Thursday, November 21, 2024
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Acting Chair Cuddihy at 8:32 a.m. in the Council Chambers at City Hall.

Acting Chair Cuddihy asked Attorney Owens to explain the procedure in the absence of the Chairman. He stated that pursuant to the Article IV, Section 1 of our Bylaws, it provides that the Vice Chairman, in the event of resignation of the Chairman, shall become the Acting Chairman and shall serve as such until such time as a new Chairman is elected by the Board. Mr. Owens stated that the Bylaws also provide that the Officers of the Board, including the Chairman and Vice Chairman are elected normally at the Regular Meeting in January.

A. ROLL CALL

Present were Acting Chair Cuddihy, Commissioner Dustin, Commissioner Cavanaugh, Commissioner Burns and Commissioner-Elect Crees.

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Warriner, Ms. Zadorecky, Ms. King, Mr. Carballo, Ms. Wiggins, Mr. Keith, Mr. Burch and Ms. Menard. The Finance team was also present since they were being recognized during Item 1, Presentations and Time Certain Items.

B. PLEDGE OF ALLEGIANCE

Acting Chair Cuddihy led the Pledge of Allegiance.

C. SWEARING IN CEREMONY FOR INCOMING COMMISSIONER

Ms. Jessica Rosenberg, Deputy City Clerk, conducted the Oath of Office for Incoming Commissioner John Crees, who was appointed to a four-year term by City Council from November 20, 2024, to November 19, 2028.

D. AGENDA

Mr. Rozansky announced the following revisions:

- **Under Minutes, October 17, 2024, Regular Meeting Minutes**

  - On page 4, third paragraph, a correction was made, and a sentence was added for context as follows:

    Commissioner Dustin inquired whether violations might have ~~increased~~ decreased due to it getting dark earlier. Ms. King confirmed that a number of violations were occurring after sunset. Throughout the summer, she said there were a good number of them. She added as we move into longer nights, with the winter hours, it underscores the importance of the Noise Abatement Specialist to meet in person with the flight schools now. She also

highlighted the role of the Noise Abatement Specialist and how her efforts have been effective in addressing the curfew violations through communication and education.

- On page 5, third paragraph under New Business 1, Joint Workshop Meeting Topics, a minor grammatical was noted with the following change:

  Commissioner Cavanaugh expressed concern about the number of topics discussed for the workshop. He wanted to know who would manage the meeting to keep the Board and the City Council on task. He agreed with the Mayor's suggestion to focus on the four key topics highlighted above and looked forward to the City ~~Councilors'~~ Council's opinion~~s~~ on the exploratory study. He asked at what point would he and his fellow Commissioners opine on their position of the airport exploratory study. Commissioner Cavanaugh said he was prepared to discuss this today.

- On page 7, in the third paragraph, the following words were added to clarify the statement made.

  Commissioner Burns asked if it would be technically possible to build an airport somewhere in Collier County that would not be closed by flooding from hurricanes. Mr. Rozansky responded that it could be built in an area further inland. Commissioner Burns would like to make the point to County Commissioners of their fiduciary responsibility to consider it and ~~that~~ the airport is located in Zone B which is where the mandatory evacuation zones of Zone A and B exist. He said he would make certain it is communicated to them.

- **Under Presentation and Time Certain Items, Item 3, Economic and Investment Update**

  - The Economic Presentation was updated with the current data that just became available for the month of October and will be included in the final Board packet.

E. MINUTES

1. October 17, 2024, Regular Meeting Minutes

Commissioner Dustin moved approval of the October 17, 2024, Regular Meeting minutes, as amended. Commissioner Cavanaugh seconded the motion. The motion passed unanimously 5-0.

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Fiscal Year 2023 Government Finance Officers Association (GFOA) Certificate of Excellence in Financial Reporting

Acting Chair Cuddihy presented Mr. Warriner, Senior Director of Finance and Administration, the GFOA Award of Excellence in Financial Reporting for the Fiscal Year 2023 Annual Comprehensive Financial Report. She announced that this is the 19th year in a row that the Naples Airport Authority has earned this prestigious recognition. She congratulated the entire Finance Team for their tremendous efforts.

2. Recognition of Outgoing Commissioner

Acting Chair Cuddihy invited former Chair Ruppert to the podium. She recognized him for his four years of service to the Naples Airport Authority and said his tenure has left an indelible mark on the NAA and community. Serving as Chair during his final year, she said Mr. Ruppert's visionary leadership and steadfast commitment have been instrumental in advancing the airport's mission while continuing to advocate on behalf of the community. He was given a plaque to express appreciation to Rick Ruppert for his dedicated service.

3. Economic and Investment Update

Acting Chair Cuddihy invited Mr. Warriner to provide the update. Mr. Warriner explained that twice a year, Mr. John Grady, Managing Director of Public Trust Advisors, gives an investment and economic update; he then welcomed Mr. Grady to the podium.

Mr. Grady began with the Gross Domestic Product, stating that economic growth continues to come in stronger than had been anticipated. He provided some highlights and said the expectation for the full year is projected at 2.5%. As of now, the markets are expecting continued growth. He then reviewed the Consumer Price Index (CPI) and Inflation, stating that inflation had reversed course in October as the CPI increased 0.2% to 2.6%. He provided details relative to Inflation – CPI. He noted housing prices are beginning to level off in some areas, and the overall CPI was level at 3.3%.

Mr. Grady discussed job growth, which is a continuing trend. He said the volatility in job growth and unemployment levels remain low, noting the seasonal increase during the holidays. Subsequently, he discussed interest rates with the last federal increase occurring in July 2023, when the rate was at 5%. That rate remained for nearly 14 months and was then reduced by 50 basis points and again by another 25 basis points. It is predicted that fewer cuts are anticipated but there is the chance of a rate cut in December 2024, however it's uncertain if the rates will be adjusted or how much volatility will be in place. The goal is to have a stable and dynamic approach, make sure the NAA has the liquidity that it needs, and provide a safe investment program to protect the longer-term assets while ensuring those funds are available as needed.

Mr. Grady discussed the yield curve that begins to flatten. He noted that U.S. Treasury yields with maturities between two years and five years have rebounded in recent weeks and when combined with 0.75% rate cuts in the Federal Funds rate, it has resulted in a flattening of the yield curve. Subsequently, Mr. Grady discussed how interest rates have rebounded from recent lows. He said

the data he has provided illustrates the amount of volatility experienced in the last few years. He noted that rates remain elevated compared to a few years ago, which allows continued investment at higher rates.

Commissioner Crees asked if Mr. Grady had any insight into the possibility of a government shutdown. Mr. Grady said he did not see that, but when looking at inflation and interest rates from November 6th (Presidential Election) to now, there has not been a lot of volatility. Commissioner Crees asked if Mr. Grady anticipated the President-Elect taking more control over the federal government. Mr. Grady responded that he didn't see that happening. Mr. Grady said that by design the fed is a quasi-independent agency, and he hoped they would remain quasi-independent.

Commissioner Dustin stated that most of his advisors use 10 years in their analysis. He asked why Public Trust Advisors uses a five-year analysis. Mr. Grady responded that he could add the 10-year analysis to his charts, explaining that the NAA was allowed to invest up to 10 years, but generally for public funds investments, the practice is to stay at five years or less, primarily because of volatility. Commissioner Dustin said the volatility of the jobs market is one of the many federal numbers that has become less reliable. He asked how Mr. Grady felt about using government numbers even though they seem unreliable. Mr. Grady said they try to take away the bias and view the numbers objectively.

