Naples Airport Authority: Regular Meeting Minutes

Thursday, August 20, 2026

The meeting was called to order by Chair Cavanaugh at 8:30 a.m. in the Airport Office Building Conference Room, 200 Aviation Drive North, Naples, Florida.

A. Roll Call

Roll call confirmed the presence of Chair Terrence W. Cavanaugh, Vice Chair John Crees, Board Member Michelle Arnold, and Board Member Ralph Alberto. Board Member Robert P. Burns participated remotely via video conference following Board approval. A motion was made by Vice Chair Crees and seconded by Board Member Alberto to allow remote participation; the motion passed unanimously.

Also present were Executive Director Christopher A. Rozansky and Authority Attorney William L. Owens, Mr. Lobb, Mr. Carballo, Mr. Warriner, Ms. Zadorecky, Ms. Wiggins, Mr. Brown, Mr. Gray, Mr. Fagan, Ms. Sarcona, Ms. Acosta, Mr. Chrysler, and Ms. Jaramillo.

B. Pledge of Allegiance

Chair Cavanaugh led the Board in the Pledge of Allegiance.

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

Mr. Rozansky requested several administrative adjustments to the agenda:

1. Updates to Agenda
    a. Consent Agenda item #4 was withdrawn.
    b. Consent Agenda item #10, the title of this item should read: Purchase of two tugs from Textron GSE not to exceed $127,780.25. (not a belt loader)
2. D Minutes – the follow corrections were made. All minutes are attached in one PDF in chronological order.
    a. D1 June 9, 2026, Joint Meeting Minutes (AM Meeting)
        i. 1. Call to Order and Roll Call - the time formatting was corrected, and the word “were” was deleted, as noted below.
        The joint meeting of the Naples City Council and the Naples Airport Authority (NAA) Board was called to order at 8:30 a.m., with members of both governing bodies ~~were~~ present…
        ii. 2. Set Agenda - had a spelling correction.
        …seconded by Council Member ~~Penman~~ Penniman.
    b. D2 June 9, 2026, Joint Meeting Minutes (PM Meeting)
        i. A. Roll Call - the time formatting was corrected, and the word “were” was deleted, as noted below.
        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.

ii. F. Public Comment – Grammatical corrections were made as noted below.
Linda Nelson, ~~A~~ a long-time Naples resident living near the airport, ~~Linda Nelson~~ encouraged both governing bodies…

c. D3 June 18, 2026, Regular Meeting Minutes
   i. 1 Investment Update – duplicate word was deleted on page 3 of these minutes.
   …an additional 21% invested in short-term ~~term~~ investments, providing substantial flexibility to meet operational and capital funding needs.

d. D4 July 6, 2026, Joint Meeting Minutes
   i. 1. Call to Order and Roll Call – clarification added to J. Crees's absence: Vice Chair John Crees was absent due to pre-planned travel out of the country.

e. D5 ~~I~~ July 20, 2026, Joint Meeting Minutes
   i. 1. Call to Order and Roll Call – clarification added to J. Crees's absence: Vice Chair John Crees was absent due to pre-planned travel out of the country~~.~~
   ii. 5. City of Naples Chapter 164 Conflict Resolution Process
      1. Aviation counsel for the City, Steven Taber, first name was corrected to Steven on the bottom of page 3 of these minutes
      2. House Bill 405 was corrected to 4005 …issues involving the lease, HB 4005 in the middle of page 8 of these minutes
      3. Council Member Krol's name was corrected to Krol on the bottom of page 9 of these minutes

3. Presentations
   a. F3 Presentation - Second Draft – FY 2027 Operating and Capital Expenditures Budget. See corrections below.
      i. Budget Presentation
         1. Budget Presentation slide 11 – updated numbers to account for rounding differences.
         2. Budget Presentation slide 11 – added to estimated depreciation to the calculation since it is now in operating revenue whereas in the prior years it was in non-operating revenue and excluded from this calculation.
         3. Budget Presentation slide 12 – numbers changed due to higher forecasted balances in cash and investments on p.13.
         4. Budget Presentation slide 13 – corrected for rounding issues as well as added in the insurance proceeds received in FY26.
      ii. Budget Draft
         1. Operating and Capital Budget p.11 - updated numbers to account for rounding differences. Also added estimated

depreciation to the calculation since it is now in operating revenue whereas in the prior years it was in non-operating revenue and excluded from this calculation.

4. Consent Agenda
    a. Consent Agenda #5 License Plate Reader Locations on Radio Road and Aviation Drive not to exceed $123,001. In the Background section, paragraph 3, first sentence, the Sourcewell Contract No. was corrected to read: Staff obtained pricing from Motorola Solutions, Inc. through Sourcewell Contract No. 101223 ~~042021~~-MOT.
    b. Consent Agenda item #9 – header updated from Commissioners to Board Members
    c. Consent Agenda item #10 – header updated from Commissioners to Board Members
5. Action Items
    a. Action 1 Renew Insurance Policies in an Amount Not to Exceed $1,407,926 – slide 13 had a correction to Flood Premium % of change. It was corrected to 72%.

Premium Comparison

Line of Coverage	Carrier	2025/2026	2026/2027	% Change
Property	PRM*	$643,881	$643,881	0%
Terrorism	Lloyds of London	$15,500	$16,275	5%
B&M	Hartford	$2,431	$2,946	20%
Package	PRM*	$98,383	$98,383	0%
Cyber	Beazley	$28,280	$29,694	5%
WC	PRM*	$314,892	$314,892	0%
Crime	AIG	$5,864	$6,209	5%
Fiduciary	Hudson	$4,183	$4,393	5%
Pollution	Indian Harbor	$8,531	$8,531	0%
Airport Liability	Chubb	$210,382	$244,288	16%
Flood	Hartford	$34,193	$38,434	12%
Total		**$1,366,520**	**$1,407,926**	**3.0%**

    b. Action #2 North Road Terminal Renovation Project Update and Increase Contingency $500,000 Not to Exceed $4,909,761
        i. Header updated from Commissioners to Board Members.
        ii. Background was revised to clarify the basis for the 10.5% calculation. While the dollar amounts were correct, the original language did not clearly identify that the percentage represents the estimated contingency remaining after the proposed contingency increase and change orders are applied, expressed as a percentage of the revised construction exposure (construction contract plus proposed change orders). This section now reads:
        On December 18, 2025, the Board authorized the North Road

Terminal Phase II Interior Renovations project. The current Curran Young Construction contract is $3,480,400.66, plus contingency. Construction began in May 2026 and includes renovations to the terminal lobby, passenger waiting areas, rental car facilities and tenant spaces, with completion anticipated in November 2026. Roofing work and materials previously planned through Garland, Inc. will be completed under a future project.

c. Action #4 Executive Director's Performance Review
    i. Summary: correction to year – should read 2026
    ii. Two references to Commissioners updated to read Board Members/NAA Board.
d. Action #5 Authority Counsel Performance Review – on the second page, the hourly rate for FY2026 ~~should~~ was corrected from ~~$365.00~~ to $385.00.

6. Board Report p.6 - Updated numbers to account for formula error, after the new general ledger account number was added.

