Thursday, January 15, 2026
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Vice Chair Cavanaugh at 8:31 a.m. in the Council Chambers at City Hall.

A. ROLL CALL

Vice Chair Cavanaugh, Commissioner Arnold, Commissioner Crees, Commissioner Alberto and Commissioner Burns were in attendance.

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Warriner, Mr. Gray, Mr. Brown, Mr. Carballo, Mr. Fagan, Ms. Zadorecky, Ms. Wiggins, Ms. Acosta, and Ms. Jaramillo. Counsel Peter Kirsch joined remotely.

B. PLEDGE OF ALLEGIANCE

Vice Chair Cavanaugh led the Pledge of Allegiance.

Vice Chair Cavanaugh welcomed Commissioner Alberto to his first Board meeting and looks forward to his contributions.

C. AGENDA

Mr. Rozansky announced the following revisions to the Board packet:

- **December 18, 2025 Regular Meeting Minutes** – There were revisions made to the minutes, and a red-lined version of the corrections were provided. A brief summary follows:

    1. **On Page 5 under Action Item 1, Naples Airport Authority 2025 Annual Report -** Clarification was added to the following paragraph.

    Commissioner Arnold was impressed with all of the accomplishments of the NAA. She added emphasis about the many certifications of our staff members. She appreciated all the information put together.

    Commissioner Burns agreed with Commissioner Crees – page 17 – Community Sentiment Survey and the last statement in the report – these overwhelming positive findings are emphasized. This is one of the things we don't do well right now. ~~We don't report the minority comments and would like to see more of that in the future.~~ There were people who had different opinions on this survey. In the future, Commissioner Burns would like to see positive as well as minority comments.

    Mr. Rozansky said that if there is concern with page 17, staff could edit the Annual Report or remove the page entirely. Commissioner Burns made a motion to edit page 17 to include other comments. Commissioner Crees seconded.

- **G. Presentations and Time Certain Items, City of Naples Draft Ordinance Pertaining to the Utilization Plan and Site Plan Review –** A presentation by Peter J. Kirsch has been added and will be available on the screen for the public's benefit.

- **J. Under Action Item 2, NAA 2025 Annual Report –** On page 12. The word "from" was added to the following paragraph, highlighted in yellow, for clarification:

In October 2025, the Board awarded $25.4 million in construction and related engineering services. Funding comes from insurance proceeds, Board-approved grant funding from the Florida Department of Environmental Protection's Resilient Florida Program, FAA's Infrastructure Investment and Jobs Act and the NAA's FY26 capital budget with completion of the project expected in 2027.

The above revisions were sent out to the Board in advance and printouts were distributed at the meeting this morning.

D. MINUTES

1. December 18, 2025, Regular Meeting Minutes

Commissioner Crees moved approval of the December 18, 2025, Regular Meeting minutes, as amended. Commissioner Arnold seconded the motion. The motion passed unanimously 5-0.

E. ELECTION OF ~~OFFFICERS~~ OFFICERS

1. Election of Chair

Vice Chair Cavanaugh explained the process for the election of officers.

Commissioner Alberto nominated Vice Chair Cavanaugh to serve as Chair. Vice Chair Cavanaugh said that he would be willing and honored to serve as Chair.

Commissioner Burns nominated Commissioner Crees to serve as Chair. Commissioner Crees said that he would be willing to serve as Chair.

There were no other nominations. Attorney Owens stated that a roll call vote will be taken in the order in which the nominations were received and that the first nomination was for Vice Chair Cavanaugh.

After a roll call vote, the nomination to elect Vice Chair Cavanaugh passed unanimously 5-0 as Chair of the Board for a term of one year.

Chair Cavanaugh thanked his fellow Commissioners for the unanimous support. He said he will do his best to represent all constituents effectively and efficiently and allow all Commissioners to have proper input in providing good governance to the NAA.

2. Election of Vice Chair

Chair Cavanaugh stated that the Vice Chair procedure is much the same as the procedure for the Chair. Commissioner Burns nominated Commissioner Crees to serve as Vice Chair for a period of one year. Commissioner Crees said that he would be willing to accept the nomination. There were no other nominations. After a roll call vote, the nomination passed unanimously 5-0 to elect Commissioner Crees as Vice Chair of the Board for a period of one year.