Mr. Grady provided an overview of the NAA's investment portfolio which included the short-term and long-term portfolio strategy. Commissioner Dustin asked Mr. Warriner to provide a forecast of cash consumption over the next 12 months and 24 months. Mr. Rozansky stated that the information was in the City of Naples/NAA Joint Workshop packet, and he could share it again. He said there are three significant projects estimated around $50 to $60 million in the next three or so years. This includes the lighting replacement and elevation of a new airfield lighting vault (estimated at $17 million), rehabilitation of the aircraft parking apron which has some of the worst pavement on the airport (estimated at $20 million) and rehabilitation of the primary runway 5-23 (estimated at $15 million to $20 million).

A question-and-answer period followed. Mr. Rozansky stated that he would share the detailed investment policy with Commissioner Crees.

4. Sustainable Aviation Fuel

Mr. Justin Lobb, Deputy Director of Aviation, provided a brief background of sustainable aviation fuel (SAF). He said this program is something that the NAA has been tracking for many months. SAF has only been available on the U.S. west coast, and it is a fairly new development on the availability of refining capability in the southeastern region of the United States. He introduced Mr. Joe Taravella, Area Manager for Florida, and Joel Hirst, Senior Vice President of Sales, both with Avfuel Corporation.

Mr. Joel Hirst provided a history of the Avfuel Corporation. Some of the highlights Mr. Hirst presented were that Avfuel was dedicated to aviation with 33 branded dealers in Florida. He said there are more than 675 Avfuel-branded locations, and more than 3,500 global fueling locations. He noted that they have sustainability partnerships with Neste and Valero. In addition, Avfuel is an industry leader in SAF, aiming for net-zero by 2050.

Mr. Taravella stated that the goal of this presentation would be to provide a general overview of SAF. He noted that in 2009, business aviation committed to emissions reduction. SAF adoption offers the largest emissions reduction potential. He explained what SAF is and how each 8,000-gallon SAF delivery reduces emissions by 19 metric tons, equal to removing 4.5 cars from the road for one year. He also discussed that SAF is approved for use in turbine aircraft as a "drop-in fuel," having been tested by OEMs extensively. He shared a list of the airports and OEMs that receive SAF from Avfuel.

Mr. Hirst reviewed the January 2025 SAF supply chain, which includes a new Port Everglades location, thereby greatly reducing the transportation cost. He reviewed other organizations that would purchase the product. He said that flight departments who purchase SAF would receive a product transfer document (PTD), bill of lading, certification and traceability, feedstock used, and compliance and regulatory requirements.

Mr. Taravella reviewed how SAF would benefit the Naples community and the future of SAF. He said SAF reduces carbon emissions by up to 80 percent, improving air quality and combating climate change.

Commissioner Burns clarified that SAF is a blended fuel, and he asked about the percentage of the blend. Mr. Hirst stated that the most common blend was 30% SAF and 70% traditional jet fuel. Mr. Hirst said the maximum allowed by the FAA is 50 percent. Commissioner Burns wondered if SAF could be used at 100% and Mr. Hirst said that it was being tested.

Commissioner Cavanaugh asked about the cost of this fuel versus traditional fuel. Mr. Hirst said operators tend to look at the premium cost over traditional jet fuels. Previously, bringing jet fuel to the east coast was probably a $7 to $8 premium over traditional jet fuel pricing at FBOs. This would bring the pricing structure to approximately $1.80 to $2.00 more than traditional jet fuel. That is a point level that people will purchase. It will compete with the cost increment on the west coast. He said the price point in Naples would end up around $8.00 per gallon. Commissioner Cavanaugh asked how many aviation refiners there were throughout the country. Mr. Hirst said approximately 30, but only two produce SAF.

Commissioner Dustin asked how many gallons would refuel a typical jet. Mr. Hirst indicated between 600 gallons to 3,000 gallons. Commissioner Dustin asked if Mr. Hirst was familiar with the many times the NAA had to deal with people thinking that jets were leaving soot on the runways, which Mr. Rozansky noted had been tested at least five times and had come back as mold and mildew, not soot. Mr. Hirst said tests have shown that SAF burns slightly cleaner than jet fuel. He said the same emissions just aren't present with SAF as are present with jet fuel. Commissioner Dustin said the availability of biofuels might diminish as this grows in popularity and use. He also said that woody biomass was being cultivated and he asked what else was new. Mr. Hirst responded that today, SAF is in generation one. That feedstock is primarily waste oils, residue oils, animal fats, and greases, which is the predominant feedstock for SAF until 2030. As other ones develop, such as sugar and sugar cane, there will be more feedstock in the future.

As a follow-on question regarding pricing, Acting Chair Cuddihy asked about the projection for when SAF would become a much larger percentage of the fuel used. Mr. Hirst said one of the largest fractional fleet operators projected their goal as 10 percent of their total fuel consumption, which is a meaningful amount. He said that is tracking toward 15 percent in the next year, which indicates that the demand is growing. Acting Chair Cuddihy asked when Mr. Hirst saw this

reaching critical mass. Mr. Hirst said the new production facility would double the output and to get it to scope and scale, the new supply point would be critical because of all the outputs. The more products getting into areas that have not had access to the product, affordably, would increase the demand. He said in the next five years, he believed there would easily be seven or eight additional U.S. production facilities which should lead to price neutrality.

At Commissioner Burns' request, Mr. Hirst sumarized the development of SAF fuel, emphasizing that testing and development has been a 10-year process.

Mr. Rozansky added that Avfuel was NAA's supplier of UL 94 last year, providing NAA with a custom-built AvGas fuel truck for the UL 94. He noted that Naples will be among the first in the state offering SAF.

5. Hurricanes Helene and Milton Update

Mr. Lobb provided an overview of the impacts experienced during Hurricanes Helene and Milton. He said fortunately, the airport had minimal impacts from the storms, with Milton incurring more damage than Helene. He provided a high-level summary beginning with the hurricane preparedness plan to protect airport operations and minimize storm damage. He provided a timeline from both hurricanes from when Executive Director Rozansky declared an emergency, through recovery, then reopening of the NAA Administrative offices. He shared photos of airport property flooding and noted that during Hurricane Milton, some NAA staff members sheltered at the Naples Fire Department. He noted that the total expenses resulting from the damage were less than $50,000, below the NAA's deductible. He noted that emergency responder teams obtained fuel at the airport in their recovery efforts. Commissioner Dustin noted that NAA plays a crucial role in emergency management recovery efforts. Mr. Lobb discussed the lessons learned from Hurricane Ian that positively affected the recovery efforts following Hurricanes Helene and Milton.

Mr. Lobb provided a summary which included the design phase of lighting and infrastructure repairs from Hurricane Ian. He said he anticipates bidding for this project in December with an estimated cost of $16.6 million.

Commissioner Burns stated that during the Joint Workshop with City Council on November 7th, the NAA's aviation attorney, Mr. Peter Kirsch, made a presentation of the FAA Reauthorization Act that was passed last year. He stated that during the presentation, Mr. Kirsch referenced Section 737 of the FAA Reauthorization bill, entitled Coastal Airport Protections. His note indicated that it requires the FAA to coordinate with the Army Corp of Engineers and NOAA to assess the resiliency of coastal or flood-prone areas and submit a report to Congress on the findings and related recommendations. Commissioner Burns wished to make certain the NAA was on the cutting edge of that study and would like to see the NAA be involved in that study from the beginning. He also wanted to see a timeline of the process and asked that staff provide periodic NAA Board updates. He thought that this effort could eventually result in funding to assist flood-prone airports. Mr. Lobb said staff was pleased to see this in the Reauthorization Act and that we would be tracking this through our advocacy groups, primarily the American Association of Airport Executives (AAAE), which has staff dedicated to tracking the implementation of Reauthorization. NAA staff would express interest in participating in the Army Corp of Engineering assessment. In addition to the tracking by the trade organizations, Commissioner

Burns suggested that staff be in touch with our local members of Congress, including our two Senators, to encourage engagement on NAA's behalf and to track the process.

