Minutes of the
October 5, 2021 Regular Meeting of the
City of Naples Airport Authority Technical Advisory Committee (TAC)
In-Person and Virtual Zoom Video Conference

The meeting was called to order by Michael Arnold of Environmental Science Associates (ESA) at 9 a.m.

A. ROLL CALL

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

Liaisons present were Commissioner Donna M. Messer (virtual), City Councilor and NCC Member Gary Price (virtual), Erica Martin (virtual), Jamie French (virtual). Staff and Authority counsel in attendance were Christopher Rozansky (virtual), Diane Cooper (in person), William Owens (virtual), Zachary Burch (in person) and Robin Menard (in person).

Authority Commissioners present were Chair Michael Lenhard, Vice-chair Kerry Dustin, and Commissioner Richard Ruppert.

It was confirmed that a quorum was present, as there were three committee members attending in person. A motion was made by Andy Reed and seconded by Danielle Hudson to allow participation by those TAC members attending virtually. The motion was unanimously approved 3-0.

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.

D. MINUTES

Phil Boyer moved to approve the April 13, 2021, Technical Advisory Committee (TAC) Meeting Minutes. Bruce Barone seconded the motion. The motion passed 11 – 0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Summary of TAC Meeting #4 – Environmental Science Associates (ESA)

Mr. Arnold of ESA presented a summary of TAC meeting #4, which was held on April 13, 2021.

2. 2021 and 2026 Noise Exposure and NEM Report – ESA

Mr. Arnold provided the TAC with a reminder of the NEMs for the 2021 and 2026 activity levels, which were included in the Draft NEM Report. He noted that the 2026 contours are slightly larger reflecting the increase in projected jet activity over time. The Federal Aviation Administration (FAA) typically looks at Day-Night Average Sound Level (DNL) 65 contours for land use compatibility; however, the City of Naples and Collier County have adopted DNL 60, which is the level used in the Study's analysis. Mr. Arnold also noted that the Draft NEM Report was submitted to the FAA on August 26, 2021, and is available on the Airport Part 150 Study documents webpage.

3. Part 150 Study Comments – ESA

Mr. Arnold gave an overview of the public comments received since the initiation of the Part 150 Study. There were 30 comments received during the February 2020 Open House, 27 during the Draft NEM comment period, and 15 comments were received outside of official comment periods. These comments and responses were included in the Draft NEM Report document submitted to FAA. The most prominent comment topics include aircraft flight paths, aircraft engine noise, aircraft altitude, Part 150 methodology, frequency of flights, quality of life, education/outreach, and nighttime/early morning operations.

4. APF Annual Operational Overview – ESA

Mr. Arnold reviewed the forecasted operations developed in October 2020. He noted that the study team was originally tracking lower activity level for 2020 based on what was occurring at that time. The Study Team projected an increase in activity levels for 2021 and 2026. The forecast also projects jet operations to increase in 2021 and 2026. He stated that it is difficult to determine what operations will look like moving forward given the shift towards private travel during COVID. He presented the actual activity from January to July 2021 and noted that 2021 total operations have been tracking close to 2018 and 2019, but that jet operations are higher. He mentioned that ESA will be performing a sensitivity analysis prior to the next TAC meeting to see what an increase in jet operations does to noise exposure surrounding the Airport.

5. Noise Compatibility Program (Phase II) – ESA

Mr. Arnold gave an overview of the two phases of the Part 150 Study. The first phase includes the Draft NEM Report that is currently in review by the FAA. The FAA determines if NEMs are compliant with 14 CFR Part 150. Michael Arnold stated that the second phase involves the evaluation of noise abatement, land use, and programmatic measures that can potentially be implemented to reduce noise exposure. At the end of this phase, the FAA will review and approve or disapprove the recommended measures included in the Noise Compatibility Program (NCP). He noted the opportunity to identify voluntary measures that may not be implemented on a mandatory basis due to the limitations of what the FAA can approve. 'Noise abatement' and 'noise mitigation' were defined, and meeting attendees were provided with examples of different types of noise abatement, land use, and programmatic measures that could be considered. The importance of TAC involvement during the NCP phase was highlighted.

