Naples City Council and Naples Airport Authority
Joint Meeting Minutes

Monday, July 20, 2026, City Chambers at City Hall, 735 8th Street South, Naples, Florida.

1. Call to Order and Roll Call

A joint special meeting between The City of Naples Airport Authority Board and City Council was called to order on Monday, July 20, 2026, at 9:00 a.m. The meeting was noticed as a joint public special meeting between the City of Naples City Council and the City of Naples Airport Authority Board.

City Council roll call: Council Member Berne Barton participated remotely; Council Member Bill Kramer, Council Member John Krol, Council Member Linda Penniman, Council Member Scott Schultz, Vice Mayor Ted Blankenship, and Mayor Teresa Heitmann were present.

City of Naples Airport Authority Board roll call: Board Member Ralph Alberto, Board Member Michelle Arnold, Board Member Robert P. Burns participated remotely, and Chair Terrence W. Cavanaugh were present; Vice Chair John Crees was absent due to pre-planned travel out of the country.

Remote participation: City Council approved remote participation by Council Member Berne Barton. The motion was made by Council Member Linda Penniman, seconded by Council Member Bill Kramer, and carried unanimously.

Remote participation: The City of Naples Airport Authority Board approved remote participation by Board Member Robert P. Burns. The motion was made by Board Member Michelle Arnold, seconded by Board Member Ralph Alberto, and carried unanimously.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

3. Set Agenda

Representatives for both bodies indicated that there were no changes to the agenda.

Set Agenda: City Council. Council Member Schultz moved to set the agenda, and Council Member Penniman seconded the motion. The motion carried unanimously.

Set Agenda: Naples Airport Authority Board. The City of Naples Airport Authority Board approved the agenda as presented. The motion was made by Board Member Arnold and seconded by Board Member Alberto, and the motion carried 4-0.

4. Public Comment

Jennifer Hollander, representing Friends of the Naples Municipal Airport, stated that the organization had filed a motion to intervene in the pending litigation and urged that airport tenants, businesses, pilots, and affected workers not be treated as an afterthought in the lease and Chapter 164 process.

Scott Cameron, a longtime Naples resident and pilot, criticized the City's prior lease proposal as one-sided, emphasized the economic value of the airport, and urged the City to allow the Naples Airport Authority to operate the airport.

Eileen Lowery urged City Council to protect the City's ownership interest in the airport land, consider sale or redevelopment alternatives, remove any option for the Naples Airport Authority to purchase the property, and challenge assertions that the FAA would prohibit the City's preferred course of action.

Michael Bingaman, a City resident and former member of the Part 150 Technical Advisory Committee, expressed concern regarding jet traffic, airport governance, and HB 4005, and urged the City to proceed with litigation while the Chapter 164 process continued.

Don Antonacchio, who stated he was running for Seat 5 of the Naples Airport Authority, emphasized safety, countywide representation, and the regional economic impact of the airport.

Jose Cabrera urged dismissal of the pending litigation, stated that the airport operates successfully and contributes significant economic activity and jobs, and encouraged good-faith lease negotiations without artificial deadlines.

Alan Parker stated that the City should consider closing and redeveloping the airport property rather than extending the lease, arguing that redevelopment could provide substantial financial, environmental, safety, and community benefits.

5. City of Naples Chapter 164 Conflict Resolution Process

Matthew McConnell, City Attorney, introduced the main purpose of the meeting, explaining that the City had filed a complaint asserting that the lease had been terminated based on frustration of purpose, but that the Chapter 164 process could provide a path to cure or resolve the dispute if the governing bodies wished to proceed.

Matthew McConnell explained that, after the prior joint meeting, both sides' attorneys had been directed to work together on a proposed comprehensive term sheet and had spent approximately 10 to 12 hours over the prior two weeks preparing a document for further policy direction from both bodies.

Lease term: The discussion began with the lease term. Matthew McConnell stated that approximately 40 years remained on the current lease and that the initial concept in the term sheet was to extend the lease to restore a 99-year term. Members of City Council discussed alternatives to a 99-year term, including a shorter term with renewal provisions, periodic review of rent, and the need to balance airport operational certainty against City oversight and the value of the City-owned land.