Acting Chair Cuddihy stated she would ask the entire Board to vote on Commissioner Burns' suggestion. Mr. Rozansky noted that Mr. Kirsch was investigating this information as discussed in the Joint meeting and staff would bring information to the Board.

Commissioner Cavanaugh agreed with Commissioner Burns' suggestion and stated that he would expect this to be staff's normal course of action. He preferred to see the NAA spend money on a high-level study before the next hurricane season to clearly define resiliency and whether the airport was able to provide it. This would be an NAA-specific study, not in depth, but intended to prompt long-term planning to protect the airport, the citizens and ensure adequate staging of emergency management personnel.

Commissioner Crees had no comment.

Commissioner Dustin agreed with Commissioners Burns and Cavanaugh. He wanted to hear from Mr. Rozansky who stated that staff had been contemplating including a line item in the budget process for a further study of resiliency. However, there were some budget restraints on capital needs and the question regarding the future of the airport. He questioned how much should be invested in making the existing airport more resilient if it may be relocated. He also questioned whether it would be sending mixed messages to the legislative representatives. He noted that consistency was important. Commissioner Dustin said he had been in private meetings with Congressional and Senatorial people, and he could privately advance the NAA's interest in this although Mr. Rozansky made a great point about sending mixed messages. Commissioner Dustin said he would delay a resiliency study until we determine the NAA's position regarding City Council's request to go forward with the exploratory study.

Acting Chair Cuddihy thought that resiliency would be an issue for the NAA in the short run and the Board needed to find a way to deal with the notion of whether the airport would be relocated, understanding that even if it is relocated, it would not happen anytime soon. She suggested that during a future session, staff provide their thoughts about resiliency to the Board. Acting Chair Cuddihy said it is very important for the NAA to discuss our future lobbying efforts and what to do about the next steps of the airport.

She asked the Board for a consensus that as part of the Reauthorization Act, as discussed by Mr. Kirsch, the Board decide what the NAA should do or how it should be involved in the resiliency process and with an understanding that resiliency is of paramount importance.

Commissioner Dustin said he would be having meetings with our Congressional representative, and he thought it would be perfect timing for raising the issue and asking them for help. He asked the Board members to provide some guidance to him before these meetings. He thought the Board should decide whether he should request that NAA be a test case. Mr. Rozansky suggested guidance from the lobbyist as to what the FAA intentions are. He said that Commissioner Dustin could certainly approach the topic, but he did not know if NAA was at the point of having enough information to make a specific request on behalf of the NAA Board. Mr. Rozansky noted there is a lot of information yet to come.

Commissioner Crees added that he was in favor of resiliency, as it is not okay to have the airport flooding. Commissioner Crees did not think private lobbying was appropriate because transparency is extremely important.

Commissioner Cavanaugh thought there should be a consensus, notwithstanding constraints on the budget, to gain some clarification on what resiliency looks like for the airport, into the future, and perhaps ballpark it in terms of cost.

Mr. Rozansky stated that staff could return to the Board at a future meeting to discuss the short-term steps already in place. He provided some examples such as elevating the pads at the motorized security gates, incorporating Starlink as a back-up internet connectivity tool, and looking at flood barriers for critical facilities. On a long-term basis, he noted that following Hurricane Ian a few years ago, staff presented a presentation involving elevating the airport field by one to two feet, estimated at $70 million to $100 million. He noted that this type of project would have to be phased over decades to ensure aircraft had runways with gentle grades.

Commissioner Crees proposed performing a high-level exploratory investigation to provide an idea of what the NAA would need to do in terms of resiliency.

Acting Chair Cuddihy summarized the action items that she heard consensus on from the NAA Commissioners.

- Mr. Rozansky to provide a resiliency update at a future meeting (January -- February timeframe)
- Lobbyist – wait for additional information from Mr. Kirsch but with haste
- In terms of resiliency, what has already been done, what's in the process of being done and what should be done within the next 20 years

There were no objections.

G. PUBLIC COMMENTS ON GENERAL TOPICS NOT ON THE CURRENT AGENDA

Mr. Rick Ruppert, 4401 Gulf Shore Boulevard North, Naples, said his goodbyes and expressed his appreciation to Commissioners for the honor and pleasure of working with them for the past four years. He welcomed Commissioner Crees to the Board and wished him well in the next four years. He thanked Board members for teaching him to be a better person and team member. He said he benefited from that with greater patience, became a better listener, learned how not to react too fast, and how to keep cool and focused while trying to deal with difficult moments. He acknowledged three past Chairs including Commissioner Dustin, Ms. Donna Messer, and Mr. Michael Lenhard, who were great tutors along the way. He also acknowledged the NAA team who has been the greatest and best organization that he has ever worked with. He stated that the NAA team has shown him how to set high standards for performance, professionalism, resilience, tenacity, and civility. He applauded their teamwork, great talent, superior leadership, and culture.

In terms of Board interactions, he said he has seen an increase in conflict, distrust, and sometimes even animosity. He encouraged Board members to not let that isolate them or define them while trying to resolve the problems. He stressed that the Board is more effective and better working together when not allowing negativity to overwhelm them.

Mr. Ruppert shared his perspective on the Board's Joint Workshop meeting with City Council earlier in the month. He said we accomplished one of the goals by learning City Council's decision on the exploratory study when they voted 4-3 to move forward with it. He said he heard four different reasons from those who wanted it to move forward. He also noted that the subjects of accepting grants and the review of opening the lease (the Lease Between the City of Naples and NAA) deserve additional clarification from City Council. He did not feel that clear direction was provided about where they stood on these subjects.

Acting Chair Cuddihy thanked him for his comments and said that she would miss him.

Commissioner Dustin addressed Commissioner Crees' earlier opinion regarding his position about transparency regarding Commissioner Dustin's private meetings with Congressional representatives. Commissioner Dustin said that he has personal relationships with Congressman Donalds and Senator Scott, and they both understand his NAA role as a Commissioner. Commissioner Dustin suggested Commissioner Crees meet with Mr. Rozansky to understand their input on the move and their thoughts on the airport. Acting Chair Cuddihy added that this matter could be discussed later in the meeting.

Acting Chair Cuddihy called for a short recess.

H. NOISE

1. Noise Compatibility Committee Update

Vice Chair Cuddihy presented the update.

The Noise Compatibility Committee (NCC) last met on October 30, 2024, at the airport office building. Committee members approved the NCC fiscal year 2024 annual report, which the Board will review for approval during today's meeting. The NCC re-elected Mr. Richard Krawczun as the NCC Chair and Mr. Andy Reed as the Vice Chair. Mr. Krawczun represents the geographic area southeast of the airport and has served on the committee since 2020. Mr. Reed is the NCC's county at-large representative since 2022.

During the meeting, the NCC received presentations on Fly Safe Fly Quiet leaderboard results and revisions, portable noise monitors, and the Congressional FAA reauthorization process. The members were very engaged, and particularly in their support of the NAA participating in the FAA's Aircraft Noise Advisory Committee and their desire to participate in helping promote the Fly Safe Fly Quiet leaderboard.

The meeting and materials are available on the airport's website, flynaples.com. The 2025 meetings were set for February 27, May 8 and November 6.

Public outreach and engagement are critical to the NAA's efforts to engage with the community. Ms. King will be working with the Board, NCC members and other community leaders to schedule meetings and presentations with key stakeholders. Anyone interested in scheduling a meeting, presentation, an airport tour, or hosting a noise monitor should contact her at 239-643-0733 or rking@flynaples.com and visit our website at www.flynaples.com to join the subscriber list for airport updates.

