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

FINAL AGENDA

Thursday, May 2, 2024
9:00 a.m.
Airport Office Building, 200 Aviation Drive North, Naples

Members of the public may register in advance for this webinar:
https://us06web.zoom.us/j/89097540471?pwd=moX7tMqURgroOR2Re6_9QOH7DUmUPw.8JchzbxhvwgWDEfw - Passcode: 685169

Commissioner Rita Cuddihy – NAA Commissioner and Noise Compatibility Committee Liaison
Richard Krawczun – Chair, Noise Compatibility Committee and Southeast Quadrant
Andy Reed - Vice Chair, Noise Compatibility Committee and County At-Large
Noise Compatibility Committee Members – City Councilor Beth Petrunoff (City Council), Vacant (Collier County), Chris Auron (Northwest Quadrant), John C. Kuntz (Active Pilot), Cliff Holland (City at Large), Julie A. Schmelzle (Northeast Quadrant), Lawrence Bennell (Southwest Quadrant)
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

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A. **ROLL CALL - Chairman**

1. Determine Noise Compatibility Committee Quorum

    a. In person attendance

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

B. **PLEDGE - Chairman**

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

D. **MINUTES**

1. Approve February 29, 2024, Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Online Noise Comment Form

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

3. Fly Safe, Fly Quiet Leaderboard First Quarter Results

4. FAA Noise Policy Review Update

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

H. **OLD BUSINESS**

1. NAA Update – Commissioner Cuddihy

2. Noise Report

I. **NEW BUSINESS**

1. Next Meeting Date: November 7, 2024

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**

Minutes of the February 29, 2024
City of Naples Airport Authority Noise Compatibility Committee

The meeting was called to order by NCC Chair Krawczun at 9:00 a.m. in the Airport Office Building, 2nd Floor Conference Room.

A. ROLL CALL - Chair

Present were Chair Krawczun, Vice Chair Reed, Mr. Bennell, Mr. Holland, Ms. Schmelzle and City Councilor Petrunoff. Mr. Auron and Mr. Kuntz were absent, and the Collier County seat is still vacant. Commissioner Cuddihy, NAA Liaison, was also present.

Commissioner Ruppert was present in the audience. Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Ms. King, Mr. Lobb, Mr. Burch, Mr. Gamboa, and Ms. Menard.

B. PLEDGE OF ALLEGIANCE - Chair

Chair Krawczun shared a statement extending heartfelt condolences to the families of Captain Edward Daniel Murphy of Oakland Park, Fla., and Second in Command Frederick Hofmann of Pompano Beach, Fla., who perished in the tragic accident on Friday, February 9, on I-75 near Naples, Florida. He also recognized Crew Member Sydney Ann Bosmans of Jupiter, Florida., for her decisive actions, saving the lives of the two passengers and herself. He led a moment of silence.

Chair Krawczun led the Pledge of Allegiance.

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

There were no changes to the agenda.

D. MINUTES

Mr. Holland moved approval of the October 26, 2023, meeting minutes. Vice Chair Reed seconded the motion. The motion passed unanimously 6-0 with Mr. Auron and Mr. Kuntz absent.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Portable Noise Monitors – Zachary Burch, Senior Communication Manager

Mr. Zachary Burch, Senior Communications Manager, provided an update on the NAA's portable noise monitors, which were purchased last year. He indicated the areas where they've been deployed were for periods averaging approximately a week to collect noise data; the goal is to collect data from all four quadrants surrounding the airport. He explained that they can be set up on public or private property – with the property owner's consent – at no cost. The data will be shared with the NAA's federal partners to illustrate noise impacts in the community.

City Councilor Petrunoff asked if the vision for the noise monitors was to eventually have them installed permanently in areas with the highest number of complaints. Mr. Burch explained that staff thought it was prudent to begin with portable monitors to determine the best locations before investing in permanent models. Councilor Petrunoff asked if there was a precise plan on what would be done with the data once collected. Mr. Burch said the data would be shared with the

property owners; and at the end of the fiscal year, our Board and the NCC will receive a comprehensive report. He said one of the potential uses of the information would be to supplement future legislative lobbying efforts.

Chair Krawczun asked for clarification on the monitor technology. Mr. Burch responded that the monitors differentiate between air traffic noise and community noise. Chair Krawczun suggested installing two monitors in close proximity to each other to see if the data is comparable.

Mr. Burch reviewed the results gathered from areas of Briarwood, Collier Woods, and Pine Ridge Estates. He noted that the data from Aqualane Shores was unusable and will be re-evaluated soon. There were some questions about the duration vs. average number of daily noise events. Commissioner Cuddihy asked about compiling data about the duration per event. Mr. Burch said that could be done.

Chair Krawczun asked if the Duration column on the table in the presentation should read Average Duration. Mr. Burch said that it should.

There was a brief discussion about decibels, and Mr. Burch explained the standards used for a noise event. Throughout the industry, 65 decibels is considered a level of noise that interferes with conversation. He said a chart could be shared with the NCC that demonstrates what types of noises would equate to decibel levels. Mr. Rozansky noted it may be helpful to use that noise chart as part of these reports.

Commissioner Cuddihy agreed with Councilor Petrunoff's comments. She agreed that when the data is published, it would be good to include some context, such as how the information would be used and how often the data would be collected.

Councilor Petrunoff suggested that meeting with elected officials may be worthwhile to push the FAA in the desired direction.

Ms. Schmelzle suggested that when sharing the results with the public, staff note on the information that this is a new program and is used as supplemental information that can be shared with our federal partners.

Mr. Burch displayed a pie chart showing noise events by aircraft category.

He stated the NAA is requesting assistance in finding future locations for deployment of the noise monitors. He noted that locations can be public or private property. Property owners are asked to sign an agreement to allow access. The demand for monitors will determine the need to purchase additional monitors. He said that NAA staff would update the NCC and the NAA Board on results and community demand.

2. Staff Update – Robin King, Director of Communications

Ms. King presented several updates on noise-related topics since the last NCC meeting in October. The Part 150 Noise Study was submitted to the FAA in June 2023, and NAA staff responded to initial FAA comments, then resubmitted the study in January 2024. Currently, the NAA is awaiting

a response from the FAA. The agency has not formally accepted the Noise Study and once they do, their 180-day review period will begin.

She also provided updated information about the flight procedure design initiative and noted that the Board approved contracts with two different firms to address flight procedures. Designing the procedures is a proactive measure rather than waiting for the FAA to indicate which procedures they approve in the Noise Study. This measure should reduce the timeline to implement any new procedures to less than three years. Mr. Rozansky noted that increasing the 2,000-foot hold is the highest priority. There was a brief discussion about the procedures and how they were being prioritized and dispersed between the two firms.

Mr. Holland commented that the report states, "resulted in seven noise abatement recommendations," and he reiterated that three of the elements in the list were noise movement, not noise abatement.

Ms. King said the process may be complex with some of the surrounding airports and airspace. The FAA standards will be a significant part of which flight procedures can be designed and approved.

Ms. King discussed the Fly Safe Fly Quiet Leaderboard. She stated the top operators will be recognized and the results will be published in the newspaper, in the tenant newsletter, on social media, and in other local and industry publications. Quarterly recognitions will begin in April for data that has been collected since January 1, 2024.

On the FSFQ Leaderboard handout, Chair Krawczun said that the icons with the aircraft in the circle appear to be cross-outs. Ms. King noted his comment.

Ms. King advised that staff has worked with Garth Solutions to develop materials for pilots based on NBAA Noise Abatement Arrival and Departure Procedures. She stated that animated videos based on that information have been developed and are now with NBAA for review; when ready, they will be accessible on NAA's website, on terminal video screens, and on social media. She played the draft pilot training video but the Committee was unable to hear the audio. Ms. King explained what information was contained in the video.

Mr. Rozansky thanked Mr. Bennell for his input on the video. Mr. Bennell suggested Net Jets may be a resource for offering their standard operating procedures and Flight Safety International conducts a lot of pilot training. He questioned the 2,000-foot hold because the instrument approach incoming is a little higher than going out. He suggested the class airspace may have to be changed. Mr. Rozansky said Class C airspace was studied, and Naples Airport does not meet the criteria.

He added that staff does not believe that the airspace designation is a limitation to increasing a 2,000-foot departure hold, but that it is more of a conflict that includes the existing Marco Island Airport missed approach procedure. He said the flight procedure consultants are former FAA and DOD employees who have been tasked with informing the NAA of their professional opinions on whether a safe design can be worked out. Mr. Rozansky said Flight Safety International is a well-known company that trains many pilots. He said the goal is not to do anything that will conflict

with safe operations. Raising awareness and creating the mindset that there is a higher expectation at Naples Airport is the point of the project.

Commissioner Cuddihy suggested speaking with John Wayne Airport about how they train pilots. Mr. Holland suggested that another pilot position be added to the NCC Committee.

Ms. King discussed jet run-up areas. She presented a slide that indicated the designated jet maintenance run-up area. On February 9, 2024, a resident contacted the City to express concern about the fumes on their property during a recent run-up. Ms. King said that after further research, it was determined that Auxiliary Power Units were responsible for the fumes experienced by the resident. She stated that staff intends to research potential options, including incentives for tenants and operators to convert to electric Ground Power Units (GPUs) that are quiet and have zero emissions. In addition, staff is going to research potential options for additional run-up areas based on wind conditions. Mr. Rozansky noted that the direction of the wind on February 9th was a factor with the fumes that day. There was a question on how many run-ups the Naples Airport has each year. Mr. Rozansky said the data could likely be obtained and it would be a good data point.

Mr. Rozansky spoke about avigation easements and disclosure. He explained that avigation easements are much like utility easements. They are recorded and run with the land, transferring from owner to owner of property. These avigation easements help provide for safety of air traffic by preventing tall obstructions from being constructed on the property. The easements also promote transparency by providing disclosure about the airport in all leases, sales contracts, condominium documents, and/or in a title search with language such as: *The Naples Municipal Airport is located X Feet from the [property][premises] and is in close proximity thereto. [Purchaser][Owners][Tenant] can expect all of the usual and common noises and disturbances created by, and incident to, the operation of an airport.* He reviewed the existing avigation easements, notifications, and restrictive height covenants, and displayed a map denoting the location of each of those currently in place. Mr. Owens advised that the easements provide more proactive notice and address the safety issues discussed. He said there is no downside to the avigation easements, and all are negotiated on a case-by-case basis. The avigation easements continue in perpetuity as long as the airport remains an airport, regardless of the operator. A brief discussion about the easement ensued. Mr. Rozansky discussed two areas where recent easements have been negotiated: The Estates at Rock Creek and Inlet Quay at The Common Professional Park.

3. Update on FAA Reauthorization – Michael Arnold, ESA

Ms. King introduced Michael Arnold of Environmental Science Associates (ESA). Mr. Arnold presented the FAA Reauthorization Status Update. He noted that this periodic reauthorization process determines funding levels for the FAA, and it puts into legislation several actions that must be followed by the FAA as they implement their program. He stated that the FAA Reauthorization Act of 2018 was originally set to expire on September 30, 2023. However, it has been extended twice and is currently set to expire on March 8, 2024. The House has indicated the intent to extend the current expiration to May 2024. He spoke about the U.S. House and Senate bills that provide airport funding.

Mr. Arnold discussed the elements of both the House and Senate Bills that are up for consideration.

F. PUBLIC COMMENTS

Ms. Eileen Lowry, 681 West Lake Drive, Naples addressed the Committee to talk about noise. She expressed concerns about the noise and pollution in downtown Naples. Ms. Lowry stated that she was speaking on behalf of several residents. She shared the experiences and statistics she had gathered about noise and pollution. She suggested a better, more automated complaint process. Regarding the noise monitor data, she asked if data could be disseminated to include ranges of decibels in various areas. Mr. Bennell, NCC representative to the southwest quadrant, expressed appreciation for her communication and apologized that her earlier email to him was quarantined. He stated he would be happy to offer some information about the conditions and an understanding of the safety parameters.

Clerk's Note: A brief break was taken by the Committee at approximately 10:47 a.m. The meeting reconvened at approximately 11 a.m.

G. ACTION ITEMS

1. Noise Compatibility Committee 2023 Annual Report

Chair Krawczun said during the October 2023 NCC meeting, there was discussion about language contained in the report regarding the seven noise abatement recommendations which were part of the plan submitted to the FAA and adopted by the NAA members. One of the items in that report included operational changes based upon the projected impact of those seven recommendations, particularly the increased use of the crosswind runway 14/32. The original report referred to an additional 22 days of flights for 3,100 more flights per year using that runway. At that time, Chair Krawczun was concerned about that number of flights. In October, a motion was made to table the annual report for adoption. Since then, an updated report was provided. He shared the updated language and proposed that it be considered.

Chair Krawczun made the motion to adopt the 2023 NCC Annual Report as presented in the February 2024 NCC packet. Mr. Holland seconded the motion and discussion ensued.

Chair Krawczun referenced the seven recommended flight procedure items on page 3 of the Annual Report. He noted that staff had drafted the attached proposed language to be incorporated into the Annual Report (see Mr. Rozansky's email dated February 28, 2024 attached). The language would change for item numbers 5, 6, and 7, and would include references.

Mr. Rozansky added that there were bullet points on the seven recommended flight procedures that were adopted and submitted as part of the Noise Study by the NAA Board of Commissioners. He said a revised Annual Report does not have any descriptive text around what the mathematical impact of those changes would be, but Chair Krawczun asked that staff consider going back to providing some descriptive text. Mr. Rozansky said these are maximum estimates, not definitive information, and may be confusing. Because they are conceptual maximum estimates, even if approved by the FAA, they would be subject to a lot of technical and operational factors. He gave examples.

Ms. Schmelzle noted that the first four recommended flight procedures would result in noise reduction. Item Nos. 5-7 shifts noise. She thought there were seven items that had been prioritized, four of which could result in noise reduction and three that shift noise. She wondered if the items should be identified accordingly in the report. Mr. Rozansky said it gets more complicated because Item No. 6 actually does reduce overall noise impact and noise exposure. It introduces some exposure to new areas, but there are several thousand residents who would experience a reduction in overall noise exposure.

City Councilor Petrunoff thought it would be best to keep the language broader because it provides flexibility. Her main concerns were variables such as the way crosswinds happen and general air traffic volume. Mr. Rozansky concurred.

Commissioner Cuddihy suggested changing the language regarding flights and measures. Mr. Rozansky suggested removing "abatement" and insert "The following measures." Mr. Holland thought it was a reasonable suggestion. He agreed with City Councilor Petrunoff that the document should remain broadly written.

Mr. Holland was concerned about creating a risk issue by moving flights around. Mr. Rozansky said the FAA would reach out to the Naples Tower to discuss that topic during their review process.

City Councilor Petrunoff amended the motion to accept the 2023 Annual Report as provided for in the packet but deleting the words, "noise abatement", which is found in the paragraph above the seven points. Vice Chair Reed seconded the motion. The motion passed unanimously 7-0.

H. OLD BUSINESS

1. NAA Update – Commissioner Cuddihy

Commissioner Cuddihy provided an NAA update to the NCC members. She stated that during the January Board meeting, Commissioner Rick Ruppert was elected as Chair, and she was elected Vice Chair for 2024. She was also re-appointed to serve as the NCC liaison.

The term of the NCC member representing the Southeast Quadrant, Chair Richard Krawczun, expires at the end of March. An advertisement was placed in the Naples Daily News on February 7th to notify the public of the process of applying. He is eligible to re-apply and submitted an application. Applications are due by March 5th. Applicants will be interviewed, and the NAA Board of Commissioners will make selections during our March 21st NAA Board Meeting.

During our January meeting, the NAA Board of Commissioners heard an Airport Exploratory Study kick-off presentation from Environmental Science Associates, the consultants selected for the study. The presentation identified the key factors for consideration, initial study timelines, an overview of current land uses, environmental constraints, and next steps.

The next Regular Meeting of the NAA Board is scheduled for March 21st at 8:30 a.m., at Naples City Hall. The address is 735 8th Street South. The public is invited to attend. Meetings are videotaped and posted to our website, www.flynaples.com.

Public outreach and engagement are critical aspects of the NAA's efforts to engage with the entire community. Ms. King, Director of Community Relations and Communication, works with NCC and Board members to schedule community meetings in the areas that they represent. Anyone interested in scheduling a meeting or presentation should contact her at 239-643-0733 or rking@flynaples.com.

Chair Krawczun asked about a timeline for the study pertaining to the airport relocation feasibility study. Mr. Rozansky stated the study should be complete by mid-late Spring.

Councilor Petrunoff asked if there had been any consideration given to parsing out air traffic volume to another location with excess capacity or if the study was just being done from an all-or-nothing perspective. Mr. Rozansky said RSW was a consideration, however they do not have the capacity. They would have to build their second runway, which is not planned for decades. He said the Immokalee Airport is also being considered.

2. Noise Report

Ms. King presented the February 2024 Noise Report. She provided updates on public outreach and news, trends, curfew violator outreach, and operator efforts. She stated that the Noise Abatement Specialist continues to contact all curfew violators through multiple methods. He is also contacting all flight schools south of Orlando, Florida, and has spoken with more than 350 flight schools/training centers. She shared that after meeting with RexAir, they have fallen off the curfew violator list.

Councilor Petrunoff asked what steps were being used to encourage compliance. Mr. Rozansky responded. Councilor Petrunoff asked about deterrents to disincentivize flights during curfew hours. Mr. Rozansky explained the limitations, adding that a mandatory curfew is not permitted by the FAA. Mr. Owens advised that federal law prohibits "sticks" when trying to enforce or mitigate noise.

Ms. King mentioned that the Noise Abatement Specialist had reached out to several comparable airports looking for their best practices. Other airports were impressed with the steps Naples has been taking to reduce noise.

Mr. Rozansky announced that the Noise Abatement Specialist, Alex Reyes, has taken a similar position at RSW and will be leaving the NAA.

I. NEW BUSINESS

1. Next Meeting Date

Chair Krawczun reminded Committee members that the next meeting will be held on Thursday, May 2nd, at 9 a.m.

J. PUBLIC COMMENTS

Mr. Rick Ruppert, a Naples resident and NAA Board Member, addressed the NCC, supporting them and talking about the responsibilities associated with communicating with the public. He

shared his perspective on some of the discussions that occurred during the meeting and the NAA's continuous improvement in the noise programs. Mr. Ruppert said there is a designated active pilot on the NCC, as well as the good fortune of also having Captain Bennell. He explained the importance of having Committee members who are technically and operationally astute, as well as members of the community who are not as familiar with the parameters. This type of structure helps see the issues from various perspectives. He shared his experiences at Jet Aviation years ago. He recognized the NCC's assistance, questions, and disagreements because it will make the NAA and the community better. He expressed he was highly supportive of what the NCC was doing.

K. CORRESPONDENCE/COMMITTEE MEMBER COMMENTS – Committee Members

There were no Committee member comments.

L. ADJOURNMENT

Chair Krawczun adjourned the meeting at approximately 11:45 a.m.

