Thursday, April 17, 2025
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Chair Cuddihy at 8:45 a.m. in the Council Chambers at City Hall.

A. ROLL CALL

Present were Chair Cuddihy, Vice Chair Cavanaugh, Commissioner Crees, Commissioner Dustin, and Commissioner Burns.

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Warriner, Mr. Gray, Mr. Carballo, Mr. Brown, Ms. King, Ms. Wiggins, Ms. LeDuc and Ms. Acosta.

B. PLEDGE OF ALLEGIANCE

Chair Cuddihy led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky announced the following revisions:

- **Minutes, March 20, 2025, Regular Meeting Minutes** – On page 12, the following paragraph was revised to more clearly reflect Chair Cuddihy's statement:

> Chair Cuddihy asked Mr. Rozansky for his opinion on what ~~he felt~~ was the most efficient way for us to get to where we are trying to get to with this information ~~want to~~ and have something in writing to support it. Mr. Rozansky said in consulting with Mr. Warriner, staff can likely prepare a high-level analysis ourselves and still engage to a lesser degree with some of the consultants with having a report back to the Board no later than the June meeting. Mr. Rozansky added that there would be many if, ands or buts in that report. The majority consensus of the Board (3-2 with Commissioner Burns and Vice Chair Cavanaugh preferring a third party analysis) to allow staff to prepare a report as summarized by Mr. Rozansky.

- **Presentation 3, Community Sentiment Survey –** American Pulse completed their survey results after the Board packet was distributed and provided their PowerPoint presentation to staff late afternoon yesterday. He added that the minutes and American Pulse's presentation was provided to Board members in advance of the meeting with hard copies distributed at the meeting. Hard copies of the presentation were available for anyone in the audience as well.

These changes will be included in the final Board packet.

D. MINUTES

1. March 20, 2025, Regular Meeting Minutes

Commissioner Crees moved approval of the March 20, 2025, Regular Meeting minutes, as amended. Commissioner Dustin seconded the motion. The motion passed unanimously 5-0.

In reference to Mr. Burns' request for the airport exploratory study to include the revenue from the sale of the existing airport as noted on page 11 of the minutes, Commissioner Dustin asked Mr.

Owens if the existing airport was sold, what would be sold and what could be sold by the NAA. He noted the City owns the land and did not understand how the airport would have any value without the land. Mr. Owens said he would be happy to have an offline discussion, but in general, the NAA rights to use the real property on which the airport facilities sit is governed by various documents including the Enabling Act that created the Authority and the 99-year land lease, with the City as landlord. He said the NAA has a leasehold interest that under certain circumstances provides rights under the lease, but not the right to sell as fee simple interest in the real property. He said only the City of Naples, as leaseholder and landowner, have rights beyond that. Commissioner Dustin interpreted that there would be no revenue in selling the existing airport. Mr. Owens noted that theoretically, the leasehold may or not have value and that is an asset of the Airport Authority. The value of that is up for debate.

Commissioner Burns noted that the feasibility study would include assumptions. He noted that the City Council would have to decide whether the land would be sold. That does not mean the NAA should not include that as a source of revenue for a new airport, similar to the way it was done in Panama City, Florida.

E. PUBLIC COMMENTS (5-minute limit)

There were no public comments.

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Jet Trends – Calendar Year 2000-2019

Mr. Lobb, Deputy Director of Aviation, stated that this item was meant to address questions pertaining to whether the addition of displaced thresholds, also known as the runway extension, had any impact on jet trends at the Naples Airport. He said NAA engaged ESA, our on-call consultant to look at data and trends. He introduced Mr. Doug DiCarlo of ESA to present the data and would be available for any questions.

Mr. DiCarlo reviewed the data as a result of questions asked about the 2012 Runway 5-23 Improvements. He said that the Runway 5 end was extended by 510 feet and Runway 23 end by 800 feet. Once they were extended, they were re-marked to have 800-foot displaced thresholds which allowed aircraft to start their takeoff roll earlier. He said it did not change where the landing thresholds were prior to the project. This helped local noise mitigation efforts because it allowed aircraft to still land where they landed before 2010 but also to take off earlier. He noted the runway was just under 5,300 feet and with the two extensions, the overall length extended to 6,600 feet. He referred to a diagram of the runways which detailed the 2012 improvements.

Vice Chair Cavanaugh noted that extending the runways did not extend arrivals, but allowed aircraft to have more runway to roll, resulting in getting into the air faster, thus creating a benefit to the community. Mr. DiCarlo affirmed. He stated that FAA data was used, also based on instrument flight plans and accounting for all jet operations used previously. He noted that because it was based on flight plan data, there was a lot of information about each of the flights.

Mr. DiCarlo reviewed historic jet operations from the calendar years 2000--2019 and described the three groups of jets that are representative of activity at our airport, identified as Aircraft Design Group (ADG I, II and III). He displayed a bar chart representing jet activity from 2000–2019,

broken down by IFR Flight Plans (TFMSC), all jet operations, Jet ADG I, ADG II, and ADG III, and summarized what was observed during the timeline. He stated the medium-sized aircraft (ADG II) consistently accounted for most jet traffic at APF during that time. He provided the average of jets by ADG between this timeframe and stated that the data indicated that Runway 5-23 improvements had minimal, if any, impact on the jet fleet mix at APF.

Vice Chair Cavanaugh asked how this information compared with other general aviation airports that service growing economically, affluent fast-growing communities. Mr. DiCarlo stated the data would be similar for other similar airports, and he acknowledged similar trends across the nation.

On page 2 of the presentation, Commissioner Crees asked about the reference to noise mitigation efforts. Mr. DiCarlo said that it was included in the Environmental Assessment for the subject document. Commissioner Crees referenced a chart produced by HMMH at the time of the extension and stated it showed very little difference in the takeoff profile before and after. He noted that one of ESA's colleagues mentioned that the change in decibels for this was virtually inaudible. Mr. DiCarlo could review the chart but added that the note on page 2 was taken from the Environmental Assessment noting that it wasn't going to increase noise and that it was an improvement for giving additional takeoff length for departures. Mr. Rozansky explained that the genesis of that runway project was in part because the airport was pursuing regional jet airline services with an added benefit of increasing the altitude of departing aircraft over downtown. The focus of today's analysis was to answer whether the runway extension changed the makeup and level of activity at the airport. Commissioner Crees stated that the noise mitigation note didn't need to be included in this presentation because we are discussing the type and volume of aircraft. Chair Cuddihy clarified that ESA did not conduct the original analysis on the Runway 5-23 extension when it was done in 2012; rather, it is what the people who did the analysis said would happen. Commissioner Dustin said that he would like to see the HMMH chart that Commissioner Crees referred to. The chart is attached.

Commissioner Dustin stated his discomfort with this study being conducted through the end of 2019. He would like to see data from 2020 through 2024. Mr. Rozansky said if there was a desire to provide additional analysis, staff could provide it.

Commissioner Burns also expressed interest in seeing data beyond 2019. He thought there were significant changes in the number of jet operations in 2011 (20,000) and in 2019 (approximately 32,000), stating he would not characterize that as not a significant change. Chair Cuddihy echoed Mr. DiCarlo's statement that there was not a significant change, as he was referring to Group 3 (large jets) in the bottom line of the chart which was flat. She said that one of the premises was that the extension was going to allow bigger planes to come into the Naples Airport. She thought the study showed that jet traffic had increased in Naples, but it has in the rest of the country, too. She suggested that if the Board would like to see data from 2020 through 2024, an economic line be added that would demonstrate the state of the economy as well as real estate values in the City during these periods. She did not see a real correlation with the runway extension and the change in what's happening in the economy. Some of the suggested metrics to be used could be gross domestic product, traffic on I-75, traffic on Highway 41, number of hotel rooms produced over time, and increase in noise. Commissioner Crees thought it would be an interesting exercise.

Commissioner Burns referred to the Aircraft Design Groups on page 5, asking where the terms came from. Mr. DiCarlo said they were from FAA criteria based on wingspan of the aircraft.

Commissioner Burns asked if any of these aircraft were capable for international flights for Europe. Mr. DiCarlo said that ADG II and III would be capable.

Commissioner Burns referred to the aerial photo of the runways (Slide 3). He inquired about the configuration of the runways and asked staff where the original taxiway was located prior to the extension. Mr. Rozansky said there used to be a taxiway in the general vicinity but would have to go back to look at the aerials and history of it to be certain.

Vice Chair Cavanaugh asked if the extension created a safer airport for both departures and arrivals, and Mr. DiCarlo affirmed that it did. Chair Cuddihy stated that the reason the study was done was because many people in the community thought that by extending the runway, it created an environment that allowed more, bigger jets to fly in and out of Naples, causing more noise. She noted that no changes were made that would allow for larger aircraft to fly in or out. Vice Chair Cavanaugh pointed out that this runway was built in 2012, was a good asset for safety, and there is nothing that can be done about the runway now. He thought there were more important things to do in terms of the present and moving forward rather than to have a continuing dialog about this item.

