

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

14 CFR Part 150 - Volume 2 Public Workshops

Prepared for
Lee County Port Authority

September 2013



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COMMENT MATRIX RESPONSE

Southwest Florida International Airport (RSW)

The 14 CFR Part 150 study process gives stakeholders an opportunity to participate and provide input regarding noise concerns at an airport. During the RSW 14 CFR Part 150 Study Update, comments were received from citizens representing themselves and various communities. Most comments were received at one of three rounds of public workshops that were held throughout Lee County as discussed in Chapter 4 of the Study Update. In Volume 2 of the Study Update, comment matrices were developed at the end of each round of public workshops that categorized public comments into 14 separate categories. These ranged from citizen asking for no changes to be made to RSW operations to comments about low flying aircraft and noise. Below is a summary and response to the various categorized comments.

1. Keep the Same/ No Problem with current aircraft operations at RSW

Comments in this category ranged from citizens who enjoy watching aircraft arrive and/or depart RSW to concerned citizens that currently do not receive aircraft overflights and are asking that aircraft are not routed over their home/community in the future.

Response: As discussed in Chapter 11 of the Study Update one of the primary criteria for the Noise Compatibility Program was to “Improve the overall noise environment, while not shifting noise from one community to another.” While opportunities were explored to route aircraft over less densely populated areas, care was taken to ensure noise wasn’t just being shifted from one community to another.

2. Helpful Study, Good Visuals and Presentation

Comments in this category were from concerned citizens that appreciated the Airport addressing the public’s concern through the 14 CFR Part 150 Study Update process, as well as sharing information as to how operations at RSW have changed since the previous 14 CFR Part 150 Study Update completed in the spring of 2006.

Response: This RSW 14 CFR Study Update is an update to the 2006 RSW 14 CFR Part 150 Study Update and addresses the recommendations and implementation of the 2006 Study as shown in Chapter 10, as well as incorporates changes that have occurred since the completion of that Study (i.e. FLOWCAR) as discussed in Chapters 2 and 5. The noise contours and recommendations from this Study incorporate the changes in flight procedures that have occurred since 2006, and the previous Study’s recommendations to the extent that are still valid and helpful in reducing noise annoyance to communities located around the Airport.

3. Change Flight Patterns

There were numerous comments from this category primarily related to the change in arrival and departure flight paths that has occurred since the completion of the previous RSW 14 CFR Part 150 Study Update completed in the spring of 2006. The flight path changes resulted from aircraft utilizing new area navigation (RNAV) procedures that are very precise and can cause a “railroad effect” where one aircraft after another flies over the exact same location. These procedures as outlined in Chapters 2 and 5 include the TYNEE ONE and SHFTY TWO Arrivals that route aircraft to the south of the Airport along the Estero Corridor and Fort Myers Beach as a result of FLOWCAR. They also include the CSHEL FOUR Departure that routes aircraft along the Alico Corridor, but concentrates aircraft over communities such as The Forrest.

Several comments received indicated that the noise created from aircraft overflights has reduced the quality of life of citizens in certain communities. Other comments included raising the instrument landing system (ILS) approach altitude over Ft. Myers Beach, as well as discussed changing the flight paths of aircraft arriving late in the evening and into the early morning hours.

Response: The levels of noise exposure associated with the current procedures are well below those considered significant. There are no non-compatible land uses located in the existing or future 65 DNL contours. However, the LCPA has explored a series of procedures including those outlined below in attempts to reduce the annoyance resulting from aircraft operations. As a result of this 14 CFR Part 150 Study Update numerous meetings were held with various FAA air traffic control managers including those from RSW, Miami Air Route Air Traffic Control Center (ARTCC), and FAA Headquarters (Washington D.C.) to discuss FLOWCAR and various measures that could be implemented to help reduce the annoyance for communities that receive overflights as a result of these new procedures. Among several measures evaluated as a result of this Study Update are flight procedures that take advantage compatible land uses, and/or reduce noise annoyance as shown in Chapter 11 and include:

1. *Promoting the use of an RNAV Optimized Profile Descent to Runway 06*
2. *Shifting the Downwind Flight Tracks Further to the South*
3. *Publish a Charted Visual Approach to Runway 06 From the North and South*
4. *Change Runway 24 as the Preferred Runway From 10:00pm – 6:00am*
5. *Modify CSHEL FOUR Departure Procedure*
6. *Extend Aircraft Further Over the Gulf Before Turning Toward Ft. Myers Beach*
7. *Implement SHFTY to TYNEE Transition (Estero Plan)*
8. *Publish an RNAV Departure Procedure for Runway 06*
9. *Establish Helicopter Noise Abatement Flight Tracks*

4. Noise

Almost every comment received during the RSW 14 CFR Part 150 Study Update process was related to noise. Depending on the community and its location in relation to the Airport, comments ranged from the number of aircraft overflights or overflights at times of the day when people are most susceptible to aircraft overflight noise. Some communities only receive departure overflights, while others only receive arrival overflights.

Response: The Lee County Port Authority undertook the 14 CFR Part 150 Study process to actively address public concerns related to aircraft overflights for various communities located around the Airport. The overall goal of the 14 CFR Part 150 Study Update includes documenting the current and projected (five year) noise exposure at RSW, and from those results make recommendations to help benefit non-compatible land uses in reducing their noise exposure. As stated previously, there are no non-compatible land uses located within the current or projected 65 DNL noise contours respectively; however, the LCPA realizes that noise from aircraft overflights does not stop at the 65 DNL noise contour and has worked proactively with the FAA to try to address community concerns. The Noise Compatibility Program portion of this 14 CFR Part 150 Study Update evaluates various recommendations and judges their reasonability and feasibility to be implemented (Chapters 10 through 14). It is important to note however, that because there are no incompatible land uses in the vicinity of RSW, none of the recommended measures can be approved for the purposes of Part 150. To help promote future Airport land use compatibility Lee County has also enacted Off-Airport Land Use Compatibility Planning as discussed in Chapters 8 and 12 that goes beyond the 65 DNL.

5. Low Flying Aircraft

Many of the comments regarding low flying aircraft come from communities located greater than five miles away from RSW. These communities include those along Ft. Myers Beach (Estero Island) and the Estero Corridor. These comments are related to arriving aircraft as a result of FLOWCAR, and the ILS intercept altitude of 1,600 above Mean Sea Level (MSL) as discussed in Chapter 11 and shown in Appendix C. A few comments regarding departure aircraft were received. However, the majority were related to arrivals.

Response: This Study Update reviewed the feasibility of raising aircraft altitudes as they transition to the airport for landing. The benefits of raising the altitude of the arriving aircraft are potentially two-fold: one, aircraft will be higher, and therefore would be further away from noise sensitive receivers on the ground; and two, aircraft arriving from higher altitudes will normally have to remain at idle thrust as they descend for longer periods of time instead of flying level and engaging the throttles to maintain altitude. A number of alternatives were evaluated to ensure that aircraft fly higher arrival and departure profiles as they ingress and egress the Airport as documented in Chapter 11 of this Study Update and outlined below:

1. *Promote Use of RNAV Optimized Profile Descent to Runway 06*
2. *Initiate RNAV Optimized Profile Descents Further From the Airport*
3. *Raise the Downwind Altitude to Runway 06*

4. *Keep Aircraft at 3,000 ft. Over Ft. Myers Beach*
5. *Increase Glideslope From 3 Degrees to 3.5 Degrees*
6. *Modify CSHEL FOUR Departure Procedure*

Other administrative measure to help reduce the annoyance from aircraft operations included in Chapter 13 are:

1. *Develop a Jeppesen Insert on Noise Abatement Program at RSW*
2. *Install Runway End and Noise Abatement Reminder Signs*

These administrative measures are an effort to spread awareness of the noise sensitive locations surrounding RSW, and to educate pilots of the noise abatement procedures in effect at the Airport.

6. Volume and Dispersion of Aircraft Operations

There were a number of comments related to the volume of aircraft flying very specific routes. The implementation and use of RNAV flight procedures since the previous RSW 14 CFR Part 150 Study results in a “railroad effect” of traffic.

Response: The new RNAV procedures as a result of FLOWCAR and the CSHEL FOUR Departure can cause a “railroad effect” over certain communities located around RSW. RNAV is a very precise form of navigation and as a result certain areas receive more aircraft overflights relative to others near the Airport. The increased activity during peak season (winter and spring months) combined with the weather conditions often results in much higher occurrence of overflights in certain areas as compared to other times of the year. The measures discussed and recommended in Chapter 11 are in an effort to reduce noise annoyance from noise sensitive areas by recommending flight paths that take advantage of more compatible land uses, increase the altitude of overflights, and create a greater dispersion of departure flight paths.

7. Specific Runway Operation

Comments were received from citizens related to concerns when a specific runway was in use at RSW as the resulting flight paths directed aircraft over their communities. This is especially true for communities located in the Estero Corridor when Runway 06 is in use, and to The Forest community which receives direct departure overflights from the CSHEL FOUR Departure when Runway 24 is in use.

Response: Runway use is largely contingent on wind conditions. Because of aircraft performance considerations, aircraft must takeoff and depart into the wind. During calm or light wind conditions, aircraft have more flexibility in which runway they use. This Study Update evaluated multiple operational mitigation measures in Chapter 11 to help reduce the annoyance from aircraft overflights, and also explored opportunities for changing runway use during certain calm wind periods when a noise benefit could be identified.

8. Adoption of the Estero Plan

Comments were received from communities located along the Estero Corridor related to a community proposed plan that would route aircraft from the center of the State of Florida near Orlando to the Gulf coast (TYNEE Intersection) north of RSW, thereby avoiding the south downwind arrival to Runway 06 and overflight of communities located along the corridor.

Response: Meetings were held with various air traffic control (RSW and Miami ARTCC) and FAA managers to understand the rationale of FLOWCAR and the resulting RNAV procedures that routed arriving aircraft on a south downwind arrival to RSW. The implementation of the FLOWCAR procedures (SHFTY and TYNEE RNAV Arrivals) was to alleviate airspace congestion in the north central part of the state where aircraft heading to south Florida and southwest Florida cross. It was concluded from these meetings and subsequent analysis of data that was provided that the Estero Plan was not possible due to conflicts with a series of the north-south flight routes that transit the state. There were also vectoring and airspace capacity/efficiency concerns related to merging high volumes of traffic 40 miles north of the airport. This is further detailed in Chapter 11.

9. The Development of a Second Parallel Runway at RSW

A few comments were received regarding the timing and potential change in operations as a result of the addition of a second runway located south and parallel to the current Runway 06-24 at RSW.

Response: The date for construction of the new runway has not been established and is based on when projected increases in aircraft operations would exceed the capacity of the single runway system at RSW. The runway will likely not open until the later half of this decade at the earliest if not sometime early in the next decade. The effect of opening the second runway is speculative at best, but would change the operating characteristics of the Airport as flight procedures would likely change to incorporate arrivals and departures to and from the south runway. Assumptions made for the Future Year 2030 Aircraft Operations analysis are documented in Appendix P and include the operation of a two-runway system at RSW.

10. Time of Day Aircraft Operations

Comments were received from various communities that receive aircraft overflights late at night, or during the early morning hours. Comments ranged from having these late hour aircraft fly at higher altitudes or on different flight paths so that noise sensitive communities would not be disturbed.

Response: Although very few late night and early morning operations occur at RSW, these flights can be disruptive to communities and other noise sensitive land uses. Chapter 5 and 7 document the time of day that aircraft operations occur at RSW, and the Integrated Noise Model used to model the DNL contours which applies a 10 dB penalty to those aircraft operations occurring between 10:00pm and 7:00am. Efforts were made in the Noise Compatibility Program portion of

the Study Update to reduce the annoyance of late night/early morning flights. Examples of these measures evaluated in Chapter 11 include:

- 1. Increase Altitude of Early Morning Flights*
- 2. Keep Aircraft at 3,000 ft. Over Ft. Myers Beach*
- 3. Initiate Optimized Profile Descent Further From the Airport*
- 4. Change Runway 24 to Preferred Runway From 10:00pm – 6:00am*

Other administrative measure to help reduce the annoyance from late night/early morning aircraft operations included in Chapter 13 are:

- 3. Develop a Jeppesen Insert on Noise Abatement Program at RSW*
- 4. Install Runway End and Noise Abatement Reminder Signs*

These administrative measures are an effort to spread awareness of the noise sensitive locations surrounding RSW, and to educate pilots of the noise abatement procedures in effect at the Airport.

11. Safety

Comments were received throughout the RSW 14 CFR Part 150 Study Update process and tie into categories already discussed (i.e. low flying aircraft).

Response: The FAA is responsible for regulating the safe operation of the airspace and pilots are responsible for the safe operation of their aircraft. While concerns were raised about low overflights, it does not appear that these aircraft are being operated outside the safety parameters established by the FAA. Although the safety concern is beyond the scope of 14 CFR Part 150, all procedures discussed in the Noise Compatibility Program will either be evaluated by the FAA or used at the discretion of the pilot with safety being a paramount consideration in their use..

12. Property Value

Several comments received indicated that the noise created from aircraft overflights has reduced the property value of homes in certain communities.

Response: While evaluation of property values is beyond the scope of 14 CFR Part 150, it is important to note that noise sensitive uses are located well outside both the existing and future projected 65 DNL contour. In fact, most communities participating in the study are located well outside the 55 DNL contour and are therefore exposed to less than 10 percent of the cumulative sound energy that is considered significant.

13. Implementation

A number of comments were received that were supportive of the recommendations, but wanted to ensure that they are implemented.

Response: It is important to note that because there are no incompatible land uses in the 65 DNL contour, none of the recommended measures can be approved for the purposes of 14 CFR Part 150. However, the LCPA continues to work with the FAA and stakeholders cooperatively to ensure that the measures recommended within this study are implemented outside the Part 150 program. At the time of completion of this study, a number of recommended measures are already being moved forward or have been implemented with the FAA's support and cooperation.

14. Black Dust/ Soot/Wildlife

Several comments received indicated that aircraft overflights have produced black dust and/or soot that is adversely affecting citizens. There were also comments on the impacts of aircraft overflights to wildlife.

Response: The evaluation of overflights and black dust/soot/wildlife is beyond the scope of 14 CFR Part 150. Soot studies that have been previously conducted at this and other Florida airports have either been inconclusive or determined that the soot is actually mold. As mentioned previously, there are no non-compatible land uses located in the existing or future 65 DNL contours. Wildlife concerns in near proximity to the airport are handled by the Airport through wildlife hazard assessment and management plans.

Ft. Myers International Airport
Round 1 Public Workshops

August 15 – 18, 2011



Public Information Workshops Southwest Florida International Airport Noise and Land Use Study

ESA Airport, consult for the Lee County Port Authority, will hold four (4) public information workshops to present information on the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. Information will be presented on flight operations at the Southwest Florida International Airport (SWFIA), the noise process, and the technical analyses completed to date. Additional workshops will be held in Fall 2011 and Spring 2012 to ensure the opportunity for participation by seasonal residents.

Information presented at each workshop will be the same. Residents need only attend one workshop to learn about the study and offer input. Each workshop will be held in an “open house” format from 4:30 to 6:30 p.m. on the following dates and locations. No formal presentation will be given in order to provide the public with the maximum opportunity for one-on-one interaction and sharing of information/concerns. You may attend any time during the two-hour open house.

- **Monday, August 15, 2011**
St. Peter Evangelical Lutheran Church
3751 Estero Blvd.
Fort Myers Beach, FL
- **Tuesday, August 16, 2011**
Gateway Baptist Church
13241 Griffin Drive
Fort Myers, FL
- **Wednesday, August 17, 2011**
Lee County Sports Complex/Hammond Stadium
(meeting room is west of stadium)
14100 Ben C. Pratt/Six Mile Cypress Pkwy.
Fort Myers, FL
- **Thursday, August 18, 2011**
Estero Community Park Recreation Center
9200 Corkscrew Palms Blvd.
Estero, FL

Anyone needing special accommodations under the Americans with Disabilities Act of 1990, or anyone with questions, should contact Kaye Molnar via e-mail to kmolnar@cella.cc or phone (239) 337-1071 prior to the workshop.



Southwest Florida International Airport Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study

Public Information Workshops

August 15, 2011

August 16, 2011

August 17, 2011

August 18, 2011

Technical Memorandum

Prepared For:

**Lee County Port Authority
Southwest Florida International Airport
11000 Terminal Access Road, Suite 8671
Fort Myers, Florida 33913-8213**

Prepared by:

CELLAMOLNAR
***** & ASSOCIATES, INC.

**1631 Hendry Street
Fort Myers, Florida 33901**

September 21, 2011

Southwest Florida International Airport
Noise and Land Study
Public Information Workshops
August 2011

The Lee County Port Authority (LCPA) held four public information workshops in August 2011 for the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. The “open house” workshops were held in four different locations to make the same information accessible to different communities. The workshops presented information on flight operations at the Southwest Florida International Airport (SWFIA) , the noise study process, and the technical analyses completed to date.

The public information workshops were advertised on the Lee County Port Authority website, www.flylcpa.com. A legal display advertisement announcing all of the workshops was published in the News-Press on Monday, August 1, 2011; Monday, August 8, 2011 and on Monday, August 15, 2011 inviting the public to attend any of the workshops. There were also multiple articles in the local papers and on the local news notifying the public of the workshops and the study. The advertisement with the affidavits of publication and media coverage are attached as Appendix A.

The four workshops were as follows:

Monday, August 15, 2011	Tuesday, August 16, 2011	Wednesday, August 17, 2011	Thursday, August 18, 2011
St. Peter Evangelical Lutheran Church, 3751 Estero Blvd. Fort Myers Beach, FL	Gateway Baptist Church, 13241 Griffin Drive, Fort Myers, FL	Lee County Sports Complex/Hammond Stadium, 14100 Ben C. Pratt/Six Mile Cypress Pkwy., Fort Myers, FL	Estero Community Park Recreation Center, 9200 Corkscrew Palms Blvd., Estero, FL
43 Attendees	32 Attendees	24 Attendees	86 Attendees
14 Comments	9 Comments	13 Comments	47 Comments

A total of 185 people attended the workshops. Copies of the sign-in sheets for each workshop are attached as Appendix B.

The workshops were conducted in an "open house" format that allowed the public to view the project material between 4:30 and 6:30 p.m. A handout that summarized the project and the study process was provided to the public at the registration table. Representatives from LCPA and their consultant, ESA Airports, were present at the workshop to answer questions and discuss the project with the public. A copy of the handout is attached as Appendix C.

Members of the public were provided with comment forms in order to have their opinion recorded as public record. The project team received 83 comments at the workshops and 65 comments by mail and email during the comment period. A total of 148 comments were submitted as a part of this public involvement effort. Copies of the comments are attached as Appendix D.

The comments were recorded and analyzed. Each comment was assigned an independent identifier and tracked in a matrix with the main comment themes identified. Following is the matrix of the comments received.

WELCOME

Southwest Florida International
Airport

Federal Aviation Regulations (FAR)
Part 150 Overview

Public Workshop
#1

August 2011



where service and solutions meet



National Noise Study Experience





RSW Noise Study Goals

- Document current and future noise exposure around the airport
- Encourage noise abatement alternatives that don't sacrifice one neighborhood for another
- Evaluate additional noise abatement opportunities
- Provide opportunity for community input
- Develop recommendations for noise abatement and noise mitigation measures
- Comply with Lee County Comprehensive Plan requirements



Roles and Responsibilities

- Three core organizations involved in aircraft operations at RSW
 - Federal Aviation Administration (FAA)
 - Directs the safe movement of aircraft in the air and on the ground
 - Lee County Port Authority (LCPA)
 - Landlord of the airport – Manages, improves, and maintains airport facilities
 - No control over where aircraft fly
 - Airlines and Pilots
 - Pilot in command has ultimate responsibility for the safe operation of his/her aircraft

Overview of FAR Part 150

- Airport noise studies are **voluntary**
- Must follow FAR Part 150 process to be considered and accepted by FAA
- Why conduct a noise study?
 - Determine existing noise conditions at an airport
 - Evaluate the feasibility of possible flight procedure/land use changes
 - Educate communities on the Federal process and what **can and cannot** be done
 - “Comprehensive voice” for southwest Florida to the FAA – not just one community
 - Submit local Board endorsed recommendations to the FAA and airlines

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

- Identify existing and 5th year projected noise conditions
- Use required FAA Integrated Noise Model (INM) computer program
- Correlate INM computer program to live field noise measurements
- Develop airport noise contours
- Submit to FAA for acceptance – becomes baseline condition for Phase 2

Noise Study Process – Part 2

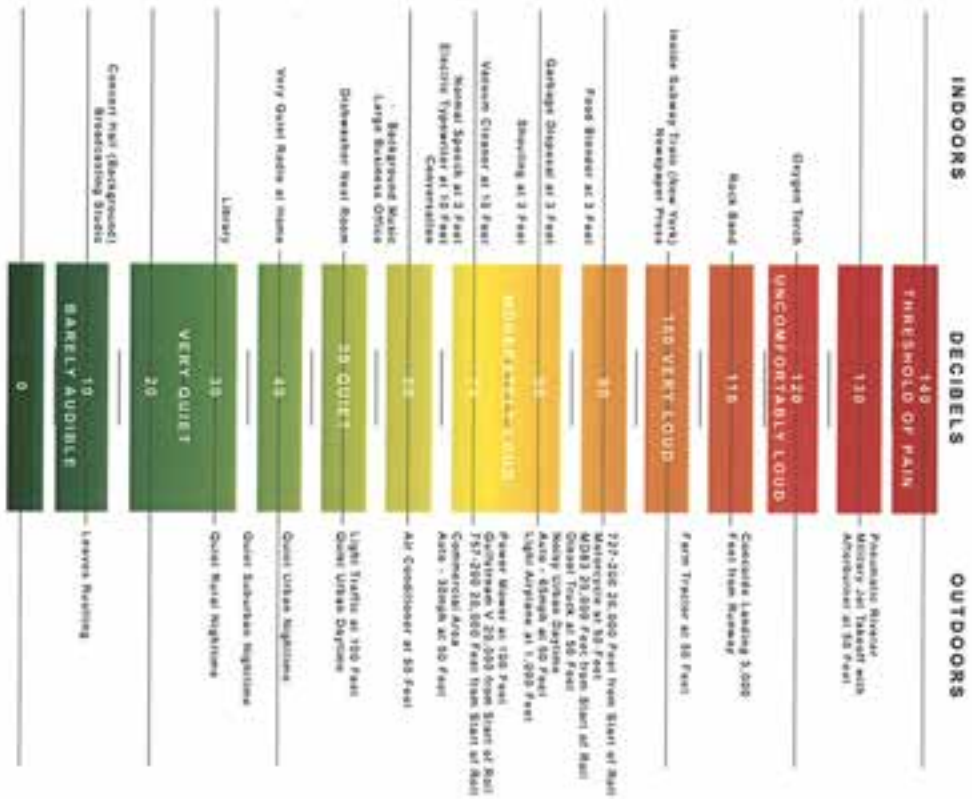
Develop Noise Compatibility Plan (NCP)

- 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

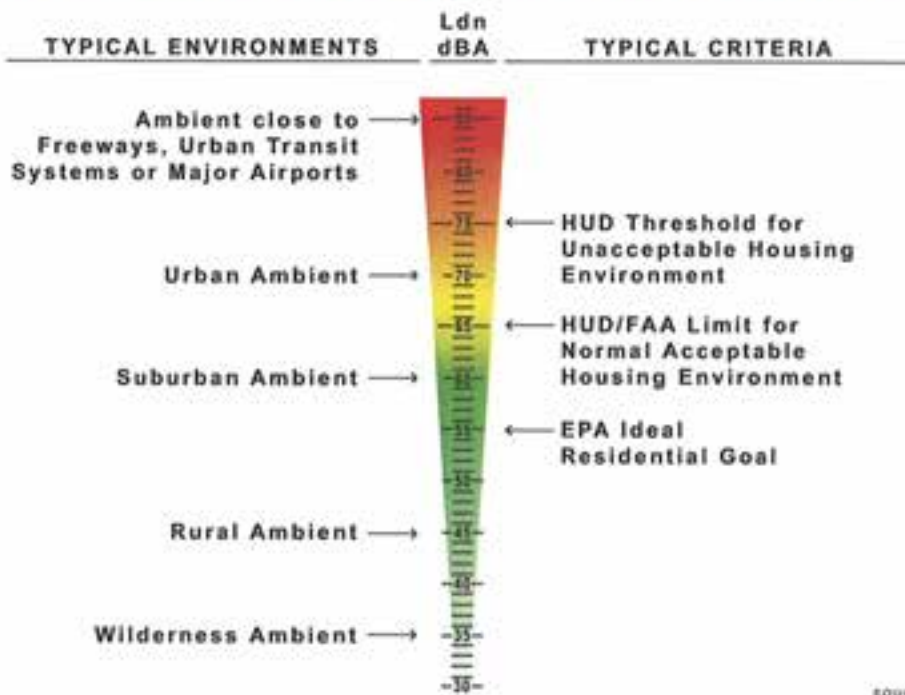
How Airport Noise is Measured

- Single Aircraft Overflight (Single Event)
 - Measured decibels at ground level for one aircraft overflight
- Annualized Cumulative Measurement (**FAA Required**)
 - Day-Night Average Sound Level (**DNL**)
 - Computer generates an annualized average day noise contour
 - Data input to computer model
 - Aircraft types and frequency
 - Flight corridor location and runway use
 - Time of day
 - Nighttime penalty weighting (1 nighttime flight = 10 daytime flights)
 - Used to evaluate compatibility and noise exposure significance

Approximate Decibel Level of Common Sound Sources



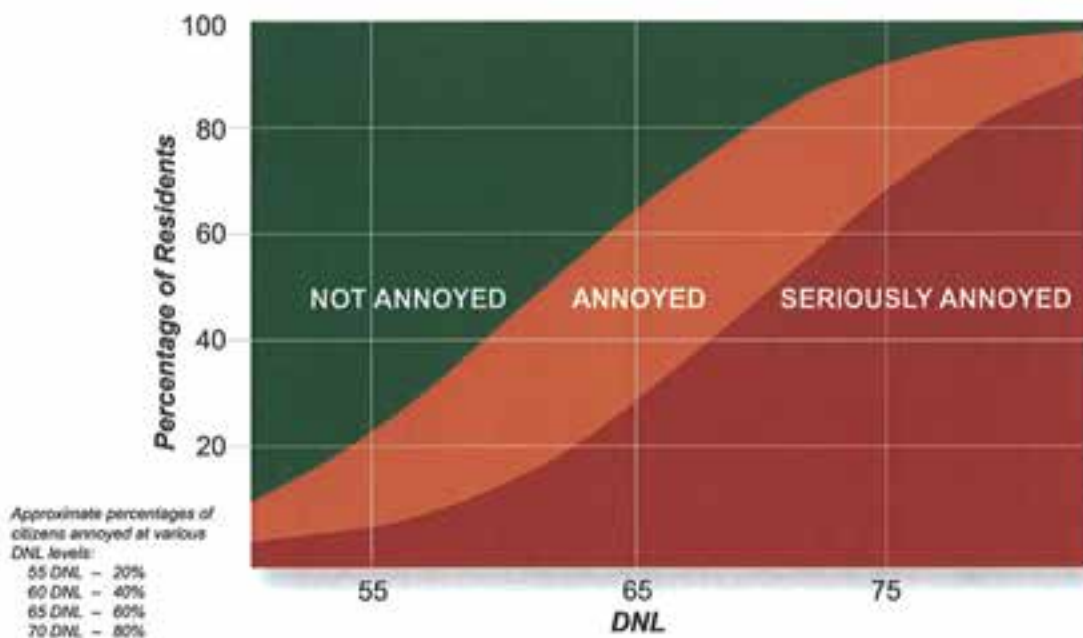
Typical DNL for Outdoor Environments



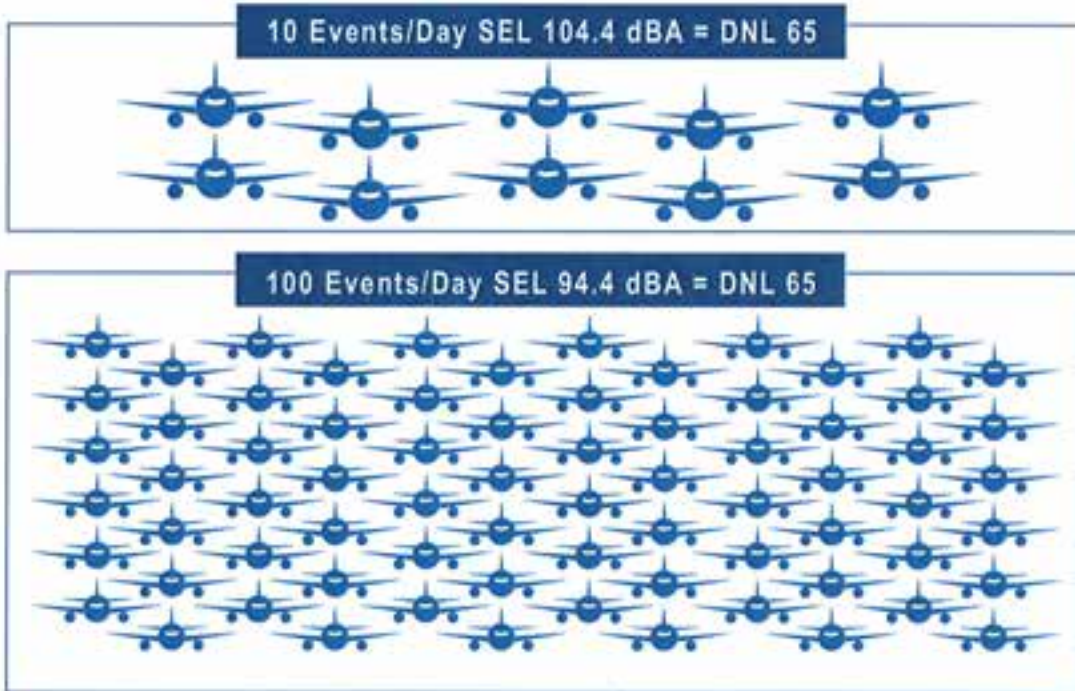
Why is 65 DNL Important?

- **65 DNL 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 users near airports.
- **Less than 65 DNL contour** = federal government considers all uses compatible with airport noise.
- There is no noise significance or impact threshold associated with a single aircraft overflight.

DNL Noise is Subjective



How Many Planes = 65 DNL?



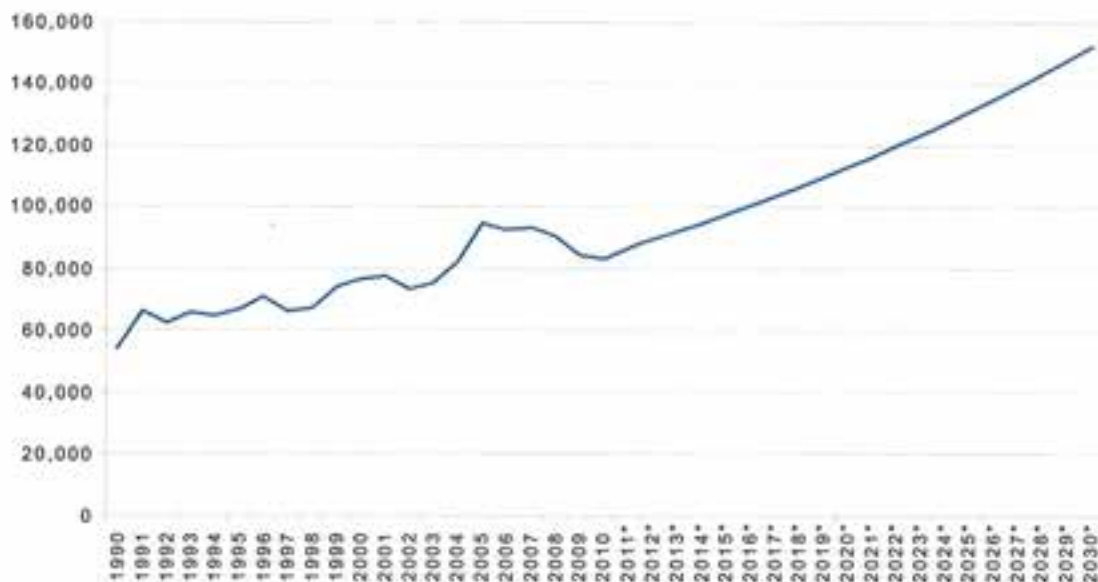
RSW 2006 FAA Approved DNL Noise Contours



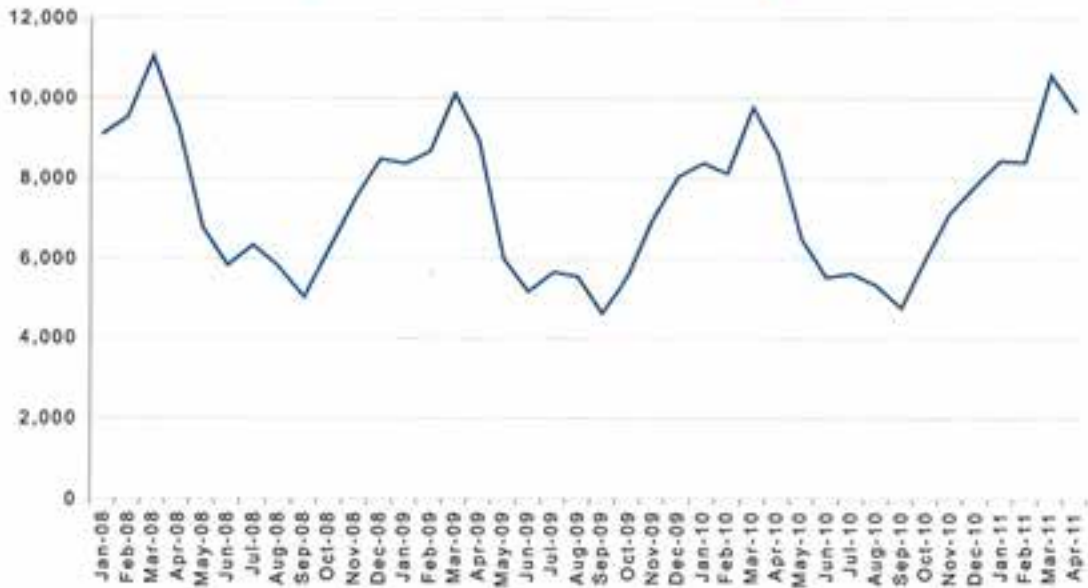
RSW vs Other Airports

AIRPORT	ANNUAL OPERATIONS	POPULATION INSIDE 65 DNL
Southwest Fla.	83,238	0
Key West	71,043	1,228
White Plains, NY	180,218	1,590
Teterboro	173,699	4,245
Chicago Midway	267,520	4,700
LaGuardia	384,080	7,542
Cleveland	235,969	8,529
Minn.-St. Paul	446,840	9,734
St. Louis	248,397	15,204
O'Hare	881,566	16,250
San Diego	228,167	23,602
Miami	372,635	42,507
Seattle-Tacoma	343,026	44,802
Los Angeles	615,525	69,016

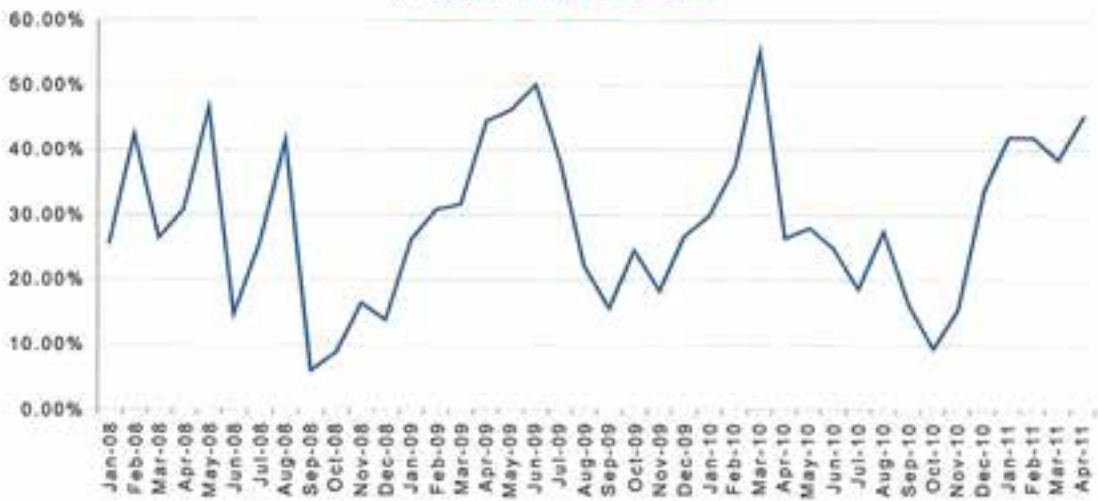
RSW Annual Aircraft Operations – Arrivals & Departures



RSW Operations Fluctuate by Month



RSW Runway Use Fluctuates by Month (Use of Runway 24 Shown)



LOCAL COMMUNITIES



Flight Procedures vs Public Comments





RSW Noise Study Schedule

- Data Acquisition/*Public Meetings* – Summer 2011
- Field Measurements and Noise Modeling – Summer 2011
- Draft Noise Contours Developed – Fall 2011
- Round No. 2 Public Meetings – Fall 2011
- FAA Approval of Noise Contours – Winter 2012
- Develop/Evaluate Alternatives – Winter 2012
- Round No. 3 Public Meetings – Spring 2012
- Draft Study Recommendation – Summer 2012
- Board Endorsement/Submit to FAA – Fall 2012
- FAA Approval Final Approval/Implementation – 2013



Thanks for your participation
in the
RSW FAR Part 150 Noise Study

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1B.7	Wingard, M.	Gateway	X														
1B.8	Hertel, L.	Gateway			X												
1B.9	Ciepluek, R.	Westminster	X														
1C.1	Bundschu, C.	Buckingham			X	X		X	X	X (6)							
1C.2	Vath, R.	Bonita Springs					X				X						
1C.3	Vath, M.	Bonita Springs					X				X	X					
1C.4	Berg, P.	South Fort Myers	X														
1C.5	Bumsted, J.T.	Heritage Farms			X		X										
1C.6	Fox, L.	Fort Myers Beach		X		X											
1C.7	Shaffer, J.	The Forest		X		X	X										
1C.8	Brandt, S.	Cape Coral				X							X				
1C.9	Stickney, J. & B.	Cape Coral			X	X											
1C.10	Maestrelli, J. & M.	Westminster			X	X											
1C.11	Osborn, C.	The Forest				X							X				
1C.12	Davis, G. & P.	Emerson Square			X	X											
1C.13	Osborn, J.	The Forest				X	X			X (24)							
1D.1 (see 1A.13)	Petrarca, W.	Shadow Wood Preserve				X	X										
1D.2	Krebehenne, L.	Bonita Springs				X	X						X				
1D.3	Crawford, R.	Estero				X											
1D.4	Miller, B.	Estero				X											
1D.5	Pagzi, F.	Bonita Springs				X								X	X		
1D.6	Carr, B.	The Forest				X								X			
1D.7	Lienesch, R.	Bonita Springs				X											
1D.8	Kent, S.	Emerson Square					X	X									
1D.9	Winsboro, B.	The Forest				X		X	X								
1D.10	Winsboro, I. (Ph.D)	The Forest				X		X	X								

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1D.11	Hollars, J.	Bonita Springs				X	X	X					X	X		X	X
1D.12	Rodak, M.	Bonita Springs			X	X		X					X				
1D.13	Hillemeyer, W.	Shadow Wood			X		X										
1D.14	May, P.	Bonita Springs										X					
1D.15	Rodak, A.	Bonita Springs-Meadowbrook					X	X		X							
1D.16 (see 1A.13)	Cochran, L.	Shadow Wood Preserve					X	X									
1D.17 (see 1A.13)	Cochran, L.	Shadow Wood Preserve					X	X									
1D.18	Nizer, D.	Shadow Wood Preserve					X	X									
1D.19	Nizer, F.	Shadow Wood Preserve					X	X									
1D.20	Bedell, R. & K.	Bonita Springs					X			X							
1D.21	Dorning, J.	Fort Myers	X													X	
1D.22	McCarthy, W.	Bonita Springs-Pelican Landing					X										X
1D.23	Heiskell, A.	Shadow Wood					X	X	X						X		
1D.24	Fitzgerald, K.	Estero - Wildcat Run			X												X
1D.25	Mueller, T.	Fort Myers					X	X					X				
1D.26	DeWolfe, N.	The Forest					X		X	X					X		

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1D.27	DeWolfe, C.	The Forest				X	X	X									
1D.28	Noethlich, N.	Estero - Wildcat Run				X		X									
1D.29	Buschbom, M.	The Forest			X	X	X						X				
1D.30	Cleaves, P.	Shadow Wood			X	X	X	X					X				
1D.31	Cleaves, P.	Enclave@Rapallo-Coconut Point				X	X						X		X		
1D.32	Parks, D.	Estero			X											X	
1D.33	Grabowski, D. & D.	Estero	X										X		X		
1D.34	Heiskell, A.	Enclave-Coconut Point			X	X	X						X	X			
1D.35	Richards, J.	Blackhawk (off Briarcliff)			X	X		X									
1D. 36 (see 1A.13)	Rickey, R.	Shadow Wood Preserve				X	X										
1D.37	Brewer, N.	San Carlos Park			X	X		X									
1D. 38	Strecansky, J.	Bonita Springs									X						
1D.39 (see 1A.13)	Carn, W.	Shadow Wood Preserve				X	X										
1D.40	McCarthy, C.	Bonita Springs			X	X					X					X	
1D.41	Bruce, R.	Bonita Springs			X									X			
1D.42	Grissom, S. & T.	Bonita Springs				X	X	X								X	
1D.43	Lewis, G.	Bonita Springs			X		X										
1D.44	Lewis, G.	Bonita Springs			X		X										
1D.45	Bechik, D.	Shadow Wood				X											
1D.46	Petrovich, D.	Shadow Wood				X		X			X		X				
1D.47	Winkie, M. & K.	Bonita Springs					X				X						

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1E. 18	Wicks, B.	The Forest				X		X									
1E.19	Gablemann, B.	The Forest			X	X	X										
1E. 20 (see 1E.18)	Godsey, Jr., M.	The Forest				X		X									
1E. 21	Haines, E. & G.	The Forest				X	X	X									
1E.22	Cohen, M.D., S.	The Forest			X	X											
1E.23 (see 1E.18)	Herdic, J.	The Forest				X		X									
1E.24	Groskreutz, S.	The Forest				X	X	X	X								X
1E. 25 (see 1E.18)	Margherio, T.	The Forest				X		X									
1E. 26	Ferguson, R.	The Forest			X	X											
1E.27	Halliday, P.	The Forest			X	X							X				
1E. 28 (see 1E.18)	Hutchinson, Jr.	The Forest				X		X									
1E.29	Babcock, A.	Fort Myers Beach				X	X	X	X				X	X	X	X	
1E.30	Miller, R.	Fort Myers Beach			X	X								X		X	
1E.31	Simpson, B.	Fort Myers Beach		X				X									
1E.32	Zack, B. & C.	Fort Myers Beach		X		X	X										
1E.33	Violette, J. & G.	Fort Myers Beach			X	X	X										
1E.34	Smith, P.	Fort Myers Beach			X	X	X	X							X	X	
1E.35	Burwinkel, B.A.	Fort Myers Beach				X	X	X									
1E. 36	Landry, C.A.	Fort Myers Beach			X	X	X		X								X

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<u>Economic Growth</u>	<u>Comment Sheet ID</u>	<u>Suggestions</u>
	1A.1	Safety is number 1. Solutions should be fair no matter the wealth of community or decibel level of squeaky wheel.
	1A.2	Could there be an approach over the Gulf and unpopulated area?
	1A.3	...has made our home unlivable in the fall, winter and spring. The planes start 8 a.m. until midnight or 12:30 a.m.
	1A.4	
	1A.5	Flight approaches need to be moved further west over Gulf. Maintain elevation until they clear Estero Island, then descend.
	1A.6	Keep aircraft at max altitude possible to allow safe landing. Low power can be used for continuous descent approaches.
	1A.7	Appreciate study and that you don't intend to shift the problem to another community.
	1A.8	Go a mile offshore westbound, by the time they complete their right-hand turn, they would be wings level and on their glide path and quieter.
	1A.9	Flying over Lover's Key where there are fewer people would solve our problem.
	1A.10	Noise not objectionable. Soot may or may not be from aircraft, but it has increased over the past few years.
	1A.11	Don't have problem with noise. Soot-If flight plan could take planes out into Gulf then they could begin decent before crossing the beach.
	1A.12	FedEx landing between 5:30 to 6 a.m. everyday - loudest of all.
	1A.13	Representing 292 homes in SWP. Observation-most noise caused by 30%-40% of planes with their wheels and flaps extended prior to the outer marker MUFFY. Remaining 60% have tolerable noise levels. Voluntary "keep-em high" program often not followed. Recommend: Maintain 10/8/2008 FLOWCAR flight paths changes for planes flying from NE to RSW to spread noise footprint. 2. Request pilots start approach at or above 3000' over FMB with standard FAA decent requirement and hold off dropping gear and flaps until reaching MUFFY.
	1A.14	
	1B.1	
	1B.2	
	1B.3	Have fall meetings at Pelican Preserve & Gateway Community Development District HQs
	1B.4	Request for visual showing all overflights that drive arrivals & departures
	1B.5	
	1B.6	

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1B.7	
1B.8	
1B.9	
1C.1	Consider noise meeting in Buckingham
1C.2	Estero Plan would bring aircraft to Gulf of Mexico at 11,000 feet
1C.3	
1C.4	
1C.5	1. Move Alico Three departure over uninhabited area just past current turn area. 2. Move Tynee One arrival west over the gulf so it will not intersect Alico Three Departure.
1C.6	
1C.7	Increase altitude
1C.8	Late night flights @ 11:20 p.m.
1C.9	Noise is constant - 1/4 to 1/2 south of Midpoint Bridge on river
1C.10	Make all flights continue out at least 5 miles farther before beginning their turns. Raise altitude.
1C.11	Departing flights - day & evening. Suggest re-directing flights over less-populated area.
1C.12	Planes should go back to using prior route. Malfunction or crash would take out many homes.
1C.13	1. Instead of making turn north which takes plane over Forest, vector them in the same direction as their take off until they are over Estero Bay, then north. 2. Start northerly turn over Alico Industrial Corridor before they reach US 41.
1D.1 (see 1A.13)	
1D.2	4,000 ft. elevation not being taken seriously.
1D.3	Advocates of position on this matter should disclose their interest (e.g., economic, safety, etc.)
1D.4	Fly south of us and other areas with homes.
1D.5	Why can't planes come in directly from the Gulf?
1D.6	Please make pilots follow the Alico Corridor as they are instructed!
1D.7	Event/study disappointing. Just need FAA to sit on my lanai some day and evening until 11:45 p.m.
1D.8	Please consider airlines wanting to use RSW to have more environmentally/efficient and quiet planes or tax louder/older planes.
1D.9	
1D.10	Questions: Why can't departing aircraft be fanned out? Why do the aircraft follow the exact same trajectory every month/hour/day? (phone # included)

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	1D.11	Did not buy home in flight path. Paths changed over us now. Problem not going away. Need to find solution.
	1D.12	Friends complain of flights coming in over Colonial, banking left and landing on 06. Concerned that noise study will not accurately reflect the impact of their flight path because of the alternative paths being used. 1 or 2 loud planes is less impact than getting buzzed every ten minutes.
	1D.13	Planes from East coast or middle of FL, turn west at high altitude earlier and go over Punta Gorda, North Port or other low populated areas, south of Bradenton air space.
	1D.14	Address additional runway implications.
	1D.15	Please fly at 9,000 ft. to reduce noise. Want to enjoy outdoors in season.
	1D.16 (see 1A.13)	
	1D.17 (see 1A.13)	
	1D.18	
	1D.19	
	1D.20	Since there are so many flights coming to RSW from northeast, planes should be routed over Gulf as flights from west of Atlanta!
	1D.21	Interesting field studies. I live directly under base pattern for RWY 6 in Iona/McGregor area. Typically planes cross over our house 2,000-3,000 ft. and noise really isn't an issue.
	1D.22	Changes made to flight patterns without any public input that I'm aware of. Please examine alternatives that were developed but not fully entertained by FAA. Contact Nick Batos and Don Eslick for alternatives information.
X	1D.23	Higher approach altitudes would partially rectify excessive noise problem. Flight path over open water and swampland would also help.
	1D.24	A traffic pattern that brings planes farther south and farther out over the Gulf before turning to land would allow planes to remain at higher altitudes while traveling over Estero.
	1D.25	We live directly in line with RWY 6. After 12 years observation and being a private pilot, I am convinced establishing a standard descent approach using a higher altitude and "gliding in" as some airlines do vs. some that "drag" in causing noise and soot from unburned fuel would be a major improvement and fuel savings.
X	1D.26	A couple of years ago, traffic seemed to be further south, it has moved north directly over us. We know there is leeway in traffic patterns and hope there would be variations in the pattern.