Christopher A. Rozansky
Secretary

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

Robin E. Menard

From: Chris Rozansky
Sent: Wednesday, February 28, 2024 4:14 PM
To: Richard Krawczun; Rita Cuddihy
Cc: Robin King; Zachary Burch; Michael Arnold; Robin E. Menard
Subject: NCC Annual Report
Attachments: NCC - TAC Ranking Calculations.xlsx; Summary of TAC and NCC Rankings.png; 2023.10.26 - FY23 NCC Report.pdf; 2024.02.29 FY23 NCC Report.pdf; Script for Chair RK RM.docx

Richard & Rita,

Attached is the TAC & NCC ranking summary and a similar slide from a subsequent presentation. Yellow highlights indicate a choice that the measure be removed from consideration. Also attached are the pages in question from the two most recent NCC packets. Richard has expressed a desire to include more information in the spirit of transparency. The October version left some room for confusion. We suggest the following for 5-7, but still caution it can be very confusing for people to understand and is unlikely to materialize to the degree described:

5. Route south and eastbound jet departures from Runway 23 down the bay (reroutes approximately 12% of jet departures whose destinations are south or east resulting in approximately 9 jet flights per day when Runway 23 is in use).
6 Shift Goodlette-Frank Road Departure Corridor East and Create a "Golf Course Corridor" (approximately 10 jet departures per day when Runway 32 is in use).
7 Increase use of the crosswind Runway 14/32 (restores the historical 15% use of Runway 14/32 resulting in up to approximately 140 jet operations per day for 22 additional days per year).

For 6. And 7. keep in mind these are not straight forward estimates and are the maximum limit of those estimates. My professional opinion is that even if 7. were approved by the FAA and implemented, the practical limitations of changing runways (which sometimes can take 20-30 minutes to do) and the continued request for Runway 5-23 by some jets will result in a much smaller number of flights shifted. My preference would be to leave these details out and wait for the FAA's response to the noise study, but we'll follow your lead.

Also attached is the updated script. We'll have printed copies of all of this for you. See you tomm, thanks.

Chris

Chris Rozansky | Executive Director
Naples Airport Authority
239-643-0733 | flynaples.com

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

Please FLY SAFE FLY QUIET
NAPLES AIRPORT AUTHORITY

FINAL AGENDA

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9:00 a.m.
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Passcode: 463250

Commissioner Rita Cuddihy – NAA Commissioner and Noise Compatibility Committee Liaison
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A. **ROLL CALL - Chairman**

B. **PLEDGE - Chairman**

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

D. **MINUTES**

1. Approve October 26, 2023 Committee Minutes

E. **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Portable Noise Monitors – Zachary Burch, Senior Communication Manager
2. Staff Update – Robin King, Director of Communication
3. Update on FAA Reauthorization – Michael Arnold, ESA Associates

F. **PUBLIC COMMENTS**

G. **ACTION ITEMS**

1. Noise Compatibility Committee 2023 Annual Report

H. **OLD BUSINESS**

1. NAA Update – Commissioner Cuddihy
2. Noise Report

I. **NEW BUSINESS**

1. Next Meeting Date

J. **PUBLIC COMMENTS**

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

L. **ADJOURNMENT**

Please FLY SAFE FLY QUIET
NAPLES AIRPORT AUTHORITY

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Robin King, Director of Community Relations/Communication

Meeting Date: May 2, 2024

Re: **PRESENTATIONS AND TIME CERTAIN ITEMS**

1. Online Noise Comment Form

SUMMARY: Presentation to provide a review of online noise comment forms used by U.S. airports.

BACKGROUND: Autumn Ward with Environmental Science Associates (ESA) will provide a review of online noise comment forms used by U.S. airports.

The NAA utilizes PlaneNoise to provide webform and telephone options for our community to submit noise comments. ESA has reviewed a variety of noise comment webforms and mobile applications used by other commercial and GA airports.

In this presentation, ESA will provide feedback on NAA's webform related to its ease of access, entry methods, and form fields as compared to those used by other airports.

COMMUNICATIONS PLAN: Any recommended changes will be communicated to the NAA Board of Commissioners and subsequently to the public, if implemented.

FINANCIAL IMPACT: Not known at this time.

Naples AIRPORT

Noise Comment Form Review

Noise Compatibility Committee Meeting – May 2, 2024

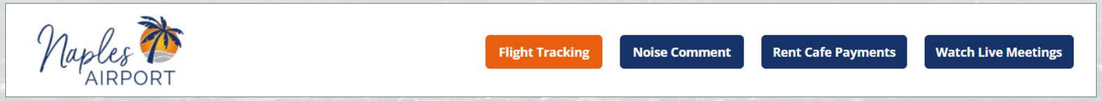
ESA

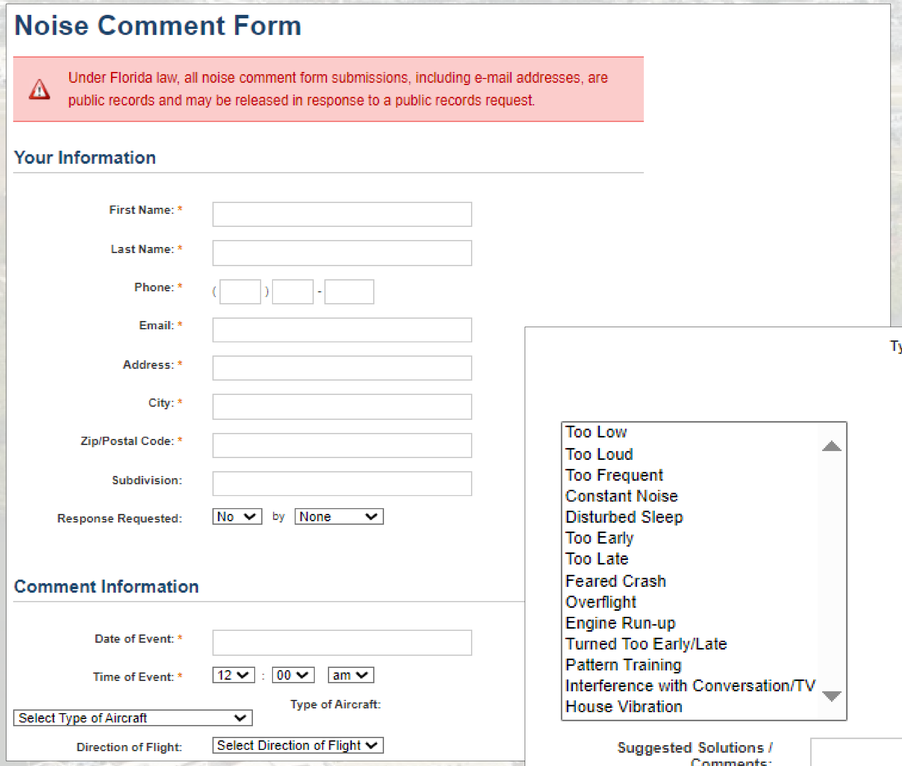
Overview

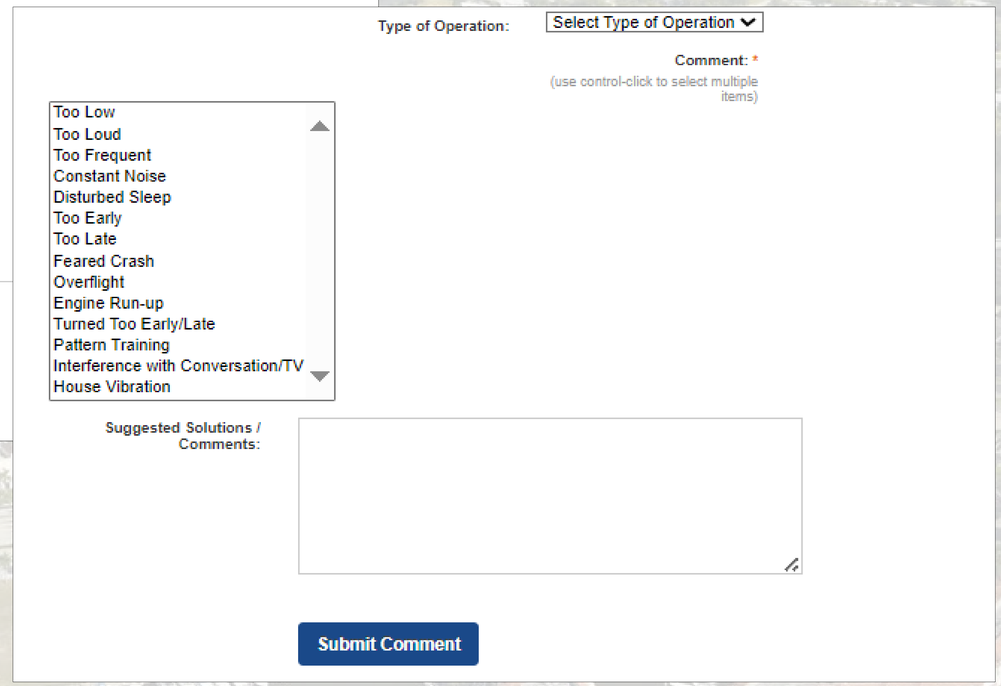
- Like Naples Airport, many airports use online forms to collect noise comments
- Some airports tie comments directly into their Noise and Operations Management Systems (NOMS)
- ESA reviewed comment forms used by several general aviation and commercial service airports in FL and across the country
- Potential changes to streamline the Naples Airport online comment form were identified

Existing Noise Comment Form

- Easily accessible on the homepage of the Naples Airport website
- Hosted by PlaneNoise comment software
- Older version of PlaneNoise form (requires manual address input)
- A mix of both required and optional fields



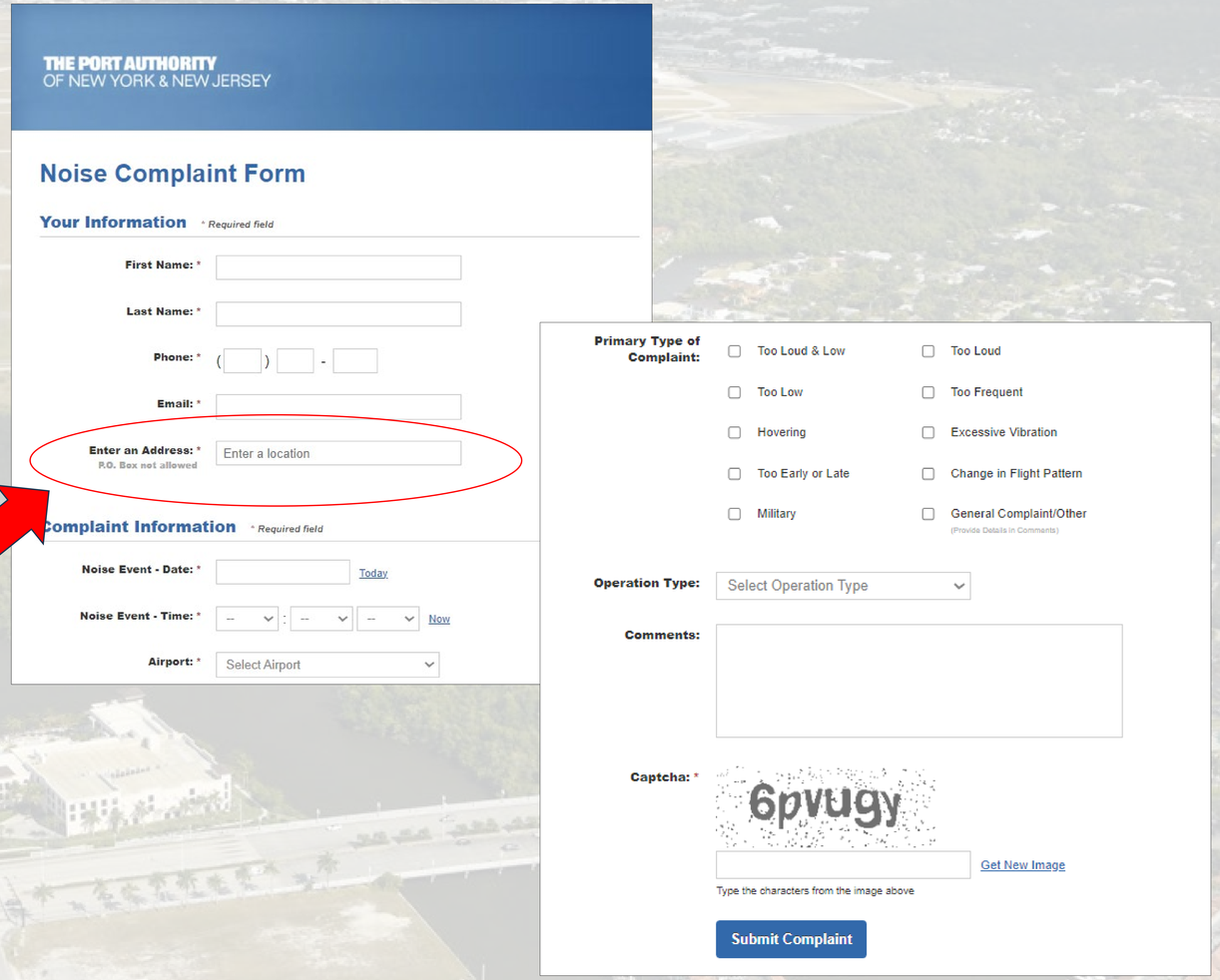




Comment Form Comparison – Teterboro Airport (NJ)

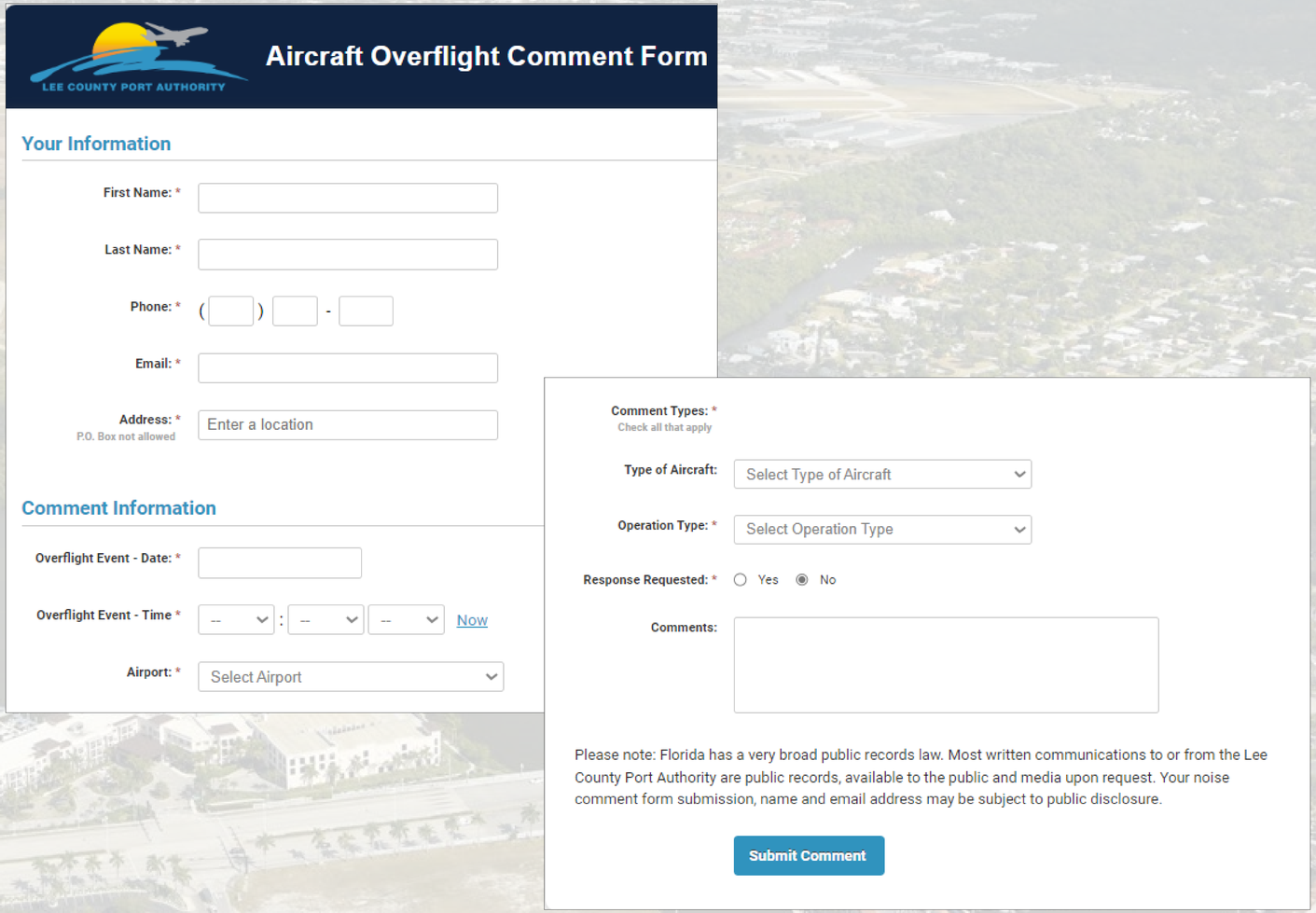
- Newer version of PlaneNoise comment form
- More streamlined with fewer mandatory and optional fields (e.g., there is no aircraft type field)
- Accessible through PANYNJ noise website
- Requires Captcha to submit

Address auto-fill



Comment Form Comparison – Southwest Florida International (RSW)

- Most streamlined PlaneNoise comment form
- Does not requite Captcha to submit
- Not easily accessible on the airport website



LEE COUNTY PORT AUTHORITY

Aircraft Overflight Comment Form

Your Information

First Name: *

Last Name: *

Phone: * ( ) -

Email: *

Address: * P.O. Box not allowed — Enter a location

Comment Information

Overflight Event - Date: *

Overflight Event - Time * -- : -- -- Now

Airport: * Select Airport

Comment Types: * Check all that apply

Type of Aircraft: Select Type of Aircraft

Operation Type: * Select Operation Type

Response Requested: * Yes No

Comments:

Please note: Florida has a very broad public records law. Most written communications to or from the Lee County Port Authority are public records, available to the public and media upon request. Your noise comment form submission, name and email address may be subject to public disclosure.

