Thursday, October 16, 2025
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.

Vice Chair Cavanaugh announced that Chair Cuddihy was not able to attend in person and that he would be presiding over the meeting.

A. ROLL CALL

Mr. Owens explained the process for allowing Commissioners to participate in a meeting via Zoom.

1. Determine Board of Commissioner Quorum

    a. In-person attendance

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

    b. Action required by a majority of in-person members to allow virtual attendance

Vice Chair Cavanaugh stated that an in-person quorum has been established and that the four in-person commissioners could determine if extraordinary circumstances existed to allow Chair Cuddihy, attending via videoconference, to participate and vote in this meeting.

Commissioner Dustin moved to approve Chair Cuddihy to participate and vote in the meeting via Zoom videoconference with the provision that if the sound quality is poor or technical issues hinder effective participation, the approval is rescinded. Commissioner Crees seconded the motion. The motion passed unanimously 4-0.

Present via Zoom was Chair Cuddihy.

For the record, Mr. Owens stated that there were five commissioners voting and participating in today's meeting.

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

B. PLEDGE OF ALLEGIANCE

Vice Chair Cavanaugh led the Pledge of Allegiance.

C. AGENDA

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

- **Agenda** – Since there is a Commissioner who would like to participate and vote via Zoom, the agenda was updated to determine a quorum to allow virtual attendance.

- **September 18, 2025 Regular Meeting Minutes** – There were revisions made to the minutes, and a red-lined version of the corrections were distributed as follows:

  - **On Page 9** – At the top of the page, the word, airport, was added to the second line:

Commissioner Dustin asked Mr. Kirsch to be more specific regarding the airport that has not taken grants. He wondered if it was East Hampton. Mr. Kirsch said only one commercial airport is not

Also on page 9, in the last paragraph, the following edits were made to clarify Mr. Kirsch's statement.

allow the NAA to impose restrictions on operations?" The answer, Mr. Kirsch said, is no, because the ability to impose restrictions on operations is governed first by the grant assurance relating to economic discrimination, which is perpetual. It is tied to the federal Airport Noise and Capacity Act, which has nothing to do with grant assurances, that applies regardless whether you take ~~applies regardless of accepting~~ grants ~~assurances~~. In response to Chair Cuddihy, Mr. Kirsch stated that not accepting grants does not change the NAA's ability to limit flights; there are ways to restrict flights by using the federal Part 161 approval process. He said the federal Airport Noise and Capacity Act applies to every airport, regardless of whether grants are accepted. Chair Cuddihy

  - **On Page 10** – At the bottom of the page, addition context was added:

because she would have changed the way the vote would have gone. She said that it is a disservice to the community when the grants are not taken. She said it is a disservice that the users are paying into that fund that can only be used for airports. By the NAA not taking them, those funds get redistributed to other airports. She sees no benefit to not receiving grant funding.

  - **On Page 13** – In the second paragraph, the last two sentences were revised to convey the intended meaning more clearly and accurately.

personnel on their position on the questions. Vice Chair Cavanaugh ~~also expanded that~~ to ~~working with the federal elected officials. He~~ stated that a strong, unified voice is paramount in working with local and federal elected officials..

  - **On Page 14** – In the third paragraph from the bottom, the following sentence was slightly revised.

Regarding AI, Vice Chair Cavanaugh would also like to see not only use cases for the NAA organization but to include benchmarks, ~~including~~ benefits, threats and risks, regarding what is being seen across the aviation community with general aviation agencies.

  - **On Page 15** – In the second paragraph, fourth line up, the word, have, was replaced with the word, having.

goals for the entire organization. Vice Chair Cavanaugh agreed and stated that it goes back to a past discussion about ~~have~~ having two operational scorecards – one for the entire organization and one for the Executive Director and his direct reports. However, Vice Chair Cavanaugh stated that we are not quite there yet in developing two scorecards. There was discussion to leave it where it is. There was no objection.

- **On Page 15 –** In the third paragraph, the second to the last sentence was revised for improved clarify.

In reference to the public comments by tenants and customers today, Vice Chair Cavanaugh wanted to be sure that if money is being spent on AI, it provides value. He said that if staff came back to the Board in a short period of time and stated the AI ~~use cases~~ would not add value, he would be receptive to hearing about this because we need to be cautious. There was no objection.

- **On Page 18 –** In the last paragraph, the following sentence was correct to read:

safety and maintenance related. She said it is tricky to use an operating budget to solve a capital problem because we lost our funding source for capital. Trying to ~~project~~ protect the local people who are based here is the right approach so that they are not bearing the expense.

- **On Page 19 –** In the third paragraph, the word, revenue, was replaced with the word, capital, and the word, on, was deleted.

Vice Chair Cavanaugh stated that he fully supports accepting grants but felt that it may be time for the NAA to utilize its debt capacity like other governmental entities do to create ~~revenue~~ capital for the organization. He suggested that perhaps the NAA spend $5 to $10 million ~~on~~ to build hangars that would create revenue for the organization.

- **On Page 21 –** In the third paragraph, the second to the last sentence was revised for improved clarify.

Chair Cuddihy thanked Mr. Burch for his tremendous efforts at the NAA. She also thanked NetJets for their work with us on the curfew. They were the ones with the most curfews violations and took it upon themselves to change their practices ~~to~~ and tell their customers that they would not violate the curfew. She said it was by far the best success on the airport.

- **Presentation 3, Potential FY 26 Operating and Capital Budget Reductions** – On page 6 of the PowerPoint, the Organization Chart was updated.

- **New Business 1, Reprogram $5 Million in FDOT Grant Funding** – The first bullet on Slide 3 was corrected to reflect the accurate FDOT PTGA authorization date of **November 21, 2024**, replacing the previously listed date of **May 19, 2022**.

- **Board Report** – On page 3, (Goal 1), a legend was added to define Alert 6. Also, on page 15 (Noise Report section), a note was added that Hurricane Helene made landfall in northern Florida on September 24, 2024.

Copies of these changes were emailed in advance, distributed at the meeting in the morning and will be included in the final Board packet.

D. MINUTES

1. September 18, 2025 Regular Meeting Minutes

In response to Commissioner Dustin's question regarding Commissioner Burns' position on acceptance of grants, Commissioner Burns stated that he would express his opinion during the Correspondence portion of the agenda.

Commissioner Dustin moved approval of the September 18, 2025, Regular Meeting minutes, as amended. Commissioner Crees seconded the motion. The motion passed 4-1, with Commissioner Burns against. Commissioner Burns stated that since he was not at the September meeting, he didn't feel he should vote on the minutes. Mr. Owens clarified that commissioners have to vote for any reason he/she deems appropriate, which Commissioner Burns did.

E. PUBLIC COMMENTS (5-minute limit)

Mr. Keith West, President of the Naples Airport tenants council and owner of RexAir Flight School, said he and a small committee had recently met individually with each NAA Board member and staff and appreciated the productive discussions. Mr. West stated that tenants felt compelled to act. He understands that it is not only the NAA that they are addressing. He noted that yesterday, they addressed City Council and asked for the Mayor's resignation. He felt the Mayor was a problem as well as her associates on City Council, inserting themselves into airport business. He reaffirmed RexAir's and the tenants council's support for the NAA Board and staff, noting that the tenants did not feel their interests were being adequately represented.

Mr. West said the tenants council seeks to participate in budget discussions earlier in the process on behalf of more than 500 airport tenants. Regarding the agenda item today for consideration of potential FY 26 operating and capital budget reductions, he supported the outlined spending cuts but urged deeper reductions and closer review of revenues. He opposed landing fees and rate increases, requesting their removal from the budget along with the costly and unproductive Part 161 study. He also suggested eliminating the airport's 139 status and asked the Board to seriously consider these proposed adjustments. He expressed concern with the increase of personnel as compared to 2018.

Mr. Don Maxwell, an airport tenant, urged the NAA to cancel the Part 161 study instead of imposing landing fees, noting prior spending that failed to address the true motives behind airport relocation efforts. He noted experience he has in learning about air rights in Santa Monica and Manhattan Upper West Side. He felt it was a simple matter for a large hotel or development interest to install people in local government to raise building height restrictions but gaining air rights by the FAA is an entirely different problem. He emphasized the importance of preserving the airport's Class Delta airspace, which he said helps maintain the charm of Old Naples. Real estate developers in Naples are confident the airport will be forced to move and in a few years, believe Fifth Avenue will be walking only. The plan is to build high rises throughout Naples, similar to Davis Road and 41, which is off to the left of Runway 23 for departures. Owners of businesses such as Tin City would like to sell for more money provided there were no FAA air rights, limiting restrictions. Mr. Maxwell described the airport another way as both a friend and

protector of the City. He reiterated that without the Class D air rights protecting the shoreline, in a very short time, Naples would look similar to Miami. He encouraged educating residents about the real motivations behind the proposed relocation.