Chair Cuddihy agreed with Vice Chair Cavanaugh's comments. As a Board, she would like to get agreement on 1) the building of the runway did not change the mix, 2) we can't do anything about it, and 3) this item be taken off the table for the future. Vice Chair Cavanaugh said that he wasn't sure a consensus could be reached on the first item, but he agreed on Items 2 and 3. Commissioner Burns said that he would like to get more data on the years beyond 2019 in order to answer Item 1. Regarding next steps, Commissioner Burns said he thought Runway 14-32 could be extended.

Commissioner Crees, Commissioner Dustin, and Commissioner Burns said additional data was needed beyond 2019. Chair Cuddihy and Vice Chair Cavanaugh didn't feel it was necessary. Commissioner Crees commented the additional data could show residents that there were not more large jets flying in and out of Naples. Chair Cuddihy agreed with the value of that perspective.

Commissioner Crees stated the additional data was necessary for transparency and for economic comparison. Vice Chair Cavanaugh supported it, but cautioned how the COVID timeframe data would be perceived. Commissioner Dustin supported the additional data as well.

Mr. Rozansky stated that during COVID, corporate jet traffic decreased and private jet travel increased with smaller aircraft. He said in the past year, the air traffic has normalized.

Staff were directed to extend the data to the year 2024 and add in both economic metrics and values of real estate.

2. Capacity Analysis

Mr. Lobb stated that this agenda item was in response to the November 2024 Joint Workshop Meeting between City Council and the NAA. There had been discussion on the question of the ultimate capacity of the airport given current usage and fleet mix. He said there was somewhat of an analysis done as part of the master plan, but there were very rigid criteria that had to be followed for the FAA. He noted there had been some changes in the fleet and trends since then. Therefore, Ricondo, a nationally recognized planning firm, has been engaged as a subcontractor, to look at

the historical trends and project this out into the future. He noted that the FAA may consider differently our heavy seasonality components.

Mr. Dave Ramacorti, Ricondo & Associates, Inc. Director, provided information regarding the capacity of the NAA airfield. Today airfield capacity would be the focus with a concentration on the number of aircraft operations that can occur within a given period of time. He discussed the metrics and planning considerations for capacity and delay relationships. He reviewed factors affecting the airfield capacity, such as aircraft fleet mix composition, prevailing weather conditions, touch-and-go activity, as well as runway configuration, and noted that runway capacity is not constant. Other factors that can diminish the airfield's practical capacity include taxiway infrastructure, aircraft parking availability and airspace constraints. He noted that it is not necessarily the local regional airspace constraints, but national airspace system that can cause delays. He described the way in which air traffic is directed southward in the state that may cause constraints in the Southwest Florida air space.

Mr. Ramacorti shared a chart that depicted hourly capacity of NAA today which featured lines showing good and poor weather conditions. He presented another graph showing daily distribution of operations that occurred during the busiest day of 2024 with approximately 600 operations. The data demonstrated that on that day, the NAA airfield reached its hourly capacity for good weather conditions in the morning and then tapered off during the rest of the day. He explained that the data demonstrates only one day, but every day could be different. He presented a monthly variation in demand in 2022, 2023, and 2024. Another slide presented captured the daily variation in demand from the 2024 data. During peak months, there was an average of 430 daily operations. Mr. Ramicorti reviewed the 2021 Naples Airport Master Plan airfield capacity estimates and noted that annual service volume was 155,100 in 2023 and declined slightly over time. The reason for this was the evolution in aircraft fleet mix and due to the decrease in level of training activity at NAA. Mr. Ramicorti said that he discussed this with the ATC and recalibrated the data. Although airfield capacity is not a static number, he estimated a high of 155,000 annual operations and a low of 140,000 operations. He noted that in 2024, there were approximately 120,000 operations.

Commissioner Dustin commented that the Naples Airport capacity is largely based on seasonality – as well as holidays – and believes we are at practical capacity. Mr. Ramacorti responded that there was still room for growth particularly in the off-peak days and in other factors including population growth.

Chair Cuddihy asked about the in-house capacity analyses. Mr. Rozansky said the staff's analysis was similar to the upper limit shown by Mr. Ramacorti's analysis. He said the staff capacity number was 158,000. Mr. Rozansky further noted that in 2005 there was a peak annual operations count which resulted in approximately 160,000 operations in a given year. That was at a time when there was less jet activity, but much more training activity. He didn't see that trend reoccurring because as jet traffic increases, the training activity decreases.

Commissioner Dustin commented that the data speaks for itself, and it is important for the public to understand that traffic cannot increase by 30 percent. Vice Chair Cavanaugh noted the importance for the public to understand that the Naples Airport is not the driver of aircraft volume; it is the aviation pilot/owner/community that drives volume. Commissioner Crees suggested that the NAA could tell the public that during peak periods, the airport is maxed out.

Mr. Rozansky mentioned that as part of this assignment, staff intended to have ESA and Ricondo prepare a technical memo on capacity analysis. He said that commentary could be added to address public perception about increased traffic with the memo being placed under the FAQ section of our website along with this presentation. In terms of capacity, Mr. Rozansky said that there is another factor. Staff worked with FAA air traffic on the basis of safety and efficiency, and the FAA reduced the rate of arrivals. Earlier in this presentation, Mr. Ramicorti mentioned that the NAA could have 72 operations per hour, but that is not going to happen because the FAA has worked cooperatively with us, realizing there is a benefit to safety and efficiency to reduce the rate of arrivals. Chair Cuddihy said that it was important to provide a commentary to the public. Mr. Rozansky said that having the Board's input today is helpful and staff will go back and draft that memo.

3. Community Sentiment Survey

Ms. Robin King, Director of Community Relations, presented the community sentiment survey. She said that the survey was conducted as part of NAA's Strategic Plan under Goal 2, Be an Engaged Community Partner. NAA's messaging partner, Priority Marketing, helped to identify a neutral, professional third party that could conduct this survey. She said American Pulse was secured to conduct this survey and employed through Priority Marketing. She introduced Mr. Dustin Olson of American Pulse to present the results, analysis, and methods used to conduct the survey.

Mr. Olson, lead researcher on this study and managing partner of American Pulse, stated that the survey was conducted between March 19th – April 3rd of Collier County registered voters. He provided background and history of American Pulse and his experience. He explained the survey methodology and discussed field research and results, which included high engagement, order and structure of the survey, question rotation within sections, and open-ended questions.

Mr. Olson said that the results reveal high baseline support for the airport, a clear preference for it to stay in its current location, opportunities to inform the public about the airport's economic impact, funding model, and community contributions. Other issues surfaced which included concerns about noise, flight patterns, and congestion, and a desire for expanded or restored commercial flight services.

Mr. Olson reviewed the results of the airport's importance to the community, the region's economy, and as a positive contributor to quality of life. Mr. Olson then reviewed several open-ended questions asked throughout the survey, allowing them to hear directly from residents in their own words. Overall, the impression of the Naples Airport started with solid favorable ratings, which grew stronger when residents learned new information. To further understanding among the community, the survey indicated that the NAA would have success sharing information such as the NAA's economic impact, self-sufficiency with no local taxpayer funding, and community benefits across the county.

Commissioner Crees' initial thoughts were that the survey included "softball questions." He noted several questions in the survey that could have been worded differently, which may have come back with a different result. He pointed out information such as recent crashes or health effects from exhaust should have been included in the survey. He said the survey has been referred to as a push poll survey. He requested additional time to digest the information but had an uncomfortable feeling about it. Mr. Olson responded that it is unethical to do a push poll survey which would risk

his loss of membership in the American Association of Public Opinion Research (AAPOR). He stated that the open-ended questions were designed to bring up any of the questions Commissioner Crees raised. He explained that open-ended questions don't prompt someone to say those things, but provides the opportunity to say what's on top of their mind. These were given three times throughout the survey. He said some of those things did show up based on the questions. As far as saying that the City is located in a congested area, that would be loaded language which would be an inappropriate way to ask the question. Commissioner Crees asked if Question #11 could be changed from "the edge of City of Naples" to "in the middle of an urban area." Mr. Olson said that would be perfectly fine to word the question that way, but that was the language they chose for the survey. Commissioner Crees asked if the airport's PR machine went with that or they did. Mr. Olson confirmed that it was his firm's choice.