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	1D.27	Please move flight patterns so The Forest does not have all the noise.
	1D.28	I will appreciate being informed as to study progress results.
X	1D.29	I understand the flight patterns were changed several years ago. Perhaps they can be re-thought another time so flights could go more over the Everglades than heavily populated areas.
	1D.30	Home: This is not pleasant. It disrupts conversation. Please consider alternative patterns and higher altitudes.
X	1D.31	Apt: Please consider alternative paths (over open water or swamp/open land) and different altitudes to eliminate excessive noise.
	1D.32	
	1D.33	We hope an alternative route/pattern be explored, esp. the ones recommended by So. Lee County traffic group that minimize noise to populated areas.
X	1D.34	Investment apt: Flights should go over open water and/or swampland and at higher altitudes.
	1D.35	Noise begins at 6 a.m. Can hear the plane go all the way down the runway (TARMAC). It is a huge roar, not just a sound.
	1D. 36 (see 1A.13)	
	1D.37	Noticed more loud aircraft flying over my house in the last 10 months. I am wondering what cause the change in flight path.
	1D. 38	The problem has been defined for two years. You should be able to come up with an acceptable answer.
	1D.39 (see 1A.13)	
	1D.40	
	1D.41	The minimal flight pattern changes for airplanes entering & exiting RSW can be a win-win for both sides if slight corrections are made soon.
	1D.42	We researched before we purchased our home in 2004. Since completion of the new airport, we were alarmed by the number of aircraft that flew directly over our house. The jets are so low we can see the carriers names while floating in our pool.
	1D.43	Have minimum altitude over Estero be 5,000 or more feet.
	1D.44	Even better if the flights flew over less populated areas.
	1D.45	The top priority in building our new home in Shadow Wood was any noise from the airport as we had lived close to the Minn-St. Paul airport and didn't want to deal with airplane noise again.
	1D.46	I was never informed of the flight path change.
	1D.47	The Estero Plan would shorten arrival routes, save flight time and fuel burn. Seems fair since FAA in 2008 changed the aircraft arrival plan without letting it be known to the community.

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1E. 1		My experience since the implementation of Shifty One in 2008 is different than the information that was included in LCPA correspondence to me in 2009.
1E.2		The Estero Plan removes low altitude flights over south LC and FMB residential neighborhoods; retains FAA congestion relief over north FL; transition from SHFTY to TYNEE at 11,000 ft does not disturb underlying communities; true win-win--it solves the problem, does not shift it.
1E.3		Have you had any contact with other communities who have had noise concerns to get their approaches to solving the noise issues? In particular I remember Orange County John Wayne airport has taken this problem on rather successfully.
1E. 4		Instead of being able to have our doors open to allow the fresh winter air in, all doors have to be shut if the TV is on so we can hear it.
1E.5		Have planes do a rapid descent is also effective.
1E.6		We enjoy watching passenger jets as they come in during the evening hours. However, I do get angry when the early morning planes seem to buzz our roof well before 7 a.m. Early AM planes should adopt a steeper glide slope to reduce noise levels.
1E.7		People are using their AC units to assist in drowning out the near continual noise from jets. Energy consumption trade-off in extra jet fuel used vs. continual use of AC units.
1E. 8		
1E.9		Switch back to old path south of Venice or increase current flight path by 2,000 feet and make the U-turn further west over the Gulf.
1E.10		
1E. 11		
1E.12		Rapid succession of departures are extremely annoying to people and animals in the Buckingham area.
1E. 13		I support the points Chris Bundschu made at the meeting. (see comment 1C.1)
1E. 14		Perhaps incoming flights over FMB and outgoing flights over Buckingham could be "fanned" or distributed over a wider area. The problem would then be "occasional" rather than "relentless" and more tolerable.
1E.15		We do not find airplane noise offensive in anyway. We carry on a normal conversation and hardly notice the presence of aircraft. The Brooks has an organized group that is objecting to noise, but not all Brooks residents are complaining. Study money could be better spent on something constructive.
1E. 16		
1E. 17		

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	1E. 18	Have westerly departure flight path continue in a direct line from the airport out over Estero Bay before turning northwards. Aircraft would remain over water east of FMB and west of CC. Altitude would help abate noise.
	1E.19	
	1E. 20 (see 1E.18)	See comment 1E.18
	1E. 21	
	1E.22	
	1E.23 (see 1E.18)	See comment 1E.18. A plane flew over this morning at 6:30 a.m. and it is our only day to sleep in.
	1E.24	Jets could make a steady ascent while they continue to fly along Alico corridor until they are over the water. If you are receiving hundreds of letter of complaint there there IS a noise problem. We don't really care about the decibels.
	1E. 25 (see 1E.18)	See comment 1E.18
	1E. 26	This morning between 5:45 and 6:40 a.m., 4 airplanes flew directly over The Forest. All were taking off from the airport. Did not seem to be a wind that would dictate the need for this path.
	1E.27	
	1E. 28 (see 1E.18)	See comments 1E.18
	1E.29	
X	1E.30	According to Airport publications, revised flight plan was supposed to direct planes over the Gulf then perpendicular to and over the short dimension of the island north of my house. Contrary to published plans, planes make an uncontrolled shortcut and fly parallel to the length of the island.
	1E.31	FMB has been here for hundreds of years and that should be acknowledged as opposed to new developments that were built after the airport had been built - they knew the airport was there when they built in these areas.
	1E.32	
	1E.33	
	1E.34	
	1E.35	Especially high volume between 10:15 and 11:45 a.m. and again between 5 and 7 p.m.
	1E. 36	Chief complaint is peak-season late-night/early-morning flights.

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	1E. 37	
	1E.38	Lived in same house on FMB for 40 years. Airplane noise never bothered me. Think its mostly people in hi-rises that are bothered.
	1E.39	
	1E.40	It is impossible to be outside and have a conversation or if inside to be able to hear the TV when they fly over.
	1E.41	If I would have known about the plane noise over our home we would have never purchased this home.
	1E.42	Can the flight rules be altered to require aircraft to follow new paths from time to time and maintain altitudes higher until closer to the airport?
	1E.43	Air traffic has increased considerably. Off season is much better. During season gets quite noisy somedays. I hope we won't get anymore traffic than we already have.
	1E.44	See 2 comments included from commercial pilots.
	1E.45	If alternating routes are used, and proper noise abatement is applied, we have no objection to shared sacrifice for the safe and beneficial use of SWFIA. We support efforts to achieve equity.
	1E.46	Are there other airports in the country that have primary flight patterns going directly overhead at the beaches where vacationers come to relax and enjoy the natural environment? Potential solutions: change altitude, take flights further out over Gulf, monitor decibel level of various aircraft models and require higher than average planes modify aircraft or approach.
	1E.47	Increase in flights after 11 p.m. and before 7 a.m.
	1E.48	Why is the study being conducted during the slow summer months when 30% of residents are hear and it is the lowest level of tourism? Why isn't the study being one during the peak tourism season? Study holiday weekends and peak months of Jan-Mar
	1E.49	I strongly recommend the LCPA revise the current study to sample air traffic conditions during the months of peak flights and any alternatives developed are broadened to include options that project the economic interests of the resident of the affected neighborhoods.
	1E.50	
	1E.51	Can't they come in at a higher altitude or something so the noise level is lowered?
	1E. 52	
	1E.53	
	1E.54	Keep planes at a mandatory higher altitude during the landing process.

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	1E.55 (see 1A.13)	
	1E.56	Utilize a higher altitude and refrain from dropping landing gear over residential communities.
	1E.57	All approaches should be at higher altitudes with no flap or gear deployment until well east of US 41 which is primarily commercial industrial areas.
	1E.58	If planes have to circle out over the Gulf, why can't they track toward the runways over commercial real estate vs. residential?
	1E.59	Stay as high as possible. Delay the dropping of their landing gear and flaps as long as possible. Vary their angles of approach as much as possible.
	1E.60	I urge LCPA to do whatever it can to influence the FAA and the air carriers to adhere to the noise reduction program.
	1E.61	It appears that most southbound flights come right over Pine Island (north to south).
	1E.62	The predominant offenders of skirting Gateway are the cargo companies flying from RSWA.
	1E.63	Lately, cargo planes are noisily flying over as early as 6:15 a.m. These aircraft must fly higher or be rerouted.
	1E.64	Love the noise. No bother. Lets me know that I'm still alive.
	1E. 65	We encourage you to find alternate paths for take-offs and landing to return our community to its peaceful past.

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APPENDIX A

NEWS-PRESS

Published every morning - Daily and
Sunday

Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA
COUNTY OF LEE

Before the undersigned authority, personally appeared

Mary McGreen

who on oath says that he/she is the

Legal Assistant of the News-Press, a daily newspaper,
published at Fort Myers, in Lee County, Florida; that the
attached copy of advertisement, being a

DISPLAY AD

In the matter of:

PUBLIC INFORMATION WORKSHOP

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT NOISE AND LAND USE STUDY

In the court was published in said newspaper in the
issues of

AUGUST 1, 2011

Affiant further says that the said News-Press is a paper of
general circulation daily in Lee, Charlotte, Collier, Glades, and
Hendry Counties and published at Fort Myers, in said Lee
County, Florida and that said newspaper has heretofore been
continuously published in said Lee County, Florida, each day,
and has been entered as a second class mail matter at the post
office in Fort Myers in said Lee County, Florida, for a period of
one year next preceding the first publication of the attached
copy of the advertisement; and affiant further says that he/she
has neither paid nor promised any person, firm or corporation
any discount, rebate, commission or refund for the purpose of
securing this advertisement for publication in the said
newspaper.

Sworn to and subscribed before me this 1st day of
August, 2011.

by **Mary McGreen**

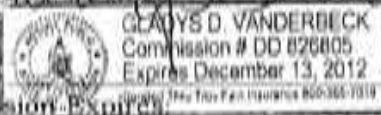
personally known to me or who has produced

as identification, and who did or did not take an
oath.

Notary Public

Print Name

My commission expires



Public Information Workshops Southwest Florida International Airport Noise and Land Use Study

ESA Airports, consultant for the Lee County Port Authority, will hold four (4) public information workshops to present information on the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. Information will be presented on flight operations at the Southwest Florida International Airport (SWFIA), the noise study process, and the technical analyses completed to date. Additional workshops will be held in Fall 2011 and Spring 2012 to ensure the opportunity for participation by seasonal residents.

Information presented at each workshop will be the same. Residents need only attend one workshop to learn about the study and offer input. Each workshop will be held in an "open house" format from 4:30 to 6:30 p.m. on the following dates and locations. No formal presentation will be given in order to provide the public with the maximum opportunity for one-on-one interaction and sharing of information/concerns. You may attend any time during the two-hour open house.

- **Monday, August 15, 2011**
St. Peter Evangelical Lutheran Church
3751 Estero Blvd
Fort Myers Beach, FL
- **Tuesday, August 16, 2011**
Gateway Baptist Church
13241 Griffin Drive
Fort Myers, FL
- **Wednesday, August 17, 2011**
Lee County Sports Complex/Hammond Stadium
(meeting room is west of stadium)
14100 Ben C. Pratt/Six Mile Cypress Pkwy
Fort Myers, FL
- **Thursday, August 18, 2011**
Estero Community Park Recreation Center
9200 Corkscrew Palms Blvd
Estero, FL

Anyone needing special accommodations under the Americans with Disabilities Act of 1990, or anyone with questions, should contact Kaye Molnar via e-mail to kmolnar@cella.cc or phone (239) 337-1071 prior to the workshop.

NEWS-PRESS

Published every morning - Daily and Sunday

Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA
COUNTY OF LEE

Before the undersigned authority, personally appeared **Mary McGreen**

who on oath says that he/she is the

Legal Assistant of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a

DISPLAY AD

In the matter of:

**PUBLIC INFORMATION WORKSHOPS
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
NOISE AND LAND USE STUDY**

In the court was published in said newspaper in the
ISSUES OF

AUGUST 8, 2011

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County, Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Mary McGreen

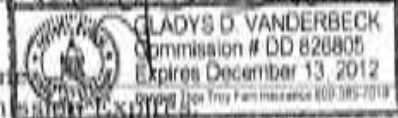
Sworn to and subscribed before me this 8th day of August, 2011.

by **Mary McGreen**

personally known to me or who has produced

as identification, and who did or did not take an
oath

Notary Public



Print Name

My comm



**Public Information Workshops
Southwest Florida International Airport
Noise and Land Use Study**

ESA Airports, consultant for the Lee County Port Authority, will hold four (4) public information workshops to present information on the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. Information will be presented on flight operations at the Southwest Florida International Airport (SWFIA), the noise study process, and the technical analyses completed to date. Additional workshops will be held in Fall 2011 and Spring 2012 to ensure the opportunity for participation by seasonal residents.

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NEWS-PRESS

Published every morning - Daily and Sunday

Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA
COUNTY OF LEE

Before the undersigned authority, personally appeared **Jessica Braband** who on oath says that he/she is the **Legal Assistant** of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a

DISPLAY AD

In the matter of:

**PUBLIC INFORMATION WORKSHOPS
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
NOISE AND LAND USE STUDY**

In the court was published in said newspaper in the issues of

AUGUST 15, 2011

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County, Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Jessica Braband

Sworn to and subscribed before me this 15th day of August, 2011.

by **Jessica Braband**
personally known to me or who has produced

as identification, and who did or did not take an oath.

Notary Public

Kay Vanderbeck
KAY D. VANDERBECK
Commission # DD 826805
Expires December 13, 2012
Notary This Notary Public Expires 800-385-1016

Print Name _____
My commission Expires: _____



**Public Information Workshops
Southwest Florida International Airport
Noise and Land Use Study**

ESA Airports, consultant for the Lee County Port Authority, will hold four (4) public information workshops to present information on the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. Information will be presented on flight operations at the Southwest Florida International Airport (SWFIA), the noise study process, and the technical analyses completed to date. Additional workshops will be held in Fall 2011 and Spring 2012 to ensure the opportunity for participation by seasonal residents.

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9200 Corkscrew Palms Blvd.
Estero, FL

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TUESDAY, AUGUST 9, 2011

B7

Airport wants to hear public's input on noise

A noise study is coming to Southwest Florida International Airport.

To acquaint residents with the study and to gather their aircraft-noise-related concerns, four public workshops are scheduled for this month.

These have no formal presentation, which means you may stop by at any point during the two-hour events.

The workshops will run from 4:30 to 6:30 p.m. The dates and locations are:

- Monday, Aug. 15: St. Peter Evangelical Lutheran Church, 3751 Estero Blvd., Fort Myers Beach.
- Tuesday, Aug. 16: Gateway Baptist Church, 13241 Griffin Drive, Fort Myers.
- Wednesday, Aug. 17: Meeting room, Lee County Sports Complex/Hammond Stadium, 14100 Ben C. Pratt/Six Mile Cypress Parkway, Fort Myers.
- Thursday, Aug. 18: Estero Community Park Recreation Center, 9200 Corkscrew Palms Blvd., Estero.

If you need special accommodations under the Americans with Disabilities Act, contact Kaye Molnar at kmolnar@ceila.cc or call her at 337-1071 prior to the workshop.

— Laura Ruano

Airport Noise Study Workshop set

The first public information workshop regarding an ongoing Noise and Land Use Study for Southwest Florida International Airport will be held on Monday, Aug. 15, 2011.

The workshop will run from 4:30 to 6:30 p.m. at St. Peter Lutheran Church located at 3751 Estero Blvd, Fort Myers Beach, FL. This workshop will act as an opportunity for Beach residents to voice concerns for noise, pollution and safety caused by low flying aircraft over highly populated Fort Myers Beach.

Specific requests should focus on:

- 1) Decreasing the number of overflights by using alternative arrival routes.
- 2) Implementing procedural

changes that would require aircraft to stay higher until east of Estero Island.

- 3) Having aircraft use a quieter optimized profile descent procedure.

- 4) Reducing the number of aircraft flying directly over Estero Island between 10 p.m. and 7 a.m.

- 5) Implementing a flight tracking system that is available to the public.

According to Tom Babcock with Airline Intrusion Relief, your voice needs to be heard by the consultants doing the Noise Study if issues with low-flying aircraft impacting Fort Myers Beach are to be addressed. Take a friend. State your concerns. Without you, it will not happen.

x

Bonita Springs, Fort Myers Beach residents lament airplane noise

Written by

Dayna Harpster
dharpster@news-press.com

10:44 PM, Aug. 15, 2011

From where Jim Jerele sits at his home on the bay side of Estero, 5 p.m. on the lanai can't be called happy hour.

The retired Air Force officer said that's the time of day when planes on a southern approach to Southwest Florida International Airport are "so loud you can't talk over them."

It wasn't always that way, said Jerele and residents of Bonita Springs and Fort Myers Beach who showed up at a public meeting Monday at St. Peter Lutheran Church on Estero Boulevard to air their grievances.

On the listening end were environmental consultants hired by the Federal Aviation Administration. Although the study is voluntary, the methods and computer models used are established by the FAA.

Michael Arnold, vice president of ESA, the consulting firm, said this type of study takes place every five years and in virtually all airport regions.

Here, Arnold's group is a couple of months into an 18-month learning curve that will include public forums in the area this week and again in the fall, when citizen comments and noise sampling have provided enough information for ESA to identify problem areas and recommend solutions.

What happens then is up to the FAA.

Residents such as John Pohland of Fort Myers Beach hope the FAA will hear the noise complaints of the 210-member committee to which he belongs: AIR, or Aircraft Intrusion Removal.

Nobody had to tell the committee of beach residents that flight patterns changed in October 2008, with planes headed south going down the middle of the state and over Estero Island to the airport instead of south along the coast. They heard.

"Not so much this time of year, when we're all shut up inside, but during the seasons when the doors and windows are open and

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you're outside," said Pohland, who holds a pilot's license. "That's when it interrupts your conversation and wakes the baby." Pohland's 14-month-old granddaughter visits during season.

"The challenge is the way the FAA looks at noise. It's cumulative," Arnold said. "People usually look at noise as 'a plane just flew over my house and it's loud.'"

But FAA models are based on a composite formula taking into account the time of day, frequency of noise, type of plane and other factors, including sampling eight or nine local sites for decibel readings.

Micki Gillespie of Bonita Beach has her own sample readings, which she delivered to ESA officials. She kept a log of plane traffic during March and part of April.

"There was a plane every two or three minutes" overhead, Gillespie said. "And I have really good hearing. I can hear that 'eeeeeeeerrrr,' that high-pitched squeal these planes make when they turn. And the planes are so low that you can look at the colors and see what airline they are."

Micki and Mike Gillespie have lived on Bonita Beach for two decades. "We bought property on Bonita Beach 20 miles from the airport never expecting to hear airport noise," Mike Gillespie said. "And now it starts at 8:30 in the morning and goes until 11:30 at night."

The noise has bedeviled the Gillespies for a year and a half, Micki said, since Easter

2010. That's why she started a log and kept it for more than a month.

And then she stopped keeping track. "He told me it's going to drive me nuts," she said, nodding toward her husband.

Gillespie's log and the written comments from public hearings, along with complaints to the airport's noise abatement department, which have been plotted on a graph, interest Carl Schwing, Bonita Springs city manager.

"There's a hope on the part of residents that the height of the planes or the direction of their approach could be changed," Schwing said.

Arnold said he had heard of one potential change already being discussed. Southwest Airlines is in talks with the FAA about altering the southern approach, turning north toward the airport on a sharper angle. Perhaps other airlines would follow suit, Arnold said.

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More meetings

All meetings are from 4:30 to 6:30 p.m.

Tonight: Gateway Baptist Church, 13241 Griffin Drive, Fort Myers.

Wednesday: Lee County Sports Complex/Hammond Stadium meeting room (on west side of stadium), 14100 Ben C. Pratt/Six Mile Cypress Parkway, Fort Myers.

Thursday: Estero Community Park Recreation Center, 9200 Corkscrew Palms Blvd., Estero.

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RSW seeks input for noise study

Story Created: Aug 15, 2011 at 11:06 PM America/New_York

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LEE COUNTY, Fla. - Southwest Floridians concerned about airplane noise have an outlet for their comments this week.

Southwest Florida International Airport is holding a series of public information meetings, and the first of four took place Monday night.

The workshops are part of RSW's noise study, which is conducted every 5 years.

The last study, done in 2006, found the airport didn't have a noise problem, but that was before flight patterns changed, and those who never heard air traffic over their

homes were suddenly bombarded with airplane noise.

"The planes, especially in season, start coming in after 5 o'clock in the morning, and they come right over our house," says Anita Turner, a Fort Myers Beach resident.

Turner is one of dozens who showed up to the first workshop to learn more about airport activity and give input on what they're hearing overhead.

ESA Airports is the environmental firm conducting the study, and Vice President Michael Arnold says they plan to compile people's complaints and tackle the ones that can safely be addressed.

"We'll determine what the baseline noise condition is for the airport, what the condition is going to be in 5 years, and what the potential measures are to improve the noise situation around the airport," Arnold says, adding that those potential solutions still need approval from the FAA.

As the study progresses, Arnold says there will be more workshops in the Fall, and again in the Spring.

There are three more workshops scheduled this week around Lee County, and for those fed up with what's buzzing over their homes everyday, the opportunity to speak their minds is certainly welcome.

"I may not be happy with the situation, but at least I do understand it a little bit better now," Turner says.

The next three meetings will be held 4:30 p.m. to 6:30 p.m. at the following locations:

Tuesday, August 16, 2011 Gateway Baptist Church, 13241 Griffin Drive, Fort Myers, FL

Wednesday, August 17, 2011 Lee County Sports Complex/Hammond Stadium (meeting room is west of stadium),

14100 Ben C. Pratt/Six Mile Cypress Pkwy., Fort Myers, FL

Thursday, August 18, 2011 Estero Community Park Recreation Center, 9200 Corkscrew Palms Blvd., Estero, FL

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Port Authority wants your input on plane paths

Posted: Aug 15, 2011 4:10 PM EDT

Updated: Aug 15, 2011 6:09 PM EDT



LEE COUNTY - The Lee County Port Authority is in the midst of assessing what path planes use to fly into Southwest Florida International Airport and the county wants your input.



Van Mitchell says she likes the quiet near her San Carlos Park home.

But, she says, every once and a while, "It's hard to say if it's a train - just a noticeable noise like, 'What kind of jet is that?'"

Mitchell says when a plane makes its way to Southwest Florida International Airport; it does not do so quietly.

"We can see the path they make coming and going to the airport," she said.

Commissioners with the Lee County Port Authority approved \$781,000 to find a way to ease the pain for Mitchell and others.

"We're looking at the operational procedures at the airport and how the airport currently operates and if there are opportunities for revising those flight tracks," explained Mike Arnold, with ESA Airport.

Arnold's consulting firm studies flights in and out of Southwest Florida every five years.

Arnold says since 2006, the Lee County Port Authority has received more than 1,400 complaints about noisy airplanes.

Estero gets a chance to speak up against noisy planes

By KATHERINE ALBERS

Originally published 08:28 p.m., August 15, 2011

Updated 08:21 p.m., August 15, 2011

ESTERO — Estero resident Alan Rodak has given the Southwest Florida International Airport feedback on the noise of the planes flying over his house for three years.

It seems that the airport is ready to listen.

The Lee County Port Authority hired ESA Airports to conduct a \$781,515 FAR Part 150 Noise Study for the Southwest International Airport. The consultant will hold four identical workshops this week to present information on the Federal Aviation Regulation Part 150 Noise and Land Use Compatibility Study. Information will be presented on the flight operations at Southwest Florida International Airport, the noise process and the technical analyses completed to date.

According to the Port Authority's website, the data collected will be used to correlate actual measurements of the Integrated Noise Model - a computer model that evaluates aircraft noise impacts in the vicinity of an airport.

"Our consultant will use the noise contours developed to further evaluate aircraft flight paths as well as provide the Lee County Port Authority with updated contours which will aid in land use planning," according to the site.

But many residents wonder if it is going to make any difference to them.

During the last FAR Part 150 Noise Study prepared in 2006, the FAA concluded that Southwest Florida International Airport does not have a noise problem based on federal criteria, which considers aircraft noise levels around the airport over an FAA-determined analysis period, according to the Lee County Port Authority's web site.

"I think it is a little late. I don't understand the relevance of it," said Rodak.

In September 2008, the Federal Aviation Administration (FAA) changed the arrival patterns for flights coming into Southwest Florida International Airport. The plan, called the Florida West Coast Airspace Redesign - or FLOWCAR, was developed after the airport experienced an increase in flights, which outpaced the air traffic control systems ability to absorb the traffic, which caused saturation of air traffic control sectors and increased flight delays, according to the FAA.

The plan also anticipated that the FAA would need to commission a new, 9,100-foot-long runway that paralleled the existing runway in 2015.

The change meant that neighborhoods that did not previously have planes flying overhead now had aircraft flying overhead every day.

"It's frustrating to a lot of people in Estero," Rodak said. "It has gotten better, but it is still rather noisy. And in season, when traffic picks up, it gets worse. ... It is estimated that the increase in flights will grow 5 to 6 percent a year, ... so the problem is going to continue to get worse unless changes are made."

Rodak, who moved into his home in Meadowbrook about one week before the change, said he is particularly frustrated because he lived closer to the airport before the move and it was less noisy. Nick Batos, a member of the Estero Council of Community Leaders' Airport Noise Committee, said the committee has been working to ensure that the change affects the least amount of people as possible. He said the committee has worked to get planes to fly higher over those Estero neighborhoods to help abate noise when they come in for a landing.

"It's been a bit of a help," he said. "We're trying to get out the effort as best we can. We have sent out notices. We want people to come and talk about how they are affected by the noise."

But changes will not come quickly. ESA Airports will also hold workshops in the fall of 2011 and the spring of 2012 to accommodate seasonal residents and Batos said the process could take the better part of two years to complete.

Connect with Collier government and transportation reporter Katherine Albers at www.naplesnews.com/staff/katherine-albers/.



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Noise Complaints for SW Florida Airport

By Barry Miller

CREATED AUG. 15, 2011

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Here at Southwest Florida International you would expect to hear planes but some on Fort Myers Beach say it's become a major headache for them too.

Michael Gillespie is one of man Southwest Floridians furious over a recent increase in Airplane noise in the community.

"we bought here 20 years ago, never suspecting an airport 20 miles away would effect us. my wife kept a log and in February and march, and they

flew up to 60 or 70 flights a day."

Historically all flights used to come out and around the coastline of South Florida, but three years ago, when the flight plans changed, A yellow line represents all the flights now coming right through the middle of the state. As a result, these dots represent these calls.

Step one of Lee County's attempt is to fix the problem and a study is being done to determine how bad the noise is.

Michael Arnold who is the Airport Project Manager says this will take time because it is the federal government.

"there are restrictions and limitations we have to work with, so it's important to understand what those are."

And here is how much time we are looking at: 12-15 months for the study. The FAA then has 180 days to make a decision.

Finally, The Airport officials have 3 months to make changes which means if this happens at all we are looking at 2 years, Which Arnold says is a problem for Southwest Florida's Economy.

"beaches are our money area and i'm sure that tourists must here this as well. They don't want to hear that. And they may not just come back to this area because of that."

There are going to be 3 more meetings this month in Fort Myers and Estero where you can ask questions or voice concerns.

August 16 Gateway Baptist church 13241 Griffin Drive in Fort Myers.

August 17 Lee County Sports Complex-Hammond stadium(meeting room is west of stadium) 14100 Ben C Pratt-Six Mile Cypress Parkway Fort Myers.

August 18 2011 Estero Community Park Recreation center 9200 Corkscrew Palms Blvd Estero

Each meeting is 4:30p-6:30P and no formal presentation will be given.

If you have questions call Kaye Molnar 239 337 1071

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cstar - Aug 15, 2011 9:21 PM

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This is exactly what is wrong with America these days- always have to complain. I live VERY close-only blocks away from the airport and the noise is NOT AN ISSUE for us, yet people are complaining miles and miles away. Unbelievable.Get over yourself.

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APPENDIX B



Southwest Florida International Airport Noise and Land Use Study Public Information Workshop

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Charles J. Thersen Jr	Shadow Wood	9361 Lake Land Pines Ct	cthersen@c-t.net
Barbara Carr	The Forest	16753 Pheasant Ct.	jplvr44@aol.com
Gati Laci	Shadow Wood	23171 Fosberry Lane	gatilaci@yahoo.com
Margaret Embledge	Self	27061 Richwood Ct	margaretembledge@gmail.com
Johnny Darnig	Fort Myers Flying Club	18580 S. Ocala Dr. 3208	
Denise GRABOWSKY	GRANDEZZA	19913 Markwood	DDGRABBER@yahoo.com
Neil & Midge (attitude)	Walden	20225 Walden Run Dr.	
ARK & MAEGOR HS	Self	25850 Woodland Ln B.S	
Sandra Kent	Self		
Linda Wenger	Harborage	5220 Harborage Dr	wengprt1@aol.com

APPENDIX C

Southwest Florida International Airport

August 2011

Public Workshop – Project Kickoff

Information Handout

Airport Overview

Owned/Operated By: Lee County Port Authority (LCPA)

FAA Three Letter Identifier: RSW

History

- Construction began in 1980 and the airport opened on May 14, 1983
- In February 2002, construction began on the Mid-Field Terminal and it was completed in September 2005

Runways

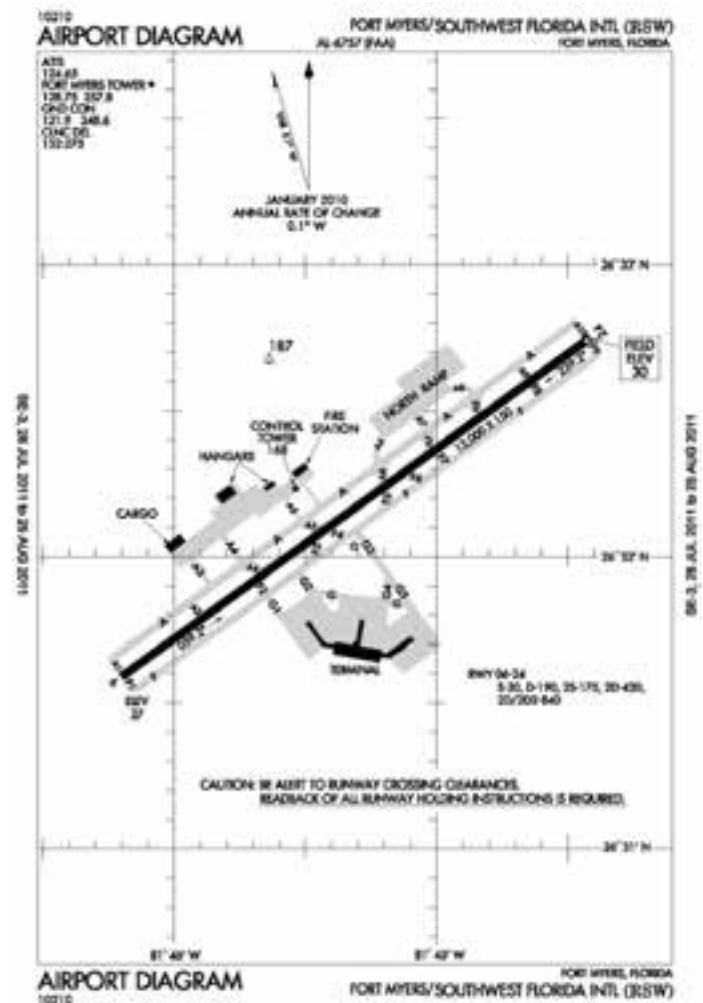
- Runway 06-24- 12,000' long by 150' wide

Air Traffic Control Tower

- Open 6:00am to 12:00am daily
- Radar Approach Control Facility

Airspace: FAA designated Class "C" Airspace

Airport Role: RSW is classified as a Primary Commercial Service Airport in the FAA's National Plan of Integrated Airport Systems (NPIAS). Inclusion in the NPIAS indicates an airport is considered "significant to national air transportation and therefore, eligible to receive grants under the FAA's Airport Improvement Program (AIP)."



Frequently Asked Questions

What is a Part 150?

The Federal Aviation Regulation (FAR) Part 150 Noise Study is a voluntary noise exposure and land use study that airports undertake to address noise and land use compatibility. The Study, whose components are set by the FAA, allows an airport to develop programs to increase compatibility of land uses around the airport. This compatibility can be accomplished by two primary avenues: noise abatement alternatives and land use alternatives.

What Will The Study Include?

The Study will identify existing and future flight corridors; develop aircraft noise exposure maps for current and future conditions; evaluate air traffic control procedures that could be implemented to reduce noise exposure over residentially developed areas; consider land use controls that could be established to reduce future incompatible land uses from being developed within high noise areas; and evaluate means to mitigate noise impacts within high noise exposure areas.

How is Aircraft Noise Measured?

The standard methodology for analyzing the noise conditions at airports involves the use of a computer simulation model. The FAA has approved two models for use in preparing noise contours – NOISEMAP and the Integrated Noise Model (INM). NOISEMAP is used primarily at military airports, while the INM is used primarily at civilian airports. The INM version 7.0b, the latest version of the model, was developed by the Transportation Systems Center of the United States Department of Transportation at Cambridge, Massachusetts and is undergoing continuous enhancement. Airport specific data that is used in the model to develop the noise contours includes:

Daily Operations: An aircraft operation is defined as an aircraft takeoff or landing. The total number of aircraft operations over a 12-month period is determined. The yearly operations are then divided by 365 to generate the annual-average day operations, which is used for noise modeling.

Aircraft Fleet Mix: The aircraft fleet mix includes the various types of aircraft using the airport. Identifying the fleet mix is important because certain aircraft are noisier than others.

Runway Use: Wind speed and direction together with runway length are the primary factors that determine the direction of flow of aircraft at the airport. The air traffic controllers at the airport designate the flow of aircraft arrivals and departures into the wind. Under calm wind conditions, air traffic control usually has more flexibility to vary the direction of flow of aircraft at the airport.

Flight Corridors and Flight Corridor Use: Flight corridors are established for use in the model by obtaining flight track information from air traffic controllers. These corridors represent the paths that aircraft follow when approaching or departing the airport.

Day/Night Use: Following FAA guidelines, day is defined as 7:00am to 10:00pm with night being 10:00pm to 7:00am. The number of aircraft that use the airport during daytime or nighttime hours is important factor in calculating aircraft noise exposure. The contribution of each nighttime operation to the total noise exposure is weighted to account for the greater annoyance of noise as night.

Noise Curves: The INM utilizes three dimensional noise profiles for each aircraft type to predict noise exposure. These noise curves are inherent to the INM model and were developed by the FAA through a series of controlled tests. This detailed noise data allows the model to estimate noise exposure at numerous points around and along the flight path concurrently.

What is DNL?

Day-Night Average Sound Level (DNL) was developed as a single number measure of cumulative community noise exposure. DNL was introduced as a simple method for predicting the effects on a population of the average long term exposure to noise. DNL is an enhancement of the Equivalent Sound Level (Leq) metric through the addition of a 10 dB penalty for nighttime noise intrusions (i.e. due to logarithmic measure, each nighttime event equals 10 daytime events). The incorporation of the 10 dB penalty is in recognition of increased annoyance that is generally associated with noise during the later night hours.

How Are Noise Measurements Used?

The data collected from noise measurements is primarily used to provide information to the Study on the ambient noise levels around the airport and to provide information on the noise levels associated with single event operations at a particular location. In addition, onsite noise monitoring information does allow the Study team to compare single event and cumulative noise levels with noise exposure levels developed by the Integrated Noise Model. Contrary to popular belief, the noise measurement data is not used to develop the noise contours. Monitoring only allows determination of noise at a single point rather than a complete three dimensional grid as provided for in the FAA model. As a result, the FAA does not allow for the use of the noise measurement data in this way and sets a strict requirement that only their approved computer models are used for noise contour development.

Does the Study Receive Organizational Input?

Yes, the 14 CFR Part 150 Study being conducted at RSW will receive input from the major stakeholders of the airport that include the LCPA, the FAA, Local Governments, Pilots, Air Traffic Controllers, and Citizens. During the Study, workshops and public hearings will be held, and Study progress will be shared during these sessions. The public is encouraged to provide input at these forums.

What Are the Stakeholders Roles and Responsibilities?

Airport Administration

The Airport Administration is the sponsor of the noise study and in that role is responsible for planning and assisting with the implementation of actions designed to reduce the effect of noise on residents of the surrounding area. Such actions may include noise abatement ground procedures, land acquisition, and other measures that do not discriminate, create an unsafe situation, impede the management of the air navigation system, or interfere with interstate or foreign commerce. Any operational procedure recommended by the Airport Administration must first be approved by the FAA.

Federal Aviation Administration

The Federal Aviation Administration's (FAA) Air Traffic Control primary role is to ensure safe and efficient use of the National Airspace System. It is responsible for the movement of aircraft on both on the airfield and in the air and has the authority to implement noise abatement operational procedures, which have been recommended by the airport proprietor. Any noise mitigation procedure must be consistent with air safety and all legal requirements. The FAA makes the final determination on the feasibility of an airspace change.

Local Governments

The local governments have the responsibility to provide for land use planning, zoning, and housing regulations that limit land use near the airport to those compatible with airport operations.

Pilots

The pilot has the ultimate responsibility for the operation of the aircraft. Although certain noise mitigation procedures are set by the airlines, and the FAA assigns the flight track and altitude, the pilot (both commercial and general aviation) still maintains the authority to make the final judgment. In general, it is up to the pilot to adhere to noise abatement procedures.

Residents and Prospective Residents

The residents in areas surrounding an airport should provide input regarding noise concerns and strive to understand procedures that can and cannot be taken to minimize the effect of aircraft noise. Future residents should acquaint themselves with noise and flight corridor information available through the Airport Administration.

APPENDIX D

1A. Fort Myers Beach Workshop
Comments

Monday, August 15, 2011

St. Peter Evangelical Lutheran Church
3751 Estero Blvd.
Fort Myers Beach, FL

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Rebecca Colonna
Address 9150 Stearns Blvd #502
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

1. Safety is number 1.
2. Solutions should be fair no matter the wealth of the community or the desired level of the frequency of noise.
3. Get more airlines to use the Southwest Airlines approach of controlled ^{continuous descent} & idle speed until just before landing.
4. Keep all planes as high as ~~possible~~ safely possible for as long as possible.
5. Pilots on visual approach should follow minimum altitude as well as other instrument approach.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name RUDY WEISS
Address 270 MANCO ST FT MYERS BEACH
City _____ State FL Zip Code 32931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: WHY PLANES FLY DIRECT OVER THE
BEACH AT LOW ALTITUDE AND MAKE SHARP
TURNS MID ISLAND
WOULD THERE BE A APPROACH OVER
THE GULF AND UNPOPULATED AREA
IF BECAUSE PLANES TAKE A SHORTCUT
OVER THE BEACH

RW

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Micki Gillespie
Address 26750 McLAUGHLIN BLVD
City BONITA SPRINGS State FL Zip Code 34134

~~PO BOX~~ (LITTLE HICKORY ISLAND)

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: IT HAS MADE LIVING IN OUR HOME UNLIVABLE IN THE FALL, WINTER AND SPRING MONTHS. THE PLANES COME SO LOW THAT WE CAN SEE WHICH AIRLINE THEY ARE, THERE ARE SO MANY PLANE HEADLIGHTS THAT COME TOWARD OUR HOUSE - ESPECIALLY IN FEB MAR, APRIL THAT WE GET 20-50 FLIGHTS PER DAY. WE HEAR THAT HIGH PITCHED SCREAMING SQUEAL FROM THE ENGINES. THEY START BETWEEN 8AM - 8:30AM AND GO ALL DAY UNTIL MIDNIGHT AND SOMETIMES 12:15AM TO 12:30AM.

CASE IN POINT - SAT. AUG 12 - JET AT 12:15AM - RIGHT OVER OUR ROOF. YOU CANNOT SLEEP.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MICHAEL BILLESPIE
Address 26750 McLAUGHLIN BLVD.
City BONITA SPRING State FL. Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: WE'VE LIVED ON BONITA BEACH FOR 20 YEARS
AND NEVER THOUGHT WE WOULD BE AFFECTED
BY THE FLIGHT NOISE FROM ITO RSW (20 MILES
AWAY). THE LEVEL OF NOISE FROM THE PLANES
AND THE FREQUENCY (830 AM TO 1130 PM)
PEAKING OUT AT MIDDAY AT 5-6 PLANES
PER HOUR. THIS IS DRIVING US CRAZY.
THS

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Richard Sebastian
Address 260 Danora BLVD
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: The Two Approach Flight paths over the Gulf work only if course and elevation are followed. Planes have to approach from that direction based on the prevailing winds.

But, if pilots shave off course only a fraction, they end up flying straight over North end of Estero Island, following the street lights of Estero Boulevard. As they are aggressively descending, they then have to add power to make the hard-let/bank turn to the runway. This adversely affects 2/3 of Island with noise.

FLIGHT Approaches need to be moved further west over the Gulf. They descent path elevation must be maintain until they clear Estero Island, then follow descent

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Dick Werner
Address 7150 Esteru Blvd 506
City PT Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Solution -

Establish landing approaches that keep aircraft at the
max altitude possible to allow a safe landing.
Avoid as many populated areas as possible.
Establish points & altitudes as minimums for
aircraft to fly. If continuous descent approaches
are used low power can be used.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Jan Bachrach
Address 26749 McLaughlin Blvd.
City Bonita Springs State Fl. Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Appreciate the effort that has gone into presenting to the public what has changed at RSW. Really happy to hear that the public's concern over the noise level & flight paths over our homes is being considered & studied. I also appreciate that you don't intend to change flight paths that will simply shift the problem to another community.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Jim Jerele
Address 22604 Island Pines Way
City Ft. Myers Beach State Fla. Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I have been coming to Estero Island for 40 years.
I have owned property on the Island for 15 years.
I have made it my home residence for 5 years.

The introduction of the new Central Fla. flight path
and the southern approach on the downwind leg
going west toward the Gulf of Mexico is where
the problem starts.

Aircraft start their Right Hand turn either before
they reach the shoreline or as soon as they get to it.

This move brings them in right over Lovers Key
and the south end of Estero, right over
all the beach front condos, roughly on a
North/South line.

If Air Traffic Control would at least require
them to a mile off shore west bound, by the
time they completed their right hand turn and
were on Final for RSW, they would be wings
level and on their glide path and would be
operating a lot quieter.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Jim Stevens
Address 4560 Eastern Blvd #402
City FOR MYERS BEACH State FL. Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: would like to see planes higher when they go over the beach.