Submit Comment

Naples AIRPORT

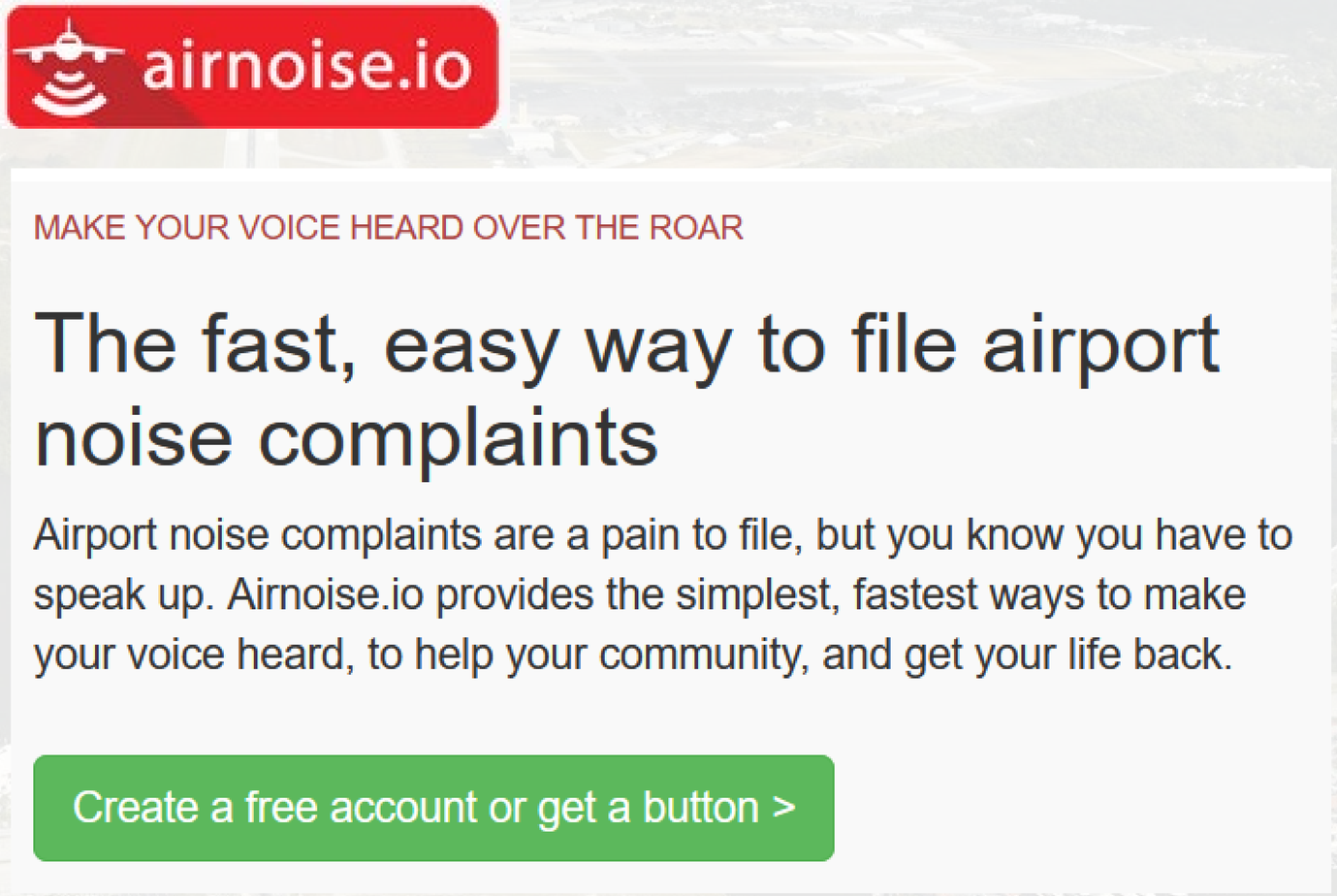
ESA

Comment Form Comparison – San Diego International

- Hosted through their NOMS (Envirosuite)
- Required/optional fields unknown since account login is required
- Accessible through airport website, noise comment mobile app, or WebTrak
- Allows creation of a user account which stores user information for faster and easier comment submittal

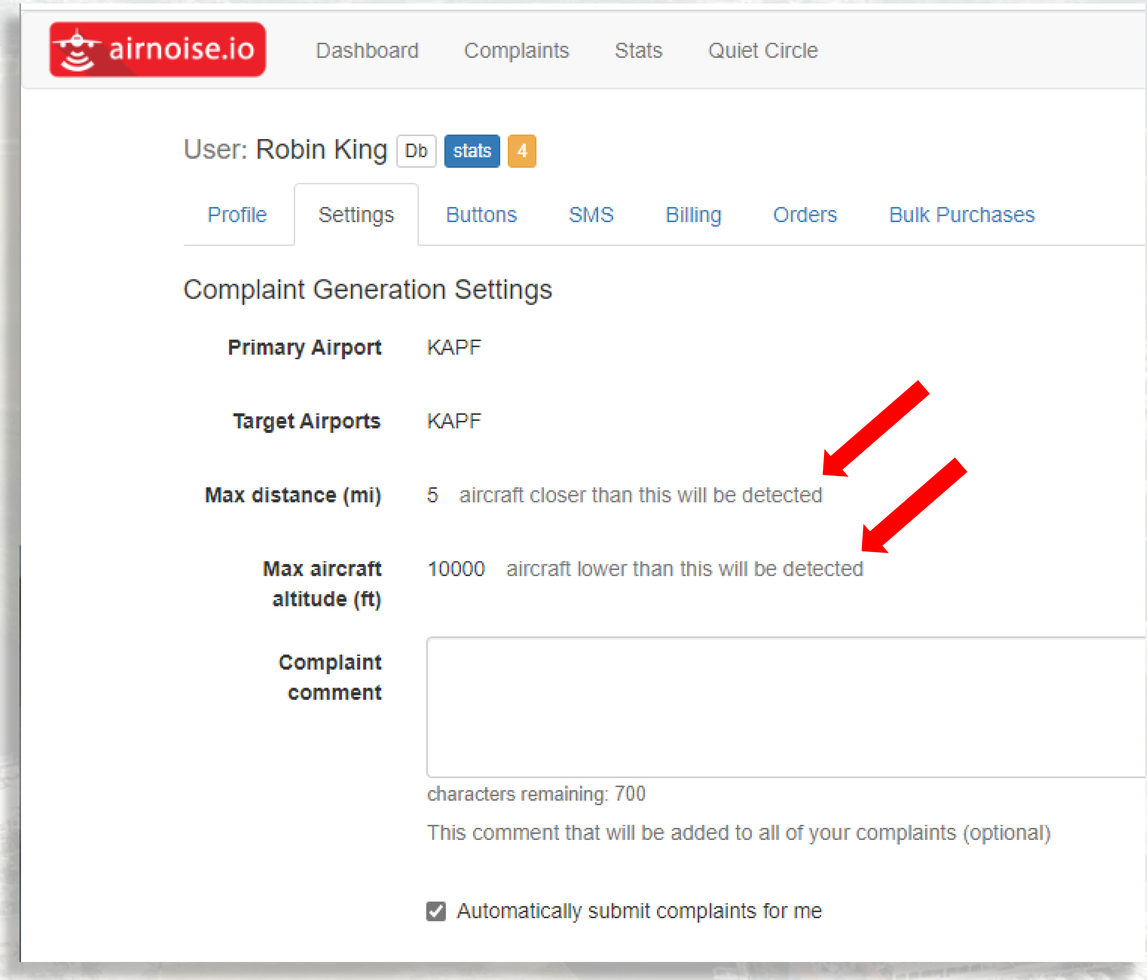
AirNoise.io

- Independent subscription service for individuals
- APF was added in March 2024
- User may submit comments via website, SMS text, or physical button (i.e. key fob)
- Submissions to APF / PlaneNoise were duplicating 3x – 4x (resolved, for now)
- https://airnoise.io/



AirNoise.io Settings

- Account settings are specific to each airport
- Defaults to 5 miles within airport location and aircraft lower than 10,000’
- Settings include an option to automatically submit comments



Key Points

- Naples Airport comment form is more easily accessible on the airport website than most other airports
- Naples Airport uses an older, less streamlined noise comment form from PlaneNoise compared to airports that use a similar form
- Utilizing the Envirosuite NOMS to manage comments could be beneficial for commenters and NAA staff
- NOMS provides easier access through user account and mobile app and allows for more efficient comment management
- AirNoise makes submission of noise comments easier, but provides less reliable information

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Robin King, Director of Community Relations/Communications

Meeting Date: May 2, 2024

Re: **PRESENTATIONS AND TIME CERTAIN ITEMS**

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

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SUMMARY: Presentation to provide an update on the FAA draft proposal to include noise abatement entries in chart supplements.

BACKGROUND: In early April the FAA issued a Request for Industry Feedback on draft recommendations to include Noise Abatement Entries in the FAA Chart Supplements.

A Chart Supplement is a critical document published for all public and military airports every 56 days which cover critical flight planning information including communications data, navigational facilities, and special notices and procedures.

The FAA is currently seeking feedback on the best way to include Noise Abatement Information into the Chart Supplements in a clear and consistent manner.

Stakeholder comments are due by June 17, 2024.

COMMUNICATIONS PLAN: NCC recommendations will be incorporated into draft comments submitted to the NAA Board of Commissioners during their May 16th Regular Meeting. Final comments will also be shared with the City of Naples and Collier County (who administers the Everglades City, Immokalee, and Marco Island Airports).

FINANCIAL IMPACT: None associated with this item.

Naples AIRPORT

Noise Abatement Chart Supplements

Noise Compatibility Committee Meeting – May 2, 2024

ESA

Overview

- FAA is working to improve accessibility to Noise Abatement Information (NAI) for pilots in airport Chart Supplements (CS)
  - Recently released draft document *Noise Abatement Entries in the Chart Supplement* contain updated guidance for publishing NAI in the CS.

- FAA is consulting with pilots, operators, and airport stakeholders on best practice recommendations
  - Seeking feedback on draft document - deadline to submit comments June 17, 2024

Implementation Goals

- Streamline access to, and readability of, NAI for use by pilots in the interest of improving voluntary pilot adherence with an airport's NAI
- Establish a new noise entry in the CS – Airport/Facility Directory section
- Update and expand the CS abbreviation list to include commonly-used noise abatement terms
- Provide clear, direct, and complete NAI that is flyable by the pilot
- Incorporate guidance on including NAI within the CS into Section 9.3 of AC 150/5020-1A, *Noise Control and Compatibility Planning for Airports*.

Naples Airport – Existing Chart

NAPLES MUNI (APF)(KAPF) 2 NE UTC–5(–4DT) N26°09.15´ W81°46.54´ **MIAMI**
8 B Class I, ARFF Index A NOTAM FILE APF **H–8H, L–21D, 23B**
IAP, AD

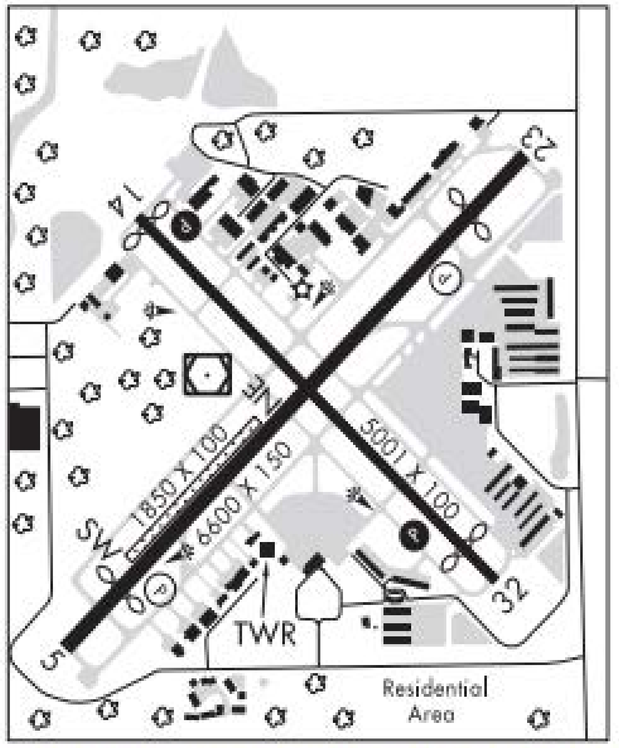
RWY 05–23: H6600X150 (ASPH–GRVD) D–75 PCN 53 F/B/X/T MIRL
RWY 05: REIL. PAPI(P4R)—GA 3.5° TCH 31´. Thld dsplcd 800´. Road. Rgt tfc.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 42´. Thld dsplcd 799´. Fence.
RWY 14–32: H5001X100 (ASPH–GRVD) D–75 PCN 16 F/B/X/T MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.5° TCH 41´. Thld dsplcd 128´. Trees. Rgt tfc.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40´. Thld dsplcd 451´. Trees.
RWY NE–SW: 1850X100 (TURF)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5800	TODA–5800	ASDA–5800	LDA–5000
RWY 14:	TORA–5001	TODA–5001	ASDA–4550	LDA–4420
RWY 23:	TORA–5800	TODA–5800	ASDA–5800	LDA–5000
RWY 32:	TORA–5001	TODA–5001	ASDA–4870	LDA–4420

SERVICE: S4 **FUEL** 100LL, JET A, A+, UL94 **OX** 3, 4 **LGT** When ATCT clsd actvt REIL Rwy 05, 14, 23 and 32; PAPI Rwy 14 and 32; MIRL Rwy 05–23 and 14–32—CTAF.

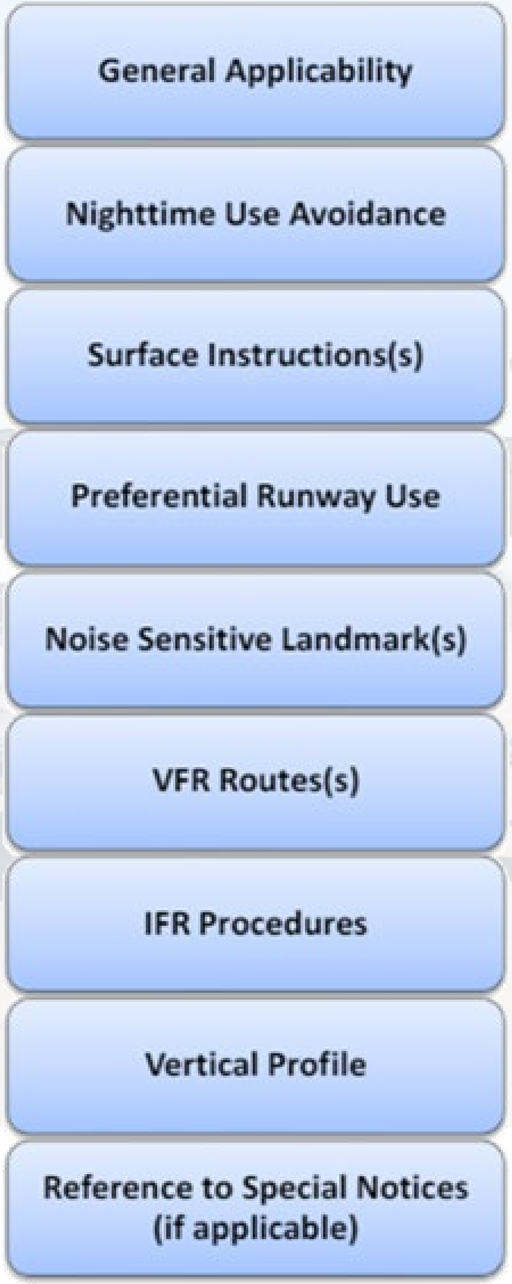
NOISE: Extmy noise sensitive area all quads; Tbjts use close–in noise abatement proc. Stage 1 & 2 jet acft ops prohibited. Voluntary rstrn exist for acft ops 0300–1200Z‡. Voluntary restraint from TGL ops 0300–1200Z‡.



Proposed NAI Structure

- Standard structure to improve pilot understanding

- CS will always present NAI information in this order. Examples include:
  - Nighttime Use Avoidance – Voluntary quiet hours
  - Surface Instructions – Runup locations
  - Preferential Runway Use – This can be based on time of day, calm winds. Also includes Touch and Go provisions.
  - Noise Sensitive Landmark(s) – Homes, schools, etc.
  - VFR Routes – Routes specific to heading and/or altitude
  - IFR Procedures – Reference noise abatement Instrument Flight Procedures
  - Vertical Profile – NBAA Noise Abatement Departure Procedures



Naples AIRPORT

ESA

Example Chart Supplement Revision

- **Legacy Entry:** Voluntary ngt curfew in effect from 0400-1100Z. No high pwr engine/maint runups from 0300-1200Z. When twr closed takeoff Rwy 03R; no intersection takeoffs or touch and goes 0300-1200Z dly and Sun 1400-1700Z. Noise sensitive area all quadrants, pilots use close-in departure procedures.

- **Revised Entry:** Quiet Hrs 0400-1100Z. SFC 0300-1200Z, all acft, no hi pwr eng/maint runups. PREF RWY USE when twr is clsd dep Rwy 03R; 0300-1200Z dly and also Sun 1400-1700Z, no int tkfs, no TG. IFR arr RNAV (GPS) Y RWY 21L. PROF all rwys dep close-in prof.

Rules	New Text
Applicability	N/A
Nighttime Use Avoidance	Quiet Hrs 0400-1100Z.
Surface Instructions	SFC 0300-1200Z all acft, no hi pwr eng/maint runups.
Preferential Runway Use	PREF RWY when twr is clsd dep Rwy 03R; 0300-1200Z dly and Sun 1400-1700Z no int tkfs, no TG.
Noise Sensitive Landmark(s)	N/A
VFR Routes	N/A
IFR Procedures	IFR arr RNAV (GPS) Y RWY 21L
Vertical Profile	NADP all rnws dep close-in profile
Reference to Section 3: Notices	N/A

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Robin King, Director of Community Relations/Communications

Meeting Date: May 2, 2024

Re: **PRESENTATIONS AND TIME CERTAIN ITEMS**

3. Fly Safe Fly Quiet Leaderboard First Quarter Results

SUMMARY: Presentation of Fly Safe, Fly Quiet Leaderboard first quarter results which recognizes the quietest and most courteous operators.

BACKGROUND: To further encourage quieter flying practices, the Noise Compatibility Committee and the NAA Board of Commissioners previously approved the development of the Fly Safe, Fly Quiet Leaderboard, which promotes and recognizes compliance with:

1. The voluntary Quiet Hours Curfew
2. Maintaining arrival altitudes at or above the FAA-approved 3º glide slope
3. Encouraging the use of newer, quieter jet aircraft

Operators in each of the three categories (jets, turboprops, and pistons) were required to fly at least 25 operations during the quarter to qualify for the program, meaning many smaller operators who otherwise met the scoring criteria did not have the minimum number of operations to qualify for the Leaderboard.

COMMUNICATIONS PLAN: A-rated operators will be recognized in various industry and local publications as well as on the NAA website, newsletter, and social media accounts.

FINANCIAL IMPACT: Funding for the Fly Safe, Fly Quiet Leaderboard and related costs is available under the FY 24 Noise and Communications budgets.

Please FLY SAFE FLY QUIET

May 2, 2024

FLY SAFE FLY QUIET LEADERBOARD

PRESENTED BY

Robin King
Director of Communications

Program Overview

Scoring:

- All operators who have more than 25 operations during evaluation period are included.

- All operators began FY 2024 with a perfect score for each element – deductions were calculated per violation. The lowest possible score in each element is zero (0).
  - A-rated operators earned a letter grade
  - Results will be reported quarterly

- Scoring is based on three elements:
  - Element 1: Voluntary Nighttime Curfew Violations
  - Element 2: Arrival Altitude
  - Element 3: Aircraft Noise Stage 3 (Jets Only)

A-RATED JET OPERATORS

Innovative Aviation LLC	**Jet 1 Charter**	XO Jet	1384 Charter LLC	SpiritJets, LLC
Airsprint Inc.	Executive Airshare Corp	Ryan Air LLC	Trident Aircraft Inc	Mt Aviation LLC
NetJets Aviation Inc.	Mountain Aviation	Planesense, Inc.	Private Jet Center	Sky Quest L.L.C
Red Wing Aeroplane	IBW Air Services LLC	BellAir	Chartright Air Inc.	Fire Up The Jet LLC
Northern Jet Management	Wing Aviation Group, LLC	Naples Jet Center	Jet Select	Private Jets Inc.
Executive Jet Management	Corporate Flight International	Aviation Advisor Inc	Elite Jets Charter LLC	Sunflower Sand LLC
Exclusive Jets LLC	Jetstar Aviation Services LLC	Grandview Aviation LLC	Jet Edge International	Silverhawk Aviation Inc
Randolph Aviation LLC	Flite Access	Citation Management LLC	Stark Airways LLC	CGG Aviation LLC
Jet Linx	Ventura Air Services Inc.	Fly Advanced	Dupage Aerospace	Corporate Eagle Management Services Inc

Highlighted block indicates an operator with more than 100 operations in the quarter.