Commissioner Dustin asked who referred to the survey as a push poll survey. Commissioner Crees said that Mr. Joe Migliara, a resident of the City and who has a background in public relations, wrote a letter to the Board of Commissioners stating this. Commissioner Dustin said that he compares and contrasts this survey to the Old Naples survey. He thought Commissioner Crees ought to ask Mr. Olson about the bias built into that Old Naples survey. Commissioner Dustin opined that the questions asked in the Old Naples survey were leading questions and biased. Chair Cuddihy suggested that these comments about the Old Naples survey be deferred to the Correspondence section of the agenda and that their input be brought back to the American Pulse survey currently being discussed. Mr. Olson added that American Pulse would not be in business if they conducted push poll surveys.

Commissioner Burns commented about Questions 19-21. He opined that those questions provide information that provokes responses favorable to the airport. Chair Cuddihy said in the past, she led marketing for two Fortune 500 companies and spent a lot of time with polling. She provided input regarding how the open-ended questions were provided early on to find out how people were feeling about the airport. She said the firm asked these questions without putting any information in order to find out their opinions and then came back with these other questions to see if what they talked about changed how they felt about the airport. Mr. Olson said that is exactly how the poll was structured with asking open-ended questions early on to give people the opportunity to bring up noise, flight patterns, etc. Then baseline questions around how the airport was funded were asked without giving the respondents any information about that. Questions 19-21 were provided later in the survey which is when they test messages to look at the comparison of responses. If Questions 19-21 appeared in the front part, it would ruin the survey results.

Vice Chair Cavanaugh appreciated the effort and methodology used for the survey, saying it was state of the art and appropriate. He felt that good information had been gathered, and the information was factual and educational for the community. He said that the community will benefit from this survey.

Knowing noise is a significant issue in the City of Naples, in particular, Commissioner Dustin asked Mr. Olson, in hindsight, if there were any questions he would have liked to ask that he thought could be helpful to the NAA. Mr. Olson responded that he couldn't think of one specifically. He said he would consider the question further and think about what would be something that he would want to come back and learn more about. He added that there wasn't too much asked about commercial flights. That is one area that people had a lot to say about that we weren't anticipating. The noise issues did come up but as he said before, the unfavorable response

was from approximately 9 percent in the County and about 14 percent in the City of Naples when the open-ended questions were given at the beginning.

Commissioner Crees wondered why the list of voters was used for the survey. Mr. Olson explained it is the best way to look at the county and obtain a representative sample. Commissioner Crees also asked Mr. Olson if he had a custom map of respondent locations. Mr. Olson said he had the ZIP code breakout and could prepare a map at the desire of the Commission.

Chair Cuddihy said it would be helpful for Mr. Olson to explain how people felt about the airport when they were asked an open-ended question in the early part of the survey before they were given any other information. Mr. Olson responded that in the early part of the survey, they were asked only about their impression of the airport.

Regarding how the Commission wishes to use the information, Commissioner Crees suggested allowing the Commission a month to digest the information and be ready for a discussion at the next meeting.

Since a press release was issued about the survey, Vice Chair Cavanaugh commented that between now and the next Board meeting, there will be interest about this by citizens, public officials, and press, and that staff will be asked to interpret this information. Mr. Olson suggested looking at the baseline testing which gives the pulse of what the broader public thinks, look at the message testing which informs areas that people think are beneficial such as that the airport operates without any local tax dollars. He said people are not aware of that and would like to know that.

Mr. Rozansky stated that the only next step planned by staff was to issue a press release notifying the public that the report has been published on our website.

Commissioner Burns distributed an email from Mr. Migliara requesting it be part of the records. Commissioner Dustin expressed concern about Mr. Migliara's email without giving the pollster, Mr. Olson, the opportunity to respond to it because it maligns the integrity of the poll. Mr. Olson did confirm that he had received a copy of the letter. He noted that as a market researcher, he realizes that some people do not like polls. He commented that some research firms don't use the best methodologies, therefore, giving the industry a bad name. He responded that the slide on order and structure is the most useful slide to address the commentary noted in Mr. Migliara's email and earlier comments by Commissioner Crees. Mr. Olson reiterated that American Pulse follows the most ethical considerations and best practices in the structure of their surveys. He said this is what makes the survey not a push poll and that all the baseline testing is conducted early before moving on to message testing. He added that the survey was not delivered in the exact same format to every respondent in order to dispel a bias. Having 72 percent live telephone interviews greatly helped with human-to-human interaction and kept people participating to complete it which improved the sample. He noted that the open-ended questions determined what was top of mind.

Commissioner Dustin said that American Pulse should provide something in writing because Mr. Migliari's email is very inflammatory. Commissioner Burns commented that the email doesn't have to be included in the minutes.

Mr. Rozansky said that there is another fundamental misunderstanding in Mr. Migliara's email asserting that the survey was being done all via text message, which was not the case.

Chair Cuddihy shared that she didn't want to discourage Mr. Migliara or anyone else from giving the Board their opinion, but there was a responsibility to fact check comments. She appreciated and agreed with Commissioner Burns' suggestion to not add the email to the record. If anyone wanted a copy, they could request one. She encouraged the public to always give their comments. She said there are many great comments and sometimes the NAA learns things that are misperceptions, and it helps us learn how we can talk to people about things in a more appropriate way.

Chair Cuddihy said that Mr. Olson did an exceptional job presenting the information in a short period of time. It is not easy for people who have not spent a lot of time reviewing the information.

There was discussion to table this discussion to next month to allow for more time to review the results and to see the free form responses.

There was unanimous consensus of the Commission to discuss the survey at the next meeting.

4. Collier Mosquito Control District

Mr. Lobb introduced Mr. Patrick Linn, Executive Director of the Collier Mosquito Control District (CMCD), to provide an overview of the CMCD's mission, district, and infrastructure challenges they are experiencing with their current campus.

Mr. Linn provided a brief history of CMCD and its organization, leadership, operations, and mission to protect public health. He said that they are an independent special taxing district with a five-member Board of Commissioners, funded entirely by ad valorem tax revenue. He noted they were located at the northwest corner of the airport airfield on approximately 7.5 acres.

He explained challenges experienced at the current airport's facility as well as significant hurricane damage incurred over the years. He was seeking NAA's consensus on CMCD making an investment of taxpayer dollars in the future of their organization. He said there are about 18 years remaining on their current NAA lease, and he would like to maximize the use of their existing structures to maximize long- term savings to their taxpayers.

He discussed the planning efforts for CMCD's facilities and the advancement of science laboratories, aircraft fleet, and their recruitment and retainment of professional employees.

Mr. Linn stated that to move forward with the master planning study, CMCD would need to know whether or not investing at the Naples Airport was reasonable and sound. He said they previously had a facility planned at the Immokalee Airport, but the CMCD Board voted down the entire project. He said they have now been working with the Collier County Airport Authority to investigate building a hangar at the Immokalee Airport in order to keep their new, taxpayer - funded, expensive aircraft in a safe place during the threat of hurricanes. He added that CMCD's expansion has been to the north and east, and a significant portion of their operations occur east of I-75. A hangar at the Immokalee airport would allow for a plug-and-play disaster recovery facility. He said the Naples Airport facility still exists, and the first thing they would want to do is construct an administration building on the current parcel where the CMCD has resided for 35 years while simultaneously constructing a hangar at the Immokalee Airport where their chemical storge would also be relocated. He noted the hangar at the Naples Airport is at the end of its useful life and would need to be replaced.

The Board expressed support for CMCD. Commissioner Dustin asked whether the City's aviation attorney and NAA's aviation attorney had been transparent in sharing information. Mr. Rozansky responded that they had not. Commissioner Dustin voiced concern about the vocal minority opposing the airport and ongoing discussions about closing it and relocating operations to RSW. He questioned how the NAA Board could, in good faith, offer CMCD a consensus of support without first obtaining a clear and strong vote from City Council affirming support for keeping the airport at its current location.

Mr. Linn stated that he would be seeking an extension of the lease. Mr. Rozansky said he would recommend restating the existing lease with a 30-year lease term. Regarding Commissioner Dustin's comment about getting City Council's support, Mr. Rozansky agreed it was a fair comment particularly with City Council's Monday meeting with the discussion on the airport's utilization plan and the potential to adopt a new process.

Commissioner Crees inquired about the number of CMCD flights attributed to noise complaints. Mr. Rozansky said that CMCD is exempt because they are a public service agency; however, staff could easily research that information.

Following the discussion, Chair Cuddihy recommended that Mr. Linn align with the City. She noted that while the NAA Board fully supports CMCD, it would be challenging for CMCD to make this investment by working solely with the NAA. Mr. Linn responded that today's presentation was only their first step.

Commissioner Burns inquired about how CMCD plans to finance the construction of their project. Mr. Linn replied that they have sufficient liquidity to fund the entire project.

Mr. Owens mentioned that his law firm represents CMCD; and when lease negotiations might occur, his firm would be unable to represent either party.

G. NOISE

There were no new Noise items.