3. Committee Appointments

Chair Cavanaugh appointed Ms. Arnold as Chair of the Audit Committee. She accepted the appointment to serve as Chair. In response to Vice Chair Crees' inquiry regarding her financial background, Commissioner Arnold stated that she managed numerous budgets during her tenure with Collier County, where she served as a director in at least three County divisions. Chair Cavanaugh added that her public-sector experience aligns well with the NAA. Chair Cavanaugh appointed Mr. Burns and Vice Chair Crees as members of the Audit Committee, and both accepted their respective appointment.

Audit Committee:	Ms. Arnold, Chair Mr. Burns, Member Mr. Crees, Member

Chair Cavanaugh asked Commissioner Alberto if he would be willing to serve as the chair of the Consultant Selection Committee. He said he would be happy to serve as the Chair. Chair Cavanaugh appointed himself ~~and~~ as a member of the Consultant Selection Committee. He accepted the appointment.

Consultant Selection Committee:	Mr. Alberto, Chair Mr. Cavanaugh, Member

Chair Cavanaugh said that he was delighted that the chairs of the above committees were full-time residents.

Attorney Owens added that every Commissioner retains the right to attend and opt in to any committee meeting and become a voting member of that committee.

Chair Cavanaugh appointed Vice Chair Crees as Liaison to the Noise Compatibility Committee. Vice Chair Crees accepted the appointment to serve as Liaison on this Committee.

Noise Compatibility Committee Liaison:	Mr. Crees

~~Vicie~~ Vice Chair Crees proposed appointing a formal liaison between the Board and City Council to help build bridges and said he would be happy to serve in this role. Commissioner Arnold agreed that it was necessary to build bridges and thought it would be appropriate to discuss the responsibilities of the liaison position before appointing someone to the role. Commissioner Alberto agreed that the responsibilities would need to be addressed since the liaison could only meet with one Council member at a time and that consideration needs to be given in how input would be aggregated, given the Sunshine Laws, and brought back to the Board. Chair Cavanaugh agreed that clarity around the role should be created. He suggested that staff review job responsibilities with other public entities, consistent with Sunshine Law requirements, for discussion at the next Board meeting. The Board discussed whether to appoint a Commissioner at this time or defer the appointment until after further discussion of the role and determination of City Council's interest in having a liaison.

Attorney Owens said there are limitations to consider regarding the Sunshine Law. He agreed it was important for the Board to define the objectives and goals of that position. He reminded the Board that they have no ability to delegate any authority or decision making through an individual commissioner and that any commissioner can reach out to an individual Council member at any

time and have discussions. He said that a liaison could theoretically go to a City Council meeting and provide an update or other factual information but could not take a position or speak on the Board's behalf.

Commissioner Alberto said that the NAA has a good opportunity for a fresh restart since there has been a 40 percent change in this Board's composition and another 40% change in City Council in another month. He said there is a great opportunity to clear up the misunderstandings of the NAA's constraints

Commissioner Burns said the most productive way to communicate with City Council is with a more frequent NAA/City Council joint meetings. Regarding a liaison, he suggested getting some guidance from the City itself since they have a liaison to the NAA. Attorney Owens clarified that technically, the City does not have a liaison to the NAA, only an appointed member to the Noise Compatibility Committee. Commissioner Burns commented that that person has been referred to as a liaison to the NAA. Chair Cavanaugh requested clarification regarding the City's liaison appointment to the NAA or NCC.

Commissioner Alberto said that one of the main objectives agreed upon is to communicate what the NAA's limitations are and the framework that we can work within. To clear up the misunderstandings and gain buy-in and cooperation from City Council and the community, he suggested publishing a document, perhaps in bullet point format, summarizing the framework of what the FAA controls, what the NAA cannot do and highlighting other possible ways the NAA can help. Mr. Rozansky said that many of these questions are answered on our FAQs portion of our website, but that staff could prepare a more concise one or two pager for Commissioner feedback and discussion at the next meeting. Chair Cavanaugh suggested that the information could be issued in a press release.

There was consensus for staff to prepare a summary draft of the FAA's controls and NAA's constraints for Board consideration as discussed.

Vice Chair Crees made a motion to place an item on February's agenda to discuss the appointment of a liaison to the City which would include the job responsibilities, objectives and goals. Commissioner Burns seconded. After a roll call vote, the motion passed unanimously 5-0.

F. PUBLIC COMMENTS (5-minute limit)

There were no Public Comments.

G. PRESENTATIONS AND TIME CERTAIN ITEMS

1. City of Naples Draft Ordinance Pertaining to the Airport Master Plan, Airport Layout Plan, Airport Utilization Plan and Site Plan Review and Approval Process

Chair Cavanaugh noted that Mr. Rozansky will introduce this item and that Attorney Peter Kirsch, the NAA's aviation attorney, will be presenting by Zoom.

