. He also noted that departure noise is somewhat more dispersed because it is not on a fixed path like the arrivals. Mr. Stricklen stated that there are residents that can stand at 3<sup>rd</sup> Street and 7<sup>th</sup> Avenue and a noise app on their phone records noise at 75 dB while an aircraft is departing, which is well over what is shown in the presentation. Mr. Arnold noted that individual readings like this can occur, but FAA regulations require that the study evaluates the cumulative aircraft noise across a broader area and using a time-weighted average, or DNL. He reiterated that the study team is

looking at an annual average day noise exposure contour, which cannot be measured with individual noise readings.

Mr. Stricklen asked if Mr. Arnold could explain the difference between the reality of measuring noise and what the study team is presenting. Mr. Arnold responded that there are two different ways to measure noise: modeling and monitoring. He mentioned that the study team is modeling noise exposure for the average annual day and that the DNL metric calculates noise exposure over a broad area. He affirmed that there are aircraft operations that may result in a noise reading of 65 or 75 decibels, but they are contributors to the overall noise exposure. This is the challenge of using the DNL metric—it does not reflect an individual aircraft flight, rather the average of all noise over an average full day on the basis of annual aircraft operations. The average annual day is also difficult to use for Naples because it does not adequately represent the seasonal fluctuations of aircraft operations that Naples receives. However, from a Part 150 Study standpoint, we are required to use DNL regardless of its shortcomings.

Mr. Boyer thanked Mr. Arnold for the explanation. He noted that the Cambier Park off 5<sup>th</sup> Avenue South gets extremely high noise levels that affect people during the day and wondered what the map would look like if departures were incorporated. Mr. Arnold clarified that both arrivals and departures are included in the 2021 Draft Noise Exposure Map shown. Mr. Boyer stated that often speakers need to stop talking in the area, even with a good PA system. Mr. Arnold confirmed that noise levels above 65 decibels can disrupt speech between two individuals. Mr. Stricklen noted that this can happen every 3-5 minutes.

Mr. Norgard asked if there is a movement by the City to reduce the DNL 60 to 55. If so, has the Study Team modeled the impact that this would have on the airport's operations. Mr. Arnold stated that the study team looked at what DNL 55 would be, based on the existing assumptions in the model. Some airports, such as Fort Myers and Orlando, have adopted the DNL 55 contour for notification and disclosure purposes. Therefore, if someone buys a home within the contour, the buyers must sign an acknowledgement disclosure. Mr. Norgard asked if the City of Naples or Collier County is seriously considering changing the regulation to DNL 55. Mr. Arnold stated that he cannot speak to that but noted that the fact that they adopted the DNL 60 puts them among the more progressive jurisdictions in the country.

Ms. Tobin noted that on 3<sup>rd</sup> Street, only occasionally do flights come over and one may occasionally need to stop talking but it does not happen too often. There is a balance between the noise which happens on occasion and the benefit that comes from having the airport. She also noted that in her experience, this will happen in any city in one way or another. Ms. Tobin questioned whether expanding the area in order to lower the decibel level would be beneficial or not.

Mr. Price stated that looking at different DNL contours doesn't really address the concerns of the residents because it is addressing noise over a 24-hour period, which is not the problem. He noted that the conversation about noise should include the frequency of noise and the location of land uses over time. There is more to the situation than expanding the contour to DNL 55. Mr. Rozansky noted that this is a great point and stated that there will be more discussion on this in the second half of the Part 150 Study. The discussion about DNL 60 versus 55 is more of a restriction on land

uses around the airport than a restriction on the airport itself. Changing to DNL 55 may increase eligibility for sound proofing, but it does not mean a change in operations at the airport.

Mr. Arnold reviewed fleet mix adjustments that have been projected for 2026 in comparison to 2021, which illustrates a return to more corporate activity and a reduction in private travel. He noted that these projections are based on trends and are not definitive. He reviewed the noise contours in the 2021 Existing Conditions and 2026 Future Conditions. There is a slight increase in noise to the southwest and northeast, as well as changes at the ends of Runway 14-32. However, these changes in the contours are relatively minor.