H. CONSENT AGENDA

1. Consent to Assignment of Mortgage and Lease Amendment for 531 Building, LLC

Commissioner Crees made a motion to approve the above Consent Agenda as presented. Vice Chair Cavanaugh seconded the motion. The motion passed unanimously 5-0.

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

There were no new Action Items.

The Chair called for a 30-minute lunch recess.

Chair Cuddihy asked the Board if they would be willing to hear a public comment from a gentleman who had been waiting a long time. She said that the next opportunity to make a comment would be later in the meeting. There was Board consensus to hear the public comment.

Mr. Roy Haddad, a 24-year Naples resident with an aviation background, expressed strong support for keeping and expanding the Naples Airport. With a background in aviation, including an A&P and pilot's license, he supported the Naples Airport and commented that it is an asset to Naples. He suggested the creation of aviation schools for high school students, one for A&P certification and another for those wanting to become airline pilots. He emphasized the need to fight for more land to expand the airport, enabling airline service to Naples.

J. NEW BUSINESS

1. Letter to the Federal Aviation Administration

Mr. Rozansky stated that last week there was a runway incursion at the airport upon landing by a Honda Jet Aircraft and there have been nearly three dozen similar incursions on takeoffs and landings by that particular type of aircraft recently. He noted several things that could cause this. Considering the airport's location in an urban environment, he suggested the NAA send a strong message to the FAA urging them to take prompt and decisive action on this aircraft type. He stated that the NAA cannot regulate aircraft in-flight. However, staff has requested that the FAA host a FAAST runway safety team meeting in Naples, inviting all operators to participate. He crafted the letter which was included in this month's Board packet and requested comments or suggestions as well as Commissioners' support.

Commissioner Crees asked about the format of a FAAST meeting, and Mr. Rozansky responded that the focus of the content is up to the FAA.

Commissioner Burns asked how the letter would be delivered. Mr. Rozansky stated that it would be sent electronically along with a physical copy delivered via US Mail.

There was unanimous consensus to allow staff to send the letter as presented.

2. Letter from the City of Naples

Mr. Rozansky stated this letter was received immediately prior to his recent meeting with the City Manager. The letter highlights requests and concerns of the City Council. They would like more specific information about the New Year's Day accident, more frequent safety and security reports from the NAA, and the opportunity to discuss these matters further at a City Council meeting.

Mr. Rozansky gave an update about the New Year's Eve accident. He stated that this was discussed briefly at the March meeting. The NTSB had released their preliminary report which stated the pilot had filed a flight plan, he was in communication with air traffic control, there were no determinations as to the cause and it was under further investigation. The Commissioners could not see where any further action or communication could be taken regarding the accident at this time. There was unanimous consensus to communicate to the City that the investigation resides with the FAA and the NTSB, and at this time the NAA could not see where any further action could be taken at this time.

Regarding the City's request to obtain more frequent safety and security reporting from the NAA, there was discussion about the safety and security information that is prepared for the NAA Board in its monthly report. Mr. Rozansky noted that the agenda packet is sent to the City Council every month.

Vice Chair Cavanaugh suggested that in instances where the Naples Police Department responds to incidents on airport property, they could provide that information to Council.

Commissioner Dustin noted that security protocols might differ and may not be available to the public, as sharing such information could compromise security. Mr. Rozansky concurred, emphasizing the clear distinction between safety and security, and strongly advised against discussing security protocols in a public setting. He assured that the NAA has a comprehensive security system and offered to walk any Commissioner or City Council member through the process privately. Commissioner Crees pointed out that, for example, the recent Honda Jet incident wouldn't be reported until next month. He suggested that the Board be informed of accidents before the official report is prepared, to give them an earlier review. Mr. Rozansky agreed to that approach.

Commissioner Burns agreed with Mr. Rozansky about offering the Board/City Council a walkthrough of our security system on an individual basis. He suggested that we point out where Council can access the safety information since the NAA does provide a lot of information with the Board packet.

Vice Chair Cavanaugh expressed concern that adding seven more people to the email updates would lead to an increase in back-and-forth emails, which he didn't believe would be particularly productive. Commissioner Crees agreed. He suggested that informing the community and Council about these incidents sooner could help prevent them from escalating.

There was agreement for Mr. Rozansky to work with the City Manager in finding a good solution.

Regarding the letter's third request for the NAA to include safety and security as a standing agenda item at every NAA meeting, Chair Cuddihy was pleased to see that the City Council was focusing on safety. She noted that several topics being discussed today have a safety topic within it, and by moving these topics into a safety agenda item might confuse the public. She said we are following the agenda format that the City uses, and her preference would be that the agenda format remain the same as it is currently laid out.

Commissioner Crees commented that he understands Chair Cuddihy's point that the thread of safety runs through the whole fabric here. Noise is a separate issue important to the community, as is safety. He would like to see safety as a separate line item but that has its challenges because safety appears in every part of the Board report. He suggested putting pages 2-4 of the Board Report as a separate topic, Safety. There was discussion and agreement to advise City Council where the information exists within the Board Report. Commissioner Dustin suggested that in our response to the City, a statement be made that safety runs through us in every part of the organization.

Mr. Rozansky added that we have a dedicated Safety Officer, accountable to the Executive Department, and suggested that we ask the City if they have a similar position who could

collaborate with our Safety Officer on best practices. He thought we should also ask the City if there was something specific that they are requesting that we are not doing.

It was also suggested to reiterate that the investigation into last year's jet crash is ongoing, but until the NTSB completes their inquiry, there is no new information to report. Commissioner Crees believed it might be useful to provide an example of the typical timeline for a crash investigation, from start to finish.

Chair Cuddihy suggested copying the City Council on the previously discussed letter that is being sent to the FAA.

3. Master Plan and Utilization Plan Update

Mr. Lobb stated that the Airport Master Plan is an official planning document that is recognized by the FAA on the short, medium and long-term planning of an airport. The last Naples Airport Master Plan started in 2017 and culminated in approval in 2021. A key product of that plan is the Airport Layout Plan Sheet which shows existing facilities, some of the FAA design criteria, future and planned conceptual facilities. It is meant to show how the airport could be developed and planned from an aeronautical and nonaeronautical standpoint. He stated that the utilization plan is a unique local document used to coordinate zoning and future development between the City of Naples and the Naples Airport Authority. The requirement for this is codified in the City's comp plan and again mentioned in the City's zoning. He displayed a sketch of the most current utilization plan that was adopted in 2021. The utilization plan is conceptual in nature. He said that most of these projects that are presented at the time have not even started a full design. It is meant to show general areas of future development.

At the City's Workshop Meeting on Monday, there was discussion on the airport's utilization plan. Mr. Lobb stated that NAA staff believes the City Council was desirous of changing the process. He said we do intend to meet with City staff to have an understanding of where this might go and what it might look like in the future.

He transitioned into the overall draft utilization plan update for this year and requested Board feedback. He highlighted the differences from the 2021 plan and stated that anything shown as new from the 2021 plan has been converted to either an as-built condition so it may have been removed or it is shown as a previously approved site development. He discussed the observation deck area, including the playground and parking, which is an existing facility but it needs to be renovated and improved. To proceed with development, it needs to be shown on the Utilization Plan. He stated that a conditional use permit or a zoning amendment may be necessary to work through.

Vice Chair Cavanaugh noted that in the agenda packet under the capital improvement summary, it shows that we spent $82,000 for observation and playground upgrades with an approved amount of $279,000. He asked for more information about what is going on and how that process works with now learning a permit is required. Mr. Rozansky stated there was some preliminary design work for an overall sketch and additional design documents. At the point we learned that the City is going to request an amendment to the ordinance, all worked was stopped. He stated the observation deck and playground was first developed 10-15 years ago and believes under the same ordinance.

Mr. Lobb discussed the rental car support facilities and parking lot improvements. He stated those facilities were reaching end of-life and the aging infrastructure would need to be replaced while redeveloping existing facilities and internal circulation to better serve concessionaires. He said the NAA is currently in a planning stage, and there is a dedicated fund paid out by the dedicated concessionaires that would support these improvements. Vice Chair Cavanaugh was interested in understanding how the City's change in process or expectations impact the NAA's ability to implement improvements, and how those changes impede the NAA's ability to operate a safe, efficient and community-oriented airport. Staff intends to provide an update about this after their meeting with City staff.

Mr. Rozansky stated that some repairs had been made to the existing rental car facility. He also noted that, on a larger scale, one or two projects could be impacted by any changes to the utilization plan process, including the North Road Terminal Apron Improvements, which is currently in its final design phase. Vice Chair Cavanaugh said that the observation deck and playground could be affected by this. In trying to be a good community partner, where there are a number of people who enjoy the observation deck, we are right now being precluded from progressing on that project. Mr. Rozansky said that we have had to make a number of short-term repairs to the observation area's wood decking. Commissioner Dustin pointed out that the rental car facilities are important to the community as many are non-users of the airport. Mr. Lobb agreed and said that after Hurricane Ian, some of those rental car businesses were the busiest in town.