Vice Chair Crees read a statement for the record regarding the prior day's Planning Advisory Board (PAB) meeting, clarifying his position in light of his service on both the PAB and the NAA Board. He explained that he did not attend the PAB meeting to avoid any appearance of overlap

between the two roles and to preserve the independence of the City's advisory process. He stated that he has since reviewed the full record of the PAB meeting, including City Council direction and guidance from the City Attorney. Acknowledging that the issue is highly polarized, he expressed his belief that stronger collaboration between the City and the airport could have prevented the current situation. He emphasized his commitment to fostering collaboration based on trust, transparency, and mutual respect, and noted that maintaining separation allowed him to participate fully in the Board's discussion today.

Mr. Rozansky provided a brief introduction on this agenda item and noted that staff and Authority Counsel have been working closely with the City attorney regarding the development of the proposed ordinances. A draft was shared with the Board in November and the Board directed Authority Counsel to work with the City attorney, which has taken place on several occasions. Mr. Rozansky noted that there are still concerns that remain. He introduced Attorney Kirsch to summarize those concerns. Mr. Rozansky said staff is seeking some direction on next steps.

For the benefit of the two new Commissions, Attorney Kirsch provided a summary of his engagement in Naples since the 1990's and in the industry as a whole. He advised the Board that the current City Council proposals to update two ordinances and amend the code related to the Airport Utilization Plan and Site Plan for the C4 Airport Commercial District are unnecessarily burdensome on the NAA, costly and to a large extent preempted by federal law. He reviewed an FAA legal opinion that the City attorney requested in 2010, asking the FAA whether certain City ordinances were preempted. Attorney Kirsch said that the FAA stated that under federal law, only the airport proprietor, which is the NAA, may regulate the airport regarding aeronautical functions.

Based on the FAA's 2010 response to the City attorney, two memoranda from the City attorney were written to the City Manager and the Mayor stating final decisions regarding runway length, configuration, and any conditional use ordinance are preempted by federal law and regulation. Attorney Kirsch further noted that a 1997 memorandum from the City attorney reached a similar conclusion, finding federal preemption over aeronautical functions.

Attorney Kirsch stated that over the past several months, there has been a concerted effort to inform the City Attorney and City Council regarding the permissible scope of City land use regulation. He emphasized the importance of distinguishing between aeronautical and nonaeronautical activities and noted that certain provisions within the ordinances are clearly preempted by federal law.

Vice Chair Crees requested the FAA's definition of an aeronautical function. Attorney Kirsch explained that a runway, taxiway, and a hangar used solely for aircraft are considered aeronautical, whereas a hangar used only to store aircraft parts likely would not be. He noted that a terminal building is regarded as a mixed-use structure, with some portions classified as aeronautical and others as nonaeronautical. Attorney Kirsch added that the FAA recently issued a policy statement defining aeronautical use and stated he would provide a copy to the Board.

Commissioner Alberto noted that the proposed City Council ordinance appears unnecessarily burdensome and asked whether the NAA has any say in the matter. Attorney Kirsch explained that, formally, the NAA cannot control what the City Council adopts, but it has a legal obligation under federal law to protect its rights and ensure government entities do not impede airport operations. If the ordinance is approved as drafted, the NAA could challenge the City's authority. Chair Cavanaugh suggested the Board not remain silent and proposed sending a letter, to be

prepared by Attorney Kirsch, requesting the City Council not adopt the ordinance. Attorney Kirsch added that the City Attorney agreed to insert language clarifying that nothing in the ordinance would preempt federal law, but noted that this addresses only facial preemption and does not fully resolve potential issues of preemption as applied in the future.

Commissioner Arnold asked if it would be beneficial to recommend defining the terms, aeronautical and nonaeronautical, in the ordinances. Attorney Kirsch said that the City attorney declined to make those changes.

Vice Chair Crees asked how close from a comfort level did the two parties come to agreement in the proposed ordinances. Although the City attorney accepted a number of suggestions, Attorney Kirsch stated that both parties are 75% in accord. The area where we are not close is what projects/functions of the airport where the utilization plan applies. The City attorney didn't feel he was comfortable making substantive changes. After the City Council election, Vice Chair Crees asked if by working together with the new Council will get us closer to 95% comfortable. Attorney Kirsch said that it was possible.

Chair Cavanaugh explained that City Council has set dates to comply with approving the revised ordinances. Mr. Rozansky added that the current sitting Council is planning to review the first reading in January while the second reading will not take place until after the mid-February election.

