Diagram #1: Recommended Piston Propeller Procedures (click figure for larger version)

Aircraft Categories: A & B / All Runways

- **Pattern Activity:** Observe 1,000' pattern altitude. Keep traffic pattern within 1/2 to 1 nautical mile of runway. Voluntarily limit touch-and-go patterns to 10 or fewer.

- **Preferred Runway 14 and 32 traffic pattern operation area** is within 1/2 to 1 nautical mile southwest of the runway. Left-hand traffic is standard on Runway 32, right-hand traffic is standard on Runway 14.

- **Preferred Runway 5 and 23 traffic pattern operation area** is within 1/2 to 1 nautical mile southeast of the runway. Left-hand traffic is standard on Runway 23, right-hand traffic is standard on Runway 5.

- **Departures and Arrivals:**
  - Reduce power on takeoff as soon as possible.
  - Remain as high as possible on approach.

- **Operations Outside the Traffic Pattern:**
  - Maintain 2,000 feet over residences.

- **NOTE:** These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from ATC or those which are the exclusive authority of the FAA.
Diagram #2: Recommended Turbine Fixed-Wing Procedures (click figure for larger version)

Aircraft Categories: B, C, D & E

Runways: 05, 14, 23 & 32

NOISE ABATEMENT PROCEDURES by Whispertrack

KAPF
Naples Muni Airport
Naples, Florida, United States

Noise Sensitivity Level: HIGH

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Diagram #3: Recommended Helicopter Procedures (click figure for larger version)

Aircraft Category HELI / All Runways

KAPF
Naples Muni Airport
Naples, Florida, United States

Noise Sensitivity Level: HIGH

Runway 23 arrivals turn to final east of F75.

No maintenance runups 10 pm to 7 am.

All operations strongly discouraged 10 pm to 7 am.

Fly 095°

Fly 360°

Fly 270°

Runway 5, 14, and 32 arrivals remain at least 1 mile off shore, intercept final or base over the Gulf.

Utilize arrival/Departure transition spot “Charlie,”
“Echo,” or “Sigma” as assigned by ATC.

Follow designated arrival and departure routes,
major roadways, or waterways.

Climb and descend over airport, and maintain
2,000 feet above all neighboring areas.

Follow Helicopter Association International
“Fly Neighborly” procedures.

RECOMMENDED HELICOPTER OPERATING PROCEDURES

Please fly safe.

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Diagram #4: Recommended Piston Propeller Procedures (click figure for larger version)
Aircraft Categories: A & B / All Runways

- Runway 23: All operations strongly discouraged 10 pm to 7 am. No maintenance runway 10 pm to 7 am.
- Pattern Activity: Observe 1,000’ pattern altitude. Keep traffic pattern within ½ to 1 mile of runway. Voluntarily limit touch-and-go patterns to 10 or fewer.
- Departures and Arrivals: Reduce power on takeoff as soon as possible. Operations Outside the Traffic Pattern: Maintain 2,000 feet over residences.

NOTE: These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from ATC or those which are the exclusive authority of the FAA.

Noise Sensitivity Level: HIGH
OVERVIEW

Naples is EXTREMELY NOISE SENSITIVE in all directions.

Please utilize quiet departure and arrival techniques and avoid low flight over residential areas. Whenever possible, FLY NEIGHBORLY – MAINTAIN 2,000' above ground level over residential neighborhoods.

NOTE: These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from ATC or those which are the exclusive authority of the FAA.

TEMPORARY INFORMATION

The AirNav and FAA charts and diagrams for Naples Municipal Airport (APF/KAPF) may not be updated to reflect the new paved safety areas and increased TODA to 5,800 ft. for Runway S-23.

See "Images / Diagrams" section.

* New run-up block located at Alpha1.*

MANDATORY RESTRICTIONS

All Aircraft Categories   /   All Runways

The following operations are formally prohibited at APF for noise abatement purposes:

1. Stage 1 jet operations (24 hours).
2. Stage 2 jet operations (24 hours).
3. Maintenance runups between 10 pm and 7 am.

The following categories of aircraft are exempt from these three restrictions:

A. Aircraft operated by the United States of American or the State of Florida.

B. Law enforcement, emergency, fire or rescue aircraft operated by any county, city or state or other governmental agency.

C. Any aircraft operated for bona fide emergency purposes, such as Lifeguard Flights as defined in the Federal Aviation Regulations. Such operator shall notify the Director of Operations of the emergency before conducting the operation, if at all possible, and shall in all cases complete and submit a form furnished by the Airport Authority stating the details of such emergency, not later than 48 hours after the operation is conducted. All persons conducting any operation under this exception shall operate under the guidelines of Federal Aviation Regulations and shall make available to the Executive Director, upon reasonable request all records and documentation relating thereto.

CURFEWS

All Aircraft Categories   /   All Runways

All operations are strongly discouraged at the airport from 10 pm to 7 am, the “Voluntary Nighttime Curfew” period.