D. Minutes

The meeting minutes listed below were presented for Board consideration. Vice Chair Crees asked whether he could abstain from voting because he had attended only three of the five meetings. Bill Owens advised that, absent a legal conflict of interest, Florida law required him to vote. A motion was made by Board Member Alberto and seconded by Board Member Arnold to approve the meeting minutes as amended. After initially seeking to abstain, Vice Chair Crees cast a no vote on the motion to approve the minutes. The motion passed 4-1, with Vice Chair Crees dissenting.

1. June 9, 2026, Joint Meeting Minutes (AM Meeting)
2. June 9, 2026, Joint Meeting Minutes (PM Meeting)
3. June 18, 2026, Regular Meeting Minutes
4. July 6, 2026, Joint Meeting Minutes
5. July 20, 2026, Joint Meeting Minutes

E. Public Comments (5-minute limit)

Keith West, President of the Naples Airport Tenants Council, urged the Board to reconsider the proposed FY 2027 budget, calling it unacceptable and criticizing both the budget development process and continued growth in staffing and expenses. He objected to the proposed 5% increase in tenant rents following a 15% increase the previous year, arguing that the increases were unjustified, inconsistent with inflation projections, and supported by conflicting explanations in the budget documents. Speaking on behalf of the Tenants Council, Mr. West asked the Board to control spending, reduce the burden on airport tenants, and revise the budget before final adoption.

Rick Mellon, a longtime airport user, aircraft owner, and nearby resident, expressed concerns about how the Airport evaluates growth and expansion, emphasizing that safety should be the primary consideration. He questioned the impact of increased activity, including the introduction of commercial airline service and the growing use of the Airport by non-based flight schools, which he said can create traffic pattern congestion, delays, and potential safety issues. Mr. Mellon urged the Board to carefully balance airport growth with community impacts and operational safety, and to consider measures that address increased aircraft activity without compromising FAA requirements.

F. Presentations and Time Certain Items

1 Future of Aviation White Paper Draft – Kimley-Horn

Deputy Executive Director Justin Lobb introduced Kimley-Horn's draft Future of Aviation in Southwest Florida White Paper, explaining that the study is intended to provide a strategic, forward-looking assessment of how aviation may evolve within Naples and the broader Southwest Florida regional aviation system. Kevin Scott of Kimley-Horn presented preliminary findings, noting that the final white paper would be completed and presented in its entirety at a future meeting.

The presentation defined the Southwest Florida regional aviation system as consisting of Naples Airport (APF), Southwest Florida International Airport (RSW), Page Field, Immokalee Regional Airport, Marco Island Executive Airport, and Everglades Airpark. Mr. Lobb and Kimley-Horn consultants emphasized that significant population growth, economic development, tourism activity, and income migration throughout Collier and Lee Counties are driving increased demand for aviation services across the region.

Board Member Arnold questioned projected growth patterns shown on a development map and sought clarification regarding infill development and increases in density. Taylor Filaroski explained that future growth projections include a mix of infill, multifamily, commercial, industrial, and greenfield development rather than solely single-family residential construction. Board Member Alberto asked whether additional analysis specific to the City of Naples would be included in the final report and suggested that redevelopment activity within Naples may be replacing existing housing stock with higher-value properties rather than generating substantial population growth. Consultants indicated that additional Naples-specific analysis could be incorporated into the final white paper.

Board Member Burns asked whether projected growth assumptions considered existing zoning and future land use designations. Consultants confirmed that surrounding land uses and future land use plans for all airports within the regional system had been

evaluated as part of the study. Mr. Rozansky summarized the key takeaway as growing regional population and redevelopment trends that will continue to increase demand for airport services, while recognizing that demand patterns will differ among airports based on their locations and customer bases.

The consultants highlighted the relationship between luxury residential, hotel, and resort development and increased aviation demand, particularly for business aviation, charter, and fractional ownership operations. Board Member Alberto emphasized the importance of understanding anticipated development over the next five years in order to better forecast aviation demand and guide strategic planning. Consultants agreed to expand the development analysis included in the final white paper.

Board members discussed how external market factors, including major hotel, resort, and residential developments, are driving increased demand for aviation services. Board Member Alberto noted that airports do not create this demand but rather must manage it safely and efficiently. The presenters cited continued growth by airport tenants, including JSX, NetJets, and Flexjet, as examples of increasing aviation activity throughout the region. They also referenced FAA projections indicating substantial future growth in commuter, on-demand, and fractional aviation services.

Discussion then turned to airport capacity. Consultants presented projections showing that Naples Airport has already exceeded the FAA's recommended threshold for initiating capacity planning efforts and could approach full operational capacity by the planning horizon. Board Member Alberto requested additional historical and forecast growth information for inclusion in the final report. Mr. Rozansky cautioned that forecasts are based on assumptions and may fluctuate due to economic and market conditions, while noting that increased jet activity may gradually displace other aviation activities.

Consultants reviewed how other regional airports are responding to increasing demand. Examples included airport expansion projects at Page Field and proposed facility improvements throughout the regional system. The presentation suggested that future demand may be distributed more broadly among airports, particularly as development expands eastward and other airports possess greater available capacity. Vice Chair Crees observed that Naples Airport's inability to expand beyond its existing boundaries differentiates it from airports such as Immokalee, which have additional land available for future development.

The discussion broadened into consideration of regional airport coordination. Chairman Cavanaugh stated that the most significant long-term issue facing aviation in Southwest

Florida is how multiple airport assets owned by different governmental entities can be coordinated to create a safe, efficient regional aviation system. He suggested that stronger regional collaboration represents a significant opportunity for the future. Mr. Rozansky noted that Collier County is evaluating funding and development options for its airports, including possible public-private partnerships, and suggested the Authority may wish to engage in discussions regarding future airport development and FBO operations throughout the region.

Board members generally supported exploring greater regional collaboration and long-range planning. Board Members Arnold, Alberto, Burns and Vice Chair Crees expressed support for discussions with neighboring airport operators and governmental entities to address regional aviation demand, capacity management, resource sharing, and future development opportunities. Board Members emphasized the importance of incorporating these concepts into the Authority's strategic planning process.

The presentation also included discussions of commercial passenger service and emerging Advanced Air Mobility (AAM) technologies. Consultants noted that American Airlines' planned commercial service at Naples Airport demonstrates continued market demand despite existing operational constraints. The consultants reviewed statewide and federal initiatives supporting AAM development and identified Southwest Florida as a priority region for future implementation. Potential applications discussed included regional air taxi services, airport-to-airport connectivity, tourism-related transportation, emergency response, and medical transport.

Board members asked several questions regarding AAM technology, costs, regulatory requirements, infrastructure needs, and implementation timelines. Consultants explained that AAM remains in the developmental and testing stage, with commercial deployment likely several years away. Mr. Rozansky stated that while substantial governmental support exists for the technology, significant regulatory, infrastructure, and industry-standardization challenges remain. He estimated that meaningful commercial implementation is likely still five to ten years away.

Board Member Alberto stressed that the findings of the white paper should be incorporated into the Authority's long-term planning efforts and shared with City leadership to ensure community stakeholders understand that future aviation demand is being driven by regional development trends rather than airport expansion initiatives. Board Member Arnold suggested that any communication with City Council should be presented through a formal presentation rather than simply distributing the report to avoid misinterpretation of its findings.

In concluding remarks, Chairman Cavanaugh stated that the Authority's primary interest is not simply documenting trends but identifying actionable recommendations related to capacity constraints, regional aviation coordination, future planning, resiliency, and infrastructure needs. Consultants acknowledged the Board's feedback and indicated that the final white paper would be refined to include additional context, recommendations, and strategic considerations. Mr. Rozansky agreed that the draft study provides a foundation for future planning efforts and would continue to be developed before returning to the Authority for final review.