As a matter of good governance, Chair Cavanaugh stated his preference not to remain silent on this issue. He made a motion directing Attorney Kirsch to outline that the current ordinance is burdensome and costly, could delay safety-critical projects, imposes limiting criteria without expertise to evaluate aeronautical functions at the airport, overlaps with the Master Plan and the Utilization Plan, and is duplicative of the FAA's Airport Layout Plan. The motion also requests that the City Council not adopt the ordinances as presented. Vice Chair Crees seconded the motion.

After confirming that the City's aviation attorney has reviewed the ordinance, Commissioner Burns expressed a preference to work cooperatively with the City to establish a process whereby the City is involved when the NAA becomes aware of future developments. He added that state legislation grants all zoning authority to the City and stated that he did not oppose the ordinance solely on the basis that it may be burdensome.

Commissioner Arnold stated that certain language in the ordinance is burdensome to nonaeronautical uses as well. She explained that the ordinance requests retroactive information, whereas new regulations typically specify an effective date for future applicability. In this case, the requirements would apply to existing developments, which she said is inappropriate from a land planning perspective. She concluded that the ordinance has significant flaws overall.

Commissioner Alberto expressed concern that the resolution could allow City Council to override the NAA's plans, limiting the Board's ability to manage airport development. He noted that development is not inherently negative and that hangar shortages increase airport traffic. He emphasized the importance of maximizing available space through additional hangars and suggested the Board could develop strategies to achieve this goal. He agreed that Council input is acceptable on nonaeronautical matters like landscaping but stressed that hangars are an aeronautical function and should remain under the Board's authority.

~~Attorney Owens clarified the timing of the motion to draft a letter, if approved, and the schedule for City to hear the second reading before the next NAA's regular Board meeting on February 19th. is for you to draft a letter. He pointed out that the Board would not be able to see the letter before it is sent to City Council.~~ Attorney Owens reminded the Board that they would not be able to see the draft letter if it was presented at the February 19, 2026, meeting for approval. The City's meetings to hear the first and second readings of the proposed ordinance would fall in between the NAA's January and February meetings.

Attorney Kirsch reviewed his understanding of the discussion, noting that the Board would like him to prepare a letter to City Council outlining the NAA's concerns. He explained that Council authority over land use has been debated locally and nationally and that the City is preempted from regulating aeronautical functions. The letter would emphasize the burden of navigating parallel processes with the FAA and the City, which could delay safety-critical projects, and the City's limited expertise in evaluating aeronautical functions. It would also note duplication with the FAA-approved Airport Layout Plan. The letter would request that the City not adopt the ordinance as drafted and express the NAA's willingness to collaborate on refining it to apply only to nonaeronautical functions and avoid preempted areas.

There was a suggestion to hold a Special Meeting to review the letter, but given the urgency and Attorney Kirsch's understanding of the letter content as described above, Chair Cavanaugh amended his motion for Attorney Kirsch to issue the letter as described, requesting City Council not to adopt the Resolution. Vice Chair Crees seconded the motion.

After a roll call vote, the motion passed 4 -1 with Commissioner Burns dissenting.

H. NOISE

There were no Noise items.

However, Commissioner Alberto suggested establishing a more structured approach to collecting noise data, including placing monitors at the ends of each runway and gathering seasonally adjusted data for comparison to baseline measurements. He requested this topic be placed on a future agenda for discussion. Mr. Rozansky noted that portable noise monitors are currently in use and that the vendor will present the benefits of permanent monitors at the February NCC meeting. He recommended that the NCC review the matter first and provide a recommendation to the Board.

Commissioner Alberto also provided context on the economy over the past 25 years, noting that while the airport has been blamed for noise, broader economic factors drive aviation activity. He highlighted increases in home values in Naples, growth in the S&P 500, and rising affordability of jets, including super mid-sized and light jets, as well as the success of fractional and charter programs such as NetJets and FlexJets. He emphasized that jet travel is increasingly accessible and attractive, and that airport traffic reflects broader economic trends rather than the airport itself. He stated that this reality must be recognized and for better understanding strategies in managing future airport activity.

Commissioner Alberto acknowledged community frustration regarding aircraft noise and emphasized the need for the Board to identify actionable measures within its control, supported by reliable data. He suggested exploring options such as parking limitations, aircraft spacing during peak season, and the use of permanent noise monitors to establish monthly baseline data.

Discussion followed regarding the implications of parking limitations, new aircraft types, and the use of noise-monitoring data.

