# Naples Airport Authority / Naples City Council Joint Meeting Minutes

**Tuesday, June 9, 2026 City Chambers at City Hall, 735 8th Street South, Naples, Florida.**

**A. ROLL CALL**

The joint meeting of the Naples Airport Authority (NAA) Board and Naples City Council was called to order at 1:20 p.m., with members of both governing bodies ~~were~~ present.

**B. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited by all in attendance.

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

Executive Director Chris Rozansky noted one supplemental item: a previously shared draft ordinance dated May 21, provided for background.

No amendments to the agenda were proposed, and the agenda was accepted by consensus.

**D. PUBLIC COMMENTS (5-minute limit)**

No public comments were received at this time.

**E. DISCUSSION AND POTENTIAL ACTION ITEMS**

Chair Terry Cavanaugh opened discussion regarding the Naples Airport Authority's Chapter 164 conflict resolution process concerning clarification of the City's oversight and regulation of aeronautical, non-aeronautical, airport-use, and mixed-use development at Naples Airport. Chair Cavanaugh emphasized that both organizations would benefit from establishing greater certainty and predictability regarding future airport development, land-use decisions, and lease negotiations. He stated that providing clarity now would help avoid future disputes and allow both organizations to focus on what is in the best interest of the airport and the community.

Executive Director Chris Rozansky explained that the Airport Authority had provided City Council with a draft ordinance based upon Federal Aviation Administration (FAA) definitions intended to clearly distinguish between aeronautical, non-aeronautical, airport-use, and mixed-use activities. He stated that the Authority was not attempting to create new definitions but rather sought to establish consistent terminology and a clear review process that would eliminate uncertainty for both present and future governing bodies. He further noted that recent discussions regarding airport development proposals and utilization plans had highlighted the need for additional clarity concerning how projects would be reviewed moving forward.

Airport Counsel Peter Kirsch provided a legal overview of the Airport Authority's position and explained that the proposed ordinance was intended to establish a clear distinction between areas where the City retains land-use authority and areas where federal law preempts local regulation. He stated that airports throughout the country operate under federal requirements governing aeronautical functions and that the proposal was designed to prevent future disputes by identifying where local and federal jurisdiction begins and ends. Mr. Kirsch emphasized that the proposal focused specifically on land-use authority and was not intended to affect the City's authority regarding building codes, health standards, safety regulations, or other municipal requirements.

City Attorney Matthew McConnell questioned what specific changes necessitated the proposed ordinance and noted that airport utilization plans had historically included both aeronautical and non-aeronautical development for City review. He observed that the utilization plan process had existed for decades and questioned why modifications were being proposed now. Mr. Rozansky responded that recent discussions regarding airport projects, proposed ordinance amendments, and future utilization plan reviews had created uncertainty regarding expectations for both parties. He stated that the proposed ordinance represented an effort to provide a mutually understood framework moving forward.

A significant portion of the discussion focused on how future airport projects would be reviewed and whether FAA-defined aeronautical uses should be subject to City Council review. Vice Mayor Ted Blankenship expressed interest in better understanding FAA definitions and suggested that visual examples identifying aeronautical and non-aeronautical portions of airport property would help both elected officials and the public understand the distinctions being proposed. He stated that trust and verification were both important and encouraged additional review of the FAA definitions referenced in the draft ordinance.

Mayor Teresa Heitmann expressed concerns regarding the impact the proposed ordinance could have on the City's authority under its Comprehensive Plan and land-use regulations. She questioned whether future lease amendments could diminish the City's ability to oversee development occurring on City-owned property and repeatedly stressed the importance of protecting the interests of residents and preserving local oversight. Mayor Heitmann stated that she remained unconvinced that the proposed revisions were necessary and indicated that additional analysis was needed before she could support the proposal.

Mr. Kirsch responded that federal preemption already exists where applicable and that the proposed ordinance would not create new authority for the FAA. Rather, he stated that the proposal was intended to clarify existing jurisdictional boundaries and avoid future

conflicts regarding interpretation. He emphasized that the purpose of the proposed language was to establish a clear and understandable framework for all parties moving forward.

Discussion expanded into airport operations, airport capacity, future aviation trends, and the potential return of scheduled commercial airline service. Executive Director Rozansky advised that American Airlines had expressed interest in providing regional airline service to Naples utilizing aircraft capable of operating within the airport's current limitations. He explained that the Airport Authority has federal obligations requiring reasonable access for qualified operators and noted that both safety requirements and operational constraints would continue to govern future activity at the airport.

Vice Mayor Blankenship and several Council Members discussed airport capacity and operational limitations. Mr. Rozansky explained that the airport currently processes approximately 125,000 annual operations and that studies indicate practical capacity falls within a range of approximately 140,000 to 155,000 annual operations depending on aircraft mix and operational conditions. He noted that the busiest days of the year occur during seasonal periods when airport activity already approaches operational capacity limits.

Board Member Michelle Arnold raised numerous questions regarding federal preemption, airport expansion, airport property acquisition, conditional uses, building permits, and future development scenarios. Mr. Kirsch explained that the Airport Authority's proposal was focused solely on clarifying land-use authority and was not intended to alter the City's authority over building permits, plumbing permits, electrical permits, health standards, safety regulations, or other municipal requirements that generally apply to property throughout the City.

Council Member Scott Schultz emphasized the importance of finding common ground and encouraged both parties to focus initially on areas of agreement. He stated that the FAA definitions should be verified and thoroughly understood before decisions are made and expressed hope that the issues under discussion could ultimately be addressed collaboratively. Mr. Schultz observed that improving communication and transparency between the City and Airport Authority would help build trust moving forward.