Of course another flight pattern would be nice (flying over Looe Key where there are fewer people). would solve our problem.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Charles Richardson
Address 8009 Lagoon Road
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Noise at my location is not objectionable at this time.
I do have concern on Bleck Scot which I feel is the
result of aircraft operating at low speed during landing
I realize that this Scot may or may not be from aircraft
but it has increased over the past few years —
I have lived at this location since 1981

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Aubrey Richardson
Address 8009 Lagoon Road
City Yulee State FL Zip Code 32431

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I live on the very south end of Ft Myers Beach. I do not have a problem with noise however I do have a great deal of soot on my back porch. I truly believe that this comes from the planes as they make their descent. If their flight plan could take the planes out into the Gulf so that they could begin their descent before crossing the beach I think it would be helpful.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MARTIN DULVEN
Address 18310 MASQUELUN CT
City FT MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: FED EX LANDING BETWEEN 5:30+6:00 AM
EVERY DAY THE LOUDEST OF ALL

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name EDWARD A LIZAM
Address 18311 MOSSY GLEN CT
City FORT MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: SEE ATTACHED

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 15, 2011

1A.13

SHADOW WOOD PRESERVE NOISE IMPROVEMENT COMMITTEE

18311 Mossy Glen Court Fort Myers, FL 33908

E-mail N6722J@comcast.net
Phone (239)-267-5945

August 15, 2011

I represent the 292 homes in Shadow Wood Preserve. Our community is located 6 miles West on the centerline of RSW runway 6. As you know, we are on the final approach leg. Planes passing over us vary in altitude between 1500' to 1600', or lower. At that altitude jet sound is very loud. Most residents were apprised of the planes when they purchased and have accepted a certain level of noise. Our observations show that most of the noise is caused by 30%-40% of the planes. These planes have their wheels and flaps extended prior to the outer marker MUFFY. The remaining (60%) have tolerable noise levels. According to the Fort Myers Beach Committee many of these planes pass over them at the same 1500' to 1600'

We are aware of the voluntary "KEEP-EM HIGH" program at RSW to mitigate the noise by keeping runway 6 arrivals above 3000' when crossing Fort Myers Beach. As a voluntary procedure, it is often not followed. We still see planes descending to 1500'-1600' or lower over the Fort Myers Beach shoreline, and pilots "dragging" the plane in for 10 miles causing excessive noise.

After careful analysis we respectfully submit the following recommendation for your review and action:

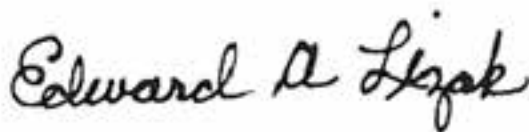
1- Maintain the October 8, 2008 FLOWCAR flight paths changes for planes flying from the Northeast to RSW because this helps spread the noise footprint.

2- Request pilots start their approach at or above 3000' over Fort Myers Beach with a standard 300' per mile decent, which meets FAA decent requirement, and hold off dropping the gear and flaps until reaching the outer marker (MUFFY). We estimate that 60% of the "less noisy planes" currently do.

We feel this simple modification would comply with all FAA regulations and significantly reduce our noise. Your consideration of this proposal and inclusion of Shadow Wood Preserve in any future meetings would be greatly appreciated.

Sincerely,

Edward A. Lizak



1A.13

PLANE LOGS

2010 & 2011

MARCH/APRIL
ONLY

LITTLE HICKORY ISLAND

14

-4/17/10 - 46-50 PLANES - SMALL

AND JET - 6:45 AM THROUGH 11:58 AM

-4/18/10 - 12:30 AM, 9:55, 9:59, 10:01,

10:09, 10:13, 10:15, 10:30, 10:36, 10:56,

10:59, 11:18, 11:24, 11:33, 11:38, 11:48,

PM 1:24, 1:04, HEAVY RAIN 3:22, 4:37,

6:05, 8:04, 8:05, 8:14, 8:20, 8:45,

9:52, 10:34, 10:52 - THERE WERE

MORE PLANES ON THIS DAY BUT WOULD

NOT HEAR BECAUSE OF HEAVY RAIN.

ALL OF THESE PLANES - 90% +

JETS COME OVER MANGROVE

ISLAND FROM E. THEY TRAVEL

NW OVER LHI OR LOVER'S KEY

TO GULF. THEY BANK RIGHT

AND TURN E TOWARDS SWIT.

THE REST WERE SMALL PLANES

GOING OVER LHI S OR NORTH.

2 OR 3 SEEMED TO GO NW OVER

GULF TOWARDS WEST.

PLANE LOGS!

-4/11/10 - NUMEROUS PLANES - 30+

-4/12-4/5/10 - MEDIUM # OF PLANES - 20

-4/16/10 - MEDIUM # OF PLANES THROUGH

11:40 PM

-4/17/10 - AM

-4/18/10 - AM

-4/19/10 - PM - 9:00, 9:15, 10:15, 10:30, 6:4

10:46, 10:54, 11:05, 11:30, 12:34, 2:30 -

4'S NONE IN EVENING

-4/11/10 - AM - 6:55, 8:14, 8:44, 9:06, 9:14

9:17, 10:47, ~~11:00, 11:00, 11:00~~

PM - 5:00, 5:10, 9:02, 9:35, 10:02, 11:02,

11:12, 11:34, 11:40

-4/12/10 - AM - 8:45, 8:55, 9:12, 9:5.

10:10, 11:00, 11:30, 11:45, 12:10, 12:30, 12:4.

1:45, 2:34, 3:00, 3:10, 4:40, 4:45, 5:00, 5:30

8:30, 8:47, 9:27, 10:46, 10:54, 11:03

-4/13/10 - 8:20 AM - WORKED - 1 EVENING

-4/14/10 - AM - 7:05, 7:10, 7:20, 10:00, 10:4.

11:36, 11:44, 11:49 - PM 12:00, 7:45, 8:30

8:46, 9:45, 10:00, 10:15, 10:36, 11:10

-4/15/10 - 22 PLANES

-4/16/10 - 3 PLANES

~~10/21/10~~ - 1 JET - 10 AM

~~10/22/10~~ - STARTED AT 10 AM - JETS &

OTHER PLANES - JETS - E → W - HT HT HT

~~10/23/10~~ - ^{AM} 8:51, 10:01, 10:03, 10:05, 10:47

11:05 VS 10 AM 5:13, 5:18, 5:31

~~10/24/10~~ - ^{AM} 8:35, 9:35, 9:41 Beach,

11:10, 11:18, 11:22, 11:26 (Private), 11:33, 1:43,

PM - 11:21, 11:26,

~~10/25/10~~ - ^{AM} 8:55,

~~10/28~~ - 9 AM 10A 11 11:30, PRIVATE, P 3:30

~~10/28~~ 3:55 PM 4:55 PM 11:40 AM

~~10/29~~ - 9:55 AM out - 4:35 P 9:45 P
~~10/29~~ 10:15 P 10:35 P 10:55 P 11:15 P 11:35 P 11:55 P
~~10/29~~ 12:15 P 12:35 P 12:55 P 1:15 P 1:35 P 1:55 P 2:15 P 2:35 P 2:55 P 3:15 P 3:35 P 3:55 P 4:15 P 4:35 P 4:55 P 5:15 P 5:35 P 5:55 P 6:15 P 6:35 P 6:55 P 7:15 P 7:35 P 7:55 P 8:15 P 8:35 P 8:55 P 9:15 P 9:35 P 9:55 P 10:15 P 10:35 P 10:55 P 11:15 P 11:35 P 11:55 P

Fri 3/18/11
 - 8:57 AM SAT 3/19/11
 - 9:07 A
 - 9:17 A
 - 9:47 A
 - 10:44 A
 - 10:55 A
 - 11:25 A
 - 11:37 A
 - 11:46 AM
 - 11:57 AM
 10
 12:44 P

Fri 3/18/11
 - Planes all Day
 - 11 PM - 12 AM - 10 planes
SAT - 3/19/11
 - 8:34 A
 - 8:55 A
 - 9:04 A
 - 9:07 A
 - 9:38 A
 - 10:17 A
 - 11:05 A
 - 11:12 A
 - 11:34 A
 - 12:33 P
 - 12:49 P
 - 1:03 P
 - 2:38 P
 - 2:45 P
 - 2:54 P
 - 5:24 P
 Out 18
STE NIGHT
 23

Fri 3/19/11
 - SENT NELSON & SLACHTA SOME E-MAILS ABOUT GETTING THE INCLUDED IN PORT AUTHORITY PLANE NOISE STUDY.
 NEIGHBORS SENT SOME EMAILS TO BE PART OF NOISE STUDY.
 MOST HEARD PLANES SOME DID NOT PLANES ON FRIDAY, ALL 12 AM

- SAT 3/20/11 - Planes till 12 AM

* Sun 3/21/11 - Planes in AM, NOT TOO MANY PLANES IN AFTER EVENING. PLANES 11 PM - 12 AM

* Mon 3/22/11 - Planes in AM, NOT TO DURING DAY OR NIGHT

* Tues 3/23/11 - ~~Planes~~ Planes - NO COLLECT PLANES ONLY PRIVATE JET FLIGHTS
 * Wed 3/24/11 - AM to 4 PM
 WENT OUT AT 10:45 - 20 AM PLANES WHEN HOME THRU NIGHT

CON'T. WED. 3/24

TERRY STEWART CALLED
BACK IN A.M. PASSING INFO
ON TO T. MYERS BUT ^{STEWART}
PAID BACK WITH WILL HEAD
PLANE NOISE PROBLEM FOR
T MYERS BUT WILL TELL HIM
MY NAME OF # ALSO TO INCLUDE
PAID TO NORTH C. H. I. IN STAY.

THURS. 3/25/11 - ONLY SMALL
PLANES. 2 A.F. FIGHTERS? N.T.O.S.
@ 1:21 PM - 5.T.O.N. @ 1:26

FRI - 3/26/11 - NO PLANES AM
SAT - 3/27/11 - A FEW JETS
IN @ GOING WEST TO EAST

SUN - 3/29/11 - JET - 8:30 AM
9:10 AM

MON - 3/28/11 - JETS ALL AM THEN
1:30 PM BUT QUIETER. BEEN FURTHER TO
NORTH SAVING E-W.

MON - 3/28/11 - PLANE (JETS ALL
AM TILL ABOUT 1:30 BUT QUIETER
BEH. FURTHER N.

HAD JETS AT LEAST 8 FROM
1:30 PM - 12:30 AM - SUPPOSEDLY
DIVERTED FROM E. COAST BEC.
OF THUNDER STORMS - MANY PER.
CALLED TO COMPLAIN.

SAT - 4/3/11 - 6:50 PRIVATE PLANE
SUN 4/3 - JETS STARTED 8:50 AM
TILL ABOUT 2:30 PM - ABOUT 7
10:35 PM - 12:10 AM - 12 JETS

F.I.

Internet Addr CENTURYLINK
1-800-339-1811

Do not send paym
Your bank account
on or after March 1

We appreciate you

CenturyLink
P.O. Box 1319
Charlotte NC

11/11/11 12:46P
0000005061 000050616 110702

12/4/11 12:46P
0000005061 000050616 110702

1.B Gateway Workshop
Comments

Tuesday, August 16, 2011

Gateway Baptist Church
13241 Griffin Drive
Fort Myers, FL

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Nickolas/Cliff Kinscott
Address 12560 Madison Road
City St. Myers State MD Zip Code 33713

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: When we bought our home in 2000 we came out to the lot where our home would be built to see if we could hear the noise from the airport. We did not want to live that close we were leaving a home in child for that very reason. We could see the planes but could not hear them. We even talked with the people at FAA & they assured us we never would. We are in our 40's & I cannot move again. Please let things stay the way things are for Hawthorn.
Nickolas Kinscott

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name BETSY ROSSELL
Address 2288 WILKINSON DR
City LEHIGH ACRES State FL Zip Code 33972

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

LIVING IN WEST ALABAMA GATED COMM. THE AIRCRAFT NOISE IS MINIMAL - PLEASE DON'T SITIF THE NOISE OVER WEST ALABAMA!!
THANKS

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 16, 2011

1B.2

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name GARY NEUBAUER 239-209-1234
Address 10510 BELLAGIO DRIVE
City FORT MYERS State FL Zip Code 33913

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Good visual presentation
& friendly, knowledgeable
presenters. Please have
November & December
presentations and to
possibly have one at
Pelican Preserve, another
at Gateway Community
Development District HQ's.

Gary

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Randy Beck
Address 9027 Prosperity Way
City Fort Myers State FL Zip Code 38913

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Very good posters - could use on showing all the over flights
that drive arrivals and departures.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 16, 2011

1B.4

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Richard & Phyllis Chalowski
Address 11864 Grand Oaks Lane
City Naples State FL Zip Code 33413

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: As a whole we have no problems with noise from the airport. We only hear the planes when they make a sharp turn to stay away from bad weather, and this we fully understand.
The presentation was well thought out, and enough well informed people were conducting it.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

1B.5

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Paul W. Lingard
Address 11395 Waterford
City Ft Myers State FL Zip Code 33913

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

No issues with existing noise levels and/or
flight patterns. Therefore you should
change nothing.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 16, 2011

1 B.6

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Marilyn Wingard
Address 11395 Waterford Village Dr.
City Highway State FL Zip Code 33913

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: No Complaints - Change Nothing
Everyone seemed quite knowledgeable.
Thank you

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 16, 2011

1 B.7

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Larry Hertel
Address 12741 Kentwood Ave.
City Ft. Myers State F Zip Code 33913

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: We would like aircraft taking off to fly farther east before turning north. Many of them turn north very soon after take off and fly right over gateway.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Robert Ciepluck
Address 4796 Fairloop Run (Westminster)
City Louisiana State _____ Zip Code 70003

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Traffic that departs to the North flies over our house (or near) all the time. This is not a problem with noise.

(That's just my opinion)

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 16, 2011

1B.9

1C. Fort Myers Workshop
Comments

Wednesday, August 17, 2011

Lee County Sports Complex/
Hammond Stadium
14100 Ben C. Pratt/
Six Mile Cypress Pkwy.
Fort Myers, FL

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Chris Bundschu
Address 15301 Orange River Road
City Ft. Myers State FL Zip Code 33905

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

- ① Buckingham Is Lee County's Only Zoned & Planned "Rural Community"
- ② Rural Communities have a lower Ambient Noise
- ③ Buckingham has a large amount of N. Departure Traffic
- ④ If overflights can't be eliminated their Nuisance can be reduced by dispersion.
- ⑤ Frequently, we get a railroad track of 5-8 planes in a row that is very annoying
- ⑥ The current Runway 6 Departure does not consistently spay the traffic.
- ⑦ We Need a Runway 6 Departure with staggered left turns from Runway heading at staggered Distances or Altitudes.
- ⑧ Consider Noise Meeting In Buckingham

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Richard L. Vath
Address 27091 Reserve Est Dr
City Route Springs, State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

1. offensive low-flying airplanes need not continue to intrude upon Estero & DT. ~~ing~~ Broad Residents. - Alternative route - the Estero Plan has been developed & presented to the FAA - it would bring aircraft to the Gulf of Mexico at 11,000 ft & not disturb anyone!

2- The Airport must work with the ESA to validate the Airspace & Feasibility of the Estero Plan.

3- ~~FAA~~ ~~to~~ ~~know~~

The Airport knew of the FAA plans to change corridors over South Lee County as early as 2002 - NO INFO was made available to home owners or potential buyers

(4) Adopt the Estero Plan!!!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Therese Voth
Address 29091 Kestrel Estates Dr
City Sanita Springs State FL Zip Code 34105

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: 1. Repeal low-flying airplane with present change to Estero plan
2. FAA should adopt Estero plan.
3. Mine lived at Waij Creek present flight path since 2006. We bought a home across from a preserve for the peace and wildlife. Since the low-flying planes have occurred, we no longer see birds or animals on Waij Creek. Our offspring family and large families are now gone.
4. The FAA needs to adopt the Estero plan because it's well-researched, well-funded, and safe.
5. The absence of additional runways at RSW will exacerbate the noise pollution problem.
FAA: Adopt Estero plan, Bring back our wild life, Bring back our peace

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Patricia A. B. Berg
Address 19108 Coconut Rd.
City H. Myers State FL Zip Code 33467

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Study is unnecessary. Minimum altitude is
4,000 ft. which is safe for pilots and air safety.
I don't believe that at that level there is direct
loud noise steadily as traffic patterns change due
to wind direction.
Also changes would affect general aviation at
Page Field which is a Class B Airspace and very
important to the community in future general aviation.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name J Tyler Bevested (Heritage Farms)
Address 3624 Heritage Ln
City Ft Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Tyneee one arrival
Alico Three Departure

Problem: noise (excessive) when aircraft take off
and make their turn NORTH over a residential
area. This is the track of Alico Three
Departure.

Solution: Move Alico Three Departure over uninhabited
area just past current turn area, (west)

Problem: Tyneee one arrival would be impacted by
the extension west of Alico Three Departure.

Solution: Move Tyneee one arrival West over the Gulf
so it will not intersect Alico Three Departure

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Laura Fox
Address 1000 Shoreline Cir.
City Pierro State IN Zip Code 46034

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: local address: 13 Avenida Carita, Fort Myers Beach

My primary concern is that there be no increase in late-night/early morning traffic... as a homeowner who comes here to relax & as a business person who is concerned that noise would have a negative impact on ~~the~~ our renters' experience while at our home, this is ~~an~~ important to me. Excess noise will also have a negative impact on our property value & ability to rent, as well as re-sell our home.

Thanks for this workshop, ~~the~~ the ~~at~~ biologist I spoke with was very helpful & allayed my concerns about the impact on local wildlife.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 17, 2011

1 C. 6

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name JAMES SHAFER
Address 16680 BOBBIAN DR
City FRYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Thank you for having this open house informational meeting.

Living in "The Forest" Community since 1998, we have noticed an increase in operational westbound departure noise. We are close to the end of the Alcoa corridor when no explained, the aircraft are then released to altitude and heading.

It appears to me that the turn location and heading are satisfactory. The biggest objection I have is that the altitude of most departures over my community are very low.

A noise abatement procedure involving an increased altitude would be a solution.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name SHARON BRANDT
Address 2530 SW 57th LA
City CAPE CORAL State FL Zip Code 33914

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I live on Cape Coral, FL, approx 25 mi from RSW. Many flights cut right over Cape Coral + directly over my house. I'm pretty sure these are mostly morning but am not certain. There is a flight, at approx 11:20pm that is a regular offender. Several times during the day we hear them and now that I'm aware of this, I will start keeping a time log. In addition to the noise, my edman + pool area receives a coating of black, greasy dust that I suspect is fuel residue from these flights.

1. Flights cutting over Cape Coral
2. Dubious black dust - fuel residue?

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Turned in at public hearing – Aug. 17, 2011

Public Hearing on S W Florida Airport Noise

WE live NW of the airport in Cape Coral. Our home has direct fly-over all day long. It is usually 2 to 3 min. apart. The planes are higher than when they are landing but the noise is constant. It is very disturbing to our outside life that we pay dearly for to have here in the Cape - - Please not day after day. Some peace is needed. We should be able to go outside and enjoy our lives and not be continually disturbed.

Thank you,

John & Bonnie Stickney
2326 s.e. 28th Street
Cape Coral, FL 33904
Ph # 239-898-4117

Location of home:
1/4 to 1/2 mile South of
midpoint Bridge on the
River.

1 C. 9

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MARY + JOHN MAESTRELLI
Address 2040 OXFORD RIDGE CIR - WESTMINSTER GOLF COMM
City LEHIGH ACRES State FL Zip Code 33973

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: FLIGHTS TAKING OFF TO THE NORTHEAST (AND THIS SEEMS TO BE THE MAJORITY) OFTEN BEGIN THEIR TURN TO THE NORTH SO THAT THEY FLY DIRECTLY OVER WESTMINSTER GOLF COMMUNITY. IF OUTDOORS ON OUR LANAI, CONVERSATION HAS TO STOP DUE TO NOISE LEVEL.

RECOMMENDATION: MAKE ALL FLIGHTS CONTINUE OUT AT LEAST 5 MILES FARTHER BEFORE BEGINNING THEIR TURNS. THIS WOULD ALLOW THEM TO GAIN ALTITUDE, + THUS REDUCING NOISE LEVEL, SO THAT HOUSING UNDER THIS "NEW" DEPARTURE ROUTE WOULDN'T EXPERIENCE THE SAME NOISE LEVEL.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Carol Osborn
Address The Forest 16994 Timberlake Dr.
City Hwy 90 State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Sound level of departing flight taking off directly over our home all hours of the day & evening

Amount of black oily dirt on cars, furniture & in swimming pool

Suggestion: Re-direct flights over less populated area

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Emerson Square

Name Patti Davis
Address 5666 Whispering Willow Way
City Fort Myers State FL Zip Code 33907

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Planes flying over our home wake both myself & my husband up in the morning. Hard to fall asleep at night because of the noise.
When outside on lawn or in the pool talking & a plane flies overhead you can't hear the other person or company that we have. Over talking at all. Very noisy when outside.
Tried talking outside to a neighbor & you must stop talking when a plane flies over. You can't hear @ all.
If a plane would malfunction & crash it would take out many homes in Emerson Square.
I would appreciate if the plane would go back to their prior route.

Patti Davis & Gordon East

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name James Osborn
Address 16994 Timber Lakes Dr.
City FE Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Our house is directly beneath the take off from Runway 24 when the planes are taking off in the southwest direction. We live in the Forest which is on the Northwest corner of S. Tommie Trail (US41) and Island Park Road, just North of where Alicia Rd crosses US41. We are the first neighborhood beyond the Alicia industrial corridor. The planes fly directly (I MEAN DIRECTLY) over our house. The noise is deafening because the planes are both accelerating and are still fairly low.

• Solution #1
Instead of making the turn North which takes them over the Forest, vector them in the same direction as their take off until they are over Eastern Bay and then vector them into their Northerly turn. This way they are not over a populated area when they make their turn.


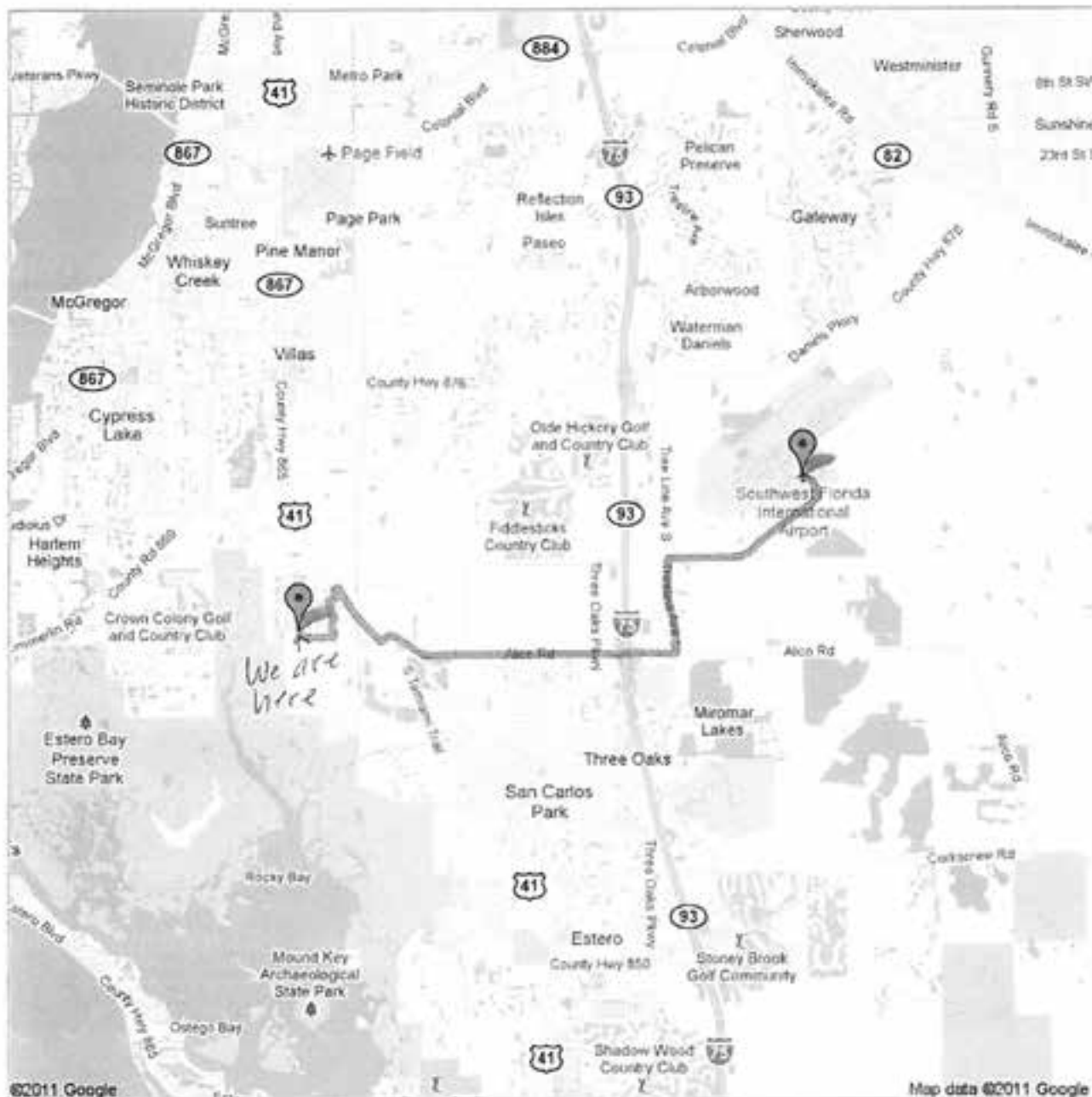
• Solution #2
Start their Northerly turn over the Alicia industrial corridor before they reach US41.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.






Get Google Maps on your phone
Text the word "GMAPS" to 466453

Directions to RSW, Fort Myers, FL

Public - 0 views
Created on Aug 17 By Updated < 1 minute ago

-  From: 16994 Timberlakes Dr, Fort Myers, FL 33908
-  Directions to RSW, Fort Myers, FL
-  To: RSW, Fort Myers, FL

1C.13

1D. Estero Workshop
Comments

Thursday, August 18, 2011

Estero Community Park
Recreation Center
9200 Corkscrew Palms Blvd.
Estero, FL

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name WILLIAM PETRARCA
Address 1819 PARKSIDE GRNS
City FT. MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: PLS. SEE ATTACHED.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Shadow Wood Preserve Noise Improvement Committee

August 18, 2011

I represent one of the 292 homes in Shadow Wood Preserve. Our community is located 6 miles West on the centerline of RSW runway 6. As you know, we are on the final approach leg. Planes passing over us vary in altitude between 1500' to 1600', or lower. At that altitude jet sound is very loud. Most residents were apprised of the planes when they purchased and have accepted a certain level of noise. Our observations show that most of the noise is caused by 30%-40% of the planes. These planes have their wheels and flaps extended when they pass over our development. The remaining (60%) have tolerable noise levels. According to the Fort Myers Beach Committee many of these planes pass over them at the same 1500' to 1600'

We are aware of the voluntary "KEEP-EM HIGH" program at RSW to mitigate the noise by keeping runway 6 arrivals above 3000' when crossing Fort Myers Beach. As a voluntary procedure, it is often not followed. We still see planes descending to 1500'-1600' or lower over the Fort Myers Beach shoreline, and pilots "dragging" the plane in causing excessive noise.

After careful analysis we respectfully submit the following recommendation for your review and action:

1- Maintain the October 8, 2008 FLOWCAR flight paths changes for planes flying from the Northeast to RSW because this helps spread the noise footprint.

2- Request pilots start their approach at or above 3000' over Fort Myers Beach with a standard 300' per mile decent, which meets FAA decent requirement, and hold off dropping the gear and flaps until reaching the outer marker (MUFFY). We estimate that 60% of the "less noisy planes" currently do.

We feel this simple modification would comply with all FAA regulations and significantly reduce our noise. Your consideration of this proposal and inclusion of Shadow Wood Preserve in any future meetings would be greatly appreciated.

Sincerely,



Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name LESLIE KREHBIENNE
Address 23245 COCONUT SHORES DR.
City Bonita Springs State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: SORRY THE 4,000 FT. ELEVATION IS NOT BEING TAKEN SERIOUSLY BY IN & OUT GOING FLIGHTS. MANY DAYS WE SIT & WONDER HOW SOON BEFORE THE HYATT ON COCONUT ROAD IS CLIPPED.

CAN NOT HOLD NORMAL CONVERSATIONS INSIDE OR OUTSIDE SINCE THE CHANGE.

OUR ROOF & LANAI WAS NEVER AS DIRTY AS IT GETS NOW SINCE FLIGHT PATTERN CHANGED

HATE IT.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name ROLIE A RAWFORD
Address 23037 SHADY KNOLL DR
City ESTERO State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Noise levels affect lives and property values.

I think it is important for those who advocate positions on this matter should disclose their interest (eg economic, safety, etc).

Our lifestyles involve a lot of outdoor living and the level of disruption for this is greater than in areas where outdoor living is not as expensive.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Gruce M. Her
Address 20400 Ardore Ln.
City Estero State Fla. Zip Code 33928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Loud - they can fly a bit to the south of us & the other areas with homes.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

In regard to planes flying over Estero and Bonita Springs

I hope this meeting is not an exercise in futility and our wishes will be granted to totally change the pattern of the flights directly over Estero and Bonita Springs. The flight pattern is unfortunately directly over my home and even though I understand the altitude of the flights have been raised, I have not noticed any change in the noise level when they fly over, especially at night between 10 and 11 p.m. when they are all coming in for the night and sound like they are landing on my patio.

My real concern, since I am originally from the suburbs of Chicago and lived near both Midway and O'Hare, is that as our airport increases in traffic within the next 10 years, we will be inundated with the continuous noise, our property values will decrease ; as well as the safety issue involved.

My children live in Ft. Lauderdale, approximately the same amount of distance from the airport and were experiencing the same problem. After meetings such as this, the traffic pattern was changed so the planes go over the expressway coming in directly from the water, rather than everyone's home.

Because of the distance my home is from the airport, I cannot understand why planes cant come in directly from the gulf, rather than flying over everyone's home, and since this was not the case previously, why it cannot be changed back to the original flight patterns. We want to be able to enjoy the peace and quiet we had in the past and would greatly appreciate your taking our request into consideration.

Thanks

*Athene Poggi
24421 Woodsage Dr.
Bonita Springs, FL
34134
239-992-9398*

1D.5

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Barbara Carr
Address The Forest
City Fort Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cfla.cc.

Comments: When we purchased our home in The Forest we were assured we were not in the flight pattern for the airport. Now we find we are in both the arrival AND departure flight plan. Our house values have fallen because of the noise that we have everyday. Please make pilots follow the Alafia corridor as they are instructed!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name ROBERT LIENSCH
Address 9042 FARMING LEAF
City BONITA SPRINGS (ESTERO) State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

This event is very disappointing. The BROOKS CONCERNED CITIZENS has been meeting with the FAA for years. While some minor improvements have been noted, we still do not have an adequate resolution.

Now, I hear tonight we will STUDY this for 2 more years! We don't need a big study, we need some FAA big wigs sit on my lawn some day... and evening until 11:45pm... and LISTEN. This is unacceptable.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name sandra Kent
Address 5511 Whispering Willow Way (Emerson Square)
City Ft Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

- ① Please increase altitude on approach prior to 41 to half-way to 75 over industrial area.
- ② Please limit the number of large/older plane flights at night - at least between midnight & six a.m.
- ③ Please consider Airlines wanting to use RSW to have more environmentally / efficient & quiet planes. (or tax them to use louder/older planes).
- ④ Please include Emerson Square as an "unpleasant" noise comment" on your boards/graphs and charts to represent dissatisfaction w/current frequency and noise levels.

Thank you

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Betsy Winsborn
Address 6115 Deer Run (The Forest)
City Ft. Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cfla.cc.

Comments: As a resident of The Forest (^{my street} Deer Run is the southern boundary of The Forest), I'm ~~exposed~~ exposed to excessive plane noise during the high season ~~coming from~~ from planes which ~~can~~ can read over ~~my~~ my house instead of fanning out.

With the planes following one after the other, a ~~noise~~ noise tunnel is created which exposes me to long periods of noise.

~~I~~ I believe that the planes should be fanned out so that the noise will be dispersed over a larger area and, therefore, diluted over ~~my~~ my Deer Run in The Forest.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name IRVIN D.S. WINSBORO, Ph.D.
Address 6115 DEER RUN -- 1 THE FOREST
City FT MYERS State FL Zip Code 33908

WINSBORO12@GMAIL.COM

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: WE LIVE ON DEER RUN IN
THE ~~FOREST~~ FOREST

During the high season, aircraft depart RSW
usually on a 60-90 second cycle. These
cycles are low, incredibly noisy &
fall on about a 1000 ft path
flight patterns. The result is a
constant low of noise, but noise,
over a long period.

My questions are:

- why can't the depart aircraft
be round about, i.e.,
parallel to formation?
- why do the ~~and~~ aircraft follow
specific the set
trajectories, minutes after
minutes, and after how
long after they?

John D.S. Winsboro Ph.D.
590-7176

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

**JAMES A. & ELLEN HOLLARS
23880 MESSINA CT.
BONITA SPRINGS, FL 34134**

**TEL: 239 949 0390 FAX: 239 992 9443
EMAIL: jimanellie@aol.com**

March 3, 2009

Robert M. Ball, A.A.E.
Executive Director
Lee County Port Authority

Dear Mr. Ball,

Thank you for your prompt and thoughtful reply to my email expressing my concerns about the new overflight patterns over Bonita Springs and Estero.

In the almost 11 years since my wife and I moved to Bonita Springs, I estimate that I have flown in and out of RSW 35-40 times per year on average. I appreciate more than most people the need for a conveniently located airport that is operated safely and punctually. You have led a successful operation. Excepting weather emergencies, I don't ever recall being in a holding pattern or being otherwise delayed because of air traffic conditions at RSW, nor have I experienced any type of emergency.

Thank you also for sending the enclosures that explain the 65 DNL sound level analyses that the FAA did. I do not know exactly how many decibels 65 DNL represents at ground level during an overflight. I do know that a decibel is a logarithmic function, with the attendant impact on noise-distance ratios. I also know that the high pitched wine of a descending jet is penetrating. I am also certain, Mr. Ball, that the overflights over our community are low enough and frequent enough to be causing great concern. Earlier this week, The Colony Foundation at Pelican Landing, the group to which the all the people who live in our community belong, held its annual meeting. The meeting was more heavily attended than normally. The single most discussed topic at the meeting was the disturbance caused by the overflights. They are affecting 1) our quality of life, 2) perhaps our health as evidenced by the sooty film that is accumulating on outside surfaces, 3) perhaps the wildlife in the extensive nature preserves in our area and 4) our property values. Residences in the flight paths to airports are less desirable and cost less than homes not in the flight paths. We did not buy such residences when we moved here. We now have them because of this change. We wake up to overflights, we eat to overflights and we go to bed to overflights.

I ask you and the responsible authorities at the FAA to find a compromise to this problem that will enable continued safe, punctual operation of RSW and allow the many thousands of residents affected by the new flight path to again enjoy safe, quiet communities. This is a problem that will not go away. We need to find a solution.

Best regards,



James A. Hollars

1D.11

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Marlene Kodak
Address 4108 Dakota Holly Ct
City Bonita Springs State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I expect to be inconvenienced when I fly. I remove my shoes, empty my pockets, pack accordingly, etc. I've patted down, X-rayed, detected, and my luggage is hand-searched. I can deal with all that because I want to fly. However, when I get blasted out of my laanai with continual airplanes flying overhead and am unable to hold a conversation during waking hours, it's not what I agreed to. Not being in a flight path was an important consideration when we purchased our home. Then, without warning, it changes.

What doesn't make sense to me, is that the FAA apparently studied how to affect the lives of as many people as possible in South Lee County, then moved the flight path there. It wastes fuel and ruins the lives of tens of thousands of people.

There are ways to keep residents, flyers, pilots and airlines happy. We simply must find people smart enough to get the job done.

New thought: My biggest concern is that there are flights coming in (~~the~~ east to west) over Colonial ~~and~~ road, banking left and landing on 06. This seems to be quite often. Friends of mine have also commented on this path. My concern is that the Noise Study will not accurately reflect the impact.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name William Hillmeyer
Address 10213 Orchid Ridge, Bonita Springs (Estate) FL 34135
City Bonita Springs State FL Zip Code 34135
(ESTERO / SHADON WOODS)

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

1. Why can't the planes from the East Coast, coming down the middle of FL, turn West, at high altitude, earlier, going over Punta Gorda, North Port or other low population areas. It could still be south of Bradenton Air Space.

2. Planes come in lower than the 4000 ft over Shadow Wood too often.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name PAUL MAY
Address 10940 SALERNO BAY RD
City PONTE SPRINGS State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: PLEASE ADDRESS ADDITIONAL RUNWAY IMPLICATIONS,
IMPACT CAN AFFECT A LARGE AREA.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name ALAN RODAK
Address 4108 DAHOON HOLLY CT
City BOHITA Springs State FL Zip Code 34134
(Esteru)

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: The noise pollution over the past 3 years has been detrimental to my life!
I ~~was~~ moved to Meadowbrook to live in a quiet community. The new FAA flight path has been a huge problem. The noise pollution is an unwelcome problem. I was there first!
If you must fly over the community, please fly at 9,000 ft to reduce the noise.

Also, SCATTERING the jets would reduce the pain over one community.

SW Florida is an area where people want to enjoy the outdoors in season. We want to spend time outside during the winter months without the noise.

Thank you


8/15/11

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

**Southwest Florida International Airport
Noise and Land Use Study**

PUBLIC INFORMATION COMMENT SHEET

Name LES COCHRAN
Address 18961 KNOLL LANDING DR
City SAN CARLOS PARK State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: _____

See
attached

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Shadow Wood Preserve Noise Improvement Committee

August 18, 2011

I represent one of the 292 homes in Shadow Wood Preserve. Our community is located 6 miles West on the centerline of RSW runway 6. As you know, we are on the final approach leg. Planes passing over us vary in altitude between 1500' to 1600', or lower. At that altitude jet sound is very loud. Most residents were apprised of the planes when they purchased and have accepted a certain level of noise. Our observations show that most of the noise is caused by 30%-40% of the planes. These planes have their wheels and flaps extended when they pass over our development. The remaining (60%) have tolerable noise levels. According to the Fort Myers Beach Committee many of these planes pass over them at the same 1500' to 1600'

We are aware of the voluntary "KEEP-EM HIGH" program at RSW to mitigate the noise by keeping runway 6 arrivals above 3000' when crossing Fort Myers Beach. As a voluntary procedure, it is often not followed. We still see planes descending to 1500'-1600' or lower over the Fort Myers Beach shoreline, and pilots "dragging" the plane in causing excessive noise.

After careful analysis we respectfully submit the following recommendation for your review and action:

1- Maintain the October 8, 2008 FLOWCAR flight paths changes for planes flying from the Northeast to RSW because this helps spread the noise footprint.

2- Request pilots start their approach at or above 3000' over Fort Myers Beach with a standard 300' per mile decent, which meets FAA decent requirement, and hold off dropping the gear and flaps until reaching the outer marker (MUFFY). We estimate that 60% of the "less noisy planes" currently do.

We feel this simple modification would comply with all FAA regulations and significantly reduce our noise. Your consideration of this proposal and inclusion of Shadow Wood Preserve in any future meetings would be greatly appreciated.

Sincerely,


LES COCHRAN
LESS600@LES.COCHRAN.COM

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name LIN COCHRAN
Address 18961 KNOLL LANDING DRIVE
City SAN CARLOS PARK State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: _____

SEE
ATTACHED

(Attach additional sheets if necessary)

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Shadow Wood Preserve Noise Improvement Committee

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Sincerely,

Lin Cochran

LIN COCHRAN

18961 KNOLL LANDING DR

SAN CARLOS PARK, FL 33908

18961@COMCAST.NET

Shadow Wood Preserve Noise Improvement Committee

August 18, 2011

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Sincerely,



ID.18

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name FRED NIZOR
Address 6571 MISTY LAKE CT.
City FT MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: _____

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

1D.19

Shadow Wood Preserve Noise Improvement Committee

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Sincerely,



FREDERICK W. NIZER

10.19

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Kathy & Rich Bedell
Address 33001 Tree Crest Ct
City Bonita Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: During peak tourist season the flight patterns don't seem to vary. Noise is abundant all day and evening. Patterns should vary and come in over the Gulf. Why throw noise and pollution onto people and homes? Since there are so many flights coming to SW from the northeast, planes should be routed over the Gulf as the flights from west of Atlanta!

Thank you!!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Johnny Dornay
Address 16580 S. Alexander Dr
City FT. MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: After seeing your diagrams and explanations of the current flight paths, I believe the FAA is doing all possible to keep all flights safe including the General Aviation traffic out of MacField. It was very interesting seeing all the field studies that have been conducted. I personally think the current flight paths are completely acceptable and the current altitudes/noise is not an issue. I live directly under the base pattern for Rwy 6 in the Lora/McGregor area. Typically planes cross over our house 2,000-3,000 and noise really isn't an issue.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name WALTER J. Mc CARTHY
Address 25161 BAY CEDAR DRIVE (PELICAN LANDING)
City BONITA SPRINGS State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: THE CHANGE IN THE FLIGHT PATH HAS IMPAIRED OUR QUALITY OF LIFE. THE CHANGE, WHICH RELOCATED NOISE TO OUR COMMUNITY, WAS DONE WITHOUT ANY PUBLIC INPUT THAT I AM AWARE OF. NOW WE ARE TOLD, THAT IT IS NOT PROPER TO ONCE AGAIN RELOCATE THE NOISE TO ANOTHER AREA. WE ASK THAT ALTERNATIVES BE EXAMINED WHICH MAY RETURN US TO THE POSITION WE WERE IN PRIOR TO THE CHANGE. SPECIFICALLY, PLEASE CONTACT MIKE BATOS (RESIDENT OF THE BROOKS AND ECCL MEMORIAL). UNDER HIS EYE, ALTERNATIVES WERE DEVELOPED BUT WERE NOT FULLY OVERSEEN BY THE FAA. THESE ALTERNATIVES PRESENT, AT A MINIMUM, A BASIS FOR A DIALOGUE. DOWESLICK (RESIDENT OF THE COLONY/PELICAN LANDING) CAN ALSO BE A RESOURCE FOR INFORMATION DEVELOPED BY THE COMMUNITY.

THANK YOU FOR YOUR VALUED ASSISTANCE.

Walter J. McCarthy

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name ANDREW HEISKELL
Address 9823 BAT MEADOW
City BONITA SPRING State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

FREQUENCY AND NOISE HAVE INCREASED SUBSTANTIALLY AT SHADOWWOOD IN THE PAST SEVERAL YEARS. HIGHER APPROACH ALTITUDES WOULD PARTIALLY RECTIFY THIS PROBLEM (EXCESSIVE NOISE). AN APPROACH AND DEPARTURE PATH THAT EMPHASIZED OPEN WATER AND SWAMP LAND WOULD ALSO HELP. I ASSUME THIS USED TO BE THE CASE BEFORE THE CURRENT PRACTICE BEGAN.

OBVIOUSLY THE NOISE AND FREQUENCY ADVERSELY IMPACT REAL ESTATE VALUES AND ECONOMIC GROWTH.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Kathleen Fitzgerald - Wildcat Run
Address 12381 Eagle Ct.
City Estero State FL Zip Code 33928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: As a resident of Wildcat Run in Estero, I have noticed the change in flight pattern. I selected Wildcat Run over other communities because I didn't want to live in the airport flight pattern.

This change has negatively impacted my quality of life, especially during heavy travel seasons.

While I understand growth and that change is necessary, it seems that a traffic pattern that brings planes farther south, before they turn east and farther out over the Gulf before they turn to land would allow planes to remain @ higher altitudes while traveling over our Estero neighborhoods.

Thank you.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

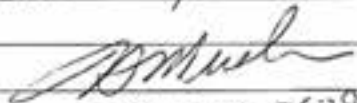
PUBLIC INFORMATION COMMENT SHEET

Name TOM MUELLER
Address 5130 HARBORALE DR
City FORT MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: WE LIVE DIRECTLY ON LINE WITH RUNWAY 6 APPROACH.
AFTER 12 YEARS OF OBSERVING APPROACHING AIRCRAFT +
AS A PRIVATE PILOT MYSELF I AM CONVINCED ESTABLISHING
A STANDARD DESCENT APPROACH USING A HIGHER ALTITUDE +
"GLIDING IN" AS SOME AIRLINES + UPS CURRENTLY DO VS
SOME THAT "DRAG" IT IN CAUSING NOISE + IN MY
CASE SOOT FROM THE UNBURNED FUEL WOULD BE A
MAJOR IMPROVEMENT FOR EVERYONE + A SAVINGS OF FUEL
FOR THE AIRLINES.

THANK YOU!


239-633-5629

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name NORMAN DEKLEFF
Address 16710 ACHVIT DR. SW
City FORT MYERS State FL Zip Code 33905

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Flying in the front (near Alico Rd.) we have noticed more and more plane departures (and arrivals, too) coming directly over our home, creating enough noise to make conversation in our house impossible. Almost all departures we hear recently follow the same take off pattern, which means the plane goes over our house. We are very aware of particularly busy times of the day for airport activity. I recall a few couple of years ago, traffic would be much heavier and it had moved north to be directly overhead. I know that there is a change in traffic patterns and we would hope that there would be variations in patterns, so we don't have to live with this situation. The situation is not only very unpleasant for us in trying to enjoy our home, but it is negatively affecting our property value, and creating problems in contemplating selling our home under these conditions.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Jarolyn Dewolfe
Address 10710 Robert Drive the forest S/D
City Fort Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Noise level of planes taking off right over our house is loud. Many planes, one after another, often take off and pass over our house.

We also have planes inbound fly low over the house, especially at night.