2 Strategic Plan – August Draft

Mr. Lobb presented the FY27 Draft Strategic Plan Update, explaining that the plan was developed through a series of focus groups involving the Authority Board, Noise Compatibility Committee, airport tenants, customers, vendors, and employees. He stated that the draft builds upon the existing strategic plan while responding to changing conditions and is intended to provide direction prior to final adoption in September.

Mr. Lobb reported that focus group feedback consistently highlighted the airport's strengths in trusted stewardship, financial self-sufficiency, operational excellence, community engagement, and a positive workplace culture. Stakeholders also identified opportunities to further strengthen infrastructure resiliency, emergency preparedness, cybersecurity, workforce development, regional partnerships, and communication with the community. Workforce capacity was repeatedly cited as a concern, particularly within the FBO and Operations Departments, due to growing activity levels and limited staffing increases.

Based on stakeholder input, Mr. Lobb presented a proposed framework of five strategic pillars intended to provide long-term Board-level direction: strengthening governance and partnerships; organizational excellence and accountability; overseeing financial resources and infrastructure; advancing economic and community value; and promoting quality of life and community compatibility. He explained that the revised framework is designed to better distinguish Board oversight responsibilities from day-to-day operational activities while providing more enduring strategic direction.

Chairman Cavanaugh supported the proposed framework, noting that it recognizes the Board’s responsibility to actively participate in shaping the airport’s future rather than focusing solely on transactional decisions. Vice Chair Crees suggested that safety should remain the airport’s highest priority and that the pillars either be reordered to place safety-

related functions first or presented without numbering to avoid any implied ranking. Board members generally agreed that safety is foundational to all strategic priorities.

Board Member Burns suggested incorporating recognition of the City of Naples Vision Plan within the community compatibility pillar. Vice Chair Crees responded that the proposed language was intentionally broad and capable of encompassing both municipal and county planning initiatives.

A lengthy discussion followed regarding the need for longer-term planning. Board Member Alberto commended the effectiveness of the annual operating scorecard but expressed concern that the strategic plan focuses primarily on one-year objectives and does not sufficiently address longer-term challenges. He cited future aviation growth, regional airport coordination, commercial airline service, advanced air mobility, resiliency planning, and demand management as examples of issues requiring a multi-year vision. Chairman Cavanaugh similarly identified regional aviation coordination, future capacity management, and resiliency as significant strategic issues requiring long-term leadership and planning.

Board Member Arnold agreed that the Airport Authority should maintain a broader long-range planning framework to guide future decisions, while Board Member Burns suggested adding an initiative focused on identifying future five-year opportunities and challenges.

Mr. Rozansky responded that the airport already possesses several long-range planning tools, including the Airport Master Plan, utilization planning efforts, and ongoing operational studies. He agreed that management could develop additional planning initiatives and recommendations to help bridge the gap between the annual operating scorecard and broader strategic planning objectives. A general consensus emerged that management should return with recommendations addressing longer-term planning concepts and future strategic challenges.

Mr. Lobb then reviewed the proposed FY27 Operating Scorecard, which translates Board policy direction into measurable organizational objectives. Key initiatives include achieving International Standard for Business Aircraft Handling (IS-BAH) Stage 3 certification, completing Transportation Security Administration (TSA) refederalization requirements associated with the return of commercial airline service, implementing artificial intelligence process improvements throughout airport departments, expanding cybersecurity and business continuity testing, strengthening employee development programs, increasing stakeholder engagement efforts, establishing a formal tenant and business focus-group process, and developing Board-adopted legislative priorities.

Board members discussed the TSA refederalization effort required to support the launch of American Airlines service. Vice Chair Crees emphasized that all TSA requirements must be completed before the first commercial flight operates. Mr. Rozansky acknowledged the complexity of the effort and highlighted the extensive work being conducted by Barry Brown, Miguel Carballo, the design and construction team, and airport management in coordination with the Transportation Security Administration.

Discussion also focused on financial sustainability measures. Board Member Alberto requested additional clarity regarding capital reserves, future capital requirements, and the relationship between operating margins and long-term infrastructure needs. Mr. Lobb explained that operating margins support future capital and maintenance requirements and noted that substantial future investments are anticipated. Mr. Rozansky stated that the airport's five-year capital program currently reflects approximately $180 million in anticipated capital needs and suggested that the matter be revisited during the budget discussion. Vice Chair Crees noted that capital expenditures are often cyclical and require significant reserves to accommodate major projects such as runway rehabilitation.

Under workforce development initiatives, Mr. Lobb proposed replacing the current mid-year review process with documented quarterly employee development conversations in addition to annual evaluations. He explained that the revised approach is intended to improve communication, professional development, and leadership engagement while providing employees with more meaningful and timely feedback. Board members generally supported the concept, provided the process remains efficient and productive.

The Board also reviewed proposed environmental and community compatibility initiatives, including increasing awareness of noise-abatement arrival and departure procedures, continuing collaboration with the Federal Aviation Administration regarding flight procedures, and advancing the Airport Authority’s climate resiliency program. Vice Chair Crees emphasized the importance of educating operators on both arrival and departure noise-abatement procedures, including minimizing unnecessary reverse-thrust use where operationally appropriate. Mr. Lobb noted that staff intends to continue pursuing opportunities to work with the FAA on additional departure procedures and noise-mitigation initiatives.

Mr. Lobb also reported that the Airport Authority's climate resiliency study is advancing, noting that the Consultant Selection Committee recently shortlisted and ranked firms for the project. He stated that the study's findings will help guide future resiliency investments and capital planning efforts.

In closing, Board members generally supported the proposed strategic framework but emphasized the importance of incorporating a more defined long-term vision addressing future aviation demand, regional coordination, resiliency, and infrastructure planning. Mr. Lobb indicated that management would incorporate the Board's feedback and return with a revised strategic plan and operating scorecard for final consideration and adoption at the September meeting.

Chairman Cavanaugh announced that, at staff's request, the meeting agenda would be temporarily reordered to accommodate a presenter with a scheduling constraint requiring departure immediately following the presentation. The Board considered the item out of sequence and subsequently returned to the regular agenda order.

I. ACTION ITEMS

1 Renew Insurance Policies in an Amount Not to Exceed $1,407,926

Senior Director of Finance and Administration Ken Warriner introduced the Airport Authority's insurance broker, Felipe Garcia of Alliant Insurance Services, to present the FY27 insurance renewal. Mr. Garcia provided an overview of current insurance market conditions and the Authority's renewal results.

Mr. Garcia reported that the property insurance market remains favorable, with stable pricing, increased capacity, and improved terms and conditions. He noted that maintaining current property valuations and conducting regular appraisals remain important underwriting considerations. While the casualty insurance market continues to face challenges from social inflation, large jury verdicts, and increasing claims costs, airports with favorable loss histories are generally experiencing manageable rate increases.

Mr. Garcia also discussed emerging risks impacting airports, including environmental liabilities associated with PFAS firefighting foam, severe weather events, cybersecurity threats, artificial intelligence-related risks, and geopolitical factors affecting the global insurance market.