6. Supplemental Analyses

Supplemental analyses requested by stakeholders thus far in the study process were presented, including contours for seasonal, peak month, and peak jet day for the southwest and northeast flow, and contours illustrating the removal of nighttime and all Stage 3 jet operations Mr. Arnold also presented contours reflecting only arrivals and only departures at the Airport to provide insights into the noise contribution of different operation types, contours reflecting a 25% and 50% shift of nighttime operations to daytime to understand how the contours would change by reducing nighttime noise exposure at the Airport, and contours showing increased jet usage of jets using Runway 14-32. He then provided a summary of the observations related to the supplemental contours developed.

Mr. Arnold presented a supplemental corridor study that showed a preliminary analysis of the effects of requiring aircraft departing Runway 23 to climb to 1,000 feet before turning to a 270 heading. Mr. Arnold presented the flight tracks for actual aircraft selected as a part of the analysis overlaid with a flight track density map. One of the aircraft selected was older (Beech jet 400) while the two other aircraft (Embraer Phenom and Cessna Citation Sovereign) were newer. The analysis evaluated the land use within a 1,000-foot-wide corridor and did not include population density. Overall, the newer aircraft climbed quicker while the older Beechjet 400 did not climb as fast. Mr. Arnold mentioned this will be further investigated during the NCP phase including a residential analysis.

Ray Stricklen asked Mr. Arnold how flight paths for this analysis were selected, noting it appeared to be arbitrary. Mr. Arnold responded that they are actual tracks of aircraft departing the airport that were used for the preliminary analysis. He emphasized that this are sample data and more detailed analysis would be conducted.

Joan Tobin asked the correlation between the age and category of the aircraft and the noise they make. Michael Arnold responded that the Beech jet 400 is an older jet that meets Stage 3 but may not meet Stage 4 qualifications. He mentioned that there could be analysis for older aircraft and how they operate regarding altitude. Ms. Tobin asked how much control they could have in a pilot's choices. Michael Arnold stated that Naples Air Traffic Control Tower (Tower) is open to working with users to implement operational changes. He emphasized that it is important for the Tower and Terminal Radar Approach Control Facility (TRACON) to be engaged during the NCP phase. Chris Rozansky noted that voluntary measures can be advertised and promoted. However, voluntary measures are at the discretion of the pilot and cannot be enforced with any punitive measures.

Joan Tobin noted that as planes make less noise and fly higher faster, there will be improvements in noise reduction. Chris noted that the analysis in question (for the supplemental corridor study) was recommended by Ray Stricklen earlier this summer with support of his homeowner's association (HOA). One concern with this recommendation is that it would create a greater concentration of departures further south of 5th Ave. This will be evaluated further as the Naples Airport Authority (NAA) moves forward with the NCP.

Daniel O'Brien asked if the nighttime hours are the same hours as the voluntary curfew hours. Michael Arnold confirmed that it is from 10 p.m. to 7 a.m., which coincides with voluntary nighttime hours at the Airport. Mr. O'Brien also noted that there have been requests to look into a 180-degree heading when departing Runway 23. Michael Arnold stated that this has been brought up in the past and is on the list, but the evaluation has not been completed yet.

Commissioner Donna Messer stressed that education, outreach and conversations should be had with both pilots and those commissioning the flights. All parties must be educated. Ms. Tobin agreed with this.