Mr. Lobb discussed the taxiway exit realignments, addressing taxiway connectors to 5 and 23 that do not meet current FAA design standards; realigned connectors will enhance airfield safety and improve aircraft maneuverability. He said there is no immediate impetus to move this project forward. It would likely proceed when we move forward with our Runway 5-23 rehabilitation in the next five years. Mr. Rozansky stated that the realignment with the updated geometry are not likely to remain in the exact location shown but would be in the general vicinity.

Mr. Lobb discussed standardizing blast pads on Runway 5-23, bringing the pads up to standard. He said this would likely occur as part of a runway rehabilitation in the next five years. He also stated that blast pads would need to be added to Runway 14-32 where there are currently no blast pads.

Mr. Lobb discussed conceptually planned parking lot improvements and solar canopies for North Road Terminal and General Aviation parking to reduce energy costs and enhance parking revenue.

Mr. Lobb discussed the South Quad access road, parking lot, pilot's lounge, fuel farm road improvements and self-fueler in addition to the previously approved hangars, drainage and landscape improvements.

Mr. Lobb discussed the North Road Terminal Apron Improvement Updates. He stated the intent was always to include relocated and reconfigured connectors but because they were not specifically shown on the last utilization plan, it was important to identify it.

Mr. Lobb discussed the General Aviation Terminal apron and taxiway connector realignment.

Mr. Lobb discussed the North Quad landfill remediation, stormwater improvements, and obstruction/safety improvement.

Mr. Lobb discussed the projects that were removed from the plan.

On the North Quad – Landfill Remediation, Stormwater Improvements and Obstruction/Safety Improvement slide, Commissioner Burns raised concern regarding the four black rectangles indicated as potential future hangar development and whether these projects had been discussed with City Council when they discussed no new hangars. Mr. Lobb said that they have appeared on prior utilization plan updates and per our Airport Layout Plan.

As part of Monday's City Council Workshop, there was discussion regarding private hangar development, specifically, Naples Jet Center (NJC), and how the utilization plan process can be improved. Mr. Rozansky explained that many of the airport projects are to meet FAA standards, are safety related, or are an NAA sponsor project. He suggested that private tenant hangar developments, such as the NJC project, should be handled separately from NAA projects. He added that the NJC site has been part of the utilization plan for over 10 years, and its development followed a formal RFP process. He added that it didn't make sense that the NAA is carrying forward a plan for a private tenant development when every other petitioner in the City must submit their own petition. There was discussion regarding the Resolution approved in 2021 by City Council and the varying opinions about which items were removed. Mr. Rozansky was able to pull up the agenda from the November 17, 2021, City Council meeting. He pointed out that the 2021 Utilization Plan included hangars very clearly in the exact same configuration on the 2018 Utilization Plan and the 2021 Utilization Plan that were presented and approved at that time, although two specific projects, #1 and #10, were removed.

Commission Dustin agreed with Mr. Rozansky's point that private tenant projects should be managed directly by the City, not the NAA. Chair Cuddihy agreed. She noted that City Council had instructed their staff to improve the process.

Vice Chair Cavanaugh requested clarification that a private development on airport property becomes part of the utilization plan, and Mr. Rozansky affirmed that this is historically correct. Vice Chair Cavanaugh outlined four project buckets – one for safety; one for community benefit such as the observation deck, rental car facility, and the landfill; one for the aviation community benefit such as the Pilot's Lounge, the self-fueler, long-term parking and the solar panels; and a bucket for the private development community. He suggested City Council should understand these "buckets" and that there is a hierarchy by which the utilization plan is addressed. He noted that once the utilization plan has been approved, the projects should still go through the City processes to make sure the projects are done appropriately.

Chair Cuddihy thought that if the NAA is removed from the tenant hangar development process, we need to ensure the project conforms to FAA and safety standards. Mr. Rozansky said that we would be very engaged in the site plan, design, as well as the construction process through a mechanism in our lease and as operator of the airport.

Mr. Rozansky said the NAA would need to move forward with landfill remediation, site grading, stormwater improvements, and obstruction/safety improvements in this area; however, hangar development could be noted on the utilization plan as "hangar development by others per City process."

Commissioner Burns thought the NAA needed to hear from the City first as to what they thought went wrong in the recent Naples Jet Center before we try to resolve it here.

Mr. Rozansky stated that the City permitted that facility, it went to Design Review Board (DRB) approximately two years ago. It also went through presentations in NAA meetings.

Commissioner Burns distributed enlarged diagrams of the 2025 and 2021 Utilization Plans (attached) showing where the Naples Jet Center was located. He stated that the area on the 2021 Utilization Plan that was approved shows a blue area denoting the Naples Jet Center with a black rectangle representing a detached building. Commissioner Burns asked the question for the Executive Director is that pink area was never included in any utilization plans. Mr. Rozansky agreed with that and stated that it is perhaps a shortcoming of the process. He said there are a number of projects that are built differently than how they were shown on the utilization plan. He said the same process had been used for decades, it doesn't distinguish between new development and redevelopment and the City has no standards or criteria established for the utilization plan. They have relied on the NAA to submit to them. Mr. Rozansky stressed the fact that utilization plan documents have always been presented as a conceptual plan that is subject to further design and refinement once it moves forward in the design and permitting phases. If there is a desire to have more and exacting detail, that would be fine but has not been the way it has been done historically. He said for many projects, there were no buildings highlighted but over the last few years, more detail has been shown for the sake of transparency. He noted that utilization plans do not provide a complete site plan.

There was additional discussion about how Mr. Rozansky could assist the City Manager in providing valuable input as an aviation expert on defining a better process.

Commissioner Dustin stated that the current situation stems from unresolved conflicts between Mr. Barr's advice to the City, Mr. Kirsch's input to the NAA, and the City's push for more local control. He believes the core issue is the need for the City to align on what's happening with the airport, beginning with transparently sharing Mr. Barr's advice so residents are informed. Commissioner Dustin argued that Mr. Barr's guidance has been flawed, as evidenced by the East Hampton resolutions, and that some City Council members are still relying on misguided legal advice. He warned that this ongoing legal dispute will only waste money without benefiting the City.

There was continued discussion about the utilization plan, the historical process used, the City's request for the process improvements going forward, and the confusion the current process has caused.

Mr. Rozansky reiterated that the utilization plan has never been treated like a site plan. They are two entirely different levels of detail provided. It further reinforces the belief that the NAA should be a step removed from private hangar developments who are submitting a petition historically to us before going to the City, eliminating a step, clearly in the case of the Naples Jet Center, that has resulted in a misalignment of the understanding of what the project could be. At the time of this concept, the NAA had no clue what the ultimate development would be. Every project on the utilization plan has always been shown in concept, never to the exacting detail of a site plan which is the next step in the process. He agreed with Commissioner Burns that the small portion in pink was not previously highlighted. In the diagram, Mr. Rozansky also pointed out that he didn't see an apron shown at all on this hangar and stated it obviously wouldn't be built without an apron, reinforcing that the utilization plan is a concept plan. Historically, on many projects, there was no building highlighted, there was only a shaded area highlighted. Over the past few years, we started

providing more detail to be more transparent. In the 2021 version, we had a PowerPoint presentation that zoomed in on each area but it stopped short of being a complete site plan and was never asked of us.

Vice Chair Cavanaugh inquired about the two other boxes shown on the drawing. Mr. Rozansky stated that those two buildings were completed. Mr. Rozansky noted that there are no aprons or parking lots or any other level of detail shown on those either. In his mind, it is hard to sit there and focus on the portion that Commissioner Burns shaded in pink without also talking about all the other details not provided on this document that gets established through the site plan and permitting process.

Chair Cuddihy said there is a lot of concern and confusion in the community, by some members of City Council and with at least two Board members about how the utilization plan has worked in the past. She said let the City to go through the process and come up with their plans of what might work, in conjunction with Mr. Rozansky adding valuable counsel as to how it would work from the airport's side of it, and let the City decide who they would like to hold accountable for any actions taken place thus far. She didn't feel the airport should conduct any type of investigation of what happened in this particular matter and focus our attention on how we move forward on the components in the utilization plan. She liked the idea of the four buckets that Vice Chair Cavanaugh suggested or some variation of that and wait to hear from the City about an improved process.

Chair Cuddihy asked if there was any malintent with regards to the NAA staff. Commissioner Burns had no reason to believe that. Commissioner Crees can't come to a conclusion but had hoped there was no malice there. Commissioner Dustin said that he has never seen any malice or intent to obfuscate or to deceive or dissemble in any way, rather we have remained completely transparent. He added that he would like to see more transparency from the City Council on Mr. Barr's advice.