A-RATED PISTON OPERATORS

Ameriflyers Of Texas Inc	Six Kilo Whiskey LLC	Seaboard Charter & Leasing LLC	Florida Flight Training Center	Aerosim Academy Inc	Global Flight Training Solutions INC	CJB Investments22 LLC
Rexair Aircraft LLC	Trianon Aviation LLC	Cavu Group Naples Inc	Southern Comfort Horizons LLC	Lynn University Inc	Gator Wings LLC	Jet 1 Charter
Naples Flying Club Inc	271 Bravo Whiskey LLC	CTL Capital Holdings LLC	N64793 LLC	Vans Aircraft Inc	TJM Enterprise Group LTD	Cifuentes Julio
FF22 LLC	Malone Paula J	Mueller Charles G	Redx LLC	Linden Aviation LLC	Fxe Flight Center Corp	12 Foxtrot Zulu LLC
RB432 Investments LLC	Paradise South Ventures LLC	3550 Westview Drive LLC	Christiansen Aviation	Alpha Golf Aviation LLC	Cirrus 20 LLC	SWFFC
Fat Boy Air Sales & Leasing LLC	N9879M LLC	N847BH LLC	Pfister Gregory S	Marbry Holdings LLC	Imdone LLC	Flydreams Aircraft Group Inc
FNA Aviation LLC	Cirrus Bay Partners LLC	Wny Air Inc	Global Automation Solutions Inc	Jmc Aviation LLC	Paris Air Inc	American Aviation Inc
JLM Management LLC	Fetch Aerospace LLC	Zantop Reece C Trustee	Phoenix East Aviation LLC	Bravo Whiskey Papa Air LLC	Global Adventures N64238 LLC	Gifford Gregory L
Flightsafety Intl Inc	Gisselbeck Robert P	429LD LLC	Sky Pilot LLC	Macgregor David A Jr	Air Callahan LLC	Aerospace Aviation Services Inc
Coco Aircraft INC	Jad Aviation LLC	Yanish Ronald L	Tharp Donald J	Rector Jonathan B	Career Flight Training And Aircraft Rental LLC	Melbourne Flight Training LLC

Highlighted block indicates an operator with more than 100 operations in the quarter.

A-RATED TURBOPROP OPERATORS

Planesense, Inc.	Tango Tango L. L. C.
Wheels Up Private Jets, LLC	Zulu Air LLC
Tradewind Aviation LLC	Le Loop LLC
355AF LLC	Central Aviation LLC

Highlighted block indicates an operator with more than 100 operations in the quarter.

A-RATED OPERATOR STATISTICS

In the Jet category 8 operators tied for first place, in the piston category 39 operators tied for first place and among turboprop operators there was a single operator in first place.

A-rated operators made up nearly half of all operations at the airport.

Operator Type	% of Naples Airport Operations
Jets	38.6%
Pistons	41.2%
Turboprops	28.7%
Total	38.9%

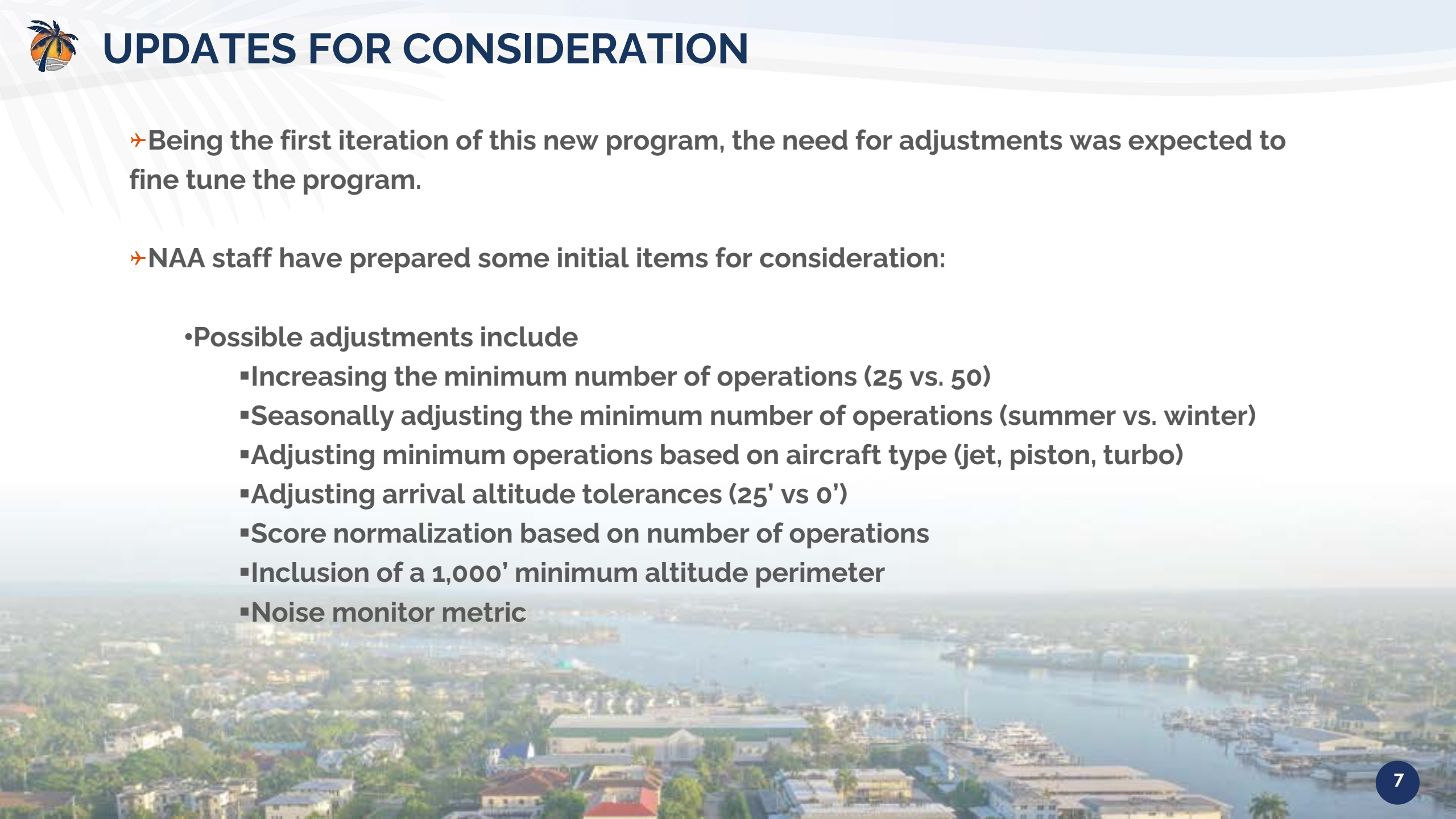
Note that operators who had fewer than 25 operations in the quarter did not qualify for recognition, even if their individual operations met all criteria.

UPDATES FOR CONSIDERATION

- Being the first iteration of this new program, the need for adjustments was expected to fine tune the program.

- NAA staff have prepared some initial items for consideration:

  - Possible adjustments include
    - Increasing the minimum number of operations (25 vs. 50)
    - Seasonally adjusting the minimum number of operations (summer vs. winter)
    - Adjusting minimum operations based on aircraft type (jet, piston, turbo)
    - Adjusting arrival altitude tolerances (25' vs 0')
    - Score normalization based on number of operations
    - Inclusion of a 1,000' minimum altitude perimeter
    - Noise monitor metric



NEXT STEPS

- A-rated operators will be recognized in local and industry publications, as well as on the NAA website, newsletter, and social media accounts.

- The second quarter is underway from April 1 – June 30, 2024.

- Additional incentives will be discussed to further encourage participation and increased scoring within the program.

To: Honorable Chair and Members of the Noise Compatibility Committee

From: Zachary Burch, Senior Communications Manager

Meeting Date: May 2, 2024

Re: **PRESENTATIONS AND TIME CERTAIN ITEMS**

4. FAA Noise Policy Review Update

SUMMARY: Presentation to provide an update on the status of the FAA Noise Policy Review (NPR).

BACKGROUND: On March 6th, the Communications Manager attended the UC Davis Aviation Noise and Emissions Symposium (ANES). During the conference, the FAA presented an update to the Noise Policy Review that they undertook in 2023.

In May 2023, the FAA issued a request for public comments on existing federal noise policy with comments due by September 29th, 2023. The NAA, jointly with the City of Naples, submitted comments on many noise-related topics.

During the UC Davis conference, FAA staff provided an update on the comments received as well as a summary of next steps.

COMMUNICATIONS PLAN: The NAA will continue to engage with the FAA both within the NPR as well as outside of the specific process.

FINANCIAL IMPACT: None associated with this item.

Please FLY SAFE FLY QUIET

May 2, 2024

FAA NOISE POLICY REVIEW UPDATE

PRESENTED BY

Zachary Burch

Communications Manager

WHAT IS THE FAA NOISE POLICY REVIEW?

Please FLY SAFE FLY QUIET

- **In late 2021, the FAA initiated a review of its noise policy as part of its ongoing commitment to address aircraft noise.**

- **Goals:** Identify and implement well-reasoned, scientifically-grounded noise policy updates that incorporate FAA's updated understanding of aviation noise and human response and the development of analytical tools and technologies to better manage and reduce the environmental impacts of aviation

- Conduct an inclusive, transparent, and participatory process that prioritizes input from substantially affected stakeholders, including local communities

SCOPE OF THE NOISE POLICY REVIEW

- **Focus on foundational elements of FAA's noise policy, including:**

- **Metrics**: Hard look at the Day-Night Average Sound Level (DNL), consideration of other metrics (e.g., Number Above), and how they are calculated

- **Noise Thresholds**: Consider Neighborhood Environmental Survey (NES) findings and other research, investigate lowering below DNL 65 dBA the definition of the level of significant noise exposure for actions subject to environmental review requirements, and modifying the definitions of the levels of noise exposure that are deemed to be "normally compatible" with airport operations.

- Consider new metrics and whether it is appropriate to establish a noise threshold and its potential value

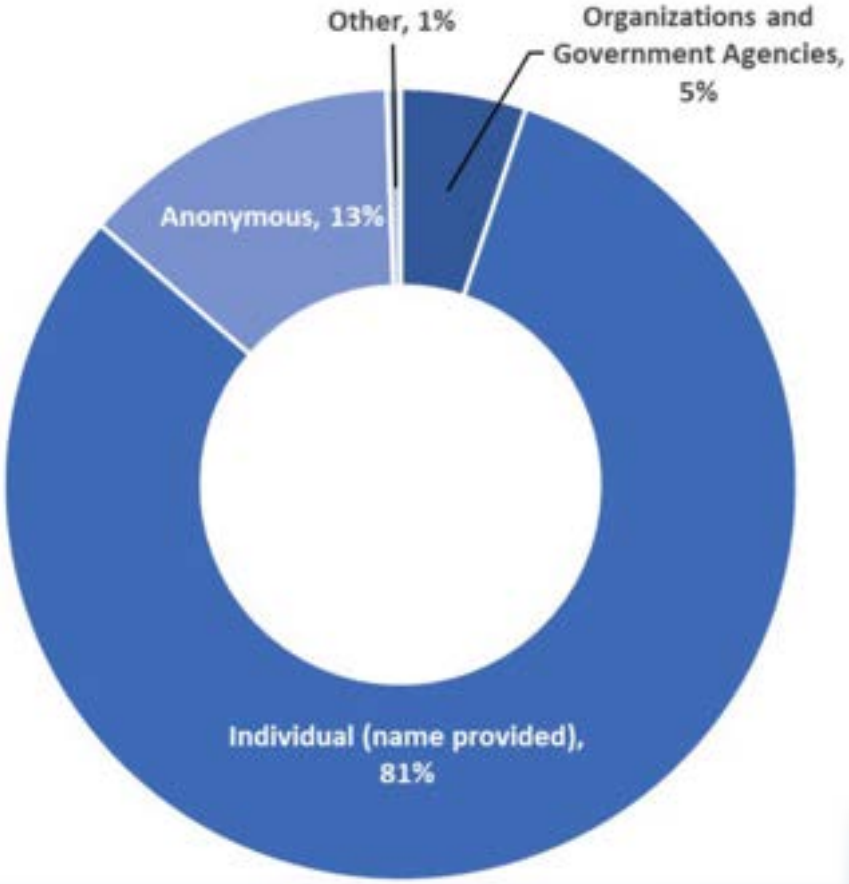
KEY REMINDERS REGARDING FAA POLICYMAKING

- **Potential Outcomes of Policy Changes**
  - Possible updates to regulations, orders, guidance , etc.
  - Change level of review needed for a given action
  - Improve FAA's communication about noise impacts to public

- **Policy Changes Will Not Affect . . .**
  - Current/existing aviation noise exposure
  - Where/when aircraft currently fly
  - Completed or ongoing environmental reviews

PRELIMINARY SUMMARY OF COMMENTS RECEIVED

- **Received 4,857 comments**
  - 4,608 comments from individuals
  - 249 comments from organizations
- Approximately 75% of comments had a location specified.
- Roughly only 4% of comments directly responded to questions posted in the notice.

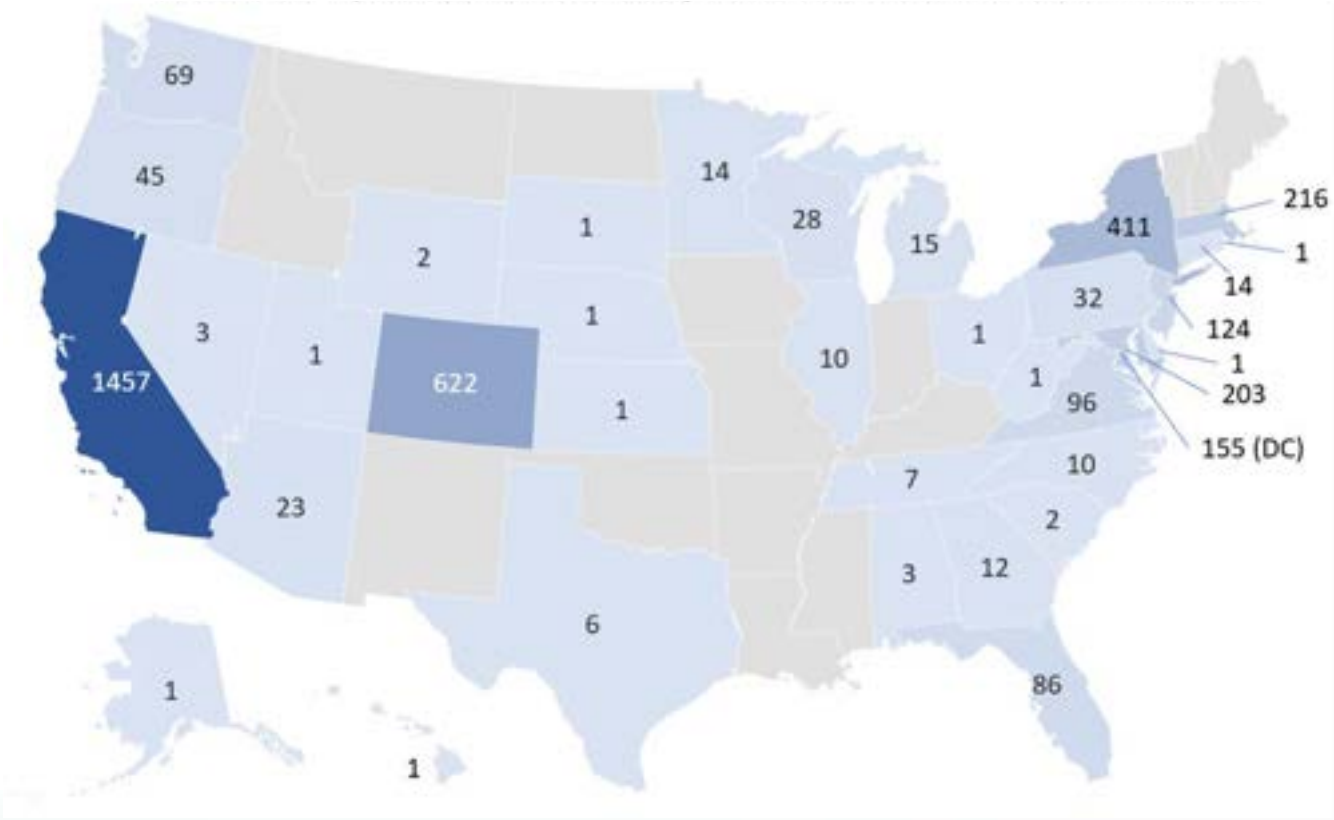


COMMENT DISTRIBUTION

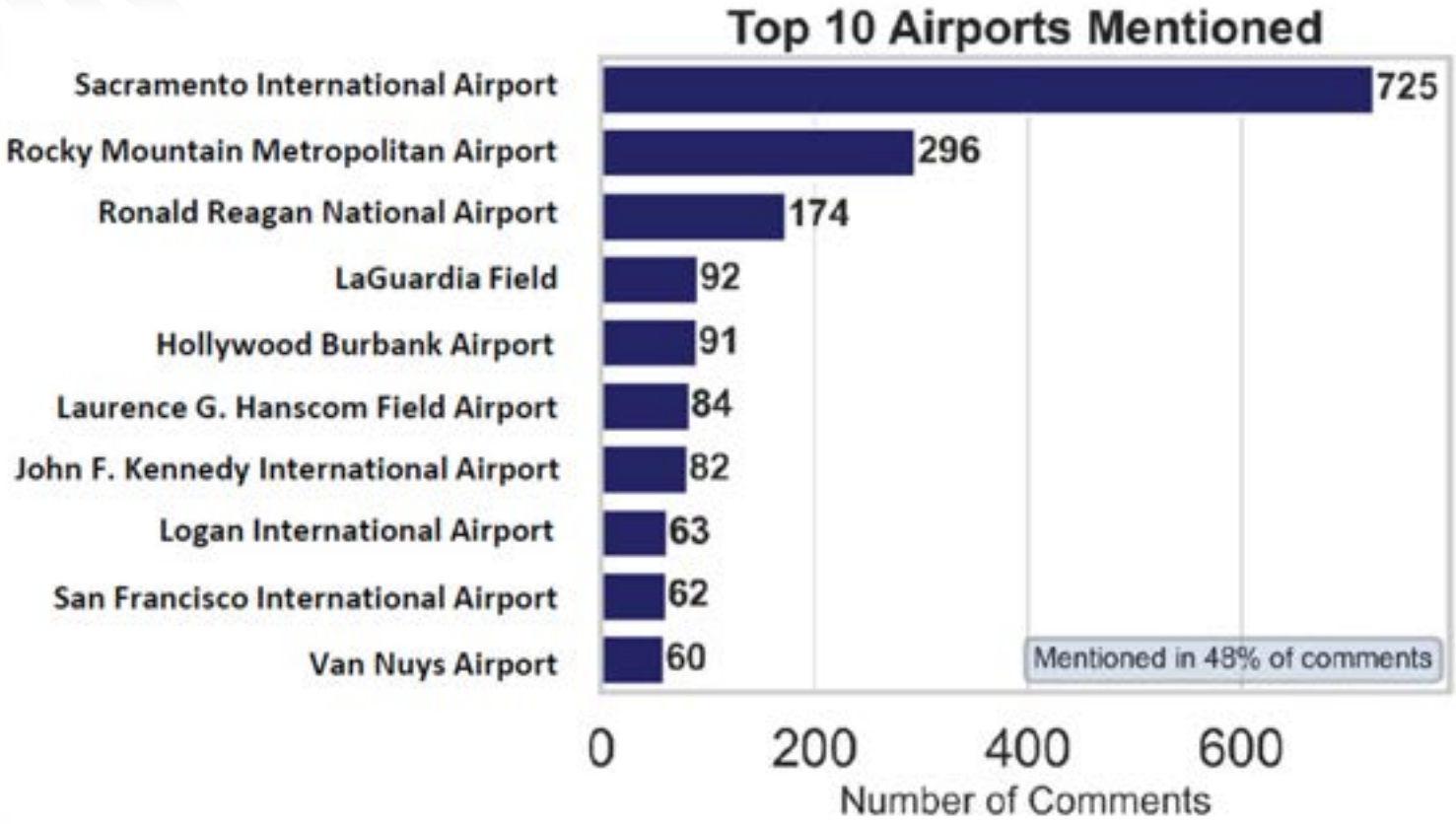
- 51% of comments came from 3 states:
  - California (1,457 or 30%)
  - Colorado (622 of 13%)
  - New York (411 or 8%)

- Florida ranked 9th with 86 or 1.7% of comments received.