Reviewing the Airport Authority's renewal program, Mr. Garcia reported that property insurance coverage remained essentially unchanged, with stable premiums, maintained coverage limits, and no significant changes to deductible structures. The Authority's package policy covering automobile liability, public officials liability, and employment practices liability also remained stable, despite increases in payroll, employee count, and vehicle exposure. Cyber liability coverage was renewed with the existing $5 million aggregate limit and $25,000 retention, with only a modest premium increase.

Mr. Garcia further reported that workers' compensation coverage remained favorable, with the Authority receiving an approximately 11 percent rate reduction that effectively offset increases in payroll and staffing levels, resulting in a relatively flat premium.

For airport liability coverage, Mr. Garcia explained that the Authority's claims experience remains a significant underwriting factor. He noted that the airport currently has a loss ratio exceeding 300 percent, driven largely by a prior claim, resulting in pressure for premium increases. Through negotiations with the carrier, Alliant reduced a proposed 25 percent rate increase to approximately half that amount.

Vice Chair Crees asked when the loss history affecting the airport liability premium would age out of the underwriting analysis. Mr. Garcia explained that insurers generally review five-year loss histories, although some are beginning to consider ten-year trends, and indicated that more favorable renewal conditions could be expected within the next one to two years.

Mr. Garcia concluded by stating that Alliant was pleased with the overall renewal outcome and that the Authority's insurance program remained stable despite ongoing challenges within several insurance markets.

Chairman Cavanaugh thanked Mr. Garcia and Alliant for their efforts negotiating favorable pricing, coverage terms, and carrier relationships on behalf of the Authority.

Following the presentation, Chairman Cavanaugh requested consideration of the insurance renewal action item immediately. Board Member Burns moved to approve renewal of the Airport Authority's insurance policies in an amount not to exceed $1,407,926. Vice Chair Crees seconded the motion. The motion passed unanimously, 5-0.

Resuming Presentations and Time Certain Items

3 Second Draft – FY 2027 Operating and Capital Expenditures Budget

Senior Director of Finance and Administration Ken Warriner presented the August draft FY27 budget, highlighting changes since the June workshop and noting that the final proposed budget would return to the Board in September for adoption. He explained that the current draft incorporates anticipated commercial airline service revenue, expenses, and staffing requirements, although negotiations with American Airlines remain ongoing and budget assumptions may change before final approval.

Mr. Warriner reported that fuel revenue remains the airport's primary revenue source. The FY27 budget assumes a 2 percent increase in fuel volumes while maintaining current fuel margins. He noted that actual fuel sales significantly exceeded budget projections in FY26 and that staffing levels had not increased proportionally despite increased activity levels.

The draft budget includes twelve new positions, nine of which are associated with supporting commercial airline operations and ground-handling services that would be recovered through airline rates and charges. The remaining three positions address operational and administrative needs.

Mr. Warriner reviewed the airport's ongoing UL94 unleaded aviation fuel subsidy program, noting that more than 200,000 gallons of UL94 have been sold since the program began in 2023, replacing leaded aviation fuel primarily used by local flight schools. The subsidy, which has cost approximately $350,000 over three years, is intended to provide environmental benefits to the community by reducing lead emissions rather than serving as a direct benefit to flight schools.

Board Member Alberto expressed support for continuing the subsidy, stating that it represents an investment in community health and environmental sustainability. Vice Chair Crees agreed, emphasizing that the program benefits the public and should continue until an industry-wide transition to unleaded aviation fuel is completed. Byron Gray, Senior Director of FBO Services, provided an update on the emerging 100R unleaded fuel product and explained that uncertainty remains regarding future pricing, availability, and adoption timelines. Mr. Rozansky recommended continuing the UL94 subsidy while monitoring industry developments and providing periodic updates to the Board. The Board reached a consensus to continue supporting the program and requested that the airport publicize its environmental benefits to the community.

Mr. Warriner reviewed operating expense assumptions, including a projected vacancy factor, inflation adjustments, legal expenses associated with the ongoing dispute with the City of Naples, and funding for the airport's climate resiliency study. He reported that the draft budget projects a positive change in net position of approximately $7.8 million.

The Board spent considerable time discussing airport leasing operations and hangar rents. Board Member Arnold asked about concerns raised during public comments regarding proposed rent increases and tenant communications. Mr. Rozansky explained that airport management had provided budget information and supporting documentation to the Tenants Council and had communicated proposed rent adjustments directly to affected tenants. He noted that some tenants would receive increases of up to five percent while others would receive smaller adjustments based on their current market position.

Board Member Alberto stressed the importance of providing tenants with greater predictability regarding future rents and acknowledged that staff had provided additional financial analysis demonstrating the costs associated with hangar ownership and maintenance. Mr. Rozansky explained that the leasing program operates close to break

even while facing substantial future capital investments, including approximately $10 million in anticipated hangar-related capital expenditures over the next five years. He emphasized that the airport's primary objective is cost recovery while maintaining safe and well-maintained facilities.

Chairman Cavanaugh noted that airport real estate inherently carries higher operating costs than facilities at smaller airports and stated that rent levels appear reasonable given market demand, the airport's amenities, and the continuing waiting list for hangar space. Mr. Rozansky added that the airport continues to provide favorable pricing benefits to based tenants through fuel pricing and service structures while directing more costs to transient users.

The discussion expanded into the broader aviation marketplace. Mr. Rozansky reported that seasonal pricing and increased demand management measures are beginning to influence transient aircraft behavior, with some operators choosing to utilize nearby airports such as Immokalee. He noted that some aircraft owners are beginning to park aircraft at other airports while continuing to use Naples Airport for passenger drop-offs and arrivals.

Board Member Burns inquired about hangar waiting-list procedures. Mr. Rozansky, after consulting with Heather LeDuc, confirmed that when a hangar becomes available, priority is given to the next eligible individual on the airport's waiting list rather than to a purchaser of an aircraft previously occupying the hangar.

Vice Chair Crees suggested exploring future opportunities for groups of aircraft owners to construct and manage hangars through lease arrangements with the airport, reducing the airport's future maintenance obligations. Mr. Rozansky noted that similar models are already used elsewhere through ground lease arrangements.

The Board also discussed the airport's financial resiliency and long-term funding structure. Chairman Cavanaugh expressed concern about the airport's long-term dependence on federal and state grant funding given broader fiscal pressures facing government agencies. Vice Chair Crees observed that approximately two-thirds of airport operating revenue is derived from aviation fuel sales and suggested that future Boards consider evaluating additional revenue sources to diversify the airport's revenue base. Board Member Arnold agreed that alternative revenue sources should be explored.

Mr. Warriner reported that the airport currently has sufficient revenues, investments, and reserves to fund planned operating expenses and capital improvements. He reviewed the five-year financial forecast, which includes commercial service revenues, anticipated capital investments, and projected cash balances. He noted that the airport expects to

finish the current fiscal year with approximately $85 million in cash and investments while undertaking significant capital projects over the coming years.

Vice Chair Crees requested that future budget presentations include graphical illustrations showing reserve balances over time to better communicate capital funding needs. The Board also discussed the Airport Authority's statutory borrowing limitation of $15 million. Mr. Rozansky noted that the limit was established many years ago and may warrant future review; however, any change would require legislative action and broader policy discussion.

The Board concluded its discussion by expressing general support for the budget direction. Vice Chair Crees noted that staffing levels remain closely tied to increased aviation activity and supported the proposed staffing requests, citing both operational demands and employee workload concerns. Mr. Rozansky explained that staffing requests are based on operational metrics, growth trends, departmental workload analyses, and future commercial airline service requirements.