Chair Cavanaugh proposed that Commissioner Alberto participate in reviewing noise-monitor data and related processes, which Commissioner Alberto agreed to do. Mr. Rozansky noted he could meet with Commissioner Alberto outside the meeting.

Further discussion addressed airport capacity, parking availability, fractional and charter operations, and the limits of the NAA's ability to control flight volume. Mr. Rozansky explained that the airport operates on a nondiscriminatory, 24/7 basis, that flight demand is driven by demand, and that FAA metering procedures currently manage aircraft flow. He noted the airport is operating within approximately 20 percent of its overall capacity and that broader capacity issues would be discussed at a future meeting.

Commissioners discussed potential strategies to address anticipated growth in operations, including collaboration with the City and lobbying efforts with federal officials. Mr. Rozansky summarized prior joint lobbying efforts with the City and federal officials that were unsuccessful and outlined longer-term strategies, including flight procedure modifications and conducting a Part 161 Study. He noted that renewed collaboration with the City may be timely given changes in the Board and City Council. He further added that regarding lobbying Congress, it requires years to build consensus and momentum.

Additional discussion included the feasibility of curfew enforcement, implementation of landing fees, and distinctions between piston and jet aircraft types. Mr. Rozansky noted that any consideration of landing fees would require budgetary analysis to determine potential revenue, appropriate use of funds, and compliance with applicable requirements. Commissioner Burns stated that landing fees could potentially offset the need to accept federal grants and referenced a prior budget prepared for FY 2025–26 reflecting that approach. Commissioner Alberto disagreed with Commissioner Burns' statement, noting that rejection of the most recent federal grant led to a political storm with State representatives now considering a bill to elect Board members. He suggested that landing fees could help offset costs associated with noise monitoring infrastructure.

As a point of order, Commissioner Arnold noted Commissioner Alberto's request to place the installation of additional noise monitors on next month's agenda and suggested that other noise-related topics be addressed incrementally to allow staff adequate preparation.

Commissioner Alberto made a motion to investigate and initiate implementation of sound measure devices at certain locations off the end of each runway which would include a consultant presentation at the next Board meeting on pricing, schedule to install and potential locations. Vice Chair Crees seconded. Discussion followed regarding the timing since the noise monitor consultant will be presenting at the NCC meeting in late February.

Commissioner Alberto made a motion for the Board to revisit the landing fees that would specifically discourage curfew violators, excluding our tenants. Vice Chair Crees seconded. Attorney Owens stated that Attorney Kirsch would probably caution the Board around a discussion to enact landing fees as a driving factor to limit flight operations. He added that as Mr. Rozansky mentioned, a detailed analysis has to be done to relate landing fees to budgetary and cost recovery issues and not to reduce flight volume. Commissioner Burns commented that the reason we are revisiting landing fees would be for economic research in making the airport more self-sufficient.

Commissioner Alberto amended his motion to revisit landing fees in terms of cost recovery. Mr. Rozansky stated that the cost analysis would need to be updated as well as our operating and capital expenditures for the next five years. He said he could have it prepared for the next meeting. Vice Chair Crees seconded. After a roll call vote, the motion passed unanimously 5-0.

Chair Cavanaugh invited Attorney Andrew Dickman from the City Attorney's office to address the Board regarding the City of Naples draft ordinance pertaining to the Airport Master Plan, Airport Layout Plan, Airport Utilization Plan, and site plan review and approval process. Attorney Dickman stated that the City has made a strong effort to collaborate with the NAA and that extensive coordination has occurred between City staff, City and NAA aviation attorneys, and Authority representatives in developing the proposed land development code changes. He felt that the City's presentation to the Board in November was rather fruitless and hostile towards the City. He said that from collaboration with both aviation attorneys, City Attorney and NAA Authority Counsel, and NAA staff, he would be happy to share all the red-lined versions with both parties working on the drafts.

He emphasized that the City retains planning and building authority over City-owned property leased to the NAA and intends to exercise that authority through the Comprehensive Plan and land development regulations. At the suggestion of airport representatives, he said the City included language acknowledging state and federal preemption laws. He encouraged continued cooperation, professional engagement, and direct communication, noting that the ordinance will proceed through additional public meetings. Attorney Dickman called out the groups advocating for the airport, who attended yesterday's PAB meeting, and stated for the record that they need to register as lobbyists since they are being represented by an attorney. Attorney Dickman noted that if any issue about the airport comes up at a City meeting, the City attorney's office will make it their business to communicate with Attorney Owens and Mr. Rozansky about it. Regarding House Bill 4005, he said that the City hired a lobbyist to deal with that issue, and if the NAA's interests are aligned with the City, he encouraged the NAA to participate with them.