Mr. Stricklen asked if the 2026 forecast significantly changes the proportion of aircraft certified to Stage 3 noise classification. He noted that the 2026 contours suggest that aircraft are noisier. Mr. Arnold responded that the 2026 DNL 60 noise contour is a reflection of the change in fleet and where the fleet is predicted to go in the future. Mr. Arnold stated that it is not an easy process to look at the noise certification of each individual aircraft in operation at Naples Airport. Most are meeting Stage 4 or higher. It's likely that at least 86% are meeting Stage 4, but the study team has not yet looked at what this could be for 2026. The study team plans to look further into the noise stage certification of the aircraft in operation at the Naples Airport during the NCP phase of the Part 150 Study to determine which ones are the noisiest. This would help to better understand which aircraft are the ones driving noise contours. Ms. Ward also noted that the contour did not get bigger solely due to a fleet mix change, but that there are also an additional 7,000 aircraft operations projected with 4,800 of them being jet aircraft.

## **6. Noise Comment Analyses**

Ms. Ward reviewed the 2020 Noise Comments Summary. She stated that 363 comments had been received in 2020 which is an increase of 313% compared to 2019; however, one third of the 2020 comments were from one household. February was the month with most comments; Sunday was the day most comments were made; and 6AM was the hour most comments were reported. Ms. Ward mentioned that the Part 150 Study Open Houses were advertised and held in February 2020, which most likely resulted in more comments in that month. She also mentioned that 104 households commented in 2020, with an average of 3.5 comments being made per household and a median of 1 comment per household. She also noted that three households represent 30% of the total comments received between 2012 and 2020. Old Naples submitted the most comments in 2020, making up 55% of the total.

Mr. Reed asked if operations by Mosquito Control or Collier Sheriff's Aviation operations are included in these numbers. Ms. Ward confirmed that any comments on these operations would be included in the comment analysis but the operations themselves are not included when the airport reports on nighttime curfew non-compliance.

Ms. Hudson asked what the total number of comments would be if the multiple comments made by individual households were removed. Ms. Ward stated that in 2020 there were 363 comments, with one resident submitting a third of those comments. She stated that removing these comments would make the total approximately 250 comments.

## 7. Supplemental Analyses

Mr. Arnold reviewed the supplemental analyses section. Mr. Arnold mentioned that the study team plans to perform a population analysis to better understand population in areas around the airport. He asked the TAC for their input on what else should be considered when working on a more detailed population investigation.

Mr. Stricklen asked Mr. Arnold to provide information on how much traffic is above and below 1,000 feet, particularly on departures. Mr. Arnold confirmed that there has been some profile analysis done related to departures and the study team could look into this further.

Mr. O'Brien noted that there is a "Moorings Grand Lake" expansion that is rapidly adding people to an area northeast of the airport. Mr. Rozansky stated that they have met with this community to discuss the Part 150 Study and how to get involved.

Mr. Price noted that it would make sense to incorporate a four-mile ring, as it is a bigger area. He also agreed with Mr. Stricklen that altitudes must be considered, as well as arrivals and departures, because these factors impact what people southwest of the airport experience in noise exposure.

Ms. Hudson noted that in 2020, the circumstances have led people to spend more time in their homes. This would result in them hearing more of the overflight traffic which may have been avoided if they were spending time in different locations. She stated that this is important to take into consideration going forth in the study. Mr. Arnold noted that this is a great observation.

Mr. Rozansky added that Mr. Stricklen's request to look at the population being exposed to aircraft overflight at less than 1,000 feet is a good idea. He said it does not need to be limited to arrivals but can also include departures. Mr. Rozansky stated that there is a local land use planning and forecasting firm that has been used by Collier County that is beginning to do some work for the City of Naples. This firm has a lot of detailed parcel data and can work with the study team on the additional population analysis. Mr. Rozansky also mentioned that this firm has data on the locations for single and multifamily homes, and can determine the mixed-use residential population as well. Furthermore, he added that there is a possibility to parse out year-round and seasonal population estimates. Mr. Arnold confirmed the use of the forecasting firm for the population study. He also confirmed that the study team can look at the four-mile ring and add areas that are subject to aircraft typically flying below 1,000 feet.