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. NetJets Request to Develop an Exclusive Use Facility

Mr. Rozansky stated that representatives from NetJets would be participating virtually due to an out-of-town industry conference. He said this was a follow-up to last month's meeting when the Board directed staff to work with NetJets to clarify their long-term plans at Naples Airport. Mr. Adam Hook and Mr. Zach Burch represented NetJets. Mr. Rozansky added that staff would seek Board direction on possible next steps.

Mr. Zach Burch, State, Local Government and External Affairs Manager, of NetJets provided background on his firm which was founded in 1964. He noted it is backed by one of the world's largest corporations and operates the most modern fleet in the industry. He stated that safety is their No. 1 priority, and all NetJets aircraft meet Stage 5 Noise Standards. They are also the largest purchaser of SAF. He highlighted their commitment to NAA's curfew.

Mr. Adam Hook, Vice President of Global Procurement, stated that NetJets had been a Naples Airport tenant for several years and proposed the construction of a 12,000-square-foot exclusive-use terminal adjacent to the North Road Terminal. No hangar construction would be planned, and NetJets would vacate the NRT upon completion. The project would require relocation of the airport's fuel truck parking and raising the building pad about five feet to meet floodplain requirements.

He said NetJets would fully fund construction and work with staff to find a new fuel truck parking site. Once completed, the new terminal would serve as NetJets' permanent facility. Mr. Hook emphasized that it would be a first-class building, reflecting both the NetJets and Naples Airport brands, with no expense spared in design or architecture.

Mr. Hook extended an offer to renovate and reconstruct the ramp space at the North Road Terminal, where NetJets currently operates. He said NetJets would repave and repair the entire ramp at its own expense if approved as a long-term tenant. The work would involve both in-house and third-party civil engineering and architectural professionals to ensure compliance with current FAA standards. He added that the project would include paving, striping, lighting, and necessary stormwater improvements to extend the lifespan of the ramp. NetJets would also seek lease rights for aircraft parking on the renovated ramp, consistent with their current use.

Mr. Hook provided an overview of what the proposed agreement would look like along with the next steps that would be taken if the Board were to approve the proposed project. He said they would engage with the NAA on a lease agreement. He said NetJets would be requesting an extension on the existing North Road Terminal space to allow for the successful completion of the new development effort.

Commissioner Crees stated that NetJets has been a great partner. He expressed concern that the proposed project may increase NetJets' flight activity and asked for projections over the next five to ten years and whether NetJets would agree to maintain 2024 flight levels.

Mr. Burch responded that no increase in flight volume was anticipated, noting that passengers fly to Naples because they live or work there, not due to facility quality. He said that they would like their clients to have an excellent experience when arriving and departing the Naples Airport. He added that, they were cognizant of the City's request for no additional hangars. The project would simply provide a dedicated space for owners during inclement weather and is not expected to impact the NAA positively or negatively, only enhance facility quality.

Commissioner Dustin asked Mr. Burch to clarify the meaning of Stage 5 noise standards. Mr. Burch explained that Stages 1 and 2 aircraft are banned in the U.S.; Stage 3 jets are the oldest and loudest jets; Stage 4 aircraft are about 10 decibels quieter; and Stage 5 aircraft are 17 decibels quieter than Stage 3 and 7 decibels quieter than Stage 4. He reiterated that all NetJets aircraft meet Stage 5 standards.

Mr. Rozansky explained there is some concern that involves the connector used to tow aircraft from the east side of the airport to the North Road Terminal (NRT), and NetJets is requesting some exclusive use of that area. He noted that the NAA would still need access to the taxilane for moving aircraft between ramps. Mr. Hook stated that NetJets would ensure adequate taxi lane width and access so the airport operations could continue uninterrupted. He added that a third connector could be considered in the ramp design if additional access points would benefit NRT tenants. Mr. Rozansky said staff would address this matter during future discussions and negotiations if the project advances.

Commissioner Burns asked if NetJets would commit to using a "Down the Bay" departure on Runway 23, making a left-hand turn when feasible, as standard policy for its flights. Mr. Burch replied that NetJets pilots would follow Tower instructions and comply with officially adopted procedures. Mr. Burch noted that "Down the Bay" and other flight paths are being developed by the flight design firm and would be followed once implemented and as directed by the Tower.

When Commissioner Burns asked if NetJets would voluntarily use "Down the Bay" departure whenever permitted by the Tower, Mr. Burch said such a commitment could not be made at this time but could be discussed further.

Commissioner Burns noted that significant funds had been invested in improving the North Road Terminal (NRT) and with the major tenant being NetJets, he wanted to see those costs recouped by keeping the NRT in use until fully amortized. Mr. Burch responded that NetJets also intends to continue using the NRT for at least five years because it will take a long time to construct the facility. Commissioner Burns noted that at a previous meeting, he recalled Mr. Rozansky stated that it would take about 10 years to retire the debt from those NRT improvements.

Chair Cuddihy thanked NetJets for their participation in reducing curfew violations and for their commitment to sustainability. Regarding NetJets' generous offer to fund restoration of the apron, she asked Mr. Rozansky if any tenant had ever made a similar offer without exclusive use of the facility. Mr. Rozansky was unaware of any such instance in his career to improve a facility that they would not be utilizing exclusively. Chair Cuddihy commented to Commissioner Burns that she thought it would be right up his alley to finding alternative revenue sources to pay for our capital expenditures.

Chair Cuddihy again thanked NetJets and asked if they would also consider contributing to renovations of the North Road Terminal (NRT). Mr. Hook said NetJets would be open to supporting the NAA's planned short-term improvements since they would continue using space during construction. He added that NetJets would want to understand the scope and magnitude of the NRT improvements while coordinating ramp renovations and the development of a new facility, but he confirmed they would be open to partnering on NRT upgrades. He said the ramp renovation and new facility alone could exceed $15 million.

Chair Cuddihy stated that while she appreciated Commissioner Crees' concern, it would be difficult to ask NetJets to commit to not growing their business, even though the airport itself was not looking to expand. She supported the request overall, acknowledging that permitting and other city approval processes would still be required. She also expressed appreciation that no hangar construction was proposed. She did not see it as growing business at the airport at all. She appreciated NetJets generous offer.

Vice Chair Cavanaugh asked how the process would go if the NAA approved the project. Mr. Rozansky said it would follow three parallel tracks. The first would address NetJets' interest in a longer term lease of the North Road Terminal. The second would involve the proposed use of the property, which he recommended advertising through a publicly vetted RFP process to allow other potential respondents, with selections to be made through Board interviews. The third track is related to the utilization plan and City permitting, as the City is the zoning authority. He noted that the project is not currently included in the utilization plan and would need to be added, though there is no established process at this time.

Mr. Rozansky said City staff, including the City Manager and City Attorney, intend to meet with the NAA to present proposed ordinances at the November meeting, and scheduling is pending. He also noted that the ongoing government shutdown has limited FAA staff availability for airspace reviews or other questions, though essential operations such as customs and the control tower remain operational.

Vice Chair Cavanaugh asked about the process with the first track, a lease extension. Mr. Rozansky said that with Board consensus, the NAA staff would work with NetJets to bring back a lease for approval by the Board.

Commissioner Burns stated that he was not approving the request at this time but supported continuing to study the project in its entirety. He added that he would be agreeable to proceeding with lease discussions.

The Board reached a consensus to allow staff to engage with NetJets to determine appropriate terms and conditions for extending the North Road Terminal (NRT) lease.

Commissioner Burns expressed concern about the consensus process, stating that it gave the appearance of decisions being made without formal action. He said he preferred using motions and votes for clarity. He said that he would go along with the discussions in order to keep the issue flowing. He added that staff does not have to ask permission to discuss lease terms with NetJets. Vice Chair Cavanaugh asked for clarification of Commissioner Burns statement about staff not needing a consensus to continue lease discussions. Mr. Rozansky stated that yes, staff could have discussions without Board consensus, but due to the sensitive nature of operators like NetJets, he

didn't feel comfortable doing so. Vice Chair Cavanaugh appreciated Mr. Rozansky's perspective and thought it was a good policy and procedure to maintain.

Vice Chair Cavanaugh asked Mr. Owens if the Board was doing anything inappropriate with having a consensus on this. Mr. Owens advised that the Board was merely responding to the Executive Director's request for direction on next steps. He clarified that no formal decision was being made and that any such action would require a formal resolution. In this instance, he said, consensus was appropriate. Mr. Rozansky also said that the cover memo enumerates that this item was a presentation, Board discussion and direction. It was not a formal approval of any part of the discussion.

Chair Cuddihy supported moving forward with discussions on the lease. There was consensus to move forward with discussions on the lease.

Vice Chair Cavanaugh asked about the process with the second track, RFP process. He said he didn't see any downside in seeing if there was any other interest in the land highlighted in this presentation.

Commissioner Burns stated that issuing an RFP at this stage would be premature. Referring to the Hertz Hangar, he asked whether a minimum value had been established in that RFP and how a minimum value would be determined for this parcel.