Commissioner Burns noted that at the recent City Council meeting there was an agenda item to review the November 7, 2024, Joint Workshop. He encouraged everyone to watch the video because during that meeting, there were comments from members of the City Council who thought that the NAA Board needed to provide additional thought about who is selected to be on the Noise Compatibility Committee. Commissioner Burns clarified that City Council did not take a consensus vote on how to make selections, rather, only some made comments. Commissioner Cavanaugh expressed concern about the NAA Board thinking they must respond to every commentary. He added that if a City Council member feels a topic is important, they need to bring it to whoever they feel is the appropriate resource. He said the NAA Board has been appointed to provide governance, and management does a great job and is empowered to run the operational aspect of the airport. He feels that the NAA Board and City Council need to step away from the operational aspect of the airport and instead focus on bigger issues.

I. CONSENT AGENDA

1. ~~**Resolutions 2024-10 for Florida Department of Transportation (FDOT) Grant for the Taxiway Lighting Replacement**~~

2. ~~**Executive Selection Committee Ranking of Firms for Request for Proposals (RFP) 2024 Public Relations and Marketing**~~

3. **Board Ratification of $44,287.62 in Hurricane Milton Related Expenditures or contracts Authorized by the Executive Director**

Commissioner Burns requested moving Consent Agenda Item Nos. 1 and 2 to Action Items for further discussion.

Commissioner Dustin made a motion to approve Consent Agenda, Item No. 3 and remove from the Consent Agenda, Item Nos. 1 and 2 and shift those two items under Action Items. Commissioner Cavanaugh seconded the motion. The motion was approved 5-0.

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

1. **Resolutions 2024-10 for Florida Department of Transportation (FDOT) Grant for the Taxiway Lighting Replacement (Previously Consent Agenda Item 1)**

Commissioner Burns asked if the FDOT Grant had a compliance provision, what it was, and for how long. Mr. Rozansky said there would be a 20-year obligation, and the obligations are similar but not identical to the FAA obligations. This grant pertains to the airfield lighting project. There is no federal funding to go with this, it is primarily being funded from insurance proceeds. He said the State found some funds that they were willing to contribute to this project and the obligations include maintaining the improvements for 20 years.

Commissioner Dustin made a motion to approve Resolution No. 2024-10. Commissioner Cavanaugh seconded the motion.

Commissioner Burns explained that he had heard enough and was going to continue to vote against acceptance of any more grants. He said that during the Joint Workshop when Mr. Kirsch was giving his presentation, it came to light that the East Hampton Temporary Injunction in New York, that the FAA had approved something, but the FAA's decision did not impact the Court decision. Commissioner Burns said that Mr. Kirsch noted that the court decision was based on an environmental issue. Commissioner Burns added the East Hampton Airport has achieved their independence from FAA grants, and the FAA has approved it. He said he was led to believe over the past two years for lack of information that the reason the injunction halting went into effect was because of the FAA and at least at this point, it was not. He said we had to start somewhere, and this is why he was against accepting grants.

Commissioner Cavanaugh asked Commissioner Burns to explain his comment that "the FAA approved it." Acting Chair Cuddihy noted that she and Mr. Rozansky had a conversation with Mr. Kirsch following the Joint Meeting and while Commissioner Burns commentary was true, she said that she and Mr. Rozansky learned that the situation with East Hampton was not as clear cut as he explained. She asked Mr. Kirsch to provide additional information to help NAA understand his statement. Mr. Rozansky stated that Mr. Kirsch is preparing a memorandum that explains the situation in layman's terms. Mr. Rozansky understood that there were no fewer than 23 different legal actions that had been taken in a period of more than 20 years. Mr. Kirsch hopes to provide the information to staff soon, and it will be provided to the Board for additional clarification. Acting Chair Cuddihy suggested that we wait until Mr. Kirsch's report is available before discussing the Board's view on accepting or not accepting grants.

Commissioner Crees believed the NAA should be self-financed and self-sustainable. He believed the airport should not be taking charity and commented that the City's elected representatives were clear about how they feel about grant funding.

Commissioner Dustin pointed out that the NAA is an independent authority, responsible for the fiscal integrity of the airport as well as the safety of the airport. He said this is a safety item and felt it is the wrong place to take a stance on not accepting grants. He cautioned against lawyers running the airport, as well as the City trying to run the airport.

Regarding Commissioner Crees' comments, Commissioner Cavanaugh said he didn't consider taking grants as charity. He said NAA collects taxes on fuel sales, but that amount totals much more than what the airport receives from the government. If Commissioner Crees felt taking grants was charity, he stated that likewise, the City should not be accepting money from the federal government to run their projects. Commissioner Cavanaugh agreed with Commissioner Dustin's comments that the NAA is a state-authorized authority, and as such, has a fiduciary responsibility to a broader citizen group than the City of Naples. He recognized that he is a citizen of Naples and was appointed by virtue of the land lease that the City controls, however, his role is responsible to respond to Collier County residents and even a broader constituency than that. He asked Commissioner Crees to think about that as we move forward.

Acting Chair Cuddihy summarized that a couple of Commissioners did not want to accept grants, and a couple of Commissioners did want to take grants. She stated that the NAA is allowed to accept grants under the Enabling Act. It is important to understand the City Council's perspective. She said, however, that she has heard different opinions from City Council – take grants for safety, not take them for safety, not take them at all, but she did not think there was a consensus from them. She noted that unless there is a plan of action that states the NAA is committed as a Board,

as a city, and a state to stop accepting grants because there is a viable path forward, then that is a different issue. Currently, a viable path forward has not been identified yet and until she sees that, she will agree to continue to accept grants, continue to use them for safety and for whatever we see is in the best interest of safe and efficient use of the airport. She said we could ask the City Council for their clear position and we continue to work at what the long-term issue is.

Commissioner Dustin said that the Board had a unanimous vote to continue to accept grants through the current fiscal year. He asked Mr. Owens, Attorney, if that meant that the NAA would be bound by that vote. Mr. Owens said past decisions do not necessarily bind the Board from changing their minds and their votes.

Commissioner Burns made additional comments regarding the need for decisions to be made with what we are going to do with this airport when the lease expires in 2068.

After a roll call vote, the motion passed 3-2 with Commissioners Burns and Crees against Resolution 2024-10 authorizing the Executive Director to execute FDOT Public Transportation Grant Agreement for the Taxiway Lighting portion of the Airfield Lighting Replacement Project.

2. Executive Selection Committee Ranking of Firms for Request for Proposals (RFP) 2024 Public Relations and Marketing

Commissioner Burns commented that the recommended firm, Priority Marketing, had no location indicated in the packet. He asked about their physical address and who their existing clients were. He also noted that he would like to see more of the details that would be in the contract regarding what services the vendor would be providing. He noted the second firm had in their proposal to market the growth of the airport, and he thought it missed the point of what's going on here.

Mr. Rozansky said a representative from Priority Marketing was present to address the questions about their clients. He said Priority's offices are in Fort Myers. Ms. Teri Hanson, President and Founder of Priority Marketing, stated they had been in business for 33 years and were 65 team members strong. The corporate office is based in South Lee County, but the company services several clients in Collier County. Commissioner Burns asked Ms. Hanson to provide some information about their airport experience. She responded that they have worked with private charter jet companies and has represented Elite Jets for about five years.

In response to Commissioners Burns' and Crees' question about why the NAA needed a public relations firm, Mr. Rozansky stated that the NAA had retained public relations contracts for several years. There is currently a firm under contract, Garth Solutions, which began during the Noise Study. Garth Solutions is in Fort Lauderdale and that has been the predominant missing element from the work they prepare on NAA's behalf. He said much of what a public relations firm will do is website design, graphic design, promotion in the aviation community on initiatives such as the Fly Safe Fly Quiet (FSFQ) program and the Leaderboard program. He noted that the NCC annual report is included in today's packet and some of the graphics and templates for those types of reports are prepared by the public relations firm. He noted that there are zero dollars spent towards marketing or business development. He said that at least one half of the time and effort has been spent on the noise abatement initiatives, therefore, having a public relations firm has been effective. He said the messaging is important, and it is widespread, noting that it's created the perspective among many pilots' that the noise abatement guidelines are mandatory.