Mr. Arnold gave an overview of other possible supplemental noise analyses, which includes a seasonal analysis to gain additional insights into variations in noise exposure at Naples Airport. He noted that due to COVID-19, it has been a challenge to decide what will be considered a seasonal contour. Mr. Arnold also reviewed supplemental noise metrics, which includes maximum A-weighted sound levels, sound exposure levels, equivalent noise levels, number above, and time above, measurements.

Mr. Boyer asked what seasonal metrics other airport locations have applied to their noise studies that Naples can make use of in this Part 150 Study. Mr. Arnold noted that 3 to 4 months usually constitutes a season. Mr. Boyer stated that last year had to be discarded due to COVID-19 and that

this year's season is a little different, as well. He noted that looking at seasonal metrics would be helpful.

Mr. Stricklen asked what methodology is being used and if it would be more modeling. Mr. Arnold stated that it would be a similar approach in terms of modeling, but within a specific time period. It could be looking at the number of operations that occurred during a specific period and modeling them as if it were the average annual day or digging deeper into the actual runway use during a seasonal period. Mr. Stricklen stated that in 1997 there were sensors used to measure noise levels and that is how supplemental analyses were done. He followed up by asking if there has been any consideration of using sensors to find out the noise levels. Mr. Arnold responded that the deployment of noise monitors is difficult because it only captures the noise levels at that specific location, and it captures all ambient noise generated at that location. This means that all noise factors would contribute to the noise levels, not just the aviation-specific sound. Noise monitors also collect noise as a single event. Mr. Arnold mentioned that the noise monitors could be used, but those monitors would also have to be staffed and non-aircraft noise would have to be filtered out.

Mr. Rozansky noted that it would be helpful to give the supplemental analysis some context. The FAA will not consider any of this analysis and will only base their decision on the annual average day. To help address the concerns of community members, a seasonal contour could help the Naples Airport identify mitigation steps in the second half of the Part 150 Study. He also noted that we have a model with noise information provided by the actual aircraft manufacturer. Mr. Rozansky asked if the model has the ability to show a reduction in the nighttime curfew operations. Mr. Arnold confirmed that the number of nighttime events modeled can be reduced to better understand how it would influence the noise contours. Mr. Rozansky responded that since we have talked about working to decrease the voluntary nighttime activity, it would be beneficial to see what the noise exposure would look like if nighttime activity were reduced.

Mr. Rozansky also asked if it would be possible to model what a change in departure profiles would look like, such as eliminating the 2,000-foot hold. Mr. Arnold confirmed that this could be done but noted that the study team would have to treat this as a single event analysis. Mr. Stricklen noted that he has questions about the effectiveness of removing the 2,000-foot hold because it depends on pilot technique which is why there needs to be another method instead of modeling. Mr. Rozansky responded that it is challenging, as pilot's climb profiles often differ based on company policy rather than pilot technique.

Ms. Barnett noted that the presentation must move on in the interest of time.

## **8. Recent Stakeholder Outreach- ESA**

Mr. Arnold gave an overview of stakeholder outreach that was conducted in 2020 and 2021, as well as the upcoming outreach schedule.

## **9. Next Steps**

Mr. Arnold reviewed the next steps, which include developing and preparing the Draft NEM Report in Spring 2021. The public will be given notice of the report and it will be available for

download on the airport's website. Mr. Arnold noted that there will be in-person and virtual open houses that will allow the study team to discuss results and receive feedback from the community. The study team will also be accepting comments on the Draft NEM Report. The study team will respond to comments received on the Draft NEM Report in the Final NEM Report. The Final NEM Report will be complete in Summer 2021 and will go to the FAA for review and a determination of compliance with 14 CFR Part 150.

Mr. Reed requested the time certain location details for the upcoming meetings once they are finalized. Mr. Arnold noted that as of now, the dates are not confirmed. Mr. Reed clarified he just wanted to see the current calendar of scheduled events.

Ms. Tobin asked if the Study Team would like to meet with the 3<sup>rd</sup> Street Merchants Association. Mr. Burch confirmed they would be happy speak with the Association. Ms. Tobin noted that she can put him in touch with the people that will help to organize this meeting.