Mr. Rozansky explained that the Hertz Hangar and the proposed project are entirely different. The Hertz Hangar is an NAA-owned facility offered under a 30-year land lease, while the proposed RFP would involve leasing raw land for development improvements under a 30-year term, and falls within the NAA's remaining lease with the City.

Commissioner Crees clarified that nothing in the process would be binding and that all proposals would be presented to the NAA Board for review, deliberation and final selection.

Commissioner Burns opposed moving forward with the RFP process. The Board reached a majority consensus (4-1 with Commissioner Burns against) to allow staff to move forward with an RFP process.

Vice Chair Cavanaugh stated that with the remaining track, the Board could only acknowledge that the City must first finalize its ordinances. Mr. Rozansky agreed, noting that as the zoning authority, the City has the right to establish a new process. Vice Chair Cavanaugh urged the City to act promptly so the NAA and others could operate effectively. Mr. Rozansky added that the City Attorney has requested to be on the November Board agenda to present the proposed ordinance and receive Board feedback. There was discussion regarding City Council's request at their meeting last night to meet with the Board on either November 5th or at some other time to be determined. Mr. Rozansky said that he would clarify the schedule. During their meeting, Commissioner Burns said that there were two consensus votes, and all seven Council members voted that they did not want to relocate the airport and they did not want to close the airport.

Commissioner Dustin raised additional continued concern about the lack of communication between the Board and the City Council about their legal advice that somehow not taking grants would achieve local control. Vice Chair Cavanaugh said that this topic is vital and requested further discussion under the Correspondence portion of today's meeting.

2. Collier Mosquito Control District (CMCD) Request to Renegotiate Lease

Mr. Justin Lobb, Deputy Director of Aviation, stated that Collier Mosquito Control is one of the airport's longest-standing tenants and a vital public health organization. He noted that the District's Executive Director had attended an NAA Board meeting in April to discuss their mission, operations and future needs, during which the Board expressed its desire for continued coordination with the agency.

Mr. Patrick Linn, Executive Director of the Collier Mosquito Control District, provided an overview of the District's operations and long-term infrastructure plans. He reported that several various boards and councils are working toward shared goals. He reminded the Board that he had last presented in April. In October, there is the NAA's meeting today and Mr. Linn is seeking an indication of the NAA Board's willingness to begin lease renegotiations.

He explained that in November, the Collier County Airport Authority will present the Immokalee lease to the Board of County Commissioners for approval, and on November 17, 2025, the CMCD will present the District's mission, vision, and future plans at the City's Workshop Meeting. Over the next five years, CMCD anticipates constructing an additional administrative facility at the Naples Airport to support its growth, noting the agency has expanded by approximately 80% in the past two years.

Commissioner Crees asked about the District's growth, noting it does not operate within the City of Naples. Mr. Linn explained that the Collier Mosquito Control District serves only a portion of Collier County, though about 95% of the County's population lives within its boundaries. When asked whether Naples would be the right location for expansion, Mr. Linn said it is strategically ideal due to its proximity to areas requiring surveillance and treatment during mosquito season. He emphasized that the District requires an airport for operations and has successfully used this location for more than 30 years. Mr. Linn said the CMCD was also looking into a lease at the Immokalee Airport.

Vice Chair Cavanaugh asked if the surveillance was land-based, and Mr. Linn confirmed it was, adding that CMCD uses multiple methods and would be pleased to provide a presentation on integrated pest management to demonstrate both new technologies and traditional practices.

The Board reached unanimous consensus to allow NAA staff to proceed with lease negotiations between the NAA and the Collier Mosquito Control District (CMCD).

3. Potential FY 26 Operating and Capital Budget Reductions

Mr. Ken Warriner, Senior Director of Finance and Administration, presented an overview of key financial information pertaining to the airport and proposed budget adjustments. He also provided context around some of the public comments made at the last meeting.

Mr. Warriner stated that the budget approved by the NAA Board last month includes $35 million in operational expenses and $41 million in capital expenditures, meeting statutory requirements. He provided an overview of airport revenue sources, noting that jet fuel and FBO jet services generate 77% of total revenue, while small piston planes, T-hangar rentals and AvGas fuel account for 5%. As fuel represents the largest revenue component, Mr. Warriner presented a detailed

breakdown of fuel-related income and reviewed six-year trends in fuel sales, operations, and full-time equivalent staffing.

Mr. Warriner presented an overview of the NAA's organizational chart. He discussed dedicated positions in relation to safety and the best interests of the airport. Mr. Rozansky stated that Mr. Warriner's presentation does not include the updated slide which reflects positions that have been proposed for elimination, currently vacant positions. He stated the Senior Communications and Community Engagement Manager position is vacant and proposed to be removed, there is a position in the leasing office that is vacant and proposed to be removed, the FBO manager position is vacant and proposed to be removed, and two line-level positions in the FBO are proposed to be removed. He noted all changes would be reflected in the final packet. He said the slide was revised to include this information and was sent to the Board in advance but it did not make it to Mr. Warriner's presentation today. The updated slide will be included in the final Board packet.

Commissioner Crees asked if any budgeted items could be outsourced. Mr. Warriner noted that some services already are but was unaware of additional areas suitable for outsourcing. Mr. Rozansky added that staff had considered outsourcing custodial services; however, due to safety concerns related to airside access, it was not ideal. He emphasized the importance of maintaining well-trained, capable personnel and credited the custodial team for the excellent appearance of the airport campus.

Mr. Rozansky discussed a potential opportunity to reduce capital expenditures by adding staff. He explained that the NAA currently contracts with multiple engineering firms that provide on-site inspectors to oversee construction and ensure compliance with plans and specifications, which is costly. Staff is analyzing past practices to evaluate hiring an in-house inspector to handle routine construction inspections, provided it results in overall savings.

Mr. Warriner then reviewed land and hangar rental rates, noting that FAA regulations require the NAA to charge fair market value for leased properties. He presented 2024 appraisal data showing the variance between appraised and adjusted fair market values. He reported that T-hangar rental rates at Naples are among the lowest in comparison to similar airports and noted recent investments, including replacement of hangar doors. He also presented the 2024 T-hangar analysis, explaining that plans to develop new t-hangars in the South Quad are currently on hold.

Vice Chair Cavanaugh then invited Board members to share their opinions on landing fees and hangar rental rates.

Commissioner Burns stated that he could support the Executive Director's proposal regarding landing fees but had concerns about recent tenant rent increases of 15%–17%. He requested details on past increases and the reasoning behind the current rates. Mr. Rozansky explained that the adjustments are based on independent appraisals, as reflected in the presentation materials, and reviewed actions taken since he began his tenure with the NAA in 2016, when rents were upwards of 70% below market.

Commissioner Burns questioned why leases allow such large increases and how much advance notice tenants receive to adjust their business plans. He also asked whether future increases could be phased in more gradually. Mr. Rozansky responded that an independent aviation appraiser determines market-based lease rates and that tenants are notified at least two months in advance.

He agreed communication could be improved and said adopting a more proactive approach of what rent rates would be in future years would be beneficial.

When asked if the FAA required the increases, Mr. Rozansky clarified that while the FAA does not mandate specific rent amounts, it requires the airport to be self-sustaining and to charge fair market rates. He said staff is seeking Board guidance, as planning is complicated by uncertain future grant funding and the absence of a long-term grant policy, which makes forecasting capital revenue needs challenging.

Mr. Warriner then described how staff evaluates capital needs over a 20-year horizon, and Mr. Rozansky noted that the budget figures presented reflect maintenance of existing facilities.

Chair Cuddihy acknowledged that staff is in a difficult position without a clear picture of future revenue streams, noting that in the past, revenues were more predictable. She said the current budget primarily funds maintenance and lacks resiliency planning. The airport could deplete its funds within about five years without grants or alternative revenue sources. She commended staff for managing the budget prudently and thanked the tenants council for meeting individually with Board members, adding that she gained valuable insight from those discussions.

Chair Cuddihy disagreed with the tenants council's assertion that there is no market but agreed that better communication is important and that rates should move closer to market levels. She recommended deferring further discussion on landing fees until after a formal presentation and noted that the tenants council's request to eliminate the Part 161 study should be reviewed. She also pointed out that Part 139 relates to safety and fire requirements. She asked that Mr. Warriner complete his budget presentation before further discussion.

Mr. Warriner reviewed potential reductions in the operating budget and highlighted cost-saving measures already implemented. The Board then discussed whether the Part 161 study should be paused entirely. Mr. Rozansky explained the Part 161 process and said that future federal administrations may be open to changes in noise policy. He outlined the timeline for receiving FAA feedback and noted that the NAA, along with other airports, had previously submitted recommendations to the FAA, though he did not expect policy changes in the near term.

Commissioner Crees expressed concern about the cost, duration, and likelihood of success for the Part 161 study but supported continuing to advance the noise policy discussion. He suggested removing the study from the 2026 budget and reconsidering it for 2027. Mr. Rozansky recommended instead reducing, rather than eliminating, the budget to allow staff to work with key industry experts and the City on a coordinated noise strategy. He added that this effort would be well-suited for the Noise Compatibility Committee.