Chris Rozansky, Executive Director, stated that a lease term of less than 99 years would have a material impact on the rent the Naples Airport Authority might be willing to pay, and he requested that the term be discussed before rent. Board Member Robert P. Burns suggested tying the term to FAA grant assurances by allowing a 20-year period from the end of the most recent grant agreement. Board Member Michelle Arnold stated that the Authority should not consider anything less than 40 years beyond the current contract term, noting continuing grant-related obligations beyond the grant term.

After extensive discussion, members discussed a negotiating range generally described as a total term between approximately 82 and 99 years, with Board Member Robert P. Burns indicating a different preferred number and several City Council members expressing willingness to continue negotiations within that range.

Premises and 16-acre solid waste area: Gary Young, City Manager, addressed the 16-acre area used by the City's solid waste and recycling operations and requested that, if the lease were reopened, the 16 acres be carved out so the City could retain perpetual use for solid waste, recycling, storage, and hurricane debris-related purposes. Chris Rozansky confirmed that Gary Young accurately described the parties' discussion.

Payment and option to purchase: The parties discussed several potential payment structures, including up-front value recognition, rent tied to an extended or renegotiated lease, and an option to purchase the airport property, all subject to further legal review and FAA input. Chris Rozansky explained that the Authority viewed an option to purchase as potentially offering substantial value to both sides, including a mechanism for the City to receive funding while supporting long-term certainty that the property would remain an airport.

Several City Council members expressed concern that any sale or option to purchase should not be embedded in the lease and should instead be subject to future Council consideration and, in some members' views, a referendum of City voters. Peter Kirsch, aviation counsel for the Naples Airport Authority, explained that the Authority believed an option to purchase could provide new consideration that might allow the Authority to make payments to the City during the remaining 42 years of the current lease period without violating federal revenue-diversion rules. ~~Stephen~~ Steven Taber, aviation counsel for the

City, disagreed with Peter Kirsch regarding revenue diversion, stating that the current litigation and Chapter 164 process created a different context than 2006 and that new consideration for a new lease or lease extension, including settlement of claims, could be considered by the FAA as a basis for permissible rent payments.

No final lease language was approved regarding the option to purchase; the discussion reflected disagreement over whether the option should be explored with the FAA or excluded from the lease framework.

Land use oversight: The parties next discussed land use oversight, including the Naples Airport Authority's proposed "airside" and "landside" framework and the City's proposal to continue applying the City's Comprehensive Plan, Land Development Code, and current utilization plan process unless federal law clearly preempts City review.

Peter Kirsch explained that the Naples Airport Authority proposed a bright-line approach distinguishing "airside" projects used for aircraft from "landside" projects not used for aircraft, with the goal of clarifying whether City approval would be required. Chair Terrence W. Cavanaugh stated that the Authority's proposed language was intended to eliminate ambiguity, balance City concerns with airport operational needs, and allow the airport to operate safely and efficiently. Board Member Michelle Arnold and Board Member Ralph Alberto supported additional clarity in the governing documents, stating that more precise definitions would help identify which projects fall within the Authority's responsibility and which require City review.

Board Member Robert P. Burns raised questions regarding hangars, office buildings, restaurants, lounges, automobile parking, and mixed-use facilities such as the Naples Jet Center, and Peter Kirsch explained how the Authority's proposal would treat standalone non-aircraft buildings and hangar uses. Vice Mayor Ted Blankenship asked whether stormwater code could be included among applicable regulations, noting concerns about how the airport stormwater system interacts with the City stormwater system and the Gordon River.

Mayor Teresa Heitmann stated that she preferred retaining the City's existing Comprehensive Plan and Land Development Code processes, with exemptions only when supported by a specific legal basis or federal preemption and expressed concern that new terminology could create confusion and unnecessary procedural obstacles. She later clarified that the City's concern was whether proposed facilities could affect flight frequency or noise, stating: "What's the criteria you use when you're looking at developing a facility, an existing building that is going to allow for frequency of flights or more noise? That's all this City has ever asked. We like you. We want you to stay. Could you please pay attention to us in the fact that if your plans create more noise and more frequency, that you

take it into consideration and make sure that you don't allow something to happen that causes an unintended consequence of capacity."