Vice Chair Crees responded to Attorney Dickman's remarks, expressing a desire to reduce tensions between the City and the NAA and asking how best to move forward collaboratively. Attorney Dickman reiterated his commitment to maintain a constructive working relationship, emphasizing the importance of communication, mutual respect, and trust. He cautioned that any correspondence opposing the ordinance should be measured in tone and encouraged direct dialogue rather than adversarial approaches.

Authority Counsel Owens stated that he has trust in the City Attorney's Office and appreciates their transparency in the ongoing discussions. He explained that the timing of the Board's discussion today was dictated by the ordinance timeline and the NAA's meeting schedule. He emphasized the importance of mutual respect and ongoing cooperation.

I. CONSENT AGENDA

There were no Consent Agenda items.

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

1. Resolution 2026-1, Resolution of City of Naples Airport Authority Delegating Certain Administrative and Operational Powers and Duties to the Executive Director; and Repealing Resolution No. 2025-1

Mr. Rozansky said that each January this Resolution is presented for adoption. He said it is an excellent tool to delineate responsibilities for the Executive Director, staff and items that must be brought to the Board from its policy and oversight perspective. He said that changes to the Resolution have been highlighted in redline form and are being recommended by Authority Counsel.

Attorney Owens recapped the changes made. He noted the non-substantive changes relative to the dates and resolution references made. In Article 2, Subsection A, the definition changed slightly to expand the types of instruments/agreements that the Executive Director executes under his Delegation of Powers. He added that the initial or renewal extension term and aggregate remains unchanged and cannot exceed five years no matter what the document is called.

Vice Chair Crees moved approval of Resolution 2026-1 as presented. Commissioner Alberto seconded the motion.

Commissioner Burns requested to have an item on the agenda for the March 5th Onboarding meeting to discuss a procedure for the Board to adopt policies as outlined on page 2 under Article I. General Provisions, C. of Resolution 2026-1. He noted that this paragraph changed last year from previous years and the Board has not set up a procedure for discussing policies and directives. Mr. Rozansky stated that there are policies enumerated in the Bylaws. Attorney Owens added that this Board has instituted policies through resolutions from decisions, action and consensus at Board meetings and that there has never been an official policy adopted by the Board on a periodic basis.

There was consensus to discuss a procedure for the Board to adopt policies at the March 5th Onboarding meeting.

After a roll call vote, the motion passed unanimously 5-0.

2. Naples Airport Authority 2025 Annual Report

Mr. Brad Fagan, Director of Community Relations, requested approval of the 2025 NAA Annual Report, as modified. He noted that at the last Board meeting, staff was asked to update the report with revisions focused on page 17 to include adding quotes from respondents both favorable and less favorable, adding a block addressing the airport's importance to the community with a less favorable approval rating of 5.6 percent (see block to the far right), and removing the word, overwhelmingly, in the final paragraph of the page when referring to positive findings. He said that staff believes this adds proper balance to the report.

In response to Commissioner Arnold, Mr. Rozansky stated that the minor grammatical correction was made on page 12.

Commissioner Arnold moved to approve the NAA 2025 Annual Report, as modified. Commissioner Alberto seconded.

In reference to former Chair Cuddihy's comment on page 5 regarding the airport relocation study being concluded, Commissioner Alberto stated that he continually is asked by community members when the airport is moving. He suggested the NAA prepare a statement(s) and post it in places where people are likely to see it.

Commissioner Alberto expressed concern for the significant personal and community impacts that a potential relocation created for employees around the airport, including the effects on their spouses, children, families, and friends. He emphasized that thousands of individuals were affected by the uncertainty and encouraged the Board to consider such consequences before launching future initiatives. Commissioner Alberto also stressed the importance of clearly communicating that the relocation study is complete and that the airport is not being relocated, noting that public awareness of this conclusion has not been as prominent as earlier coverage of the study itself.

Vice Chair Crees responded that the issue had been thoroughly debated by the Board and that a clear decision was made not to pursue relocation, adding that interested parties have a responsibility to stay informed. Commissioner Alberto reiterated that while the issue had received significant media attention during the study, there had been less coverage emphasizing its conclusion.

Vice Chair Crees indicated the matter could be raised with local media outlets. Mr. Rozansky suggested including a concise statement in the forthcoming one-page communication to clearly address this issue.