If operations must be conducted during the Voluntary Nighttime Curfew period, landings on Runway 23 and departures on Runway 5 are strongly preferred, winds and air traffic permitting.

The Authority staff log all operations conducted during the Voluntary Nighttime Curfew period and post the tail numbers, times of operation, and runways used on the airport’s website.

As discussed under the “APU” tab, operators are requested to refrain from use of APUs or other non-electric ground power units during the Voluntary Nighttime Curfew period.

As discussed under the "Mandatory Restrictions" tab, maintenance runups are formally prohibited during the curfew hours. This prohibition is mandatory, not voluntary.

ARRIVALS

All Aircraft Categories: B, C, D & E   /   Runways: 05, 14, 23 & 32

All jet operators are requested to use the National Business Aviation Association (NBAA) approach and landing procedures.

All Aircraft Categories   /   Runways: 05 & 14

All operators are requested to fly approaches at or above the 3.5 degree PAPI angle on Runways 5 and 14.

All Aircraft Categories   /   Runways: 23 & 32

All operators are requested to fly approaches at or above the 3.0 degree PAPI angle on Runways 23 and 32.
DEPARTURES

Aircraft Categories: B, C, D & E / Runways: 05, 14, 23 & 32
All jet operators are requested to use the National Business Aviation Association (NBAA) “close-in” noise abatement departure procedure.

Aircraft Categories: A & B / All Runways
All propeller-driven aircraft are requested to climb out at Vy (best rate of climb). Reduce power from take-off power to climb power as soon as safe and practical.

All Aircraft Categories / All Runways
Do not make any turns until past the departure end of the runway.

PREFERENTIAL RUNWAYS

Aircraft Categories: A, B, C, D & E
Runway 5 is the preferred departure runway and Runway 23 is the preferred arrival runway, 24 hours a day, winds and air traffic permitting.

PREFERENTIAL INSTRUMENT PROCEDURES

Aircraft Categories: B, C, D & E / Runway 23
Please use the NAPLES TWO departure when safe and practical.

All Aircraft Categories / Runway 05
Please use the RNAV (GPS) RWY 5 approach and follow the published approach profile, when safe and practical.

All Aircraft Categories / Runway 23
Please use the RNAV (GPS) RWY 23 approach and follow the published approach profile, when safe and practical.

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

All Aircraft Categories / All Runways
Pattern altitude is 1,009' MSL (1,000' AAE). Keep normal traffic pattern to within 1/2 to 1 mile of runway.

Maintain 2,000' AGL or higher over residential areas outside traffic pattern whenever feasible.

APU USE

Operators are requested to refrain from use of APUs or other non-electric ground power units (GPUs) from 10 pm to 7 am.

ENGINE RUNUP

Maintenance runups are prohibited between 10 pm and 7 am, with the following exceptions:

A. Aircraft operated by the United States of American or the State of Florida.
B. Law enforcement, emergency, fire or rescue aircraft operated by any county, city or state or other governmental agency.
C. Any aircraft operated for bona fide emergency purposes, such as Lifeguard Flights as defined in the Federal Aviation Regulations. Such operator shall notify the Director of Operations of the emergency before conducting the operation, if at all possible, and shall in all cases complete and submit a form furnished by the Airport Authority stating the details of such emergency, not later than 48 hours after the operation is conducted. All persons conducting any operation under this exception shall operate under the guidelines of Federal Aviation Regulations and shall make available to the Executive Director, upon reasonable request all records and documentation relating thereto.

FLIGHT TRAINING

Jets and large aircraft are requested to refrain from conducting multiple approaches and closed traffic patterns on a 24-hour basis.

Pilots are requested to refrain from conducting any training operations from 10 pm to 7 am, the “Voluntary Nighttime Curfew” period, and to conduct 10 or fewer repetitive touch-and-go operations from 7 am to 10 pm.

Please keep normal traffic pattern to within 1/2 to 1 mile of the airport.

COMMUNITY GROUPS/INFO

A 9 member Noise Compatibility Committee (NCC) meets regularly to review the noise abatement program and make appropriate recommendations to airport staff and the Authority. NCC members are local residents and pilots who volunteer their time and expertise to help maintain a high quality of life in Naples. Information is available at http://www.flynaples.com/noise-abatement/noise-committee
**STAGE II**

Stage 1 and 2 jet operations are banned 24 hours a day, with the following exceptions:

A. Aircraft operated by the United States of America or the State of Florida.

B. Law enforcement, emergency, fire or rescue aircraft operated by any county, city or state or other governmental agency.

C. Any aircraft operated for bona fide emergency purposes, such as Lifeguard Flights as defined in the Federal Aviation Regulations. Such operator shall notify the Director of Operations of the emergency before conducting the operation, if at all possible, and shall in all cases complete and submit a form furnished by the Airport Authority stating the details of such emergency, not later than 48 hours after the operation is conducted. All persons conducting any operation under this exception shall operate under the guidelines of Federal Aviation Regulations and shall make available to the Executive Director, upon reasonable request all records and documentation relating thereto.

