WELCOME

Southwest Florida International Airport

Federal Aviation Regulations (FAR) Part 150 Overview

Public Workshops

Round 2

November 2011

ESA Airports

where service and solutions meet

ESA Airports

Noise Study Process - Part 1
Develop Noise Exposure Maps (NEMs)

Part 1 80% Complete:

- ✓ Reviewed FAA Integrated Noise Model (INM) computer program with live field noise measurements
- ✓ Gathered community input and recommendations
- ✓ Developed airport noise contours for the existing and 5th year projected noise conditions
- Submit information to FAA for acceptance – becomes baseline condition for Phase 2

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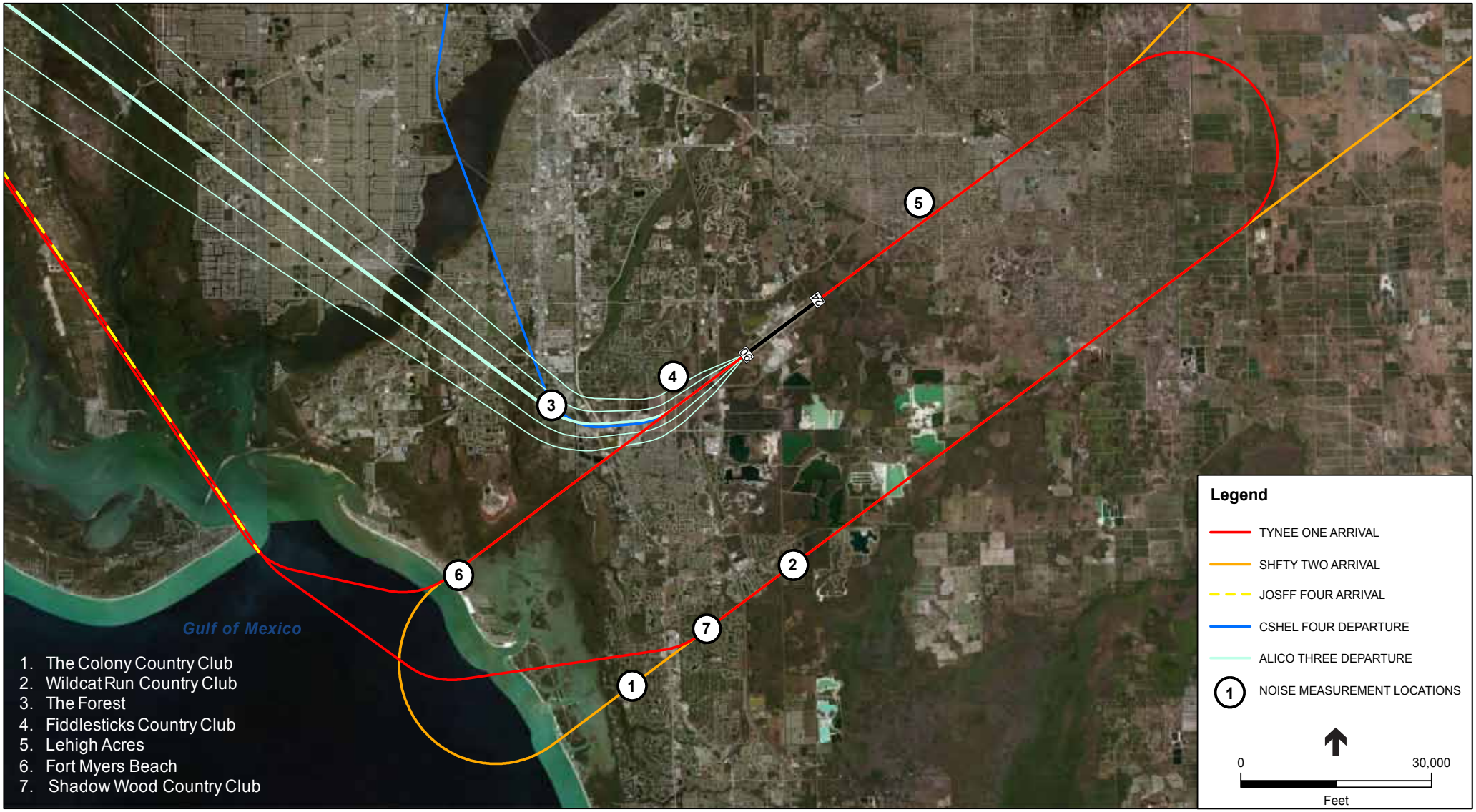
Live Field Measurement Locations