Please move flight patterns so the forest does not have all the noise.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name NEAL NOETHLICH
Address 20225 WILDCAT RUN DRIVE
City EJERB State FL Zip Code 33928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: LIVE IN WILDCAT RUN OFF GOLF COURSE ROAD. FLIGHT PATTERNS
TAKE MANY AIRCRAFT RIGHT ABOVE OUR LAWN/SCREENS. SOUND ALL NIGHT
IS VERY ANNOYING TO THE POINT TO AVOID CONVERSATION.
I WILL APPRECIATE BEING INFORMED AS TO STAFF PROGRESS, RESULTS

Thank
Neal Noethlich

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Marion Buschhorn
Address THE FOREST
City THE FOREST State _____ Zip Code _____

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cfla.cc.

Comments: Just learned from your experts that it doesn't seem to matter what actions are taken - we will have low flying aircraft coming & going directly over our home at any & all hours. I understand that the flight patterns were changed several yrs ago to these new patterns, perhaps they can be re-thought another time so that the landing & departures could go more over the Everglades than over heavily populated areas. As it is our property value has really decreased, not only due to the economy but also due to excessive noise from our planes. It would be lovely to leave the windows open at night in the fall but then, of course, no one would be able to sleep.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name PAMELA CLEAVES
Address 9823 BAY MEADOW
City BONITA SPRINGS State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: WHEN WE PURCHASED OUR HOME IN SHADOW WOOD
IN 2003 WE HAD NO AIRCRAFT FROM/TO RSW
FLYING OVER HEAD. PATTERNS APARENTLY WERE
CHANGED IN 2008 SO THAT NOW WE ARE
REGULARLY DISTURBED BY AIRCRAFT AT LOW
ALTITUDE FLY ABOVE. WE CANNOT BE
OUTDOORS IN OUR YARD AND NOT BE
BOTHERED BY NOISE AND THE DISCOMFORTING
SIGHT OF PLANES EVERY FEW MINUTES, AT
TIMES, FLYING OVER.

THIS IS NOT PLEASANT. IT DISRUPTS CONVERSATION.
AND IT HAS PROBABLY AFFECTED OUR
PROPERTY VALUE.

PLEASE CONSIDER ALTERNATE PATTERNS/AND
HIGHER ALTITUDES.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name PAMELA CLEAVES
Address 8661 PIAZZA DEL LAGO #205
City ESTERO State FL Zip Code 33928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cfla.cc.

Comments: WE HAVE AN APARTMENT IN THE ENCLAVE AT RAPALLO AT COCONUT POINT AND ARE OFTEN DISTURBED BY AIRLINES/AIRCRAFT FLYING LOUDLY, LOW OVER HEAD.

WE PURCHASED THE PROPERTY WHEN NO FLIGHT PATHS WERE SEEN OR HEARD. ~~THE~~ BUT NOW THE NOISE AND FREQUENCY ADVERSIT AFFECT QUALITY OF LIFE, REAL ESTATE VALUES AND POTENTIAL ECONOMIC GROWTH.

PLEASE CONSIDER ALTERNATE ARRIVAL/DEPARTURE PATHS (OVER OPEN WATER OR SWAMP/OPEN LAND) AND DIFFERENT ALTITUDES TO ~~ELIMINATE~~ ELIMINATE THE EXCESSIVE NOISE.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Doug Parks
Address 21176 Braxfield Loop
City Esteru State Florida Zip Code 33928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: My quality of life has been decreased regarding the enjoyment of my home. I can no longer relax on my lanai without the distractions of jets flying directly over my home. Also, the opening of our windows is no longer enjoyable. Please make changes in the flight patterns.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Daniel & Denise GRABOWSKI
Address 19913 MARKWARD CROSSING
City ESTERO State FL Zip Code 33928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Thank you for this workshop!
Ever since the flight patterns were modified ~3 yrs ago, our quality of life has been adversely impacted, NOT TO mention property values in our community.

We would hope an alternate arrival/departure route/pattern be explored, esp the ones recommended by So Lee County traffic group. That minimize noise to populated areas.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Andrew Heiskell
Address 8661 PIAZZA DFL CARGO #205
City ESTERO State FL Zip Code 35928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

THE NOISE FROM LOW FLYING COMMERCIAL AIRCRAFT IS UNACCEPTABLE. WE PURCHASED THIS APARTMENT AT THE HILLOUT AT COHNET POINT AS AN INVESTMENT. ITS VALUE HAS BEEN ADVERSELY IMPACTED BY THE FLIGHT PATH AND ALTITUDE CHANGES THAT TOOK PLACE SUBSEQUENT TO OUR PRE-CONSTRUCTION PURCHASE SEVERAL YEARS AGO.

AN EMPHASIS ON FLIGHTS OVER OPEN WATERS AND/OR SWAMPLAND AND AT HIGHER APPROACH ALTITUDES WOULD MITIGATE THE NOISE CONCERN. THERE WOULD BE NO SAFETY IMPACT SINCE THIS WAS THE PRACTICE UNTIL 2008 OR SO.

SOUTH WEST FLORIDA IS A POTENTIAL GROWTH AREA. TO HAVE FAA DECISIONS DECREASE ECONOMIC VALUE WHEN SAFE AND SENSIBLE ALTERNATIVES ARE AVAILABLE IS UNACCEPTABLE.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Jeanie Richards
Address 7820 KNIGHTWING CIRCLE (BLACKHAWK)
City EMY State FL Zip Code 33912

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I live in Blackhawk off of "Briarcliff Rd."
I hear when the first jet takes off @ 6:00 AM
each morning - usually in season. plane after
plane are taking off. It is a constant.
(that is inside the house)

When I walk in the evening I can hear
the jet (plane) go all the way down the
runway (TARMAC). It is a huge Roar.
not just a sound. To be honest I have
gotten use to it. I am @ the meeting
to make sure the flight pattern does not
change to make more noise in my neighborhood

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Shadow Wood Preserve Noise Improvement Committee

August 18, 2011

I represent one of the 292 homes in Shadow Wood Preserve. Our community is located 6 miles West on the centerline of RSW runway 6. As you know, we are on the final approach leg. Planes passing over us vary in altitude between 1500' to 1600', or lower. At that altitude jet sound is very loud. Most residents were apprised of the planes when they purchased and have accepted a certain level of noise. Our observations show that most of the noise is caused by 30%-40% of the planes. These planes have their wheels and flaps extended when they pass over our development. The remaining (60%) have tolerable noise levels. According to the Fort Myers Beach Committee many of these planes pass over them at the same 1500' to 1600'

We are aware of the voluntary "KEEP-EM HIGH" program at RSW to mitigate the noise by keeping runway 6 arrivals above 3000' when crossing Fort Myers Beach. As a voluntary procedure, it is often not followed. We still see planes descending to 1500'-1600' or lower over the Fort Myers Beach shoreline, and pilots "dragging" the plane in causing excessive noise.

After careful analysis we respectfully submit the following recommendation for your review and action:

1- Maintain the October 8, 2008 FLOWCAR flight paths changes for planes flying from the Northeast to RSW because this helps spread the noise footprint.

2- Request pilots start their approach at or above 3000' over Fort Myers Beach with a standard 300' per mile decent, which meets FAA decent requirement, and hold off dropping the gear and flaps until reaching the outer marker (MUFFY). We estimate that 60% of the "less noisy planes" currently do.

We feel this simple modification would comply with all FAA regulations and significantly reduce our noise. Your consideration of this proposal and inclusion of Shadow Wood Preserve in any future meetings would be greatly appreciated.

Sincerely,



ID.36

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name NANCY BREWER
Address 12542 DOGWOOD RN
City FT MYERS State FL Zip Code 33967

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cfla.cc.

Comments: I live in the central front (near 41) area of San Carlos Park. I have noticed more loud aircraft flying over my house in the last 10 months. I am wondering what has caused the change in flight path. Some of them seem to be later at night, but they may not be after 10:00 P.M.

Thank you,
Nancy L. Brewer

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Jim Strepansky
Address 9106 Willow Walk
City Bonita Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Your timeline for this study is
typical political "DO Nothing"
The problem has been defined for
two years. You should be able to
sit down in one day and come up
with an acceptable answer.
I don't see why The "Esteru Plan" is
not acceptable.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name WILLIAM CARR
Address 6840 LAKEWOOD LANE DR.
City FT. MYER State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cfla.cc.

Comments:

The ATTACHED COMMENTS, WRITTEN BY ONE OF OUR
RESIDENTS WITH AN ACUTE FAMILIARITY OF THE FACTS,
REITERATE THE SENSINGS OF MY NERVOUS & OF THE
PROBLEMS



(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Shadow Wood Preserve Noise Improvement Committee

August 18, 2011

I represent one of the 292 homes in Shadow Wood Preserve. Our community is located 6 miles West on the centerline of RSW runway 6. As you know, we are on the final approach leg. Planes passing over us vary in altitude between 1500' to 1600', or lower. At that altitude jet sound is very loud. Most residents were apprised of the planes when they purchased and have accepted a certain level of noise. Our observations show that most of the noise is caused by 30%-40% of the planes. These planes have their wheels and flaps extended when they pass over our development. The remaining (60%) have tolerable noise levels. According to the Fort Myers Beach Committee many of these planes pass over them at the same 1500' to 1600'

We are aware of the voluntary "KEEP-EM HIGH" program at RSW to mitigate the noise by keeping runway 6 arrivals above 3000' when crossing Fort Myers Beach. As a voluntary procedure, it is often not followed. We still see planes descending to 1500'-1600' or lower over the Fort Myers Beach shoreline, and pilots "dragging" the plane in causing excessive noise.

After careful analysis we respectfully submit the following recommendation for your review and action:

1- Maintain the October 8, 2008 FLOWCAR flight paths changes for planes flying from the Northeast to RSW because this helps spread the noise footprint.

2- Request pilots start their approach at or above 3000' over Fort Myers Beach with a standard 300' per mile decent, which meets FAA decent requirement, and hold off dropping the gear and flaps until reaching the outer marker (MUFFY). We estimate that 60% of the "less noisy planes" currently do.

We feel this simple modification would comply with all FAA regulations and significantly reduce our noise. Your consideration of this proposal and inclusion of Shadow Wood Preserve in any future meetings would be greatly appreciated.

Sincerely,

1D.39

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name CHARLOTTE McLEATHY
Address 25161 BAY LENAR DR
City BOCA RATON SPRINGS State FL Zip Code 334134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: A drastic change has occurred in our residential area due to the flight path changes. The noise is not a tolerable one. It appears that there are alternatives (see the Eccl-Estero Plan) that would protect residents from the noise. Quality of life is an important part of every resident in this community.

Thank you for considering
the alternative

Charlotte McLeathy

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Robert Bruce
Address 10430 PLUMBAGOPONTE DR.
City BONITA SPRINGS State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Realizing safety first is the number one priority regarding airplanes and their passengers, as it should be.

The minimal flight patterns ^{changes} for airplanes entering and exiting S.W. FL. Regional Airport can be a win-win for both sides if slight corrections are made soon.

This is not the usual homes being built in existing flight paths.

Please do what is necessary, fair and right for all. Soon please.

Robert Bruce

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 15, 2011

1D.41

Submitted at August 18, 2011 workshop

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Steve & Teresa Grissom
Address 10360 Plumbago Pte. Dr.
City Bonita Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Before we purchased our home in 2004, we went to great pains to research communities that were not in a flight pattern. That was an important factor to us.

Resting assured, our present location was not in a flight pattern, we purchased our home and did not have any issues until the completion of the new airport. During the winter (and snowbird season) of that year, we were alarmed by the number of aircraft that flew directly over our house. It has been a problem every year since then. The jets are so low that we can be floating in our pool and see the carriers' names.

Not only is this a noise issue, we are worried about the pollution and health risks emitted from these low-flying aircraft.

We believe that this can also be a factor that can reduce our chances of selling our house (when and if that becomes an issue).

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 15, 2011

1 D. 42

Submitted at August 18, 2011 workshop

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Gregory Lewis
Address 10024 GINGER POINTE CT.
City BONITA SPRINGS State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Please take steps to have minimum altitude over ESTERO, FL
of 5,000 or more feet. Better yet, Vector flights over less
populated areas. Thanks!!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 15, 2011

1D.43

Submitted at August 18, 2011 workshop

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Ginger Lewis
Address 10024 Ginger Pointe Ct
City Bonita Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: We want the minimum altitude
for flights over Estero to be 5000 ft
or more. Actually it would even
be better if the flights flew over
less populated areas.

Thank you for your consideration.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 15, 2011

1D.44

Submitted at August 18, 2011 workshop

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Doreen Bickel
Address 9194 Hollow Pine Drive
City Orlando Springs State FL Zip Code 32135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: When we decided to build our new home in Shadow Wood, we kept a great number of factors in mind. The top priority was any noise from the airport. We did live close to that Minneapolis - St Paul Airport before moving to the area fulltime + we wanted to not have to deal with airplane noise again. Now with all the added noise that we have over Shadow Wood, it looks like another move will be in the near future. I just have a very hard time in understanding why this is happening.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 15, 2011

1D.45

Submitted at Aug. 18, 2011 Wesp

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Dan Petrovich
Address 10510 TIMBER LAWN DR
City POINTE SPRINGS State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

My Home in Shadow Wood is directly underneath the FLT path to RSW. I have been told the min. alt. is 4000 ft. in this area. When outside the house the noise is distracting.

Varies somewhat in #s during the season vs off season

I was never informed of the FLT path change & believe it will affect the value of my home in a resale

I have been advised of a proposed change called the Estero Plan that would not just shift traffic but help with noise, FLT time & fuel burn for the airlines

Plz make an honest effort to consider this and both sides FAA center / approach etc turf wars for the good of all the communities in the area.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Thank you

Dan Petrovich

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Michael and Kyle Winkie
Address 22051 Reserve Estates Drive SHADOW WOOD RESIDENTS
City Benita Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Please accept the proposed Estero Plan removing
low altitude flights over southern Lee County and Ft
Myers Beach residential neighborhoods. The Estero Plan
would be a positive transition from SHFTY to TYNEE ONE
whereas the 11,000 feet would not disturb the
underlying communities. The Estero Plan seems
to be a 'no brainer' shortening arrival routes, saving
flight time and fuel burn. This seems only fair since the
FAA in 2008 changed the aircraft arrival plan without
letting it be known to the community or considered
that they were changing our quiet environment that we
enjoyed.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 15, 2011

1D.47

Submitted at August 18, 2011 workshop

Kaye Molnar

From: Nick Batos [mrbjr@aol.com]
Sent: Wednesday, August 10, 2011 5:31 PM
To: Kaye Molnar
Subject: FW: air noise public meeting
Attachments: air noise hearing letter.doc

To Whom it may concern

I am forwarding the attached letter to you to include in the comments you receive as part of the current Part 150 Study that is being conducted by ESA for RSW airport. I received your name from Mike Arnold of ESA and he said that anyone who was unable to attend the meetings could send comments to you and you will include them in the responses you receive.

If you have any problems , please contact me

Yours truly
Nick Batos

From: rick marini [<mailto:rickmarini7@yahoo.com>]
Sent: Wednesday, August 10, 2011 2:03 PM
To: MrNBjr@aol.com
Subject: air noise public meeting

Hello Nick, Hope you are doing well.
Since I will be out of town on August 18 I have prepared a written statement for the public meeting. Perhaps you can have it entered in to the public record. Thanks Rick Marini

TO: Air Traffic Noise Committee
Subject: RSW Shifty One air traffic noise
From: Richard Marini – Bella Terra Subdivision (3 miles East of I-75 on Corkscrew Rd)

Since I will be out of town on August 18, 2011 during the public meeting, I have summarized my personal experiences on the air traffic noise resulting from the use of the Shifty One flight plan.

- The use of Shifty One was supposed to include a more direct route to the airport so as not to fly over noise sensitive areas. Flights were projected at 40 to 60 flights per day. Flights were projected to be at 4000 ft. minimum altitude. This information was included in the Lee County Port Authority correspondence sent to me in 2009.
- My experiences since the implementation of Shifty One in 2008 is as follows:
 1. Flights during the peak season far exceed the 40 to 60 per day. Flights begin at 6:30 AM and continue all day until near midnight. Noise levels are high enough so that the 6:30 AM flight is a daily wake up call. The flights after 11:00 PM make it difficult to sleep prior to midnight.
 2. The 4000 ft. minimum elevation is very suspect in my mind. I watch the aircraft regularly and many vary in both altitude and speed creating significant differences in noise level.
 3. Bella Terra is a subdivision with over 3 thousand residents yet the flight path bisects the middle of the development. There are extensive undeveloped areas to the South of the development for alternative routes. When my home was purchased in 2006 the issue of air traffic noise was considered in my purchase decision. At that time there was no noticeable air traffic in the area and that was a primary reason the home was purchased.
 4. Lastly, the effect of air traffic over my home is such that I cannot leave windows open or sit on my Lanai during peak season. The noise level makes normal conversation outdoors pretty much impossible.

Regards, Richard Marini
20557 Torre Del Lago
Estero, FL. 33928

1E1

Kaye Molnar

From: Bill hewins [bhewins@comcast.net]
Sent: Tuesday, August 16, 2011 1:16 PM
To: Kaye Molnar
Subject: 8-16-11 comments provided to the Southwest Florida International Airport Noise and Land Use Study.doc

Please provide my comments for the hearing.
Thank you.
William C. and Joan M. Hewins

I support the following comments provided to the Southwest Florida International Airport Noise and Land Use Study.

1. Offensive low-flying airplanes need not continue to intrude upon Estero and Ft Myers Beach residents. An alternative route, known as the Estero Plan, has been developed and presented to FAA. It would bring aircraft to the Gulf of Mexico at 11,000 feet and not disturb anyone.
2. The Airport should work with ESA to validate the airspace and operational feasibility of the Estero Plan and advocate its adoption by the FAA. Validation by a professional aviation consultant would greatly improve the likelihood of acceptance by the FAA.
3. The airport knew of FAA plans to institute air corridors over south Lee County as early as 2002. That info was not available to purchasers of homes 2002 – 2008 who had no reason to expect overflights to disturb the quiet environment they experienced. Hence, if the airport wishes to be regarded as a good neighbor, it has a moral obligation to rectify the situation by advocating the Estero Plan.
4. The FAA does have statutory control of the nation's airspace. However, in numerous instances, airports working with affected communities have persuaded the FAA to make changes in air routes.
5. The Estero Plan
 - a. removes low altitude flights over southern Lee County and Ft. Myers Beach residential neighborhoods
 - b. retains FAA sought after congestion relief over northern Florida
 - c. its transition from SHFTY to TYNEE transition at 11,000 feet does not disturb underlying communities
 - d. shortens arrival routes, saves flight time and fuel burn
 - e. is a true win win -- it solves the problem, does not shift it.

Thank you.

William C. and Joan M. Hewins
23155 Foxberry Lane
Bonita Springs, FLA 34132

1E, 2
1

Kaye Molnar

From: jwoyden@cnwc.us
Sent: Thursday, August 18, 2011 6:46 PM
To: Kaye Molnar

Dear Mr. Molnar: I am not able to attend any of the following meetings: Aug. 15 - St. Peter Evangelical Lutheran Church, 3751 Estero Blvd., Fort Myers Beach Aug. 16 - Gateway Baptist Church, 13241 Griffin Drive Aug. 17 - Lee County Sports Complex, 14100 Six Mile Cypress Parkway Aug. 18 - Estero Community Park Recreation Center, 9200 Corkscrew Palms Blvd. However, I wanted to express my concerns about airport noise. My family and I have lived at 12201 **Musket Lane** Fort Myers, FL for more than 15 years. We purchased the parcel of land after studying the flight patterns and making sure there were no airplane noise concerns. Then about two years ago the flight paths were changed and now we get airplanes that flight over are house on landings and takeoffs. The corporate jets appear to be the worst offenders. I am for returning to the old landing patterns people like I should have invested the time to know about the noise before they purchased or built in the airplanes paths. Also, have you had any contact with other communities who have had noise concerns to get their approaches to solving the noise issues? In particular I remember Orange County John Wayne airport has taken this problem on rather successfully. Below is a quote from the Fiscal Year 2010-2011 John Wayne Airport Business Plan: "The Airport's Access and Noise Program is regarded as one of the most stringent in the world. Through this Program, the Airport ensures compliance with its two key operational regulations: the Settlement Agreement (and corresponding Phase 2 Commercial Airline Access Plan and Regulation) and the General Aviation Noise Ordinance (GANO). This function involves the monitoring of every aircraft operation, 24 hours per day, seven days per week. This core service is of particular importance to the Airport's neighbors and requires a great deal of vigilance and communication with air carriers, pilots, and the local community." John Woyden 239 851 0654

IE,3

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Christine LaBelle
 Address 18130 Creekside View Dr.
 City Ft. Meyers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

kmolnar@cella.cc

Thank you for giving us this opportunity to share the airplane noise problem over our home. Our home seems to be right under the flight path over our neighborhood. If we are on the lawn, conversation has to stop and talking on the phone is out of the question. Instead of being able to have our doors open to allow the fresh winter air in, all doors have to be shut if the TV is on so we can actually hear it. All of our guest bedrooms have a noise maker in it so as to muffle airplane noise while our guests are sleeping.

Thanks again for this opportunity.

Chris LaBelle

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop

SWFIA Noise and Land Use Study
 Public Information Workshop
 August 17, 2011

1E.4

Subj: **Air traffic**
Date: 8/19/2011 3:38:31 P.M. Eastern Daylight Time
From: Cfudalla@aol.com
To: www.kmolnar@cella.cc

Southwest Florida International Airport
Noise and Land Use Study

Comment Sheet.

Name and Address:

Cindy Fudalla
18940 Baywoods Lake Drive #202
Fort Myers, FL 33908
cfudalla@aol.com

I have been a resident for 5 years in the traffic pattern to SWR airport. Over the years the flight patterns have been shared with the different communities. This sharing the flight patterns appears to be the most equitable for all the communities involved.

Having the planes do a rapid decent is also effective.

No single community should bear the burden of having the plane traffic day and night.

Also; there should be no traffic before 6:30 in the morning.

Sincerely,

Cindy Fudalla

cfudalla@aol.com
248-646-9065 MI
248-646-4749 Fax
248-646-0766 Cell
239-936-9065 FL

RECEIVED
AUG 23 2011
BY: *[Signature]*

1E.5

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

RECEIVED
AUG 25 2011

BY: JD

Name DAVID MARK LEWIS
Address 13530 SANDALWOOD POINTE #201
City FOOT MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

kmolnar@cella.cc

Comments:

I SHOULD SAY THAT MY WIFE AND I ENJOY WATCHING THE PASSENGER JETS AS THEY COME IN DURING THE EVENING HOURS - ESPECIALLY THOSE WHO COME IN ON A HICHER SLOPE AND THE NOISE JETS THAT ARE LESS NOISY.

HOWEVER, I DO GET ANGRY WHEN THE EARLY MORNING PLANES SEEM TO BUZZ MY TROOP, WELL BEFORE 7AM. UNLESS THERE IS SOME VALID SAFETY REASON - THE EARLY MORNING PLANE SHOULD ADOPT A STEEPER GLIDE SLOPE TO REDUCE THE NOISE LEVELS.

THANK YOU FOR CONSIDERING OUR CONCERNS

David Lewis

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 17, 2011

1E.6

Kaye Molnar

From: Susan Prock [sandb@embarqmail.com]
Sent: Sunday, September 11, 2011 11:29 AM
To: Kaye Molnar
Subject: RE: Jet Noise--August, 2011

Importance: High

Kaye,

We wanted to also let you know that the jet paths are crossing from ALL directions across our home. They fly low and the noise is loud at all times of the day and night. Sincerely, Bruce and Susan

From: Kaye Molnar [mailto:kmolnar@cella.cc]
Sent: Tuesday, September 06, 2011 10:03 AM
To: Susan Prock
Subject: RE: Jet Noise--August, 2011

Ms. Prock,

I received both emails with your comments attached. Thank you for your comments regarding the SWFIA Airport Part 150 Study. They will be included in the public comments for the study.

Kaye Molnar - President

CELLAMOLNAR
..... ASSOCIATES INC

1631 Hendry Street

Fort Myers, Florida 33901

T: 239.337.1071 - F: 239.337.1076

kmolnar@cella.cc - www.cella.cc

A truly happy person is one who can enjoy the scenery on a detour.

From: Susan Prock [mailto:sandb@embarqmail.com]
Sent: Monday, September 05, 2011 5:37 PM
To: Kaye Molnar
Subject: Jet Noise--August, 2011
Importance: High

1E,7
1

August, 2011

Lee County Port Authority-SWFLA
C/O Cella Molnar & Associates, Inc.
1631 Hendry Street
Fort Myers, Florida 33901

To Whom It May Concern:

In regards to the flight pattern coming into Fort Myers/SWFL airport we believe much could be solved if the flight pattern went parallel from east to west a few miles south of Bella Terra Development, Wildcat Run, Stoneybrook/Estero, Grandezza, and other housing developments.

The single argument that I heard at the recent meeting that would go against this proposal was the small amount of jet fuel that would be used going across uninhabited swamp land instead of all of our homes. We believe that this slight amount of energy consumption would be made up by people tending to open their windows and doors of their homes in these developments during milder weather if they did not have to hear the overhead jet noise. Currently, people are using their AC units to assist drowning out the near continual noise from the jets. The jets during "season" fly over late at night, during the night, and early in the morning. It is very difficult to get a good night's sleep when we are constantly kept awake by undue jet noise.

Homeowners do have rights and a voice concerning this very important matter. When we purchased our home in Bella Terra we were NOT under a jet pattern. We know that the current jet pattern is/will adversely affect our property values in Estero.

Respectfully,

Bruce Miller

Susan Prock

Homeowners in Bella Terra

20400 Ardore Lane

Estero, Florida 33928

(239) 949-1263 (generic answering machine...please feel free to leave a message)

1E.7

Kaye Molnar

From: Susan and Phil Gresh [scpmgresh@sbcglobal.net]
Sent: Tuesday, August 23, 2011 6:28 PM
To: Kaye Molnar
Subject: SWFIA Noise and Land Use Study - Public Information Workshop

Comments:

Although Southwest Florida International Airport knew of FAA plans to institute air corridors over south Lee County as early as 2002, that information was not available to us when we purchased our home in 2008. We had no reason to expect over-flights would disturb the quiet environment we experienced.

Offensive low-flying airplanes need not continue to intrude upon Estero and Ft Myers Beach residents. An alternative route, known as the Estero Plan, has been developed and presented to FAA. It would bring aircraft to the Gulf of Mexico at 11,000 feet and not disturb anyone.

The Estero Plan:

- a. removes low-altitude flights over southern Lee County and Ft. Myers Beach residential neighborhoods
- b. retains FAA sought after congestion relief over northern Florida
- c. its transition from SHFTY to TYNEE transition at 11,000 feet does not disturb underlying communities
- d. shortens arrival routes, saves flight time and fuel burn
- e. is a true win-win -- it solves the problem, does not shift it.

The FAA does have statutory control of the nation's airspace. However, in numerous instances, airports working with affected communities have persuaded the FAA to make changes in air routes. The Airport should work with ESA to validate the airspace and operational feasibility of the Estero Plan and advocate its adoption by the FAA. Validation by a professional aviation consultant would greatly improve the likelihood of acceptance by the FAA.

If the airport wishes to be regarded as a good neighbor, it has a moral obligation to rectify the situation by advocating the Estero Plan.

Sincerely,

**Susan and Phil Gresh
23163 Foxberry Lane
Bonita Springs, FL 34135**

1E8
1

Southwest Florida International Airport
Noise and Land Use Study

RECEIVED
AUG 2 2011

PUBLIC INFORMATION COMMENT SHEET

BY:

Name Eric Pachner
Address 23110 Coconut Shores Dr
City Bonita Springs State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: The current flightpath over a populated area at an average altitude of 4000 ft creates not only noise but unacceptable exhaust pollution. The ideal solution is to revert back to the old path south of Venice. If there is a valid reason why this cannot be done, I suggest that the current flight path is increased another two thousand feet and making the U-turn further west over the Gulf.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Betty Helms
Address 10217 Woschke Ridge
City Bradley Bunch State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

It seems like one cannot enjoy swimming in their pool, sitting on their lanai, relaxing or entertaining during the hours of 5:00 p.m. till 7:00 p.m. throughout. Many of these planes are obviously not in compliance of the 4,000 ft. maximum flying height in this area.

One can go for a walk and often encounter several low flying planes within minutes of each other. While in our pool I have often counted up to ¹⁰ 6 planes coming in within that 5th to 7th period.

Thank you for doing this survey. We appreciate all your efforts.

RECEIVED
AUG 20 2011
BY: [Signature]

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

William J. Burwinkel
4560 Estero Blvd. # 703
Ft. Myers Beach, FL 33931

August 15, 2011

Lee County Port Authority – SWFIA
c/o Cella Molnar & Associates, Inc.
1631 Hendry Street
Fort Myers, FL 33901

Dear Lee County Port Authority:

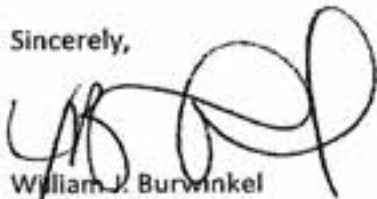
I have a home at 4560 Estero Blvd., Fort Myers Beach. The airplanes fly directly over our building every day, sometimes sounding as if they will enter the apartment!

I have noticed an occasional incoming flight when noise is not an issue as it is flying at a higher elevation. Some of the inbound flights from the south turn east farther south on the island.

I watch people on the beach look up when they hear an airplane coming in. It seems to me our beach visitors should be enjoying the sand and water rather than noticing our air traffic.

Thank you for conducting the airport noise workshops. I look forward to a positive and quiet resolution to this issue.

Sincerely,



William J. Burwinkel
1(239)765-1740

Cc: Tom Babcock

1E11

Kaye Molnar

From: Chad Rosenstein [cmrosenstein@flylcpa.com]
Sent: Monday, August 22, 2011 3:36 PM
To: Kaye Molnar
Subject: Fwd: FW: Re: Noise Study Input
Attachments: Lee Cty Port Authority.pdf

Chad Rosenstein

Noise and Airspace Coordinator
Lee County Port Authority
11000 Terminal Access Rd
Fort Myers, Fl. 33919-8213
(239) 590-4624
Cmrosenstein@flylcpa.com

----- Forwarded message -----

From: Bill Burwinkel <bill.b@nmsg.com>
Date: Mon, Aug 22, 2011 at 1:07 PM
Subject: FW: Re: Noise Study Input
To: Chad Rosenstein <cmrosenstein@flylcpa.com>
Cc: Tom Babcock <fmaircraft@yahoo.com>

Chad,

Attached is a letter expressing my concerns regarding excessive airplane noise that is impacting my quality of life.

As I am not able to attend the workshops, please forward electronically all workshop information. Also, add my e-mail address so I can receive all information regarding this subject.

Also, I'd also like to suggest the St Raphael's noise monitoring site is too far north of the actual area that airplanes approaching from the north turn eastward to head towards the airport. Could you please advise how and why this site was chosen?

Thanks for your assistance.

Regards,

BILL

1E.11
1

Bill Burwinkel

(239)765-1740

#703

4560 Estero Blvd

Ft Myers Beach, Fla 33931

From: Tom Babcock [<mailto:fmaircraft@yahoo.com>]

Sent: Tuesday, August 09, 2011 12:52 PM

To: FMBAircraft

Subject: Fw: Re: Noise Study Input

I am forwarding a response from Chad Rosenstein regarding how Islanders can provide input to the airport noise study if they are unable to attend any of the workshops starting on August 15th. The attached email also shares the three locations on Fort Myers Beach where noise monitoring will take place. Try to make the workshop on August 15th if you can. If not, please let the consultants know your specific concerns. Your input is extremely important. Tom Babcock

PS. I am still trying to get a copy of the PowerPoint presentation that was given by the noise study consultants. I will make it available to those who have expressed interest when I receive it.

Tom Babcock, Fort Myers Beach

--- On Tue, 8/9/11, Chad Rosenstein <cmrosenstein@flylcpa.com> wrote:

From: Chad Rosenstein <cmrosenstein@flylcpa.com>

Subject: Re: Noise Study Input

To: "Tom Babcock" <fmaircraft@yahoo.com>

Cc: "Larry Kiker" <larry@fortmyersbeachfl.gov>

Date: Tuesday, August 9, 2011, 11:18 AM

Good Morning Mr. Babcock,

1E11
2

Cella Molnar & Associates will be collecting all comments for ESA during the study. Their mailing address is:

Lee County Port Authority - SWFIA

C/O Cella Molnar & Associates, Inc.

1631 Hendry Street

Fort Myers, FL. 33901

The August round of workshops is merely intended to "kick-off" the noise study, provide information to the public on the federal regulated process and gather early public input. All 4 workshops will present the same information, so if someone from Ft. Myers Beach can't make it to the Aug 15 workshop, they can attend any of the other 3 workshops that week and talk to the same people, view the same information and provide comments. ESA received input from a variety of sources regarding suggested noise monitoring sites. ESA has already selected noise monitoring sites and durations based on the information they need to best calibrate the noise model. Noise monitoring will begin concurrently with the first round of workshops to keep consultant travel and indirect costs as low a possible. ESA will be in-touch with the land owners of the selected sites this week, which include St. Raphael's, a location on Avenida Carita and a location on Lenell Rd.

If you have any further comments or questions please feel free to contact me.

Respectfully,

Chad Rosenstein

Noise and Airspace Coordinator

Lee County Port Authority

11000 Terminal Access Rd

Fort Myers, Fl. 33919-8213

(239) 590-4624

Cmrosenstein@flylcpa.com

1E, 11

Kaye Molnar

From: Ghvcountrylady@aol.com
Sent: Thursday, August 18, 2011 11:16 AM
To: Kaye Molnar
Subject: Buckingham Airplane Noise

Please plan to spread the departure times of northbound flights from the Southwest Florida International Airport. Rapid succession of departures are extremely annoying to people and animals in the **Buckingham, Florida** area.

We would appreciate anything you can do to alleviate this noise.

Gloria Vernay

1E.12

Kaye Molnar

From: sphuge@aol.com
Sent: Thursday, August 18, 2011 9:31 AM
To: Kaye Molnar
Subject: SWFIA Noise Study

Dear Ms. Molnar,

I'd like to lend my support to the points Chris Bundschu made at a recent meeting regarding the SWFIA Noise Study. Especially during season, the fly over jet noise is disruptive and spacing the flights would help reduce this.

Sarah Huges
6150 Jackson Rd.
Fort Myers, FL 33905

1E.13

Kaye Molnar

From: Bill Burdette [bill@burdetteinc.com]
Sent: Thursday, August 18, 2011 9:31 AM
To: Kaye Molnar
Subject: darned airplanes

Hi Kay,

I regret that I was unable to attend the air traffic meeting in person but would like to offer my observations on the noise situation.

My comments are based on experience in two areas. The first is my home in **Buckingham**, a rural community preserve that is supposed to be a sanctuary for tranquil country living. The second is a former home, now rental property, at **Fort Myers Beach**. Lee County is spending vast sums of tax money to promote the Beach as a place for natural relaxation and personal rejuvenation. The relentless imposition of airplane noise is contrary to the nature and appeal of both communities.

Occasional airplane noise is accepted as part of life these days and can be tolerated. When it is repeated every few minutes in the same location it forces people to change their plans and activities. Over time it degrades the appeal and value of property in the affected areas.

Perhaps the incoming flights over Fort Myers Beach and the outgoing flights over Buckingham could be "fanned" or distributed over a wider area? The problem would then be "occasional" rather than "relentless" and more tolerable.

Thanks for your time and interest.

Bill Burdette
4931 Shady River Lane, Fort Myers, FL 33905
239.936.1404

--

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I am using the free version of SPAMfighter.
We are a community of 7 million users fighting spam.
SPAMfighter has removed 6248 of my spam emails to date.
Get the free SPAMfighter here: <http://www.spamfighter.com/en>

The Professional version does not have this message

1E.14

8-13-11

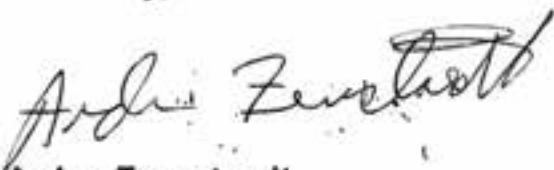
LEE COUNTY PORT AUTHORITY - SWFIA
C/O CELLA MOLNAR & ASSOCIATES, INC.
1631 HENDRY STREET
FORT MYERS, FL 33901

Southwest Florida International Airport Noise and Land Use Study PUBLIC INFORMATION COMMENT SHEET

We live in the Brooks development just north of Coconut Road. If we are outside, or on our lanai, we can hear the planes flying over. However, we do not find the noise to be offensive in any way. We can carry on a normal conversation and hardly notice the presence of the aircraft.

The Brooks does have an organized group that is objecting to the noise but, be assured, that not all Brooks residents are complaining. We think the present flight patterns are of no concern, and quite frankly, the study is a waste of money that could be better spent on something constructive.

Sincerely,



Arden Fernstaedt
22527 Baycrest Ridge Dr
Bonita Springs, FL. 34135

RECEIVED
AUG 19 2011
BY: *[Signature]*

1E.15

Kaye Molnar

From: Steve & Susan Fahs [fahs5458@aol.com]
Sent: Tuesday, August 16, 2011 3:30 PM
To: Kaye Molnar
Subject: Airplane Noise

We are not able to attend the workshop due to our business, but wanted to express our concern:

When we purchased our home site at **the Brooks** in 1998 it was a quiet and peaceful development. Then in 2007 or so, with the flight plan change the noise has become unbearable. We have planes flying directly overhead. I don't understand why this has to occur. It appears when on one of these flights that the planes flight path goes out of the way to cross over the Brooks and then files into the same flight decent line over the gulf? We would not have purchased in this location, had we known the flight path was over the Brooks. We are full time residents and ask for help in redirecting the flights.

Thank you,

Steve & Susan Fahs
22050 Reserve Estates Dr
Bonita Springs, FL 34135
239-948-4344

1E, 16
1

Kaye Molnar

From: thekuta@comcast.net
Sent: Friday, August 26, 2011 4:28 PM
To: Kaye Molnar
Subject: Airplane noise and traffic over my home

I am sending this email to complain about the constant noise and traffic from airplanes over my home. I live in the **Brooks Community** located in Bonita Springs, FL. When I moved there 7 years ago things were fine. No air noise or traffic. However, within the last several years it has become unbearable. I respectfully ask you to do what you can to change the traffic patterns over our community.

Thank You,

Don Kuta

1E.17
1

Kaye Molnar

From: barrywicks@aol.com
Sent: Tuesday, August 23, 2011 11:55 PM
To: Kaye Molnar
Subject: Southwest Florida International Airport Noise and Land Use Study. Public information Comment Sheet

NAME Barry Wicks
Address 16111 Forest Oaks Dr.
Fort Myers
FL 33908

Comments:

I am a resident of the Forest Country Club and have complained a number of times about noise from aircraft taking off directly over the community. This noise has significantly increased since the flight path was changed a few years ago.

The "Flight Procedures vs Public Comments" chart shows clearly that the westerly departure route (CSHEL FOUR DEPARTURE) is along the Alico corridor before turning northwards directly over the Forest and other nearby populous areas. The number of complaints are clearly high in these areas.

One easy remedy that would alleviate the problem (although not entirely eradicate it) would be to have the westerly departure flight path continue in a direct line from the airport out over Estero Bay before turning northwards. The aircraft would then remain over water east of Fort Myers Beach and continue over water west of Cape Coral. At that point the altitude would help abate noise. Such a change would probably require that the arrival flight path (TYNEE ONE ARRIVAL) be moved further westwards for safety reasons.

Please submit these proposals to the FAA for consideration.

1E.18

Kaye Molnar

From: Bobbee Gabelmann [bobbeecars@comcast.net]
Sent: Friday, August 26, 2011 9:40 AM
To: Kaye Molnar
Subject: Flight patterns at RSW

Please reroute plans so they avoid flying so low over the Forest residential community on 41 and Island Park Road. Thank you for your consideration! Bobbee & Chuck Gabelmann Sent from my iPad Bobbee

1E, 19

Kaye Molnar

From: Ausgods@aol.com
Sent: Friday, August 26, 2011 10:10 AM
To: Kaye Molnar
Subject: (no subject)

NAME Minor A. Godsey Jr.

>Address 16713 Bobcat Drive

> Fort Myers

> FL 33908

>

>Comments:

>I am a resident of the Forest Country Club and have complained a number

>of times about noise from aircraft taking off directly over the

>community. This noise has significantly increased since the flight path

>was changed a few years ago.

>The "Flight Procedures vs Public Comments" chart shows clearly that the

>westerly departure route (CSHEL FOUR DEPARTURE) is along the Alico

>corridor before turning northwards directly over the Forest and other

>nearby populous areas. The number of complaints are clearly high in

>these areas.

>One easy remedy that would alleviate the problem (although not entirely

>eradicate it) would be to have the westerly departure flight path

>continue in a direct line from the airport out over Estero Bay before

>turning northwards. The aircraft would then remain over water east of

>Fort Myers Beach and continue over water west of Cape Coral. At that

>point the altitude would help abate noise. Such a change would probably

>require that the arrival flight path (TYNEE ONE ARRIVAL) be moved

>further westwards for safety reasons.

>Please submit these proposals to the FAA for consideration.

1 E. 20

Kaye Molnar

From: EdPurdue@aol.com
Sent: Friday, August 26, 2011 10:22 AM
To: Kaye Molnar
Subject: Forest CC Airplane Noise Level

Edward and Gloria Haines
7226 Falcon Crest Court, Fort Myers, FL 33908

To whom it may concern at SWFL International Airport:

Each afternoon my wife and I enjoy sitting out on our patio and listening to music and reading. Often it is not enjoyable to be outside because of frequent loud, table shaking, noise caused by commercial jets taking off or landing (we're not sure which) at SWFL International. We have never before complained about anything where we have lived throughout the US, but this is more trouble than we have ever encountered. Please, take the necessary corrective actions.

Thank you,

Ed and Gloria Haines

1E.21

Kaye Molnar

From: Cohen, Sanford [scohen@med.wayne.edu]
Sent: Friday, August 26, 2011 2:59 PM
To: Kaye Molnar
Cc: forest.com; ggorski@sentrymgt.com; wayne grainger; lheff@aol.com; lloyd464@gmail.com; wjohnson154@comcast.net
Subject: Airplane noise abatement

I write to concur with those who have sent notes to call attention to the noise problem we experience at **The Forest Country Club** in South Fort Myers. The noise problem seems to be worse this year than is any year in the past. It seems that a relatively uncomplicated change in departure flight patterns will be able to alleviate the problem. There have been a number of times during the past 4-5 months when people were unable to hear each other speak due to the intensity of the sound from jet aircraft departing from RSW.

I hope the problem can be mitigated, or even eliminated.

Thanks you for your attention.

Sanford N. Cohen, M.D., President
Fairway Woods I at the Forest Condominium
16410 Fairway Woods Dr. Unit 402
Fort Myers, FL 33908

1E.22

Kaye Molnar

From: jdherdic@comcast.net
Sent: Friday, August 26, 2011 4:18 PM
To: Kaye Molnar
Subject: Southwest Florida International Airport Noise and Land Use Study

I am a resident of the Forest Country Club and have complained a number of times about noise from aircraft taking off directly over the community. This noise has significantly increased since the flight path was changed a few years ago.

The "Flight Procedures vs Public Comments" chart shows clearly that the westerly departure route (CSHEL FOUR DEPARTURE) is along the Alico corridor before turning northwards directly over the Forest and other nearby populous areas. The number of complaints are clearly high in these areas.

One easy remedy that would alleviate the problem (although not entirely eradicate it) would be to have the westerly departure flight path continue in a direct line from the airport out over Estero Bay before turning northwards. The aircraft would then remain over water east of Fort Myers Beach and continue over water west of Cape Coral. At that point the altitude would help abate noise. Such a change would probably require that the arrival flight path (TYNEE ONE ARRIVAL) be moved further westwards for safety reasons.

Please submit these proposals to the FAA for consideration.

It is very hard to sleep when the planes fly overhead at 6:00am and difficult to have any conversations when they are taking off over the Forest

Thanks for your consideration,

John Herdic

16663 Bobcat Court

Fort Myers, FL. 33908

1E.23
1

Kaye Molnar

From: Comcast Email [jdherdic@comcast.net]
Sent: Saturday, August 27, 2011 6:51 AM
To: Kaye Molnar
Subject: RE: Southwest Florida International Airport Noise and Land Use Study

Thank you. Just to let you know a plane flew over this morning at 6:30am it is our only day to sleep in

Kaye Molnar <kmolnar@cella.cc> wrote:

>Mr. Herdic,
>
>Thank you for your comments regarding the SWFIA Airport Part 150 Study. They will be included in the public comments for the study.

>
>
>
>Kaye Molnar - President

>
>
>
>1631 Hendry Street
>
>Fort Myers, Florida 33901
>
>T: 239.337.1071 - F: 239.337.1076

>
>kmolnar@cella.cc <<mailto:kmolnar@cella.cc>> - www.cella.cc <<http://www.cella.cc>>

>
>
>
>A truly happy person is one who can enjoy the scenery on a detour.

>
>
>
>From: jdherdic@comcast.net [<mailto:jdherdic@comcast.net>]
>Sent: Friday, August 26, 2011 4:18 PM
>To: Kaye Molnar
>Subject: Southwest Florida International Airport Noise and Land Use Study

>
>
>
>I am a resident of the Forest Country Club and have complained a number of times about noise from aircraft taking off directly over the community. This noise has significantly increased since the flight path was changed a few years ago.

>The "Flight Procedures vs Public Comments" chart shows clearly that the westerly departure route (CSHEL FOUR DEPARTURE) is along the Alico corridor before turning northwards directly over the Forest and other nearby populous areas. The number of complaints are clearly high in these areas.