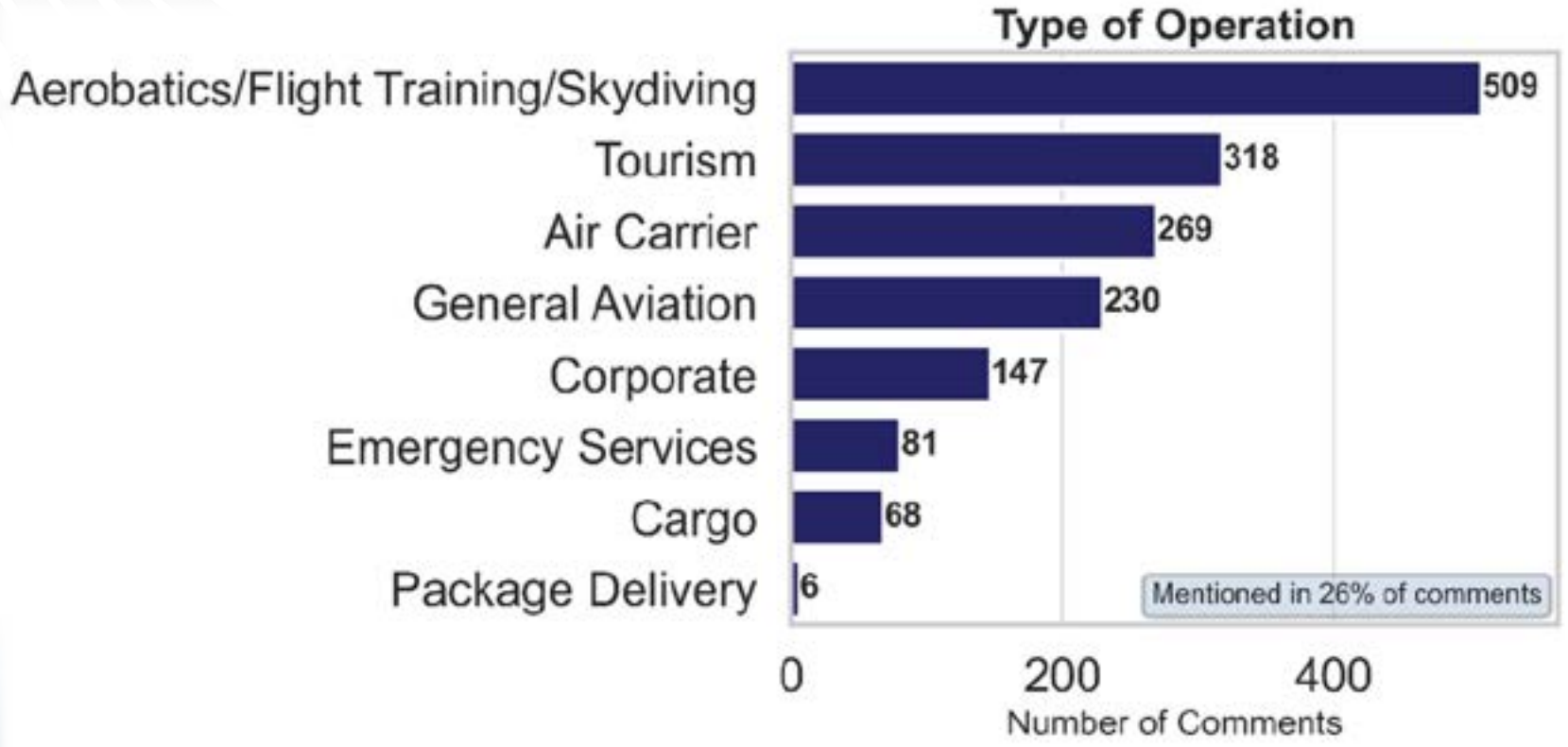
- Naples was mentioned in 17 unique comments. 5 additional comments references Naples as the only successful Part 161 ever.