Mr. Owens advised that standard contracts provide authority for the NAA Board to terminate for any reason at any time at their sole discretion without penalty with 30 days' notice.

Ms. Hanson stated that the objective of her firm is to provide professional, objective support to the NAA. She said communication and messaging are the primary elements, further spelled out in the contract whether it would be with media, internal and external stakeholders, or citizens.

Mr. Rozansky stated when the NAA lobbied Congress, last year, collateral was developed around that, and a campaign was developed to get citizen response to our representatives before we got to Washington, D.C. This is the type of assistance and expertise a public relations firm provides to the NAA.

Commissioner Dustin recalled when he first got onto the Commission, the Mayor encouraged the NAA to get a public relations firm to provide better communication to the public.

Commissioner Burns preferred that the word "marketing" be removed from the contract and instead use the word "messaging" in the contract. Mr. Rozansky said he could retitle the name of the RFP. Commissioner Crees said that he agreed and noted that the comments he was hearing from the community was the perception that the RFP was to increase volume and traffic, and it is not. To Mr. Rozansky's comment regarding the Fly Safe Fly Quiet messaging around the airport, Commissioner Crees said that he had the privilege of touring the airport last week, and one cannot miss all the FSFQ signage. He said the airport is very well messaged and congratulated staff on these efforts.

Commissioner Burns made a motion to approve Consent Agenda, Item No. 3, Executive Selection Committee Ranking of Firms for Request for Proposals (RFP) 2024 Public Relations and Messaging. Commissioner Cavanaugh seconded the motion. The motion was approved 5-0.

3. Noise Compatibility Committee Annual Report

Ms. Robin King, Director of Community Relations and Communications, presented the 2024 Annual Report of the Noise Compatibility Committee (NCC). The presentations included NCC Annual Report highlights of the Committee's efforts related to the Part 150 Noise Study and the Fly Safe Fly Quiet Program.

Acting Chair Cuddihy said the report was well received by the NCC and thought it appropriately represented the work they had been doing. Commissioner Cavanaugh agreed that the NCC was doing great work, and he appreciated the content of the report and stated they are a balanced and thoughtful group.

Commissioner Dustin made a motion to approve the NCC Annual Report. Commissioner Cavanaugh seconded the motion. The motion was approved 5-0.

4. Strategic Plan Scorecard – FY 2024 End of Year Report

Mr. Lobb provided the results of the Fiscal Year 2024 Scorecard. He explained that the Scorecard is a tool for reporting the achievement of the NAA's goals and objectives. It is a summary of major

projects and initiatives that staff have worked on during the fiscal year which ended on September 30, 2024. Mr. Lobb stated that the year had been successful, achieving 98.78% of the measures. He provided an overview of the Goals, Objectives, Measures, and the Status as of the end of fiscal year 2024. He said that even in some areas where measures were exceeded, there were two measures under Goal 1 that were not fully achieved. In the capital project phase on schedule measure, the South Quad T-Hangar design (due to scoping delays) and the 5-23 perimeter roads (due to contractor/weather delays) were not met. He noted that the second measure to commence the exploratory study was partially met. This second part of the measure regarding the alternatives for current airport site and other lease-end considerations required a joint meeting with the City Council which took several months to schedule.

Acting Chair Cuddihy thought there should be additional consideration regarding the exploratory study. She thought staff did a great job following through on the components of the study. She wondered if the Board should go ahead and consider it met since the only thing that held staff back was the date of the City Council and NAA Joint Meeting.

Acting Chair Cuddihy asked fellow Commissioners if they would like to give any special consideration to any of the missed items that may have been outside of staff's control. She said she would like to give special consideration to the exploratory study item because she thought the team did a great job in getting through the components of it and the only reason it was missed was because staff was not able to schedule the Joint Workshop with the City until after the fiscal year-end but not for the lack of trying.

Commissioner Dustin noted that the Scorecard has an impact on bonuses to the staff. He said that he would be willing to give special consideration to the missed item related to the Joint Workshop meeting.

Commissioner Burns did not think that much progress had been made on the lease-end considerations. He did, however, agree that the Joint Workshop scheduling was out of staff's control. Commissioner Crees suggested that the exploratory study and the lease-end consideration be considered separately. Acting Chair Cuddihy clarified that Commissioner Crees was suggesting to give staff credit for the exploratory study but not for the lease-end consideration. She was unsure how that could be calculated. There was discussion to weigh the exploratory study heavier than the lease-end consideration.

Mr. Rozansky reiterated that the percentage achieved was 98.78%, and any changes would amount to a 1% or less increase or approximately $16,000 across the board.

Acting Chair Cuddihy made a motion to approve the Strategic Plan Scorecard, increasing the achievement from 98.78% to 99.3%. Commissioner Dustin seconded the motion. The motion was approved 5-0.

5. Strategic Plan Incentive Program

Mr. Lobb explained the Strategic Plan incentive award associated with the Scorecard achievements.

Commissioner Dustin made a motion to approve the Strategic Plan Incentive Program at 99.3%. Commissioner Crees seconded the motion. The motion was approved 5-0.

K. NEW BUSINESS

1. Request to Sign the Letter to our Congressional Members Regarding the FAA's Noise Advisory Committee

Ms. King introduced the item, stating that in 2024 Congress completed the once-a-decade process of reauthorizing the FAA, Section 192 of the Act creating the Aircraft Noise Advisory Committee (ANAC). The ANAC was to be comprised of representatives from stakeholders across the aviation industry, institutions of higher education, and community representatives. She explained the duties of the ANAC.

Ms. King said that NAA staff had drafted a letter to the members of the US House of Representatives and US Senate representing Collier County for review by the NAA. The letter had already been reviewed by the NCC during their October meeting and there were no objections.

Commissioner Cavanaugh did not think that just sending a letter would be helpful. He thought it was important that this letter be hand delivered to Senator Scott's Chief of Staff along with a verbal conversation with them when they are here in the district. This would demonstrate the serious nature of the NAA's desire to serve on the ANAC. He also suggested that the letter be sent to the Congressional representative for the eastern side of the county. Mr. Rozansky thanked Commissioner Cavanaugh for his recommendations and noted that it would be intent of the NAA staff to send the letter to all four federally elected representatives. He said the best place to start is with local representatives who may have a better idea of timing with the agency. He requested that the letter be shared with the City of Naples because he thought they should consider it as well.

Commissioner Crees inquired about the correct timing of this and any implications that it may fall through the cracks. Mr. Rozansky said our representatives are staying in office and they might have the best timing with the agency itself.

There was unanimous consensus of the NAA Board for staff to send the draft letter to Senate and Congressional members regarding the FAA's Aircraft Noise Advisory Committee, and anything else staff deems appropriate and to include lobbying the City to prepare a letter as well.

Acting Chair Cuddihy called for a five-minute recess.

L. OLD BUSINESS

1. Joint Workshop Follow-Up

Acting Chair Cuddihy led a discussion and direction on next steps regarding the Joint Workshop that was held with the Naples City Council on November 7, 2024. She referenced the memorandum in the Board packet related to the meeting's follow-up. She commended Mr. Rozansky and staff for preparing the outline for how to discuss the Workshop. She noted three areas which coincide with the three ways the NAA is working to improve the life for the community in controlling aviation-related noise:

- Next steps in the airport exploratory study
- Federal lobbying strategy
- Questions/comments by citizens

She kicked off the discussion by sharing things she heard during the Joint Workshop, and she thought it would be good for the NAA Board to talk about how they felt about the following issues:

1) Do you agree we have a noise problem?