Steven Taber stated that the Authority's proposed airside and landside framework did not resolve the legal issue and, in his opinion, reduced City authority too broadly: "I think that the proposal by the Airport Authority splitting it up between landside and airside is simply aeronautical use and non-aeronautical use in different words, and in an effort to clarify things, I think it's made things more confusing in the sense that it doesn't recognize that the City has the land use authority. That is its right under its authority, under the law. Therefore, I don't agree that this is what I think that the City gives up too much in terms of saying that airside projects are off the table, you have no authority to do that."

Steven Taber further stated: "Many of these projects that were listed in their table, I would say that the City does have land use authority over those projects. In fact, I would say all of the ones that are mentioned as airside, the City has land use authority. The only projects that the City wouldn't have land use authority on are ones that implicate aviation safety. The distinction between airside and landside does not have anything to do with aviation safety."

Steven Taber summarized his default position as follows: "It's my belief that the default position should be that the City has land use authority over everything unless the Airport Authority can show that that authority implicates aviation safety and is therefore federally preempted." In response to questions about dispute resolution, Steven Taber added, “There has to be some kind of resolution process for that in order to avoid the whole prospect of getting into litigation over whether something is aviation safety or not."

Matthew McConnell stated that the City’s proposal was intended to preserve the process the City had used for decades, requiring airport development to be clearly identified on the approved utilization plan and providing a dispute-resolution process when the Authority claims an exemption. Chris Rozansky stated that the Authority was seeking clearer rules because the City Code contains only limited references to the airport utilization plan and because past practice had become insufficient to avoid disputes.

Council Member Berne Barton expressed concern that the Authority’s proposal could automatically remove City input for projects categorized as airside and stated that additional detail would be needed before such projects could bypass City review. Council Member Bill Kramer stated that the relevant federal standard should focus on safety and efficiency and supported a process requiring the Authority to demonstrate why a project is federally exempt before avoiding City review. Vice Mayor Ted Blankenship suggested combining elements of both proposals, removing the approval matrix, and developing a process that distinguishes federally preempted components of a project from those that

should remain subject to the City's land development review process. Board Member Robert P. Burns stated that, after hearing the discussion, he was more aligned with the City's position and favored continuing to follow the existing City Code and Comprehensive Plan. Mayor Teresa Heitmann emphasized that the City should retain meaningful rights as the property owner, that the Comprehensive Plan and Land Development Code should remain the default framework unless clearly preempted by federal law, and that transparency, coordination, and clear dispute-resolution procedures were essential to any future agreement. City Attorney Matthew McConnell summarized the City's position by stating that airport development should remain consistent with the approved utilization plan and that any changes to that plan should be brought before Council before proceeding with applicable site plan or permitting processes.

Steven Taber advised that the proposed categorical treatment of runways, taxiways, taxi lanes, and related facilities was too broad unless tied to the specific work being proposed: "Part of the problem with those definitions is that they are overly broad. For example, runways. Are you talking about an extension of the runway? Are you talking about widening the runway? Are you talking about widening a taxiway to accommodate larger jets? Are you talking about maintaining the runway by repairing the runway surface? Generalizing everything as runways, anything having to do with the runway would be, by definition, a safety issue ignores the broader problem as to what exactly you're doing."

Steven Taber continued that the analysis should focus on the specific project rather than a broad category, stating: "There are certain things that are obviously safety issues and emergency issues. But the problem that we're getting into is that there's a different definition. The whole issue about aprons and whether expanding an apron is a safety issue may be real, but whether or not it's a federally preempted safety issue or one that could be claimed to be federally preempted or one that is federally required, that's a different question."

Steven Taber concluded that the City could still review such projects unless a federal obligation or preemption issue was established: "The airport should say this is the expansion of the apron, we believe, is creating safety issues at the airport, therefore we think we need to expand the apron. They bring that to the City. The City says yes or no. If there's an issue about whether or not it is federally obligated because of safety or because of federal preemption, that's a different story, and that needs to be addressed differently."