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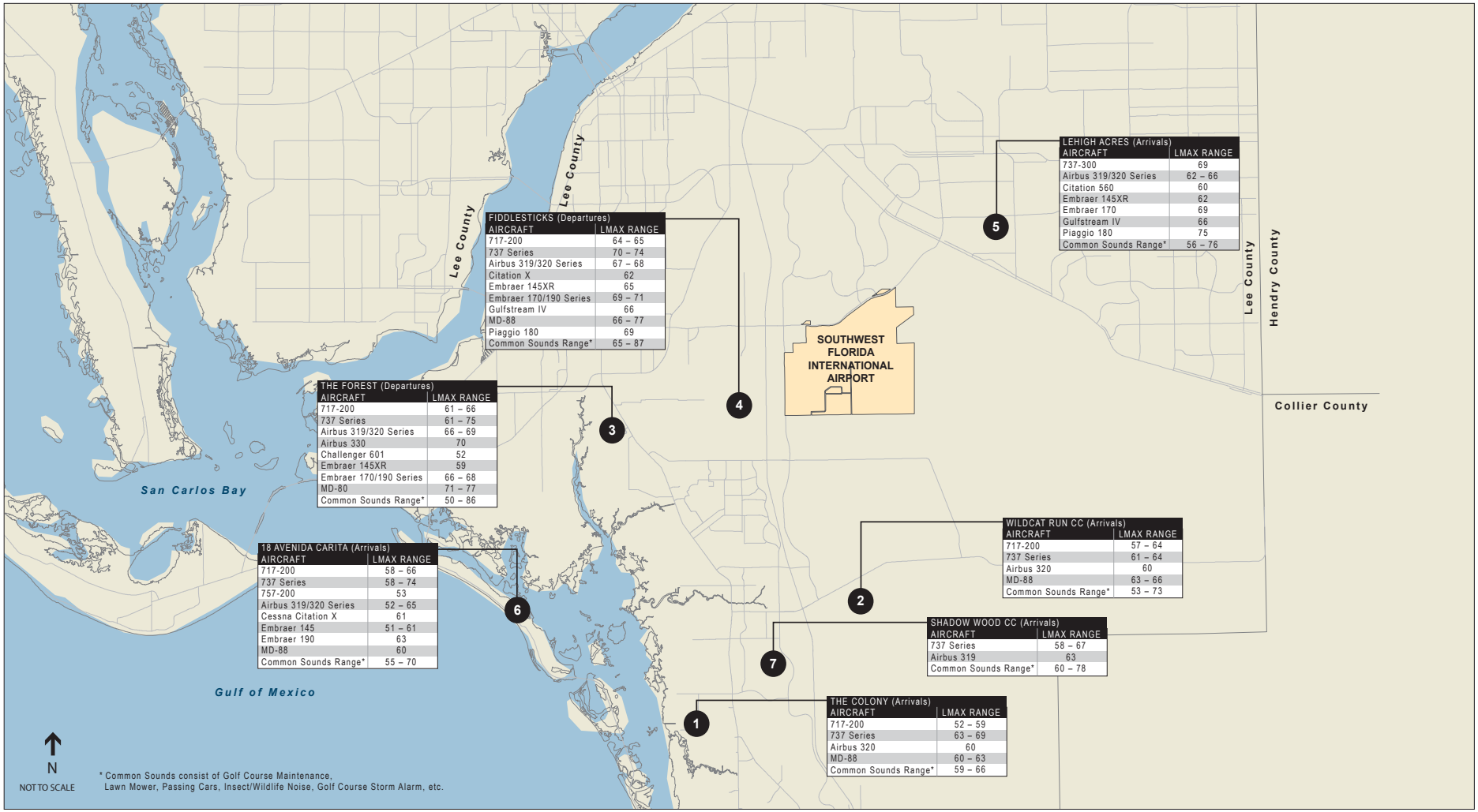
Live Field Measurements



FIDDLESTICKS (Departures)

AIRCRAFT	LMAX RANGE
717-200	64 – 65
737 Series	70 – 74
Airbus 319/320 Series	67 – 68
Citation X	62
Embraer 145XR	65
Embraer 170/190 Series	69 – 71
Gulfstream IV	66
MD-88	66 – 77
Piaggio 180	69
Common Sounds Range*	65 – 87

LEHIGH ACRES (Arrivals)