- Commissioner Crees said most certainly.
- Commissioner Dustin said absolutely.
- Commissioner Cavanaugh said he believes there is noise in the community but was unsure to what extent. He said there have been many studies around the world on aviation noise, mostly at major metropolitan airports who have done studies on scientific medical evidence. He has been asking advocates of the noise problem in Naples to provide similar scientific medical evidence to the Board pertaining to cardiovascular, learning, and/or sleeping issues. He asked if NCH, the Department of Health, and the County were trying to find the problem in terms of real data. He said that would help define what the problem is and how we operate from that standpoint.
- Commissioner Burns said yes, very definitely, and he hears it loud and clear from the people who are suffering from it.
- Acting Chair Cuddihy said she also thought there was a noise problem.

For further clarification, Acting Chair Cuddihy asked regardless of how big it is and what the implications are, if the NAA Board believed we should be working on reducing noise. Commissioner Cavanaugh thought some additional scientific and empirical data was needed. He said there is noise over his house, and it is more frequent during season; however, he knew about it when he moved in and he lives with the noise. He did not think a community solution should be forced on something where there was not a demonstrated resounding community need. He again asked where the institutional organizations such as the hospitals, the Board of Education, the Fifth Avenue Business District, the realtors, private schools, and houses of worship were with their viewpoints. He said he would be more compelled to say we have a noise problem if there was a holistic voice in the community saying it was concerning and it is bothering us physically and emotionally. He still has not gotten that in terms of issues around this airport. Acting Chair Cuddihy asked if Commissioner Cavanaugh believed that current ideas or new ideas that would help reduce noise should be employed, and Commissioner Cavanaugh said yes, anything that could be done from that standpoint would be useful. If higher faster was approved, he noted that the Board could not dictate pilot actions or alter air traffic control. He was in favor of reducing noise, but not distributing noise. He said that noise needed to be addressed in a way that would not be oppressive to the community.

2) Would you be open to new ideas for addressing noise?

- Commissioner Burns said absolutely.
- Commissioner Cavanaugh said yes.

- Acting Chair Cuddihy said yes.
- Commissioner Dustin said yes.
- Commissioner Crees said yes.

Acting Chair Cuddihy said several groups presented at the Joint Workshop. She commented regarding the group, Friends of the Naples Airport, who some people believe are the airport's friends and NAA supports everything they say. She clarified that none of the presentations at the Joint meeting were vetted by the NAA Board, and we are not advocates for any of the presenters that were there that day. Each of the groups are independent and are not affiliated with the NAA in any way.

Acting Chair Cuddihy said that following the last Board meeting, staff was tasked with contacting the County and the City about their opinions on continuing the exploratory study. She stated that Commissioner Kowal, County Liaison to the NAA, had indicated that the County did not wish to meet with the NAA, and they did not know if they would be able to get a super majority that would be necessary to rezone properties allowing for a new airport location. Acting Chair Cuddihy stated that the message from City Council was 4-3 for the NAA to continue with the exploratory study. She also heard four different themes from the Council members who said yes to continue the study as follows: 1) Fort Myers (RSW) should be studied as an alternative in moving part or all of our operations, 2) look at one of the four sites recommended by ESA, 3) continue with a study because if there was some catastrophic event, a plan would need to be in place to continue airport operations, and 4) NAA should continue with the study because at the end of the lease, if it was not extended, there would need to be a plan in place. She suggested a discussion about what each of the themes mean.

1) Fort Myers (RSW) should be studied as an alternative in moving part or all operations

Acting Chair Cuddihy said talking with RSW may be a good start to learn what it might look like to move some or all operations to their airport. It does not require anything from the County and the FAA, and she didn't hear any objections from City Council. She thought Mr. Rozansky should be authorized to initiate a discussion with the personnel at RSW.

Commissioner Crees was surprised that RSW was not included on the initial list. He also believed a conversation with RSW would be appropriate. As far as whether the Board or Management should be initiating a discussion with RSW, he felt it should perhaps be a combination of both. Due to Sunshine laws, Acting Chair Cuddihy said that the Board is unable to meet with RSW and the discussion should begin between the airports' staff.

Commissioner Dustin thought staff should speak with RSW but approach with caution since they are building a new runway and will want additional traffic. He said RSW's preference would always be to have the big commercial flights and that the Naples' private aviation community would likely not be important to them. He said the reason the Naples Airport exists will have disappeared, but perhaps Marco Island's airport should expand. He was confident that our noise issues will diminish over time due to continued improvements in aviation technology. He speculated on the unknown number of people who are really bothered by noise and living in older homes that aren't built to current codes. He also commented that the alternatives to an airport site may not be good for the City of Naples because it would bring more development that would strain the City's resources such as the beaches and streets.

Commissioner Cavanaugh stated that he would support the decision of the Board, however, he thought there were more important things that needed staff's attention. He added that talking airport-to-airport will not change the behaviors of the aviation companies, aviation owners, and the pilots. He said that traffic cannot be forced to operate in RSW. He supported a discussion with RSW and added that it would allow the public to be better informed.

Commissioner Burns stated that he would like to support a conversation with RSW and hear the results. He thought that the Executive Director and Acting Chair Cuddihy should be included in the conversation.

Acting Chair Cuddihy said a competent way to start this discussion would be with Mr. Rozansky.

The unanimous consensus of the Board was to have Mr. Rozansky begin initial conversations with RSW staff about whether they would be receptive to, and what it would look like, for NAA to start moving any operations of willing participants to their airport, and how much they could accommodate.

Commissioner Cavanaugh asked Mr. Rozansky if this was a productive use of Management's time. Mr. Rozansky said it is a worthwhile question, and he would like to do it. He added that he needed to consider how he would portray the desire of the Board to them. He noted that it was important to use the term "willing participants" since the NAA has no authority to tell businesses or operators which airport to use. Commissioner Cavanaugh was also concerned that by having this conversation creates the perception that somehow the airport has that ability. He said that by doing this, we may increase questions in the community; and if we don't get the right answers back, the NAA becomes the bad actors in this process. Acting Chair Cuddihy agreed.

Commissioner Dustin stated that there are a lot of people who are deeply concerned about the notion of the airport being relocated. He said that by continuing this process in a very public way, it is important to be mindful of the impact it will have on the community. He said that a discreet group of individuals experience a problem with noise, and he felt that a solution should be tailored to those individuals such as hosting workshops and groups so they can actually dialog with Management in understanding what can be done.

Mr. Rozansky thought that staff could ask RSW what their plans are to accommodate activity like the current and projected activity at Naples Airport, and to understand whether they have long-term plans to accommodate it. He said this would be a good first step without making any presumptions about who may relocate from the Naples Airport.

The Board unanimously directed Mr. Rozansky to embark on a fact-finding mission with RSW's future plans.

2) Look at one of the four sites recommended by ESA

Acting Chair Cuddihy heard one City Council member express an interest in looking at one of the four sites. However, her perspective was that the Board did not know enough about one site or another to start making individual considerations. She stated there was no proposal from ESA for a specific next step coming out of this study. She suggested that a next phase might finalize or narrow down the sites and include an analysis of environmental impacts. She also suggested that

ESA add a component to understand governance in the County since the NAA has no jurisdiction there as well as a component to understand how a new airport would get funded since the NAA is unable to do so.

Mr. Rozansky explained that Acting Chair Cuddihy's suggestion refers to the next step in the study which would be a more detailed site selection study of each of the four sites, environmental analysis, financial analysis, and governance models. He said a logical next step would ask ESA for an updated scope for the study. Acting Chair Cuddihy said that to have a legitimate discussion about whether to continue the study, this scope of work is necessary.

Commissioner Cavanaugh agreed, noting he was a strong advocate to move forward in terms of looking at sites, environmental impact, off-airport infrastructure need, population growth, demographics, and commercial activity. However, he thought an airport relocation would not move anywhere without the support of Collier County. He suggested conducting the next phase of the study, and then present it to the County, and have them carry it forward if they choose to do so. He felt it was their decision.