The budget will return to the Board in September for final review and adoption.

4 Airline Update

Mr. Lobb provided an update on airline negotiations, Transportation Security Administration (TSA) coordination, and North Road Terminal (NRT) readiness. He reported that American Airlines began selling tickets in late June and remains on schedule to launch twice-daily service between Naples and Charlotte beginning on December 2, 2026. American Airlines has indicated that early ticket sales have been strong and, in some cases, are exceeding those experienced in comparable new markets.

Mr. Lobb advised that a general agreement has been reached on the principal terms of the airline operating agreement, and legal counsel for both parties are working through the remaining details. Mr. Lobb reported that airport management, including Mr. Rozansky, is developing the rates-and-charges structure and ground-handling agreements necessary to support commercial airline service.

Regarding TSA requirements, Mr. Lobb reported that the Airport Authority formally requested TSA refederalization in May and continues to work closely with the agency on approval of the Airport Security Program. He explained that the airport has opted into TSA's private screening partnership program and is pursuing participation in the agency's newer Gold Plus program, which would allow private contractors to provide both screening personnel and equipment while remaining under TSA oversight. Because of timing considerations, initial screening operations may begin with federal TSA personnel before transitioning to the private screening model.

Mr. Lobb also reported that construction and facility preparations at the North Road Terminal remain on schedule. Revised plans reflecting the commercial service layout have been completed, construction pricing and change orders are largely finalized, and the project remains on track for completion in late October or early November. This schedule will allow sufficient time for furnishing the facility, installing equipment, completing TSA requirements, and preparing for airline operations.

In addition, Mr. Lobb provided an update on negotiations with NetJets, noting that airport management and NetJets representatives have made significant progress toward a five-year lease agreement for dedicated space within the North Road Terminal. He stated that both parties are generally aligned on the proposed lease framework and facility improvements while acknowledging that NetJets continues to pursue a longer-term vision for a separate facility.

Chairman Cavanaugh emphasized the importance of ensuring that costs associated with modifications to the North Road Terminal are properly recovered through the airline agreements. Board Member Alberto requested additional information regarding capital cost recovery, including how long it will take for the airport to recover investments associated with commercial service. Ken Warriner and Mr. Rozansky explained that operational revenues are expected to achieve break-even performance in the first year, particularly when rental car and parking revenues are considered, although recovery of the capital investment will occur over a longer period. Board members requested additional analysis showing projected capital cost recovery and the financial impact should commercial service cease after several years.

Board Member Burns asked whether revised terminal plans reflecting commercial airline operations had been submitted for required municipal review. Mr. Lobb explained that applicable building plans have been reviewed through the airport's private provider process and will be submitted to the City as required. He stated that the North Road Terminal remains a passenger terminal facility and therefore does not represent a change in use requiring separate City Council approval. Mr. Rozansky added that the Authority has received no indication from City staff that any additional municipal approvals are required beyond the normal building-code review process.

Board Member Burns expressed his opinion that commercial airline-related modifications should be reviewed by City Council, particularly given the inclusion of TSA-secured areas and related facility requirements. Mr. Lobb responded that Florida Building Code, life-safety, accessibility, and security requirements are reviewed administratively through established permitting and regulatory processes, while TSA and FAA requirements are reviewed directly by those agencies. Chairman Cavanaugh concluded by confirming that

all required approvals, inspections, and reviews are being completed in accordance with applicable regulations and that City staff continue to have full access to the project.

G. NOISE

1 Letter Nomination for FAA's Aircraft Noise Advisory Committee (ANAC) for Mr. Christopher Rozansky C.M., Executive Director Naples Airport Authority

Director of Community Relations Brad Fagan informed the Board that the U.S. Department of Transportation and FAA recently issued a solicitation for nominations to the FAA's Aircraft Noise Advisory Committee with a limited application period. Due to the short deadline, airport staff submitted a nomination on behalf of Executive Director Chris Rozansky under Chairman Cavanaugh's signature. The nomination was supported by an endorsement letter from State Representative Yvette Benarroch and was submitted on August 8.

Chairman Cavanaugh explained that the nomination was submitted because of Mr. Rozansky's extensive aviation experience and leadership within the industry, noting that his participation would provide a valuable opportunity to represent Naples Airport, Southwest Florida, and broader aviation interests in national aircraft noise discussions. He thanked Mr. Rozansky for his willingness to serve should he be selected.

Mr. Rozansky expressed appreciation for the Board's support and noted that the FAA solicitation was issued more than two years after Congress directed the agency to establish the committee. He advised that the FAA has acknowledged receipt of the nomination, but the timeline for appointments remains uncertain.

Board Member Alberto supported the nomination and stated that the opportunity would provide strong representation for both the airport and the community on noise-related issues. He also encouraged consideration of future opportunities for other airport staff members to serve on national aviation committees and advisory groups in order to showcase the expertise within the organization and provide professional development opportunities.

H. CONSENT AGENDA

Chairman Cavanaugh introduced the Consent Agenda and reviewed the items included for approval, including the annual audit engagement, amendments to rental car concession agreements, a license plate reader installation, a passenger processing system for commercial airline service, consultant agreement amendments, and the purchase of operational equipment.

Board Member Burns requested that Items H-5 (License Plate Reader Locations on Radio Road and Aviation Drive) and H-6 (Purchase a Common Use Passenger Processing System and Enter into an Agreement for up to Five Years for a Cost Not to Exceed $267,158) be removed from the Consent Agenda for separate discussion. Mr. Rozansky also noted that one item had already been removed from consideration and that minor corrections had been made to agenda language and descriptions with no changes to the proposed costs.

Following clarification of the remaining items, Board Member Arnold moved approval of Consent Agenda Items H-1, H-2, H-3, H-7, H-8, H-9, and H-10. The motion was seconded by Vice Chair Crees and approved unanimously, 5-0. During discussion, Board Member Alberto commented favorably on his recent experience using Go Rentals and commended the company for its customer service.

The Board then discussed the proposed installation of license plate reader cameras on airport property. Board Member Burns asked why the Airport Authority was funding the system rather than the City of Naples Police Department and whether the equipment was affiliated with the license plate reader technologies that have received national attention.

Mr. Rozansky explained that the proposed cameras are license plate readers intended to enhance airport security by capturing vehicle information at primary entry and exit points on airport property. While similar in function to other systems used by law enforcement, the cameras would be located on airport property and would integrate with law enforcement databases to assist with investigations and security monitoring.

Board Member Alberto noted that he had previously been briefed by Naples Police Department representatives regarding similar technology and commented on its effectiveness as a public safety tool. He asked whether the cameras would integrate with the police department’s existing monitoring systems. Mr. Rozansky confirmed that the system would be incorporated into broader law enforcement monitoring capabilities.

Following discussion, Board Member Burns indicated that his questions had been answered. Vice Chair Crees then made a motion to approve the license plate reader installation. The motion was seconded by Board Member Alberto and approved unanimously, 5-0.

The Board next considered the purchase of a passenger processing system for commercial airline operations at the North Road Terminal. Board Member Burns asked questions regarding passenger movement, security procedures, and staffing requirements associated with passengers traveling between the terminal and aircraft.