AIRCRAFT	LMAX RANGE
737-300	69
Airbus 319/320 Series	62 – 66
Citation 560	60
Embraer 145XR	62
Embraer 170	69
Gulfstream IV	66
Piaggio 180	75
Common Sounds Range*	56 – 76

THE FOREST (Departures)

AIRCRAFT	LMAX RANGE
717-200	61 – 66
737 Series	61 – 75
Airbus 319/320 Series	66 – 69
Airbus 330	70
Challenger 601	52
Embraer 145XR	59
Embraer 170/190 Series	66 – 68
MD-80	71 – 77
Common Sounds Range*	50 – 86

18 AVENIDA CARITA (Arrivals)

AIRCRAFT	LMAX RANGE
717-200	58 – 66
737 Series	58 – 74
757-200	53
Airbus 319/320 Series	52 – 65
Cessna Citation X	61
Embraer 145	51 – 61
Embraer 190	63
MD-88	60
Common Sounds Range*	55 – 70

WILDCAT RUN CC (Arrivals)

AIRCRAFT	LMAX RANGE
717-200	57 – 64
737 Series	61 – 64
Airbus 320	60
MD-88	63 – 66
Common Sounds Range*	53 – 73

SHADOW WOOD CC (Arrivals)

AIRCRAFT	LMAX RANGE
737 Series	58 – 67
Airbus 319	63
Common Sounds Range*	60 – 78

THE COLONY (Arrivals)

AIRCRAFT	LMAX RANGE
717-200	52 – 59
737 Series	63 – 69
Airbus 320	60
MD-88	60 – 63
Common Sounds Range*	59 – 66

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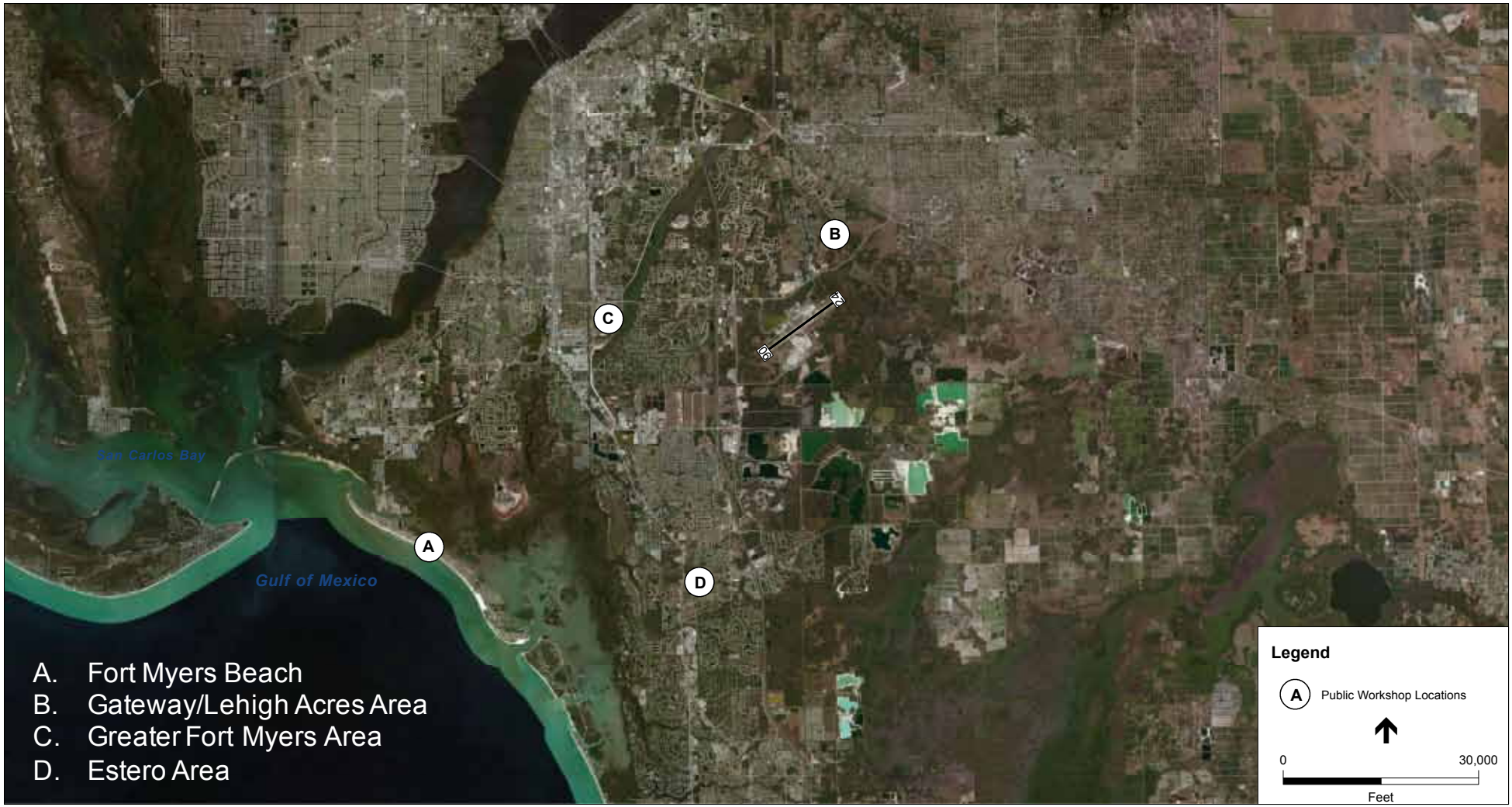
Summary of Community Input