The discussion began with Mayor Heitmann expressing disappointment that, despite months of negotiations and participation in the Chapter 164 dispute resolution process, the City and the Naples Airport Authority (NAA) remained unable to reach a final agreement on key lease-related issues. The Mayor emphasized that both parties had invested

significant time and effort in good-faith negotiations, including extensive discussions aimed at resolving differences with or without litigation. However, she stressed that the purpose of the meeting was not to revisit every disputed issue, but rather to determine whether sufficient progress had been made to justify continuing negotiations under the Chapter 164 framework while maintaining a stay on the City's lawsuit.

The Mayor noted that the City's lawsuit includes a claim for "frustration of purpose" related to the airport lease. In his view, if Council concluded that negotiations had not advanced enough to produce a viable lease agreement, then it would be appropriate to lift the stay on the litigation and allow the dispute to proceed to mediation and potentially through the normal court process. While she made clear that she did not want discussions between the City and the Airport Authority to stop, she believed the City needed to decide whether continuing negotiations alone was sufficient or whether the legal process should resume in parallel.

She acknowledged that additional legal filings had recently been made against the City, but argued that those developments should not prevent Council from making a decision based on the progress achieved thus far. Mayor Heitmann ultimately concluded that meaningful progress had not been made on several issues she considered critical to protecting the City's interests, particularly the City's concerns about board appointments, governance issues, and the absence of support for either a City-sponsored airport model or the creation of a special district.

Mayor Teresa Heitmann summarized her core position before the Council considered next steps, stating: "The City should retain meaningful rights as the landowner. The Comprehensive Plan and Land Development Code should remain the default unless federal law clearly preempts them. No transfer of ownership should occur without a future Council making that decision at that time, not through an option granted decades earlier. Transparency and coordination should be mandatory, not based on best efforts. And dispute resolution should be clear, timely and preserves the City's legal remedies."

The Mayor emphasized that the City's objective was not to obstruct airport operations or create unnecessary delays. Rather, she argued that the City's responsibility was to protect public assets, respect residents, provide certainty for airport operations, and ensure that any long-term lease would stand the test of time for future generations.

In response, another Council Member Kramer strongly disagreed with the Mayor's characterization of the negotiations as having reached an impasse. He described the Chapter 164 discussions as "remarkably productive" and argued that the parties had reached agreement on far more issues than those on which they disagreed. From his

perspective, the attorneys had been given substantial direction, and the process was much closer to success than when negotiations began.

Council Member Kramer pointed out that there had been no issue identified as an absolute dealbreaker except for the option-to-purchase provision, which had already effectively been removed from consideration. Therefore, he believed there was every reason to continue negotiations and work collaboratively toward a final agreement.

The Mayor responded that she shared the desire to continue negotiations but maintained that the City still had to make a decision regarding the stayed litigation and the lease-related claims currently before the court.

City Attorney Matthew McConnell briefly expressed uncertainty about exactly what action Council was being asked to take. He reminded Council that several pages of unresolved lease provisions still remained for discussion and sought guidance on whether members wished to continue reviewing those provisions before considering litigation-related motions.

Vice Mayor Ted Blankenship largely agreed with the Mayor's assessment. While acknowledging some progress had been made, he described the negotiations as slow and difficult and stated that the parties were not where he had hoped they would be after weeks of discussions.

Drawing upon comments made by members of the public earlier in the day, Blankenship noted that several speakers believed the lease should not be negotiated while the lawsuit remained unresolved. He suggested that moving the litigation forward could help answer significant legal questions involving the lease, HB 4005, and the parties' respective rights and responsibilities. Once those issues were judicially resolved, he believed negotiations could proceed on firmer legal footing.

Blankenship argued that continuing mediation and, if necessary, litigation would not prevent the parties from simultaneously completing work on matters such as appraisals and lease terms. However, in his view, certain foundational legal questions required a court ruling before the City could responsibly make final decisions concerning the lease.

Council Member Krol expressed support for a successful airport but emphasized the importance of governance and oversight. He stated that he was concerned by what he perceived as resistance from the Airport Authority toward oversight mechanisms and warned that models relying on elected boards had created challenges at other airports.