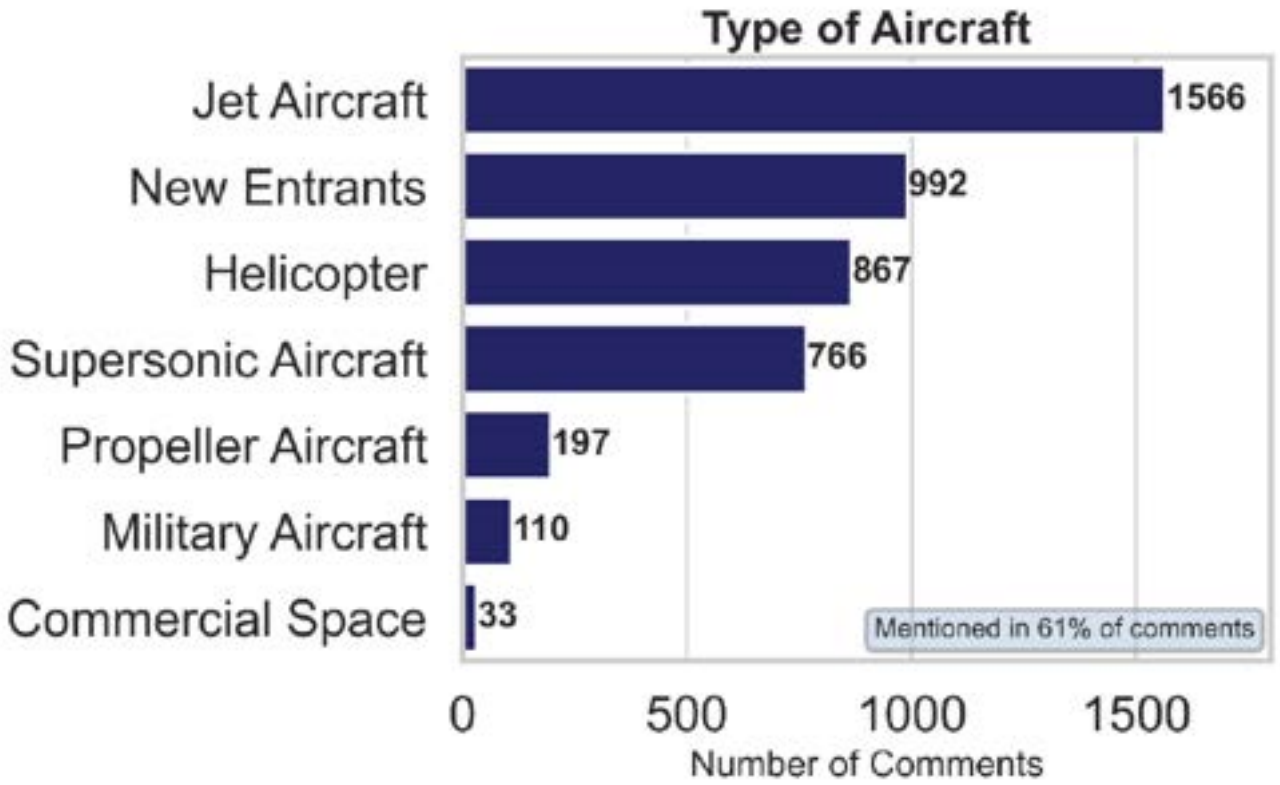
TOP 10 AIRPORTS MENTIONED



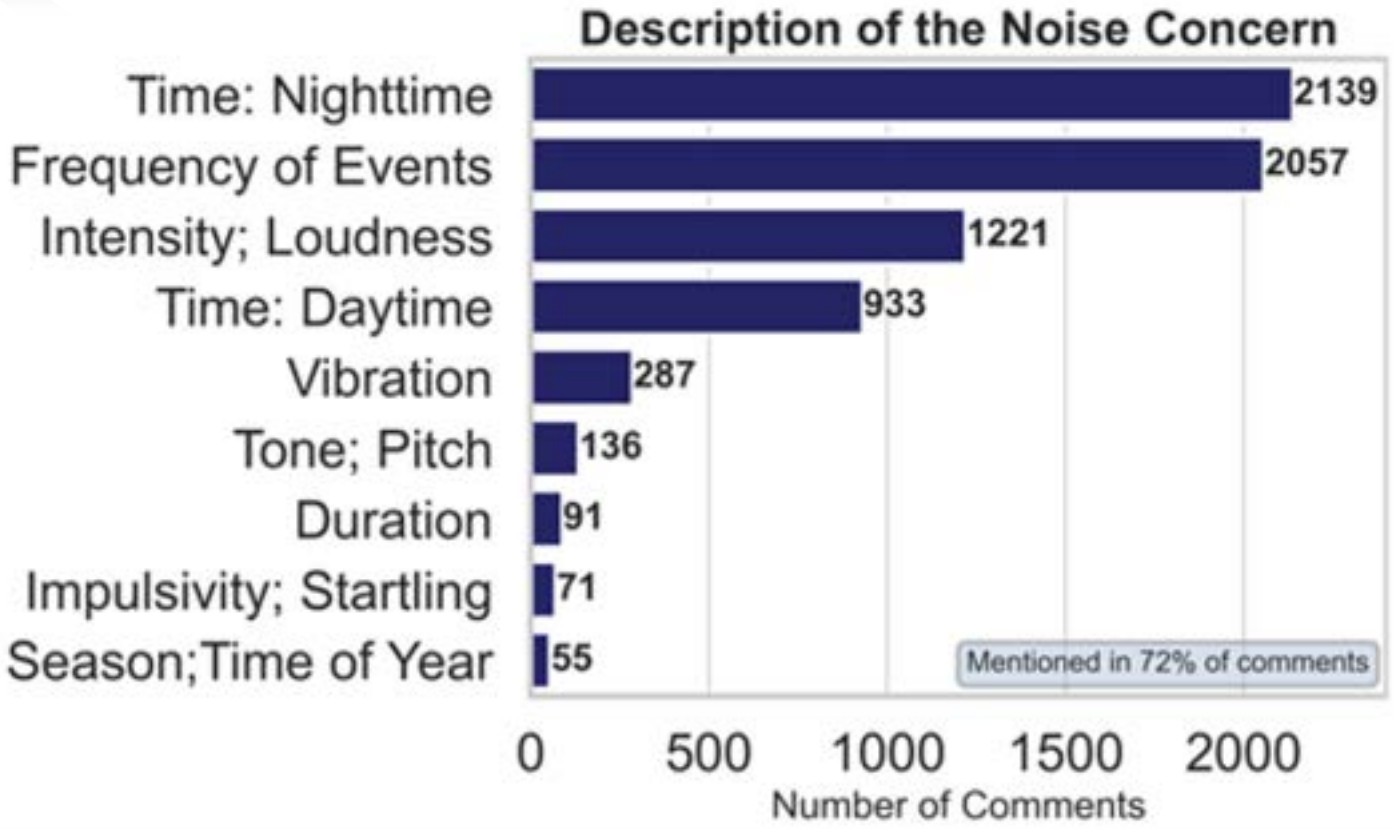
COMMENTS BY TYPE OF OPERATION



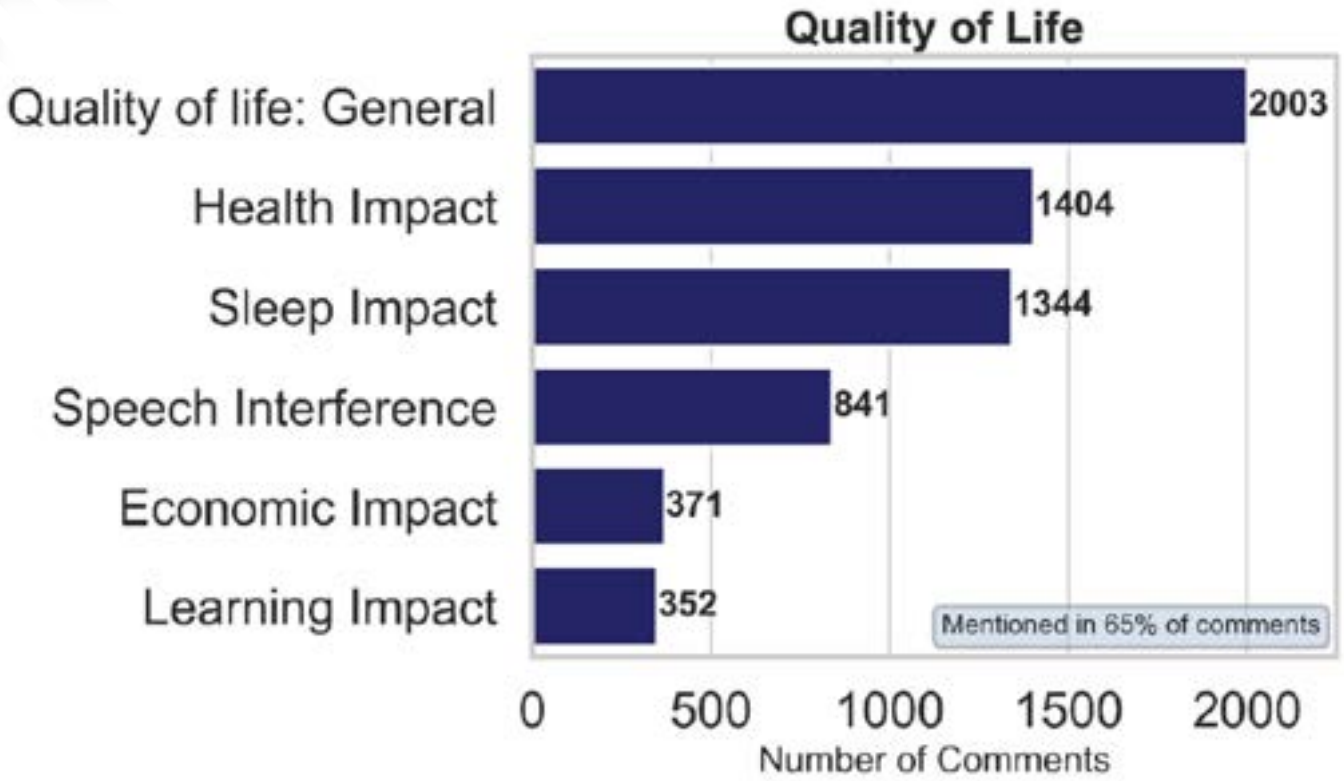
COMMENTS BY TYPE OF AIRCRAFT



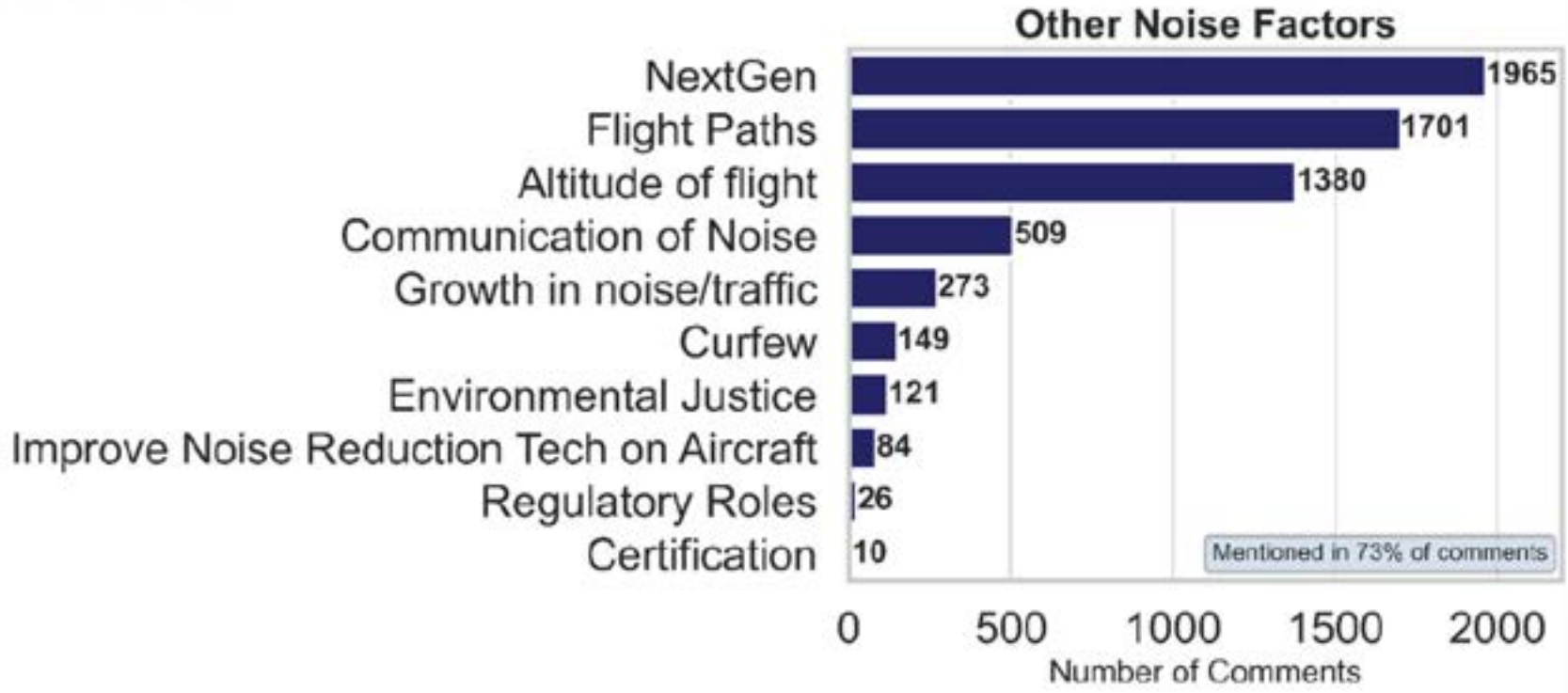
COMMENTS DESCRIBING NOISE CONCERN



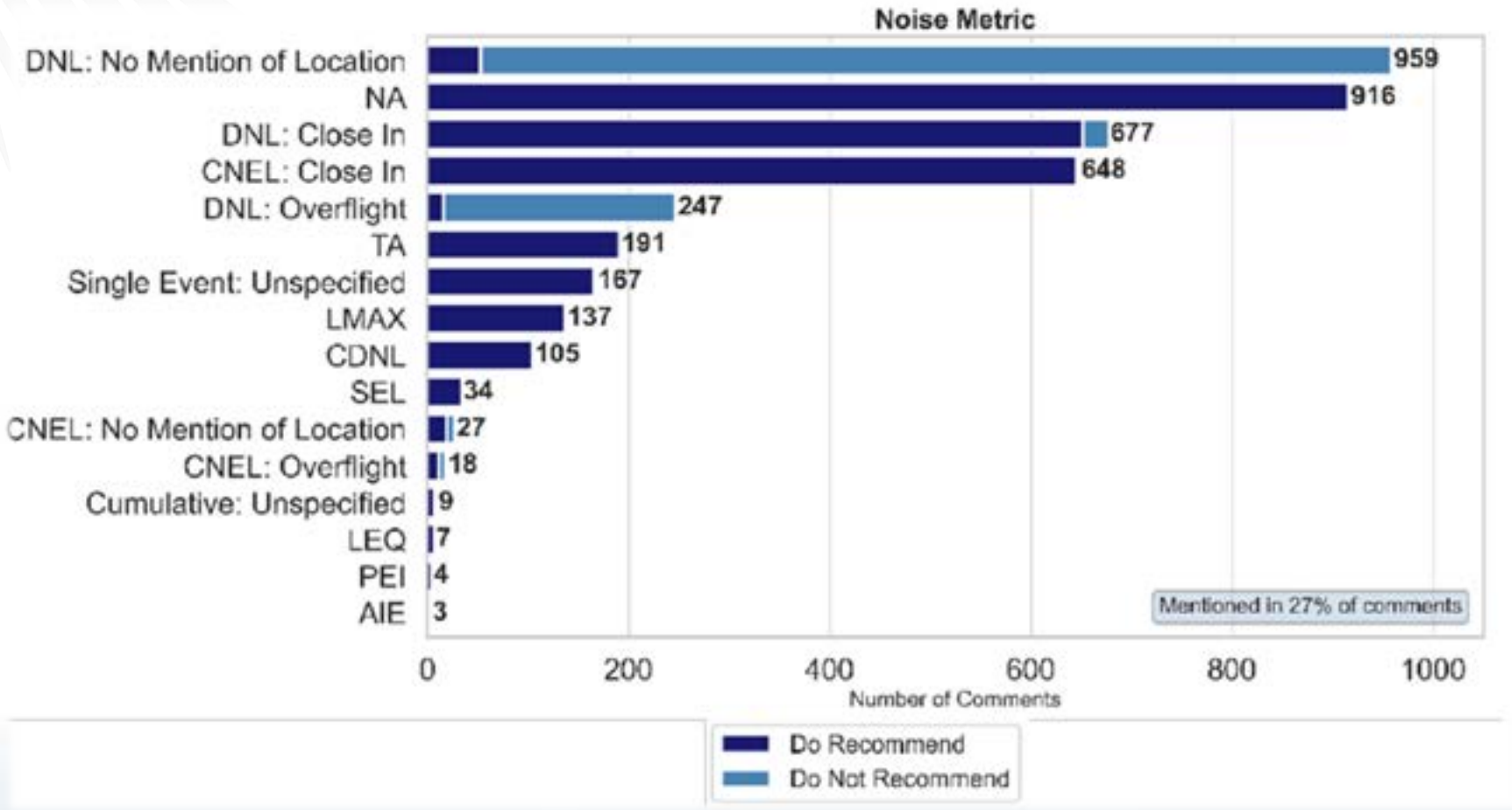
COMMENTS DESCRIBING NOISE IMPACTS



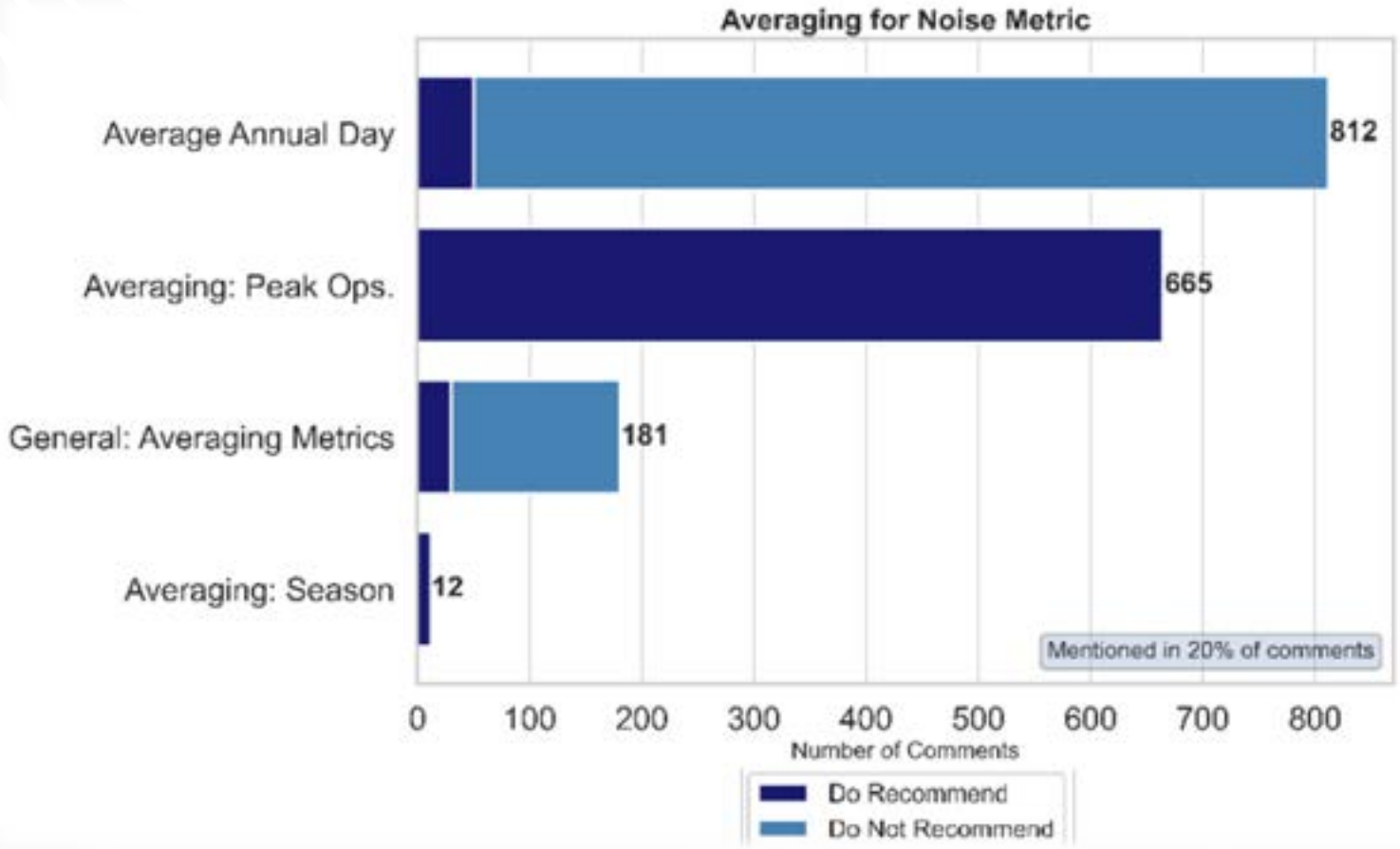
OTHER FACTORS IDENTIFIED



NOSIE METRIC SENTIMENT ANALYSIS



AVERAGING SENTIMENT ANALYSIS



NEXT STEPS

- Following completion of the comment review, FAA anticipates issuing a notice in the Federal Register announcing any revisions to their policy.
- "The timing of this second Federal Register Notice is to be determined, as we are in the middle stages of reviewing and analyzing the comments."
- Updates and next steps will be posted at https://www.faa.gov/noisepolicyreview

NOISE REPORT

APRIL 2024

PRESENTED BY

Naples AIRPORT AUTHORITY

NOISE REPORT

Please FLY SAFE FLY QUIET

MITIGATE ADVERSE IMPACTS OF AIRPORT NOISE TO THE EXTENT FEASIBLE

Public Outreach & News

The Communications Staff continues to speak with pilots in the terminal and on the ramps regarding the noise sensitivity of the surrounding community.

The NAA continues to promote the NBAA Noise Abatement Arrival and Departure Procedures (NADP) on social media, through the tenant newsletter, and in printed materials in the terminals to further promote the procedures.

NAA and FBO personnel staffed an information table at the 2024 Sun & Fun event in Lakeland from April 9th-14th. It provided an opportunity to speak with thousands of pilots and operators about the FSFQ program, as well as the availability of UL94 fuel.

The NAA hosted a lunch event with tenants on March 20th. During the event staff promoted noise abatement procedures and the new FSFQ Leaderboard program.

The NAA hosted its 3rd Plane Talk meeting of the season on April 2nd. The event was held in the NE quadrant of the airport and follows the previous meetings held in the SW and NW quadrants. The final Plane Talk of the 2024 season is planned for April 30th in the SE quadrant.

The noise monitors have been deployed at 5 additional locations since the March Board meeting and staff continues to work through the list of residents who have requested them.

The NAA is currently recruiting a new Noise Abatement Specialist. We anticipate hiring for the position soon.

NAA STAFF ARE ALWAYS AVAILABLE TO ANSWER QUESTIONS OR MEET WITH NEIGHBORHOODS, ORGANIZATIONS, OR COMMUNITY GROUPS.

Trends

The following trends were observed when compared with the same period in the last fiscal year.

	Curfew Violations	Jet Curfew Violations	Noise Comments	Jet Ops	Total Ops
FYTD 24	⬆ 13%	⬆ 14%	⬆ 79%	⬆ 7%	⬆ 2%
MAR FY 24	⬆ 5%	⬆ 16%	⬆ 136%	⬆ 8%	⬆ 1%

- 313 comments (52%) from 2 commenters in FYTD 24.
- 4 comments were received from Airnoise by 1 commenter near the end of March, a subscription service that submits noise comments via a handheld key fob - https://airnoise.io/.

Curfew Violator Outreach

The Communications Staff continues to contact all curfew violators through multiple methods including phone calls, letters, and face-to-face communications. Staff speaks with pilots/passengers at the airport about noise and curfew related issues.

- 100% of curfew violators were contacted via letter in March and in FYTD 24.
- Staff was able to speak with 61% of curfew violators in March.
- Staff was able to speak with 70% of curfew violators in FYTD 24.

- The Communications Staff continues the effort to contact all flight schools south of Orlando. Currently, they've talked with staff at over 350 flight schools/training centers. In the coming months, staff will make in-person visits to flight schools. Information cards were developed to aide in those conversations and as a leave behind for flight instructors and students.

- New postcards have been developed targeted at both pilots and passengers that reinforces the importance of quiet flying procedures and the voluntary curfew.

Operator Efforts

- Elite Jets spoke with a passenger who agreed to delay their departure until after 7 a.m. to avoid a curfew violation.

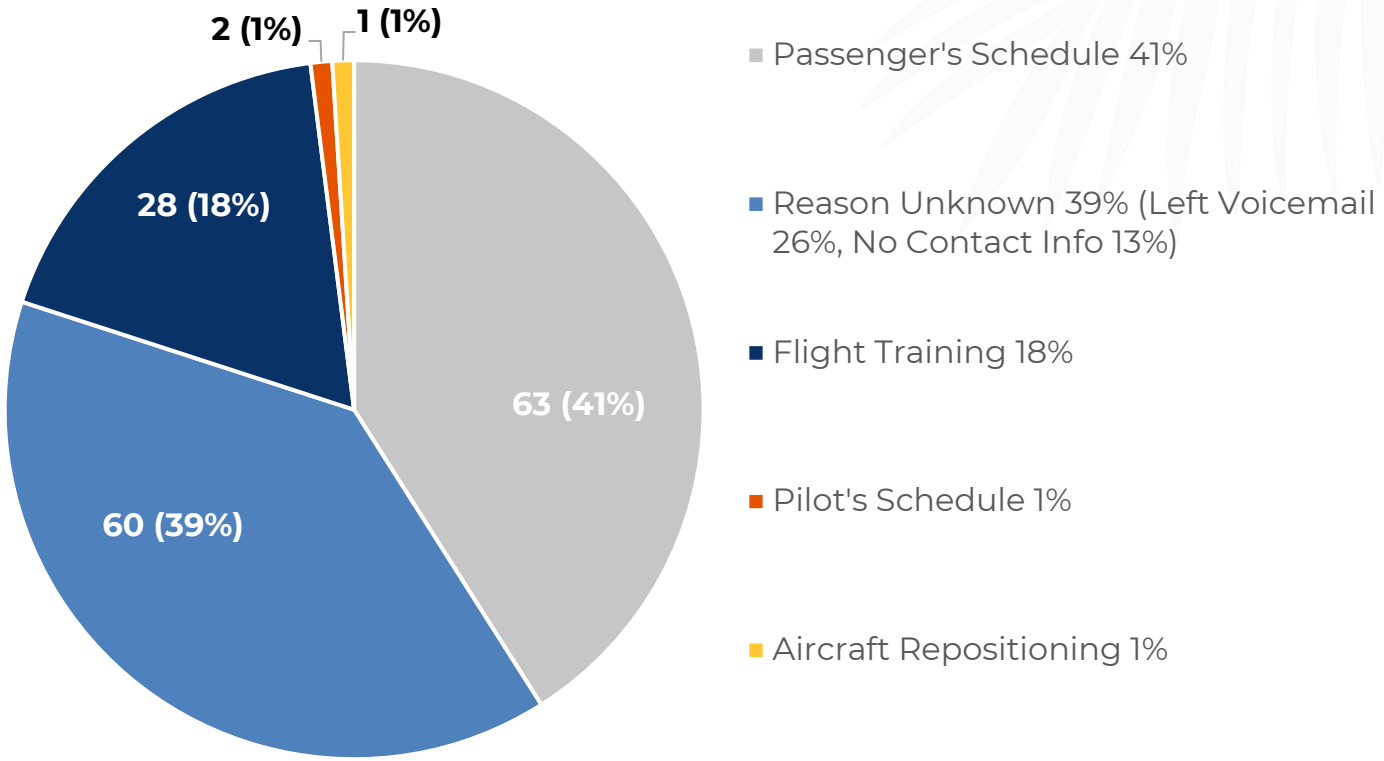
- Elite Jets also worked with their Air Traffic Services desk to move up their EDCT for a flight to avoid a potential curfew violation.

NOISE REPORT

Please FLY SAFE FLY QUIET

REASONS FOR CURFEW VIOLATIONS

March 2024



SUMMARY OF CURFEW VIOLATIONS

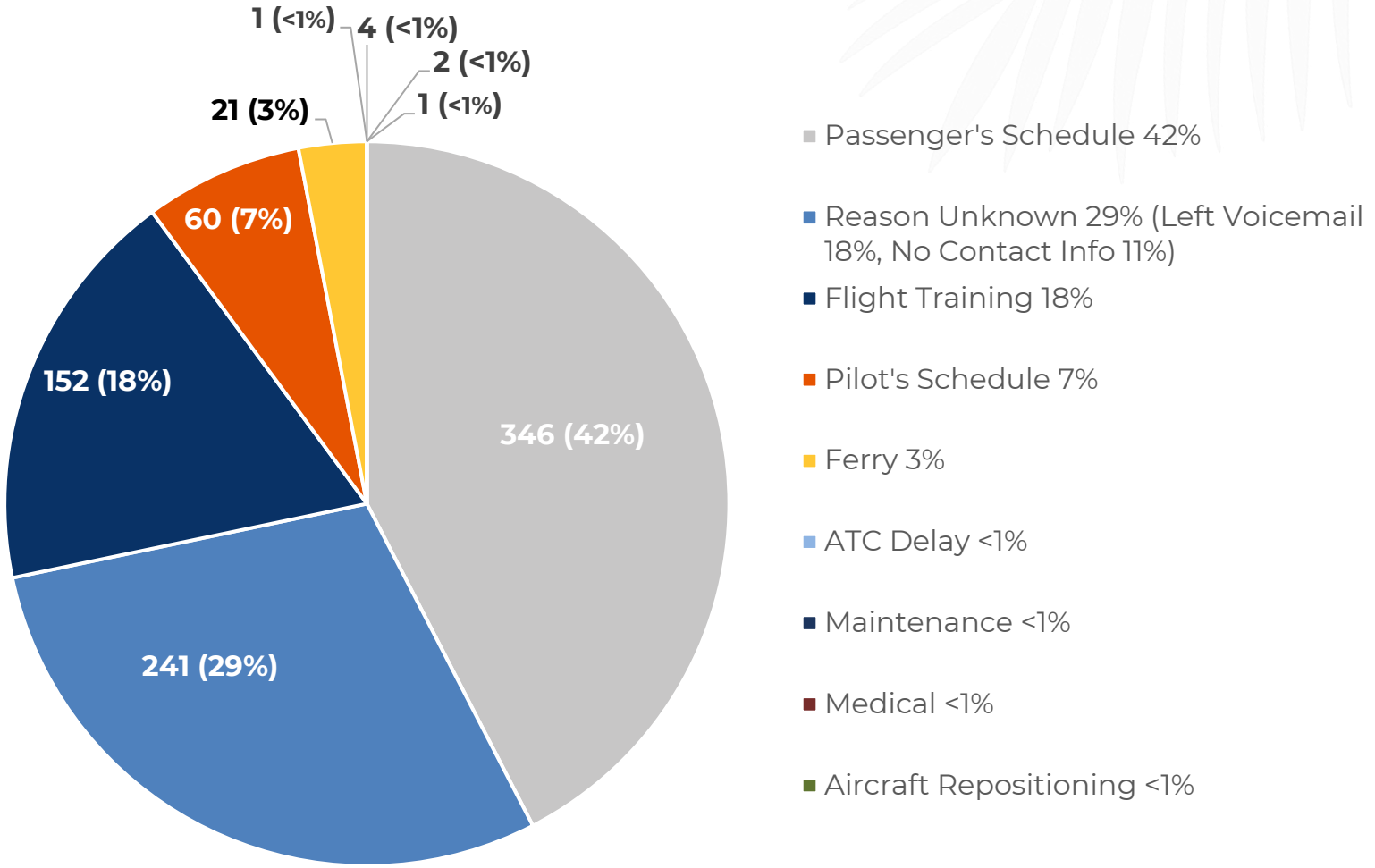
- No curfew violators stated that they were unaware of the voluntary curfew at KAPF.
- Most pilots spoken to said that the reason for the violation was passenger's schedule.
- No operators flew during the curfew to undergo maintenance tests.