- 4 public workshops held with 185 total attendees (8/15 – 8/18)
- 83 public comments and recommendations submitted



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Summary of Community Recommendations

- Increase altitudes of early morning flights
- Increase altitudes on downwind to Runway 06
- Increase altitudes over Fort Myers Beach
- Turn aircraft before reaching beach
- Extend aircraft further over ocean before turns toward beach
- Implement Estero Plan
- Delay point at which aircraft put gear down
- Route aircraft over Gulf and unpopulated areas
- Use low power continuous descent approaches
- Don't change aircraft paths to fly over our community
- Move Runway 24 departure procedures to less populated area
- Minimize late night flights over residential areas
- Shift Runway 06 downwind south
- Encourage airlines to use quieter aircraft
- Fan departing aircraft
- Provide opportunity for public input before any changes
- Concerns over air quality, wildlife, soot, safety, property values

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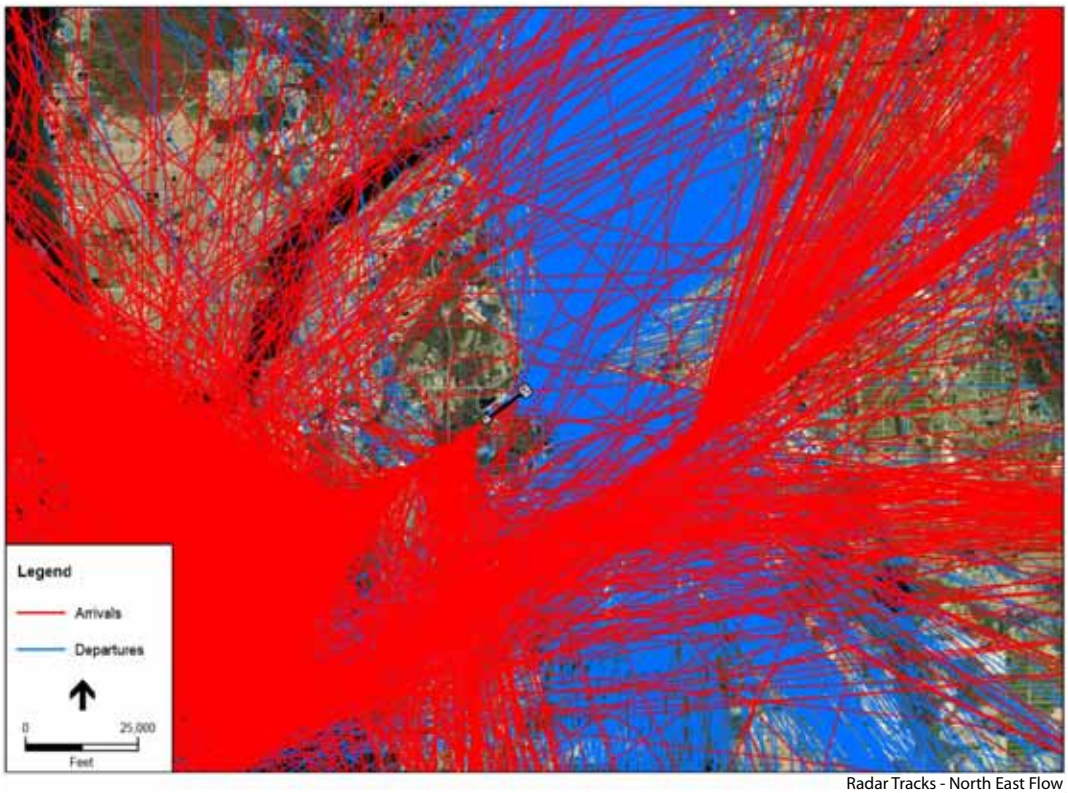
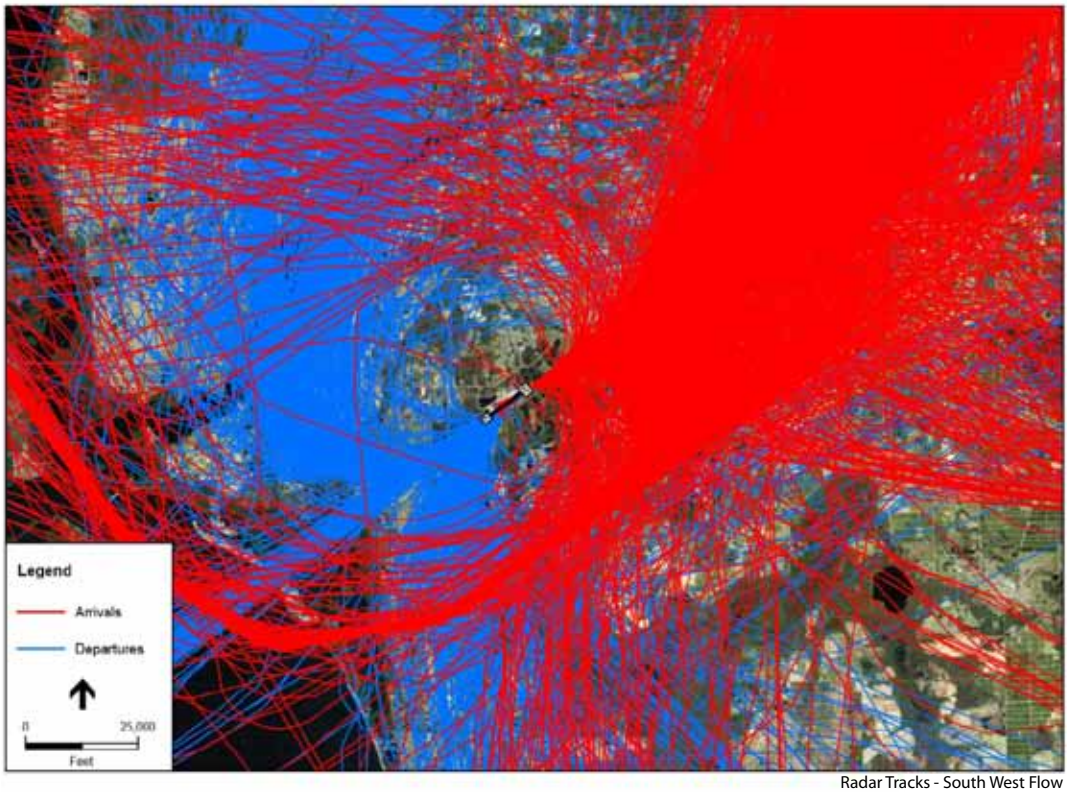
FAA Radar Tracks