>One easy remedy that would alleviate the problem (although not entirely eradicate it) would be to have the westerly departure flight path

LE:23

>continue in a direct line from the airport out over Estero Bay before
>turning northwards. The aircraft would then remain over water east of
>Fort Myers Beach and continue over water west of Cape Coral. At that
>point the altitude would help abate noise. Such a change would probably
>require that the arrival flight path (TYNEE ONE ARRIVAL) be moved
>further westwards for safety reasons.
>Please submit these proposals to the FAA for consideration.
>It is very hard to sleep when the planes fly overhead at 6:00am
>
>and difficult to have any conversations when they are taking off over
>
>the Forest
>
>Thanks for your consideration,
>
>John Herdic
>
>16663 Bobcat Court
>
>Fort Myers, FL. 33908
>
>
>

1E.23
2

Kaye Molnar

From: Sue Groskreutz [SueGroskreutz@comcast.net]
Sent: Monday, August 29, 2011 9:24 PM
To: Kaye Molnar
Cc: noise Comment
Subject: Airport noise commentsbarrywicks@aol.com

I was not able to attend the community meeting regarding airport noise, as I'm sure many others who are concerned about this problem were not, due to the fact that summer is travel season and a great majority of resident in my area (the Forest) are gone at this time of year.

My comments:

1. I noticed changes in 2008. By changes, what I mean is, life in the Forest went from being quite pleasant to being a total nightmare. Now, I must shut my windows and run my AC all winter whether I need it or not, as the noise drives me to the brink. I now occasionally stand on my driveway and watch the jets fly over my home, some days, every minute or so, all day long, other days, the nightmare begins in the early evening and continues throughout the evening. The jets are flying so low that I can name the airline of almost every flight that I see. If I want to take a walk in the Forest, I must now wear earplugs to protect my hearing (I am a professional musician, I cannot risk damaging my hearing).
2. I have stood on the top floor of the parking garage at the Southwest Florida Airport and watched jets taking off to the West. Every jet "levels off" soon after leaving airport property. It seems to me that if these jets continued to climb at a steady rate rather than leveling off, that they would all be at a greater altitude before flying over the Forest, and that in itself would provide some (although not enough) relief. I was absolutely stunned to learn that there are no minimum altitude requirements for flying over densely populated neighborhoods. I am led to believe that the RSW has a good neighbor policy. Getting those jets higher in the air more quickly, and not leveling out as soon as they leave airport property would go a LONG WAYS towards being a good neighbor.
3. I have parked at various spot on Alico Road and watched the jets. EVERY jet makes the Northward turn at exactly the same spot. It seems to me that there is a lot of sky out there, and that there could be some "fanning out" of this Northward turn. I've been told (by Chad Rosenstein) that where the jet makes this turn is up to the pilot's discretion. This is just impossible to believe, since jet after jet and jet, all day long, week after week, month after month, turns in the exact same place.
4. This Part 150 study in running around in various places taking sound measurements, and YOU will determine whether or not there is a noise problem. Those who live under the takeoff path can already tell you that there is a noise problem, and we don't really care about decibels. If you are receiving hundreds of letters of complaint, then there IS a noise problem.
5. There seems to be no good reason as to why the jets cannot make a steady ascent while they continue to fly along the Alico corridor until they are over water, where no one lives. I've heard from those who were at the meeting that this would cause safety concerns because the takeoff path would be too close to the landing path. The obvious solution: adjust the landing path.
6. In any case, The Forest and neighboring communities have had the noise for several years. Now, we deserve a break.

1E, 24

Respectfully submitted,

Sue Groskreutz
16856 Fox Den
Fort Myers, FL 33908

1E₂, 24

Kaye Molnar

From: tina margherio [tmargherio@embarqmail.com]
Sent: Friday, August 26, 2011 8:07 PM
To: Kaye Molnar
Subject: Airport Noise Study

I would like voice my concerns for the RSW Noise Study. Michael at ESA was kind enough to include me in all communications and our neighborhood, **The Forest Country Club**, would like our response to noise issues added to the study.

I have complained many times about noise from aircraft taking off directly over the community. This noise has significantly increased since the flight path was changed a few years ago.

I would like to agree with my fellow resident, Barry Wick's comments, that The "Flight Procedures vs Public Comments" chart shows clearly that the westerly departure route (CSHEL FOUR DEPARTURE) is along the **Alico corridor** before turning northwards directly over the Forest and other nearby populous areas. The number of complaints are clearly high in these areas.

One easy remedy that would alleviate the problem would be to have the westerly departure flight path continue in a direct line from the airport out over Estero Bay before turning northwards. The aircraft would then remain over water east of Fort Myers Beach and continue over water west of Cape Coral. At that point the altitude would help abate noise.

I would also like to suggest, for everyone effected by low flying departures (which are much more disturbing than arrivals), that the control tower please vary the takeoff routes so the same residents aren't continually targeted. When the winds are out of the west, the planes takeoff directly over our home every 60-90 seconds without reprieve and I've measured the decibel levels at 80+. As you can imagine, it's extremely disruptive and annoying. It begins at 6am and doesn't stop until 11pm.

Thank you for including our concerns in your study.

Sincerely,

Tina Margherio
6124 Deer Run
Fort Myers, FL 33908
239-590-0391
tmargherio@embarqmail.com

1E.25
1

Kaye Molnar

From: rosemary31@aol.com
Sent: Saturday, August 27, 2011 6:58 AM
To: Kaye Molnar
Subject: Airplane noise

This morning as I walked at The Forest Country Club community between 5:45 am and 6:40 am, 4 airplanes flew directly over The Forest community. These were planes taking off from the airport. There did not seem to be any breeze, wind, etc. that would dictate the need for this path. (I have called and talked to people associate with airplane noise and been told that wind direction has an impact on the ecessity of planes flight patterns.) This creates a lot of noise in the community and we are still in hopes of finding a remedy---perhaps a path over a less populated area.

Thank you.

Rose Ferguson
16935 Timberlakes Dr.
Fort Myers, FL 33908
239-482-7977

1E.26
1

Kaye Molnar

From: Peghall4@aol.com
Sent: Friday, August 26, 2011 5:56 PM
To: Kaye Molnar
Subject: NOISE AT THE FOREST CC

Please have the planes fly away from the Forest CC. I am so tired of all of the noise and when I have my family visiting I am afraid that they will never come again because of the airplane noise at the Fort Myers Forest CC. My property values have gone down because of the air traffic over The Forest CC. Please give us a break and fly over someplace else for a few years. Respectfully, Peg Halliday.

1E, 27
1

Kaye Molnar

From: frhutch [frhutch@aol.com]
Sent: Friday, August 26, 2011 7:13 PM
To: Kaye Molnar
Subject: RSW Airport Noise

Ladies and Gentlemen

I protest the noise from the departure flight paths of the past several years.

My residence is 16550 Waters Edge Court, Fort Myers FL in "The Forest" development.

>I >Comments:

>I am a resident of the Forest Country Club and have complained a number
>of times about noise from aircraft taking off directly over the
>community. This noise has significantly increased since the flight path
>was changed a few years ago.
>The "Flight Procedures vs Public Comments" chart shows clearly that the
>westerly departure route (CSHEL FOUR DEPARTURE) is along the Alico
>corridor before turning northwards directly over the Forest and other
>nearby populous areas. The number of complaints are clearly high in
>these areas.
>One easy remedy that would alleviate the problem (although not entirely
>eradicate it) would be to have the westerly departure flight path
>continue in a direct line from the airport out over Estero Bay before
>turning northwards. The aircraft would then remain over water east of
>Fort Myers Beach and continue over water west of Cape Coral. At that
>point the altitude would help abate noise. Such a change would probably
>require that the arrival flight path (TYNEE ONE ARRIVAL) be moved
>further westwards for safety reasons.
>Please submit these proposals to the FAA for consideration.

Mr. and Mrs. H. F. Hutchinson, Jr.

1E.28
1

I am a resident of Fort Myers Beach and I am commenting on the airport noise study at RSW in Fort Myers, Florida. I was unable to attend the public workshops in August, however, I have some comments which I would like to include in the noise study report.

The following is my input: I recognize that safety is very important for the airplanes. I also recognize that noise, health issues and safety issues are important for residents on Fort Myers Beach.

1. As a retired resident on Fort Myers Beach, I would like to enjoy going outside freely. I cannot do this. I cannot go outside to entertain people either for breakfast, lunch, or dinner events as airplanes come over my house and the conversation needs to stop because of the loud airplanes. It is very distracting during conversations. All heads look up. I now do not entertain outside...what a shame.
2. Since being on Fort Myers Beach as a home owner for 11 years, the house gets dirtier and dirtier with black soot on all of the outside furniture and on the pool screen and on the pool deck. When I first came to this island, we did not notice black soot outside which needs to be cleaned every day. I assume that it is the exhaust from the airplanes as nothing else has changed.
3. The airplanes come over the house every minute and a half to 2 minutes during certain times of the day. They are distracting. I can notice the noise more since it is annoying to hear the squeaking of the flaps/rudders when descending directly over my house and immediate neighborhood.
4. When I moved here in 2000, I did not notice airplanes with the loud noise. I never would have bought the house if I knew of this distracting noise. I researched this place for several years before making a decision.
5. I can smell the exhaust from the airplanes when the wind is just right. I cannot imagine that this is good for my health. I seem to cough more.
6. I would like to see airplanes cut inside the island behind the Back Bay where houses and people are not located. There is a safety concern for me as the island is heavily populated and with airplanes going over very low, there is a possibility that birds may cause problems by flying into the turbines and cause malfunction of the craft. If this would ever happen, not only would there be airplane concerns but land/houses/people on the ground concerns. Alternative routes need to be used landing over the Estero Bay waterway where no residential homes are located.
7. Having noise monitoring sites on the island is a positive step, however, doing it now in the summer months does not take into consideration the following thoughts. During the summer months, there are fewer airplanes flying overhead and also smaller planes are in use now. Winter months use larger aircraft to carry the many people during the heavy tourists' season. There should be monitoring during the winter months to truly get an accurate number of airplanes and accurate noise level since there are different types of planes used.
8. Many airplanes come in low and loud after 10:00p.m. Many are even scheduled for this time and some are late arrivals due to various circumstances. If airplanes are on a habitual late pattern, then they should be scheduled to come in another time. These come in after 10:00p.m. and several arrive after 11:00p.m. and some arrive after midnight and one o'clock in the morning. I have heard some at

1E.29

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AUG 2 2011

BY:.....

Some box carriers are early arrivals before 6:00a.m. This causes me to wake up from a sound sleep. This causes me to not be able to go to sleep. My sleep is disturbed at all hours of the evening and early morning.

9. Airplanes come right down the center of the island over the populated homes. They then turn right at my house to go to the airport. The noise and squealing of the airplanes are very disturbing. I can hear them when I am inside with the doors and windows closed. I even have A/C on and I can still hear the noise of the airplanes. I live right in the center of the island when airplanes from the north AND from the south turn right over my house. Being in Florida is meant to live with the doors and windows open. I cannot do that - for two reasons: 1. It is loud. 2. The soot comes inside the house on to flat surfaces. You see, my house is in the wind direction of the gulf and the air is constantly blowing from that direction. Good for the breeze, however, not good for blowing soot and exhaust.

10. I am even seeing small airplanes coming over my house and they make a different kind of noise. Perhaps they are going to Page airport, but why are they going on this path and altitude? I sure hope that the two paths do not intersect during high traffic time and during weather distractions.

11. Ever since the Shifty change, the noise and overflights have increased. I am thinking of selling my house because I am concerned about my health. The realtors may have a problem disclosing this information to a perspective new home owner.

12. The airplanes are so low at times that I can see the wheels down and feel the exhaust on my face. That cannot be good for me health wise. Fact is, this is not good environmentally either for our most precious flora and fauna here in southern Florida.

13. I did not come to Fort Myers Beach to spend my retirement years hearing the roaring of airplanes engines. I did not come to breathe in exhaust air. I did not come to Florida to clean every day. I did not come to Fort Myers Beach to be in a middle of an activity and stop what I am doing when an airplane flies overhead. I did not come to be awakened up at different times of the night and in the early morning. The overflights now on Fort Myers Beach affect my quality of life. With the anticipation of many more arrivals of aircraft over Fort Myers Beach, the problem will continue to get worse. It is most unfortunate that people on vacation and retired people, such as I, cannot get to sleep at a reasonable hour or stay asleep in the morning because I am a part of the flight path for RSW. I feel that I live on an extension of the runway. Ten years ago, this noise was not here.

14. It appears that the aircraft need to travel way out into the gulf before turning for the landing approach. That must take extra quantity of gasoline. In this day and age where economics are important, I see this as an unneeded expense for the airlines and therefore me as a consumer who pays for airplane tickets.

14. I live in the middle of Fort Myers Beach/Estero Island and find the noise and soot from the airplanes unbearable at times.

15. Please help direct the aircraft away from going over the island of Fort Myers Beach. They need to "start" descending over less populated places for health issues, safety issues, and quality of life issues for the people on Fort Myers Beach.

Annie Babcock 5130 Williams Drive Fort Myers Beach, Florida 33931 8/23/2011

Annie Babcock 10.29

August 18, 2011
300 Lenell Rd
Ft Myers Beach, FL 33931

Lee County Post Authority-SWFIA
C/O Celia Moinar & Associates
1631 Hendry St
Ft Myers, FL 33901



SW Florida Int'l Airport Noise Study Comments

Gentlemen:

I am a taxpayer and resident of **Ft Myers Beach** since 2000. I have owned my home on the south end of the Beach for 11 years. Having moved from a Chicago suburb close to O'Hare Airport, I carefully verified that my home was **not** in a flight path for SWFIA. Approximately 8 years later, the FAA suddenly altered flight patterns around the airport without notice and my home is now under a flight path.

The change was made **after** I purchased my home and I am now subjected to loud noise and air pollution from aircraft landing directly over my house at low altitudes from 6am to midnight. When my AC is on and the windows/doors are closed, I can still hear the noise of aircraft landing loud enough to wake me up. Imagine how much more irritating it is when I sit outside on my lanai or at the pool. It is impossible to carry on a conversation when a plane is landing overhead. Even though the engines are not at full power as when they take off, they have a piercing whine when landing that is extremely irritating and nerve wracking. Dirt and soot have noticeably increased on my windows and lanai due to the jet engine exhaust.

According to Airport publications, the revised flight pattern was supposed to direct planes over the Gulf and then perpendicular to and over the short dimension of the island and north of my house. **Contrary** to the published plans, the planes make an uncontrolled shortcut and fly parallel to the length of the island starting at the south end of the island and then over my home, extending and increasing the noise duration.

The property values of my home declined in Chicago because I lived near O'Hare. I was not going to let that happen again therefore I verified that planes were **not** routed over my new home when I purchased it in 2000. Aircraft now fly at altitudes less than 3000' over my house on a regular basis. It will be worse when the 2nd runway is constructed. Local realtors have confirmed that our property values on Lenell Rd have **declined** because of the revised flight pattern. I was here first, prior to the revised flight plan. What Federal/State/Local Agency will reimburse me for lost property values?

1E, 30

Southwest Florida International Airport
Noise and Land Use Study

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AUG 21 2011

PUBLIC INFORMATION COMMENT SHEET

BY:.....

Name BEFY SIMPSON
Address 180 CURLEW STREET
City FT MYERS BEACH State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: EXCELLENT, EDUCATIONAL INFORMATION
POSSIBLY AROUND THE ROOM - SEVERAL
KNOWLEDGEABLE MEN/WOMEN TO ANSWER QUESTIONS -
(SARAH & JACK)

Please keep the APC high over the beach -
the beach has been here for hundreds of years
& that should be acknowledged - as opposed to
"New developments" that were built after the airport
had been built - they knew the airport was there
when they built in those areas -

Thank you for providing us with an
opportunity to express our feelings -

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

RECEIVED
AUG 21 2011

BY:.....

August 16, 2011

Lee County Port Authority - SWFIA
C/O Cella Molnar & Associates, Inc.
1631 Hendry Street
Fort Myers, FL. 33901

To Whom It May Concern:

We'd like to thank all of those individuals who have contributed their time and effort to hold this workshop concerning the Noise and Land Use Study for the Southwest Florida International Airport.

Our home is located at 5590 Williams Drive in Ft. Myers Beach. In the past decade we've certainly noticed an increase in the number of low flying aircraft directly over our residence. We hope that a quieter, less invasive alternate route (i.e. flying over highly populated areas at low altitude) can be achieved.

Thank you for your consideration in this matter. Your help in keeping Fort Myers Beach a pleasant and naturally refreshing destination to vacation and live is so appreciated.

Sincerely,



Bill and Cristeen Zack

Kaye Molnar

From: Gail Violette [gviolette444@hotmail.com]
Sent: Monday, August 15, 2011 5:31 PM
To: Kaye Molnar
Subject: RSW Noise and Land Use Study Workshop (Fort Myers Beach) Comment Submittal

We reside (and work) on Estero Island now for 30 and 40 years respectively, and have never been so agitated by low flying planes noises, including engine and landing gear adjustments. We've been experiencing the annoyance right over our house on Ohio Ave (on the North End of the Beach). And, have also experienced the same at our condo at the south-tip end of the Beach as well !! HELP! It is so annoying, they jolt us out of a deep sleep, and when weather permits, we're unable to open up windows & turn the A/C off! We have also received complaints from tourists and neighbors alike through the years.....Please move the flight pattern! Maybe, exclusively over unpopulated Carl Johnson/Lover's Key State Park??? or ????. Thank You! John & Gail Violette

Pat A. Smith
50 Fairview Boulevard
Fort Myers Beach, FL 33931
Telephone: 239-463-2725
e-Mail: pasmithhsd@embarqmail.com

RECEIVED
BY: *js*

August 20, 2011

SWFIA Noise and Land Use Study
Lee County Port Authority - SWFIA
c/o Cella Molnar & Associates, Inc.
1631 Hendry Street
Fort Myers, FL 33901

Subject: Public Comment

Gentlemen:

Prior to the FAA rerouting of airplanes into SWFIA about two years ago, very rarely was there any noise or other impact at my home on Estero Island (Town of **Fort Myers Beach**) from airplane traffic. When planes flew over, they were so high as to barely be seen, and certainly did not create a noise problem. Subsequently, however, there has been an ever-increasing adverse impact, especially in season from late fall into early spring. The noise and frequency of it has been, at times, almost debilitating.

I purchased my home in 2000 as a permanent and full-time residence in retirement. It was certainly far enough from the airport that I reasonably did not expect there to be airport "effects", and there were none until the rerouting occurred. Suddenly there was a very noticeable and deleterious impact on the quality of life both immediately outside as well as inside my home. Particularly during season, frequent and obnoxiously loud overflights began to be a nearly constant nuisance. Any peaceful relaxation on my lanai during these periods of heavy airplane traffic was impossible, and even inside my house, with all windows and sliders closed as well as with air conditioning on, it became difficult on occasions during overflights to converse on the telephone or to hear the television or radio without raising the volume.

I have learned that FAA regulations prohibit disproportionately adverse impacts of airport noise on any one community. Since the FAA rerouting it certainly appears that Fort Myers Beach has taken a badly skewed burden of the noise pollution from SWFIA. Has this community, which happens to be a "cash cow" for the airport and county at large, with our tax base and beach attractions constituting a major contributor to revenues of both, become a sacrificial lamb? How long will the residents, in particular, as well as the visitors to this island be willing to support paying so much for a very compromised quality of life? As the total air traffic increases along with its noise burden here, how long will the "cow" be willing to be milked? I, for one, am now seriously

1E, 34

considering moving away although I had initially planned to live here for the remainder of my life. It is that annoying.

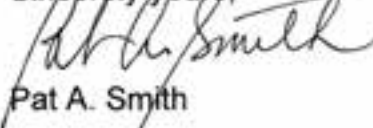
At your public workshop on August 15 I learned that, apparently, a good many flights are "cutting corners" of the designed flight corridors so as to cross the southern end of Estero Island (where I live) at reduced altitudes and turning as they approach SWFIA. Either the lowered flaps on descent or turning - something - causes a high-pitched screeching, which is very obvious and very annoying. This morning, for example, I was awakened by that noise at 5:18 a.m. That is insupportable! It was dark still, but I have a bedside clock which projects the time on my ceiling. How can this be considered acceptable to inflict on someone living over 20 miles away from the airport, especially if on a regular basis? We have many older residents on Estero Island, some of them not entirely well, and this is a particularly severe burden for many of them. If the noise impacts here cannot be mitigated, and soon, I will suggest to the Lee County Visitors Bureau that they advertise our beach and accommodations as especially suited to the deaf and hard of hearing.

It is still a concern to me that your noise studies actually reflect the reality of noise problems on this island during the heights of seasonal traffic. During "high" season, we not only experience a very significantly increased frequency of overflights here, but also more in the early mornings and late evenings as well as more of the larger aircraft. The cumulative and repeated effects of noise produced by seasonal traffic would in no way be seen in data gathered during the "off" season.

No one wishes to compromise air traffic safety in any way. However, it is clear that a great deal of air traffic was already being handled at SWFIA prior to the FAA's rerouting and changes to corridors. That traffic was maintaining elevations and paths that seldom, if ever, adversely affected the community of Fort Myers Beach. It is not at all clear to me (neither a pilot nor any sort of aviation expert) just why the aircraft now must fly so much lower so often as they approach, at this distance, an airport which has not physically moved. Having flown a great deal, though, I do also know that there are many airports in both the U.S. and other countries where such low-level and long distance approaches to commercial airports not only would not be allowed, they would not be possible.

Your courtesies at the workshop and in providing opportunities for public comment are appreciated. It is fervently to be hoped that some methods will be found to mitigate the rather severe and, in my opinion, disproportionate noise impacts of operations at SWFIA on the community of Fort Myers Beach.

Sincerely yours,



Pat A. Smith

1E.34

Beth Ann Burwinkel
4560 Estero Boulevard, No. 504
Ft. Myers Beach, FL 33931

August 15, 2011

Lee County Port Authority – SWFIA
c/o Cella Molnar & Associates, Inc.
1631 Hendry Street
Fort Myers, FL 33901

Dear Lee County Port Authority:

My home is at 4560 Estero Blvd., **Fort Myers Beach**. The airplanes fly over my home every day, especially between 10:15 am – 11:45 am and again between 5:00 pm and 7:00 pm. The noise can limit my ability to converse while sitting on my lanai.

Once, I was awakened from a sound sleep at 5:45 AM! I thought the airplane was crashing into our building.

Occasionally, I will notice an incoming flight that is not disturbingly loud as it is flying at a higher elevation. A few inbound flights from the north seem to fly right down Estero Blvd. before turning east.

I watch people on the beach look up when they hear an airplane coming in. It seems to me our beach visitors should be enjoying the sand and water rather than noticing our air traffic.

Thank you for conducting the airport noise workshops. I look forward to a positive and quiet resolution to this issue.

Sincerely,

Beth Ann Burwinkel

Cc: Tom Babcock

1E.35

Kaye Molnar

From: quilta4265@aol.com
Sent: Tuesday, August 16, 2011 2:31 PM
To: Cmrosenstein@flycpa.com; Kaye Molnar
Subject: Aircraft noise abatement

COMMENTS ON THE EFFECTS OF SEVERE NOISE POLLUTION CAUSED BY HIGH DECIBEL AIRCRAFT NOISE OVER FORT MYERS BEACH, FLORIDA

I have many reasons to complain/comment on this matter, but the one that upsets me the most is the matter of late-night and early-morning flights over my condo at the south end of Fort Myers Beach. When my friends and I bought here over a decade ago, we believed we were buying a little piece of paradise. Little did we know that our paradise would become, in effect, an extension of Southwest Florida International Airport. I've begun my giving my address as "Runway 4265-R, because my street address includes the numbers 4265, and because I really feel like I live at the airport now.

There was one day when I was seated at my desk, looking up Estero Bay, and did the biggest double-take I think I've ever done in my life. I heard the loud plane noise, looked up, and saw this big jet coming straight at my condo at a frighteningly low altitude. However, as I said earlier, my chief complaint is in regard to peak-season late-night/early-morning flights. Some flights arrive even later than scheduled, which puts them past midnight. I can testify to that personally, because I often lie in bed at night trying to sleep as these flights are passing overhead. To add insult to injury, the jets begin flying early in the morning, so if we're trying to sleep past maybe six or seven o'clock, our odds of doing so aren't particularly good.

There was a time in the not-too-distant past when the residents of and visitors to Fort Myers Beach were spared all this angst over aircraft noise levels on the island, and what we need now is to return to using alternate arrival routes. A way can be found, by all the bright minds at the FAA, to achieve this result.

Speaking of the FAA, it's my understanding that they have been mandated to avoid disproportionately affecting any one community with high levels of aircraft noise. If this is so, then I must say that the FAA needs to become more serious about upholding it's mandate.

We appreciate being able to voice our concerns, and we hope that the powers-that-be take us seriously, and do as much as they can to help us regain a decent quality of life. It doesn't feel as if that's asking too much, since there are solutions to the problems we are now experiencing.

Thank you for your attention.

Carol Ann Landry

1E, 36
1

Kaye Molnar

From: hary lefferts [hleffert@hotmail.com]
Sent: Thursday, August 18, 2011 11:31 PM
To: Kaye Molnar
Subject: airport noise

I am sorry I could not attend the meeting at Ft. Myers Beach concerning airplane flight patterns and the noise. It has gotten to the point where the only quiet place is in the house with the AC on and TV going in order to escape the noise. Flying over Lovers key and then changing course would solve most all of the problem, increasing noise by airplanes along with increased dirt does nothing to improve our health, property values or desirability of our area. Please reroute the airplanes away from the lower end of Ft Myers Beach.

Thank you for your consideration.

Harry & Chris Lefferts
341 Seminole Way
Ft. Myers Beach, Fl.

1E, 37
1

Kaye Molnar

From: Bevsbigfolly@aol.com
Sent: Saturday, August 20, 2011 8:31 AM
To: Kaye Molnar
Subject: airport noise

I have lived on **Fort Myers Beach** for 40 years in same house, airplane noise has never bothered me. Think its mostly people in the hi-rises. That should never have been built. These people should get a life. Focus their thoughts on some thing else. In the past, I have voiced this to the beach commissioners (think most of them live in hi-rises.) Also Ray Judah, and Bob Ball from the airport. Only commissioner that really ever cared about the Beach was Garth Reynolds. Rest of them are money grubbers out to line their own pockets. Heck with the locals, just out for Tourists. Beach was a wonderful place before we became a city.

Beverly Barusch

12.38
!

Kaye Molnar

From: Chad Rosenstein [cmrosenstein@flylcpa.com]
Sent: Tuesday, August 16, 2011 3:15 PM
To: Kaye Molnar
Subject: Fwd: air craft noise study

----- Forwarded message -----

From: Joan Daley <jemdaley@gmail.com>
Date: Sat, Aug 13, 2011 at 7:21 AM
Subject: air craft noise study
To: [Cmrosenstein@flylcpa.com](mailto:cmrosenstein@flylcpa.com)

I am an 8 month resident of **FMB** and find the winter season aircraft noise intolerable.

The winter flights increase and are coming and going late at night and early morning making sleep impossible, as they are flying very low over the beach and Estero Bay. In season the flights are more frequent, the planes larger and noisier, and according to friends in TSA often late leaving and arriving. Considering the volume of passengers using the international airport in season one would think the noise studies need to be conducted in winter to adequately assess the impact.

Thank you for the opportunity to comment on this issue.

Joan Daley
4263 Bay Beach Lane
Fort Myers Beach, FL

Please note: Florida has a very broad public records law. Most written communications to or from Port Authority employees and officials regarding Port Authority business are public records available to the public and media upon request. Your email communication may be subject to public disclosure.

1E, 39
1

air traffic noise

Send Save Now Discard Draft saved at 6:57 PM (2 minutes ago)

To: k.molnar@cella.cc

Add Cc | Add Bcc

Subject: air traffic noise

Attach a file

RECEIVED
AUG 21 2011

BY: [redacted]

« Plain Text

I would like to register a complaint about the air traffic noise ^{over the} Harborage subdivision. It is impossible to be outside and ^{have a} conversation or if inside to be able to hear the TV when they ^{fly} ^{over} help on this would be appreciated.

Sincerely
Carla S. Combs
5481 Harborage Dr
Ft. Myers, Fl 33908
239 464 9399

Send Save Now Discard Draft saved at 6:57 PM (2 minutes ago)

Move to inbox Labels More

1% full
Using 103 MB of your 7617 MB

©2011 Google - [Terms & P](#)
[Disable buzz](#)

1E.40

8/21/2011 7:00 PM

Kaye Molnar

From: Wengnut1 [wengnut1@aol.com]
Sent: Thursday, August 18, 2011 9:31 PM
To: Kaye Molnar
Subject: Fwd: SWFL Noise Study

-----Original Message-----

From: Wengnut1 <wengnut1@aol.com>
To: k.molnar <k.molnar@cella.cc>
Sent: Thu, Aug 18, 2011 9:22 pm
Subject: SWFL Noise Study

This is in response to the workshop I attended this evening. I live in **The Harborage on 41** south of Alico. I have been resident here for 10 years. If I would have known about the plane noise over our home we would have never purchased this home. The season obviously brings more flights and we are unable to leave the windows open in the evening as the noise can be quite bothersome.

What I learned tonight that it is unlikely that a change in the flight pattern will not happen, but a change in the altitude is being considered.

I would also hope you will take in consideration alternating the flight pattern a few degrees to the north and south. As it seems now we can watch the planes from our front door cross directly over our home. So we have neighbors that live in this neighborhood that don't feel our pain!

Thank you for this opportunity.

Linda Wenger
5220 Harborage Drive
Ft Myers Fl 33908

1E.41
1

To: Cella Molnar & Associates,

Subject: The Harborage Air Traffic

My wife and I live in the Harborage on route 41 just south of Alico Rd. We have lived there for 20 years. Every year we have experienced low flying aircraft over our home and it has increased from occasional to many times a day. We cannot sit on our lawn or swim in our pool and talk outside because of the low flying aircraft even though we are many miles from the airport. Can the flight rules be altered to require aircraft to follow new paths from time to time and maintain altitudes higher until closer to the airport.

Thank you for any steps you can take.

Robert L. Nelson
5301 Harborage Dr
FT Myers, FL 33908
239-267-8963

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NOV 2 2011

BY:.....

1E, 42

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Norbert & Elizabeth Bayl
Address 16721 Kelly Woods Dr #187
City Ft Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days or mail your comments to kmolnar@cella.cc.

Comments: We've lived here in the Sona McGregor
Community for the past 14 years & the air
traffic has increased considerably,
off season it's much better, however during
season with more air traffic it gets quite
noisy some days.

We realize that planes must fly, but
I hope we won't get any more traffic than
we already have. ☺

Thanks

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Kaye Molnar

From: Lisa Decarlo [decarlolisa113@aol.com]
Sent: Wednesday, September 07, 2011 10:05 AM
To: Kaye Molnar
Subject: RSW Noise Study Comments
Attachments: air noise comments.pdf

I am resending my comments with an attachment. This attachment is a print-out of the commercial pilots' comments that I mention in my below email. They go into specific details about the changes to the flight patterns and their opinion as to how to alleviate the noise.

Thanks again.

-----Original Message-----

From: Lisa Decarlo <decarlolisa113@aol.com>
To: kmolnar <kmolnar@cella.cc>
Sent: Wed, Sep 7, 2011 9:54 am
Subject: RSW Noise Study Comments

I live at 6041 Montego Bay Loop, Fort Myers, FL 33908. This is the **Island Park Road area** of Fort Myers which is located West of Rt. 41 near Alico Road. In the past few years, I have noticed a dramatic increase in the amount of air traffic that flies over my neighborhood, as well as an increase in the frequency of flights. Of course the busiest time of the year is during our "season" from approximately November through April. I have noticed that the loudest, most disturbing flights are take offs which are low and very loud.

On a Saturday morning back in March of this year, I was doing chores inside my home and kept hearing very loud airplane noise very frequently. So I took a pen and paper and sat down on my back porch and recorded the time of each airplane flying overhead and I gauged the noise level on a scale of 1 - 5, with 5 being a level loud enough to drown out a normal conversation. In 30 minutes time, I recorded a take off every 2 -3 minutes and I graded each of the flights at a level 4 or 5. I have to say it was very upsetting to me to see on paper how much air traffic noise my neighbors and I were being exposed to in only 30 minutes time. In the five years that I've lived in my house, I have never before experienced so much noise disturbance by aircraft. I couldn't help but wonder what had changed at the airport to result in such a drastic increase in noise levels over my home.

Before I purchased my home in 2006, I spent a great deal of time, over the course of several weeks, in the neighborhood of the home to get an idea of the airport noise. While I did see and hear flights overhead, only occasionally was the noise level disturbingly high. Most flights were at acceptable noise levels. I understood then, and I understand now that the convenience of living so close to the airport comes at a cost of having to endure air traffic noise and I am perfectly ok with that. But the increase in the frequency of flights and the low altitude of those flights (especially take offs) that fly over our neighborhood has become, at times, unbearable.

I also read comments on the Naples-News website from 2 commercial pilots who both stated that flight approaches from the East Coast that used to come down the west coast of the state and turn in to the airport have now changed and they are now required to fly down the middle of the state at a lower altitude, before turning over the gulf and then towards the airport. Both pilots agreed that this causes increased noise and burns more jet fuel than the old approach. They also stated that the change to this flight approach was unnecessary.

I thank you for taking part in this noise study and I would like to conclude my comments by reiterating that I do not expect zero airtraffic noise over my neighborhood. However, I hope that a fair solution can be found so that

1 | E.44

the frequency of loud take offs coming over my neighborhood can be lessened and that my neighborhood not be unfairly burdened/disturbed by the noise.

Sincerely,

Lisa DeCarlo
239-777-9002

2 1E.44

I've flown in and out of there as a commercial pilot since SW Regional opened. I have never experienced a delay due to traffic saturation at that airport. They don't need another runway. I'm thinking ExxonMobil came up with the new arrivals 3 yrs ago. We now come down the center of the state and they make us descend very early (which burns more fuel) and then we come south of the airport, out to the coast, over Estero Bay for a much longer arrival. It makes no sense. We used to come down the west coast, over Pine Island (at an altitude that would create minimal noise for those folks) over Estero Bay and then into the airport. It worked out great. They need to go back to the original arrival for fuel savings and better noise abatement.

in response to lionfishhunter:

I've flown in and out of there as a commercial pilot since SW Regional opened. I have never experienced a delay due to traffic saturation at that airport. They don't need another runway. I'm thinking ExxonMobil came up with the new arrivals 3 yrs ago. We now come down the center of the state and they make us descend very early (which burns more fuel) and then we come south of the airport, out to the coast, over Estero Bay for a much longer arrival. It makes no sense. We used to come down the west coast, over Pine Island (at an altitude that would create minimal noise for those folks) over Estero Bay and then into the airport. It worked out great. They need to go back to the original arrival for fuel savings and better noise abatement.

I agree with you all the way. I'm a commercial pilot myself and if they want to add another runway they need to add one that intersects 6/24. Have a runway 15/33 when the winds shift.

1E.44

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name JUDY AND FRED FELORAMP
 Address 18170 CREEKSIDE VIEW DR.
 City FT. MYERS State FL Zip Code 33909

Drop your written comments into the comment box here tonight, mail them to
 the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

kmolnar@cella.cc

Comments:

WE BOUGHT A LOT AND BUILT A HOME ALONG MULLOCK CREEK (WEST OF U.S. - 41 IN FT MYERS) UNDERSTANDING IT WOULD TAKE TIME TO ADJUST TRAFFIC RULES AT THE AIRPORT BUT COMFORTABLE THAT LAW AND PROPER MANAGEMENT WOULD ULTIMATELY PREVAIL TO FAIRLY DISTRIBUTE THE BURDENS OF TRAFFIC NOISE IN LINE WITH THE BENEFITS OF INCREASED AIR TRAVEL AT THE AIRPORT.

AS WITH ALL URBAN AREAS OF GROWTH, PROPER NOISE ABATEMENT MANDATES THAT THE BURDENS BE FAIRLY SHARED AND MINIMIZED. WHEN ONE AREA IS BURDENED BY REPEATED 6:25 AM UNMUFFLED FREIGHTERS, HOWEVER, THINGS MUST CHANGE. THAT, REGRETABLY, IS THE SITUATION WE NOW FACE.

IF ALTERNATING ROUTES ARE USED, AND PROPER NOISE ABATEMENT IS APPLIED (MANDATORY NOISE REDUCTION BY LIMITING AIRCRAFT LANDINGS AT ANORMAL TIMES "FLAP DOWN" / "GEAR DOWN" RESTRAINTS AND PROPER ENGINE MUFFLING) WE HAVE NO OBJECTION TO SHARED SACRIFICE FOR THE SAFE AND BENEFICIAL USE OF SWFLIA. AT PRESENT, HOWEVER, WE ARE BEING ASKED TO ACCEPT AN IMPROPER SHARE, DUE IT APPEARS TO IMPROPER PRESSURE BEING APPLIED BY THOSE UNWILLING TO ACCEPT REASONABLE SHARING. WE WILL SUPPORT ALL EFFORTS TO ACHIEVE EQUITY.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFLIA Noise and Land Use Study
 Public Information Workshop
 August 17, 2011

RECEIVED
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BY: JLF

1E.45

Kaye Molnar

From: Frederick L. Feldkamp [ffeldkamp@gmail.com]
Sent: Monday, August 29, 2011 9:00 AM
To: Kaye Molnar
Subject: SWFIA Noise abatement needs
Attachments: Scan0007.pdf

The attached responds to requests for comment. A copy is also being mailed.

What is obviously required is a program for noise abatement generally, focus on landing routes that focus impact on commercial zones rather than residential zones, limits on landing times for older aircraft with outdated noise control equipment, gear/flaps down restraints and shared impact to distribute burdens of landing and takeoff noise to as much of the area as is reasonably proper (consistent with allocation of benefits and safety considerations).

Thank you for the opportunity to comment.

Fred Feldkamp

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Southwest Florida International Airport Noise and Land Use Study

Public Information Comment Sheet
Estero Community Center, Estero, Florida
Thursday, August 18, 2011

RECEIVED
AUG 2 2011

BY: _____

NAME: Donald A. Lusch and Melinda K. Lusch

ADDRESS: 22227 Via Palazzo Place (Rapallo at Coconut Point Community)

CITY Estero **STATE** Florida **ZIP** 33928

In addition to our primary residence we own residential property at 8573 Via Garibaldi Circle here in Rapallo and two vacation rental condominium units in the Ambassador Condominium on Bonita Beach, Bonita Springs, Florida 34134. All of our Florida property was purchased before the flight patterns were changed, without public notice.

We recognize that air traffic safety is of primary concern and how important it is to all of us, visitors, part and full time residents, to have safe, easy and efficient access through the airport. However, the increased noise level which has come about as a result of the change in flight patterns at the Southwest Regional Airport is counter-productive to the quiet enjoyment of a large number of permanent residents, seasonal residents and vacationers.

Unless some remediation of the noise level can be found it will have a long term negative economic impact on our communities. Are there other airports in the country that have primary flight patterns going directly overhead at the beaches where vacationers come to relax and enjoy the natural environment?

Observations: During the winter months (season) from about 11:00 am to 2:00 pm and 4:00 pm through 7:00 pm an airliner is passing overhead about every five minutes. The majority of the time, while sitting on our lanai, the noise level is at best distracting and too frequently requires suspension of normal conversation. Some aircraft are much louder than others; some make a more high pitched "whiney" sound. As I recall from the public meeting the chart on sound levels indicated 65 decibels was acceptable. In my judgment, using the other common noisemakers on the chart, we are experiencing sound levels in the 85-90 decibel range on a regular basis.

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When at our property on Bonita Beach admittedly the sound level is probably less than 65 decibels but considering the "land use" is natural beach frontage, a relatively rare commodity, the sound is still loud enough to be distracting.

Potential Solutions: We understand this is a complex situation. Substantially changing the flight path to reduce noise over our property to shift it over someone else's probably is not a viable solution (though that did not seem to be given consideration in the present situation).

From comments I heard a representative of the study make one option might be to change the altitude of the aircraft as it flies over the residential area, taking them further out over the Gulf of Mexico before they turn back in for the final descent to the runway.

Another mitigation would be to monitor the decibel level of the various models of aircraft and require those with a significantly higher than average reading to modify the aircraft or its approach or altitude.

Also, especially during non-peak times, would it be possible to divert more of the landing aircraft to the previous landing pattern?

Thank you for providing useful information during the public meeting and providing this opportunity to have input into the decision making process.

1E.46

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name JOSEPH BLAINE MCKINNEY
 Address 18261 PARKSIDE GREENS DR.
 City SO. FT MYERS State FLA. Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc

kmolnar@cella.cc

Comments:

Please consider improved regulations on the ceiling of flights crossing Shadow Wood Preserve. Currently flights are coming in very low with gear down creating very loud noise.

Also, there seems to be an increase in the amount of flights after 11pm and before 7am.

I understand that patterns can't be changed, it would help to ease noise to raise the ceilings.

Please don't hesitate to call if you have questions etc.

Thank you.

Joseph Blaine McKinney

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SEP 06 2011

BY: *KM*

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop

SWFIA Noise and Land Use Study
 Public Information Workshop
 August 17, 2011

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August 29, 2011

To:
Lee County Port Authority- SWFIA
C/O Cella Molnar & Associates
1631 Hendry Street
Ft Myers, FL 33901

From :
Jan Mahal
22221 Kenwood Isle Drive
Bonita Springs, FL 34135
Mahals4@aol.com.

I am a full time resident of Shadow Wood of the Brooks for over 7 years. I am very concerned with the increase in airplane noise and pollution resulting from the new flight pattern implemented in 2008. This new flight pattern has detrimentally affected our quality of life and home values.

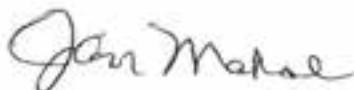
I counted over 53 flights just between 9am and 3 pm one day last winter. Our family eats most meals outside everyday year round and the increase in aircraft noise is disturbing. The dark black soot pollution on our tables and lanai has to be cleaned off everyday. This week I have also noticed planes flying overhead before 7 am and after 11 pm even with the windows closed and air conditioner running continuously.

Why is the FAR study is being conducted now during the slow summer months when only 30% of the residents are here and it is the lowest level of tourism? Why isn't the study being done during the peak tourism season? I would like to see FAR study the noise level during holiday weekends and the peak months of January- March to effectively record the noise activity during that time frame.

One suggestion is to route the planes south to Marco Island over the gulf, away from the beach and populated areas, then turn east perpendicular across the beach to the airport. This would alleviate noise for many citizens if planes flew over water or marshland.

I was very disappointed to learn that the Lee County Port Authority Governors recommendations cannot inconvenience the FAA or the airline industry including causing higher fuel usage. I strongly recommend Lee County make a recommendation that is to the benefit of the taxpayers and residents their #1 priority.

The Lee County Port Authority Governors should represent our interests and defend the residents on this vital issue.



Jan Mahal

RECEIVED
AUG 29 11

BY: 

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August 21, 2011

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AUG 21 2011

To Lee County Port Authority – SWFIA
C/O Cella Molnar & Associates
1631 Hendry Street
Fort Myers, Fl 33901

BY: _____

From Mark Mahal
22221 Kenwood Isle Dr.
Bonita Springs, FL 34 135
239 495 8850
markgmahal@gmail.com

Subject Airport Noise

I am a full time resident of Bonita Springs in the **Shadow Wood Community**. We purchased our home in the fall of 2004. At the time of the purchase there was essentially no overhead air traffic. In the fall of 2008 this changed dramatically. Commercial aircraft now fly directly over our neighborhood in route to RSW. During the months of November – April we have counted **50 plus flights in a ½ day period**. The flights are concentrated in the early morning and evenings exactly when we are outside in our lanai for breakfast or dinner.

The change in air routes in the fall of 2008 has significantly depreciated the **quality of our relatively serene residential setting as well as the market value of our home. We would not purchase a home today in**

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this location given the current level of air traffic over the neighborhood.

While understanding the need to manage increased air traffic in a safe manner it is difficult to understand why the current routes were chosen which put significantly more aircraft over heavily populated residential areas. It would seem to be a far better solution to change the current routes to direct the aircraft just south of Marco Island which is sparsely populated and bring the flights north up over the gulf away from the beach and cross the beach perpendicular to the shore avoiding flying over as many populated areas as possible.

While such a route might take a small amount of additional fuel this is a cost that needs to be borne by the airlines and the flying public. By the way I travel extensively, being away from home more than 220 days per year all via air travel. This incremental cost needs to be paid for by the flying public. Under today's routes this cost is being transferred to the residential communities through lower property values and lost aesthetics. This is a bad economic and environmental approach. Under the current routes **my neighbors are financing my air travel and the airlines are being given a subsidy, reducing their incentives to be more efficient and environmentally friendly.**

My wife and I, along with many of the residents of the communities affected by the 2008 air route changes attended the August 18 Public Workshop in Estero. Based on the discussion with associates from both ESA and Cella Molnar & Associates we voiced our concerns in respect to both the current air traffic routes and the nature of the study being conducted.

Specifically:

1. As noted above the 2008 route change has significantly reduced the attractiveness of our residential neighborhoods in respect to property values and aesthetics
2. The current routes should be moved away from populated land areas and moved out over the gulf with any incremental cost borne by the flying public and the airlines (an incentive to the airlines to become more efficient)
3. The current routes are being financed in part by the residential communities over which they fly rather than by the flying public and the airlines
4. There are serious concerns about the current FAR Noise Study
 - a. The testing is being done by during the summer time when the level of air traffic is significantly lower. If the Port Authority is going to spend \$781,000 for the study why wouldn't it be done during the peak traffic periods to get a realistic measure?
 - b. The study is apparently limited to making recommendations on alternatives that do not create a burden on the FAA or on the airlines including making the airlines use more fuel.**

Points 4. - a and 4.- b cause us to seriously challenge the scope and direction of the FAR Noise Study.