According to Krol, meaningful oversight must be preserved within any future lease structure. While he remained hopeful that the dispute could be resolved, he agreed that

negotiations seemed to be circling around the same issues without sufficient progress and suggested that further legal proceedings might ultimately help move the process forward.

Council Member Schultz strongly opposed lifting the stay on the litigation. He reiterated concerns he had expressed since the lawsuit was first filed, arguing that litigation would consume substantial financial resources and staff time that could be better spent addressing the City's pressing infrastructure and operational needs.

Schultz emphasized that the City and Airport Authority should continue negotiating in good faith and that the current process had not been exhausted. He argued that continuing discussions offered a better path than investing time and money in court proceedings and stated that reaching a mutually acceptable agreement should remain the highest priority.

Council Member Kramer echoed a similar sentiment, acknowledging that while progress had been slower than desired, progress nevertheless had occurred. He argued that both the City's proposals and the Airport Authority's proposals contained useful components that could be refined and merged into workable solutions. Kramer believed removing the stay on litigation would likely cause the Airport Authority to become more defensive and reduce the chances of reaching a negotiated settlement.

Despite those objections, the Mayor reiterated that one of her primary concerns remained the Airport Authority's rejection of the City's proposals regarding airport sponsorship and the possible establishment of a special district. She viewed the Airport Authority's unwillingness to consider either option as significant evidence that negotiations had not sufficiently addressed the City's governance concerns.

Vice Mayor Blankenship then formally moved that Council direct the City Attorney to proceed with Chapter 164 mediation as soon as possible and, if mediation failed to resolve the dispute, return to court and seek removal of the stay so the litigation could move forward. He stated that although he disliked spending public funds on legal fees, he believed the City had a fiduciary obligation to protect municipal property, its airport assets, and the City's long-term interests.

Council Member Krol seconded the motion.

The motion failed on a 3-4 vote. Mayor Teresa Heitmann, Vice Mayor Ted Blankenship and Council Member Krolt voted in favor of directing the City Attorney to pursue mediation on the Chapter 164 claims and, if mediation was unsuccessful, seek removal of the stay and proceed with litigation. Council Members Barton, Kramer, Penniman, and Schultz voted against the motion, resulting in its failure.

City Council direction to continue negotiations and confer with FAA: Council Member Bill Kramer moved to instruct the City Attorney and staff to continue working in good faith with the Naples Airport Authority on the proposed lease guidelines, particularly the oversight provisions, and to include outreach to the FAA for input. Council Member Scott Schultz seconded the motion. The motion passed 4-3, with Council Member Scott Schultz, Council Member Linda Penniman, Council Member Berne Barton, and Council Member Bill Kramer voting yes, and Vice Mayor Ted Blankenship, Council Member John Krol, and Mayor Teresa Heitmann voting no.

6. Motion Regarding Mediation / Litigation

Chair Terrence W. Cavanaugh asked to address the Authority's Chapter 164 item before the Authority considered direction corresponding to the City Council's action. Discussion focused on whether negotiations should continue, whether City and Authority representatives should jointly consult with the Federal Aviation Administration (FAA), and whether the parties should continue work on both the proposed lease term sheet and related City land-use ordinance language. Board Member Michelle Arnold stated that FAA communications should occur jointly through City and Authority staff and legal counsel so that both parties could present questions together and receive consistent guidance. Board Member Ralph Alberto agreed that continued collaboration and joint FAA consultation would be beneficial. Board Member Robert P. Burns stated that he would have preferred proceeding through the courts to resolve issues related to HB 4005 and noted that litigation could allow certain settlement discussions to occur in closed sessions. Executive Director Chris Rozansky explained that Sunshine Law requirements prevented staff and counsel from polling board members outside a public meeting.

Authority Motion to Continue Negotiations and Confer Jointly with the FAA: Chair Terrence W. Cavanaugh moved to direct Authority staff and legal counsel to continue working cooperatively with City representatives, jointly meet with the FAA to obtain guidance on issues under negotiation, and continue efforts toward a mutually acceptable term sheet and related ordinance language. Board Member Michelle Arnold seconded the motion. The motion passed 3-1, with Board Member Ralph Alberto, Board Member Michelle Arnold, and Chair Terrence W. Cavanaugh voting yes; Board Member Robert P. Burns voting no; and Vice Chair John Crees absent.