Commissioner Burns read the last two sentences under the 1.9 Summary from the ESA exploratory study: "If the desire were to continue the process, the next step would be to conduct a site selection and validation study. This next step would provide a more detailed evaluation of the potential site conditions to determine whether a potential new airport site can be identified and carried forward for additional analysis." He noted that they already know what the next step should be. Acting Chair Cuddihy said she was suggesting the next step include a little more than that because just having whether a potential site can be identified feeds into the angst piece by piece. She thought that ESA should provide a proposal that indicates where they think NAA should go, what the environmental impact would be, and assist the Board in understanding governance and the financial component.

Commissioner Dustin commented regarding the price and acreage of the Lipman site that one of the Council members was focused on.

Commissioner Crees said the NAA is in a difficult position. He cautioned the importance of transparency and pointed out that we started the process and must finish it. He said we are fully aware we have no jurisdiction over the County, there will be huge environmental issues that will include legal ramifications, and the cost of buying land as well as building an airport are unknown.

Acting Chair Cuddihy asked fellow Commissioners if they agreed to ask ESA for a proposal for the next phase which would be comprised of narrowing the sites down, the environmental impact of those sites, governance, and financing. Commissioner Cavanaugh said that it should also include off-airport infrastructure, such as roads and parking lots. In response to Commissioner Crees' request to add RSW into the proposal, Acting Chair Cuddihy said that she didn't think RSW is the same study as the airport relocation study.

Mr. Rozansky said on the point about including RSW in the study, it may not be appropriate for the NAA to do a planning study on behalf of another airport, which operates under the jurisdiction of another governing body. He said that the fact-finding mission made a lot of sense.

Commissioner Burns commented that he was in favor of having ESA submit a proposal for the next phase of the study.

Commissioner Dustin was concerned about acting on this without input from City Council. He said the beaches are the City's biggest asset, and the airport is the second largest asset for the City. He shared his concerns about the effect of closing one of the City's most valuable assets. He felt it would create agita about how the current airport's space would be used and said that we have to be careful about promoting controversy. He suggested putting this on hold and focus on the three other points. Acting Chair Cuddihy took his comments under advisement. She didn't feel the agita was going to get any worse and her goal is to get to a logical next step for the Board to take a vote on whether we continue the study or not. With the data we have today, she didn't think there was enough information to take that vote.

Acting Chair Cuddihy asked fellow Commissioners again if the NAA should proceed forward with the next phase of the study to include the components previously discussed. There was unanimous consensus of the Board to ask ESA to put together a proposal on the next phase of the exploratory study, working with staff, while allowing leeway for Mr. Rozansky to provide ESA with any better ideas on the scope preparation, and then present it to the Board at a future regular meeting.

3) Continue with a study because if there was some catastrophic event, a plan would need to be in place to continue airport operations

Regarding this point, Acting Chair Cuddihy stated she did not think that this could be built into a study. Mr. Rozansky added that the NAA already has an emergency plan that covers a variety of scenarios. What he thought he heard during the Joint Meeting was regarding a disaster that would cause the airport to have to relocate. The NAA does not have a plan for that. It was decided that this concept should be tabled at this time.

4) NAA should continue with the study because at the end of the lease, if it was not extended, there would need to be a plan in place.

Acting Chair Cuddihy said that a plan was needed for the end of lease but the airport relocation study is not intended to solve that. She noted that the lease covers 40 more years. She said anything that could be studied now in terms of relocating would not have relevance 40 years from now.

Commissioner Crees agreed and wasn't sure when the appropriate time to discuss that would be. Acting Chair Cuddihy and Commissioner Crees felt that this topic could be addressed much later.

Acting Chair Cuddihy appreciated the City Council's input in telling us what they would like.

Acting Chair Cuddihy said that without Collier County willing to participate, a study to move the airport into lands under their control would be very difficult. She suggested since County Commissioner Kowal told them the County did not wish to talk about the study, it would be feasible to ask them to work with the NAA on refining the site selection, refining the environmental impact, what their governance structure might look like, and whether they would be willing to share options for financing. She suggested that staff put a request in writing to the County asking if the NAA continues this study, would they be willing to commit time and work with us on this study which would be funded by the NAA.

Commissioner Burns said that the NAA does not have the authority to bond beyond $15 million and that it would require a legislative change to go above that. He thought that this should be left

as an open discussion. He suggested asking the County to politely reconsider working with NAA. He also commented that the Collier County Commission had a fiduciary responsibility to support the airport, recognizing there is a flooding problem.

There was unanimous consensus for staff to make a written request to the Collier County Commission, asking them to commit time and staff to work with NAA on the study.

Commissioner Burns suggested that the City of Naples purchase land for the new airport. He discussed annexation of land into the City. He noted that he had seen non-contiguous annexations within the County to the City in the past. Commissioner Burns showed an aerial of where a few golf country clubs have been annexed into the City. Acting Chair Cuddihy said that this would be a worthy discussion; however, a better time to discuss this idea would be when the second phase of the study is available.

Acting Chair Cuddihy said that the NAA had a federal lobbying strategy, and the NAA lobbied together with the City. As a next step, she didn't think we should define it today. She suggested that staff prepare a list of what was lobbied for last time and any new things that should be added or removed from the list. She also noted that it may be helpful to have Mr. Kirsch participate, if appropriate, but have it based on something the Board could react it. Mr. Rozansky said that this could be prepared for a discussion in January or February. Commissioner Dustin said that each Commissioner should know those lobbying points and be able to repeat them.

There was unanimous consensus of the Board for staff to prepare a list of items that have been lobbied for in the past and items that should be lobbied for in the future.

Acting Chair Cuddihy noted that the following questions/comments were intended to capture anything missed from the Joint Meeting. She asked each Commissioner to reach out to Mr. Rozansky if anything was missing from the list. She reviewed the list and provided comments, as follows:

- Is the Naples Airport safe? *This should be left to the FAA and other appropriate regulatory agencies responsible for safety.*
- What is the maximum capacity of the airport? *Mr. Rozansky has responded to this many times. However, Acting Chair Cuddihy suggested a third-party assessment to determine the capacity.*
- Can the NAA and/or City establish legal authority or local control to reduce volume? *Acting Chair Cuddihy suggested that a legal opinion be provided and provide the response in a written communication to City Council.*
- Is the NAA aligned with the City?

The unanimous consensus of the Board was to direct Mr. Rozansky to engage a consultant to conduct an outside assessment of the capacity of the airport and to conduct such analysis on a seasonal basis.

Acting Chair Cuddihy thought the following issues would require legal input.

- Can the NAA shift certain activity?
- Would stopping acceptance of grants chart an independent course?

- Did the 2010 runway extension lead to growth in jet traffic? *Acting Chair Cuddihy thought Mr. Rozansky might be able to answer this question at a future meeting.*
- Can the City and/or NAA ban Stage 3 aircraft, ban touch and goes, implement no-fly zones over downtown during events, and/or charge higher prices except for City residents who own their own aircraft?

It was suggested that the City's aviation attorney and our aviation attorney provide opinions on some of the issues raised. Acting Chair Cuddihy thought a letter could be prepared for the City's aviation attorney as a good way to obtain legal responses.

Mr. Rozansky clarified that there were two different topics. One was responding to the variety of suggestions and assertions that had been made recently based on whether they are legal. Secondly, a suggestion that the two aviation attorneys collaborate. However, prior to that, Mr. Rozansky suggested that staff provide the Board with a draft lobbying strategy for review.

Mr. Owens stated that Mr. Kirsch, NAA aviation counsel, had permission to reach out to the City's aviation counsel. Mr. Owens said he has done that, most recently in the last two weeks, but no response has been received to date. Mr. Owens thought the City aviation attorney doesn't have authority like our attorney does as the City may be trying to manage their costs. Mr. Owens was in favor of collaboration; and if in the short term we can find common ground between each of the respective aviation attorneys' approach to getting some relief to these important issues, it would be a good path to follow.