- Why is it acceptable to consider and implement routes that place economic and aesthetic burdens on the residents but not on the airlines or the FAA?
- Who is concerned with the well-being of the residents ?

I strongly recommend the Lee Country Port Authority revise the current study to sample air traffic conditions during the months of peak flights and any alternatives developed are broadened to include options that protect the economic interests of the residents of the affected neighborhoods.

If the Lee Country Port Authority Governors do not represent the interests of the residents who will? It would seem very difficult to defend the approach and scope of the current study as being a prudent public expenditure that is in the best interest of the community.

Your support in respect to the above is greatly appreciated. I along with my family and neighbors will be actively pursuing this issue in the months to come.

Best regards,

A handwritten signature in blue ink, appearing to read 'Mark Mahal', with a horizontal line underneath the name.

Mark Mahal

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name STEVEN & MARTHA ROBINSON
 Address _____
 City _____ State _____ Zip Code _____

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

kmolnar@cella.cc

Comments:

As homeowners in the Shadow Wood Preserve community,
 we would like to voice our displeasure regarding the
 flight paths taken and the resultant noise from the
 airplane traffic landing at Southwest Regional Airport.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
 Public Information Workshop
 August 17, 2011

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BY:

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

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AUG 18 2011

BY:.....

Name Richard & Christine Reichow
Address 18971 Knoll Landing Dr
City Fort Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc

kmolnar@cella.cc

Comments:

We live in Shadow Wood Preserve which
is between Constitution to the North and
Sanibel Blvd to the South.

The air plane noise is becoming a nuisance
The planes seem to be coming in lower
and louder all the time.

When on our Lanai we have to stop
conversation to wait until the plane
passes by.

Why?

Can't they come in at a higher altitude
or something so the noise level is lowered?

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 17, 2011

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Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name SAM TILL, JR
Address 22070 Longleaf Trl Dr.
City Bonita Spgs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I realize air-traffic must go somewhere but we in Stardownd are seeing a noticed increase over our community. Being so close to the airport these flights are right on top of us and affecting our quality of life.

I would ask that you adjust the patterns to help Estero - Bonita Springs maintain there peaceful atmosphere! Thanks.

Sam Till Jr.

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BY: JK

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
August 15, 2011

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Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MR & MRS WILLIAM BUTTWIN
Address 9501 CYPRESS HAMMOCK CIRCLE UNIT #202
City BONITA SPRINGS State FLORIDA Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to knolnar@cella.cc.

Comments: MY WIFE AND I PURCHASED IN SHADEN WOOD
IN 2004. WE DID SO PRIMARILY BECAUSE OF
THE OVERALL AMBIANCE (QUIET AND FRIENDLY).
WE ARE VERY ACTIVE GOLFERS, WALKERS, AND
BICYCLE FREQUENTLY.

WHEN THE INCREASE IN COMMERCIAL AIR
TRAFFIC NOISE DIRECTLY OVERHEAD BEGAN, OUR
QUALITY OF LIFE DECREASED DRAMATICALLY. WE
ALSO BELIEVE OUR PROPERTY VALUE DECREASED
AS WELL.

WE ARE VERY DISAPPOINTED WITH THE
CURRENT SITUATION AND STRONGLY ENCOURAGE
CHANGING FLIGHT PATTERNS TO RESTORE OUR
QUALITY OF LIFE.

SINCERELY,

W. William Buttwin

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
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August 15, 2011

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BY: gld

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

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AUG 21 2011

BY:.....

Name George Bandy Summer Wynn Presume
Address 18700 PARKSIDE GREENS DR
City FT MYERS State FL Zip Code 33905

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

kmolnar@cella.cc

Comments:

THE PLANES ARE EXTREMELY NOISY
THIS COULD EASILY BE SOLVED BY KEEPING THE PLANES AT
A MANDATORY HIGHER ALTITUDE DURING THE LANDING PROCESS
WE HAVE A RETIRED U.S. AIR ~~PILOT~~ PILOT ON OUR STREET AND
HE SAYS THAT A HIGHER ALTITUDE WOULD NOT BE A
DANGER ? ACTUALLY MORE FUEL EFFICIENT FOR THE PLANE
SOME PLANES COME IN HIGHER AND ARE QUIET
MOST COME IN LOW AND ARE VERY NOISY

(Attach additional sheets if necessary)

I thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
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BY:.....

Shadow Wood Preserve Noise Improvement Committee

August 18, 2011

I represent one of the 292 homes in Shadow Wood Preserve. Our community is located 6 miles West on the centerline of RSW runway 6. As you know, we are on the final approach leg. Planes passing over us vary in altitude between 1500' to 1600', or lower. At that altitude jet sound is very loud. Most residents were apprised of the planes when they purchased and have accepted a certain level of noise. Our observations show that most of the noise is caused by 30%-40% of the planes. These planes have their wheels and flaps extended when they pass over our development. The remaining (60%) have tolerable noise levels. According to the Fort Myers Beach Committee many of these planes pass over them at the same 1500' to 1600'

We are aware of the voluntary "KEEP-EM HIGH" program at RSW to mitigate the noise by keeping runway 6 arrivals above 3000' when crossing Fort Myers Beach. As a voluntary procedure, it is often not followed. We still see planes descending to 1500'-1600' or lower over the Fort Myers Beach shoreline, and pilots "dragging" the plane in causing excessive noise.

After careful analysis we respectfully submit the following recommendation for your review and action:

1- Maintain the October 8, 2008 FLOWCAR flight paths changes for planes flying from the Northeast to RSW because this helps spread the noise footprint.

2- Request pilots start their approach at or above 3000' over Fort Myers Beach with a standard 300' per mile decent, which meets FAA decent requirement, and hold off dropping the gear and flaps until reaching the outer marker (MUFFY). We estimate that 60% of the "less noisy planes" currently do.

We feel this simple modification would comply with all FAA regulations and significantly reduce our noise. Your consideration of this proposal and inclusion of Shadow Wood Preserve in any future meetings would be greatly appreciated.

Sincerely,

JOHN F SMITH
18200 CREEKSIDEVIEW DR.
FT. MYERS FL. 33908

1E55

Southwest Florida International Airport
Noise and Land Use Study

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PUBLIC INFORMATION COMMENT SHEET

BY:.....

Name JOHN F SMITH
Address 18200 CREEKSIDE VIEW DR.
City FT MYERS State FLORIDA Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: DURING THE WINTER MONTHS IN THE EVENING
HOURS THE PLANES ARE ARRIVING ABOUT 5 MIN APART.
THEY MAKE SO MUCH NOISE YOU CANNOT HAVE A CONVERSATION
WITH ANYONE ON THE POOL DECK AND LAJARA AREA. EVEN
TRYING TO HEAR THE TV IN THE HOUSE IS NOT POSSIBLE
IF YOUR DOORS AND WINDOWS ARE OPEN.
MOST NOISY ONES HAVE THE LANDING GEAR DOWN AND
ARE FLYING LOWER THAN OTHERS.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

1E.55

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name: James Bender
Address: 6768 Mossy Glen Drive
City: Fort Myers
State: Florida
Zip Code: 33908



Comments:

This is to express our concern regarding air traffic patterns and noise levels over our community (**Shadow Wood Preserve**). In full knowledge that our community lies close to the direct pathway for west-to-east landings, our major concern is the low level of flight above our community, which leads to excessive noise levels which often begin as early as 6:30 am. We hope that the FAA will consider adjusting flight patterns and procedures to encourage aircraft to utilize a higher altitude while over residential communities and refrain from dropping landing gear prior to entering the Shadow Wood Preserve vertical airspace.

James Bender

8/22/11

1E, 56

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name: Barbara Bender
Address: 6768 Mossy Glen Drive
City: Fort Myers
State: Florida
Zip Code: 33908

Comments:

This is to express our concern regarding air traffic patterns and noise levels over our community (Shadow Wood Preserve). In full knowledge that our community lies close to the direct pathway for west-to-east landings, our major concern is the low level of flight above our community, which leads to excessive noise levels which often begin as early as 6:30 am. We hope that the FAA will consider adjusting flight patterns and procedures to encourage aircraft to utilize a higher altitude while over residential communities and refrain from dropping landing gear prior to entering the Shadow Wood Preserve vertical airspace.

Barbara Bender

8/20/11

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name WILLIAM LABELLE
 Address 18180 CREEKSIDE VIEW DR
 City FT MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to
 the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

kmolnar@cella.cc

Comments:

WE CONTINUE TO HAVE MAJOR UNNECESSARY AIRCRAFT NOISE OVER OUR HOME IN THE SHADOWWOOD PRESERVE DEVELOPMENT. THE AIRCRAFT APPROACH PATTERNS ARE NOT SPREAD OUT NEARLY ENOUGH (WAY TOO MANY RIGHT OVER OUR HOUSE), THEY ARE ALLOWED TO APPROACH TOO LOW (FLAPS AND GEAR DOWN) AND AT HORRIBLE HOURS (AS EARLY AS 6:00 AM OR SO ON UNTIL WELL PAST MIDNIGHT.

I KNOW THIS IS UNNECESSARY NOISE CONCENTRATION BECAUSE I SEE AIRCRAFT APPROACH MUCH HIGHER SO GEAR AND FLAPS ARE NOT DEPLOYED TIL AIRCRAFT ARE WELL EAST OF US HIGHWAY 41. I ALSO SEE AIRCRAFT APPROACH FROM THE NORTH AND SOUTH IN TURNS WHERE THEY STRAIGHTEN OUT THE FINAL APPROACH EAST OF HIGHWAY 41.

PATTERNS SHOULD BE MUCH MORE WIDELY DISTRIBUTED IN EAST WIND (WESTERLY APPROACH) CONDITIONS.

ALL APPROACHES SHOULD BE AT HIGHER ELEVATIONS WITH NO FLAP OR GEAR DEPLOYMENT UNTIL WELL EAST OF US HIGHWAY 41 (THIS IS PRIMARILY COMMERCIAL/ INDUSTRIAL AREAS)

SUCH A SIMPLE SOLUTION AND YET STILL WE HAVE A MAJOR PROBLEM.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop

SWFLA Noise and Land Use Study
 Public Information Workshop
 August 17, 2011

1E.57

Kaye Molnar

From: Mike Wilkes [wilkesms1@comcast.net]
Sent: Monday, August 22, 2011 2:16 PM
To: Kaye Molnar
Cc: James Tanigawa
Subject: air traffic over Shadow Wood Preserve

To whom it may concern:

I've been a full time resident at **ShadowWood Preserve** for over 5 years.

We bought here to enjoy the quiet and solitude of the Preserve surroundings while enjoying friends and golf in what is a beautiful setting.

I'm writing to you today to voice my concern over the current flight pattern of jets into RSW. As you know these jets come down the middle of the state or the west coast and circle out over the Gulf, coming in directly over the Preserve, often low with landing gear down.

As we have friends over thru the week or my father for dinner every Sunday and sit outside, the noise is deafening to the point where conversations have to cease until the planes have passed over. To convey a story to you, there were perspective buyers who visited a house that was listed to see if the noise level from the planes would deter them from the purchase and the answer was yes, they bought elsewhere due to the problem. Friends from outside the Preserve are astounded with the noise level.

If the planes have to circle out over the gulf, why can't they track towards the runways over commercial real estate vs. residential? This has become an increasing issue over the past few months.

Your consideration to resolve this once and for all is appreciated and I look forward to hearing a response with an actionable plan to address the problem.

Thank you,
Mike Wilkes
6861 Misty Lake Ct.
Ft. Myers, FL. 33908
239-362-1441

1E.58
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Kaye Molnar

From: Ed Lode [elode@comcast.net]
Sent: Sunday, August 21, 2011 9:16 AM
To: Kaye Molnar
Subject: SWA Noise Study Comment

Hello,

My wife and I live in **Shadow Wood Preserve**, a gated community located about 6 miles West of the airport on the centerline of runway 6. Most of the airplanes landing from the West generally fly a few hundred yards North of us and we've noticed large differences in the amount of noise produced from plane to plane. We recognize that given our location, we'll frequently have noise from inbound flights (outbound flights scatter and are much higher and not really a problem), but we hope that the powers that be will see to it that all noise reduction techniques available will be utilized to improve our quality of life and protect our property values. In my opinion, varying the traffic pattern as much as possible may be the fairest strategy we could hope for. We don't mind enduring our fair share of the noise, but hope that the FAA will encourage pilots to 1) stay as high as possible, 2) delay the dropping of their landing gear and flaps as long as possible and 3) vary their angles of approach as much as possible.

Thank you.

Ed & Sue Lode

18670 Cypress Haven Dr, Fort Myers, FL 33908

1E.59

Kaye Molnar

From: Bill Pritts [billpritts@hotmail.com]
Sent: Sunday, August 21, 2011 3:01 PM
To: Kaye Molnar
Subject: SWFL International Airport Noise and Land Use Study

To whom it may concern:

We are residents of **Shadow Wood Preserve** in south Lee County. A considerable number of airplane pass right over our development when they are taking off or landing. Takeoffs are not a problem from a noise standpoint. However, when planes come in low for their landing approach they are noticeably noisy particularly when the landing gear and flaps are down. Airplanes that arrive late or early in the morning are particularly noticeable. There is a cargo plane that lands between 6 and 6:30 that is very noisy.

I understand that there is a voluntary noise reduction program in effect. When the airplanes fly over at a higher altitude they are not as much a nuisance. I urge the Port Authority to do whatever it can to influence the FAA and the air carriers to adhere to the noise reduction program.

William E Pritts
6901 Misty Lake Ct.
Fort Myers, FL
33908

1E.60
1

Kaye Molnar

From: cmrosenstein@flylcpa.com on behalf of Noise Comment [noisecomment@flylcpa.com]
Sent: Thursday, August 25, 2011 11:17 AM
To: Kaye Molnar; MArnold@esassoc.com
Subject: Fwd: noise complaint

FYI

----- Forwarded message -----

From: Noise Comment <noisecomment@flylcpa.com>
Date: Thu, Aug 25, 2011 at 11:15 AM
Subject: Re: noise complaint
To: Bill O'Malley <womfl2@gmail.com>

Good Morning Mr. O'Malley,

I have received your comments and will make sure that they are included in the noise study that we are currently conducting.

With respects to the flight pattern, the aircraft that you see flying over your house are on an arrival route called the TYNEE One, which is an arrival procedure for aircraft landing at RSW. This procedure does take aircraft over Pine Island at altitudes between 3,000-4,000 feet.

I am not aware of an arrival procedure that would keep the aircraft over the Gulf of Mexico as you discussed. There could be scenarios that cause that kind of deviation such as weather or the need to provide additional aircraft separation, but in general the aircraft follow the TYNEE One arrival.

If I can provide you with additional information please feel free to contact me.

Sincerely,

Chad Rosenstein

Noise Coordinator
Lee County Port Authority
11000 Terminal Access Rd
Fort Myers, Fl. 33919-8213
(239) 590-4466
(239) 561-0966 - Airport Weather Automated Surface Observing System (ASOS)
noisecomment@flylcpa.com

On Tue, Aug 16, 2011 at 11:40 AM, Bill O'Malley <womfl2@gmail.com> wrote:
My wife and I are year round residents at 3472 Manatee Dr., St. James City, FL, 33956 and have lived here 4-years. We are aggravated by the large number of southbound passenger jets passing directly over our home at low levels(estimated at 2000-4000' ft.). These flights start as early as 6:00 a.m. till after 11:00 p.m. The late afternoon and evening flights are particularly annoying during the fall, winter and early spring seasons when it is possibly to be out-of-doors and/or have our home's windows and doors open. This has become a life style

1E:61

issue. Our leisure time before, during and after the dinner hour is regularly disturbed by the jets flying low overhead.

My understanding of the south bound flight pattern to RSW is this. Flights remain over the Gulf of Mexico until south of Pine Island then turn left(east) toward the airport. It appears that most flights come right over Pine Island(north to south). If my understanding of the flight pattern is incorrect, please respond with the correct information. Please add this message to your list of complaints. Thanks in advance!

William J. O'Malley e-mail: womfl2@gmail.com tel: 239-283-5498

--
Chad Rosenstein

Noise Coordinator
Lee County Port Authority
11000 Terminal Access Rd
Fort Myers, Fl. 33919-8213
(239) 590-4466
(239) 561-0966 - Airport Weather Automated Surface Observing System (ASOS)
noisecomment@flylcpa.com

Please note: Florida has a very broad public records law. Most written communications to or from Port Authority employees and officials regarding Port Authority business are public records available to the public and media upon request. Your email communication may be subject to public disclosure.

1E, 61

Southwest Florida International Airport
Noise and Land Use Study

RECEIVED
AUG 2 2011

PUBLIC INFORMATION COMMENT SHEET BY:

Name ROBERT A. MOLBERT
Address 12435 CROOKER CREEK LANE
City FM State FL Zip Code 33913

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

One of the reasons I had a home built in **Stoneybrook** at Gateway, was that there was hardly any noise from the planes landing and taking off from RSW airport. I could have built in Estero, but the plane noise was not what I wanted. Since the FAA changed the flight paths, "for efficiency reason", we hear almost all planes taking off. It seems that instead of turning southeast then turning north, the planes immediately turn north and skirt the Gateway area. The predominant offenders of skirting Gateway are the cargo companies flying from RSWA. In fact, there are times in the morning when they are almost overhead. Also there are some landings at late hours where the planes are over our community.

We have a lot of people in the Gateway community, and there are quite a few people annoyed with the noise from the airport planes. I understand that the people of Estero who were in the flight paths, beseeched the FAA for a change in paths. Well, these Estero people who purchased or had a home built there, knew beforehand that they were in the flightpaths. In my mind, there was no reason for the change. Now, with the change, the FAA has alienated another group of people. Us. All we ask is to revert the paths to what they were for many years.

Thank you for taking time to participate in this public information workshop.

1E.62

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Mary C Staub
Address 18161 Parkside Greens Dr
City Ft Myers State Florida Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc

kmolnar@cella.cc

Comments:

Shadow Wood Preserve has always had excessive noise from low flying aircraft. Lately cargo planes are noisily flying over as early as 6:15 am. This is not acceptable and has increased the noise level greatly. Our quality of life is being threatened. These aircraft must fly higher or be rerouted. Please come to observe for yourself.

Sincerely,
Mary C Staub

RECEIVED
SEP 12 2011

BY: [Signature]

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop

SWFIA Noise and Land Use Study
Public Information Workshop
August 17, 2011

1E, 63

Kaye Molnar

From: george scherer [scherer2nd@aol.com]
Sent: Friday, September 02, 2011 5:38 PM
To: Kaye Molnar
Subject: airport noise

love the noise. no bother. lets me know that i'm still alive.

1E,64

Kaye Molnar

From: tinaportersfield@gmail.com on behalf of Tina Porterfield [tina@portersfield.com]
Sent: Saturday, September 03, 2011 9:12 AM
To: Kaye Molnar
Cc: Tony Porterfield
Subject: airport noise

Good Morning,

About 6 years ago we purchased a property at The Forest and have thoroughly enjoyed the community. However, we have noticed that the number of planes passing over our property and the noise level has increased dramatically. There are more planes and they are flying closer & lower than just a few years ago. The noise & interference is not something we bargained for when we bought our home. We encourage you to find alternate paths for take-offs and landings to return our community to it's peaceful past.

Tina Porterfield
Prudential Rubloff Hinsdale
35 S. Washington Street
630-780-1234 direct
630-325-7500 ofc
tina@portersfield.com

IE.65
1

Ft. Myers International Airport
Round 2 Public Workshops

November 15 – 17, 2011



Southwest Florida International Airport Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study

**Public Information Workshops
November 15, 2011
November 16, 2011
November 17, 2011**

Technical Memorandum

**Prepared For:
Lee County Port Authority
Southwest Florida International Airport
11000 Terminal Access Road, Suite 8671
Fort Myers, Florida 33913-8213**

Prepared by:



**1631 Hendry Street
Fort Myers, Florida 33901**

January 12, 2012

Southwest Florida International Airport
Noise and Land Study
Public Information Workshops
November 2011

The Lee County Port Authority (LCPA) held three public information workshops in November 2011 for the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. The “open house” workshops were held in three different locations to make the same information accessible to different communities. The workshops presented information on the feedback received during the first round of workshops (held in August), the modeled noise conditions around the airport and the potential measures that will be evaluated during the next phase of the study.

The public information workshops were advertised on the Lee County Port Authority website, www.flylcpa.com. A legal display advertisement announcing all of the workshops was published in *The News-Press* on Monday, October 31, 2011 and Monday, November 14, 2011 and in the Bonita Edition of *Naples Daily News* on Thursday, November 10, 2011 inviting the public to attend any of the workshops. There was also an article published in the *Fort Myers Beach Observer* notifying the public of the workshops and the study. The advertisements with the affidavits of publication and the article are attached as Appendix A.

The three workshops were as follows:

Tuesday, November 15, 2011	Wednesday, November 16, 2011	Thursday, November 17, 2011
Chapel By the Sea Presbyterian Church, Silver Hall, 100 Chapel Street, Fort Myers Beach, FL	Riverside Baptist Church, 8660 Daniels Parkway, Fort Myers, FL	Estero Community Park Recreation Center, 9200 Corkscrew Palms Blvd., Estero, FL
23 Attendees	3 Attendees	29 Attendees
14 Comments	0 Comments	13 Comments

A total of 55 people attended the workshops. Copies of the sign-in sheets for each workshop are attached as Appendix B.

The workshops were conducted in an "open house" format that allowed the public to view the project material between 4:30 and 6:30 p.m. A handout that summarized the project and the study process was provided to the public at the registration table. Representatives from LCPA and their consultant, ESA Airports, were present at the workshop to answer questions and discuss the project with the public. A copy of the handout is attached as Appendix C.

Members of the public were provided with comment forms in order to have their opinion recorded as public record. The project team received 27 comments at the workshops and 5 comments by mail and email during the comment period. A total of 32 comments were submitted as a part of this public involvement effort. Copies of the comments are attached as Appendix D.

The comments were recorded and analyzed. Each comment was assigned an independent identifier and tracked in a matrix with the main comment themes identified. Following is the matrix of the comments received.

WELCOME

Southwest Florida International
Airport

Federal Aviation Regulations (FAR)
Part 150 Overview

Public Workshops
Round 2

November 2011



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

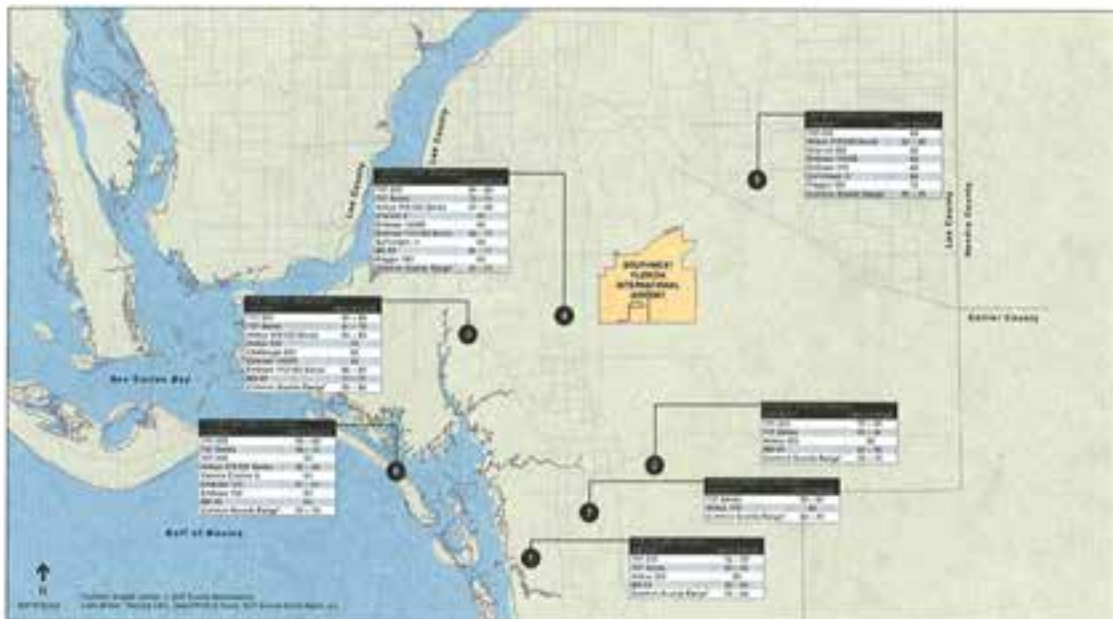
Part 1 80% Complete:

- ✓ 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

Live Field Measurement Locations



Live Field Measurements



Summary of Community Input

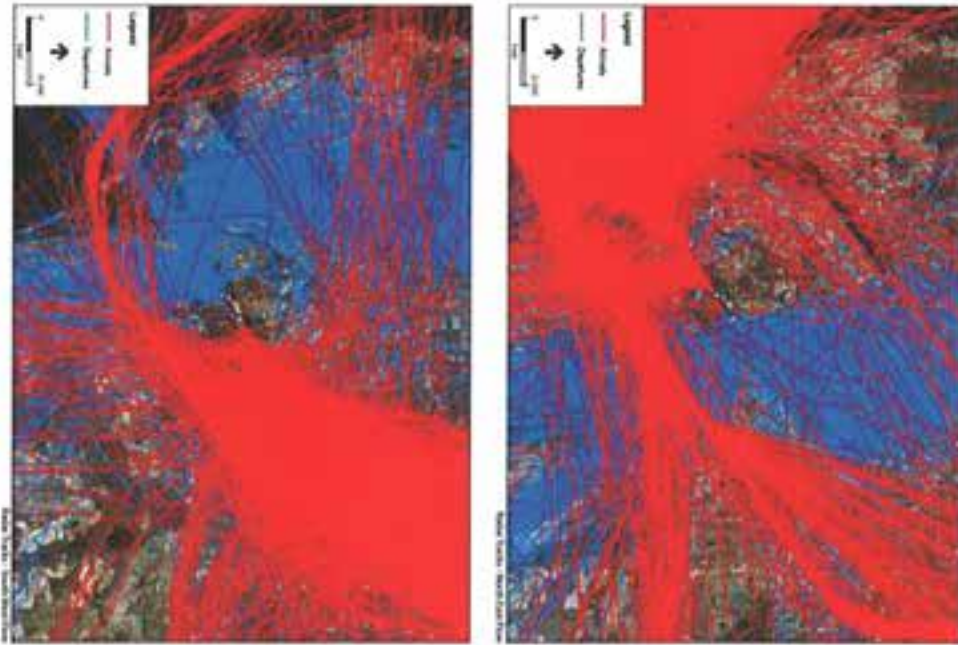
- 4 public workshops held with 185 total attendees (8/15 – 8/18)
- 83 public comments and recommendations submitted



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

FAA Radar Tracks



Northeast Flow Modeled Flight Tracks



Southwest Flow Modeled Flight Tracks



Why is 65 DNL Important?

- **65 DNL 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 than 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.

FAA Integrated Noise Model 2011 Baseline Noise Contours



FAA Integrated Noise Model 2017 Baseline Noise Contours



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

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

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

<u>Comment Sheet ID</u>	<u>Name</u>	<u>Neighborhood</u>	<u>Keep the same/ No problems</u>	<u>Helpful, good visuals/presentation</u>	<u>Need Action</u>	<u>Change flight pattern</u>	<u>Noise</u>	<u>Low-flying</u>	<u>Time of day</u>	<u>Volume</u>	<u>Dispersion</u>	<u>Specific Runway</u>	<u>Adopt Estero Plan</u>	<u>Add'l runway</u>	<u>Black dust/ soot</u>	<u>Property Value</u>
2A.1a	J. Pohland	Fort Myers Beach						X								
2A.1b	plane logs submitted	Oct 26 & Nov 9, 2011					X	X	X							
2A.2a	P. Smith	Fort Myers Beach					X	X								
2A.2b	plane logs submitted	Aug 20 - Nov 13, 2011					X	X								
2A.3	D. Hughes	Fort Myers Beach					X	X							X	
2A.4	D. Trelease	Fort Myers Beach				X		X								
2A.5	M. Quackenbush	Fort Myers Beach				X				X						
2A.6	G. Short	Fort Myers Beach			X	X	X	X	X							
2A.7	M. Short	Fort Myers Beach			X	X	X	X	X							
2A.8	H. Zuba	Fort Myers Beach				X		X	X							
2A.9	M. Zuba	Fort Myers Beach			X	X	X									X
2A.10	D. Joy	Fort Myers Beach					X		X							
2A.11	L. & L. Jibben	Fort Myers Beach			X			X							X	
2A.12	C. Lefferts	Fort Myers Beach				X	X	X	X							
2A.13	H. Lefferts	Fort Myers Beach				X	X									x
2A.14	T. Merrill				X	X	X			X						
2D.1	B. Miller	Estero - Bella Terra										X				
2D.2	B. & A. Cramer	Bonita Springs					X									
2D.3	C. & R. Stark	Shadowwood Bonita Springs		X		X	X									
2D.4	M. Rodak	Bonita Springs					X						X			

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2D.5	A. Rodak	Bonita Springs				X	X	X					X			
2D.6	M. Lathrope	Bonita Springs		X	X		X			X						
2D.7	J. Garzone	Bonita Springs					X								X	X
2D.8	K. Bedell	Bonita Springs			X	X	X						X			
2D.9	R. Bedell	Bonita Springs				X	X	X					X			
2D.10	D. Blatnik	Bonita Springs				X	X						X			
2D.11	J. Strecansky	Bonita Springs			X								X			
2D.12	J. Verald	Olde Hickory					X					X		X		
2D.13	T. Stone	Belle Lago - FM					X	X	X	X						
2E.1	E. Fernandes	Fort Myers Beach				X	X		X	X	X					
2E.2	L. Hartman	Shadowwood - The Brooks, Bonita Springs				X	X			X	X		X			X
2E.3	B. Graham	Shadowwood - The Brooks, Bonita Springs				X	X			X	X		X			X
2E.4	D. Rowe	Bonita Springs				X	X						X			
2E.5	B. Miller	Estero - Bella Terra				X	X		X			X				X

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<u>Safety</u>	<u>Quality of Life</u>	<u>Pollution</u>	<u>Wildlife</u>	<u>Economic Growth</u>	<u>Comment Sheet ID</u>	<u>Suggestions</u>
					2A.1a	Get up, it is safer.
					2A.1b	
					2A.2a	
					2A.2b	
					2A.3	
					2A.4	Maintain 3000' until over mangroves prior to US 41. Stop using our buildings (4745 Estero Blvd.) as landmarks for approach. Lovers Key State Park would seem to be a good entry point for approach at 3000'.
					2A.5	Why can't planes come down the Caloosahatchee and stay over the back bay to avoid our island all together?
	X				2A.6	How is it fair that airplanes must fly over Estero at 4,000' , while they can continue flying over FMB at 1,500'?
	X				2A.7	How is it fair that airplanes must fly over Estero at 4,000' , while they can continue flying over FMB at 1,500'? Procedures could be given to pilots to fly over at 3,000', even with many flights arriving at the same time.
					2A.8	Please recommend a turn before overflying the beach and keep over the bay.
	X				2A.9	"Fluctuation by month" chart should reflect the 6 months when more people are on Fort Myers Beach.
					2A.10	
					2A.11	
					2A.12	
					2A.13	65 DBA is too high of a threshold. Please reroute these airplanes over Lovers Key and up the back bay. It would be nice if someone would check the altitude of these incoming planes. Doesn't seem to be as severe with departing planes.
					2A.14	Flights with an early turn maintaining 4,000' up the back bay (Estero Bay) and on descent to 7 mile marker would save fuel, shorten time, and offer a safer approach as it is unpopulated. Controllers endorse this, pilots want it, airline companies favor this approach and residents of FMB would have a more peaceful life.
					2D.1	Move downwind leg to Runway 6 further south of 5,000'
					2D.2	
X		X			2D.3	
					2D.4	More would have attended had (the meeting) been better noticed as the first one was.

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					2D.5	Please adopt the Estero Plan! Why can't jet altitude be raised from 4,000'?
					2D.6	
X	X		X		2D.7	
		X			2D.8	Please adopt Estero Plan for future flights to RSW.
X		X			2D.9	I have been told this poorly conceived flight pattern is due to the "pollisble" mid-air collision over or near Orlando. Please enact the "Estero Plan".
					2D.10	I strongly recommend we adopt the Estero Plan
					2D.11	The FAA should complete their work in six months and adopt the Estero Plan unless they can show that it has unacceptable safety problems.
					2D.12	
					2D.13	Stay on top of things as much as possible. Hopefully this situation will get better for south Fort Myers.
		X	X		2E.1	Please do all you can to see what other alternatives there are for flight patterns to be diverted from coming in to land from the south end of Fort Myers Beach.
					2E.2	I strongly support the proposed Estero Plan which I understand will eliminate our problem and not shift it to others.
					2E.3	We strongly support the proposed Estero Plan which I understand will eliminate our problem and not shift it to others.
	X				2E.4	I request favorable consideration of the "Estero Plan" as it would remove low flying planes without shifting aircraft noise to other communities. If the FAA or any other governmental unit has published any reasons in opposition to the Estero Plan, I would appreciate you sending me reference to such, if print version is available, and including me on any mailing list that is relevant to the aircraft noise issue.
	X	X			2E.5	We believe much could be solved if the flight pattern went parallel from east to west a few miles south of Bella Terra Development, Wildcat Run, Stoneybrook/Estero, Grandeza and other housing developments. Argument of additional jet fuel needed - energy consumption would be made up by people tending to open their windows and doors in these developments during milder weather if they did not have to hear overhead jet noise. Raise downwind approach to Runway 6 to 5,000'. Move downwind leg to Runway 6 father south so it does not cross the path of many housing developments along Corkscrew Rd.

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APPENDIX A

THE NEWS-PRESS

Published every morning - Daily and Sunday

Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA

COUNTY OF LEE

Before the undersigned authority, personally appeared **Jessica Braband** who on oath says that he/she is the **Legal Assistant** of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a

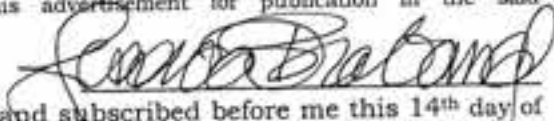
Display Ad

In the matter of: **Lee County Port Authority, Southwest Florida International Airport**

In the court was published in said newspaper in the issues of

October 31, November 14, 2011

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County, Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

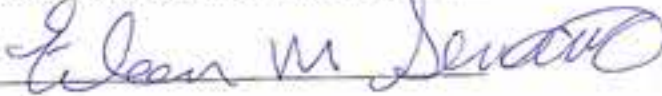


Sworn to and subscribed before me this 14th day of November, 2011.

by **Jessica Braband**
personally known to me or who has produced

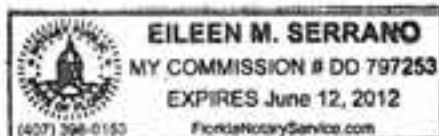
as identification, and who did or did not take an oath.

Notary Public



Print Name _____

My commission Expires: _____



Public Information Workshops Southwest Florida International Airport Noise and Land Use Study

ESA Airports, consultant for the Lee County Port Authority, will hold three (3) public information workshops to present information on the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. Information will be provided on the feedback received during the first round of workshops (held in August), the modeled noise conditions around the airport and the potential measures that will be evaluated during the next phase of the study. Additional workshops will be held in Spring 2012 to present the draft recommendations of the study.

Information presented at each workshop will be the same. Residents need only attend one workshop to learn about the study and offer input. Each workshop will be held in an "open house" format from 4:30 to 6:30 p.m. on the following dates and locations. No formal presentation will be given in order to provide the public with the maximum opportunity for one-on-one interaction and sharing of information/concerns. You may attend any time during the two-hour open house.

- **Tuesday, November 15, 2011**
Chapel By the Sea Presbyterian Church
Silver Hall
100 Chapel Street
Fort Myers Beach, FL
- **Wednesday, November 16, 2011**
Riverside Baptist Church
8660 Daniels Parkway
Fort Myers, FL
- **Thursday, November 17, 2011**
Estero Community Park Recreation Center
9200 Corkscrew Palms Blvd
Estero, FL

Anyone needing special accommodations under the Americans with Disabilities Act of 1990, or anyone with questions, should contact Kaye Molnar via e-mail to kmolnar@cella.cc or phone (239) 337-1071 prior to the workshop.



LEE COUNTY PORT AUTHORITY
Southwest Florida
International Airport

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LEE COUNTY PORT AUTHORITY
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Public Information Workshops Southwest Florida International Airport Noise and Land Use Study

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/ News / Business /

Contractors pull 34 single-f... Riding for the Kids: Annual...

Airport noise workshop offered on Beach Tuesday

November 14, 2011

Fort Myers Beach Bulletin, Fort Myers Beach Observer

Save | Post a comment | SHARE

There will be three public information workshops regarding the Southwest Florida International Airport Noise and Land Use Study in the near future. One of the workshops will be held on Fort Myers Beach.

Residents of Estero Island are encouraged to attend the workshop in Silver Hall at Chapel by the Sea Presbyterian Church at 100 Chapel St. on Tuesday, Nov. 15, from 4:30 to 6:30 p.m. The other two workshops are held at Riverside Baptist Church at 8660 Daniels Pkwy. on Wednesday, Nov. 16, and at Estero Community Center Park Recreation Center at 9200 Corkscrew Palms Blvd. on Thursday, Nov. 17. Both are from 4:30 to 6:30 p.m.

The purpose of the workshops is to present information on the Federal Aviation Regulations Part 150 Noise and Land Use Compatibility Study. Information will be provided on the feedback received during the first round of workshops that were held in August, the modeled noise conditions around the airport and the potential measures that will be evaluated during the next phase of the study.

Residents need only attend one workshop to learn about the study and offer input. Each workshop will be held in an "Open House" format.

Anyone needing special accommodations under the American with Disabilities Act of 1990, or anyone with questions, contact Kaye Molnar via email at kmolnar@celfa.cc or call 337-1071 prior to the workshop.

Save | Post a comment |

Send Sign Up to see what

0

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Fort Myers Beach, FL



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APPENDIX B



Southwest Florida International Airport Noise and Land Use Study Public Information Workshop

NAME

REPRESENTING

ADDRESS

EMAIL

James Verardo

Ann Lacin

BERNIE CRAMER

Terry Stone x2

KATY BEDELL

~~JERRY NEAL~~

JERRY NEAL

ACM@

SELF

self

SELF

SELF

SELF

15410 Hickory Hills #71

FT Myers FL 33912

19367 La Serena Dr.

FT Myers FL 33967

23001 Tree Crest Ct B.S. FL 34135

BF CRAMER@AOL.com

terry.stone.11@comcast.net

JERRYNEAL@aol.com

APPENDIX C

Southwest Florida International Airport

November 2011

Public Workshop – Project Kickoff

Information Handout

Airport Overview

Owned/Operated By: Lee County Port Authority (LCPA)

FAA Three Letter Identifier: RSW

History

- Construction began in 1980 and the airport opened on May 14, 1983
- In February 2002, construction began on the Mid-Field Terminal and it was completed in September 2005

Runways

- Runway 06-24 - 12,000' long by 150' wide

Air Traffic Control Tower

- Open 6:00am to 12:00am daily
- Radar Approach Control Facility

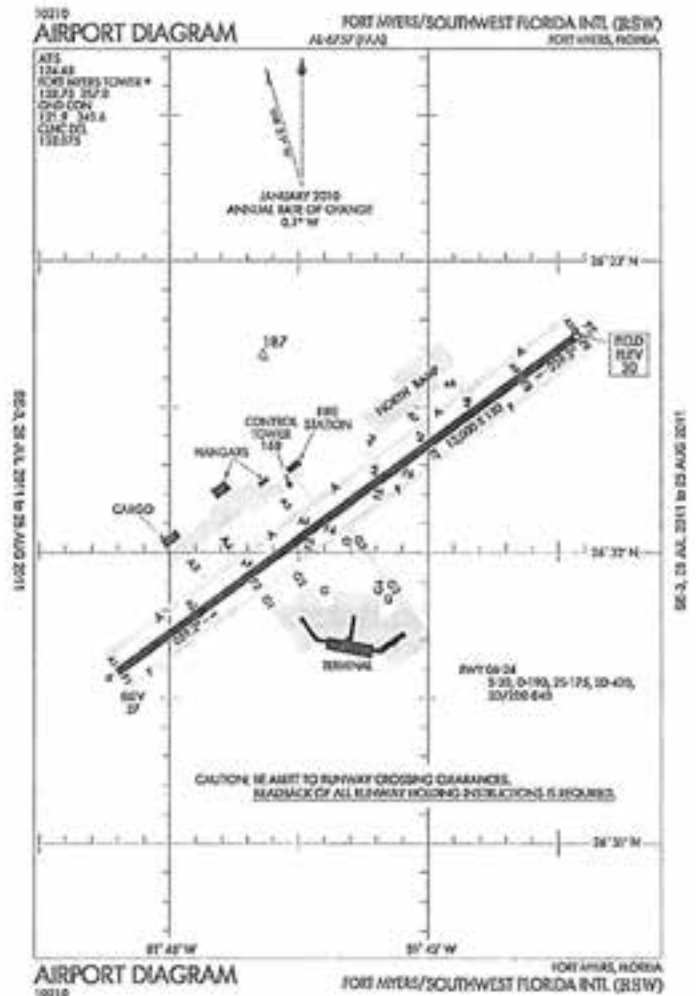
Airspace: FAA designated Class "C" Airspace

Airport Role: RSW is classified as a Primary Commercial Service Airport in the FAA's National Plan of Integrated Airport Systems (NPIAS). Inclusion in the NPIAS indicates an airport is considered "significant to national air transportation and therefore, eligible to receive grants under the FAA's Airport Improvement Program (AIP)."

Frequently Asked Questions

What is a Part 150?

The Federal Aviation Regulation (FAR) Part 150 Noise Study is a voluntary noise exposure and land use study that airports undertake to address noise and land use compatibility. The Study, whose components are set by the FAA, allows an airport to develop programs to increase compatibility of land uses around the airport. This compatibility can be accomplished by two primary avenues: noise abatement alternatives and land use alternatives.



What Will The Study Include?

The Study will identify existing and future flight corridors; develop aircraft noise exposure maps for current and future conditions; evaluate air traffic control procedures that could be implemented to reduce noise exposure over residentially developed areas; consider land use controls that could be established to reduce future incompatible land uses from being developed within high noise areas; and evaluate means to mitigate noise impacts within high noise exposure areas.

Does the Study Receive Organizational Input?

Yes, the 14 CFR Part 150 Study being conducted at RSW will receive input from the major stakeholders of the airport that include the LCPA, the FAA, Local Governments, Pilots, Air Traffic Controllers, and Citizens. During the Study, workshops and public hearings will be held, and Study progress will be shared during these sessions. The public is encouraged to provide input at these forums.

How is Aircraft Noise Analyzed?

The standard methodology for analyzing the noise conditions at airports involves the use of a computer simulation model. The FAA has approved two models for use in preparing noise contours – NOISEMAP and the Integrated Noise Model (INM). NOISEMAP is used primarily at military airports, while the INM is used primarily at civilian airports. The INM version 7.0b, the latest version of the model, was developed by the Transportation Systems Center of the United States Department of Transportation at Cambridge, Massachusetts and is undergoing continuous enhancement. Airport specific data that is used in the model to develop the noise contours includes:

Daily Operations: An aircraft operation is defined as an aircraft takeoff or landing. The total number of aircraft operations over a 12-month period is determined. The yearly operations are then divided by 365 to generate the annual-average day operations, which is used for noise modeling.

Aircraft Fleet Mix: The aircraft fleet mix includes the various types of aircraft using the airport. Identifying the fleet mix is important because certain aircraft are noisier than others.

Runway Use: Wind speed and direction together with runway length are the primary factors that determine the direction of flow of aircraft at the airport. The air traffic controllers at the airport designate the flow of aircraft arrivals and departures into the wind. Under calm wind conditions, air traffic control usually has more flexibility to vary the direction of flow of aircraft at the airport.

Flight Corridors and Flight Corridor Use: Flight corridors are established for use in the model by obtaining flight track information from air traffic controllers. These corridors represent the paths that aircraft follow when approaching or departing the airport.

Day/Night Use: Following FAA guidelines, day is defined as 7:00am to 10:00pm with night being 10:00pm to 7:00am. The number of aircraft that use the airport during daytime or nighttime hours is important factor in calculating aircraft noise exposure. The contribution of each nighttime operation to the total noise exposure is weighted to account for the greater annoyance of noise as night.

Noise Curves: The INM utilizes three dimensional noise profiles for each aircraft type to predict noise exposure. These noise curves are inherent to the INM model and were developed by the FAA through a series of controlled tests. This detailed noise data allows the model to estimate noise exposure at numerous points around and along the flight path concurrently.

What is DNL?

Day-Night Average Sound Level (DNL) was developed by the FAA as a single number measure of cumulative community noise exposure. DNL was introduced as a simple method for predicting the effects on a population of the average long term exposure to noise and is the principal metric used by the Federal government and the Environmental Protection Agency (EPA) for airport noise analysis. DNL is an enhancement of the Equivalent Sound Level (Leq) metric through the addition of a 10 dB penalty for nighttime noise intrusions (i.e. due to logarithmic measure, each nighttime event equals 10 daytime events). The incorporation of the 10 dB penalty is in recognition of increased annoyance that is generally associated with noise during the later night hours. The image below identifies the draft 2011 baseline DNL noise contours around Southwest Florida International Airport.

Draft 2011 Baseline DNL Noise Contours



Why is 65 DNL Important?

The 65 DNL and higher contour are what the FAA and the US Department of Housing and Urban Development (HUD) consider incompatible with residential, schools, hospitals and other noise-sensitive uses near airports. Outside 65 DNL contour, the federal government considers all uses compatible with airport noise. There is no FAA impact threshold for noise significance associated with a single aircraft overflight.