Chair Cuddihy emphasized that the budget covers only one year and cautioned that removing the Part 161 study would require re-examining the entire three-legged stool strategy. She noted that the study aligns with the NAA Board's strategic plan to pursue lobbying efforts and considered it a key policy initiative. She did not support removing the Part 161 study from the budget and urged the Board to ensure sufficient funding to meet strategic priorities.

Vice Chair Cavanaugh expressed uncertainty about the City's expectations and said he looked forward to establishing a unified set of principles among all parties as part of the study. He supported keeping a $250,000 budget as proposed by staff. Commissioner Dustin agreed.

Chair Cuddihy liked Mr. Rozansky's idea to leave $250,000 in the budget. She stated she would also leave $250,000 as a placeholder to start the Part 161 study, if and when deemed appropriate. Mr. Rozansky noted that at the direction of the Board a couple of months ago, staff drafted an RFQ for the Part 161; however, the RFQ has not been published.

Commissioner Burns supported leaving $250,000 in the budget, earmarked for a Part 161 study. He also supported Mr. Rozansky's idea to use industry collaboration on noise policy. He felt that the flight procedures budget discussion was more important, and the $250,000 would be better used toward flight procedures than a Part 161 study.

Commissioner Crees asked how a $250,000 budget reduction would affect progress on flight procedures. Mr. Rozansky responded that it would not be detrimental at this time, noting that Hughes Aerospace and the Collier County airports are meeting with the Naples tower next week to discuss departure procedures. He added that a budget amendment could be made later if necessary.

Chair Cuddihy stated that, in her earlier conversation with Mr. Rozansky, he appeared comfortable with the budget as presented while maintaining key priorities, including flight procedures. She supported the proposed budget with one adjustment—allocating half of the $500,000 Part 161 funding to that study and the other half to an industry study to be implemented in the current fiscal year. Mr. Rozansky confirmed that the resiliency study would still move forward but at a reduced budget amount.

Vice Chair Cavanaugh stated that one percent of the budget could be cut without ruining the brand or sacrificing safety. He said he would oppose rent increases or support only minimal adjustments to demonstrate that the Board is responsive to tenants. He recommended using the next year to help tenants understand cost drivers and plan for a gradual transition over the next 12–36 months. While he agreed landing fees were appropriate, he preferred delaying implementation until there is more clarity regarding grant funding and the City's expectations. He said landing fees could be implemented at any time.

Mr. Rozansky noted that rent adjustments had already been made but suggested more modest increases in the future. Vice Chair Cavanaugh suggested that staff could roll those increases back based on the lack of a good communication plan over the last several years. Mr. Rozansky said that it would be a tremendous amount of effort and instead, proposed to make more modest adjustments in the future because there is still the issue of being significantly below market. Vice Chair Cavanaugh maintained that a one-year pause would still be appropriate.

Commissioner Crees supported implementing landing fees as recommended by staff, expressing inflation concerns. Even with the current increase, rents remain well below market levels despite increases. Regarding the proposed hangar rates, Commissioner Crees suggested 1) A gradual catch up to meet the market rates at some stage; 2) Take the bandaid off and increase rates by 30% or 3) look at auctioning the leases to the highest bidder. He thought a hybrid of the second and third suggestion may be a good option in order to move towards market prices quicker with having a percentage of leases auctioned each year to those on the wait list.

Chair Cuddihy emphasized the importance of stability for hangar tenants, allowing them to plan their business operations. She acknowledged the administrative burden of recalculating and readjusting leases if reductions were made. Mr. Rozansky explained the significant effort required

to back-calculate and adjust the budget but suggested using reserve funds or modestly increasing FBO prices to offset the financial impact.

Vice Chair Cavanaugh added that the NAA should consider its debt capacity for future capital projects supported by FBO margins. He felt a one-year pause on rent increases was reasonable based on current conditions. Mr. Rozansky noted that rents were paused during the first year of COVID-19 and that current discussions must also account for the potential $2 million impact of not implementing landing fees. Vice Chair Cavanaugh thought creating an olive branch was appropriate for the tenants, and it would give them a year to understand the NAA's position and to plan for future increases over the next 2-4 years.

Commissioner Dustin said communication with tenants must be improved. He supported deferring landing fees for now and suggested reviewing jet fuel pricing in the coming months. He also stressed the importance of aligning with the Board's position on grant funding.

Chair Cuddihy proposed getting a consensus of maintaining the rent levels as reflected in the budget. Mr. Rozansky agreed that staff could moderate future adjustments and improve communications with tenants. He clarified that rent increases are separate from grant issues but are part of maintaining market-rate operations. Commissioner Burns supported more moderation of rent increases this year and was voting no on the consensus. Vice Chair Cavanaugh also voted no. Commissioner Crees and Commissioner Dustin voted yes.

The Board reached consensus 3-2 to allow staff to move forward with lease rates as reflected in the budget presentation.

Mr. Rozansky stated that staff was seeking clarity with regard to the budget reductions, reserving landing fee discussions for when that item appears on the agenda.

Chair Cuddihy asked Mr. Warriner to review the ARFF services as noted on Slide 10. Mr. Warriner stated that no reductions were proposed for ARFF services, which remains the most expensive component of maintaining the Part 139 certification. He noted that the service is currently staffed 24 hours a day by the City's Fire Department but said the NAA could explore issuing an RFP for outsourcing the services to reduce costs or look at doing it in house.

Commissioner Dustin opposed any reduction in on-site fire coverage, emphasizing its importance to safety, and Commissioner Crees agreed and noted the City's Fire Department's quick response to the aircraft incident on I75. Mr. Rozansky explained that some smaller airports use private fire service providers, while others operate in-house models similar to Naples. He estimated that a private provider could save the NAA about $400,000 annually and could also assume additional operational duties. Vice Chair Cavanaugh agreed it would be appropriate for staff to further explore the option. He added that the funding we provide to the City is not bearing any cost to the City of Naples taxpayers.

Chair Cuddihy said it is prudent to carefully evaluate who provides such critical safety services. She praised the Naples Fire Department's performance and cautioned that outsourcing should account for staffing challenges, particularly given the City's limited affordable housing for public safety workers. Mr. Rozansky said staff already had preliminary information and could present it at a future meeting.

Chair Cuddihy also commented that charging tenants credit card fees for rent payments would likely be unpopular and that reducing complimentary pilot amenities could negatively affect customer satisfaction scores.

The Board reached consensus to accept the proposed budget reductions and adding a $250,000 reduction to the Part 161 study for a total expense reduction of $2,153,000.

Chair Cuddihy commented that the tenants won't be happy about our charging a credit card fee to pay their rent but they do have an option of not using their credit card. Regarding the reductions of the complimentary amenities to the pilot services, she thought the Board should recognize that these reductions could impact the customer satisfaction ratings but she was OK with that.

Mr. Rozansky said that staff will look at the budget further to see if there are any further opportunities for savings.

Mr. Warriner then reviewed the NAA's 20-year capital needs plan focused on maintaining current infrastructure and facilities. Mr. Warriner presented potential capital budget reductions/deferrals and commented that the North Road Terminal (NRT) improvements are necessary. Commissioner Dustin expressed concern about delaying the airfield lighting replacement project. Mr. Warriner stated that we are planning to proceed with that, but the timing of the funding will be pushed to next year. In terms of safety, Commissioner Dustin questioned delaying improvements to the NRT apron. Mr. Rozansky replied that future planning is difficult without a clear long-term grant policy but noted that NetJets might contribute to the improvements. He said staff would like to retain the NRT budget allocation, explaining that part of the funding would come from the car rental facility fee reserve, which can only be used for related projects. The project, he added, is currently out for bid.

The Board reached unanimous consensus to approve the capital budget as presented.

Mr. Warriner noted that a formal budget resolution would be brought to the Board in November.

Finally, Commissioner Crees asked whether parking had ever been considered as a revenue source. Mr. Rozansky said it is currently under study.

Vice Chair Cavanaugh called for a short recess.

G. NOISE

1. Noise Comment Heat Maps from January 1, 2025 to September 30, 2025

Vice Chair Cavanaugh stated that, based on his years with the NAA, he felt compelled to share observations on the monthly quadrant maps distributed by staff from January 1, 2025 to September 30, 2025. He emphasized the need for broader community input including Naples-specific medical and scientific data related to the airport's impacts. Reviewing noise comment statistics by quadrant, he noted the minimal participation compared to the total number of households—only 0.6% of Naples households and less than 0.1% of Collier County households had submitted comments over nine months.

He observed that although he doesn't dismiss the fact people feel they are having a quality of life issue, most noise comments came from a narrow group of residents and that no feedback had been received from sectors such as retail, hospitality, marinas, healthcare, education, religious institutions, or real estate. He cautioned that the Board should avoid responding solely to a small minority and instead ensure any communitywide initiatives are fair and broadly informed. He also highlighted the lack of medical and scientific research on the suggested negative effects of flight operationsby FGCU, the Florida and Collier County Health Departments, EPA, NCH, Physicians Regional, the David Lawrence Center, and NAMI Collier County to provide relevant research.