There was consensus to move forward, allow Mr. Rozansky to work with the City Manager on best ways to enhance the process, and focus our attention on how to get the Master Plan and Utilization Plan approved with the City.

Mr. Rozansky clarified that there is no action necessary. This was an informational presentation.

K. OLD BUSINESS

There were no New Business items.

L. BOARD REPORT

Commissioner Crees noted that the curfew violators are the same month after month and expressed disappointment given the hard work that the NAA has done and continues to do to stop people from violating the curfew. He also thought there should be a breakdown of the FDOT economic figure provided on the posts by platform. He felt the number should be proven if we continue to use it and he suggested that the airport audit that number. Mr. Rozansky stated it was prepared in 2021 and published in 2022. The state engaged a consultant to do these reports for every airport across the state. He said he could reach out to the consultant and ask them to speak to the Commission about the data and their approach. Mr. Rozansky also stated that staff shared some of

the same frustrations with the repeat curfew violators, particularly Treasure Coast who refuse to talk with us anymore.

Ms. King reported that the Noise Abatement Specialist visited schools on the East Coast again on Friday. She confirmed that Treasure Coast and AmeriFlyers have no interest in speaking with the Naples airport staff about the curfew violations. She said a more detailed update will be included in next month's Board Report.

Ms. King was asked to return to the Board with an escalation plan to address the repeat violators.

On page 25, Commissioner Dustin stated that there were households with noise complaints, and 70 percent of the complaints were from eight households. He felt it was incumbent on the Commission to request each of those people to speak to the Commission to help the members better understand their complaints. He felt the best way to deal with the comments would be to listen to those who are having a problem. He said when there are only a few households, there should be a way to solve the issues. Mr. Rozansky stated that staff could invite those commenters to a future meeting.

On page 17, Chair Cuddihy asked if the issues with the noise complaint app had been addressed. Ms. King stated a series of improvements had been made to the EnviroSuite app, and adjustments have been made. The app seems to be working flawlessly. She also stated that a QR code with a demonstration video has been added to the NAA website to assist the public with the app's installation and use. She urged the public to let staff know if they are having any further issues with the app.

M. EXECUTIVE DIRECTOR'S REPORT

Mr. Rozansky provided updates on the following items:

He met with the City Manager after the March Board meeting. He said it was a productive discussion and resulted in plans for Mr. Rozansky and Mr. Kirsch to present the three-legged stool approach to the City Council. The interlocal agreement that the NAA has with the City over the fire services was also discussed. Following the meeting, he said there was a new agreement approved by the City that would change the terms and conditions of the union agreement for compensation and benefits for firefighters. There is a new caveat included regarding increased retirement benefits, and the City Manager informed Mr. Rozansky that it mirrors the Police Department union benefits. If the interlocal agreement were amended, expenses to the NAA would increase by approximately 40 to 50 percent or $400,000 - $500,000. Mr. Rozansky requested additional time to request more data regarding the agreement between the NAA and the City of Naples.

Mr. Rozansky reminded the Commission of the upcoming Strategic Planning Workshop on April 22nd that will begin at 8:30 a.m. at the Airport Office Building.

Mr. Rozansky provided an update on the flight procedure development. The targeted publication date is in October, in part out of concern for any difficulties that may arise throughout the holiday season. The date is October 2nd with a backup date of October 30th. Staff have been working with Hughes Aerospace on a series of tasks related to the flight procedures. He announced a public open house to be held on May 21st, late afternoon, at the Botanical Gardens, a required step to

move the flight procedures forward. The same information will be presented to the NCC at their regular meeting on May 22nd. NAA staff submitted notice to the FAA requesting cancellation of the existing flight arrival procedures. That will have to be closely coordinated to make certain that if there is any delay, the current procedures are not eliminated causing a lapse in procedures.

Mr. Rozansky said that there are a lot of moving parts with the arrival procedures at this time and Hughes will be working on the departure procedures shortly.

N. COUNSEL'S REPORT

Mr. Owens reported no pending litigation or other legal matters to discuss.

O. PUBLIC COMMENTS (5-minute limit)

There were no public comments.

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Crees referred to an email from Council Member Petrunoff regarding the freedom of information act made by the airport to the Council. Mr. Rozansky stated that the NAA staff had submitted a public records request because it all goes back to the attorney's legal opinions, and staff would like to understand what the City's aviation attorney is thinking. Chair Cuddihy said that everyone has the right to file a freedom of information act request. She didn't feel it was a lack of trust and is a good way to understand what is on people's minds.

Mr. Owens said that Chair Cuddihy's point is well taken. He noted that the Board keeps referring to this as a freedom of information act. He clarified that that is a term used for the federal government, but in Florida it is referred to as a public records request and with absolute certainty, the NAA welcomes and promptly responds to all requests made to the NAA for records. For context, Mr. Rozansky said that there are some municipalities that make available elected officials' emails online, avoiding public records requests. He noted that there is an incredible amount of transparency particularly in Florida.

Vice Chair Cavanaugh distributed an article appearing in the Naples Daily News and also appearing in the Naples Press about the NAA's position regarding eco-friendly aviation and other activities. He stated that he felt too often we lose sight of what we are doing at the airport and sometimes the public is unaware of the positive activity, such as unleaded fuel and sustainable jet fuel, making airport equipment eco-friendly, our work with the Southwest Land Preservation Trust in terms of the work we did on the Greenway, work we are doing on our retention ponds on improving water quality from off property, our wildlife management program, the solar upgrades we are discussing, the mobile app we utilize for our citizens to interact with us, and the work we have done on premises and off premises with regards to soil, water and air sampling that has been effective and transparent which indicates that everyone is safe. He thought it was important to put this on the record. The article is an effective and impactful piece that everyone should be aware of.

Commissioner Burns requested permission to participate in the May 2nd Audit Committee meeting via Zoom since he would be out of town. Mr. Owens stated it would be up to the members present in person, constituting a quorum, to determine if extraordinary circumstances exist to allow other

members to participate via video conference or audio conference. He said the Bylaws don't necessarily specify what extraordinary circumstances are but the Attorney General does generally provide guidance in that their interpretation is that extraordinary circumstances include medical or health issues that are "extraordinary." Mr. Owens further read a portion from Section 9, Committees, of the NAA's Bylaws that is consistent with his previous statement:

"Each member is expected to be present in person at meetings of committees of the Board; provided, however, if it is necessary for a member of a committee of the Board to be physically absent, then the member may participate and vote in such meeting using communications media technology, such as telephonic or video conferencing, if (i) a quorum of the members is present in person at such meeting and (ii) a majority of the members present in person determine that extraordinary circumstances exist and approve the member to participate and vote in such meeting using communications media technology."

There was discussion regarding the Audit Committee quorum requirements of three in-person attendees, how to determine extraordinary circumstances, as well as the past practice and experience of Zoom participation. Vice Chair Cavanaugh commented that since we don't know what the circumstances are, he was OK as Audit Committee Chair to not have Commissioner Burns participate and that the three Commissioners who plan to be at the meeting in person could manage the May 2nd meeting. Commissioner Burns said that he was fine with that arrangement.