How Are Noise Measurements Used?

The data collected from noise measurements is primarily used to provide information to the Study on the ambient noise levels around the airport and to provide information on the noise levels associated with single event operations at a particular location. In addition, onsite noise monitoring information does allow the Study team to compare single event and cumulative noise levels with noise exposure levels developed by the Integrated Noise Model. Contrary to popular belief, the noise measurement data is not used to develop the noise contours. Monitoring only allows determination of noise at a single point rather than a complete three dimensional grid as provided for in the FAA model. As a result, the FAA does not allow for the use of the noise measurement data in this way and sets a strict requirement that only their approved computer models are used for noise contour development.

What Are the Stakeholder's Roles and Responsibilities?

Airport Administration

The Airport Administration is the sponsor of the noise study and in that role is responsible for planning and assisting with the implementation of actions designed to reduce the effect of noise on residents of the surrounding area. Such actions may include noise abatement ground procedures, land acquisition, and other measures that do not discriminate, create an unsafe situation, impede the management of the air navigation system, or interfere with interstate or foreign commerce. Any operational procedure recommended by the Airport Administration must first be approved by the FAA.

Federal Aviation Administration

The Federal Aviation Administration's (FAA) Air Traffic Control primary role is to ensure safe and efficient use of the National Airspace System. It is responsible for the movement of aircraft on both on the airfield and in the air and has the authority to implement noise abatement operational procedures, which have been recommended by the airport proprietor. Any noise mitigation procedure must be consistent with air safety and all legal requirements. The FAA makes the final determination on the feasibility of an airspace change.

Local Governments

The local governments have the responsibility to provide for land use planning, zoning, and housing regulations that limit land use near the airport to those compatible with airport operations.

Pilots

The pilot has the ultimate responsibility for the operation of the aircraft. Although certain noise mitigation procedures are set by the airlines, and the FAA assigns the flight track and altitude, the pilot (both commercial and general aviation) still maintains the authority to make the final judgment. In general, it is up to the pilot to adhere to noise abatement procedures.

Residents and Prospective Residents

The residents in areas surrounding an airport should provide input regarding noise concerns and strive to understand procedures that can and cannot be taken to minimize the effect of aircraft noise. Future residents should acquaint themselves with noise and flight corridor information available through the Airport Administration.

Next Phase

During the next phase of the 14 CFR Part 150 noise study, public comments received will be evaluated and alternative measures will be developed. These measures will then be assessed and will ultimately result in a series of recommendations that will be forwarded to the FAA for review and approval.

Schedule

- ***Develop/Evaluate Alternatives – Winter/Spring 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***

APPENDIX D

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name PAT SMITH
Address 50 FAIRVIEW BLVD
City FT. MYERS BEACH State FL Zip Code 33931

*Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.*

Comments: closed to a log of excessively low, loud and
often "screeching" overflights of my house from
August 2008 to date. You should be aware that,
through trial & error + regularly volunteer with
several local organizations so am often not at
home. My house has been continuously closed,
with air conditioning on, for the last 3 months
and I still am bothered by the overflights. I
have not recorded a number of overflights which
were not noisy enough to be annoying, only
those which were objectionable.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Dennis Joy
Address 248 Dundee Rd
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I wish to enjoy PARADISE with out
planes dropping out conversations, preventing afternoon naps,
and early to bed plans.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Louis & Laura JIBSEN
Address 8030 Lagoon P-D
City FMB State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: When you can read the lettering on the aircraft, it is too low from your deck, pool or yard, it is too low!

Also, black soot/grime/powder is prevalent on outside furniture. Even found the black stuff on wash cloths when showering.

Help needs to arrive sooner rather than later. Thank you.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MARGE ZUBA
Address 71570 Indian Bayou
City Fort Myers Beach State F Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Please work on expediting the
process, recommendation, etc so the
noise is abated.

There was no notice given when the
flight patterns changed & the
quality of life has been dramatically
impacted - also our property
value has been greatly
diminished -

The "fluctuation by month" change
chart should reflect the 4 months
when more people are on FMB

Since many of us use the airlines
at RSW I am thinking the
FAA & the RSW would want to
resolve this problem

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MICHAEL SHORT
Address 470 Madison Court
City Ft. Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: No action has been taken to diminish aircraft noise during recent years by aircraft flying low over our island despite promises to do so.

Why are aircraft still permitted to fly over Ft. Myers Beach at 1,600 feet, whereas in Estero it is only allowed much higher at 4,000 feet? We have thousands of residents and visitors disturbed every day by such low flying aircraft.

Studies have been undertaken revealing alternative routes to our local airport which would completely avoid our island. Why is nothing being done to implement these?

RSW airport is fully 10 miles away from our island, so there is no excuse for aircraft to fly over us at 1,600 feet, causing such great noise to all our residents and visitors at all hours of the day and night. We have requested a minimum height of 3,000 feet, but nothing has been done, although procedures given to pilots could be put in place to assure this — even when many flights are arriving at the same time.

Ever since 2008, when the southern route to RSW (SHFTY) was introduced, the problem for our town has become very much worse. It is now high time for effective action to be taken to solve this dreadful problem of noise — and it can be done!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name DAVE / RELEASE
Address 4745 ESTERCE BLVD
City FMR State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: - Maintain 3000 ft until over Mangroves prior to US 41.
- Stop using our buildings (see our address) as 'land markers' for approach.
- Lower Key State Park would seem to be a good entry point for approach at 3000 ft.

DJ!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Daniel Hughes
Address 270 Randy Lane
City Fl. Myers Bch State FL Zip Code 33431

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

I find your data on decibel level ranges - inconsistent with the actual experience of me & my neighbors. Cannot carry on a conversation or tel. call when plane is passing over. Also - height is frequently less than 3000' that was supposed to be minimum altitude per agreement I negotiated with local FAA (when I was Mayor - circa 2002?).

Many neighbors complaining of oily deposits on their lawns / pool cages - considerably more of a problem in last few years.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Henry Zuba
Address 21570 Indian Bayou
City FMB State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

We are bothered by low altitude approaches at early morning, also southwest low altitude during the day. PEs recommend a turn before overflying the beach + keep over the bay.

Thanks

Henry Zuba

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Gertraud Short
Address 470 Madison Ct.
City Ft. Myers Beach State FL Zip Code 33931

*Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.*

Comments: We have been promised actions to diminish the noise several times, but we have had no action.

Reasonable remedies are available, why are they not implemented? Our quality of life is suffering!

How can it be fair if aeroplanes must overfly Estero at 4,000 feet, while they can continue flying over Ft. Myers Beach at 1,500 feet?

We need action now not in 12 months or 2 years. We have suffered long enough!

We are tired of being startled by low flying aircraft at 5 a.m. This is a horrible way to start the day!

It is not good enough to start a noise study now. It is time for action.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Marilyn Quackenbush
Address 4745 Estero Blvd #401
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

The study shows there are still
way too many flights over Fort
Myers Beach! Why can't planes
come down the Calusa channel +
stay over the back bay + avoid
our island all together?

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SHOPPING LIST

OCT 26 8:10 P

Produce

LOW FLYTE HEAVY?

TURBO PROP FIXED WING. Seafood

AT NITE:

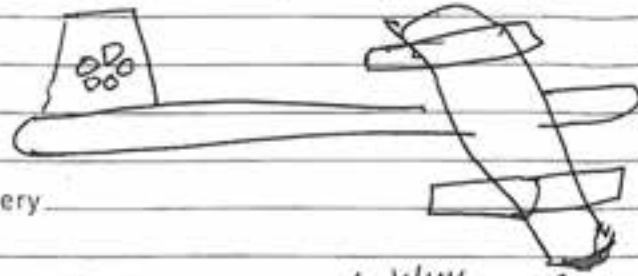
~~NOISE~~
NOISE!

Meat

AGAIN @ 11:25

Bakery

Dairy LOW + SLOW



Grocery

TWIN w/ WINE LETS

9:10 A.

Pet Needs

Wed NOV 9TH

Cleaning Supplies

2011

Paper Products

NO FLYTS ABOVE THIS PLANE



Pet Needs

Cleaning Supplies

Paper Products

2:33 P.M. Wed NOV 9TH

LOW - BLUE

Frozen

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name BERNIE & ANNE CRAMER
Address 3521 TASSELFLOWER CT - PELICAN LANDING
City BONITA SPRING State FLA Zip Code 34134

*Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.*

Comments: My Home CO-ORDINATES ARE LAT 26.41 LONG 81.81 & 201
I CAN SEE POINT ONE AND HEAR THE AIRCRAFT
ARRIVAL - TURN - STIFTY ONE

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Don Blatnik
Address 22972 Gladys Knoll Dr.
City South Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I am upset with the present flight patterns &
proposed new flight patterns.
I strongly recommend we adopt the Estero plan.
It will not affect residents nearly as much. It will
also shorten arrival routes & save fuel. It will also
retain sought after congestion in Northern Florida.

DEE

ADOPT THE ESTERO
PLAN

Stop all of the noise in our residential
communities.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Rich Bedell
Address 23001 Tree Crest Ct
City Bonita Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

- Comments:
- ① Enact the "Estero Plan".
Flying over the Gulf is safer than
flying over populated areas!
 - ② Noise exposure is a problem!
 - ③ Jets fly lower than 4000ft
especially at night, but nothing
seems to be done!
 - ④ Pollution cascading on
populated areas is wrong &
creates health problems!
 - ⑤ As I have been told this
poorly conceived flight pattern
is due to the "possible"
mid-air collision over or near
Orlando!
 - ⑥ The "Estero Plan" seems
right!
✓ The current plan seems wrong!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name KATHY BEDELL
Address 23rd Tree Crest Ct
City Orlando Springs State FL Zip Code 32135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:
PLEASE adopt the Estero Plan for future flights into RSW. Too much noise and pollution over local residents homes! The Estero Plan is too good not to accept.
FAA please do the right thing for the residents of SW Florida!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name JAMES GARZONE
Address 4731 PINFISH CT
City BONTEISSPAINS State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

• We bought Real Estate here in Estero Bay Shores
8 years ago on the water because it was our
dream. Now it is on the flight path with planes
flying over head making us very concerned about
safety, noise + jet port in our back yard.

• Health implications + property values are now
Compromised.

• In conclusion this flight path overhead has
been a major disturbance on enjoyment on the
water when boating, fishing, bird + mammal
watching in these very pristine environmentally
sensitive areas.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MARJORIE LATHROPE
Address 9411 RESERVE POINTE CT.
City BONITA SPRINGS State FL Zip Code 34135

*Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.*

Comments:

My husband + I purchased our home
in June of 2008. At that time there
wasn't any aircraft noise. We spent 2
years looking for our dream home, and
had researched each home we were interested
in to be sure it would be peaceful.
You can imagine our disappointment as
air traffic increases and ~~our~~ noise level
increases.
We are very hopeful that a change
can be made in the future.
Thanks for all the hard work that is
being put into solving this problem.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name ALAN RODAK
Address 4108 DAHOON Holly CT
City BONITA Spring State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

PLEASE ADOPT THE ESTERO
PLAN!

In the short term, why CAN'T jet altitude
be raised from 4,000 ft ?

The noise in Estero is UNACCEPTABLE. The
noise pollution creates a hardship for all those
under the new flight path adopted in
2008,



11-17-11

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Marlene Rodak
Address 4105 Dehann Holly, CA
City Bonita Springs State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: The notification for this meeting ~~is~~ was inadequate. More would have attended had it been better noticed as the first meeting was.

The plan that certainly makes the most sense is the Estero Plan. The noise is increasing to an unbearable level already and it is only November. Thank God I have the airport noise # on speed dial.

Marlene Rodak

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Grace Miller
Address 20400 Ardore Ln
City Estero State Fla Zip Code 33928

*Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.*

Comments: Move downwind leg to Runway 6
further south. + 5000'

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Carol and Ray Stark
Address 9231 Indigo Isle Ct #102
City Bonita Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

We're disappointed in the flight path changes -
living in Sheddwood was quiet before.
Flight appears to be louder than what is published.

Main concerns:

safety
air quality
noise

Thanks for such a complete presentation
that has aided our understanding and
hope for changes to mitigate the current
conditions.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name JIM VERALDI
Address OLDE HICKORY ON FIDDLESTICKS BLYD
City _____ State _____ Zip Code _____

*Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.*

Comments: SINCE RUNWAY MODIFICATIONS THE TAKE OFF
NOISE LEVEL IS GREATLY INCREASED AT
SOME PERIODS (AS IF THE ENGINE WERE ON
MY PROPERTY.

YOU COMMENT ADDITIONAL RUNWAY IS PROBABLY
20 YEARS FROM NOW - I WILL LOG THIS INFO IN
MY MEMOIRS AND COMPLAIN BITTERLY IF
THIS PROJECT IS SOONER.

J. Veraldi 11/17/2011

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

**Southwest Florida International Airport
Noise and Land Use Study**

PUBLIC INFORMATION COMMENT SHEET

Name Terry Stone
Address 19267 La Serena Drive
City Ft Myers State FL Zip Code 33967

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

We moved in Belle Lago 6.5 yrs ago the noise was minimal. In the last 2 yrs. it is awful. I was in the parking lot at 10:00 PM of our clubhouse and saw a plane so low I could see the body & wheels of the plane. It looked like it was as low as our street lights. That night every 20 minutes I saw the lights of the planes coming in - shining in my bedroom. They were heading NE. This went on till after midnight. This is not right. What happened to all the research done about the noise factor when changing the flight patterns stay on top of things as much as possible hopefully this situation will get better for south Ft Myers.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

**Southwest Florida International Airport
Noise and Land Use Study**

PUBLIC INFORMATION COMMENT SHEET

Name J. Strecansky
Address 4106 Willow Walk
City Bonita Springs State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: The FAA should complete their work
in 6 mo. It isn't that complicated.
They should accept the Estero Plan
unless they can show that it has
unacceptable safety problems

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

August, 2011

Lee County Port Authority-SWFLA
C/O Cella Molnar & Associates, Inc.
1631 Hendry Street
Fort Myers, Florida 33901

To Whom It May Concern:

In regards to the flight pattern coming into Fort Myers/SWFL airport we believe much could be solved if the flight pattern went parallel from east to west a few miles south of Bella Terra Development, Wildcat Run, Stonybrook/Estero, Grandezza, and other housing developments.

The single argument that I heard at the recent meeting that would go against this proposal was the small amount of jet fuel that would be used going across uninhabited swamp land instead of all of our homes. We believe that this slight amount of energy consumption would be made up by people tending to open their windows and doors of their homes in these developments during milder weather if they did not have to hear the overhead jet noise. Currently, people are using their AC units to assist drowning out the near continual noise from the jets. The jets during "season" fly over late at night, during the night, and early in the morning. It is very difficult to get a good night's sleep when we are constantly kept awake by undue jet noise.

Homeowners do have rights and a voice concerning this very important matter. When we purchased our home in Bella Terra we were NOT under a jet pattern. We know that the current jet pattern is/will adversely affect our property values in Estero.

Respectfully,

Bruce Miller Susan Prock
Homeowners in Bella Terra
20400 Ardore Lane
Estero, Florida 33928
(239) 949-1263 (generic answering machine...please feel free to leave a message)

2E.5

Kaye Molnar

From: BillAGraham@aol.com
Sent: Friday, November 11, 2011 8:45 AM
To: Kaye Molnar
Subject: Noise and Land Use Study

Hello. We will be out of the country on the dates of the public meetings and so would ask you to send this email to the appropriate party. We moved into Shadow Wood subdivision a few years ago. 2 months later the flight pattern was changed so that flights from the north fly right over our house and the noise is more then frustrating. At times there is one flight every 2 or 3 minutes. Flights now pass over us from both the north and the south. With the increase of flights our property values will only decrease. We strongly support the proposed Estero Plan which I understand will eliminate our problem and not shift it to others. Bill and Connie Graham, 9255 Oak Strand Drive, Bonita Springs, Fla. 34135.

Kaye Molnar

From: Laurel Hartman [laurelhartman@yahoo.com]
Sent: Tuesday, November 15, 2011 11:57 AM
To: Kaye Molnar
Cc: Bill and Connie Graham
Subject: Oak Strand in Shadow Wood at the Brooks.

Dear Kaye,

As Board President for the neighborhood mentioned above, I ask that you please let the appropriate parties know that I and several other homeowners in our neighborhood, share and agree with the comments forwarded to you from Bill and Connie Graham concerning the increased noise due to the change in flight patterns. It's a nuisance and becoming more so, furthermore, we are very concerned about the long term affect on our property values.

Thank you for passing along these comments.

Laurel Hartman
laurelhartman@yahoo.com
Cell: 239-246-2800
FAX: 239-390-9052

26.2

Kaye Molnar

From: Susan Prock [sandb@embarqmail.com]
Sent: Sunday, November 20, 2011 6:28 PM
To: 'Susan Prock'; Kaye Molnar
Subject: RE: Jet Noise--August, 2011

Importance: High

Hi Kaye, It was so nice to meet you at the recent meeting.
Two suggestions concerning the jet noise:

- Raise downwind approach to Runway 6 to 5000 feet
- Move downwind leg to Runway 6 farther south so it does not cross the path of many housing developments along Corkscrew Road

The jet noise over our home continues to be deafening at all times of the day and night. We can't even keep our windows open for the extreme noise level from the jets flying overhead from ALL directions. Thanks in advance for your kind attention to this very important matter!!! Sincerely, Susan and Bruce Please let me know when you receive this email.

From: Susan Prock [mailto:sandb@embarqmail.com]
Sent: Sunday, September 11, 2011 11:29 AM
To: 'Kaye Molnar'
Subject: RE: Jet Noise--August, 2011
Importance: High

Kaye,

We wanted to also let you know that the jet paths are crossing from ALL directions across our home. They fly low and the noise is loud at all times of the day and night. Sincerely, Bruce and Susan

From: Kaye Molnar [mailto:kmolnar@cella.cc]
Sent: Tuesday, September 06, 2011 10:03 AM
To: Susan Prock
Subject: RE: Jet Noise--August, 2011

Ms. Prock,

I received both emails with your comments attached. Thank you for your comments regarding the SWFIA Airport Part 150 Study. They will be included in the public comments for the study.

Kaye Molnar - President
CELLAMOLNAR
..... & ASSOCIATES, INC.

1631 Hendry Street
Fort Myers, Florida 33901
T: 239.337.1071 - F: 239.337.1076
kmolnar@cella.cc - www.cella.cc

A truly happy person is one who can enjoy the scenery on a detour.

From: Susan Prock [<mailto:sandb@embarqmail.com>]

Sent: Monday, September 05, 2011 5:37 PM

To: Kaye Molnar

Subject: Jet Noise--August, 2011

Importance: High

To: Lee County Port Authority, SWFIA
c/o Cella Molnar & Assoc. Inc.
1631 Hendry St.
Fort Myers, FL 33901

From: Donald A. Rowe
9136 Willow Walk
Bonita Springs (Estero), FL 44236
November 21, 2011

Dear Port Authority Members:

This is to request your favorable consideration of the "Estero Plan" to combat the significant noise of aircraft flying over the Estero area. The level of aircraft noise over Estero has become substantial over recent years and it is incumbent upon you as public representatives to develop solutions to this growing problem. The aircraft noise level is an unreasonable taking of our privacy and negatively impacts on our quality of life.

We understand the "Estero Plan" would provide alternative routing that would remove low flying planes without shifting aircraft noise to other communities. If the FAA or any other governmental unit has published any reasons in opposition to the Estero Plan, I would appreciate you sending me reference to such, if print version is available, and including me on any mailing list that is relevant to the aircraft noise issue.

Sincerely,



Donald A. Rowe

RECEIVED
NOV 21 2011

BY:.....

✓ added to mailing list

26.4

Kaye Molnar

From: Fernandes Ellen [ellenfernandes@mac.com]
Sent: Monday, December 19, 2011 8:57 PM
To: Kaye Molnar
Subject: air traffic noise

To whom it may concern:

PLEASE re-direct air traffic AWAY from the south end of Fort Myers Beach. The constant engine noise and flight path over the south end of the beach is annoying and disturbing. At night, the TV volume goes way up because the engine noise is so loud. Most disturbing is the sound of the engines as they descend coming in and over our building. Just the other night, late around 10 - 11 pm a plane was coming in what seemed to be straight into our building! I jumped up and watched as it went right over.

It is most disturbing to me as I lived through and witnessed 9-11 in NYC. The sound of plane engines as they seem to "shift gears" just rattles me to no end. It is, quite frankly mental distress for me. On Saturday morning, 12/17 at least 5 planes came in right after the other in the same flight patten, which was right over our building. This is just too much noise pollution & constant disturbances. The planes fly so low, I see the names - southwest, american, jetblue to name a few I see very clearly they are that low.

Also on the south end of the beach is a critical wildlife area that is home to terns, plovers, seagulls and turtle nesting.

Please do all you can to see what other alternatives there are for flight patterns to be diverted from coming in to land from the south end of Fort Myers Beach, Fl.

Respectfully,
Ellen Fernandes
Fort Myers Beach



Southwest Florida International Airport Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study

Public Information Workshops

March 19, 2012

March 20, 2012

March 21, 2012

March 22, 2012

Technical Memorandum

Prepared For:

**Lee County Port Authority
Southwest Florida International Airport
11000 Terminal Access Road, Suite 8671
Fort Myers, Florida 33913-8213**

Prepared by:

CELLAMOLNAR
***** & ASSOCIATES, INC.

**1631 Hendry Street
Fort Myers, Florida 33901**

August 21, 2012

Southwest Florida International Airport
Noise and Land Study
Public Information Workshops
March 2012

The Lee County Port Authority (LCPA) held four public information workshops in March 2012 for the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. The “open house” workshops were held in four different locations to make the same information accessible to different communities. The workshops presented information on the mitigation measures that have been evaluated as well as the resulting draft recommendations. The final draft recommendations will be presented at a public hearing prior to transmittal to the Federal Aviation Administration (FAA).

The public information workshops were advertised on the Lee County Port Authority website, www.flylcpa.com. A legal display advertisement announcing all of the workshops was published in the News-Press and the Naples News Bonita edition on Monday, March 5, 2012; on Monday, March 12, 2012; and on Monday, March 19, 2012 inviting the public to attend any of the workshops. A legal display advertisement announcing all of the workshops was published in the Island Sand Paper in the weekly publication on Friday, March 9, 2012. A legal display advertisement announcing all of the workshops was published in the Fort Myers Beach Observer and the Lehigh Acres Citizen in their weekly publications on Wednesday, March 14, 2012. There were also multiple articles in the local papers and on the local news notifying the public of the workshops and the study. The advertisement with the affidavits of publication and media coverage are attached as Appendix A.

The four workshops were as follows:

Monday, March 19, 2012	Tuesday, March 20, 2012	Wednesday, March 21, 2012	Thursday, March 22, 2012
Riverside Baptist Church, 6990 Daniels Parkway, Fort Myers, FL	Microtel Inn & Suites, 1320 Business Way, Lehigh Acres, FL	Chapel by the Sea Presbyterian Church, Silver Hall, 100 Chapel Street, Fort Myers Beach, FL	Estero Community Park Recreation Center, 9200 Corkscrew Palms Blvd., Estero, FL
5 Attendees	4 Attendees	55 Attendees	22 Attendees
0 Comments	1 Comments	25 Comments	6 Comments

A total of 86 people attended the workshops. Copies of the sign-in sheets for each workshop are attached as Appendix B.

The workshops were conducted in an "open house" format that allowed the public to view the project material between 4:30 and 6:30 p.m. A handout that summarized the

project and the study process was provided to the public at the registration table. Representatives from LCPA and their consultant, ESA Airports, were present at the workshop to answer questions and discuss the project with the public. A copy of the handout is attached as Appendix C.

Members of the public were provided with comment forms in order to have their opinion recorded as public record. The project team received 32 comments at the workshops and 22 comments by mail and email during the comment period. A total of 54 comments were submitted as a part of this public involvement effort. Copies of the comments are attached as Appendix D.

The comments were recorded and analyzed. Each comment was assigned an independent identifier and tracked in a matrix with the main comment themes identified. Following is the matrix of the comments received.

Comment Sheet ID	Name	Neighborhood	Keep the same/ No problems	Helpful, good visuals/presentation	Need Action	Change flight pattern	Noise	Low-flying	Time of day	Volume	Dispersion	Specific Runway	Adopt Estero Plan	Add'l runway	Black dust/ soot	Property Value	Safety	Quality of Life	Pollution	Wildlife	Economic Growth	Comment Sheet ID	Suggestions
3A.1	Hetterich, H.	Fort Myers Beach		X																			Thank you for setting up the workshop and giving us a better understanding of what is involved to improve the situation. Most residents don't know how much effort has been put into project.
3A.2	Drzewiecki, M. & L.	Fort Myers Beach					X		X	X	X				X								I would be happy to have a sound monitor installed and would like to know what else we can do to reduce or eliminate this problem. Contact me.
3A.3	Greer, M.	Fort Myers Beach					X										X						What more can we do to encourage FAA to act on recommendations? Thank you for assisting our residents.
3A.4	Spuhler, C.	Fort Myers Beach				X		X															Change of flight plan also saves money.
3A.5	Short, M.	Fort Myers Beach				X	X																I was encouraged to be shown the new optimized profile descent (RNAV visual to runway 6) which has already been accepted by SW Airlines and flown recently.
3A.6	Lincoln, S.	Fort Myers Beach		X			X		X														I would like to know where we are in the process of making changes that positively affect FMB community - local papers? Is there a website? What else can we do to affect change?
3A.7	Gillespie, M.	Bonita Beach																					Thank you for all that the LCPA has done to improve our lives for future airline flights around Bonita Beach and FMB vicinity.
3A.8	Short, G.	Fort Myers Beach				X	X	X	X						X			X					I am reliably informed that there is no reason why aircraft cannot maintain a height of 4000 feet while flying over FMB. Night flights could be re-routed to avoid flying over FMB. A flight tracking system can be installed to monitor aircraft altitudes and flight paths. Please do something now!!!
3A.9	Short, G.	Fort Myers Beach				X																	Please implement new optimized profile descent (RNAV visual to runway 6) very soon. Initiate RNAV arrival procedures earlier.
3A.10	Land, F.	Fort Myers Beach				X	X	X							X			X					Take a route more over the bay.
3A.11	Westedt-Jeitz, C.	Fort Myers Beach					X		X						X								It would be better if the planes fly higher and go over the bay.
3A.12	Shuster, O.	Fort Myers Beach				X																	I would like the flights to go over the Gulf instead of my house.
3A.13	Burwinkel, B.	Fort Myers Beach				X	X	X							X			X	X				Please re-route a majority of the air traffic over less populated areas.
3A.14	Dalton, A.	Fort Myers					X											X					Please assist FMB with unified comments to FAA. Although I do not live here, I have represented various clients here.
3A.15	Smith, P.	Fort Myers Beach					X		X	X	X												I appreciate your providing opportunity for public input. I heartily endorse your recommendations for mitigation of noise over FMB, especially for incoming air traffic.
3A.16	McCloskey, M.	Fort Myers Beach		X																			Hope the recommendations are approved by FAA.
3A.17	Violette, J.	Fort Myers Beach																					I did not see restrictions of landing gear use (which can be just as annoying as the flyovers themselves). Take advantage of Lover's Key to Bonita Beach "remoteness" and Gulf there as well.
3A.18	Swanbeck, K.	Fort Myers Beach				X	X	X	X						X			X					Issue will only continue to get worse due to the future expansion of RSW and increased flights. Amazing that they would not fly over Lover's Key (which would have limited negative affects than to fly over highly populated FMB.
3A.19	Johnson, B.A.	Fort Myers Beach						X	X														
3A.20	Young, R.	Fort Myers Beach		X											X				X				Thank you for super presentation. LCPA has done a great community service responding to the concerns of this noise issue. Other government agencies may share this concern and be helpful.
3A.21	Ziemer, B. & S.	Fort Myers Beach					X	X															Some flights are so low we can see people in the aircraft windows. Our granddaughter said she saw people in our pool as they flew in.
3A.22	Zander, C.	Fort Myers Beach				X																	Shift flight paths south of Big Carlos Pass to uninhabited areas. Assure aircraft are on a glide path at low power over populated areas of the beach if it's necessary to cross over the beach.
3A.23	Zander, B.	Fort Myers Beach				X	X	X	X														The ideas you are trying to implement are wonderful. Current railroad tract to the airport coming down Indian Bayou Drive is annoying and depressing.
3A.24	Pohland, J.	Fort Myers Beach		X																			Keep 'em high. Power off or low. #1 runway should be #24. Minimum alt. should be 4,000' A.G.L. at shoreline.
3A.25	Eigerman, M.R.	Fort Myers Beach				X	X	X	X	X					X	X		X					We demand relief through your immediate action to keep all flights at 4,000' or higher and eliminate after-dark flights over Estero.
3D.1	Mahini, R.	Estero										X											Shifty 1 needs to be abolished!!!
3D.2	Rodak, M.	Bonita Springs				X																	The situation has improved. The optimized profile descent seems to be a decent solution for the airlines, residents, airport & FAA.
3D.3	Rodak, A.	Bonita Springs					X	X	X														Please consider raising altitude from 4-5,000' on W to E flights over Estero to 6-7,000'.
3D.4	Rodak, A.	Bonita Springs				X																	Please consider moving the new optimized profile descent flight path 1/2 to 1 mile west of current location.
3D.5	Hillemeier, W.	Bonita Springs		X																			The people were very helpful.

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APPENDIX A



Public Information Workshops Southwest Florida International Airport Noise and Land Use Study

ESA Airports, consultant for the Lee County Port Authority, will hold four (4) public information workshops to present information on the Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study. Information will be provided on the mitigation measures that have been evaluated as well as the resulting draft recommendations. A public hearing will take place in early Summer 2012 to present the final draft recommendations prior to transmittal to the Federal Aviation Administration (FAA).

Information presented at each workshop will be the same. Residents need only attend one workshop to learn about the study and offer input. Each workshop will be held in an "open house" format from 4:30 to 6:30 p.m. on the following dates and locations. No formal presentation will be given in order to provide the public with the maximum opportunity for one-on-one interaction and sharing of information/concerns. You may attend any time during the two-hour open house.

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8660 Daniels Parkway
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- **Tuesday, March 20, 2012**
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Silver Hall
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- **Thursday, March 22, 2012**
Estero Community Park Recreation Center
9200 Corkscrew Palms Blvd.
Estero, FL

Anyone needing special accommodations under the Americans with Disabilities Act of 1990, or anyone with questions, should contact Kaye Molnar via e-mail to kmolnar@cella.cc or phone (239) 337-1071 prior to the workshop.

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NEWS-PRESS

Published every morning - Daily and Sunday
Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA
COUNTY OF LEE

before the undersigned authority, personally appeared **Kathy Allebach** who on oath says that he/she is the **Legal Assistant** of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a

display the matter of: **Public Information Workshops** the court was published in said newspaper in the issues of **March 5, 12, 19, 2012**

affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County, Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Kathy Allebach

subscribed before me this 26th day of March 2012.

Kathy Allebach
personally known to me or who has produced

identification, and who did or did not take an oath.

Notary Public *Shawnmarie Pitts*

Print Name **Shawnmarie Pitts**
My commission Expires: **March 15, 2013**

NOTARY PUBLIC-STATE OF FLORIDA
Shawnmarie Pitts
Commission # DD870574
Expires: MAR. 15, 2013
BONDED THROUGH ATLANTIC BONDING CO., INC.

CEI
MAR 29 2012



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APPENDIX B



Southwest Florida International Airport Noise and Land Use Study Public Information Workshop

NAME	REPRESENTING	ADDRESS	EMAIL
Margaret I Mc Clockay	SELF	197 Bayview Ave FMB33931	Pegmcclockay@aol.com
ANNE DALTON, ESP		2044 BAYSIDE, DEWITT, FT MYERS, FL 33901	
PAT SMITH	SELF	50 FAIRVIEW BLVD., FMB	PASMITHHSO@EMBARQMAIL.COM
Catherine Wallace	self	425 DONORS LVD. FMB.	
Nicki & Michael Gillespie	SELF	26750 McLAUGHLIN BLVD	
Keri Hencky Bob Pezler	Island Sand Paper Board Observer	188 Archeridge Street TRB San Carlos Blvd	stellablue93@gmail.com fpetcher@breeze news-papers.com
Annie Babcock		5130 Williams	tababo@yahoo.com
Sheila Lincoln Karen Swanbeck	self self, husband	21194 Nold, Terra Dr, FMB 3409 Shell Mound Blvd FMB	smrlincoln@aol.com Karen@Teamswanbeck.com
Janet Al Byrle	self, husband	4560 Estero #403 FMB	
Beth & Pire Burwinkel EILEEN & PHIL UOTAVA	Self OSTEGO BAY II	4560 Estero # 504 FMB 191-1 LOWELL RD	Love it! E.M.UOTAVA@COMCAST.NET





Southwest Florida International Airport Noise and Land Use Study Public Information Workshop

NAME

REPRESENTING

ADDRESS

EMAIL

JOHN PIVLI

SHADOW HOOD
NEIGHBORHOOD

9157 Holland Pine Dr.
Bonita Springs, FL 34135

JTSILW@Comcast.net

1) Laura Gates

Bonita Banner

Marsh Landing

Laura-Gates@Centurylink.net



Southwest Florida International Airport Noise and Land Use Study Public Information Workshop

NAME

REPRESENTING

ADDRESS

EMAIL

Celeste Goodhart

Rick Marini

Fran Moore

Ann Moran

Bruce Miller

Peter Engobretson

Susan Prock

W. Hillmeyer

Bella Terra

Stoneybrook

Belle Lago

Bella Terra

Estero/South Lee Co

Bella Terra

Shadow Wood

9166 Astoria Estero

20557 Torre del Lago

21579 Brixham Run

8509 SEDONIA CIR

20400 Ardore.

Airport Noise 5051 Pelican Colony

20400 Ardore Lane

10217 Oak Ridge

Cgood74.c6@gmail.com

FRANMOORE@hotmail.com

JANEMCNEW@aol.com

pk43@me.com

sandb@embaymail.com

Bill-Weston@juno.com

APPENDIX C

Southwest Florida International Airport

March 2012

Public Workshop – Project Information Handout

Airport Overview

Owned/Operated By: Lee County Port Authority (LCPA)

FAA Three Letter Identifier: RSW

History

- Construction began in 1980 and the airport opened on May 14, 1983
- In February 2002, construction began on the Mid-Field Terminal and it was completed in September 2005

Runways

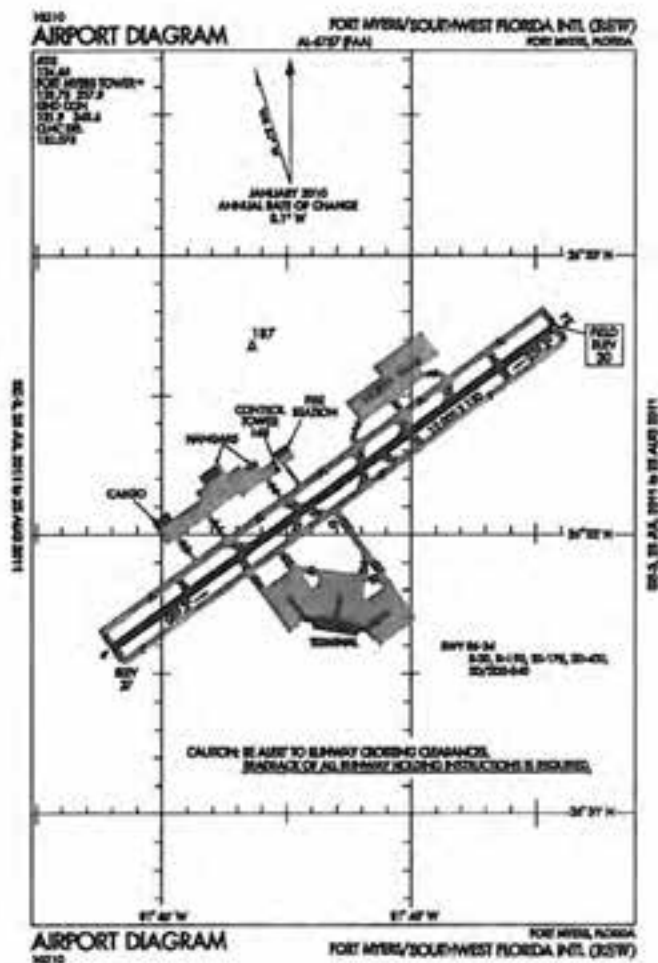
- Runway 06-24 - 12,000' long by 150' wide

Air Traffic Control Tower

- Open 6:00am to 12:00am daily
- Radar Approach Control Facility

Airspace: FAA designated Class "C" Airspace

Airport Role: RSW is classified as a Primary Commercial Service Airport in the FAA's National Plan of Integrated Airport Systems (NPIAS). Inclusion in the NPIAS indicates an airport is considered "significant to national air transportation and therefore, eligible to receive grants under the FAA's Airport Improvement Program (AIP)."



Frequently Asked Questions

What is a Part 150?

The Federal Aviation Regulation (FAR) Part 150 Noise Study is a voluntary noise exposure and land use study that airports undertake to address noise and land use compatibility. The Study, whose components are set by the FAA, allows an airport to develop programs to increase compatibility of land uses around the airport. This compatibility can be accomplished by two primary avenues: noise abatement alternatives and land use alternatives.

What Will The Study Include?

The Study will identify existing and future flight corridors; develop aircraft noise exposure maps for current and future conditions; evaluate air traffic control procedures that could be implemented to reduce noise exposure over residentially developed areas; consider land use controls that could be established to reduce future incompatible land uses from being developed within high noise areas; and evaluate means to mitigate noise impacts within high noise exposure areas.

Does the Study Receive Organizational Input?

Yes, the 14 CFR Part 150 Study being conducted at RSW will receive input from the major stakeholders of the airport that include the LCPA, the FAA, Local Governments, Pilots, Air Traffic Controllers, and Citizens. During the Study, workshops and public hearings will be held, and Study progress will be shared during these sessions. The public is encouraged to provide input at these forums.

How is Aircraft Noise Analyzed?

The standard methodology for analyzing the noise conditions at airports involves the use of a computer simulation model. The FAA has approved two models for use in preparing noise contours – NOISEMAP and the Integrated Noise Model (INM). NOISEMAP is used primarily at military airports, while the INM is used primarily at civilian airports. The INM version 7.0b, the latest version of the model, was developed by the Transportation Systems Center of the United States Department of Transportation at Cambridge, Massachusetts and is undergoing continuous enhancement. Airport specific data that is used in the model to develop the noise contours includes:

Daily Operations: An aircraft operation is defined as an aircraft takeoff or landing. The total number of aircraft operations over a 12-month period is determined. The yearly operations are then divided by 365 to generate the annual-average day operations, which is used for noise modeling.

Aircraft Fleet Mix: The aircraft fleet mix includes the various types of aircraft using the airport. Identifying the fleet mix is important because certain aircraft are noisier than others.

Runway Use: Wind speed and direction together with runway length are the primary factors that determine the direction of flow of aircraft at the airport. The air traffic controllers at the airport designate the flow of aircraft arrivals and departures into the wind. Under calm wind conditions, air traffic control usually has more flexibility to vary the direction of flow of aircraft at the airport.

Flight Corridors and Flight Corridor Use: Flight corridors are established for use in the model by obtaining flight track information from air traffic controllers. These corridors represent the paths that aircraft follow when approaching or departing the airport.

Day/Night Use: Following FAA guidelines, day is defined as 7:00am to 10:00pm with night being 10:00pm to 7:00am. The number of aircraft that use the airport during daytime or nighttime hours is important factor in calculating aircraft noise exposure. The contribution of each nighttime operation to the total noise exposure is weighted to account for the greater annoyance of noise as night.

Noise Curves: The INM utilizes three dimensional noise profiles for each aircraft type to predict noise exposure. These noise curves are inherent to the INM model and were developed by the FAA through a series of controlled tests. This detailed noise data allows the model to estimate noise exposure at numerous points around and along the flight path concurrently

What is DNL?

Day-Night Average Sound Level (DNL) was developed by the FAA as a single number measure of cumulative community noise exposure. DNL was introduced as a simple method for predicting the effects on a population of the average long term exposure to noise and is the principal metric used by the Federal government and the Environmental Protection Agency (EPA) for airport noise analysis. DNL is an enhancement of the Equivalent Sound Level (Leq) metric through the addition of a 10 dB penalty for nighttime noise intrusions (i.e. due to logarithmic measure, each nighttime event equals 10 daytime events). The incorporation of the 10 dB penalty is in recognition of increased annoyance that is generally associated with noise during the later night hours. The image below identifies the draft 2011 baseline DNL noise contours around Southwest Florida International Airport.

Draft 2011 Baseline DNL Noise Contours



Why is 65 DNL Important?

The 65 DNL and higher contour are what the FAA and the US Department of Housing and Urban Development (HUD) consider incompatible with residential, schools, hospitals and other noise-sensitive uses near airports. Outside 65 DNL contour, the federal government considers all uses compatible with airport noise. There is no FAA impact threshold for noise significance associated with a single aircraft overflight.

How Are Noise Measurements Used?

The data collected from noise measurements is primarily used to provide information to the Study on the ambient noise levels around the airport and to provide information on the noise levels associated with single event operations at a particular location. In addition, onsite noise monitoring information does allow the Study team to compare single event and cumulative noise levels with noise exposure levels developed by the Integrated Noise Model. Contrary to popular belief, the noise measurement data is not used to develop the noise contours. Monitoring only allows determination of noise at a single point rather than a complete three dimensional grid as provided for in the FAA model. As a result, the FAA does not allow for the use of the noise measurement data in this way and sets a strict requirement that only their approved computer models are used for noise contour development.

What Are the Stakeholder's Roles and Responsibilities?

Airport Administration

The Airport Administration is the sponsor of the noise study and in that role is responsible for planning and assisting with the implementation of actions designed to reduce the effect of noise on residents of the surrounding area. Such actions may include noise abatement ground procedures, land acquisition, and other measures that do not discriminate, create an unsafe situation, impede the management of the air navigation system, or interfere with interstate or foreign commerce. Any operational procedure recommended by the Airport Administration must first be approved by the FAA.

Federal Aviation Administration

The Federal Aviation Administration's (FAA) Air Traffic Control primary role is to ensure safe and efficient use of the National Airspace System. It is responsible for the movement of aircraft on both on the airfield and in the air and has the authority to implement noise abatement operational procedures, which have been recommended by the airport proprietor. Any noise mitigation procedure must be consistent with air safety and all legal requirements. The FAA makes the final determination on the feasibility of an airspace change.

Local Governments

The local governments have the responsibility to provide for land use planning, zoning, and housing regulations that limit land use near the airport to those compatible with airport operations.

Pilots

The pilot has the ultimate responsibility for the operation of the aircraft. Although certain noise mitigation procedures are set by the airlines, and the FAA assigns the flight track and altitude, the pilot (both commercial and general aviation) still maintains the authority to make the final judgment. In general, it is up to the pilot to adhere to noise abatement procedures.

Residents and Prospective Residents

The residents in areas surrounding an airport should provide input regarding noise concerns and strive to understand procedures that can and cannot be taken to minimize the effect of aircraft noise. Future residents should acquaint themselves with noise and flight corridor information available through the Airport Administration.

Next Phase

During the next phase of the 14 CFR Part 150 noise study, public comments received will be evaluated and alternative measures will be developed. These measures will then be assessed and will ultimately result in a series of recommendations that will be forwarded to the FAA for review and approval.

Schedule

- ***Develop/Evaluate Alternatives – Winter/Spring 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***

APPENDIX D

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Heinz Hetterich
Address 7500 Estero Blvd
City FMB State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I would like to thank all the people setting up the work shop giving us a better understanding what is involved to improve the situation.
Most residents affected are not aware how much effort has been put into this project.
Hopefully, the results will give us all some peace and quiet back again.

Sincerely

H. Hetterich

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MACK LYNN DRZEWIECKI
Address 5830 LAUDER ST
City FORT MYERS BEACH State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: WE ARE DIRECTLY IN THE "RAILROAD TRACK" OF THE
CURRENT FLIGHT PATHS INTO RSW. I HAVE LOGGED WITH
VIDEO 8-16 FLIGHTS DIRECTLY OVER OUR POOL CAGE IN
30-40 MIN PERIODS INCLUDING 8 FLIGHTS AFTER 11AM
ON SUN 3-18 AND TUES 3-20. THE PLANES ARE AS
LOW AS 1200-1500 FT AND UNDER POWER NOT ON
GLIDE. WE HAVE BLACK SOOT WHICH I SUSPECT
IS JET FUEL POLLUTION ON OUR POOL CAGE (LANAI
I WOULD BE HAPPY TO HAVE A SOUND MONITOR INSTALLED)
AND WOULD LIKE TO KNOW WHAT ELSE WE CAN DO
TO REDUCE OR ELIMINATE THIS PROBLEM. FEEL FREE
TO CONTACT ME AT (630)251-7303

THANK YOU -

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Tuffie Green
Address 0 2532 Estero #403
City FMB State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

I would like to know how to encourage the FAA to act on these recommendations. What more can we do? As a full-time resident of Fort Myers Beach, I am of course concerned about noise, and as the mother of an airline employee in Dallas, I am also concerned about safety.

Thank you for assisting our residents in solving these major problems in our small community!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A.3 ✓

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Craig Spalding
Address 7150 Estero Blvd #607
City Fort Myers Beach State FL Zip Code 33731

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

I was heartened to hear that the change plan of flight that Southwest is proposing actually will save money on gas so that benefit will accentuate the ~~elimination~~ elimination of the present flight plan that exists now. These past 3 weeks we have noticed that the planes seem like they are at a lower altitude — amazing.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A.4 ✓

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MICHAEL SHORT
Address 470 Madison Ct
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: The overflight noise from aircraft at night has been truly dreadful this season (Jan - March 2012). So I was encouraged to be shown the new optimized profile descent (RNAV Visual to Runway 06) by Mike Arnold of EIA Airports which has already been accepted by Southwest Airlines and flown recently.

