



GUIDELINES

NOISE CONCERN FORM

Fields in **RED** are required to submit a concern

EVENT DATE

FIRST NAME

LAST NAME

ADDRESS (from drop down based on Google geo Validation)

CITY (from drop down based on Google geo Validation)

ZIP CODE (from drop down based on Google geo Validation)

NATURE OF CONCERN (Check Box - Select all that apply, one is required)

Noise - The sound of the aircraft disturbed me.

Late Night/Early Morning - The aircraft made noise after 12:00 AM (midnight) or before 6:00 AM.

Low Flying - The aircraft was flying extremely low. Note: FAA required altitude 1,000 ft above congested areas or 500 ft above other-than-congested areas UNLESS the aircraft is in a takeoff or landing stage of flight. Helicopters are an exception.

Frequency of Flights - Several flyovers in short time span.

Vibration Aircraft - Caused excessive vibration inside the residence.

Ground Noise/Run Up Aircraft engines created a dull prolonged sound for a long period of time.

AIRCRAFT TYPE (Choose One)

AIRLINE

Allegiant - White aircraft / Blue font / Orange sunburst on the tail.

Sun Country - Blue and Orange aircraft / White font / "S" on the tail.

Other

Unknown - If Other/ Unknown is selected, please elaborate in the additional comments.

MILITARY - Aircraft visiting PGD may be unfamiliar with PGD noise abatement procedures.

Coast Guard – Orange/ White Helicopter

Coast Guard – Orange/ White Airplane

Air Force – Grey Airplane

Army – Green Helicopter

Navy/ Marines – Grey Fighter Jet

Commercial Jet – White No Markings

Other

Unknown

If Other/ Unknown is selected, please elaborate in the additional comments.



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AIRCRAFT TYPE (Choose One) - Continued

General Aviation

Corporate Jet

Small helicopter

Small prop airplane

Other

Unknown

If Other/ Unknown is selected, please elaborate in the additional comments.

DIRECTION OF FLIGHT (Choose One)

North

South

West

East

Arrival – Aircraft will fly straight in at a gradual descent to maintain a stabilized approach.

Departure – Aircraft will be faster and climbing.

Hovering – Helicopter will be stationary in one place for a good amount of time.

Circling – Airplane or Helicopter conducting repetitive flight patterns

Other

Unknown

If Other/ Unknown is selected, please elaborate in the additional comments.

WEATHER (Select all that apply – Check Box) – Weather plays a large part in sound and flight patterns.

No cloud

Some cloud

Overcast

Rain

Fog

High Winds

FLIGHT ID - This is the flight number that can be found on the PGD Flight Tracker. Sometimes this data is not available due to flight tracking software updates.



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COUNTY DISTRICT – Note which County District you reside in.

ADDITIONAL COMMENTS (Limit to 50 characters) - Comments are to be utilized to help the Aircraft Overflight Office identify the aircraft in question.

RESPONSE REQUESTED

- Yes Email
- Yes Phone
- No

If Response Requested - Please allow up to five business days for a response.

EMAIL ADDRESS - Valid email address that can be used to respond to by Noise Concerns Office.

PHONE NUMBER - Valid phone number that can be used to respond to by Concerns Affairs Office.

TIME DISTURBED

- 1 - 5 minutes
- 6 - 10 minutes
- 11-30 minutes
- 30 minutes +

SPECIAL NOTES:

- Any concerns with profanity will not be responded to.
- Concerns submitted by someone other than the person directly impacted will be counted at the discretion of the airport.
- All submissions become public record and are subject to the Public Records Laws of Florida.

The Federal Aviation Administration (FAA) has sovereign control over all airspace above the United States and its Territories. Neither the Charlotte County Airport Authority Board (CCAA) nor staff has the legal authority to mandate specific flight paths. The responsibility of the CCAA is to manage, operate and develop the Punta Gorda Airport (PGD). The safe operation of the aircraft is the responsibility of the pilot in command. The control of the airspace and recommended direction in which an aircraft flies is the responsibility of the FAA. The CCAA encourages pilots to abide by recommended and voluntary noise abatement procedures. Any change in flight paths must be approved and implemented by the FAA.