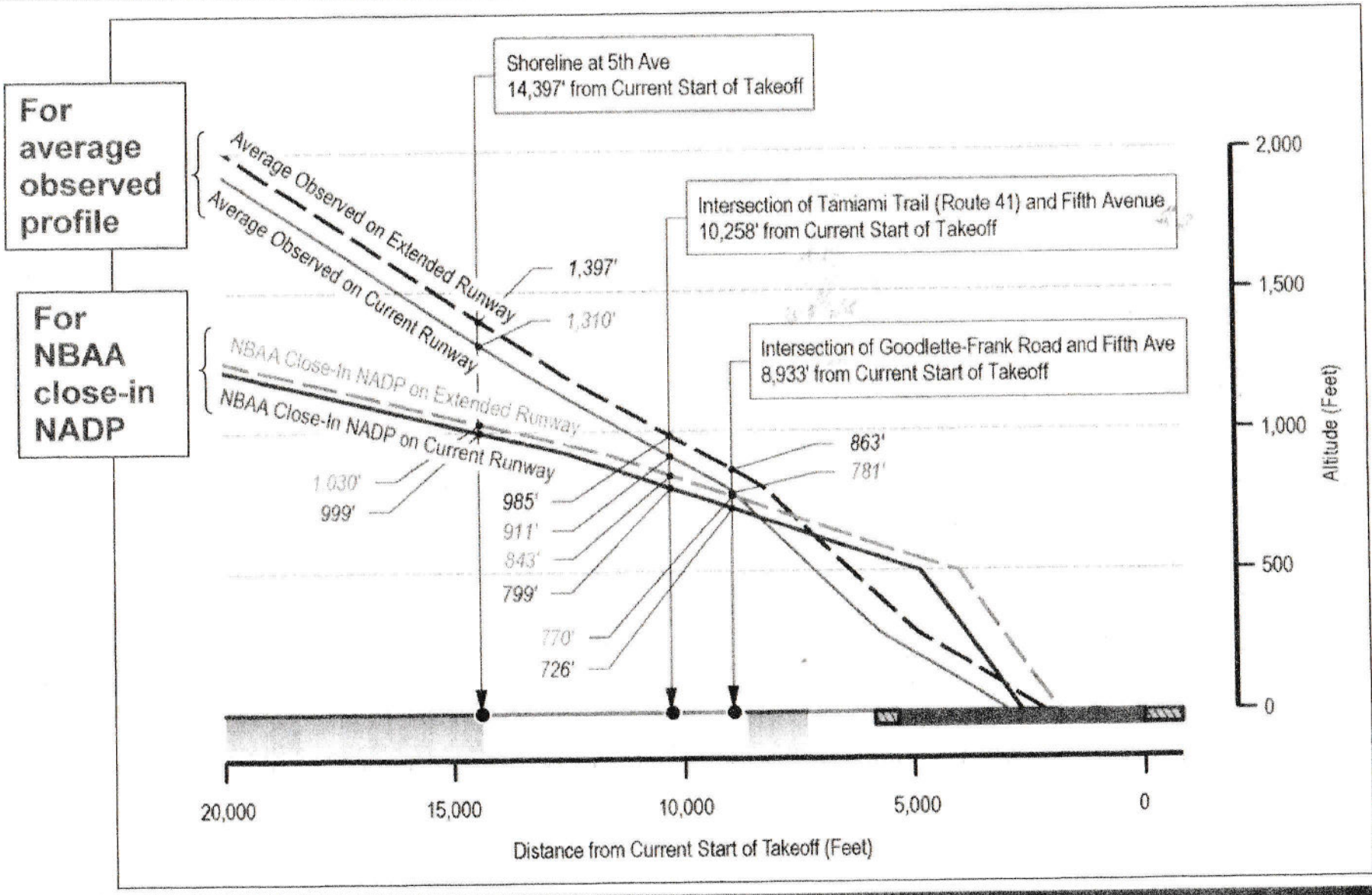
Q. ADJOURN

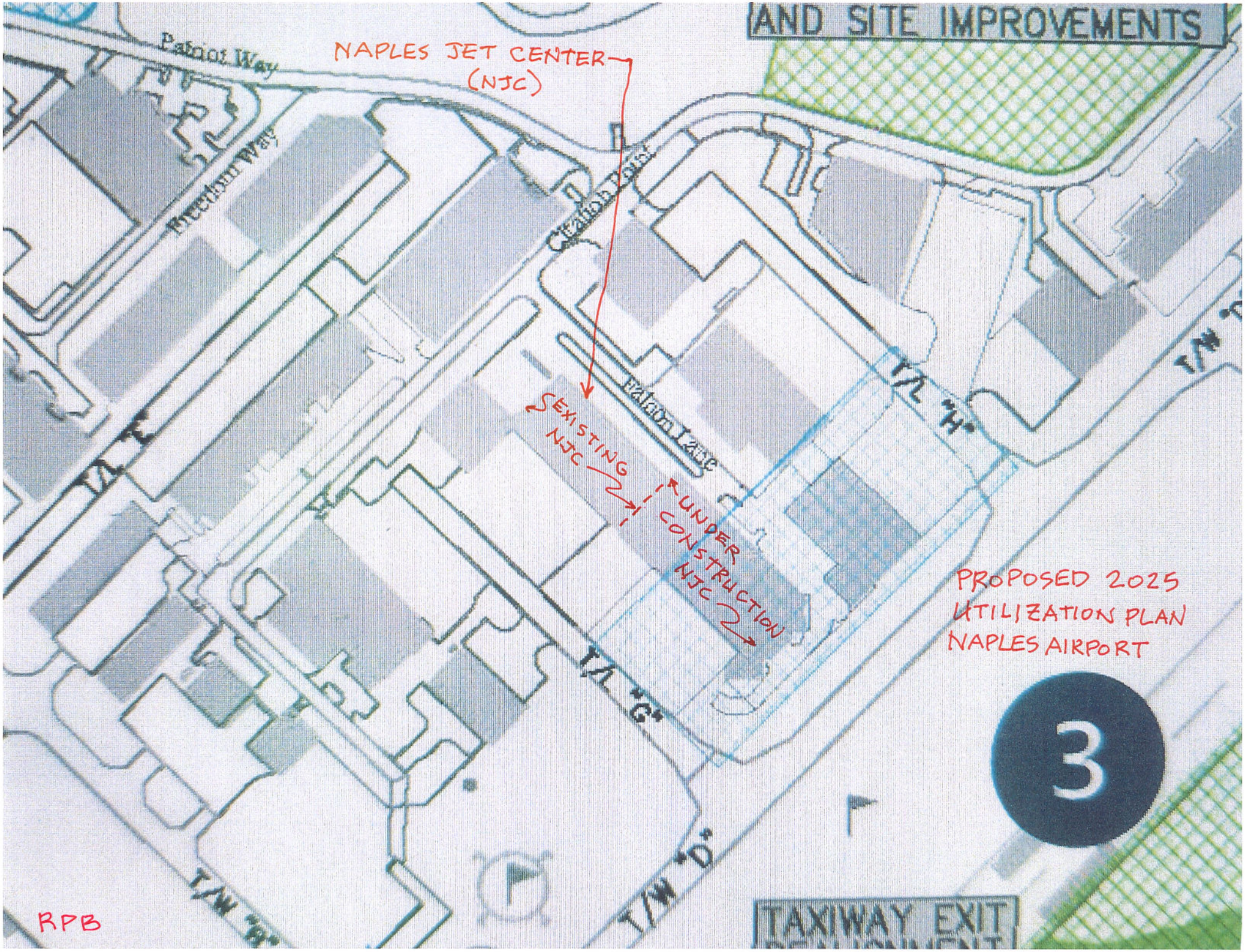
With no further business, the meeting adjourned at approximately 3:09 p.m.

Christopher A. Rozansky
Secretary

NOTE: Printed copies of all visual presentations and handouts are on file in the Executive Assistant's Office.

Lear 35 climb profiles with and without 800' increase in takeoff roll on Runway 23




AND SITE IMPROVEMENTS
NAPLES JET CENTER (NJC)
Patriot Way
Freedom Way
Citation Point
Falcon Lane
T/W "E"
T/W "H"
T/W "G"
T/W "D"
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EXISTING NJC
UNDER CONSTRUCTION NJC
PROPOSED 2025 UTILIZATION PLAN NAPLES AIRPORT
3
TAXIWAY EXIT
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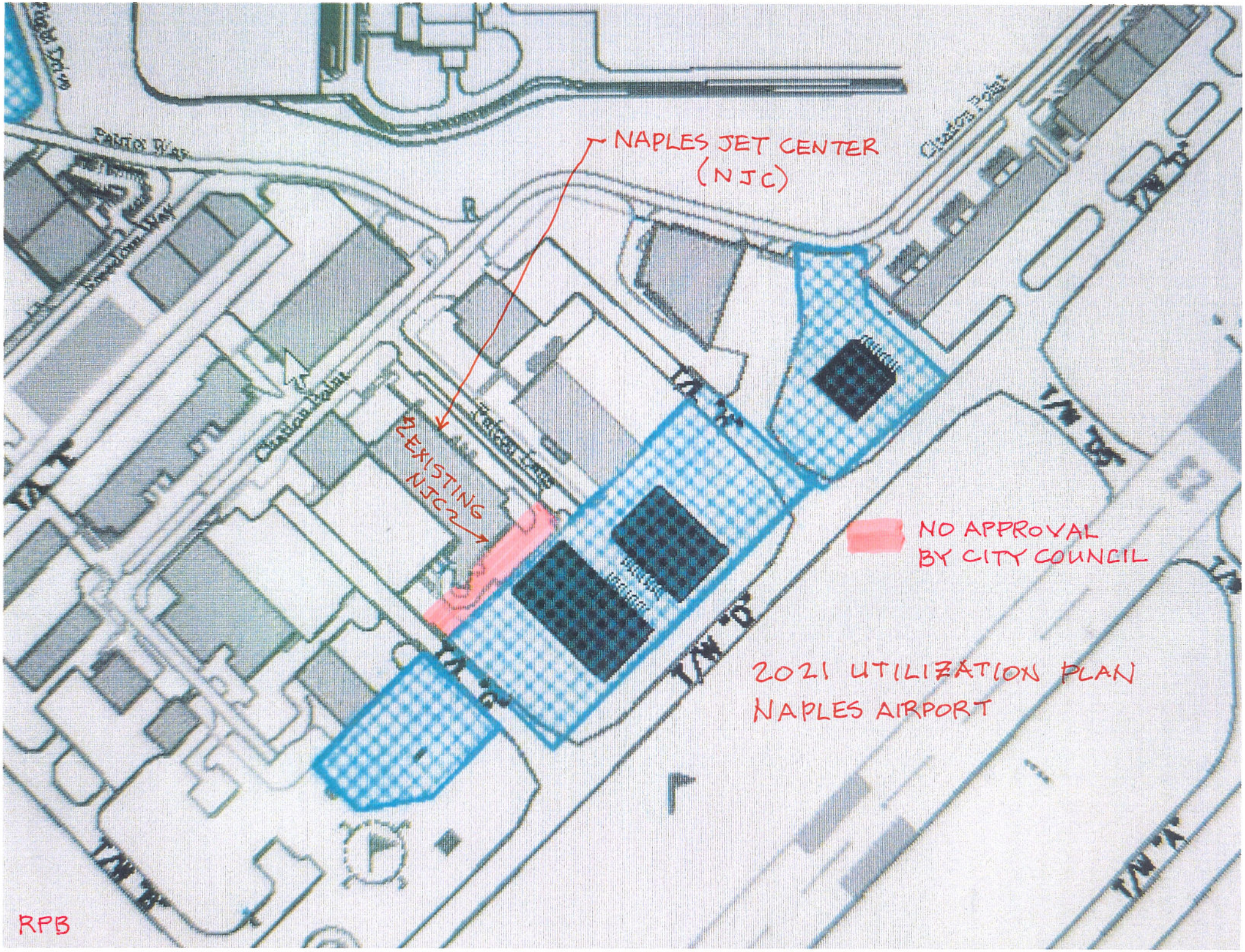
NAPLES JET CENTER
(NJC)
EXISTING
NJC
NO APPROVAL
BY CITY COUNCIL
2021 UTILIZATION PLAN
NAPLES AIRPORT
RPB