Commissioner Burns asked about the purpose of the presentation. Vice Chair Cavanaugh said his intent was to educate the broader community, noting that many only hear fragments of information about the data. He emphasized the need for a more diverse and representative feedback process before the Board responds to public comments. He added that while some residents are bothered by aircraft noise, he did not believe Naples as a whole suffers from a significant noise problem. He distinguished between quality-of-life perceptions and scientific evidence, stating that while noise can cause issues, there is insufficient indication that community-wide quality of life has been meaningfully diminished.

Commissioner Burns said there are residents who live in the corridor, who are extremely irritated by the flight path and how it got there, many who do not log noise complaints. He stated that Ms. Ferry sent an email to all Board members, addressed to Vice Chair Cavanaugh, last evening.

Mr. Owens, Authority Counsel, suggested that if the email relates to this agenda item, it could be addressed now and in addition or in substitution thereof, during Commissioner comments. Mr. Rozansky encouraged it to be addressed now rather than over email for Sunshine purposes. Mr. Owens said that it may be beneficial to read the letter into the record for the minutes. Vice Chair Cavanaugh read the letter from Ms. Ferry into the record and answered her questions as he read the correspondence, as follows, with Vice Chair Cavanaugh's commentary in *italics*.

From Janet Ferry to Commissioner Cavanaugh, the letter:

Yesterday at a regular meeting Council came to unanimous consensus on three points:

1. They do not want to move the Airport
2. They do not want to close the Airport
3. They want to work with the NAA to mitigate noise and bring operations in line with the City Vision and the City residents' expectations for quality of life.

Vice Chair Cavanaugh stated his full support of the three points, although he had no idea what the City Council wants in terms of their vision and what City resident expectations are for quality of life. He stated he would like some additional clarity around that.

It has long been established that both City Council and the NAA agree there is a noise issue. Further, agreement between the Airport and Council that managed operations will reduce noise has been memorialized in previous workshops. You have agreed on both.

Vice Chair Cavanaugh stated he has agreed that there is noise in the community, but he does not agree in terms of the solution. He stated that again, there still needs to be a discussion.

Below is your letter to ONA, prior to you joining the NAA that states your concern (which has you worried) about aircraft traffic.

In your September 6, 2022 Interview you acknowledged the noise issue, you say you personally recognize that noise is a "reality" and said we should find solutions where we have "control."

Vice Chair Cavanaugh said he would. He said he does recognize there is noise and noise in a number of things such as traffic noise, construction noise, and aircraft noise so he would help find solutions where the NAA has "control." He noted there are several kinds of noise and ways to address same, stating noise is a reality but not necessarily something the NAA can control. He said the letter he had written was right after he moved into the neighborhood, and his recollection was that it was an outreach from the ONA that had a form letter in the email, recommending that residents use the form letter to respond back to the City Council. Vice Chair Cavanaugh and his wife talked about it,and thought it would be interesting to see what happens, and so they signed their name to the form letter and sent it back. The good news is that since that time, he has become better educated and informed about the realities of noise and does not obviously agree with the contents of the letter from 3 years ago.

The conviction of City Council today.

Vice Chair Cavanaugh commented that this was an overstatement. He said he had watched the meeting and did not feel there was conviction/consensus from the City Council during their protracted discussions as to what actions they wanted the airport to institute or eliminate.

and the overall agreement that there is a noise issue, is good news for the residents who agree with items 1., 2., and 3., above and want to see the Airport managed in such a way that serves the City, patrons of the Airport, and interferes less with the resident's quality of life.

Vice Chair Cavanaugh stated again he would ask Janet, or if she wants to approach the ONA, how to define quality of life.

The heat maps in your presentation suggest it might be very beneficial to consider dispersion, something else agreed on some time ago.

Vice Chair Cavanaugh stated he was unsure who agreed to dispersion, and he was unsure if Ms. Ferry was speaking as an individual citizen or if she was speaking with her strong connection to the ONA, which is something that he would like to have clarified.

On noise, your presentation recognizes that 6% of City households lodge a complaint. I count myself among those who "don't."

I live under a flight path of departing planes that fly over our homes under the MSA, often every 90 seconds. Although the complaint program serves some who want to have their

voice heard in that manner, I imagine I am not alone in that I do not have a noise app on my phone, nor have I ever filed a single complaint. Because:

1. The Noise issue has long been established and agreed upon by Council, the NAA, and you.
2. I do not want to further interrupt my day by running in the house to lodge a complaint, all day, every day or leave Ridgeway coffee to return home and submit complaint(s). Feeling as though I have to do so to legitimize the issue is just wrong.

Vice Chair Cavanaugh expressed confusion because obviously the author of the letter enjoys Ridgeway Coffee, and the fact that there is air traffic above her does not stop her from going to Ridgeway Coffee, which goes back to his comment about restaurants not seeing an issue.

3. I suspect I am like many others in that I don't think it makes a darn bit of difference if I file a complaint; there is no threshold for what an acceptable and unacceptable number of complaints is, which would be considered sufficient.

Vice Chair Cavanaugh stated his point was that, from a statistical standpoint, there was not enough data points and he recognized that others would not respond and that there are probably a few dozen more households that feel there is a noise issue. Even if those are added, the total number remains diminutive to the numbers in the City and the County.

4. By focusing only on the volume of complaints, the airport can argue that noise isn't a significant issue – even when it clearly affects residents.

Vice Chair Cavanaugh would like clarification on what is meant by "clearly affects residents." He would like to have a metric. Science, medical data, mental health data, or something else that can be relied upon when taking legitimate issues to the FAA.

5. I hope that will not be the conclusion of your presentation tomorrow.

Vice Chair Cavanaugh said that he was sorry to disappoint you.

If you watched the Correspondence and Communication portion of the Council Meeting yesterday and you saw a group of seven elected officials dedicated to getting on with the business at hand and who look forward to a joint meeting with the NAA soon.

Vice Chair Cavanaugh didn't want to be too pessimistic here but he disagreed that the meeting was indicative of seven elected officials dedicated to getting on with business at hand and who look forward to a joint meeting with the NAA soon. He commented that they had hired their own attorney for over two years, and they, themselves, could not agree on what that attorney had said to them. At the City's workshop meeting on Monday, he stated that Council Member Christman had a very reasonable proposal to have a consensus to allow the full City Council at a City Council meeting to discuss their position on not accepting grants that were taken in 2022. He urged all citizens to listen in. Council Member Christman was unemotional, factual, and a statesman in how he presented the decision, and was voted down 4 to 3 on even allowing that dialogue to happen. Vice Chair Cavanaugh felt there was a fair amount of miscommunication at the City Council level,

and because of that, he looks forward to a meeting with the City Council. He recommended that the NAA Board not meet with them until they know what they want from us. We are not asking anything from them. They want to come to us and have a discussion. He felt it would be productive if they could come up with an agenda of what they would like to see the operating procedure of the airport going forward. He would urge that and look forward to that meeting once they have harmonized their thinking as a City Council. Again, there was no specific date given for a Joint meeting.

We have a capable and diverse group of City residents serving as our City Council and our NAA.

Vice Chair Cavanaugh said he did not think she would include him in this group but he thanked her.

Your own agreement on the noise issue and concern over aircraft traffic was a hopeful sign and why so many supported your appointment.

Vice Chair Cavanaugh did not understand the comment, as he did not know who supported or did not support his appointment. He wasn't aware that there was any prearrangement.

I hope the collaborative efforts of the NAA and City Council will bring results.

Thank you for your service,
Janet Ferry.

Vice Chair Cavanaugh stated that he appreciated Ms. Ferry's viewpoint and her concern. He did note that he had received an email from ONA in August 14th regarding noise. He wrote back and asked for some information from them but has not heard back to date. He expressed disappointment that he got no response, given his status as a dues-paying member of ONA.

Commissioner Dustin stated that, from the City Council's perspective—and based on discussions between the Mayor, himself, and Mr. Rozansky—improving quality of life ideally means cutting jet traffic by half. He said this goal reflects the City Council's desire for local control, though they do not seem to understand, despite legal advice, that taking control is by their getting control of the NAA Board. He emphasized that the Board does not control aircraft operations—the flying public does. He noted that the heat maps presented today illustrate more proof of what is essentially listening to the loudest voices. If magically, you could cut the jet traffic in half, City Council would be faced with the retailers, the restaurants, the hotels, the real estate groups, the health care people as well as all the employees of these groups because it would destroy this City's quality of life. He referenced the State's study that reflected the airport creates $781 million of economic value, which he thought was much more than that. The idea that we will pander to the loudest voice and fix it in the short term needs to be an honest conversation by City Hall and the City's residents. He believes that the City has potential solutions that he has discussed before. He said the temperature is insane and the decisions are insane. He said Commissioner Crees and Commissioner Burns have been instructed and the NAA Board that we shouldn't take grants. He said that no airports survive without taking grants, and East Hampton is a perfect example of a colossal failure.

