Thursday, December 15, 2022
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Chair Dustin at 8:33 a.m. in the Council Chambers at City Hall.

A. ROLL CALL

1. Roll Call

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

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Keith, Mr. Warriner, Mr. Gray, Mr. Brown, Ms. Zadorecky, Mr. Burch, and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

Chair Dustin led the Pledge of Allegiance.

C. AGENDA

Regarding the Board packet, Mr. Rozansky stated that staff is providing so much additional information, particularly on noise and curfew issues in only a matter of days between the end of the month and the date that the packet has to be published. He said he will be working with staff to improve our agenda preparation process. He noted several changes to the agenda:

- **Minutes of November 17, 2022** – On page 6 and 7, the following paragraph was revised as follows:

There was discussion regarding the public's concern for not wanting to disperse aircraft noise ~~down the bay~~ and the ~~difference of~~ opinion by some City Council members to disperse ~~aircraft~~noise. Chair Pro Tem Ruppert commented that in addition to the TAC/NCC's rankings ~~dispersion vs. reduction in noise~~, another important element presented was ESA's attempt to measure the incremental population that would be ~~o be e~~affected by ~~noise in recommending~~ dispersion. ~~to consider is how many people are affected.~~ He added that the NAA Board has an obligation to the City as well as to our neighbors in the County.

On page 10, in the second paragraph under Correspondence/Commissioner Comments & Requests/Meetings, the following paragraph was corrected to read:

Commissioner Cuddihy asked if we have received any feedback on whether to respond to the ~~list~~ -report provided to City Counsel by an interested attorney to represent them in the noise abatement issues. She said that we had questions about the legalities in that report. Mr. Rozansky said that ~~he~~ Mr. Kirsch didn't feel it would be beneficial at this time.

- **E. Presentations and Time Certain Items**

  - Item 2 – Hurricane Ian Damage Assessment – On Slide 3, labels for the 1000, 2000 and 3000 T-hangar locations were added.

  - Item 3 - Common Misconceptions

    - On page 1, the following sentence in blue was added for clarification:

      2. "For every 1,000 feet of additional altitude noise is reduced 10-fold."

      For every doubling of altitude (e.g. increasing altitude from 1,000' to 2,000' or from 2,000' to 4,000') noise decreases by 6 decibels. People generally cannot notice a change of less than 3dB, whereas a reduction of 5-6 dB is readily noticeable. A reduction of 10 dB is generally perceived as being half as loud. The benefits are reduced at higher altitudes as it becomes harder to distinguish noise from aircraft noise relative to noise from other sources.

    - On page 7, changes to the table (referenced in blue below) were made to clarify that fiscal year 2021 data was being used:

      In fiscal year 2021 the Naples Airport had approximately half of the jet traffic of RSW. Below is a chart comparing operations at Naples, Southwest Florida International and Page Field Airports.

Airport	Total Operations	Jet Operations
Naples (APF)	113,137	46,920
Southwest Florida International (RSW)	101,408	84,066 (large commercial jets)
Page Field (FMY)	140,062	Data not available

*Fiscal year 2021 data was used because FY 2022 data was not yet fully available.

    - On page 5, a new paragraph, Item 11, was added as follows:

      11. Aircraft are violating the FAA's minimum safe altitude by flying too low over downtown Naples.

      FAA Code of Federal Regulation 91.119 requires aircraft to fly at a minimum safe altitude of 1,000' over congested areas, however this does not apply to aircraft in the process of taking off and landing.

- **G. Noise Reports**

  - Item 4, Noise Report

    - Page 5 – Updated the chart to separate out the 'Letter Only' and 'Called, No Response' from the pie chart. A statement was added to clarify that 100% of curfew violators were contacted via letter and that 71% were called.
    - Page 5 - The number and % of the other responses were added to the pie chart rather than having a separate table.
    - Page 5, Updated the "Unaware of Curfew" label to "Respondent was Unaware of Curfew".
    - Pages 12 and 13 - Quadrant graph updated to show number of comments rather than unique households.
    - Page 14 - Updated title to 'Comments and Households by Month'. Updated coloring to use more distinctive coloring between comments and households in 2022. Removed 'FYTD' in legend.
    - On page 14 - the November 2023 bar was updated to show November numbers rather than the FYTD totals.