OPINION *This piece expresses the views of its author(s), separate from those of this publication.*

Naples Airport leading the way in eco-friendly aviation | Opinion

Airport recently began offering UL94 unleaded fuel as an environmentally cleaner alternative

Chris Rozansky Fort Myers News-Press

April 13, 2025, 6:02 a.m. ET

AI-assisted summary

- Naples Airport Authority is increasing its environmental responsibility initiatives.
- Electric vehicles are replacing traditional ground vehicles.
- The airport is preserving land and managing water runoff.

A quarter-century into the new millennium, and with Earth Day 2025 approaching, the Naples Airport Authority is ramping up our commitment to increased environmental responsibility and sustainability at the airport.

As an industry leader and community partner, we are passionate about being on the leading edge of aviation sustainability and environmental responsibility.

Our natural environment is an essential part of what makes Southwest Florida so special. We understand the importance of protecting our environment and continuously seek ways to reduce aviation's local environmental impact.

To that end, we recently began offering UL94 unleaded fuel as an environmentally cleaner alternative to traditional 100LL avgas, and subsidizing the costs, enabling tenants such as our two flight schools to purchase this cleaner fuel. In Florida, just two other public airports offer this alternative. Nationwide, we are one of just 35 to offer UL94.

Also now available is a more sustainable alternative to jet fuel made in part from biomass rather than fossil fuels – think everything from wood pulp and algae to repurposed cooking oil. We project it to account for nearly 20% of the airport's fuel sales in 2025.

Need a break? Play the USA TODAY Daily Crossword Puzzle.

Airport tenant NetJets, the world's largest private jet operator, deserves credit by name for its participation. The commitments are significant: per the World Economic Forum, sustainable aviation fuel has the potential to cut aviation's greenhouse gas emissions by up to 80% compared with traditional jet fuels.

And as the first reliable sustainable aviation fuel supply point on the East Coast, Naples is playing a key role in making the fuel more accessible across the United States.

On the ground, the Naples Airport Authority is committed to taking steps to reduce its environmental impact, including replacing airport ground vehicles with zero-emissions electric equipment and vehicles. The latest additions to our electric-powered ground fleet are Ford Lightning trucks and a variety of electric ground support equipment.

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Get alerted to the latest stories to stay on top of the news.

Delivery: Varies

Your Email

Protecting the environment for future generations is the goal, and we are committed to continually improving our sustainability practices.

Additionally, as part of our partnership with the Southwest Florida Land Preservation Trust, Naples Airport has placed large tracts of its land into permanent conservation for the Gordon River Greenway for residents to enjoy for generations to come.

As the work of the trust concludes, we will continue to preserve and maintain portions of the Gordon River Greenway on airport property. The maintenance of this property comes at no cost to city or county taxpayers.

Retention ponds along Airport Road accept runoff from the industrial park to the east, which covers more than 400 acres. In 2015, we modified the larger pond to create a filtering process, so the water leaves the airport in a nearly natural state. Those efforts drew industry recognition such as the Florida Airport Council's J. Bryan Cooper Environmental Award.

In 2022, Naples Airport was recognized with the Federal Aviation Administration Southern Region Safety Award for its Comprehensive Wildlife Management Program. From enhancing runway drainage to proactive habitat management, this program focuses on protecting Southwest Florida's native wildlife while ensuring the safety of our pilots and passengers.

Solar panels are being added to facility upgrades, contributing to cleaner energy use and furthering the airport's sustainability goals.

With regard to noise reduction, we have added a new, free mobile app for residents to submit concerns, and continue to accept noise comments through the website www.flynaples.com/noise-comment and via the dedicated noise hotline at 239-326-9262. Residential noise monitors are also available for installation, by request.

These efforts demonstrate Naples Airport's leadership in sustainable aviation and community commitment.

Results of soil, water quality and "black soot" investigations

In response to community concerns, the Naples Airport Authority has proactively conducted a series of tests over the years to monitor and confirm the quality of local soil, water and air.

The most recent round of testing, conducted in 2024, further reinforced the airport's record of environmental safety and quality:

In air sampling conducted at seven locations, both on and off airport property, no detectable traces of lead were found. Additionally, 40 separate soil tests found that lead levels at the airport averaged 2.5 times less than those commonly found along Florida's roadsides – and were over 800 times below the regulatory threshold for residential exposure.

Tests of airport groundwater samples found lead concentrations 16 times lower than the Environmental Protection Agency's safe drinking water standards. Also, the Naples Airport Authority commissioned independent tests of what many residents have observed as "black soot" on four occasions between 2008 and 2023. Each test identified the material as pollen — particularly from palm trees native to the area — turned to mildew in our humid environment, rather than any petroleum-based material associated with aviation.

As aviation continues to progress in new and exciting directions, including the introduction of electric aircraft and sustainable aviation fuel, Naples Airport is committed to being an industry leader in environmentally sustainable and responsible technology and programs.

Chris Rozansky is executive director of the Naples Airport Authority.

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

FINAL AGENDA

City Hall Council Chambers
735 Eighth Street South
Naples, FL 34102

Thursday, April 17, 2025
8:30 a.m.

Commissioner Rita Cuddihy – Chair
Commissioner Terrence W. Cavanaugh – Vice Chair, Audit Committee Chair, Consultant Selection Committee Member
Commissioner Kerry C. Dustin – Consultant Selection Committee Chair, Audit Committee Member
Commissioner Robert P. Burns – Consultant Selection Committee Member, Audit Committee Member
Commissioner John Crees, Noise Compatibility Committee Liaison

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

If you wish to address the Board of Commissioners 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. 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.

NOTICE

Formal action may be taken on any item listed on the Agenda below, or added to the Agenda before or during the meeting, or discussed during the meeting without being added to the Agenda. Also, the sequence of items may be changed as the meeting progresses.

Any person who decides to appeal a decision of this Board with respect to any matter considered at this meeting (or hearing) 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 proceeding for meetings 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 Action Items and other 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. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.

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. March 20, 2025, Regular Meeting Minutes

E. PUBLIC COMMENTS (5-minute limit)

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Jet Trends – Calendar Year 2000-2019
2. Capacity Analysis
3. Community Sentiment Survey
4. Collier Mosquito Control District

G. NOISE

H. CONSENT AGENDA

1. Consent to Assignment of Mortgage and Lease Amendment for 531 Building, LLC

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

J. NEW BUSINESS

1. Letter to the Federal Aviation Administration
2. Letter from the City of Naples
3. Master Plan and Utilization Plan Update

K. OLD BUSINESS

L. BOARD REPORT

M. EXECUTIVE DIRECTOR'S REPORT

N. COUNSEL'S REPORT

O. PUBLIC COMMENTS (5-minute limit)

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Q. ADJOURN