Mr. Rozansky explained that the passenger processing system includes positions at the ticket counters and boarding gate, while additional airport personnel and physical barriers

will direct passengers safely from the terminal to the aircraft. Director of Operations and Maintenance Barry Brown explained that the secured area will operate under the airport's TSA-approved security program, with airport employees responsible for monitoring passenger movement within the secured area and maintaining compliance with TSA security requirements. He noted that TSA would oversee passenger and baggage screening while airport personnel would manage movement between the terminal and aircraft.

After discussion, Board Member Burns stated that his questions had been addressed. Vice Chair Crees moved approval of the passenger processing system purchase, the motion was seconded by Board Member Alberto, and it passed unanimously, 5-0.

The Board recessed for lunch.

I. ACTION ITEMS *(resumed)*

2 North Road Terminal (NRT) Update and Increase Contingency with Curran Young Construction Not to Exceed $4,909,761

Miguel Carballo, Director of Planning and Development, provided an update on the North Road Terminal Project and requested approval of a $500,000 contingency increase, bringing the total contract value to $4.9 million. He explained that the previous phase completed exterior improvements, while the current phase focuses on interior renovations, including upgrades to the lobby, waiting areas, rental car facilities, a grab-and-go café, new finishes, lighting, ceilings, and low-voltage systems. Construction began in May and remains on schedule for completion by late October or early November.

Mr. Carballo reviewed modifications required to accommodate commercial airline service, including dedicated airline offices, a hold room, TSA screening and baggage screening areas, and the relocation of NAA and NetJets functions. He noted that the planned baggage claim area was recently shifted to an exterior covered location near the terminal to avoid significant utility relocations and remain within FEMA's 50% improvement threshold. Mr. Rozansky explained that baggage would be delivered directly to passengers using luggage carts rather than a permanent baggage claim system during the initial phase.

Additional project changes include new TSA-required modular walls, the addition of two restrooms, electrical and HVAC modifications, and various exterior improvements such as equipment storage canopies, pavement replacement, fencing relocation, and parking lot upgrades. Parking improvements will also include conduits for future parking gates and electric vehicle chargers, new traffic-control bollards, and gates to better manage customer and rental car parking.

Board members asked several questions regarding baggage handling, pavement work, permitting, and project costs. Board Member Arnold inquired about permitting status, and Mr. Carballo explained that the project involves utilizing a private provider process to expedite review, while still requiring City of Naples permits and oversight. Mr. Rozansky emphasized that the city retains authority to review and audit the private provider's work.

Mr. Carballo reported that FEMA-eligible costs are estimated at approximately $255,000, which remains below the allowable $375,000 threshold. The requested contingency increase would address approximately $785,000 in projected expenditures and leave about $449,000 remaining, maintaining roughly a 10% contingency for the balance of the project.

Board Member Alberto reiterated the importance of identifying and recovering costs associated with commercial airline service. Mr. Carballo responded that his department and the finance department are tracking expenses attributable to commercial operations separately from general facility improvements and will evaluate cost recovery options.

Board Member Burns raised concerns about passenger safety and operational complexity resulting from commercial airline, charter, fractional ownership, and customs-related activities sharing terminal facilities. Mr. Rozansky stated that staff is working closely with operators and the TSA to ensure all regulatory and security requirements are met. Mr. Carballo added that signage, stanchions, and personnel would be used to direct passengers appropriately during periods of overlapping activity. Mr. Lobb noted that while the arrangement is somewhat unique, similar conditions exist at other small, space-constrained airports, including Vero Beach, and that airport management believes the various operational areas can be properly separated.

Following discussion, Board Member Alberto moved to approve the $500,000 contingency increase, Board Member Arnold seconded the motion, and the Board approved the request by a 4-1 vote. Board Member Burns voted against the motion, citing ongoing safety concerns and the additional project expenditures associated with accommodating commercial service.

3 Bylaws Amendment

Mr. Rozansky presented proposed amendments to the Naples Airport Authority bylaws resulting from House Bill 4005 and corresponding changes to the Authority’s Enabling Act. He explained that staff worked with legal counsel to develop limited revisions necessary to align the bylaws with the new legislation and prepare for the transition to an elected board following the November election. The amendments primarily addressed updates to meeting locations, terminology changes from “commissioners” to “members,” and other administrative revisions needed to maintain consistency with state law.

Chair Cavanaugh stated that the proposed changes appeared straightforward and administrative in nature. With no further discussion, Board Member Alberto moved to approve the amended bylaws, and Board Member Arnold seconded the motion. The motion passed by a 4-1 vote. Board Member Burns voted against the motion, citing he felt it was premature to change the bylaws with pending litigation.

4 Executive Director's Performance Review

Chair Cavanaugh introduced the Executive Director's annual performance review, noting that all Board members had submitted evaluations and reviewed Mr. Rozansky's self-assessment. He stated that the overall results reflected a consistently strong performance review, with one evaluation differing significantly from the others. Chair Cavanaugh explained that the proposed compensation adjustment was based on the Authority's annual cost-of-living increase, the collective review score, and achievement of strategic plan goals.

Board Member Alberto commented that four of the five evaluations reflected strong praise for Mr. Rozansky's performance and questioned whether the lower-rated review focused on objective performance measures. He emphasized that Mr. Rozansky had successfully met the Authority's goals, maintained a safe and efficient airport, supported staff development, strengthened community relations, and advanced environmental and operational objectives. Board Member Alberto stated that, in his view, Mr. Rozansky's accomplishments throughout the year warranted high marks and commended his leadership and performance.

Board Member Burns responded that he had expressed his own opinions through the review process. Following discussion, Authority Counsel Bill Owens advised that all submitted evaluations are public records and part of the official meeting record, though Board Members were free to provide comments or differing perspectives during the discussion.

Chair Cavanaugh noted that the written comments accompanying the evaluations provided important context beyond the numerical scores and observed that Board Member Burns' evaluation differed from the majority of the Board's assessments. He stated that each board member had the right to express their individual views and that readers could draw their own conclusions from the full record.

Vice Chair Crees praised Mr. Rozansky's leadership and described the year as exceptionally strong. He highlighted positive feedback received from City Council members during a recent joint meeting, noted Mr. Rozansky's ten years of service to the airport, and credited him with helping maintain the airport's operational, financial, and

reputational success. Vice Chair Crees also emphasized the strength of the management team Mr. Rozansky has assembled and stated that the Authority is fortunate to have his leadership.

Mr. Rozansky thanked the Board for its comments and credited the airport's accomplishments to the efforts of the Authority's staff, noting that he strives to recruit and retain talented employees and that their work contributed significantly to the organization's success.

Board Member Arnold also expressed appreciation for Mr. Rozansky's leadership, citing her own experience since joining the Authority and commending both his performance and the professionalism of the staff.

Chair Cavanaugh concluded by thanking the board members for their thoughtful participation in the review process and described the evaluation as an opportunity for learning and self-reflection. Following discussion, Vice Chair Crees moved to approve the Executive Director's 2026 Annual Review, Board Member Arnold seconded the motion, and the Authority approved the review unanimously, 5-0.

5 Authority Counsel Performance Review

Chair Cavanaugh introduced the annual performance review of Authority Counsel Bill Owens, noting that the current evaluation format remains a simple satisfactory/unsatisfactory assessment. He expressed that the format does not fully reflect Mr. Owens' contributions, citing both his legal expertise and business judgment, and noted that the review results were overwhelmingly positive.