Mr. Rozansky stated that he would reach out to the City Manager and let him know that the NAA was interested in seeing the two attorneys meet to find some common ground. Mr. Rozansky also shared some history from a previous meeting with former Chair Ruppert, Mr. Owens, Mayor Heitmann, City Manager Boodheshwar, the City's aviation attorney at the time, and himself to discuss their ideas. There were only one or two ideas that were discussed, and they tied directly back to Part 161 access restrictions to a public airport. He thought it would be good to revisit that discussion again.

Commissioner Cavanaugh was interested in what plan the City has to manage its enforcement of the City's Noise Ordinance. He found it interesting that the City was exempt from that ordinance. If in fact we have a noise problem, the City has a law in place to go after those aviation operators that are violating the noise ordinance. He also heard that the citizens group was not in favor of a lease extension, and he would like to understand more about where the City stands on that issue. He said that if they were interested in a lease renegotiation, the City should approach the NAA with a lease proposal.

Acting Chair Cuddihy heard one of the Board applicants being interviewed yesterday by City Council state that he believed if we increase the distance between aircraft on the pavement, that would stop some aircraft from coming in because there would be no parking. Mr. Rozansky responded that if a plan were set about to space aircraft out to reduce the amount of parking, a complaint would be inevitable with the federal government regarding access restriction. He said there are spacing standards per protocol in the safety program, but it is all in the name of safety and risk management. He added that there was authorization of a project to rehabilitate an aging parking apron in the north terminal that would breakeven or lose some capacity. By virtue of updating the apron, spacing guidelines related to safety will have to be followed.

Commissioner Crees had a previously scheduled commitment and excused himself from this meeting.

Acting Chair Cuddihy thought there should be a discussion regarding a public versus private airport. Mr. Rozansky was asked to provide education to the Board prior to the two aviation attorneys' meeting.

M. BOARD REPORT

Acting Chair Cuddihy commended Mr. Rozansky and his staff for preparing the Board report to allow them to free up some of their time and allow for questions and comments. There were no questions on the report.

The Board was appreciative for the report and the new format.

N. COUNSEL'S REPORT

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

O. PUBLIC COMMENTS (5-minute limit)

There were no public comments.

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Dustin had no additional comments.

Commissioner Cavanaugh encouraged everyone to watch the video that Quiet Communities has put together entitled "Aircraft Noise and Omissions Impacts: A Primer." He stated that the Quiet Communities is a pre-eminent national organization that deals with all types of noise issues. He spoke briefly about the video and at the minute mark, 13:47, they made the emphatic statement that the FAA has complete authority over civil aviation. In their next slide, they talk about the fact that communities have no control over impacts because of 1990 legislation. As he indicated before, he looks forward to getting specific issues of scientific and medical data regarding Collier County.

Commissioners Burns said that the packet received for the Joint Meeting included a report on the Flight Procedure Design Study. He said it had been one year since a selection was made. He did not understand the report due to the technical information and he asked for a more regular update regarding that study. He expressed his frustration with the flight procedure design study not moving forward more quickly. Acting Chair Cuddihy also had this on her list. She noted that it would be a good idea to get an update on that as well as getting information from the FAA on the Part 150 Study.

Acting Chair Cuddihy asked Mr. Rozansky if he would like to provide an update. Mr. Rozansky shared the frustration that more progress had not been made. However, Hughes had met at least six times with RSW, and the past few meetings also included the NAA control tower manager. He said there is a lot of coordination occurring, and on many occasions, Hughes thought they were at a good place to get both our tower and RSW's tower to buy in to what they were proposing and then there would be a change. This has required additional meetings and Hughes shared that

another meeting is scheduled the week after Thanksgiving. Their hesitation with making a presentation is because designs keep changing. Mr. Rozansky said he hoped for some good progress at their upcoming meeting, subsequently asking them to make a presentation. He said if a presentation is not ready, individual meetings with the Board could be held for Hughes to share their work in more detail. He further explained the work being done by Hughes is a little different than what DVAC has done previously. The concepts that Hughes developed, once they get RSW buy-in, we would have to authorize the next phase of work, they could complete their conceptual designs and get in the queue for flight check and publication. Mr. Rozansky stated that Hughes was working on flight procedures at the Lakeland Airport, and those were recently published, taking the process about 2 ½ years. He noted that our procedures have been in place for over 20 years, and it is no easy task to effect change. He said that Hughes is mainly focused on arrival procedures because the departure procedures will take a little bit more effort and time. Mr. Rozansky said that he would provide another update at the December meeting.

Commissioner Burns noted that the departure procedures were one of the main reasons for hiring consultants. He thought there should be additional focus on departure procedures. Commissioner Dustin commented that there were both arrival and departure procedures coming out of the Part 150 Study.

Commissioner Burns asked Mr. Rozansky to bring Commissioner Crees up to speed on the flight procedure study discussion.

Acting Chair Cuddihy was pleased to have Commissioner Crees on the Board. She appreciated his contributions today. She advised the new Commissioner to go to as many Committee meetings as possible to learn how the business works. She said she was given that advice, and it was very helpful to her when she got on the Board.

Commissioner Burns commented to Commissioner Crees about being part of the Royal Airforce.

Commissioner Dustin welcomed Commissioner Crees and stated he would look forward to the Commissioner's participation with great joy.

Acting Chair Cuddihy thanked her fellow Commissioners for indulging her in working through this process and how she laid it out today. Commissioners said that she did a great job.

Q. ADJOURN

With no further business, the meeting adjourned at approximately 1:50 p.m.

Christopher A. Rozansky
Secretary

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

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

FINAL AGENDA

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

Thursday, November 21, 2024
8:30 a.m.

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

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

If you wish to address the Board of Commissioners regarding an item listed on the Agenda, please complete a Speaker Registration form (available at the rear of the room) and hand it to the Executive Assistant prior to consideration of that item. We ask that speakers limit comments to 5 minutes and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to the Board or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

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

Any person who decides to appeal a decision of this Board with respect to any matter considered at this meeting (or hearing) will need a record of the proceeding and may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be heard.

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

Information on Action Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.

Pledge of Civility

It is the desire of the City of Naples Airport Authority to encourage the open exchange of ideas, fair discussion of the issues, and the participation of all persons in government, therefore, we pledge to be respectful of each other even when we disagree, to direct all comments to the issues, and to avoid personal attacks during all meetings and workshops.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. SWEARING IN CEREMONY FOR INCOMING COMMISSIONER

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

E. MINUTES

1. October 17, 2024, Regular Meeting Minutes

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Fiscal Year 2023 Government Finance Officers Association (GFOA) Certificate of Excellence in Financial Reporting
2. Recognition of Outgoing Commissioner
3. Economic and Investment Update
4. Sustainable Aviation Fuel
5. Hurricanes Helene and Milton Update

G. PUBLIC COMMENTS (5-minute limit)

H. NOISE

1. Noise Compatibility Committee Update

I. CONSENT AGENDA

1. Board Ratification of $44,287.62 in Hurricane Milton Related Expenditures or Contracts Authorized by the Executive Director

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

1. Resolution 2024-10 for Florida Department of Transportation (FDOT) Grant for the Taxiway Lighting Replacement

2. Executive Selection Committee Ranking of Firms for Request for Proposals (RFP) 2024 Public Relations and Marketing

3. Noise Compatibility Committee Annual Report

4. Strategic Plan Scorecard – FY 2024 End of Year Report

5. Strategic Plan Incentive Program

K. NEW BUSINESS

1. Request to Sign the Letter to our Congressional Members Regarding the FAA's Noise Advisory Committee

L. OLD BUSINESS

1. Joint Workshop Follow Up

M. BOARD REPORT

N. COUNSEL'S REPORT

O. PUBLIC COMMENTS (5-minute limit)

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Q. ADJOURN