7. Discuss Potential Resolutions

The parties discussed the existing July 24, 2026, mediation deadline and the need to extend that deadline to allow time for continued negotiations, potential FAA input, and further consideration of the term sheet.

City Council motion to extend mediation deadline: Council Member Bill Kramer moved to extend the mediation deadline to September 18, 2026, with the understanding that counsel would work together to arrange the next steps as quickly as possible and attempt to use the mediator to help identify common ground. Council Member Scott Schultz seconded the motion. The motion passed 5-2, with Council Member John Krol, Council Member Berne Barton, Council Member Bill Kramer, Council Member Scott Schultz, and Council Member Linda Penniman voting yes, and Vice Mayor Ted Blankenship and Mayor Teresa Heitmann voting no.

Authority motion to extend mediation deadline: The Naples Airport Authority Board approved a corresponding motion to extend the mediation deadline to September 18, 2026. The motion passed 3-1, with Board Member Ralph Alberto, Board Member Michelle Arnold, and Chair Terrence W. Cavanaugh voting yes, Board Member Robert P. Burns voting no, and Vice Chair John Crees absent.

The parties did not set a final date for the next joint meeting during the meeting; instead, counsel stated that dates would be circulated within an identified scheduling window so a mutually available date could be selected.

8. Public Comment

Jose Cabrera, Director of Operations for Naples Jet Center, stated that the recent Naples Jet Center project involving the hangar and adjacent lean-to went through the City of Naples process and received all necessary approvals and permits. Mr. Cabrera also commented on prior statements regarding FAA grants, local control, and the Executive Director, and urged the parties to continue working toward negotiated resolution in order to avoid significant legal expenses.

9. Correspondence and Communications

The City Attorney and City Manager indicated that there were no additional correspondence or communications items to address.

10. Adjournment

With no further business, the meeting adjourned at approximately 2:07 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 this meeting can be found online at www.naplesgov.com.

UPDATED

NOTICE OF JOINT PUBLIC SPECIAL MEETING AND AGENDA

City Hall Council Chambers
735 8th Street South, Naples, Florida

Mayor: Teresa Heitmann
Vice Mayor: Ted Blankenship
City Council Members:
Berne Barton, William Kramer,
John Krol, Linda Penniman, and Scott Schultz
City Attorney: Matthew McConnell
City Clerk: Patricia Rambosk
City Manager: Gary Young

Naples Airport Authority Board
Chair: Terrence W. Cavanaugh
Vice Chair: John Crees
Board Members:
Ralph Alberto, Michelle Arnold, and Robert P. Burns
Executive Director: Chris Rozansky
Authority Attorney: William L. Owens

One or more other elected or appointed officials may be in attendance at this meeting.

Welcome to today's Joint Public Special Meeting between the City of Naples City Council and the City of Naples Airport Authority Board. If you wish to address the City Council or Authority Board regarding an item listed on this agenda, please complete a registration form at the rear of the room and place it in the Speaker Request Box located on the dais prior to consideration of that item. Public comments will be heard during Item 4 and during specific agenda items. Another opportunity for public comments will be provided at the end of the meeting. We ask that speakers limit their comments to 3 minutes and that large groups name a spokesperson whenever possible. Thank you for your interest and participation.

Pledge of Civility

It is the desire of the City of Naples and 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.

Joint Public Special Meeting between City of Naples City Council and City of Naples Airport Authority Board
Monday, July 20, 2026
9:00 AM

All proposed ordinances, documents and information relating to the agenda items listed below, which have been provided in advance of this meeting, may be inspected (i) in the office of the City Clerk, Room B, City Hall, or on the City of Naples home page

https://www.naplesgov.com/ or by calling the City Clerk's Office, 213-1015 and (ii) at the office of the Authority's Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North, Naples, Florida 34104 or on the Authority's website (https://www.flynaples.com/agendas-minutes-videos/) or by calling the office of the Authority's Executive Assistant (239-643-0733). All written, audio-visual, and other materials presented to the City Council or Authority Board in conjunction with deliberations during this meeting will become property of the City of Naples and City of Naples Airport Authority and will be retained by the City Clerk and City of Naples Airport Authority.