Mr. Rozansky asked Mr. Arnold if there is an estimated timeline for TAC #5. Mr. Arnold stated that it will likely take place late Summer 2021. Mr. Rozansky asked who could attend in-person if there were to be an August or September meeting. Mr. Reed and Ms. Robinson confirmed that they would both be available to come in-person for a late summer TAC meeting to ensure there is an in-person quorum.

## **F. PUBLIC COMMENTS**

Ms. Waxter thanked the study team and asked if there were any precedent for the FAA not applying the annualized DNL and instead looking at seasonality. Mr. Arnold stated that there is no precedent for this for the official noise maps. Mr. Green noted that this is due to federal regulations, which are straightforward and do not allow room for interpretation. Mr. Rozansky noted that the airport has provided the FAA with the opportunity to look at information other than the annual average but ultimately it is up to Congress and FAA regulations.

## **G. ACTION ITEMS**

- I. Ms. Robinson requested the comparison of aircraft fleet and noise stage.
- II. Ms. Robinson requested that the noise stage classification information be updated from 2019 to 2020 and shared.
- III. Mr. Stricklen requested the study team send the analysis of aircraft noise stage certification, which is in the NCC slides.
- IV. Mr. Price asked to overlay the heat maps with the land use map to see what is driving the noise contours.
- V. Mr. Stricklen requested an analysis of areas impacted by aircraft flying at less than 1,000 feet.
- VI. Mr. Reed requested meeting times, dates, and locations for all public outreach. The Study Team will coordinate with Mr. Burch.
- VII. Mr. Burch will coordinate with Joan Tobin to set up a meeting with the 3<sup>rd</sup> Street Merchant Association.

## **H. OLD BUSINESS**

There was no old business at this time.

## **I. NEW BUSINESS**

There was no new business at this time.

## **J. PUBLIC COMMENTS**

There were no public comments.

## **K. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – COMMITTEE MEMBERS**

There were no additional TAC member comments.

## **L. ADJOURNMENT**

With no further business, the meeting adjourned at 12:24 p.m.

**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)  
Notice of Regular Meeting**



**FINAL AGENDA**

**Airport Office Building, 200 Aviation Drive North, Naples or  
By Registering via the Virtual Meeting Link Below**

**Tuesday, April 13, 2021  
9:30 a.m.**

**Please note:** *Because of the COVID-19 pandemic, the TAC meeting will be a hybrid meeting whereby the public is invited to participate in person or via Zoom. Members of the public may join the webinar by registering at the following link:*  
<http://bit.ly/APFTACMeeting4>

**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  
Raymond Stricklen – Southwest Representative

**Liaisons/Participants**

Commissioner Donna M. Messer – Naples Airport Authority Liaison  
City Councilor Gary Price – Noise Compatibility Committee Liaison  
Peter Green – Federal Aviation Administration Liaison  
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

**Welcome.** If you are attending in person and wish to address the Technical Advisory 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 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. 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 – ENVIRONMENTAL SCIENCE ASSOCIATES (ESA)**

1. Determine Committee Quorum
  - a. In person attendance – 25% or greater
  - b. Action required by majority of in-person members to allow virtual attendance
  - c. Committee Quorum – Majority of appointed committee members

#### **B. PLEDGE OF ALLEGIANCE**

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

#### **D. MINUTES**

1. Approval of November 5, 2020 Meeting Minutes

**E. PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Part 150 Study Presentation – ESA
  - a. Summary of TAC Meeting #3
  - b. Amended Aircraft Activity Forecast
  - c. Baseline Operational Analysis
    - i. Runway Use
    - ii. Fleet Mix
    - iii. Stage Length
  - d. Baseline Land Use
  - e. Noise Modeling
  - f. Noise Comment Analyses
  - g. Supplemental Analyses
  - h. Recent Stakeholder Outreach
  - i. Next Steps

**F. PUBLIC COMMENTS**

**G. ACTION ITEMS**

**H. OLD BUSINESS**

**I. NEW BUSINESS**

1. Next Meeting Date

**J. PUBLIC COMMENTS**

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

**L. ADJOURNMENT**