**STAGE III**

From 10 pm to 7 am, all Stage 3 operations are strongly discouraged, with the following exceptions:

A. Aircraft operated by the United States of America or the State of Florida.

B. Law enforcement, emergency, fire or rescue aircraft operated by any county, city or state or other governmental agency.

C. Any aircraft operated for bona fide emergency purposes, such as Lifeguard Flights as defined in the Federal Aviation Regulations. Such operator shall notify the Director of Operations of the emergency before conducting the operation, if at all possible, and shall in all cases complete and submit a form furnished by the Airport Authority stating the details of such emergency, not later than 48 hours after the operation is conducted. All persons conducting any operation under this exception shall operate under the guidelines of Federal Aviation Regulations and shall make available to the Executive Director, upon reasonable request all records and documentation relating thereto.

From 10 pm to 7 am, all maintenance runups are prohibited, with the following exceptions:

A. Aircraft operated by the United States of America or the State of Florida.

B. Law enforcement, emergency, fire or rescue aircraft operated by any county, city or state or other governmental agency.

C. Any aircraft operated for bona fide emergency purposes, such as Lifeguard Flights as defined in the Federal Aviation Regulations. Such operator shall notify the Director of Operations of the emergency before conducting the operation, if at all possible, and shall in all cases complete and submit a form furnished by the Airport Authority stating the details of such emergency, not later than 48 hours after the operation is conducted. All persons conducting any operation under this exception shall operate under the guidelines of Federal Aviation Regulations and shall make available to the Executive Director, upon reasonable request all records and documentation relating thereto.

**NOISE ORDINANCE**

See "Mandatory Restrictions" tab.

**DISCLAIMER**

Disclaimer

NOTE: The noise abatement procedures presented on this website for APF are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from Federal Aviation Administration (FAA) Air Traffic Control (ATC) or those which are the exclusive authority of the FAA.

**NBAA PROCEDURES**

Our airport recommends use of NBAA procedures, please see the appendix.

**AIRPORT CONTACT INFORMATION**

<table>
<thead>
<tr>
<th>Name</th>
<th>Raul Estrada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Commercial Terminal/Security Manager</td>
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<tr>
<td>Noise Hotline</td>
<td>239-643-1879</td>
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<tr>
<td>Phone</td>
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<td>239-262-7438</td>
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<tr>
<td>Email</td>
<td><a href="mailto:restrada@flynaples.com">restrada@flynaples.com</a></td>
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<td>Web Address</td>
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**ABOUT AIRCRAFT CATEGORIES**

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\[ V_{REF} = 1.3 \times V_{SO} \]
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**KAPF**

Naples Muni Airport
Naples, Florida, United States

Noise Sensitivity Level: HIGH

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NOISE ABATEMENT PROCEDURES by Whispertrack

KAPF Naples Muni Airport
Naples, Florida, United States

Noise Sensitivity Level: HIGH

NBAA Approach-and-Landing Procedure (VFR and IFR)

- Landing gear retracted, minimum approach flaps and minimum maneuvering airspeed for configuration
- Not less than 2,500' above field level
- Final Approach Fix or not more than 4 miles from RW threshold
- Landing gear extension at the FAF (IMC) or not more than 4 miles from runway threshold (VMC)
- Final flap configuration delayed at pilot’s discretion, but must achieve a stabilized approach not lower than 500 feet (VMC) or 1,000 feet (IMC) to enhance noise abatement.
- Use Minimum reverse thrust, consistent with safety

Runway Threshold

Note: Aircraft should meet stabilized approach criteria no lower than 1,000' (IMC) or 500' (VMC).

Rev. 2015

NBAA Noise Abatement Departure Procedure With High-Density Airport Option

- At 1,000 feet AAE, begin acceleration to final segment speed (V1 or V2) and retract flaps. Reduce to a quiet climb power setting while maintaining a rate of climb necessary to comply with IFR departure procedure, otherwise a maximum of 1,000 FPM, at an airspeed not to exceed 180 KIAS until reaching 3,000 feet AAE. If ATC requires level off prior to reaching NAIP termination height, power must be reduced so as not to exceed 180 KIAS.
- Maximum practical rate of climb not to exceed V2+20 (max pitch attitude 20°) to 1,000 feet AAE (800 ft. AAE at high density airports) in takeoff configuration at takeoff thrust.
- At High Traffic Density airports begin acceleration to final segment speed (V1 or V2) and retract flaps at 800 feet AAE. Follow procedure climb and airspeed limits until 1,500 feet AAE.
- Above 3,000 feet AAE (1,500 feet AAE at high traffic density airports) resume normal climb schedule with gradual application of climb power.

800'-1,000'

Notes: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For a takeoff with an initial assigned altitudes within 1,500' of the airport elevation (AAE), pilots may elect to climb at V2+20 in the takeoff configuration until necessary for level-off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.

Rev. 2015