Radar Tracks - North East Flow



Radar Tracks - South West Flow

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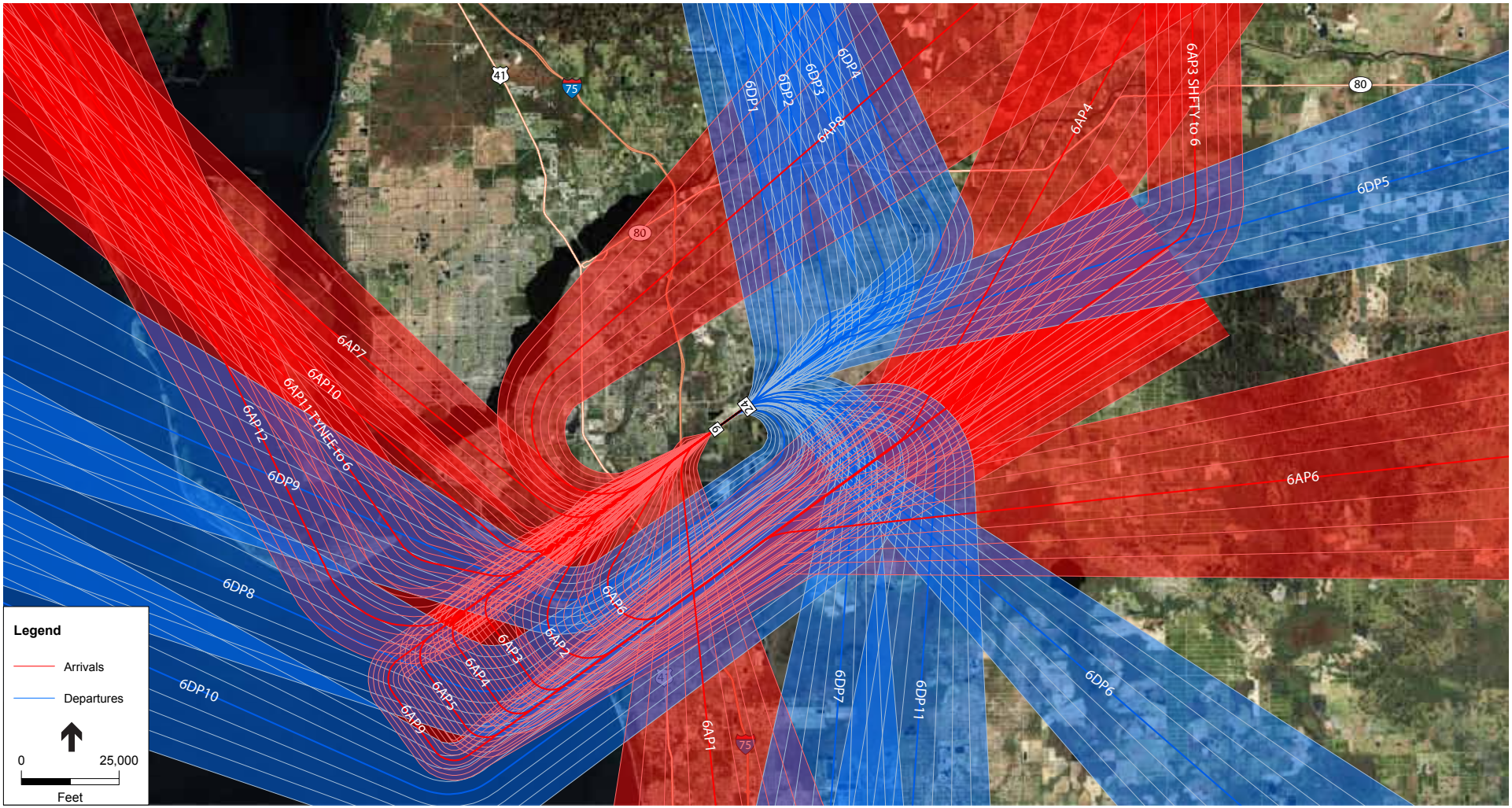
Northeast Flow Modeled Flight Tracks