Commissioner Crees stated firmly that no one had instructed him to take any particular position on any issue.

Commissioner Burns agreed, stating that he too was not being directed by anyone and was speaking from the heart.

Vice Chair Cavanaugh added that he lives under a flight path and accepted that condition when purchasing his home. He ensured his house was built to minimize interior noise and said he has conducted his own sound studies. He discussed the significance of the truck and construction equipment traffic on Gordon. He said, while this activity reduced his quality of life, he recognized that this activity benefited his neighbors, the workers and business owners associated with this traffic/noise. The overall quality of life was improved for the Naples community with increased employment opportunity and improved building stock/weather resiliency. He said another example is the Naples Pier. He could make the case that it reduces the quality of life for the residents of the surrounding neighborhood with the traffic, noise, trash, and criminal activity being ongoing issues. On the other hand, there are a great number of citizens who feel the Pier enhances their quality of life. He reflected that "quality of life" in Naples is a subjective concept, noting that perceptions vary widely among residents. Quality of life is a community concept not just an individual one.

H. CONSENT AGENDA

1. West Quad Obstruction Removal Permit Credit Agreement in an Amended Amount of $114,000

Commissioner Dustin made a motion to approve the Agreement in an amended amount of $114,000. Commissioner Crees seconded the motion. The motion passed unanimously 5-0.

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

1. Authorize an Agreement with Vector Airport Systems for Landing Fee Billing and Collection Services

Mr. Warriner stated that the proposal is part of the FY 2026 budget and involves services that staff cannot manage in-house. The agreement includes billing and collection of landing fees, and the RFP was published. He said there were two respondents, and Mr. Will Repole, Chief Operating Officer, of Vector Airport Systems, the top-ranked firm, was here to answer any questions. Mr. Warriner said that the FY 26 Budget includes landing fee revenues in the amount of $2.3 million, and the collection fees are 9% or $240,000. He said that FAA-based aircraft at Naples Airport as well as exempt services would be exempt from landing fees. He explained how the fees were calculated for each type of aircraft.

Commissioner Dustin asked what percentage of aircraft would be subject to the $325 fee, expressing concern that such a charge could be viewed as a nuisance by operators. Mr. Warriner and Mr. Rozansky said that about 3 percent of all the jets would be subject to this fee. Commissioner Dustin reiterated his preference for increasing fuel charges instead of imposing landing fees on airport users, which he thought was nickel diming our customers. He didn't feel we needed to proceed with this at this time.

Commissioner Burns moved to authorize an agreement with Vector Airport Systems for landing fee billing and collection services; however, the motion failed for lack of a second.

Commissioner Crees then moved to adopt landing fees as recommended by staff and the Executive Director. Commissioner Burns seconded the motion.

Mr. Rozansky asked Commissioner Crees whether he intended to propose a mechanism separate from the agreement with Vector. Commissioner Crees said he considered the two issues distinct and preferred to address them separately. Mr. Rozansky explained that they were interdependent but said he was comfortable proceeding either way.

Chair Cuddihy stated that, given recent budget adjustments and uncertainty regarding future grant funding, it would be premature to implement landing fees this year. She also acknowledged concerns raised by Naples Airport tenants regarding the proposed fees.

Vice Chair Cavanaugh asked for a roll call vote on instituting landing fees as proposed by staff. The motion failed 2-3, with Vice Chair Cavanaugh, Chair Cuddihy, and Commissioner Dustin voting no.

Since the motion did not pass, Vice Chair Cavanaugh stated that there is no reason to consider Vector's agreement. He thanked Mr. Repole for being here to answer any questions.

Mr. Rozansky said Action Items 2-5 are all related to each other and suggested that the Board consider hearing Action Items 6 and 7 now and come back to Action Items 2-5 after lunch. There was majority consensus to move Action Items 6 and 7 up for consideration prior to the lunch break. Chair Cavanaugh said that he had a hard stop at 4 p.m.

Chair Cavanaugh called for a lunch break at 12:36 p.m. and reconvened the meeting at 1 p.m.

Clerk's Note: Item Actions are below in the original order, even though they were taken out of order per the consensus above.

2. Authorization to Accept Florida Department of Environmental Protection (FDEP) Resilient Florida Program Grant Agreement for the Electrical Vault Relocation/Elevation Project

Mr. Miguel Carballo, Director of Planning and Development, stated that his presentation would cover Action Items 2 – 5, and subsequently, each agenda item may be voted on separately by the Board.

Mr. Carballo stated this project is for the airfield lighting rehabilitation and vault replacement project. The project is separated into Schedule A for all the airfield lighting and Schedule B for the relocation and construction of a new airfield lighting vault. He discussed the undertakings of the project under each of the schedules. He provided a progress update on the overall project and noted that on September 11, 2025, revised proposals were received from vendors to exclude federal contract provisions, resulting in a savings of $852,192.50 on Schedule A. He said that Atlantic was the lowest bidder. He reviewed the construction administration services to be provided by AVCON, the engineer of record. After an independent fee estimate, the negotiated prices were within the 10 percent threshold as required by the FAA and resulted in $679,390 of reduced costs.

Mr. Carballo discussed grants associated with each project, as well as a full breakdown of the funding being utilized for the project. On the FDEP Resilient Florida Grant Program, he noted that there was no long term grant assurance requirements. On the Infrastructure Investment and Jobs Act grant, he noted that it does have the typical 20-year grant assurances. In closing, the next steps and the timetable for the project were explained. If approved, he reviewed the preliminary schedule for construction and completion of the project. He noted that AVCON is in the audience to answer any technical questions. A question-and-answer period followed regarding the number of pre-bid interest vs. the number of responses to the bid.

At Mr. Rozansky's request, Mr. Carballo discussed the reference process for each of the vendors.

Mr. Owens suggested that the Board vote on each individual Item.

Vice Chair Cavanaugh made a motion to authorize staff to Accept Florida Department of Environmental Protection (FDEP) Resilient Florida Program Grant Agreement for the Electrical Vault Relocation/Elevation Project. Commissioner Dustin seconded the motion.

Commissioner Burns said he wanted to make certain this grant restriction is limited to the time during construction with a five-year record retention. Mr. Rozansky stated that it was.

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

3. Resolution 2025-04 for Federal Aviation Administration (FAA) Infrastructure Investment and Jobs Act (IIJA) Grant in the amount of $1,694,935 to Participate in the Airfield Electrical Vault Replacement Project

Vice Chair Cavanaugh made a motion to approve Resolution 2025-04 for the FAA IIJA Grant in the amount of $1,694,935 to participate in the airfield electrical vault replacement project. Commissioner Dustin seconded the motion.

Commissioner Burns asked if this grant would constitute another 20-year obligation of grant assurances. Mr. Rozansky affirmed that was correct. Commissioner Crees asked what the specific assurances would be, and Mr. Rozansky stated that they were included in the agenda packet. Commissioner Crees noted there are several references but does not note what the specific restrictions are that keep our hands tied for 20 years. He would like to know what the specific restrictions are. In the 1:1, Mr. Rozansky said he shared some information.

Mr. Rozansky said the NAA agrees to comply with the assurances as conditions of the grant, but the NAA is already subject to the assurances because they are federal laws. Although he agreed with the general concept, Mr. Owens advised that he would defer to aviation counsel regarding grant assurances and the specifics. He stated that he could not say with certainty whether there was a federal law that the NAA may be subject to without being included in the agreement. However, he stated that in general, most of the laws that affect airports and deal with aviation would be imposed on NAA whether or not they were included in the grant assurances. He further discussed the standard grant assurances and stated that aviation counsel has provided memos and other information to the Board.

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

4. Agreement with Atlantic Electric, LLC for Airfield Lighting and Electrical Vault Replacement Not to Exceed $23,753,836.98

Vice Chair Cavanaugh made a motion to approve the Agreement with Atlantic Electric LLC for Airfield Lighting and Electrical Vault Replacement Not to Exceed $23,753,836.98. Commissioner Crees seconded the motion. After a roll call vote, the motion passed unanimously 5-0.

Mr. Rozansky noted that not only did the contractor agree to hold their bid that was submitted back in March, but the cost has also decreased because of the removal of federal provisions. He said this is a savings of approximately $1 million and this is an innovative and critical project for the Naples Airport.

5. Second Amendment to Contract No. 22-5528, Airfield Lighting Replacement with AVCON in an Amount Not to Exceed $2,580,003

Vice Chair Cavanaugh made a motion to approve the Second Amendment to Contract No. 22-5528, Airfield Lighting Replacement with AVCON in an Amount not to Exceed $2,580,003. Commissioner Dustin seconded the motion. After a roll call vote, the motion passed unanimously 5-0.