Councilman Gary Price stated that as a pilot himself, he was not aware of the voluntary departure procedures that are in place. He noted that there is a departure procedure from Runway 23 that has a 270 heading and assumes that this is what is approved by the FAA. Chris Rozansky responded that he is not sure if the 270 procedure is a formal procedure published by the FAA. If the procedure is not published, there may be an operating agreement between Southwest Florida International Airport (RSW) and the Naples Tower. Mr. Rozansky stressed that altitudes are very difficult to implement on departure at a specific point in space. Mr. Price responded that if Naples Tower asks him to fly a certain procedure, that is what he does. He also stated that having an FAA flight procedure would make a big difference. Mr. Price noted he does not know what the voluntary procedures are, and it is his understanding that there will be formal changes to departure procedures as part of the Part 150. Mr. Rozansky agreed that the Tower assigns you a heading and the pilot is expected to follow that procedure. Mr. Price stated he would like more conversations on formal procedures, not just voluntary options. Mr. Rozansky emphasized the importance of pursuing procedures on a cooperative basis with the Tower.

Commissioner Messer asked if they could get examples of recent experiences at RSW and what they did voluntarily in collaboration with the FAA. Michael Arnold responded that they were able to address a number of issues, particularly in regard to Fort Myers Beach and how the aircraft were being routed over the beach before transitioning to the RSW. When working with the FAA, they were able to get the FAA to support aircraft turning closer to the coastline and initiate final approach without flying over the beach. They were also able to raise the transition altitude, which was previously among the lowest transition altitudes in the state. As stakeholders, the FAA made this possible and assisted in designing and developing these procedures. Phil Boyer stated that coordination with the FAA is critical. All aircraft are controlled by the Tower and TRACON.

Bruce Barone noted that he wanted to build on what Ms. Tobin had previously mentioned. The Airport is an amenity that provides many benefits to the local economy, which outweigh the noise concerns. Ms. Tobin agreed with this and stated that it is important that aircraft are transitioned to those that make less noise and reach a higher altitude faster. She reiterated the importance of the Airport for the community and economy.

Jamie Robinson stated that she was looking at the supplemental analysis contours that depict the increased use of Runway 14-32 and asked the date of the data used for the analysis. Autumn Ward responded that it is the 2026 average annual day. Ms. Robinson asked if this information was based on 2021 data. Michael Arnold responded that it is the projected forecast; however, the contours reflect actual runway use patterns. Ms. Robinson noted that the maps do not show much improvement, but in real life it would result in more improvement. She stated that a Runway 14-32 extension would improve noise mitigation and noise abatement, and she would like the Study Team to look at this option again. She spoke about Runway 5-23 and its impact on downtown and stated that downtown and the northeast quadrant are taking the brunt of traffic, which is why she is pushing for 14-32 expansion. She requested a corridor study for the northeast and requested to see what it looks like with a 060-degree departure with a higher altitude. Joan Tobin followed up by asking if this is a suggestion or plan and if it would help. Ms. Robinson confirmed this

suggestion would help by utilizing all four runway ends rather than the two that are predominately used currently.

Jamie Robinson asked if the stage of aircraft can be labeled when these analyses are being done. She also asked how long it would take to phase out Stage 3 aircraft. Michael Arnold responded that there is no phase-out plan for Stage 3 aircraft at this time. He added that Stage 2 aircraft less than 75,000 pounds were phased out by 2015 and confirmed they were phased out earlier in Naples. Autumn Ward of ESA also noted that many aircraft that could meet Stage 4 or 5 are still certified under Stage 3. Ms. Robinson noted that with this considered, the Noise Exposure Map is incorrect because some of the Stage 3 aircraft could qualify as Stage 4. Mr. Arnold clarified that the noise levels generated by the aircraft used in the modeling are based on the FAA aircraft noise information for each particular aircraft, not the stage certification. Chris Rozansky noted that the analysis is consistent with FAA guidelines and the Aviation Environmental Design Tool (AEDT) model for what the conditions would look like by phasing out Stage 3 jets. Michael Arnold confirmed they did project reduced Stage 3 aircraft use moving forward. Mr. Rozansky stated that statements claiming the analysis prepared is not correct are not helpful, as the study team has gone out of their way to do additional analyses and were reporting the results to help identify mitigation strategies. Ms. Robinson clarified that she just wanted an explanation on how Stage 3 is being defined if it also qualifies for Stage 4.