Board members unanimously praised Mr. Owens' service to the Authority. Board Member Alberto commended Mr. Owens for guiding the Board through complex and challenging issues, describing his advice as knowledgeable, concise, and professional. Vice Chair Crees agreed, stating that the satisfactory/unsatisfactory scale failed to capture the high level of Mr. Owens' performance, and praised his responsiveness and availability. Board Member Arnold thanked Mr. Owens for his professionalism, accessibility, and proactive guidance during her tenure on the Board. Board Member Burns likewise expressed appreciation for Mr. Owens' responsiveness and dedication, noting that Mr. Owens consistently responded to his questions regardless of the time or day.

The Board then discussed Owens' hourly billing rate. Chair Cavanaugh noted that the current rate was below what many firms charge for comparable legal services and suggested an increase. Board members discussed market rates, historical increases, and the value provided by Mr. Owens and his firm. Mr. Rozansky clarified that the current rate is $385 per hour and suggested that an increase to approximately $405 to $410 per hour

would be consistent with past practice. Board members also considered larger increases based on current market conditions, with Board Member Alberto observing that many local attorneys charge approximately $500 per hour.

Following discussion, the Board reached consensus on increasing the Authority Counsel rate to $420 per hour. Chair Cavanaugh moved to approve the increase effective October 1, Board Member Alberto seconded the motion, and the motion passed unanimously, 5-0.

The Board then separately considered approval of the 2026 Authority Counsel Performance Review. Vice Chair Crees moved approval, Board Member Alberto seconded the motion, and the review was approved unanimously, 5-0.

Following the votes, Mr. Owens thanked the Board for its confidence in his firm and for the rate adjustment. He expressed appreciation for the opportunity to serve as Authority Counsel and credited the professionalism and dedication of the Board, Executive Director Rozansky, and airport staff for making the work rewarding and meaningful.

J. NEW BUSINESS – no new business items.

K. OLD BUSINESS – no old business items.

L. BOARD REPORT

Vice Chair Crees began by noting the airport's continued strong safety performance, jokingly observing that Naples Airport had experienced no aircraft flat-tire incidents, unlike recent reports from Chicago O'Hare. He then asked for updates on the Northwest Perimeter Wildlife Fence project and the hangar door replacement project. Mr. Rozansky reported that both contracts had been terminated due to poor contractor performance. Working with Authority Counsel Bill Owens and the contractor's bonding company, staff has reached a settlement and identified a replacement contractor. The matter will return to the Board next month. Mr. Rozansky advised that the hangar door project had begun but would face delays, while the fencing project had not yet started.

Vice Chair Crees also raised concerns about staffing levels, noting that workforce levels remained at approximately 90 percent of budgeted positions. Mr. Rozansky explained that the Authority traditionally delays filling seasonal vacancies near the end of peak season but has now begun recruiting and onboarding employees in preparation for the upcoming busy season. He added that staffing levels should improve in the coming months. While recruiting has been challenging for certain maintenance and landscaping positions, staff revised job descriptions to broaden responsibilities and successfully attract qualified candidates.

Discussing operational trends, Vice Chair Crees noted continued growth in jet traffic and expressed disappointment with the increase in curfew violations. He acknowledged the efforts of Noise Abatement Specialist but observed that violation rates continued to trend upward. Mr. Rozansky responded that staff remains persistent in their outreach efforts and highlighted Flexjet as a success story. He credited Board Member ~~Board Member~~ Alberto's direct engagement with Flexjet leadership, combined with staff outreach, for significantly improving the operator's compliance record.

Vice Chair Crees asked whether staff also receives negative responses from operators contacted regarding violations, suggesting that future reports identify operators who remain uncooperative. Mr. Rozansky indicated that some operators are receptive while others are less willing to adjust, and staff would consider providing additional information in future reports.

Board Member Alberto expanded on the Flexjet discussion, explaining that he communicates monthly with the company's executive leadership, sharing violation data and emphasizing the importance of being a good community partner. He praised Flexjet for its improvement and suggested similar outreach may be effective with other operators. Board Member Alberto also commended the airport's achievement of 100 percent customer satisfaction results, noting how difficult such scores are to achieve. Mr. Rozansky credited the entire airport team, including FBO staff, facilities personnel, finance staff, rental car operators, fuel providers, and other vendors for contributing to the positive customer experience.

Board Member Alberto further congratulated airport staff on recognition received through the Florida Airports Council, specifically noting the involvement of Mr. Rozansky, Mr. Lobb, Barry Brown, and Jessica Fletcher in leadership roles and industry initiatives. He praised the staff for representing the airport and the community well.

Vice Chair Crees concluded by recognizing operators that consistently comply with the airport's voluntary curfew and noise-abatement efforts, specifically mentioning NetJets and other operators that have maintained strong records over time. Chair Cavanaugh agreed, noting that NetJets' level of compliance is particularly impressive given the size and complexity of its operations. He joined fellow board members in congratulating airport staff and supporting the positive comments made during the discussion.

M. EXECUTIVE DIRECTOR'S REPORT

Mr. Rozansky did not have anything additional to report today.

N. COUNSEL'S REPORT

Authority Counsel Bill Owens provided an update on the ongoing conflict-resolution efforts between the Naples Airport Authority and the City of Naples. He reported that the City's lawsuit against the Authority remains abated while both parties continue participating in the Chapter 164 governmental conflict-resolution process.

Mr. Owens advised that the Authority and the City recently agreed on and submitted a joint letter to the Federal Aviation Administration (FAA) requesting a meeting to obtain guidance on the timing, rental structure, lease terms, and other considerations related to a potential renegotiated lease. He stated that FAA input is expected to help both parties evaluate options and ensure compliance with applicable federal requirements.

He further reported that Mr. Rozansky, Authority Counsel, Aviation Counsel Peter Kirsch, the City Manager, City Attorney, and the City's Aviation Counsel continue to engage in good-faith negotiations regarding the major issues in dispute. A half-day negotiation session was scheduled for August 26 to discuss a potential renegotiated lease and a framework for airport land-use regulation.

Mr. Owens also noted that the Authority and City have tentatively scheduled another joint meeting for September 17. He emphasized that continued collaboration remains an important part of working toward mutually acceptable solutions that serve the airport, the community, and other stakeholders.

Board Member Arnold asked about the upcoming negotiations and whether the Board would have an opportunity to receive updates before the next joint meeting. Mr. Owens explained that special meetings remain an option if needed and that he and staff would continue providing updates to board members. Chair Cavanaugh requested individual briefings for board members following the August 26 negotiation session, and Mr. Owens indicated that staff intended to do so.

The Board also discussed the September 18 Chapter 164 mediation deadline. Mr. Owens confirmed that both parties previously agreed to extend the statutory deadline to September 18 and indicated that the deadline, mediation process, and selection of a mediator would be topics of ongoing discussion. He noted that potential mediators have been identified, though a final selection has not yet been made.

In response to questions regarding progress in the negotiations, Mr. Owens stated that some advancements have been made, but significant work remains on key issues, including lease structure, rental calculations, the respective rights of the parties, and establishing a clear and mutually acceptable framework for airport land-use regulations to help avoid future conflicts.

O. PUBLIC COMMENTS (5-minute limit)

No public comments were received.