6. Agreement with Advanced Roofing, Inc. and Garland, Inc. for the GAT Roof Replacement - Not to Exceed $1,312,914

Mr. Miguel Carballo, Director of Planning and Development, stated that this project would be to replace the General Aviation Terminal roof. Due to previous repairs, the coatings are no longer a viable solution for this roof. He provided an overview of the project scope and schedule. He provided the results of the bid results.

Commissioner Dustin made a motion to approve the Agreement with Advanced Roofing, Inc. and Garland, Inc. for the GAT Roof Replacement in an amount not to exceed $1,312,914. Commissioner Crees seconded the motion. The motion passed unanimously 5-0.

7. Amendment to Increase Contract Amount with Konstruct Inc. dba Cunningham Construction by $200,000 for a Revised Not to Exceed Cost of $1,237,027

Mr. Carballo stated this project was initially bid in 2024 for the East Quad, Hangar Door Replacement, with an increase in the contract amount of $200,000. He reviewed the additional project scope and schedule. He stated that the project is already in the demolition phase and starting the installation of the doors. He explained the column design modification and treatment of structural steel and noted that the permitting process took nine months. Mr. Rozansky noted that this project was intended to allow the same aircraft that are already in the hangars to fit inside the hangar post-construction. He noted this is a different door type and if this change was not made, it would have reduced the hangar door width by 15 inches. He added that we have not previously replaced slider doors, only bifold doors, and have learned from this experience. Mr. Carballo said that there are about 20 more slider doors and about 60 bifold doors to still be replaced. Mr. Rozansky said that it is important to continue replacement because with every hurricane, we lose hangar doors.

Commissioner Dustin asked for comments on why the permitting delays were going on by the City. Mr. Carballo said that we are experiencing a lot of comment requests by the City on multiple projects and are starting to build in additional time on project schedules because of these additional round of comments by different departments. Mr. Rozansky said that we have heard similar comments from other contractors doing work in the City and didn't feel it was specific to the airport. He did forewarn the Board that it is increasing costs, also including the Facilities Maintenance Building project.

Mr. Carballo noted that rolling doors are vulnerable to hurricanes and that hydraulic doors are structurally independent from the building which greatly improves resiliency. He stated that Michael Baker International is here to answer any technical questions.

Commissioner Dustin made a motion to approve Amendment 7 to Increase the Contract Amount with Konstruct Inc. dba Cunningham Construction by $200,000 for a Revised Not to Exceed Cost of $1,237,027. Commissioner Crees seconded the motion.

Chair Cuddihy stated that this was one of the projects that the tenants council did not think was necessary. Mr. Rozansky said that if these doors were not repaired, they would be susceptible to hurricane damage. Vice Chair Cavanaugh suggested as we go forward with capital projects like this, to inform the tenants council about these and have their input and consider how they would align and prioritize some of the smaller capital projects.

The motion passed unanimously 5-0.

J. NEW BUSINESS

1. Reprogram $5 Million in FDOT Grant Funding

Mr. Justin Lobb, Deputy Director of Aviation, stated that this is a potentially good news item regarding a couple of existing FDOT grants. He stated the public transportation grant agreement authorized by the Board in May 2022, provided $7.5 million for the South Quad t-hangar spread with a 50 percent match spread over three fiscal years beginning in FY 2026. He stated the project is in the design is in the close-out process and the t-hangar project is not moving forward and has been removed from the FY 2026 budget. There have been some discussions with the FDOT grant program managers and there is an existing grant agreement for the airfield lighting project. They have expressed a preference to reprogram these funds in FY 2027 and FY 2028 for a total of $5 million to the airfield lighting project. However, that does mean that the remaining of FY 2026 funding would be forfeited since the project is being closed out. Mr. Lobb explained the grant funding summary with three NAA funding scenarios. By reprogramming the $5 million to the airfield lighting rehabilitation, construction administration services and pavement markings project, the NAA funds would be reduced from $6,231,217 to $1,231,217. Because there are existing resolutions in place, Mr. Lobb stated there is no formal action required by the Board.

Mr. Rozansky said the state had recently had a reduction in funding of their overall program. This year, they have started to reduce availability of some airport projects as they reprioritize how they will fund projects going forward. It is very unlikely in the future that FDOT will have funding available for t-hangars. He said in that regard it is unfortunate, but staff does believe it is the right thing to do to use the funding for the airfield lighting project.

After a roll call for consensus, there was unanimous consensus to allow the Executive Director to move forward with reassigning the funding to the airfield lighting project.

K. OLD BUSINESS

There was no Old Business.

L. BOARD REPORT

Chair Cuddihy noted on page 3 that there was only one aircraft alert this month. She said it is something we should be grateful for.

M. EXECUTIVE DIRECTOR'S REPORT

Mr. Rozansky stated he had already given an update on flight procedures. He said the new flight procedures have been published and are in place as of October 2, 2025. He noted that we should thank the FAA as well as our partners. He stated that the current flight procedures are still active and scheduled to be decommissioned at the end of November. This will make it difficult to measure the use of and impacts of the new arrival procedures until sometime after the old procedures are decommissioned.

Mr. Rozansky stated that he spoke with the Naples Police Department with regard to a continued need for their screening presence at meetings and they did not see a need for it.

Regarding the government shutdown, he shared that the Naples Traffic Tower continues to operate, and as a contract tower the controllers are being paid. He also highlighted that FAA controllers at RSW and the NAA's customs border protection inspectors are working without compensation. He said it is very difficult and a hardship to them. He stated that NAA is trying to express appreciation for their hardship but they have restrictions on accepting gifts. We are trying to support them as much as possible through this period.

Mr. Rozansky noted a couple of off-airport property developments, most notably the proposed 12-story building where the old Oakes Farm grocery store is located on Davis Boulevard. He stated that staff will be reaching out to schedule a meeting in an effort to determine potential impacts from various projects.

Lastly, Mr. Rozansky said that regarding the I-75 Challenger accident from 2024, staff has seen several lawsuits. He noted that the NTSB published certain documents on their website related to their investigation. However, no final report has been published. He cautioned against drawing premature conclusions. He said that the final report is expected to be published prior to February 2026. Mr. Rozansky shared that industry has taken some steps in response to that incident. The engine manufacturer has updated service bulletins to address corrosion in those aircraft.

N. COUNSEL'S REPORT

Mr. Owens was happy to report 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 Burns commented on Item J-1 from the September 18, 2025, NAA Board meeting regarding the Special Act Relating to the Naples Airport Authority. Since he was unable to attend that meeting, he wanted to make comments about that item. He expressed his personal concern that four Collier County State Legislators appeared to be attempting a "coup" to take control of the Authority, which he viewed as taking of City property rights contrary to the City's home-rule. He stated that such action would disrupt more than 50 years of local control, during which NAA Commissioners have been publicly selected by the City Council through an open, transparent interview process. He said that City Council answers to the voters of the City of Naples as it should be and should continue. In his view, the process works well and does not need to change. He warned that the proposed legislation would turn commissioners into pawns of politically financed groups and urged that the legislation be withdrawn.

Commissioner Crees referred to his recent meeting with the tenants association and said some of their points were valid. He noted that the airport serves a diverse group of users and that there should be a clear discussion about what the airport aspires to be—whether a high-end facility or a more basic operation. He said the NAA should focus on the long-term vision of its users. He suggested that having a workshop meeting to discuss this. Vice Chair Cavanaugh agreed, saying it is a complex issue worthy of further discussion at a workshop.

Vice Chair Cavanaugh expressed appreciation for the dialogue with the tenants association and encouraged staff to formalize a consistent communication process with them. He also recommended giving the tenants association a stronger, more balanced role among other airport stakeholder groups.

He further suggested that a joint workshop with the City Council would be most productive if the Council could present a unified perspective on what they expect from the airport operationally and strategically before that meeting.

Chair Cuddihy agreed that continued dialogue with the tenants council would be beneficial. She said there was significant progress in meeting individually with the tenants council and appreciated their concerns.

She summarized the following four key concerns of the tenants council and the NAA's collaborative actions taken in response, noting that the discussions had already resulted in meaningful progress: 1) landing fees which the NAA has decided to not go forward with but reserve the right to do so in the future should we need to; 2) rent increases which we did not rescind the increases in place but agreed to have better communication going forward and planning processes so that the tenants can plan their businesses; 3) Part 161 Study which we are not moving forward with this Study at this time and 4) Part 139 – the biggest piece is fire and rescue and although the NAA didn't change it in this budget, staff has already started working on this and will come back to the Board She appreciated the tenants council meeting individually with Commissioners and for bringing forth their ideas.

Chair Cuddihy then asked Commissioner Burns to clarify his position on federal grant funding.

Commissioner Burns explained that his opposition to accepting federal grants stems from their 20-year assurance terms and is based on the need for the NAA to plan more for the future before the lease expires. Chair Cuddihy said she was a little confused as to why Commissioner Burns accepted some of the grant requests today. He responded that one was without grant assurances other than during the construction period and retain the records for five years. He said the $5 million grant transferred to the airfield lighting project didn't extend it longer than it already exists. Chair Cuddihy thought it was difficult to understand Commissioner Burns' position. Commissioner Burns said it is his time in the Sunshine and has only one year left to his term. This is where he can have an impact of what goes on at the Naples Airport.