Chair Cavanaugh acknowledged that media coverage often focuses more heavily on active or controversial issues and agreed that some community voices continue to raise the topic. He reaffirmed that, based on the facts gathered, the airport is not relocating and directed staff to continue reinforcing this message through outreach efforts, presentations, and verbal and written communications.

Staff noted that questions regarding the status of the relocation study continue to arise during public presentations and affirmed their willingness to continue reiterating that the study is complete and that the airport is not moving.

Commissioner Burns clarified that one recommendation of the Part 150 Noise Study was to conduct a feasibility study on relocating the airport, which was submitted to the FAA and led to the initiation of the relocation study. He noted that this context is important for public understanding.

After a roll call vote, the motion passed 3-2 with Commissioner Burns and Vice Chair Crees dissenting.

K. NEW BUSINESS

There was no New Business.

L. OLD BUSINESS

There was no Old Business.

M. BOARD REPORT

Vice Chair Crees commented on the increase in flight activity and reiterated his ongoing concerns regarding curfew violations. He noted that the aircraft alerts referenced on page 3 did not indicate any serious issues but observed that over the past year the majority of alerts appeared to involve smaller aircraft rather than professionally operated business jets. Vice Chair Crees inquired whether any conclusions could be drawn from this trend, including whether it reflected differences in aircraft maintenance or pilot training within general aviation.

In response, Executive Director Rozansky explained that, statistically, civil aviation has experienced a consistent decline in incidents and accidents over several decades. When the data is separated, commercial airlines show an exceedingly low incident and accident rate, with similarly low rates among professionally operated general aviation aircraft, primarily jets and turboprops. He noted that piston aircraft have a comparatively higher incident and accident rate, as they are often operated by non-professional pilots, including private, recreational, and student pilots, which can result in a higher number of incidents. Mr. Rozansky added that a year-over-year analysis specific to the airport would be necessary to determine whether local trends align with statewide and national data or indicate any cause for concern.

There were no other comments.

N. EXECUTIVE DIRECTOR'S REPORT

Mr. Rozansky thanked Ms. Jaramillo who did a great job preparing the first Board packet since Ms. Menard retired. He thanked other staff members who also stepped up to assist.

Mr. Rozansky stated that staff is preparing a report detailing the amount of time spent preparing Board packets and attending Board meetings. He estimated that more than 300 staff hours per month are dedicated to these activities. The report will be presented at a future meeting to facilitate discussion on the value of the information provided, potential adjustments to the materials, and possible improvements to meeting format and efficiency. Chair Cavanaugh expressed support for the review and looked forward to the discussion to ensure staff time is being used as efficiently and effectively as possible.

In addition, Mr. Rozansky said that staff is striving to leverage technology. Regarding preparation of minutes each month, at the next meeting, two sets of minutes will be provided. One traditional set as prepared in the past and another set prepared with AI technology, Microsoft CoPilot. He said Microsoft CoPilot can prepare minutes in moments whereas the traditional set takes many hours to prepare. Vice Chair Crees was in favor of CoPilot as he uses AI for another entity. Chair Cavanaugh is supportive but interested in hearing from Counsel to understand if the product will meet the purposes of our legal requirements. Attorney Owens said that legal minimum requirements for minutes are being satisfied and the NAA goes well above and beyond what is required by law which is a good thing because we promote transparency. He added that any AI produced work product can't be relied on and would still need a human being to review for sufficiency and accuracy. Commissioner Burns asked how many of the 300 hours are attributed to meeting minute preparation. Mr. Rozansky stated that he would try and identify that.

Mr. Rozansky provided a brief update on flight procedure design. He said staff had a call with Hughes Aerospace and our Control Tower after the holidays. Next steps and potential ideas for advancing new departure procedures were discussed. He noted that RSW Air Traffic Control Tower staff were not on the call. Hughes had questions for our Tower about what they thought could be feasible in terms of the departures. The challenge with increasing the 2,000 foot hold is for take-offs to the northeast and maintaining separation of airspace and aircraft for the departing jets from the jets arriving down the middle of the state. The Tower suggested considering a departure procedure at a higher altitude to the southwest. Mr. Rozansky noted that prior ATC staff objected to having different altitudes off of different runways, but the current ATC staff didn't appear to feel that way. Hughes suggested approaching RSW about conducting a trial run on a modified departure procedure in the summer months when the airspace is less busy.

Mr. Rozansky said that staff has a meeting next week with Collier County staff to review the proposal on their modified flight procedures. One impediment to modifying our departure procedures is a degree of overlap on the flight procedures at the Marco Island Airport.