  - Item 6, Recap of Joint Workshop and City Council Meeting – In the presentation, a new slide, Slide 9, was added to describe OPD (optimized profile descent procedures). Slide 10 was modified with an updated graphic that now depicts a 6-NM (nautical mile) perimeter in addition to the 7-NM perimeter on the previous version.

- **H. Action Items**

  - Action Item 3 - Naples Airport Authority 2022 Annual Report – The NAA Directors list on page 1 was updated, minor revisions were made to the Chair's and Executive Director's Leadership Statements on pages 2 and 3, the bulleted list on page 7 was re-sequenced, infographics on page 8 were updated and photos throughout were updated.

- **K. Leadership Team Report**

  - Human Resources Metric Report – In the bar chart under FTEs (Full, Part-Time, and Seasonal) Budgeted vs. Actual, the report was updated to reflect changes to the metrics from a FY average to November for each year to better reflect seasonal effects. Specifically, the data in FY 2021 Budgeted vs. Actual changed from 89 to 101 and from 79 to 92, respectively. FY 2022 Budgeted vs. Actual changed from 100 to 125 and from 88 to 118, respectively.

- **L. Item 1, Financial Summary** – On page 1 (cover page), in the table, "Variance – Favorable (Unfavorable)", parentheses were added before and after 45% and 64%.

Key Financial Measures - Current Month

	Actual	Budget	Prior Year	Variance - Favorable (Unfavorable) Budget		Prior Year	
Aviation fuel - gallons	993,912	1,265,000	1,330,655	(271,088)	(21) %	(336,743)	(25) %
Operating revenue	$ 2,880,575	$ 3,244,000	$ 2,944,326	$ (363,425)	(11) %	$ (63,751)	(2) %
Operating expenses	$ 2,118,985	$ 2,115,000	$ 1,575,775	$ (3,985)	(0) %	$ (543,210)	(34) %
Income from Operations	$ 761,591	$ 1,129,000	$ 1,368,550	$ (367,409)	(33) %	$ (606,959)	(44) %
Change in net position before capital contributions	$ 376,540	$ 690,000	$ 1,032,128	$ (313,460)	(45) %	$ (655,588)	(64) %

Mr. Rozansky stated that all revised documents will be included in the Final December Board Packet that is posted to the NAA website.

D. MINUTES

Commissioner Cavanaugh moved approval of the corrected November 17th Regular Meeting minutes. Commissioner Cuddihy seconded. Motion passed unanimously 5-0.

In the minutes on page 10 under Section N., Correspondence/Commissioner Comments & Requests/Meetings, Vice Chair Ruppert referenced the Board's discussion about seeking information about what other airports have experienced by refusing to accept grant dollars. In the absence of Chair Dustin at that meeting, Vice Chair Ruppert asked that the Board raise this topic again today to see if there is a need for additional information. Chair Dustin stated that it was a good topic and he had asked Mr. Rozansky to add this item to the January 2023 agenda.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Year

Chair Dustin recognized Mr. Tom Herman, NAA Training Coordinator, as the 2022 Employee of the Year. He congratulated Mr. Herman for taking the initiative to guide and coach employees to do their jobs safely and efficiently and for playing a key role in the development of the FBO playbook that set a high standard for safety and customer service.

2. Hurricane Ian Damage Assessment

Mr. Keith stated that Hanson Professional Services, Inc. was contracted by the NAA immediately following Hurricane Ian to conduct an inspection of the airport and to provide an evaluation of repairs needed to get the airport back to normal operating conditions. Mr. Keith said he anticipates that the costs for this assessment will be reimbursed through the NAA's insurance policy. He introduced Mr. Mike Harris of Hanson who presented an overview of the initial damage assessment, the effects of the storm surge, damage to airfield lighting, assessment of impacts to buildings, damage to landscaping, signs and fencing and recommendations for short term recovery as well as future considerations.