This approach saves fuel and time and we urge that other airlines adopt the same approach to RSTW from 2012 onwards.

I look forward to learning from you when this desirable change is actually accepted and implemented by the F.A.A.

My ~~telephone~~ E-mail address is:

mg.short@yahoo.co.uk

It is very good that action is finally being taken to solve this long-standing noise problem on our island.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Shirley Lincoln
Address 2494 Noddy Tern Dr.
City FMB State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Thank you for ~~hosting~~ ^{having} this.
It was very informative.
I would like to know where we
are in the process of making
changes that positively affect FMB
community. - local papers? is there a website?
airline fly-overs are bad enough -
but to awaken at midnight on
weekdays is really way too much.

* I want to know what else we, as
FMB residents, can do to effect change.
I make complaints to the Port Authority
several times already.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Shirley Lincoln

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name MIKE GILLESPIE
Address _____
City BONITA BEACH State _____ Zip Code _____

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: THANK YOU FOR ALL THAT THE
LCRA HAS DONE TO IMPROVE OUR
LIVES FOR FUTURE AIRLINE FLIGHTS
AROUND BONITA BEACH AND
FORT MYERS BEACH VICINITY,

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

3A.7 ✓

470 Madison Court, Ft. Myers Beach, FL 33931, USA
Tel.: 001 239 463 3830
e-mail: mg.short@yahoo.co.uk

March 21st 2012

Consultation Fatigue - Aircraft nuisances over Ft. Myers Beach

I don't trust myself to speak civilly at today's workshop because I feel so angry and frustrated about this issue, so I am putting my thoughts down in writing:

The residents of Ft. Myers Beach and the visitors have had to suffer this nuisance since 2009. Low flying aircraft have woken us late at night and the early hours, our conversations have been interrupted, we have not been able to enjoy our patios and swimming pools without interruption, our outdoor furniture and outdoor surfaces have been covered by a fine black film and **nobody has helped us!**

Most of the residents have given up going to the workshops because they believe that they are a cynical exercise to drag the matter out in order to avoid doing anything for us.

Although I am regularly woken up at night and in the early hours of the morning I have not once called the "nuisance hotline" for more than a year. Why? Because, if I am woken up in the early hours - if I mutter to myself "it's just another blasted plane" and turn round in bed, there is a chance that I can get back to sleep. However, if I switch on the light and log the time, I am properly awake and there is no hope of further sleep.

This makes me particularly angry because I am convinced that - **if anybody cared - a remedy could be found!**

I am reliably informed that there is no reason why aircraft cannot maintain a height of 4000 feet while flying over Ft. Myers Beach.

Night flights could be re-routed to avoid flying over Ft. Myers Beach

A flight tracking system can be installed to monitor aircraft altitudes and flight paths.

It is totally unjustified to trouble and annoy us any further.

PLEASE DO SOMETHING NOW!!!

Yours sincerely
Gertraud Short



3A.8 ✓

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name E. Short
Address 470 Madison at FM 13
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Please implement the New Optimized Profile Descent (RNAV) Runway 09 very soon.

please initiate RNAV Arrival Procedure earlier.

a.s.a.p. - please

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

3A.9 ✓

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Franciska Land
Address 231-14 Lowell Rd.
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

We live on the South End of FMB, and since
4 years we have a lot of noise, dirt and also
health problems in our area.

We think it would help a lot, if the planes would
fly not so deep, and also when they could
take another route maybe more over the bay,
we think that would help a lot.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A.10
✓

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Christina Westedt-Seitz
Address 211-3 Leuck Rd.
City Ft. Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: In Leuck Rd. we are in the "middle of the
trouble". Since 2008 we have such a lot of noise
- beginning in the early morning til late night - and
the dirt is hard to handle (cleaning each 2 days).
So it would be better if the planes could fly higher and
go over the bay.

Chr. Westedt-Seitz

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Olivia Shuster
Address 21523 Indian Bayou Drive
City Fort Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I would like the
flights to go over the
Gulf of Mexico
instead of my
house on Indian Bayou
Drive.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Beth Burwinkel
Address 4560 Estero Blvd #504
City FMB State _____ Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: _____

Several airplanes with their noise
disrupt my life DAILY. Their low
flight leaves my lanais dirty — what
does that say about my lungs?

Please re-route a majority of
the air traffic over less populated
areas.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name ANNE DALTON, ESQUIRE
Address 2044 BAYSIDE PKWY
City FORT MYERS State FL Zip Code 33901

*Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.*

Comments: PLEASE ASSIST FORT MYERS BEACH WITH PRESENTING
UNIFIED COMMENTS TO THE FAA. ALTHOUGH I DO NOT LIVE HERE,
I HAVE REPRESENTED VARIOUS CLIENTS HERE AND SOME OF
THEM HAVE VERY SERIOUS CONCERNS ABOUT THE NEGATIVE
IMPACT OF NOISE UPON QUALITY OF LIFE.

ANNE

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A.14 ✓

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

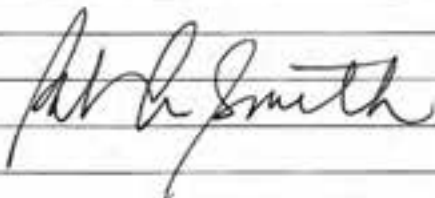
Name PAT A. SMITH
Address 50 FAIRVIEW BLVD
City FT. MYERS BEACH State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: ON 3 EVENINGS DURING LAST WEEK, 3 SEPARATE OVERFLIGHTS BETWEEN 11:30 PM AND ABOUT 12:10 AM GENERATED LOUD NOISE IN MY HOME EVEN WITH DOORS & WINDOWS CLOSED, A/C & TELEVISIONS ON. THE LOW, LOUD OVERFLIGHTS FOR THE PAST SEVERAL YEARS ARE A SIGNIFICANT FACTOR IN MY DECISION TO PUT MY HOUSE ON THE MARKET AND MOVE ELSEWHERE.

THE VERY QUIET PEACEFUL ATMOSPHERE OF MY RETIREMENT HOME HAS BEEN DESTROYED BY OFFENSIVE AIRPORT NOISE, DESPITE MY LOCATION MANY MILES (20?) FROM THE AIRPORT. WHY IS THIS NECESSARY AND WHY DOES FORT MYERS BEACH SUFFER DISPROPORTIONATELY?

I APPRECIATE YOUR PROVIDING OPPORTUNITY FOR PUBLIC INPUT. I HEARTILY ENDORSE YOUR RECOMMENDATIONS FOR MITIGATION OF NOISE OVER FORT MYERS BEACH, ESPECIALLY FOR INCOMING AIR TRAFFIC.



(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A.15 ✓

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Margaret I. McCloskey
Address 197 Bayview Ave
City Ft Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: very well organized
charts - easy to read & understand (I missed previous meetings!)
informative SWI personnel to speak with us!
(and ESA)
Thank you - hope the recommendations are approved by FAA

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A.16J

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name John Violette
Address 282 Ohio Av & 8300 Estero Blvd
City FMB State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: - 3000+ altitude should help "pass" FMB,
however, I did not see restrictions of
landing gear use (which can be just as
annoying as the fly-overs themselves).

- Flight pattern/routes should still
take advantage of Lover's Key to Bonita
Beach "Remoteness" & the Gulf there as well!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Karen Swanbeck
Address 3409 Shell Mound Blvd.
City Ft Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: I feel strongly that the FAA needs to
make changes to how air traffic is routed over Ft
Myers Beach. I am an early morning waker and
there is a flight that crosses over the Donora Blvd area
at about 5:40 am that is very low and very loud.

I work in real estate and have heard many stories
about the dirt that has been created in various neighborhoods
once the air traffic was redirected over the Island.

It affects quality of life for residents and tourists.

This issue will only continue to get worse due to
the future expansion of RSW and increased flights-
We need reasonable solutions right away.

It is amazing to me that one would not fly over
Lover's Key (which would have limited negative
affects than to fly over highly populated Fort Myers
Beach.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name BETH Ann Johnson
Address 60 FAIRVIEW BLVD
City EM BEACH State FL Zip Code 33931

*Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.*

Comments: PLANES FLYING TOO LOW.
PASSING OVER OUR HOME (BEDROOM)
AT 12:20AM.

PLEASE HELP!!!
THANK YOU

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Robert B. Young
Address 2088 Estero Blvd
City FMB State FL Zip Code 35551

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Thank you for Super Presentations. The Port Authority has done a Great Community Service Regarding to the concerns on this noise issue.

A secondary but equally important issue is the Pollution. Through this concern is another Avenue to improve this condition. We now know what everyone is cleaning off their buildings is a Dark Residue left by unburned fuel.

Other Government Agencies may share this concern and be helpful.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A.20J

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Bill + Suzanna Ziemal
Address 4753 Estero #303 Ocean Harbor Condos
City FMB State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: March 21, 2012 - We see some flights so low that we can see people in the aircraft windows.

The noise is so great we can't hear the TV until the plane passes.

Our granddaughter said she saw people in our swimming pool as they flew in.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A, 21 ✓

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name CARL ZANDER
Address 21521 INDIAN BAYOU DR.
City FT. MYERS BEACH State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: PLAN FOR TURNING AIRCRAFT OVER ESTERD BAY
ELIMINATING CROSS OVER OF FT. MYERS BEACH WILL BE
OF SIGNIFICANT HELP AND IMPROVEMENT.
ANY AIRCRAFT CROSSING OVER THE BEACH SHOULD BE
AT NO LESS THAN 3000 FEET.

SHIFT FLIGHT PATHS SOUTH OF BIG CARLOS PASS
TO BASICALLY UN-INHABITED AREAS.

ASSURE AIRCRAFT ARE ON A GLIDE PATH AT
LOW POWER OVER POPULATED AREAS OF THE BEACH
IF IT IS NECESSARY TO CROSS OVER THE BEACH.

THE CONSTANT "RAIL ROAD TRACK" APPROACH TO
THE RUNWAY OVER THE BEACH MUST BE
MODIFIED.

Carl Zander

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Barbara Zander
Address 21521 Indian Bayou DR
City Ft. Myers Beach State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: The ideas you are trying to implement are wonderful.

I have as many flights as possible turn ^{East} before
crossing over Ft. Myers Beach.

II Keep plane elevation at 3,000 feet as long as
safe and possible.

III Reduce early morning and late night flights
from coming down Indian Bayou DR.

IV Thank you for trying to preserve the sanctuary
nature of our community.

Currently the railroad track to the airport
coming down Indian Bayou Drive is annoying
and depressing.

(Attach additional sheets if necessary)

Barb Zander
Resident and Property owner

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name JOHN POHLAND SEL # -8368
Address 1 FAIRVIEW BLVD
City F.M.B. State FL Zip Code 33931

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

LOTS OF GOOD PLANS!

KEEP EM HIGH

POWER OFF - OR LOW

#1 RUNWAY SHOULD BE #24

MINIMUM ALT. SHOULD BE 4000' A.G.L.
AT SHORE LINE -

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 21, 2012- Fort Myers Beach

3A, 24
✓

M. R. EIGERMAN
5 Glenview Manor Drive
Ft. Myers Beach, FL 33931

March 21, 2012

Lee County Port Authority
Aircraft Noise Control Program,
Regional Southwest Airport

Subject: Overflights of mid-Island Ft. Myers Beach

Ladies and Gentlemen:

As formal input to your contractor's "workshop" today at Chapel by the Sea, I wish to protest the dramatic increase in low-altitude overflights of our mid-Island, single-family residential area.

I would prefer to make my comments in person, as part of a formal hearing record, but I understand you have excused the contractor from making a presentation or to accepting oral testimony. That decision has an unfortunate effect, since it weakens public confidence in the sincerity of your noise control work.

For the record, fellow homeowners and I are being subjected to an unacceptably high volume of air traffic flying directly over our mid-Island "QUIET ZONE" at low altitude. The effects vary with the time of day, but all of them are obnoxious.

During daylight hours, all conversation in the garden, on the dock, by the pool and even in the lanai must cease until the offending flight passes, since it is not possible to hear normal conversation. At night--before 6AM and after 10PM--when it is not unreasonable for people to enjoy undisturbed sleep, the aircraft noise is even worse, the roar of engines being amplified by open-water areas and shattering what used to be a restful stillness for which overnight visitors to the Beach pay a premium.

Beyond the nerve-wracking noise effects, all outdoor railings and paver surfaces as well as my boat and dock are covered with an oily black residue of incomplete engine combustion. These particulates are not only a dirty nuisance, they are pollutants which aggravate breathing problems and degrade the air and water quality on which already-stressed wildlife and our tourism economy depend.

Example: Last night, March 20, 2012, after being awakened by a thunderous overflight, I recorded a half-dozen complaints on your "hotline" as a parade of low-flying aircraft overflew my home at roughly five-minute intervals for more than 30 minutes, until nearly midnight. I did not get back to sleep until 3 AM, only to be awakened again by the usual aircraft noise at 5:30 AM. I was so sleep-deprived and dizzy, I was afraid to get out of bed to call the "hotline" yet again and register yet another complaint.

My quality of life has suffered significantly as a result of current air traffic patterns. The value of my home, my primary residence, has also been negatively impacted, since the tourists whom I meet on the mid-Island beach and in my neighborhood have told me that they are unwilling to pay premium prices for the pleasure of being barraged with airplane noise morning, noon and night. They have the option of not returning here, while I, a senior-citizen resident, do not.

My neighbors and I, residents and tourism-dependent business owners alike, demand relief through your immediate action to keep all flights at 4,000 feet or higher, and eliminate after-dark flights over Estero Island entirely. The present situation is harmful and unendurable.

*M. R. Eigerman -
(Mrs. H.F. Humphrey)*

3A.25
✓

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Rick MARINI
Address 20557 TAMPA PALM LAGO
City ESTERO State FL Zip Code 33928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: _____

Shipty I needs to be

abolished. !!!

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 22, 2012- Estero

3D.!

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Markus Rodak
Address 4109 Waboon Hilly Ct
City Bonita Springs State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: THE SITUATION HAS IMPROVED. THANK YOU
THE OPD SEEMS TO BE A DECENT SOLUTION FOR
THE AIRLINES, RESIDENTS, AIRPORT + FAA. THE FLIGHTS MUST
BE KEPT NO LOWER THAN 5000' OVER THE RESIDENTIAL
ESTERO AREA AND SHOULD BE MOVED 1 MILE SOUTH IN
PLANNING FOR THE NEW RUNWAY. THIS WOULD PUT
THE PLANES OVER ~~LAND~~ WATER AS THEY GLIDE IN TO
LAND.

RIGHT NOW WE ARE CONTINUING TO BE BUZZED
AND ANNOYED BY THE PLANES. WE WOULD LIKE TO
SEE MORE OF THE OPD.



(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 22, 2012- Estero

3D.2
✓

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name ALAN RUDAK
Address 4108 DAITON HALL CT
City Bonita Springs State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

Please consider raising altitudes from 4-5,000 on W to E flights over ESTERO to 6-7,000.

This should reduce noise after 10pm. — AND — During the DAY.

Thank,


Meadowbrook

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 22, 2012- Estero

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

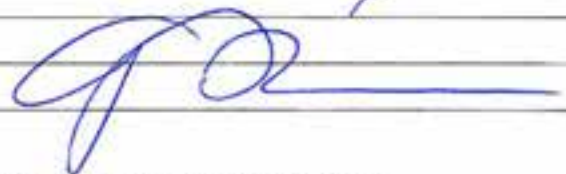
Name Alan Rodak
Address 4108 Dakin Holly Ct
City BONITA SPRINGS State FL Zip Code 34134

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

I live in Meadowbrook (Estero)
Please consider moving the new OPD (final Loop) flight path 1/2 to 1 mile West of current location. If the final U turn is moved slightly west then Meadowbrook & EL Dorado would be less affected by the noise at the turn.
Currently, the jets are turning & dropping altitude over us.

Thank you,



(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Wm. Hillemeier
Address 10217 Orchid Ridge
City B.S. State FL Zip Code 34135

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

the people were
very helpful

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 22, 2012- Estero

3D,5
J

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name PAUL M MOORE
Address 21579 Brixham Run Loop
City Estero State FL Zip Code 33928

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: PLEASE create alternate routes
parallel to the existing paths
shown as "SHIFTY TWO ARRIVAL"
each new path might be 1 mile
AWAY FROM "SHIFTY TWO". This
could reduce the impact of
multiple flights over the exact
SAME AREAS.

Thank you.
Paul Moore

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Helene Ball
Address 22104 Granby
City Lehigh Acres State FL Zip Code 33973

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: Thank you for detailed explanation.

Our community (Westminster) in Lehigh is concerned with noise levels with departing aircraft ~~and~~, late flights, and late, low, loud arrivals. People that live closer (Plantation off Tree line) don't hear noise that we do. We are also concerned that new runway will bring added noise. We are generally not a community of complainers so have not raised too much fuss.

Recommendations: glide in with less engine. Avoid "railroad lines" over our community & others. Adjust patterns to go over less populated and

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 20, 2012- Lehigh Acres

38.1

industrial areas. Encourage more efficient planes that are less noisy. Thank you again

Kaye Molnar

From: Victor Apa [vapa@sympatico.ca]
Sent: Wednesday, April 11, 2012 11:02 AM
To: Kaye Molnar
Subject: Public Information Comment Sheet - South West Florida Airport Jet Traffic Noise & Pollution
Attachments: CCE04112012_00000.pdf

Thank you for the opportunity of expressing our views. Hopefully something can be done to provide us relief from low flying jet noise resulting from changed traffic patterns since we purchased.

Victor Apa

Southwest Florida International Airport Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Linda & Joanne Apa
Address 6901 N. 11th Court
City FORT MYERS State FLORIDA Zip Code 33508


Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

WE ARE VERY CONCERNED ABOUT THE JET NOISE AND POLLUTION.

WHEN WE PURCHASED IN 2004, WE PAID PARTICULAR ATTENTION TO AIR TRAFFIC PATTERNS. SINCE ^{THEN} THE PATTERNS HAVE CHANGED - THE NOISE FROM LOW FLYING JETS APPROACHING THE AIRPORT IS TERRIBLE, AND UNNECESSARY. WHY ARE THEY NOT FLYING OVER COMMERCIAL AREAS IN STEAD? OR WHY ARE THEY NOT MAKING THEIR APPROACHES OVER THE GULF/WATER?

HOPEFULLY YOU CAN FIND A SOLUTION THAT WOULD RESPECT HOMEOWNERS RIGHT TO PEACE AS WELL AS ENSURING SAFETY OF AIR TRAFFIC.



(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name John + Chris Staub
Address 18161 Parkside Greens Drive
City Fort Myers State Florida Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: We live in Shadow Wood Preserve in South Fort Myers. The noise level of airplanes which fly frequently and low over our neighborhood is very disruptive to our well being.

Please vary the flight patterns, have planes fly higher until closer to the airport with wheels up until closer and ~~en~~ insist that Fed Ex planes upgrade their operations. These Fed Ex planes are old, noisy, polluting modes which fly later ~~is~~ in the night and earlier in the morning and are extremely noisy. Alternating take offs which are quieter with landings also helps.

Thank you for your consideration.

John Staub

(Attach additional sheets if necessary)

I thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 19, 2012- Fort Myers

3E.3 ✓

RECEIVED
APR 25 2012

BY:.....

Thomas Wheeler <tomwheeler13@gmail.com>
RSW Noise and Land Use Study
April 14, 2012 11:59 AM

This winter season is when the airplanes started coming over our house in large quantities and making lots of noise. You cannot go on the lanai for any length of time without airplanes disturbing your conversation and at times planes come over every few minutes. Late at night the planes are extremely loud.

The property at ShadowWood Preserve up Highway 41 was priced based on airplane traffic. The property at ShadowWood (Coconut and Three Oaks Parkway) was not discounted for airplane traffic. If we were to sell our house now, it would have to be discounted for noise. We bought in 2004 when it was quiet and peaceful.

We bought here because this was a quiet street without road noise. Now this is worse than road noise. We thought we did our homework and checked out future development, etc. We never dreamed we needed to check on the air space over our house. We are in ShadowWood at the Brooks on Sycamore Grove, in the heart of the development--away from all noise so we thought.

It is a very disturbing situation. You seemed to say at the meeting I attended that this started when Southwest "came to town." Now you are saying SW wants more runways and more flights.

Two noisy airplanes have come over our house while I was writing this memo.

I feel helplessly caught!!!

Connie Wheeler
22032 Sycamore Grove
Bonita Springs, FL 34135
239-495-5003
cgcwheeler@gmail.com

CEHV

RECEIVED
APR 16 2012

BY:.....

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name KIRIT BHATT
Address 18500 CYPRESS HAVEN DR
City FORT MYERS State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments:

I am really frustrated by low flying planes and almost 16 to 18 hrs of continue roar of jet engines one after another. I can not understand why approach to air port cannot be divided in all 4 direction that is North-South-East-West. So at least we can get $\frac{3}{4}$ less noise and to be fair all sides are equally affected

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 19, 2012- Fort Myers

RECEIVED
APR 12 2012

3E.5-1

BY:.....

Kaye Molnar

From: Sandy/Peter MacGillivray [sandymac@vermontel.net]
Sent: Monday, April 02, 2012 9:25 PM
To: Kaye Molnar
Subject: Ft. Myers Beach, FL

Good evening.

Hopefully I'm not too late with comments regarding the SWFIA Noise and Land Use Study. I attended the FMB presentation on March 21, 2012.

I own property on the beach and although I am not there often, I have many friends who live there or spend much more time there than my wife and I do.

I would also say that I am a commercial pilot, multi-engine and instrument rated and I also hold a flight instructor certificate. That may qualify me for some relevant comments.

First, I would like to thank you for your outstanding presentation and your friendly and knowledgeable staff available to answer questions. They were all very professional and easy to talk with.

My two comments would be that even though I like the aircraft at 1600 feet AGL to intercept the glide slope, it will probably make lots of people happy to see them at 2000 or 2500. Note: all of my friends still like the 1600 feet as I do, including my wife.

The new RNAV routing is also a good idea when feasible, as would a localizer intercept between Big Carlos Pass and Hickory Pass when possible.

The other issue that was discussed was a/c with "old and noisy" engines. They certainly should stay at or above 2500 feet because there are one or two every night that come over the beach. As I said, I like them, but I guess the neighbors don't.

Again, my sincere thanks for the program and I speak for most of my friends.

Sincerely,

Peter and Sandy MacGillivray
Eden House
7700 Estero Blvd.
Ft. Myers Beach, FL

Northern address:
199 Highland Road
Springfield, VT 05156
Cell: 802 376 5252

Sandy MacGillivray
199 Highland Road
Springfield, VT 05156
802-885-4238

3F.64

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name ROBERT MANTIA
Address 6740 MOSSY GLEN DRIVE
City FT. MYERS State FLORIDA Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to
the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: THE NOISE FROM THE PLANES IS INTENSE, ESPECIALLY
FROM THE PLANES COMING IN FOR LANDINGS. THIS OCCURS
FROM THE EARLY HOURS OF THE MORNING, TO SOMETIMES VERY LATE
AT NIGHT. IT WOULD BE GREAT IF THE NEW RUNWAY WOULD GIVE
OUR NEIGHBORHOOD SOME RELIEF.

THANK YOU.

Robert Mantia
ROBERT MANTIA

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFLA Noise and Land Use Study
Public Information Workshop
March 19, 2012 - Fort Myers

3E.7V

RECEIVED
APR 02 2012

BY:.....

Jennifer Dorning

From: cmrosenstein@flylcpa.com on behalf of Noise Comment <noisecomment@flylcpa.com>
Sent: Tuesday, April 03, 2012 9:18 AM
To: Jennifer Dorning
Cc: MArnold@esassoc.com
Subject: Fwd: Change to SHIFTY flight plan for RSW
Attachments: Alternate route proposal.png

Good Morning Jennifer,

Could you add this comment into the rest? This gentleman lives in Estero.

Thanks

----- Forwarded message -----

From: Paul Moore <bir1209@hotmail.com>
Date: Sat, Mar 31, 2012 at 10:28 AM
Subject: Change to SHIFTY flight plan for RSW
To: noisecomment@flylcpa.com

Red line shows approximate location of the existing flight path.
By moving the flight path to the south as shown with the black line, many fewer homes would be under the flight path.

Paul Moore
Cell: 919-271-0591

--
Chad Rosenstein

Noise Coordinator
Lee County Port Authority
11000 Terminal Access Rd
Fort Myers, Fl. 33919-8213
(239) 590-4466
(239) 561-0966 - Airport Weather Automated Surface Observing System (ASOS)
noisecomment@flylcpa.com

Please note: Florida has a very broad public records law. Most written communications to or from Port Authority employees and officials regarding Port Authority business are public records available to the public and media upon request. Your email communication may be subject to public disclosure.

rec'd e-mail



COMMENT FORM

FAR PART 150 NOISE and LAND USE COMPATIBILITY STUDY

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

PUBLIC COMMENT SESSION MARCH 19, 2012

I am a retired commercial/corporate pilot residing at Fiddlesticks Country Club. I have been appointed, replacing Mr. Streep, to represent Fiddlesticks regarding airport noise issues.

I attended your public session this past Monday whereas you displayed proposed changes to Aircraft Flight Arrival/Departure Corridors. Since I reside at Fiddlesticks, I only will comment on the arrival/departure southwest flows.

JOSFF FOUR ARRIVAL

Aircraft using this STAR and destined for RSW r/w 6 landing currently expect radar vectors from PASTR to final. There is no mention of altitude.

In the interest of noise and a stabilized approach the procedure should be changed to radar vectors from PASTR to rwy 6 final to intercept extended rwy 6 glide slope prior to descending. When IRSW is not in use, altitude step downs approximating the G/S would be used. This change keeps aircraft higher for arriving and powered back when descending.

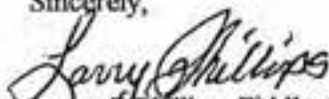
ALICO THREE DEPARTURE CSHEL FOUR DEPARTURE

The current SID for rwy 24 has a hard 4,000' not to exceed altitude. Most newer type aircraft have better climb performance that would allow climbs higher than 4,000' directly to MIA ATC. This change would keep noise higher and dissipated.

The proposed flight path changes on these two departures indicate traffic being vectored and fanned out after MAPUL rather than the current structured route. Our concern at Fiddlesticks is this propose fanning out of departure traffic will infringe the southwesterly side of our property more so than is now. If the hard 4,000' altitude was removed or made higher, this traffic fanning would not be much noisier than it is now.

We at Fiddlesticks have experienced the many noise issues over the years concerning the airport. By working together, discussing and understanding the issues, we have gone from no noise restrictions to a manageable, safe and efficient noise abatement procedures that everyone can live with. Any changes should be "tweaking" and lowering noise while not compromising protected areas.

Sincerely,



Larry Phillips, Fiddlesticks Country Club
15645 Carriedale Ln

3E.9✓

Kaye Molnar

From: ttt mmmm [factsfmb@hotmail.com]
Sent: Sunday, April 01, 2012 9:54 AM
To: Kaye Molnar
Cc: fmbllarry kiker; fmbjo list; fmbbob raymond; alan mandel; joe kozinski
Subject: Public Information Workshop Noise and Land Use Study
Attachments: aircraft workshop letter.docx

Re : SWFIA Noise and Land Use Study-FMB

From: Tom Merrill

We are pleased you are finally listening. But, it has been far too long waiting for changes, some quite simple that could have been executed long ago if there had been more consideration. While other communities impacted less severely have received more consideration and sooner, our island has put up with a continued bombardment of planes for almost 15 years, and long after reassurances that this would never happen.

For instance, Estero receives less than half the overflights as compared to FMB, and planes are at much higher altitudes. But the recommendations are for continued help and show further changes all the way up to 5000'. Planes are at 4000' over Bonita and Pine Island, then allowed to drop considerably in the short distance to FMB. Yet 3000' is all that is offered to FMB ... the one community that is hit the hardest. Since what is offered for altitude is basically the same as has been discussed for 15 years, this is very disappointing. The only difference is that we are now told something may actually be accomplished, as it will be written into pilot approach plates. Well, this could have been done years ago. With new technology and RNAV, it would certainly seem those planes passing the island starting out over the Gulf of Mexico could be put on a glide approach over FMB at 4000' and then a slightly quicker descent could follow. Aircraft and pilot capability clearly make this possible.

RNAV is shown as a way to creatively alleviate many flights over FMB and I hope that this happens. Perhaps this could be the key to simply keep flights from passing over FMB. Given the past un-kept promises, seeing is believing.

Changing the runway priority at night could have a very beneficial effect, and is sorely needed as it could greatly lessen the impact at night. Why can't this be done 24 hours a day?

Perhaps the dynamics of winter season are not fully understood, as they relate to FMB. *A most critical factor is that east winds are far more predominant in winter than any other season.* That brings flights over FMB at an abnormal rate. This is also when flights abnormally peak in volume. And, this is also when there is about a 10 fold increase in population. This creates a hugely abnormal triple whammy over one spot.

Lee County Tourism focuses on quiet beaches in the worldwide approach to promote tourism. Tourism is critical for the area's economy. More and more airplanes flying loudly over the so called "quiet beaches" may not be in the best interest for Lee County's long term economic future.

Tom Merrill

21581 Indian Bayou, FMB

p.s. As I sit here writing this to you, planes are hammering us, yet the winds are west. It underlines the importance of changing the priority for the runway so that marginal wind conditions bring them in from the east. Even if this only alleviated 10% of the flights, this could be a huge help.

3E.10V

Kaye Molnar

From: Lynne Portnoy [cranbrookmom@comcast.net]
Sent: Wednesday, March 28, 2012 5:41 PM
To: Kaye Molnar
Subject: airport noise and flight paths RSW

Dear Sir or Madam,

I am writing to comment on the recent meeting of your committee re the RSW airport Noise and Land use held at Estero Community center last week.

My impressions from the meeting are that rules are in place (1500 elevation, landing gear up until a certain distance etc.) but not enforced. As a resident of ShadowWood Preserve I witness, count, and observe flights all day every day. I did know when I purchased our home in 2008 that we were in a flight pattern, but was informed that the patterns vary with wind time etc, and would surely be spread around the area as we developed.

To my consternation this has not yet happened, or perhaps we are not the squeakiest wheel in the bunch. To remedy that I would like to share my observations that planes (mostly Delta) are routinely as low as 500-700 feet over my lanai and that we are unable to hear each other across the dinner table when eating outside. Such a pity that something cannot be done to enforce the rules. I guess I can boycott Delta, but I would hope that you could help us remedy our dilemma.

The noise level is directly related to the height of the plane as it passes over my home and it is just too low. If you could please direct us to someone we can complain to re the refusal of the pilots to adhere to noise abatement I would most appreciate it.

Sincerely,

Lynne Portnoy
cranbrookmom@comcast.net

18530 Cypress Haven Drive
Fort Myers, Florida 33908

3100 West Long Lake Rd.
West Bloomfield, Mi 48323

Kaye Molnar

From: J David Lyons [jdavelyons@me.com]
Sent: Wednesday, March 28, 2012 4:15 PM
To: Kaye Molnar
Subject: AIRPLANE NOISE

I am writing to register my complaint about the excessive plane noise from planes landing and taking off, from RSW day and night. We are Fort Myers residents in Shadow Wood Preserve off Route 41 and planes are unnecessarily flying at extremely low altitudes over our homes as they land or take off. We have in the past met, with FAA employees and experienced airline pilots. They tell us that, by altering their flight patterns just a few miles north pilots could save costs for their airlines, and dramatically reduce the excessive noise for heavily populated communities like ours. However no action has ever been taken. I would urge you to utilize the current study to help correct this awful situation. Please keep our residents informed as the study progresses. Thank you in advance for your help in this important matter.

Sincerely,

Dave & Georgine Lyons
18251 Parkside Greens Drive
Fort Myers, FL 33908

Sent from my iPad

Kaye Molnar

From: Lee11244@aol.com
Sent: Wednesday, March 28, 2012 3:58 PM
To: Kaye Molnar
Subject: Airplane noise

I live at 18141 Parkside Greens Drive in Fort Myers. I am writing to express my displeasure with the excessive noise from the flights to and from southwest international airport. The noise has become quite a nuisance. It is especially bad early in the morning, sometimes as early as 5 am and late at night, sometimes much after midnight. The planes seem to be flying lower and they put down their landing gear before they get to 41 and have to power up to maintain altitude. The noise is excessive and must be corrected. I look fore ward to you help in this matter.

Leslie Morse

Southwest Florida International Airport
Noise and Land Use Study

PUBLIC INFORMATION COMMENT SHEET

Name Jerry Colton
Address 181691 Cypress Haven Dr
City Fort Myers State FL Zip Code 33908

Drop your written comments into the comment box here tonight, mail them to the address on the back of this form within 14 days, or email your comments to kmolnar@cella.cc.

Comments: My community was designed to take advantage of the natural surroundings. That tranquility is only interrupted by the sounds of planes roaring overhead several times a day. The planes are very noisy and fly very low above our community. The noise is worse when the planes have their landing gear down.

(Attach additional sheets if necessary)

Thank you for taking time to participate in this public information workshop.

SWFIA Noise and Land Use Study
Public Information Workshop
March 19, 2012- Fort Myers

3E.14v

Kaye Molnar

From: Harold Portnoy [hportnoy@comcast.net]
Sent: Friday, March 23, 2012 12:21 PM
To: Kaye Molnar
Subject: plane noise

Dear Sir,

I am a resident of Shadow Wood Preserve. The airliner landing path flies directly over the Preserve on the way to RSW. The planes **are under 500 feet** with their **flaps and wheels down**, which is easily discernible at these low altitudes. Because they are so low, the noise is horrendous. Sometimes the planes fly over every few minutes from sun up until late at night. Recently when I flew in from the north, the plane flew south close to RSW then turned right to fly out over the gulf only to turn around and fly towards RSW from the southeast. Why not simply fly more westerly over the gulf from the north and then directly come in to land on a glide path north of the Preserve. It would save flight time and fuel.

Harold Portnoy, MD

18530 Cypress Haven Dr.
Fort Myers, FL 33908
239 245 8486

M-248 736 8998
E- hportnoy@comcast.net

Kaye Molnar

From: Joan Joy [denisjoan@hotmail.com]
Sent: Friday, March 23, 2012 9:32 AM
To: Kaye Molnar
Cc: Tom Babcock
Subject: Airplane noise over Fort Myers Beach

To Whom it may concern:

We are residents of fort Myers Beach and wish to express our concerns with the constant airplane noise over our home. The noise is often extremely loud and comes in waves during busy landing periods.

We do not know how to measure decibles... however, we do know that the noise frequently prevents one from having a conversation either inside or outside of the house. When many planes go over within a short time-span it is impossible to communicate without shouting. When one plane flies over, you cover your ears and them immediately brace for the next one.

Without continuing to cite scripture and verse... we would REALLY appreciate being able to enjoy our home other times of the day beside the hours between midnight and six A.M..

We believe that flight approaches can be adjusted to serve us, and not negatively effect neighboring communities, and not create a safety hazard for pilots and passengers.

Sincerely,

Denis & Joan Joy
248 Dundee Rd.
Fort Myers Beach, FL

Kaye Molnar

From: Susan Prock [sandb@embarqmail.com]
Sent: Thursday, March 22, 2012 11:17 PM
To: Kaye Molnar
Subject: RE: Jet Noise--August, 2011

Importance: High

Kaye, The noise from the jets over our home at Bella Terra continues to be loud and keeps us awake late at night.

In addition to the previous suggestions given on this email...

2 new ones I would like to suggest from coming to the meeting today are:

- 1.) Utilize existing runway 24 for jets coming down the middle part of the state jet pattern (quick and easy solution)
- 2.) Incorporate OPD/Reduce Speed to Runway 6 (another quick and easy solution)

In conclusion, it seems so easy and sensible for the jets to just go a few miles to the south and cross over at a less populated point. It is my understanding that there are 1,800 homes in Bella Terra alone upon completion. I drive past numerous other large home developments along Corkscrew Road daily as I head west to work.

I will look forward to your reply. Thanks!!! Susan Prock

From: Kaye Molnar [<mailto:kmolnar@cella.cc>]
Sent: Monday, November 21, 2011 9:32 AM
To: Susan Prock
Subject: RE: Jet Noise--August, 2011

Susan,

Thanks for introducing yourself at the meeting last week. It's always nice to put a face with a name.

I will add your suggestions to the noise study comments.

Thank you,

Kaye Molnar - President

CELLAMOLNAR
..... & ASSOCIATES INC

1631 Hendry Street

Fort Myers, Florida 33901

T: 239.337.1071 - F: 239.337.1076

kmolnar@cella.cc - www.cella.cc

A truly happy person is one who can enjoy the scenery on a detour.

From: Susan Prock [<mailto:sandb@embarqmail.com>]
Sent: Sunday, November 20, 2011 6:28 PM
To: 'Susan Prock'; Kaye Molnar
Subject: RE: Jet Noise--August, 2011
Importance: High

Hi Kaye, It was so nice to meet you at the recent meeting.
Two suggestions concerning the jet noise:

- Raise downwind approach to Runway 6 to 5000 feet
- Move downwind leg to Runway 6 farther south so it does not cross the path of many housing developments along Corkscrew Road

The jet noise over our home continues to be deafening at all times of the day and night. We can't even keep our windows open for the extreme noise level from the jets flying overhead from ALL directions. Thanks in advance for your kind attention to this very important matter!!! Sincerely, Susan and Bruce Please let me know when you receive this email.

From: Susan Prock [<mailto:sandb@embarqmail.com>]
Sent: Sunday, September 11, 2011 11:29 AM
To: 'Kaye Molnar'
Subject: RE: Jet Noise--August, 2011
Importance: High

Kaye,
We wanted to also let you know that the jet paths are crossing from ALL directions across our home. They fly low and the noise is loud at all times of the day and night. Sincerely, Bruce and Susan

From: Kaye Molnar [<mailto:kmolnar@cella.cc>]
Sent: Tuesday, September 06, 2011 10:03 AM
To: Susan Prock
Subject: RE: Jet Noise--August, 2011

Ms. Prock,
I received both emails with your comments attached. Thank you for your comments regarding the SWFIA Airport Part 150 Study. They will be included in the public comments for the study.

Kaye Molnar

From: jjbchrch@comcast.net
Sent: Friday, March 23, 2012 12:07 AM
To: Kaye Molnar
Cc: Mike Gillespie; Micki Gillespie
Subject: Proposal #6 to change runway 24 to preferred runway

Islanders Concerned about Aircraft Issues are supporting the following proposal:

"Comment: The preferred arrival direction during the night time hours would be to the southwest rather than northeast. Aircraft would not fly over FMB at night. This would be dependent on weather conditions. This recommendation should be modified to state the hours of 10 PM to 7 AM. If implemented, it could be an improvement for highly populated FMB and the Estero Community."

We are already getting a constant parade of plane traffic over my area (McLaughlin Blvd. off Hickory Blvd.) most nights (as well as during the day). I never ever thought that I would move from my house but I am a nervous wreck listening to the constant whine of airplane engines and for the first time ever we have a black film over all the surfaces outside the decking areas and inside the house close to where our doors are open. My retirement has been ruined. I am so discouraged by the change. Then to read that Ft. Myers and Estero would like to send even more planes our way would be intolerable to me.

I loved listening to the dolphins exhale in the night and the sounds of the herons squawking....I don't hear them anymore, only the sound of planes overhead. The worst part is that even if I found a place to move, there would be no guarantee that you wouldn't suddenly decide to send planes over the new location I chose.

I am heartsick and hope that you will not implement this proposal.

Sincerely,

**Jan Bachrach
26749 McLaughlin Blvd.
Bonita Springs, Fl. 34134**

Kaye Molnar

From: tababo@netzero.net
Sent: Thursday, March 22, 2012 4:16 PM
To: marnold@easassoc.com; Kaye Molnar; jophilpott@flylcpa.com; cmrosenstein@flylcpa.com
Cc: myersfp@embarqmail.com
Subject: Part 150 Noise Study Recommendations

Chad, Josh, Mike and Molnar Associates,

We would like to take the opportunity to thank you for your efforts and those of your co-workers during the on-going Part 150 Noise and Land Use Study. We feel that the concerns of residents and visitors of the Town of Fort Myers Beach have been heard. Since we did not get a chance to submit our comments at the March 21, 2012 workshop, we would like to comment on the recommendations that have been made. Please include them in the study.

Workshop recommendations:

1. Keep aircraft at 3,000 feet over Fort Myers Beach.

Comment: This is less than the 4,000 feet requested. Since the current recommendation is to raise the altitude of the downwind over Estero from 4,000 feet to 5,000 feet, we see no technical reason why the altitude over Estero Island could not be 4,000 feet. Regardless of the final recommendation on altitude, we would like to see the wording of this recommendation changed to read: Keep aircraft at or above X,XXX feet until east of Estero Island. Fort Myers Beach may not be clearly recognized by pilots, but the island is obvious.

2. Promote Use of RNAV Visual Optimized Profile Descent (OPD) to Runway 06.

Comment: This is consistent with our requests. If implemented, it should decrease the number of direct overflights, be quieter because aircraft will be in a glide and there should be significant fuel use reduction. The estimated savings by Southwest should encourage other airlines to participate once they have installed the necessary equipment.

3. Initiate RNAV OPD Arrival Procedure Further from the Airport.

Comment: We support this recommendation. This extends the benefits for the airlines and to other communities surrounding the airport.

4. Publish Charted Visual Approach to Runway 6 from the North and South.

Comment: We support the intent of this recommendation. Aircraft arriving from the north or the south under visual flight rule procedures should know they are to avoid overflying highly populated Fort Myers Beach. For this to happen procedures must be readily visible to the pilots on their arrival plates and reinforced by controllers.

5. Increase Altitude of Early Morning Flights.

Comment: If recommendation #1 is implemented, it should also cover the cargo carriers that arrive early in the morning. Previous discussions with Doug Murphy at the FAA implied that the box carriers such as FedEx and UPS follow different procedures than commercial carriers. If that is the case, how would this recommendation be implemented? Since RSW is under the control of Miami Center from midnight to 6 AM, will these procedures apply to whomever is controlling the aircraft during the early morning arrivals? If this recommendation is intended to be focused on the cargo carriers, they should be required to follow recommendation #4 that would avoid highly populated Estero Island and recommendation #6 which would encourage arrival on Runway 24 at night.

6. Change Runway 24 to preferred Runway after 10 PM.

Comment: Based on the recent number of complaints, this would be a significant improvement for FMB, if implemented. Aircraft would not fly over FMB at night, dependent on weather conditions. This recommendation should be modified to state the hours of 10 PM to 7 AM, which are defined as night, and assure that the transition is seamless from aircraft control at RSW to Miami Center.

We hope you will consider these suggestions before final recommendations are carried forward for approval by the Board of Port Commissioners. Consideration of a hearing late in October or early November, as mentioned at the workshop, would not conflict with budget time, align with a decreased probability of hurricane disruption and at a time when more property owners in Lee County are in residence.

We continue to request diligent pursuit of the implementation of the RSW Flight Tracking Monitor.

We are encouraged by the draft recommendations of the Part 150 report. However, residents and visitors of Fort Myers Beach will be vigilant until implementation.

We appreciate your hard work and thank you for your help. Tom and Annie Babcock

Tom and Annie Babcock, tababo@netzero.net

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consumerproducts.com

Kaye Molnar

From: Heinz Hetterich [heinz.hetterich@arcor.de]
Sent: Monday, March 12, 2012 9:39 PM
To: Kaye Molnar
Subject: Commercial Aircraft Noise-Fort Myers Beach

Sir,
after my retirement 5 years ago, I was looking for a peaceful and quiet location somewhere in Southwest-Florida and thought to have found the ideal place close to the south end of Fort Myers Beach and, decided to buy a condo to live here 4 to 6 months.
Now I'm beginning to have doubts, if it was the right decision. As I'm writing this letter, a low flying air plane came right over the building and sometimes this can go on until past 11:00PM.
Any action to solve this problem – another plane just went over - will be highly appreciated by many residents in the area.

Respectfully
Heinz Hetterich
7500 Estero Blvd.

PS: While I was writing this e-mail, 4 planes went right overhead.

Kaye Molnar

From: Jerry [jerry@hchfl.com]
Sent: Monday, March 05, 2012 12:44 PM
To: Kaye Molnar
Subject: Plane noise

Could you have someone contact me about the time of the next meeting and give some input now on how bad it has been this season

Jerry Colton
239-410-8608

Kaye Molnar

From: Fernandes Ellen [ellenfernandes@me.com]
Sent: Wednesday, February 08, 2012 10:05 PM
To: Kaye Molnar
Subject: Planes over Ft Myers Beach - South End Specific

Good Evening.

I have written to you before. I feel the need to send another email regarding the plans flying over Ft. Myers Beach, specifically the south end of the island. More specifically - over my building.

All day long well into the evening hours, 7-days a week the flight pattern somehow brings the planes over my building. No, I am not exaggerating. On one Sunday evening recently my husband counted 15 planes fly over. The TV volume rose constantly. The planes were flying well after 11:00 pm.

Evenings are worse as the TV volume constantly goes higher so we can hear it. If we are having a conversation, we have to shout to be heard. The planes fly so low you can see the logos. And there have been several instances where I thought the plane was going to crash into our building. Another evening I saw two planes come in - one from the north, the other circled in from the south and followed the other plane.

And the next morning around 7:30am it starts all over until 10 or 11 pm.

Please do what you can to work with the FAA to divert air traffic from the south end of Fort Myers Beach. It really disrupts our lives and the engine noises are so loud. There is no quiet time anymore since the traffic path was changed.

We are also at the south end where we have a critical shore bird nesting and wildlife grounds.

Respectfully
Ellen Fernandes