NOISE REPORT

Please FLY SAFE FLY QUIET

REASONS FOR CURFEW VIOLATIONS

FYTD 2024



MARCH – TOP CURFEW VIOLATORS WITH CONTACT INFORMATION

MARCH FY 2024

COMPANY	NUMBER OF OPS	TAIL NUMBER	ADDRESS	PHONE NUMBER	REASON
Aerospace Aviation Services Inc./Rent & Fly	8	64465	15001 NW 42nd Ave., Opa Locka, FL	786-222-7646	Flight Training
FlexJet/Flight Options LLC	8	Multiple	26180 Curtiss Wright Pkwy, Cleveland, OH	866-473-0025	Aircraft Repositioning, Passenger Schedule
Elite Jets Charter	6	1Y, 4B, 6A, 7DR	150 Aviation Dr S., Naples, FL	239-900-9000	Passenger Schedule
American Aviation Inc	4	60395	2495 Broad St., Brooksville, FL	571-685-0147	
JetEdge/JetSelect LLC	4	121JE, 362JE, 546XJ, 552XJ	4131 Worth Ave, Columbus, OH	818-442-0096	Passenger Schedule
Melbourne Flight Training LLC	4	3429E, 4951G, 711WE, 9812J	1401 General Aviation Dr., Melbourne, FL	321-345-3194	Flight Training
Boomerang Air Charter	4	347KC	10151 Deerwood Park Blvd. Bldg. 200, Ste 250, Jacksonville, FL	904-222-4760	
N714DD LLC/N7347G LLC	3	714DD, 7347G	8976 SW 40th Ter, Miami, FL		
Treasure Coast Flight Training	3	1589D, 360SP, 70JA	2400 SE Thunderbolt Dr. , Stuart, FL	772-219-4191	Flight Training
Columbia Collier Properties LLC	3	472AR, 188MR	631 Citation Point, Naples, FL		Passenger Schedule
N3066D LLC	3	3066D	1401 NE 10th St, Pompano Beach, FL	954-593-1437	
RexAir Flight School /RexAir Maintenance	3	504HX, 515SC, 952SB	304 Citation Point, Naples, FL	239-649-8822	Flight Training
Red Wing Aeroplane LLC	3	567RW, 603TX, 676TX	W7141 148th Avenue, Bay City, WI		Passenger Schedule

YEAR TO DATE – TOP CURFEW VIOLATORS WITH CONTACT INFORMATION

FYTD 2024

COMPANY	NUMBER OF OPS	TAIL NUMBER	ADDRESS	PHONE NUMBER
FlexJet LLC/Flight Options Inc	52	MULTIPLE	26180 Curtiss Wright Pkwy, Cleveland, OH, 44143	866-473-0025
Treasure Coast Flight	28	MULTIPLE	2400 Thunderbolt Dr, Stuart, FL, 34996	772-219-4191
Elite Jets Charter LLC	25	1Y,4B,5A,6A,7DR	125 Aviation Dr S, Naples, FL, 34104	239-900-9000
JetEdge/JetSelect LLC	19	MULTIPLE	4131 Worth Ave, Columbus OH, 43219	818-442-0096
Jet 1 Charter	18	MULTIPLE	101 Aviation Dr. N, Naples, FL, 34104	239-643-9700
RexAir Aircraft	17	MULTIPLE	304 Citation Point, Naples, FL, 34104	239-649-8822
Melbourne Flight Training LLC	15	MULTIPLE	1401 General Aviation Dr, Melbourne, FL, 32935	321-345-3194
Aerospace Aviation Services Inc/Rent & Fly	14	64465	15001 NW 42nd Ave., Opa Locka, FL, 33054	786-222-7646
Oakes Farms	14	325FP, 368FD	4206 Mercantile Ave, Naples, FL, 34104	239-777-2257
Naples Air Center Inc	12	MULTIPLE	230 Aviation Dr. S, Naples, FL, 34104	239-643-1717
Gama/WheelsUp/Mountain Air	12	MULTIPLE	601 West 26th St Ste 900, New York, NY, 10001	855-359-8760

MARCH – TOP CURFEW VIOLATORS

MARCH FY 2024

NAME	TAIL NUMBER	NUMBER OF OPS	% OF OPERATOR OPS	% OF APF CURFEW OPS
FlexJet/Flight Options LLC	Multiple	8	1.6%	5.1%
Aerospace Aviation Services Inc/Rent & Fly	64465	8	13%	5.1%
Elite Jets Charter	1Y, 4B, 6A, 7DR	6	6.5%	3.8%
American Aviation Inc/JetEdge/JetSelect LLC	Multiple	4	24.8%	5%
Melbourne Flight Training LLC/ Boomerang Air Charter	Multiple	4	43.3%	5%
6 Operators	Multiple	3	75.38%	2.3%

MARCH FY 2023

NAME	NUMBER OF OPS
Flight Options LLC/FlexJet LLC	7
Florida General Aviation	7
NMP Skymaster Inc.	6
Flight Answers LLC	6
Elite Jets Charter LLC	5
Roofkan 2016 LLC	4
Hampton Airways Inc.	4
JetSelect LLC/JetEdge	4
7 Operators	3

MARCH FY 2022

NAME	NUMBER OF OPS
NetJets Sales, Inc./ EJM	48
Flight Options LLC/ FlexJet LLC	14
Elite Jets Charter LLC	13
RexAir Flight School/ RexAir Maintenance	13
JetSelect LLC	9
Jim & M LLC	6
United Heathcare Services Inc.	5
Wheels Up Private Jets LL/C	4
Oakes Farms Food & Dist. Svcs LLC	4
AIM Flight Services LLC	4

YEAR TO DATE – TOP CURFEW VIOLATORS

FYTD 2024

NAME	TAIL NUMBER	NUMBER OF OPS	% OF OPERATOR OPS	% OF APF CURFEW OPS
FlexJet LLC/Flight Options Inc	Multiple	52	1.7%	6.2%
Treasure Coast Flight Training	Multiple	28	9.4%	3.4%
Elite Jets Charter LLC	1Y,4B,5A,6A,7DR	25	2.8%	3%
JetEdge/JetSelect LLC	Multiple	19	4.5%	2.3%
Jet 1 Charter	Multiple	18	4.5%	2.2%
RexAir Aircraft	Multiple	17	30%	2%
Melbourne Flight Training LLC	12HF,422US	15	21.2%	1.8%
Oakes Farms/Aerospace Aviation Services Inc/Rent & Fly	325FP, 368FD, 64465	14	21.5%	3.4%
Naples Air Center/Gama/Wheels Up/ Mountain Air	Multiple	12	1.2%	2.8%

FYTD 2023

NAME	NUMBER OF OPS
Flight Options LLC/FlexJet LLC	36
Treasure Coast Flight Training	27
Elite Jets Charter LLC	23
JetSelect LLC/JetEdge	18
Daniel Giraldo	14
NetJets Sales, Inc./EJM	13
Florida General Aviation	12
RexAir Flight School /RexAir Maintenance	12
Aviation Management Group LLC/All-In Aviation LLC	11
Gama Aviation LLC/Wheels Up/Mountain Aviation	11
Trident Aircraft Inc.	11

FYTD 2022

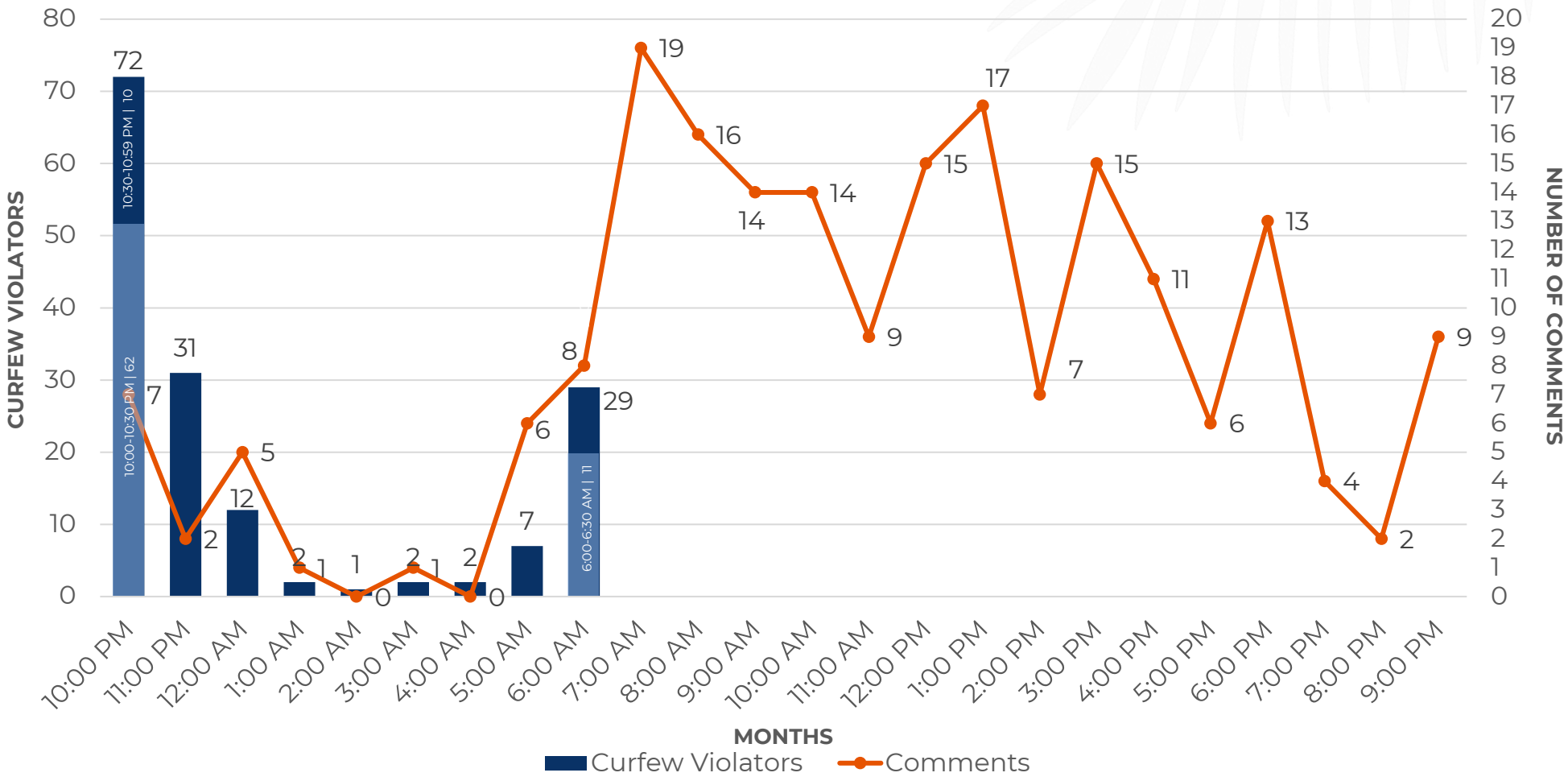
NAME	NUMBER OF OPS
NetJets Sales, Inc.	170
Flight Options LLC/FlexJet LLC	73
Elite Jets Charter LLC	57
Rex Air Flight School/ RexAir Maintenance LLC	34
Wheels Up Private Jets LLC	16
Oakes Farms Food & Dist. Svcs LLC	16
Exclusive Jets LLC	15
JetSelect LLC	12
Blue Grass Capital Holdings LLC	12
Planesense	10

Please FLY SAFE FLY QUIET

CURFEW VIOLATORS BY HOUR VS COMMENTS BY HOUR

March FY 2024

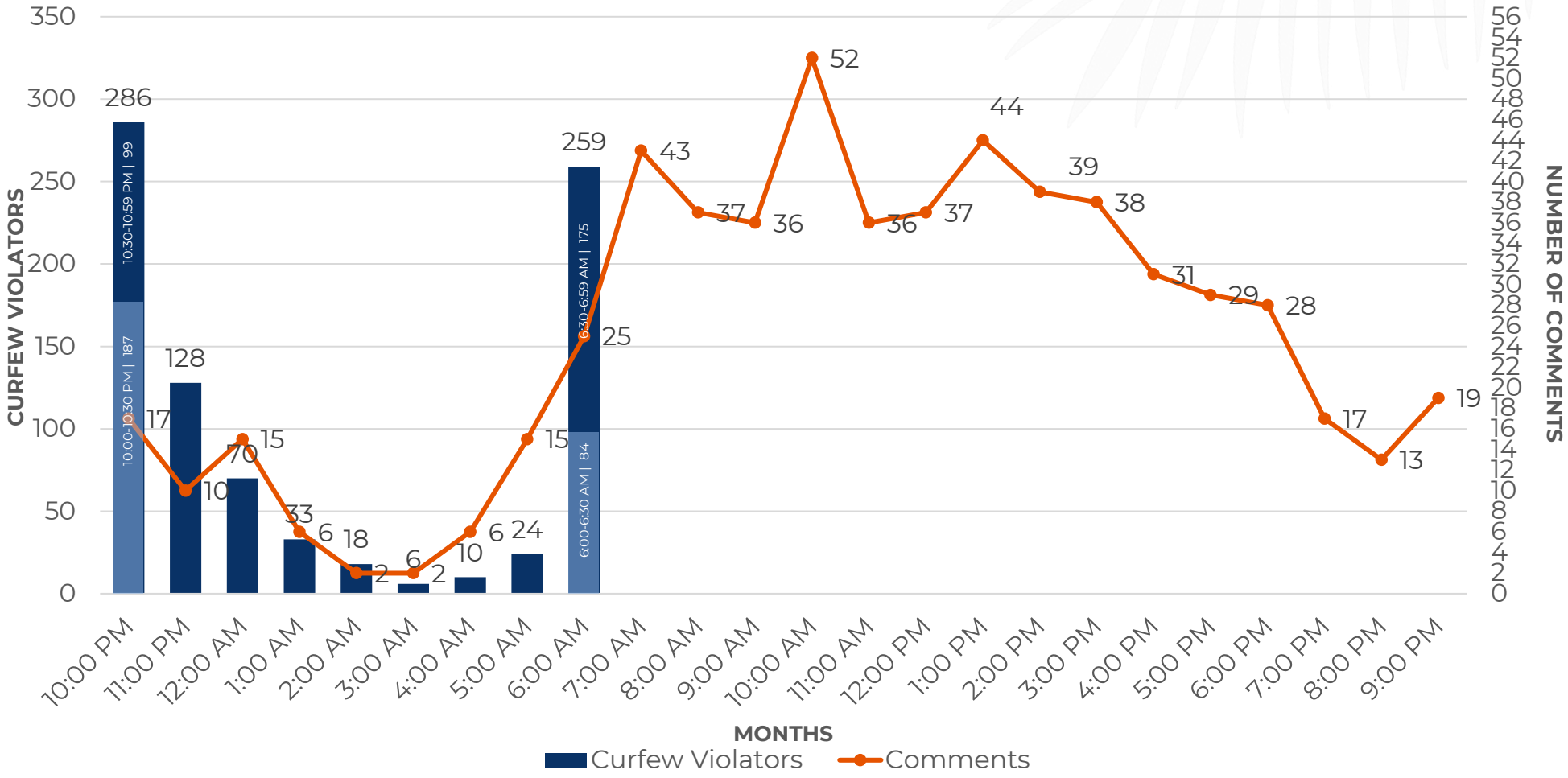
CURFEW HOURS: 10PM – 7 AM



CURFEW VIOLATORS BY HOUR VS COMMENTS BY HOUR

FYTD 2024

CURFEW HOURS: 10PM – 7 AM

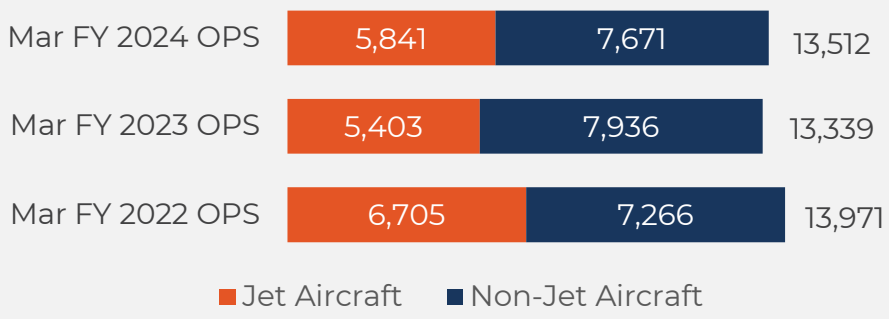


NOISE REPORT

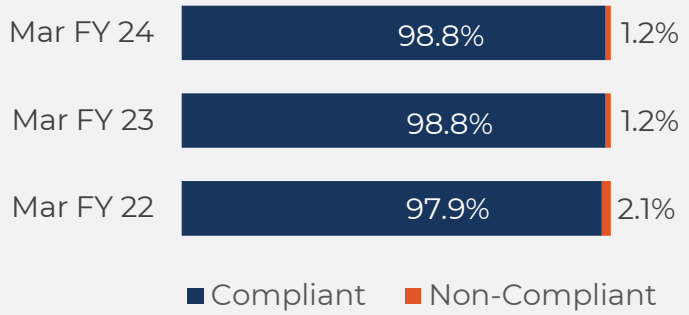
Please FLY SAFE FLY QUIET

MARCH – YEAR OVER YEAR COMPARISON

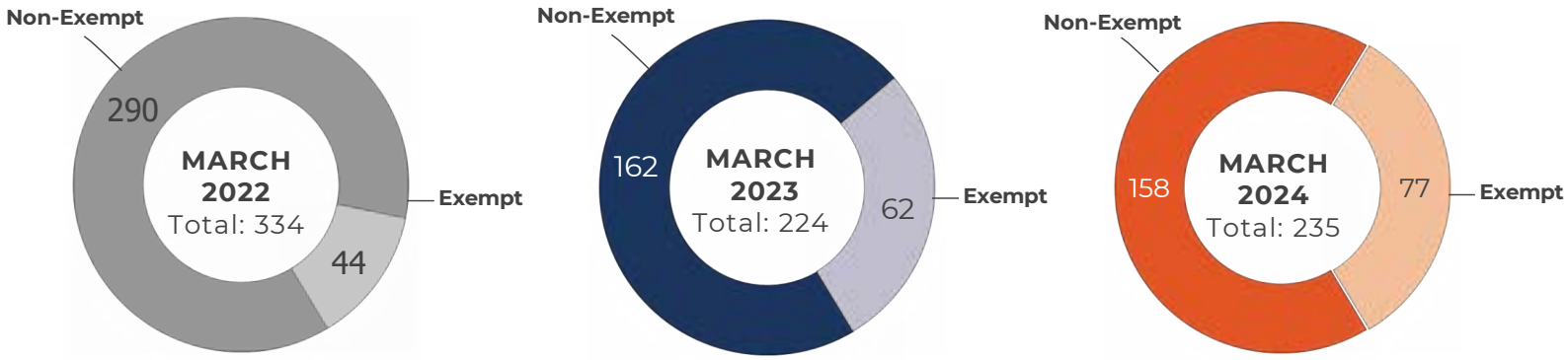
TOTAL AIRCRAFT OPERATIONS



VOLUNTARY CURFEW COMPLIANCE RATE



VOLUNTARY CURFEW OPERATIONS



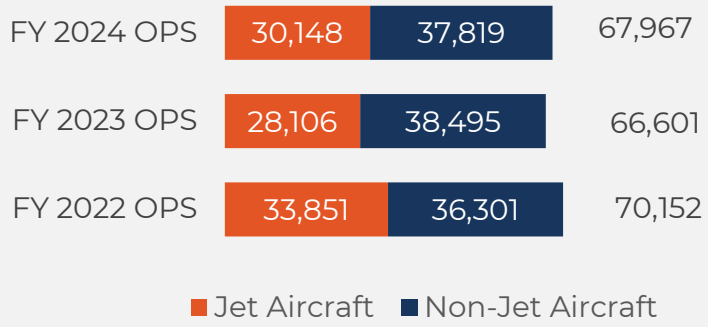
Through March FY 2024
Public service flights including EMS MedFlight, Collier Sheriff's Office, Mosquito Control and military flights are exempt and not included in this graphic..