Council Member Berne Barton stated that he believed the central issue was clarification rather than conflict. He expressed support for further review of the proposed ordinance and suggested that City staff and legal counsel work through the language in detail before returning with recommendations. Council Member Barton reaffirmed his support for the airport and emphasized its importance to the community, stating:

"The airport is a valuable asset of our community, and it needs to be right where it's at. It needs to keep doing what it's doing."

Following extensive discussion, there was general agreement that further review by legal counsel and staff would be beneficial before taking additional action. City Council members expressed interest in verifying FAA definitions, understanding how the proposal would alter existing procedures, and identifying opportunities to improve communication and transparency between the two organizations. Both parties agreed that continued dialogue would be more productive than immediate escalation of the dispute.

**F. PUBLIC COMMENT**

Linda Nelson, ~~A~~ a long-time Naples resident living near the airport, ~~Linda Nelson~~ encouraged both governing bodies to continue working collaboratively and seek a balanced approach that considers the interests of both airport users and neighboring residents. She emphasized fairness, noise mitigation, and equitable access to the airport, and concluded with a lighthearted FAA reference that balloons have the right-of-way.

**H. ADJOURNMENT**

With no further business, the meeting adjourned at approximately 3:43 p.m.

Christopher A. Rozansky
Secretary

NOTE: These minutes were prepared by Microsoft Copilot using a verbatim transcript. Printed copies of all visual presentations, transcripts and handouts are on file at the NAA's offices. The video of all meetings can be found online at www.naplesgov.com.

# NOTICE AND AGENDA OF JOINT PUBLIC MEETING

**between**

**City of Naples Airport Authority Board**

**and**

**City of Naples City Council**

**Day/Date: Tuesday, June 9, 2026**

**Time: 1:00 p.m. or at the conclusion of the previous meeting scheduled at 8:30 a.m. (Eastern Time)**

**Place: City Hall Council Chambers, 735 Eighth Street South, Naples, Florida 34102**

This Joint Public Meeting (this "Joint Meeting") between the Board of the City of Naples Airport Authority, an independent special district of the State of Florida (the "Authority"), and the City Council of the City of Naples, a Florida municipal corporation (the "City"), is open to the public. All interested persons are invited to attend and make public comments at this Joint Meeting in person. This Joint Meeting will be broadcast live on Comcast Channel 98, Century Link Channel 98, Summit Broadband Channel 95 and via live streaming on the City's Naples-TV website and the Cablecast app. This Joint Meeting will also be recorded and archived. All written, audio-visual and other materials distributed to the Authority by the public during this Joint Meeting will become the property of the Authority and will be a public record.

Information on agenda items which has been provided in advance of this Joint Meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North, Naples, FL 34104 or on the Authority's website (https://www.flynaples.com/agendas-minutes-videos/). Please note that formal action may be taken on any item discussed or added to the agenda of this Joint Meeting.

Special Accommodations: Any person with a disability requiring auxiliary aids and services or other special accommodations to participate in this Joint Meeting may contact the Authority's Executive Assistant, Rosana Jaramillo, by telephone (239-643-0733) or email (rjaramillo@flynaples.com) with requests at least two (2) business days before the date of this Joint Meeting.

NOTICE: PLEASE BE ADVISED THAT, IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE BOARD OF THE AUTHORITY OR THE CITY COUNCIL OF THE CITY WITH RESPECT TO ANY MATTER CONSIDERED AT THIS JOINT MEETING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT, FOR SUCH PURPOSE, HE OR SHE MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

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**Pledge of Civility**

It is the desire of the City of Naples Airport Authority to encourage the open exchange of ideas, fair discussion of the issues, and the participation of all persons in government, therefore, we pledge to be respectful of each other even when we disagree, to direct all comments to the issues, and to avoid personal attacks during all meetings and workshops.

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**A. ROLL CALL**

**B. PLEDGE OF ALLEGIANCE**

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

**D. PUBLIC COMMENTS (5-minute limit)**

**E. DISCUSSION AND POTENTIAL ACTION ITEMS** (in an attempt to resolve multiple issues of conflict, including, without limitation, the following: (a) whether the City's attempts to exercise land use, zoning, and other authority over aeronautical land uses and activity at the Naples Municipal Airport (the "Airport") is preempted by federal law and contrary to Florida law; (b) whether the City may terminate or deem unenforceable the 99-year lease between the City and the Authority, dated December 3, 1969 (the "Lease") without first obtaining Federal Aviation Administration approval to close the Airport pursuant to federal law or first obtaining an Airport Operating Certificate and becoming an airport sponsor pursuant to federal law; (c) whether the City may terminate or deem unenforceable the Lease without the Authority's consent unless it first obtains Federal Aviation Administration approval for a change in ownership or governance of the Airport; (d) whether the City can obtain an Airport Operating Certificate and become an airport sponsor pursuant to federal law without obtaining the approval of the Federal Aviation Administration, which approval is subject to federal law, so long as the Authority does not consent to such actions by the City; (e) whether the City can obtain an Airport License pursuant to Florida law, if the Authority does not consent to such actions by the City; and (f) any other issue, argument, claim or dispute arising out of or related to laws affecting the Authority, the City or the Airport, the Lease or other agreements between the City and the Authority, regulation of aeronautical land uses and activity at the Airport and/or the respective rights and interests of the City and the Authority with respect to the Airport and related matters)

1. Consider the Statement of Issues Prepared in the Conflict Assessment Phase
2. Seek an Agreement
3. Schedule Additional Meetings of the Entities in Conflict, or of their Designees, to Continue to Seek Resolution of the Conflict

**F. PUBLIC COMMENTS (5-minute limit)**

**G. CORRESPONDENCE / COMMENTS**

**H. ADJOURN**