P. CORRESPONDENCE / BOARD MEMBER COMMENTS & REQUESTS / MEETINGS

Board Member Alberto highlighted the recent Consultant Selection Committee meeting for the Airport Resiliency and Sustainability Plan. He described the presentations from four shortlisted firms as impressive, noting the depth of expertise demonstrated by the consultants and praising staff for conducting a thorough selection process. Board Member Alberto commented that evaluating and ranking the proposals was a difficult task and expressed confidence in both airport staff and the consultants supporting the Authority.

Vice Chair Crees raised concerns regarding comments made earlier by representatives of the Tenants Council regarding the budget and airport operations. He requested additional information about the organization, including its leadership, membership, structure, and the extent to which it represents airport tenants. Vice Chair Crees questioned whether the views presented reflected a broad tenant consensus or a vocal minority and asked Mr. Rozansky to gather information before the next Board meeting.

Board Member Alberto supported increased engagement with the Tenants Council, suggesting a future dialogue between the Board and the organization. Chair Cavanaugh agreed that understanding the group's leadership, membership, concerns, and relationship to the airport would be beneficial. Board Member Arnold noted that the Tenants Council regularly meets and has interviewed Airport Authority candidates in the past. Mr. Rozansky agreed to gather additional information about the organization and explore opportunities for communication and outreach.

Board members discussed concerns previously raised by tenants regarding hangar conditions, rent increases, and airport budget growth. Mr. Rozansky explained that a July meeting had already been held with Tenants Council representatives to discuss the budget and facility concerns, and that staff remains willing to continue discussions. Board Member Alberto noted that correspondence he received from tenants largely focused on the pace of rent increases and a desire for a more predictable methodology for future rental adjustments. Vice Chair Crees requested updated information comparing airport lease rates to market values, and Mr. Rozansky confirmed that appraisals are generally performed every five years, with annual CPI adjustments applied between appraisals.

Board Member Burns then revisited his longstanding proposal to develop a departure procedure from Runway 23 that would direct aircraft over Naples Bay and the mangrove areas south of the airport. Board Member Burns argued that the concept, originally discussed through the Part 150 Noise Compatibility Study process, was intended primarily as a safety improvement and had not received sufficient follow-up. He advocated revisiting recommendations previously presented by consultant Walter White regarding alternative flight procedures.

In response, Mr. Rozansky reviewed the history of the issue, explaining that Authority consultants had extensively evaluated alternative departure procedures and that the FAA has repeatedly expressed concerns regarding operational feasibility, safety, airspace complexity, and the redistribution of aircraft noise. He noted that the Authority continues to work with the FAA and aviation consultants on departure procedure improvements, but that significant challenges remain because the FAA retains jurisdiction over airspace and flight procedures.

Following discussion, Board Member Burns formally requested that the issue be placed on a future Board agenda for reconsideration. Board Members Alberto, Arnold, Vice Chair Crees, and Chair Cavanaugh each stated they did not support reopening the matter. Board members cited prior FAA feedback, concerns about shifting noise impacts to other neighborhoods, competing Board priorities, and a lack of evidence that the proposal would improve safety. With no Board support for the request, the proposal did not advance. The Board reaffirmed its intent to continue pursuing departure procedure discussions with the FAA but not specifically the "Down the Bay" concept proposed by Board Member Burns.

Q. Adjourn

With no further business, the meeting adjourned at approximately 2:56 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 https://www.flynaples.com/.

CITY OF NAPLES AIRPORT AUTHORITY (NAA) BOARD
Notice of Regular Meeting

Naples Airport – Airport Office Building Conference Room
200 Aviation Drive North
Naples, FL 34104

All meeting recordings as well as live broadcasts are available on our website:
https://www.flynaples.com/live-stream-video/

Thursday, August 20, 2026, at 8:30 a.m.

AGENDA REVISED

Member Terrence W. Cavanaugh: Chair,
Consultant Selection Committee Member
Member John Crees: Vice Chair, Audit Committee Member,
Noise Compatibility Committee Liaison
Member Robert P. Burns: Audit Committee Member
Member Michelle Arnold: Audit Committee Chair
Member Ralph Alberto, Consultant Selection Committee Chair

Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

If you wish to address the Board regarding an item listed on the Agenda, please complete a Speaker Registration form (available at the rear of the room) and hand it to the Executive Assistant prior to consideration of that item. Public comments will be heard during Item D, during each agenda item and at the end of the meeting. Public speakers must introduce themselves by stating their name, address and the topic they intend to speak about. We ask that speakers limit comments to 5 minutes and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to the Board or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

Any person who decides to appeal a decision of this Board with respect to any matter considered at this meeting will need a record of the proceeding and 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 heard.

Any person with a disability requiring auxiliary aids or services in order to participate in this meeting at the City Council Chamber may call the City Clerk's Office at 213-1015, or for meetings at the Airport Office Building, the NAA Executive Assistant's Office at 643-0733, with requests at least two business days before the meeting.

Information on agenda items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North or on the web site at www.flynaples.com.

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.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. June 9, 2026, Joint Meeting Minutes (AM Meeting)
2. June 9, 2026, Joint Meeting Minutes (PM Meeting)
3. June 18, 2026, Regular Meeting Minutes
4. July 6, 2026, Joint Meeting Minutes
5. July 20, 2026, Joint Meeting Minutes

E. PUBLIC COMMENTS (5-minute limit)

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Future of Aviation White Paper Draft – Kimley Horn
2. Strategic Plan – August Draft
3. Second Draft – FY 2027 Operating and Capital Expenditures Budget
4. Airline Update

G. NOISE

1. Letter Nomination for FAA's Aircraft Noise Advisory Committee (ANAC) for Mr. Christopher Rozansky C.M., Executive Director Naples Airport Authority

H. CONSENT AGENDA

1. Audit Engagement Letter
2. Amendment to Lease and Concession Agreement with Gitibin and Associates (d/b/a Go Rentals)
3. Amendment to Lease and Concession Agreement with The Hertz Corporation
4. ~~Amendment to Lease with Collier County for Recycling Facility~~ (*Postponed until September*)
5. License Plate Reader Locations on Radio Road and Aviation Drive
6. Purchase a Common Use Passenger Processing System and Enter into an Agreement for up to Five Years for a Cost Not to Exceed $267,158
7. Third Amendment to Agreement with Environmental Science Associates for On-Call Noise/Professional Services
8. Amendment No. 2 with AVCON, Inc. for the General Aviation Terminal HVAC Replacement Project in an Amount Not to Exceed $132,911
9. Purchase of Ground Power Unit from ITW-GSE not to exceed $120,322
10. Purchase of two tugs from Textron GSE not to exceed $127,780.25 (*Updated to Correct Title*)

I. ACTION ITEMS (Public comments accepted for each item; 5-minute limit)

1. Renew Insurance Policies in an Amount Not to Exceed $1,407,926
2. North Road Terminal (NRT) Update and Increase Contingency with Curran Young Construction Not to Exceed $4,909,761
3. Bylaws Amendment

4. Executive Directors Performance Review
5. Authority Counsel Performance Review

J. NEW BUSINESS

K. OLD BUSINESS

L. BOARD REPORT

M. EXECUTIVE DIRECTOR'S REPORT

N. COUNSEL'S REPORT

O. PUBLIC COMMENTS (5-minute limit)

P. CORRESPONDENCE/BOARD MEMBER COMMENTS & REQUESTS/MEETINGS

Q. ADJOURN