NOISE REPORT

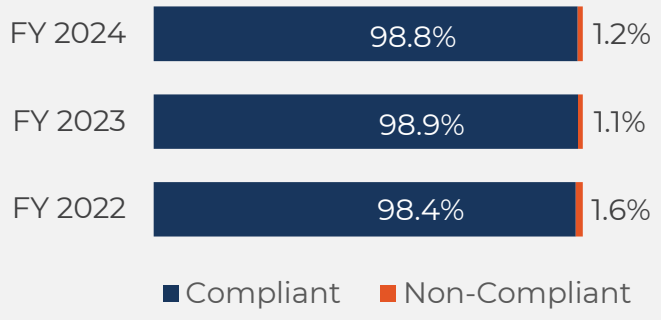
Please FLY SAFE FLY QUIET

FISCAL YEAR OVER YEAR COMPARISON

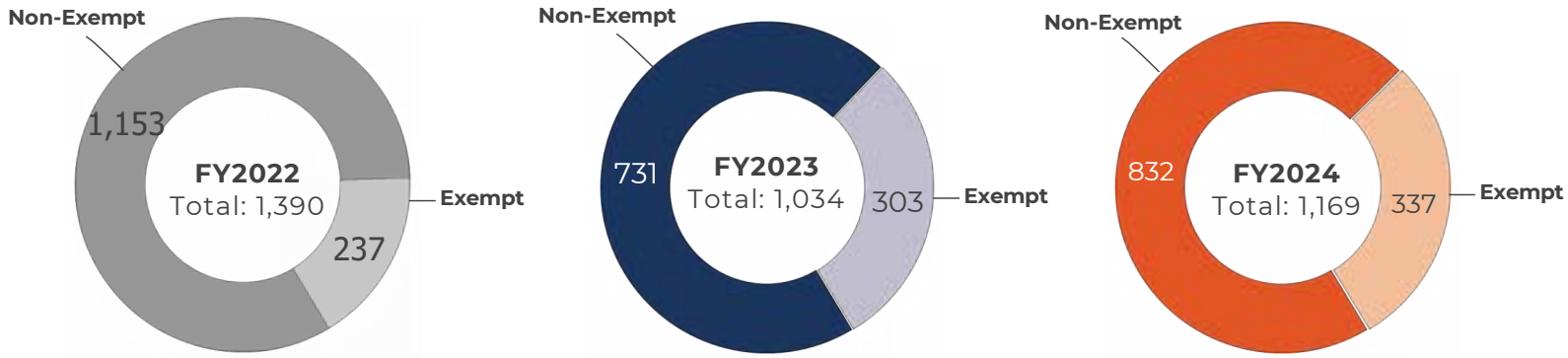
TOTAL AIRCRAFT OPERATIONS



VOLUNTARY CURFEW COMPLIANCE RATE



VOLUNTARY CURFEW OPERATIONS



Through March FY 2024
Public service flights including EMS MedFlight, Collier Sheriff's Office, Mosquito Control and military flights are exempt and not included in this graphic..

NOISE REPORT

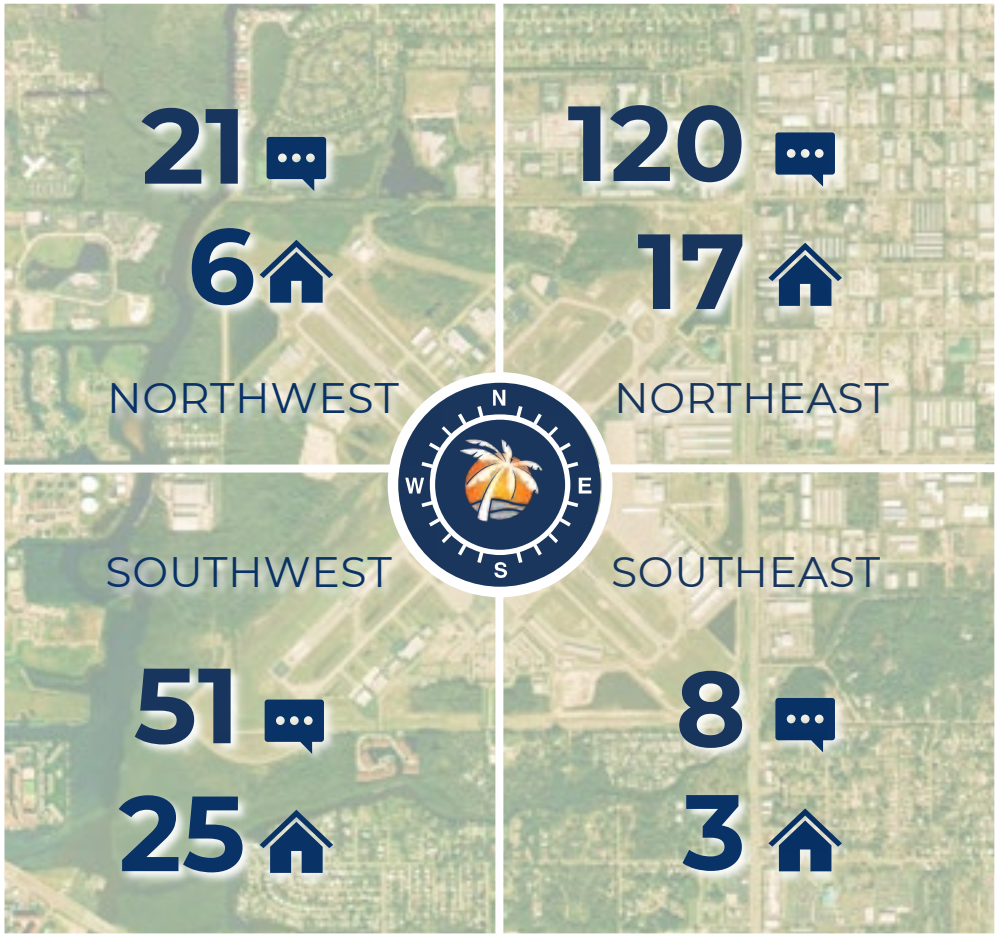
Please FLY SAFE FLY QUIET

MARCH FY 2024 COMMENTS

Comments by Neighborhood in MARCH FY24

Neighborhood	Number of Noise Comments	Households	Comments/ Household
Willoughby Acres	70	1	70
Briarwood	28	1	28
Park Shore	7	1	7
Coquina Sands	6	1	6
Coconut Creek	6	1	6
Sun Terrace	5	1	5
Moorings Park/Naples Grande	3	1	3
Collier Woods	6	2	3
Old Naples	45	21	2
Bay Front	2	1	2
Marina Manor	3	2	2
Orchid Run	2	1	2
Wyndemere	4	4	1
Pine Ridge	1	1	1
Golden Gate City	2	2	1
Lake Park	2	2	1
Royal Harbor	1	1	1
Logan Woods	2	2	1
Foxfire	1	1	1
Urban Estates	1	1	1
Naples Villas	1	1	1
Golden Gate Estates	1	1	1
Vineyards	1	1	1
Unknown	1	1	1
Totals	**201**	**52**	**4**

COMMENTS AND HOUSEHOLDS BY QUADRANT IN MARCH 2024



- 13 comments related to public service flights
- 56% of comments from 3 households
- 1 commenter has an unknown name and location

NOISE REPORT

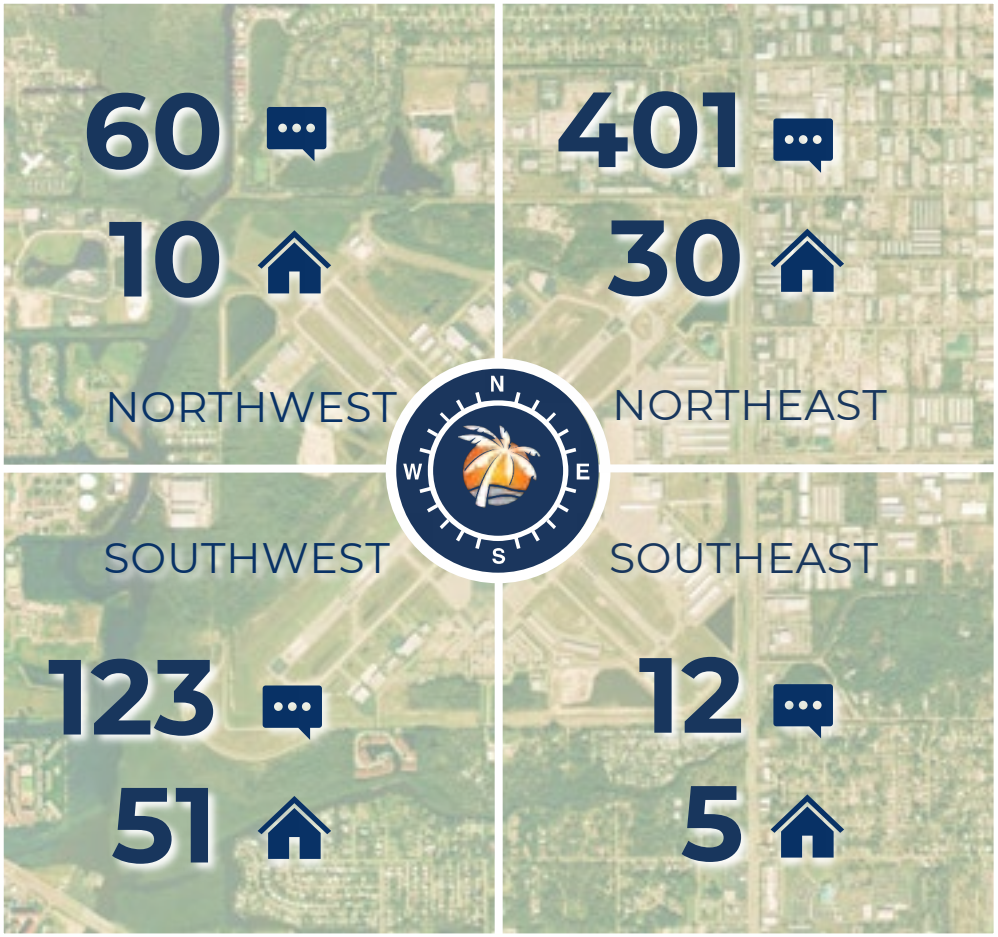
Please FLY SAFE FLY QUIET

FYTD 2024 COMMENTS

Comments by Neighborhood in FYTD 2024

Neighborhood	Number of Noise Comments	Households	Comments/ Household
Willoughby Acres	128	1	128
Briarwood	188	2	94
Coquina Sands	12	1	12
Collier Woods	38	4	10
Coconut Creek	7	1	7
Sun Terrace	7	1	7
Lake Park	13	2	6
Park Shore	11	2	6
Moorings	15	3	5
Bay Front	7	2	4
Grey Oaks	8	2	4
Moorings Park/Naples Grande	3	1	3
Wyndemere	18	6	3
Royal Harbor	7	2	3
Golden Gate Estates	6	4	2
Marina Manor	3	2	2
Old Naples	103	42	2
Orchid Run	2	1	2
Pine Ridge	2	1	2
Bears Paw	1	1	1
Crown Point	1	1	1
Foxfire	1	1	1
Golden Gate City	4	4	1
Kings Lake	2	1	2
Logan Woods	3	3	1
Mariner's Cove	2	2	1
Naples Villas	1	1	1
Oyster Bay	1	1	1
Urban Estates	1	1	1
Vineyards	1	1	1
Unknown	1	1	1
Totals	**597**	**98**	**6**

COMMENTS AND HOUSEHOLDS BY QUADRANT IN FYTD 2024



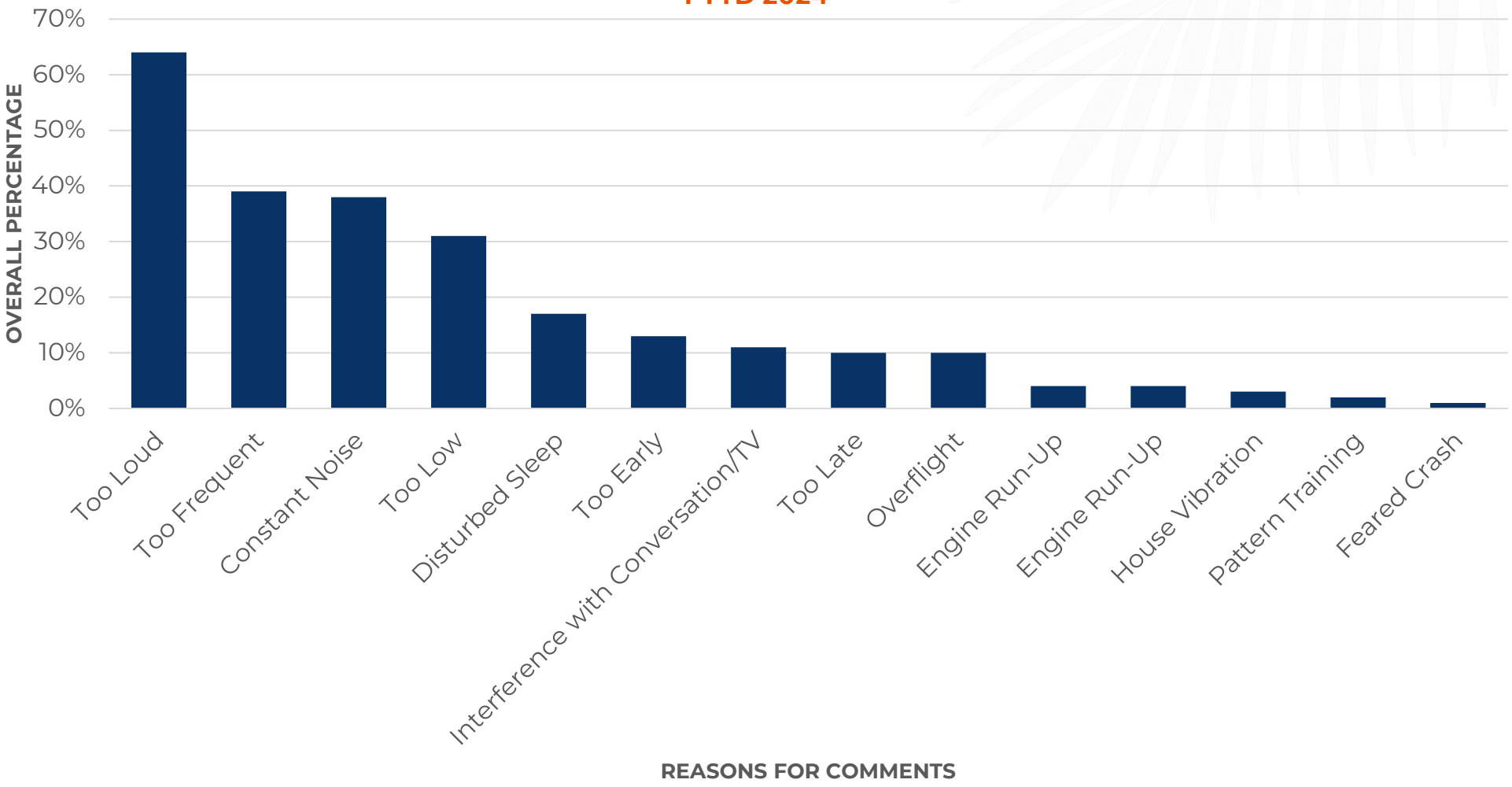
- 31 comments related to public service flights
- 58% of comments from 3 households
- 1 commenter has an unknown name and location

NOISE REPORT

Please FLY SAFE FLY QUIET

PUBLIC COMMENT BY REASON

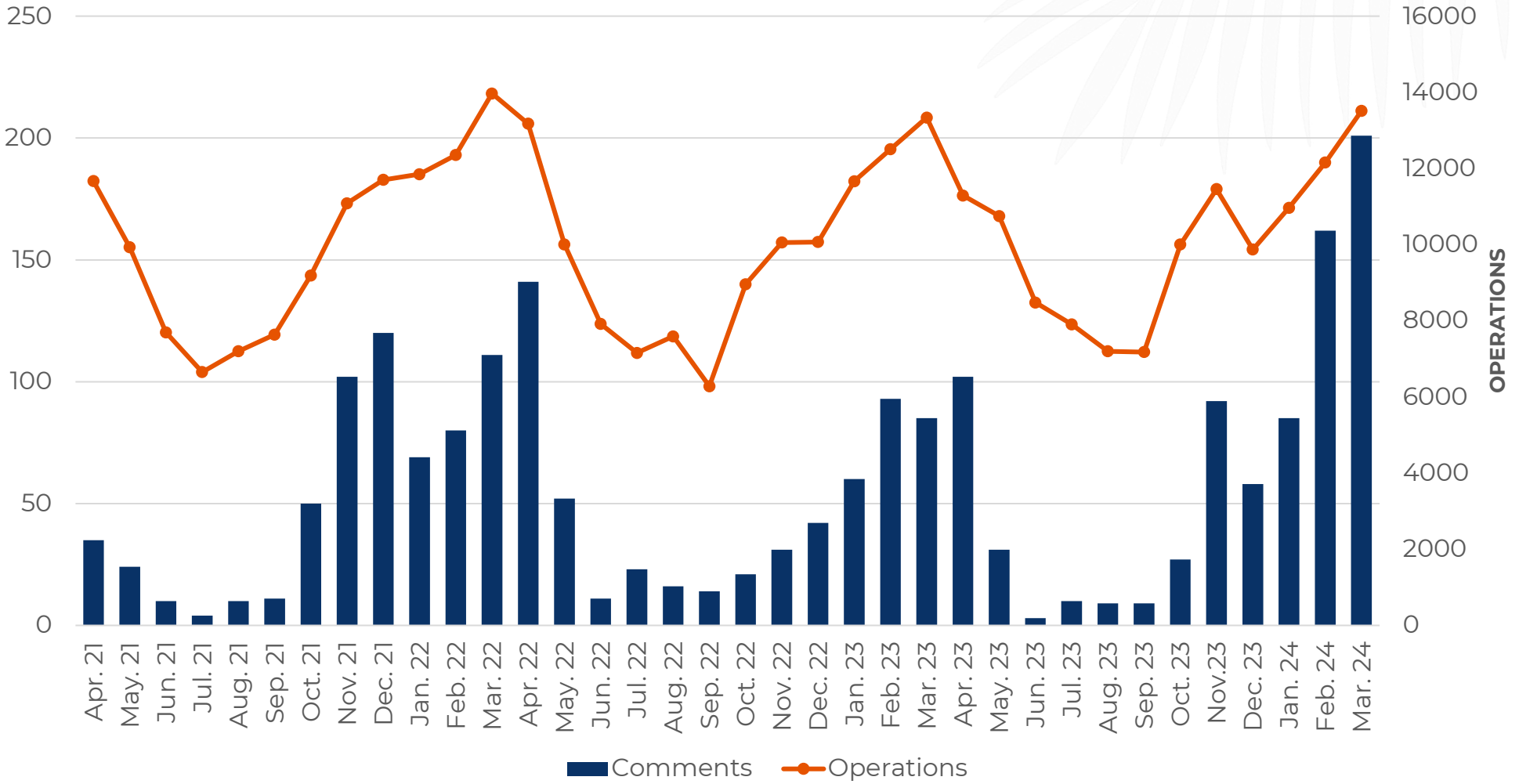
FYTD 2024



This chart represents the percentage of comments that indicated each reason. Since comments may include more than one reason, the total does not equal 100%.

TREND OF COMMENTS AND OPERATIONS BY MONTH

36 MONTHS



NOISE REPORT

Please FLY SAFE FLY QUIET

2022 FYTD NOISE COMMENTS

116
Distinct households filed aircraft noise comments.

533
Noise comments received from those households.

59% of comments from 12 households

2023 FYTD NOISE COMMENTS

80
Distinct households filed aircraft noise comments.

334
Noise comments received from those households.

54% of comments from 11 households

2024 FYTD NOISE COMMENTS

98
Distinct households filed aircraft noise comments.

597
Noise comments received from those households.

58% of comments from 3 households.

UPCOMING EVENTS / INFORMATION

MAY BOARD MEETING
Thursday, May 16, 2024
Naples City Hall
8:30 AM

NOISE COMPATIBILITY COMMITTEE MEETING
Thursday, May 2, 2024
Airport Office Building
9:00 AM

Videos of NCC and TAC Meetings are available at www.flynaples.com/agendas-minutes-videos/
NCC and NAA Annual Reports are posted to the Authority's website at www.flynaples.com/annual-reports/