1. **CALL TO ORDER AND ROLL CALL**

2. **PLEDGE OF ALLEGIANCE**

3. **SET AGENDA (add or remove items)**

4. **PUBLIC COMMENTS**

5. **CITY OF NAPLES CHAPTER 164 CONFLICT RESOLUTION PROCESS: Consider the statement of issues prepared in the conflict assessment phase, try and seek an agreement and schedule additional meetings if needed of the entities in conflict, or of their designees, to continue to seek resolution of multiple issues of conflict, including, without limitation, the following:**

   5.A. (a) whether the conversion of the Airport Authority from a dependent special district of the City to an independent special district of the state through House Bill 4005, frustrates the purpose upon which the lease and related agreements were entered, rendering them unenforceable; (b) whether House Bill 4005 effects a transfer of the power to operate the Naples Airport in a manner that requires referendum approval under Article VIII, Section 4 of the Florida Constitution; (c) whether the conversion of the Airport Authority from a dependent special district to an independent special district through House Bill 4005 created a new independent district without complying with the requirements of section 189.031, Florida Statutes; (d) whether the new, stringent qualification requirements for election to the board of the Airport Authority unlawfully restrict candidacy, voter choice, or other protected rights; and (e) any other issue, argument, claim, or dispute arising out of or related to House Bill 4005, the statutory authority of the Airport Authority, the lease or other agreements between the parties, the City's ownership interests, or the operation, control, or governance of the Naples Airport;
   4-15-26 Naples City Council Resolution 2026-15847
   4-16-26 Letter from the City to the Authority 4-20-26
   Letter from the Authority to the City
   5-11-26 Agenda for the City of Naples Ch. 164 Conflict Assessment
   Meeting 6-9-26 Agenda for the City of Naples Ch. 164 Joint Public Meeting
   99-Year Lease between the City and the Authority dated 12-3-69
   Proposed Comprehensive Term Sheet

6. **CITY OF NAPLES AIRPORT AUTHORITY CHAPTER 164 CONFLICT RESOLUTION PROCESS: Consider the statement of issues prepared in the conflict assessment phase, try and seek an agreement and schedule additional meetings if needed of**

the entities in conflict, or of their designees, to continue to seek resolution of multiple issues of conflict, including, without limitation, the following:

6.A. (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" or "Naples 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.

4-30-26 Authority Board Resolution 2026-3
4-30-26 Letter from the Authority to the City
5-20-26 Ordinance Proposal from the Authority to the City
5-26-26 Agenda for the Naples Airport Authority Ch. 164 Conflict Assessment Meeting
6-9-26 Agenda for the Naples Airport Authority Ch. 164 Joint Public Meeting Letter from Authority Aviation Counsel to City Attorney dated 1-15-26 (regarding proposed land use ordinances)
Letter from the Authority to Planning Advisory Board dated 5-12-26 (regarding proposed Comprehensive Plan amendments)
6-12-06 Joint Letter from the City and Authority to FAA
11-1-06 Letter from FAA to the City and Authority

7. DISCUSS POTENTIAL RESOLUTIONS

8. PUBLIC COMMENTS

9. COMMUNICATIONS AND CORRESPONDENCE

10. ADJOURNMENT

NOTICE

FORMAL ACTION MAY BE TAKEN ON ANY ITEM DISCUSSED OR ADDED TO THIS AGENDA. ANY PERSON WHO DECIDES TO APPEAL ANY DECISION MADE BY THE CITY COUNCIL OR AUTHORITY BOARD WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING (OR HEARING) WILL NEED A RECORD OF THE PROCEEDINGS AND MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDING 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 AND SERVICES FOR THIS MEETING MAY CALL (I) THE CITY CLERK'S OFFICE AT (239) 213-1015 OR (II) THE OFFICE OF THE AUTHORITY'S EXECUTIVE ASSISTANT AT (239) 643-0733 WITH REQUESTS AT LEAST TWO BUSINESS DAYS BEFORE THE MEETING DATE.