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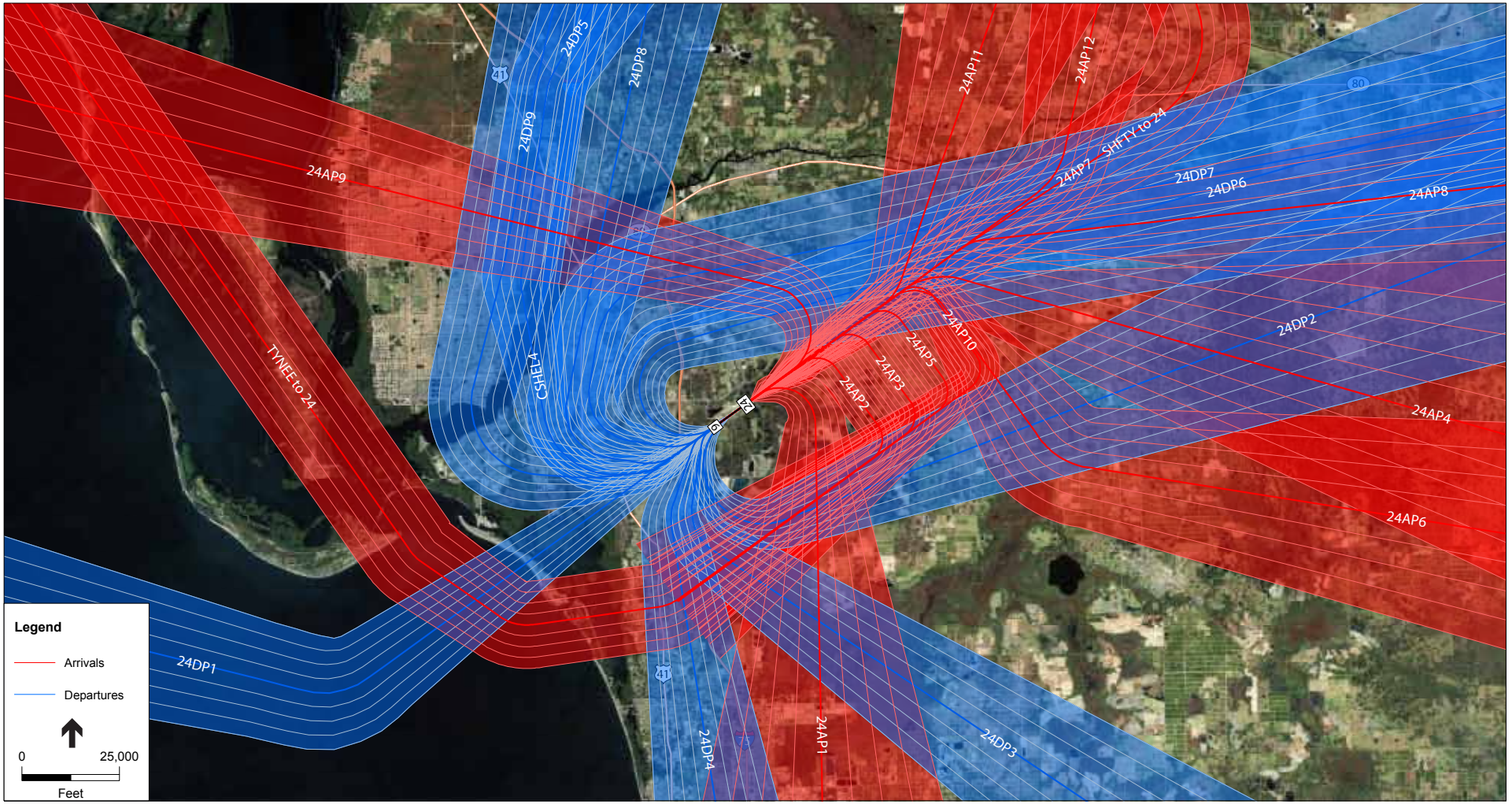
Southwest Flow Modeled Flight Tracks



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Why is 65 DNL Important?

- **<u>65 DNL</u> and higher =** FAA and the US Department of Housing and Urban Development (HUD) consider to be incompatible with residential, schools, hospitals and other noise-sensitive uses near airports.

- **Less that 65 DNL Contour** = federal government considers all uses compatible with airport noise

- There is no FAA impact threshold for noise significance associated with a single aircraft overflight.

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FAA Integrated Noise Model
2011 Baseline Noise Contours