Joan Tobin asked if the extension of Runway 14-32 is realistic. Michael Arnold stated that the study team will be exploring this option as a part of the Part 150 Study, he noted that it has been looked at in the past as well.

Mr. Arnold proceeded with the presentation and indicated that the study team will be looking at population densities within a 4-mile area. He mentioned that another firm that specializes in this type of work was brought in for this analysis.

Ray Stricklen asked if the study team is looking at the seasonal headcount and actual head count in regard to the Naples population. Michael Arnold confirmed that the study team is looking at population a few different ways. They are looking at residential units to see if they are occupied by a typical average population and what this would look like from a density standpoint. He also noted that from the analysis, about 40% of units in the city are unoccupied and the study team is trying to determine whether the households are seasonal. Mr. Arnold also noted that from a population standpoint, in the worst case, the study team could assume that every unit is occupied. In addition, there is new census data which should provide more context and information about the seasonality and where people are located. Mr. Stricklen asked if the study team can publish these assumptions. Mr. Arnold noted that he does not have this information yet, but a variety of considerations/assumptions will be presented at the next TAC to ensure everyone understands how the data was developed.

Danielle Hudson asked, in terms of the 25% of new or redeveloped, how much of this has actually been redeveloped. Michael Arnold stated that this depends on what is considered redeveloped: it may be residential torn-down and rebuilt or non-residential converted to residential, and that this information is not readily available at the moment.

Gary Price stated that one thing that the city might be able to help with is looking at the total number of single-family units. They have seen a decrease over the last 5-10 years in some areas.

He stated that the city can help get specifics on this. Kerry Dustin noted that the change in housing inventory may have an impact, as newer housing may have better soundproofing, which he would like to know. Gary Price stated this is a good point that he will look into.

Michael Arnold took a moment to summarize some example NCP measures that can be evaluated as part of this Study. The examples reviewed were categorized by noise abatement, land use, and programmatic measures.

Andy Reed asked if there is any evidence that if the 75,000-weight limit was eliminated, that it would increase aircraft upgrades. Michael Arnold indicated that it may raise concerns with the community. Chris Rozansky stated that as a part of the Master Plan process, there have been interviews with customers and tenants. The interviews suggested that there was minimal need expressed for increasing the weight limit.

Joan Tobin stated that the full disclosure on real estate transactions within the flight paths seems to be a fair way to at least let residents know about the Airport. Danielle Hudson stated that it is the position of the Naples Area Board of Realtors (NABOR) that the Airport is able to exist and operate according to what is granted to them by statute, which is currently DNL 60. She noted that in the state of Florida, sellers are required by law to disclose anything that is not readily observable or may materially impact the value of the home. She noted that it is also the buyer's responsibility to inspect the property, whether they are offsite or not. NABOR has had conversations with the NAA over that past year exploring the possibility of adding a noise pollution clause to the disclosure form their members use, which could potentially mitigate some noise complaints. Ms. Hudson noted that noise is subjective and that she is unsure of how helpful the disclosure might be. Currently, there is nothing that requires disclosure for airports in Florida. She mentioned that the realtors in Naples could use Florida realtor disclosures (instead of NABOR's), which does not list noise. Their Legal Committee is looking at the inclusion within their contracts—there is no guarantee it will be included—but she wanted to ensure the TAC knew that NABOR is reviewing the possibility of including the disclosure. Ms. Tobin thanked Ms. Hudson for this explanation. Michael Arnold stated that there are examples in Lee County, Orange County, and City of Orlando that have real estate disclosures. These disclosures are currently implemented on a local level. Ms. Hudson noted that as their lawyers are exploring this, they are looking at a more generalized noise pollution disclosure that would encompass airport, highway, and other noise. She mentioned that there is a gray area when considering disclosures and determining what areas should be disclosed. Jamie Robinson stated that online there are crime and noise maps, so buyers should take responsibility. Ms. Hudson mentioned that agents do draw attention towards resources like these online noise maps. However, there is the question whether noise materially affects the value of the property. Mr. Arnold added that noise is subjective, as Ms. Hudson mentioned earlier.