Mr. Rozansky stated that Hughes will be on the agenda for one of the upcoming NCC meetings. Tower staff will be invited, and it should result in some good productive conversations.

Mr. Rozansky added that ESA, our noise consultant, will be in attendance as well. He noted that ESA has recently retained some staff that previously worked at the FAA and are subject matter experts regarding concerns raised on the basis of health concerns. Mr. Rozansky stated that the NCC meeting will be held on February 26th and an NCC workshop meeting is planned for March 26th, partly to discuss opportunities for a Part 161 Study. Staff will send out calendar reminders to the Board.

Commissioner Alberto suggested deploying mobile noise monitors at select locations both before and after the altitude departure change in order to quantify the resulting noise reduction. In response, Mr. Rozansky noted that staff is currently analyzing altitude differences in flight tracks and paths resulting from updated arrival procedures, which will be presented at the February NCC meeting. Commissioner Alberto stated that he would like to better understand the level of community relief provided by these initiatives.

Mr. Rozansky explained that direct comparisons can be challenging because daily operating conditions vary; however, he indicated that staff can discuss analytical methods that would allow for an "apples-to-apples" comparison. He added that historical data from the past two to three years is available. Commissioner Alberto concluded that averaging data collected over comparable time periods immediately before and after the changes would be helpful.

O. COUNSEL'S REPORT

Mr. Owens was happy to report no pending litigation or other legal matters to discuss.

P. PUBLIC COMMENTS (5-minute limit)

There were no Public Comments.

Q. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Arnold said she had a request to prepare information for her neighborhood association's newsletter, as an introductory of her background and interest that drew her to the NAA. She received correspondence via email from a citizen concern's regarding some of the health-related impacts of the noise. She thanked Commissioner Burns for his recommendation to listen to the April 2023 workshop meeting and Mr. White's presentation, which she found very informative.

Commissioner Alberto reached out to homeowner association groups to invite them for an airport tour. He reported a tour with the Old Naples Association and the Royal Harbor Association have been scheduled in the next two weeks.

At Commissioner Alberto's request, the Board discussed the condition of the observation deck on North Road, which is popular with the public and aviation enthusiasts. Concerns were raised regarding its poor condition, including splintering and sagging wood, and a request was made for repairs and a method to track visitor usage. Staff confirmed that while interim safety repairs have been completed, a comprehensive renovation is currently constrained by the Airport Utilization Plan process and zoning limitations, which Commissioner Burns also elaborated on. It was explained that observation decks are not an approved use under the current zoning ordinance, preventing the issuance of a building permit until the ordinance is amended. Board members emphasized the importance of moving forward with repairs and a long-term redesign due to the deck's community value. Staff advised that the scope of work would require design, permitting, and staff resources and agreed to research options and return with recommendations at the next meeting. The Chair withdrew his request for consensus pending further information.

Chair Cavanaugh appreciated the support of his fellow commissioner for chairmanship. He said he will do the best job he can and asked individual Board member to give him advice if they see something that could be done better or differently. Chair Cavanaugh said that he would accept the advice in the spirit that it is given. Attorney Owens said for the public's benefit, advice by fellow commissioners could only occur at a publicly noticed meeting.

R. ADJOURN

With no further business, the meeting adjourned at approximately 10:34 a.m.

Christopher A. Rozansky
Secretary

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

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

AGENDA

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

Thursday, January 15, 2026
8:30 a.m.

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

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 have 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. December 18, 2025, Regular Meeting Minutes

E. ELECTION OF OFFICERS

1. Election of Chair
2. Election of Vice Chair
3. Committee Appointments

F. PUBLIC COMMENTS (5-minute limit)

G. PRESENTATIONS AND TIME CERTAIN ITEMS

1. City of Naples Draft Ordinance Pertaining to the Airport Master Plan, Airport Layout Plan, Airport Utilization Plan and Site Plan Review and Approval Processes

H. NOISE

I. CONSENT AGENDA

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

1. Resolution 2026-1, Resolution of City of Naples Airport Authority Delegating Certain Administrative and Operational Powers and Duties to the Executive Director; and Repealing Resolution No. 2025-1
2. Naples Airport Authority 2025 Annual Report

K. NEW BUSINESS

L. OLD BUSINESS

M. BOARD REPORT

N. EXECUTIVE DIRECTOR'S REPORT

O. COUNSEL'S REPORT

P. PUBLIC COMMENTS (5-minute limit)

Q. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

R. ADJOURN