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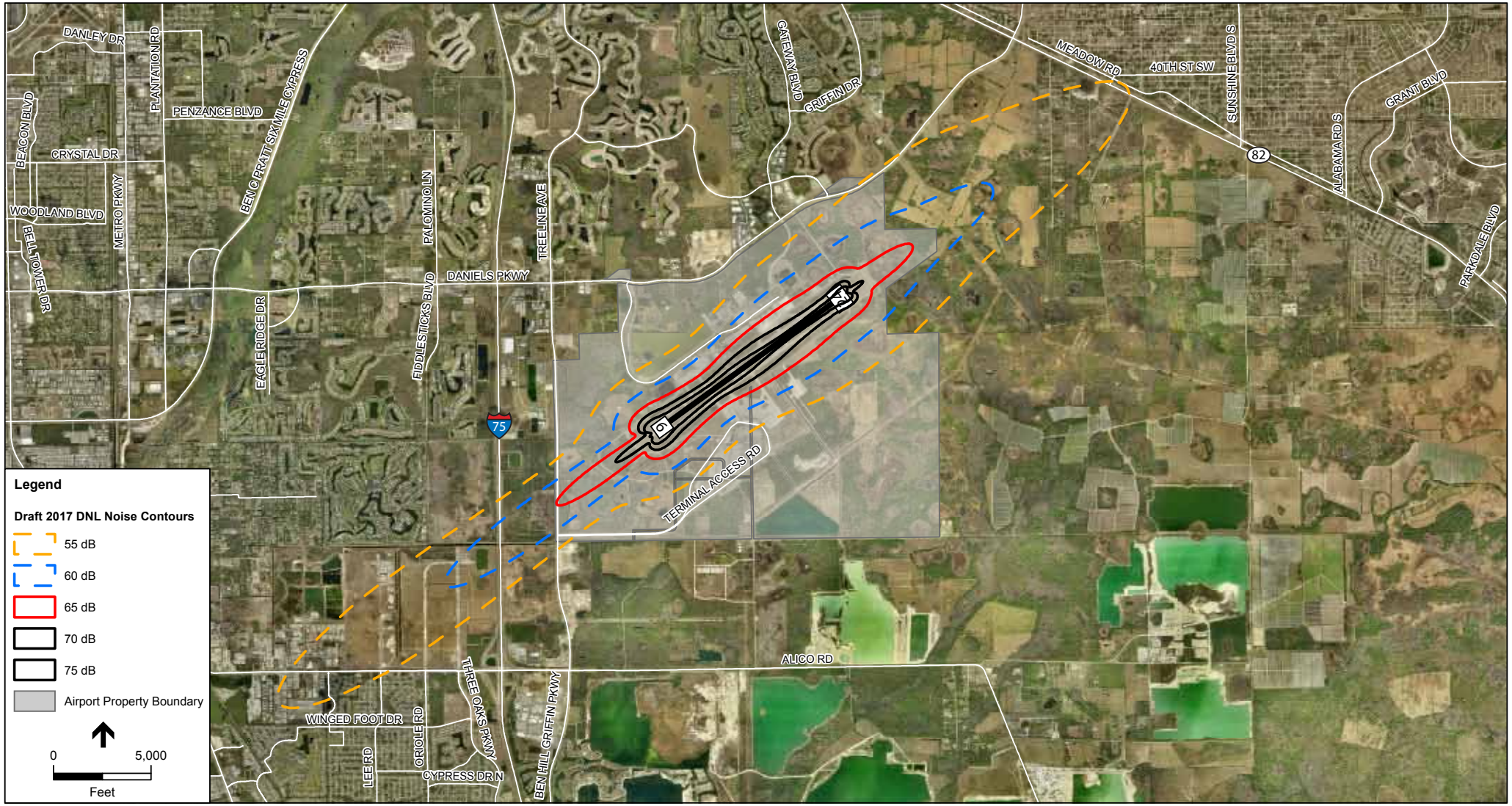
FAA Integrated Noise Model
2017 Baseline Noise Contours



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Noise Study Process - Part 2
Develop Noise Compatibility Plan (NCP)

Part 2 15% complete

- Evaluate changes to flight procedures
  - Aircraft flight corridors
  - Aircraft altitudes
  - Preferred runway use
  - Flight procedure evaluation constraints
    - Do not compromise safety
    - Do not create delays in the air traffic system
    - Do not create a burden on FAA (i.e. time) or airlines (i.e., fuel)
    - Do not merely move flights over another community
- Evaluate land use overlay zoning
- NCP approved by local Board
- Submit to FAA for approval and implementation

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Evaluations Currently Under Way

- Raise downwind approach to Runway 6 to 5,000'
- Keep aircraft at 3,000' over Ft. Myers Beach (currently a voluntary procedure)
- Increase glide slope to 3.5 degrees
- Establish Optimized Profile Descent (Southwest Airlines Approach)
- Implement Estero Plan (SHFTY to TYNEE transition)
- Publish Charted Visual Approach to Runway 6
- Publish RNAV procedure for Runway 6 Departures
- Move downwind leg to Runway 6 further south
- Establish helicopter noise abatement flight tracks
- Establish Runway 24 as the designated calm wind runway
- Establish reverse thrust restrictions
- Identify run-up location(s) on the airfield
- Implement NBAA and/or AOPA noise abatement best practices
- Install runway end noise abatement reminder signs
- Publish "Jeppesen" type pilot handout
- Update land use overlay zones
- Designate future land acquisition for noise sensitive areas

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RSW Noise Study Schedule

- ✓Data Acquisition/Public Meetings – Summer 2011
- ✓Field Measurements and Noise Modeling – Summer 2011
- ✓Draft Noise Contours Developed – Fall 2011
- *Round #2 Public Meetings – Fall 2011*
- Develop/Evaluate Alternatives – Winter 2011
- FAA Approval of Noise Contours – Spring 2012
- Round #3 Public Meetings – Spring 2012
- Draft Study Recommendations – Summer 2012
- Board Endorsement/Submit to FAA – Fall 2012
- FAA Approval Final Approval/Implementation – 2013