Bruce Barone stated that there are three new buildings on 5th Ave that are mixed-use commercial and residential, with amenities outside on the rooftop. He inquired whether the study team looked into these potential new buildings. Michael Arnold stated that the study team has identified new buildings on 5th Ave, including those that had not yet been built. Mr. Barone also mentioned several other properties that were planned to open on 5th Ave including a rooftop restaurant. Chris Rozansky added that these are challenging developments for the study team because they are so far outside the noise contour that there is little the Airport or City Planning Department can do about them. The NAA is working with the City Planning Department to receive notice of every

petition submitted so that the NAA would be able to comment on potential noise impacts to let petitioners know of potential noise impacts if/when they proceed with their project.

Mr. Arnold asked for any other thoughts on the measures listed to reduce noise. He emphasized that he wants to provide opportunity to the TAC for comment. Commissioner Kerry Dustin stated that he has been continually asked why aircraft do not fly down the bay. He would like this to be included on the list of things to look at for consideration.

Jamie French thanked everyone and stated that unfortunately the Florida building code does not address any level of sound attenuation. There are considerations inherent to noise deadening related to energy efficiency, but there is no requirement within the residential code that requires any level of sound deadening or noise attenuation. There are noise attenuation requirements between units, but not for what you hear outside. Unless something is adopted locally through the administrative portion of the building code, any noise mitigation would be based on the quality of construction. Mr. Arnold stated that they do typically see, through hurricane and energy efficiency standards, a 25 decibel (dB) reduction in noise. He also mentioned that there are other places in Florida that have implemented building codes that do require some level of reduction in developments.

Commissioner Donna Messer added that the NAA has been receiving suggestions from the community and will add them to this list. In addition, they will continue to work with the FAA on anything that the NAA previously brought forward but was unsuccessful getting implemented—including "higher, faster, sooner" for departures. She reiterated that all ideas will be put forward within the framework of the Part 150 process. Diane Cooper stated that this will be an ongoing conversation. If a suggestion comes up, TAC members do not have to wait for the next meeting to add it to the list of potential recommendations.

David Norgard stated that he got a lot out of the September 29th Joint Workshop meeting between NAA and City Council and asked if that presentation was on the website for the public to review. Zac Burch said that it was. Chris Rozansky noted that at that Workshop an attorney spoke about what is legally feasible under the 14 CFR Part 150 regulations. Mr. Norgard mentioned that he thinks it is an important video for the public to understand what is actually feasible for implementation through Part 150 Study. Diane Cooper added that they will share a link to all of this with meeting attendees. Gary Price noted that the link is also available on naplesgov.com.

7. Study Timeline

Mr. Arnold gave an overview of the Part 150 Study Timeline. In the Summer and Fall of 2021, the study team completed and submitted the NEM report for FAA to review and expect FAA acceptance of the NEM report before the end of the year. The study team began work on the supplemental analyses and was recently awarded the contract for the NCP phase. During Fall and Winter 2021, the NCP phase will be initiated, there will be public workshops, and measures for reducing noise exposure will be analyzed. In late 2022, the Draft NCP Report will be completed and released for public comment, with a public workshop and hearing. Through early 2023, the final NCP report will be completed and submitted to the FAA for review and findings, and an implementation plan of the recommendations will be established.

Commissioner Ruppert stated that the three FAA representatives are absent from this meeting. Noting that as we get into the NCP phase in particular, it would be helpful to have an FAA representative present as the committee begins discussing mitigation and abatement options. He asked the team if there anything that can be done to get participation from the FAA. Michael Arnold noted that the team is working on this and that he is surprised that there's not FAA participation at this meeting, as the team had reached out to them.