Secondly, Chair Cuddihy asked Commissioner Burns about his position regarding the proposed legislation. She noted that the NAA Board had reached consensus not to take an official position because it is not our fight and is between the City and the State. She asked Commissioner Burns if he supported the Board's consensus. He said that since he was not at that meeting, he couldn't comment on that consensus. Chair Cuddihy said it was a unanimous consensus, 4-0 and it still would have passed if he dissented. She asked again if he would support the Board's majority consensus. Commissioner Burns stated that, with only three years of aeronautical experience, he had already expressed his opinion on the matter and did not intend to take any further action beyond what he had already done.

Chair Cuddihy announced that two new appointments to the Board would be made in November and that applications must be submitted by November 7, 2025. She encouraged interested individuals to apply and urged others to share their views with the City Council regarding desired Board representation. She noted that having more applicants increases the likelihood of selecting the most qualified candidates. Chair Cuddihy also announced that she would not be reapplying, citing her commitment to caring for her husband as her top priority. She noted that next year, Commissioner Burns and Vice Chair Cavanaugh's terms will be expiring. She noted the tenants council proposed a list of qualifications that they recommend a Board candidate have.

Commissioner Dustin expressed his disappointment about the grant issue in June but in some way thanked Commissioner Crees and Commissioner Burns for stirring up the tenants and for stirring up the State because essentially, that is what caused the proposed local bill to go forward.

Commissioner Dustin stated his appreciation to Mr. Don Maxwell, who pointed out that the Naples Airport should be viewed as a hero for helping to keep building height restrictions in the City of Naples in check. He said that it may be the biggest driver in helping to keep the local community flavor. He encouraged the Board to think about that as the vocal minority who are working to suppress the airport. He didn't think the airport was going to grow that much. He thought the NAA was doing everything they can to help with the noise issues. He stated that the tenants council may be the beginning of the City of Naples silent majority waking up to let the City Council know their desires with respect to the airport.

Regarding Commissioner Burns' position on not accepting grants, Commissioner Dustin stated that 2048 is a long time away and wasn't willing to starve the airport of cash. The NAA Board should accept every available grant opportunity to help make the airport a first-class facility.

He further commented that the City's claim of a "home rule" issue is, in his view, a false flag. He explained that the City relinquished home rule in 1969 when it transferred control of the airport to

the NAA, a special statutory district, due to prior mismanagement and losing taxpayers' dollars. Now that the airport is successful, he said, the City seeks to regain control and micromanage operations. Commissioner Dustin expressed concern that the City could interfere with the airport by delaying permits or creating other administrative hurdles. He emphasized that the City is the airport's landlord but does not manage its operations, and he called for the City to be transparent about its legal position and fair in its dealings with the NAA.

Commissioner Burns added that he had prepared an exhibit two meetings prior referencing the City of Naples' vision of preserving local charm. He said he had received an email from the Mayor's assistant containing the official definition of the City's vision and requested that it be shared with the Board before the next meeting. Ms. Menard confirmed she had the exhibit and copies available.

Q. ADJOURN

With no further business, the meeting adjourned at approximately 2:15 p.m.

Christopher A. Rozansky
Secretary

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

Robert Burns

From: Janet Ferry <jferrycapecod@aol.com>
Sent: Wednesday, October 15, 2025 7:39 PM
To: *Terry Cavanaugh*
Cc: Robert Burns; Rita Cuddihy; Kerry C. Dustin; John Crees
Subject: [External] Agenda Item #G-1 Noise

Commissioner Cavanaugh,

Yesterday at a regular meeting Council came to unanimous consensus on three points:

1. They do not want to move the Airport

2. They do not want to close the Airport

3. They want to work with the NAA to mitigate noise and bring operations in line with the City Vision and the City residents expectations for quality of life.

It has long been established that both City Council and the NAA agree there is a noise issue. Further, agreement between the Airport and Council that managed operations will reduce noise has been memorialized in previous workshops. You have agreed with both.

Below is your letter to ONA, prior to you joining the NAA that states your concern (which has you worried) about aircraft traffic.

In your September 6, 2022 Interview you acknowledged the noise issue, you say you personally recognize that noise is a "reality" and said we should find solutions where we have "control".

The conviction of City Council today and the overall agreement that there is a noise issue, is good news for the residents who agree with 1., 2., and 3., above and want to see the Airport managed in such a way that serves the City, patrons of the Airport, and interferes less in our resident's quality of life.

The heat maps, in your presentation suggest it might be very beneficial to consider dispersion, something else agreed on some time ago.

On noise, your presentation recognizes that 6% of City households lodge a complaint. I count myself among those who *"don't".*

I live under a flight path of departing planes that fly over our homes under the MSA often every 90 seconds. Although the complaint program serves some who want to have their voice heard in that manner, I imagine I am not alone in that I do not have a noise app on my phone, nor have I have ever filed a single complaint. Because:

1. The Noise issue has long been established and agreed upon by Council, the NAA, and you.

2. I do not want to further interrupt my day by running in to the house to lodge a complaint, all day every day or leave Ridgeway coffee to return home and submit complaint(s). Feeling as though I have to do so to legitimize the issue is *just wrong.*

3. I suspect I am like many others in that I don't think it makes a darn bit of difference if I file a complaint; there is no threshold for

what an acceptable and unacceptable number of complaints is which would be considered sufficient.

4. By focusing only on the volume of complaints, the airport can argue that noise isn't a significant issue—even when it clearly affects residents. I hope that will not be the conclusion of your presentation tomorrow.

If you watched the Correspondence and Communication portion of the Council Meeting yesterday you saw a group of 7 elected officials dedicated to getting on with the business at hand and who look forward to a joint meeting with the NAA soon. We have a capable and diverse group of City residents serving as our City Council and our NAA. Your own agreement on the noise issue and concern over aircraft traffic was a hopeful sign and why many supported your appointment.

I hope the collaborative efforts of the NAA and City Council will bring results.

Thank you for your service,

Janet Ferry

From: Terry Cavanaugh <twcavanaugh@gmail.com>
Sent: Tuesday, May 31, 2022 7:43 PM
To: council@naplesgov.com <council@naplesgov.com>
Cc: Info Old Naples Association <info@oldnaplesassociation.com>
Subject: Airport noise/pollution

We cannot attend in person or virtually the session this week.

We do want to express our strong concern about the current state and FUTURE state of aircraft traffic.

The current situation has us worried about:

Noise pollution
Exhaust/fuel pollution
Ground safety of residents (especially children in school/park settings).
Visitor experience on 5th Ave and 3rd Street

Please use all investigative capabilities to assure all citizens that the above concerns will be mitigated. This is a major issue with long-term quality of life implications. All of you on council have the duty to make hard decisions that benefit the majority of Naples residents not the Airport Authority, the county government, FAA, or aircraft owners/operators.

Respectively -

Terry & Patty Cavanaugh
190 16th Ave. S

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, October 16, 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

1. Determine Board of Commissioners Quorum
   a. In person attendance
   b. Action required by majority of in-person members to allow virtual attendance.

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. September 18, 2025, Regular Meeting Minutes

E. PUBLIC COMMENTS (5-minute limit)

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. NetJets Request to Develop an Exclusive Use Facility
2. Collier Mosquito Control District Request to Renegotiate Lease
3. Potential FY 26 Operating and Capital Budget Reductions

G. NOISE

1. Noise Comment Heat Maps from January 1, 2025 to September 30, 2025

H. CONSENT AGENDA

1. West Quad Obstruction Removal Permit Credit Agreement in an Amended Amount of $114,000

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

1. Authorize an Agreement with Vector Airport Systems for Landing Fee Billing and Collection Services

2. Authorization to Accept Florida Department of Environmental Protection (FDEP) Resilient Florida Program Grant Agreement for the Electrical Vault Relocation/Elevation Project

3. Resolution 2025-04 for Federal Aviation Administration (FAA) Infrastructure Investment and Jobs Act (IIJA) Grant in the amount of $1,694,935 to Participate in the Airfield Electrical Vault Replacement Project

4. Agreement with Atlantic Electric, LLC for Airfield Lighting and Electrical Vault Replacement Not to Exceed $23,753,836.98

5. Second Amendment to Contract No. 22-5528, Airfield Lighting Replacement with AVCON in an Amount Not to Exceed $2,580,003

6. Agreement with Advanced Roofing, Inc. and Garland, Inc. for the GAT Roof Replacement - Not to Exceed $1,312,914

7. Amendment to Increase Contract Amount with Konstruct Inc. dba Cunningham Construction by $200,000 for a Revised Not to Exceed Cost of $1,237,027

J. NEW BUSINESS

1. Reprogram $5 Million in FDOT Grant Funding

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