F. PUBLIC COMMENTS

J.P. Cass stated that pollution was not addressed and noted that aircraft create pollution. He noted that the Airport takes off on Runway 23 no matter which way the wind is blowing. Mr. Cass stated that if wind is coming from Runway 14, the plane should be landing on Runway 14. If they turn left, they do not expose the number of people they do when they go down 5th Ave. Mr. Cass reiterated that nobody spoke about pollution during this meeting. Michael Arnold confirmed this, as a Part 150 Study only addresses noise. If measures are implemented by the FAA, it would potentially have to go through the National Environmental Policy Act (NEPA) process where air quality would be assessed. Chris Rozansky asked if Mr. Arnold could address the population study. Mr. Arnold stated the study team will look at the concentration of people within a 4-mile radius to understand where the higher and lower population densities are located.

A comment submitted by an unidentified online participant asked if the industrial area on the northeast side of the Airport was utilized much to take the impact versus the residential area to the southwest. Michael Arnold responded that there is a departure heading to route aircraft over these nonresidential land uses to the extent possible. He added that Runway 23 accommodates 30% of all jet departures. Approximately 54% of the time aircraft are routed over these industrial land uses to the northeast.

F. ACTION ITEMS

There were no action items at this time.

H. OLD BUSINESS

There was no old business at this time.

I. NEW BUSINESS

1. The New NCP contract was included as a part of the meeting materials for TAC member review.

Diane Cooper discussed the scope of work for the upcoming NCP. She emphasized the number of additional analyses included in the very robust scope. She also mentioned the public outreach meetings and the NAA's extensive efforts to engage the community. She foresees going forward with the hybrid approach for many of the TAC and other stakeholder meetings. Ms. Cooper also mentioned the small community group meetings included in the scope of work and how those have been beneficial in the past. Commissioner Ruppert asked if the small community group meetings include HOAs. She confirmed that this was the case, in addition to briefings with the NCC, City Council, Collier County, and the Naples Airport Board of Commissioners.

Commissioner Donna Messer asked if the scope of the NCP contract came from ESA's vast experience with airports across the county, both general aviation and commercial, as a place to start, and then was expanded upon when appropriate and necessary for the Naples Airport. Ms. Cooper confirmed this is correct and added that it built upon the scope from Phase 1. The goal is to get people engaged in these efforts and to be inclusive. Mr. Arnold added that the type of outreach also depends on the interest of the public. Commissioner Messer reiterated the importance of community involvement in this process.

Diane Cooper asked Michael Arnold to talk about the timeframe of the Part 150 Study. Mr. Arnold responded that this timeframe is typical for southern Florida, as there are challenges related to seasonality. The schedule has been built to accommodate the seasonal nature of Naples and to ensure participation by TAC members and the public. In addition, the NCP measures are complex, and it is not unusual for studies like this to last 4 to 5 years.

Councilman Gary Price added to Commissioner Ruppert's comment about neighborhood associations, offering that the team could attend the President's Council meetings that are already scheduled. Councilman Price added that he could recommend the staff that the team can work with to get on the agenda.

Ms. Cooper also spoke about upcoming meetings. The NCC meeting is scheduled for November 4th. She brought up the potential date for the next TAC meeting in December to see which date would be best for everyone to attend.

2. Next meeting date: It was determined that 9 of the 10 TAC members present during this point of the meeting would be tentatively available for a TAC meeting on December 14.

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 11:51 a.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)
Notice of Regular Meeting

FINAL AGENDA

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

Tuesday, October 5, 2021
9:00 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:*

https://bit.ly/NaplesAirportOctTAC

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. 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. **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 April 13, 2021 Meeting Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Part 150 Study Presentation – ESA

    a. Summary of TAC #4

    b. 2021 and 2026 Noise Exposure and NEM Report

c. Residential Construction and APF Annual Operational Overview

d. Part 150 Study Comments

e. Noise Compatibility Phase

f. Supplemental Analyses

g. Next Steps

h. Population Study

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

H. **OLD BUSINESS**

I. **NEW BUSINESS**

1. Noise Compatibility Program

2. Next Meeting Date

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**