In the short term, Mr. Harris said that the primary recommendation is to replace the lighting system. The reliability of the system is at risk, and it will likely fail over time, as evidenced by

circuit testing performed as a part of the assessment. The estimated cost to replace the entire system is $9 million to $10 million.

Longer term considerations include using improved construction methods to enhance the resiliency of the lighting system, raising the overall pavement and replacing lower elevation buildings. Each of these projects has several considerations and costs that will need further discussion before proceeding.

A discussion ensued regarding the probability of ongoing salt water corrosion issues with lighting, hangars and the HVAC system, long term policy decisions, important criteria to consider when applying for FEMA assistance, financial impact through the next 12 to 24 months, FPL's assessment of their lines coming into the airport, request for information about other airports who have raised their pavements following a disaster and the timing of a relocation study. Chair Dustin stated that many of these considerations require long-term thinking, and a relocation study or a decision about extending our lease should be postponed until the completion of the Part 150 Noise Study.

3. Common Misconceptions

As requested by Chair Dustin, Mr. Rozansky prepared a memorandum regarding our responses to several publicly stated common misconceptions about the airport, the NAA, aircraft noise and other topics. He stressed the importance of dealing with facts, not hearsay. Mr. Rozansky stated that the items covered in this memorandum will be added to the FAQ section of our website. Vice Chair Ruppert said this information is helpful and suggested that the information be sent out electronically to members of the President's Council along with an offer to present this information at a Council meeting. Commissioner Cuddihy suggested disseminating the information to City Council and the City Manager and update the memorandum as we are made aware of new misconceptions.

Other feedback included adding a comparison of noise decibel levels for various noise levels as common reference points.

F. PUBLIC COMMENTS

Ms. Christel Johnson, 3746 Canopy Circle, Collier County, spoke on behalf of the Friends of Naples Airport Authority Association and offered their group as a resource for the NAA going forward. She said their Association appreciates the NAA's protection of their rights and from the common misconceptions about the airport and aircraft noise. She stated the professionals in her association are engaged in a campaign to educate the community on all that the airport provides for Naples. She added that she has three testimonials today about the importance of general aviation to this community. Ms. Johnson passed along the group's gratitude for all that NAA does for the community.

G. NOISE REPORT

1. Noise Compatibility Committee Update

The Noise Compatibility Committee Update was combined with the Technical Advisory Committee Update – see below.

2. Technical Advisory Committee Update

Commissioner Cuddihy said the Noise Compatibility Committee (NCC) and the Technical Advisory Committee (TAC) last met on November 3rd, and she reported on that meeting during the Board meeting of November 17th. As we near completion of the Part 150 Study, she expressed appreciation on behalf of the Board of Commissioners for nearly three years of dedicated service by the citizen volunteers on the TAC. She also thanked the NCC members who worked hand in hand with the TAC throughout the Study and will continue on in their roles. She announced that the next Noise Compatibility Committee meeting is scheduled for February 23, 2023. She reported that NAA staff and the City Manager met with the FAA on December 14th and a full summary of that meeting will be presented later in this agenda. She stated public outreach and engagement are critical to the NAA's efforts to engage with the community. Mr. Zac Burch, Communications and Community Engagement Manager, is working with the Board and NCC members to schedule community meetings in the areas they represent and that anyone interested in scheduling a meeting or presentation should contact Mr. Burch at zburch@flynaples.com or at 239-643-0733.

3. NCC 2022 Annual Report

Mr. Burch presented the Annual Report of the Noise Compatibility Committee (NCC). Highlights of the report included a letter from the Chair outlining the NCC's two main objectives for the year: enhancing and promoting the "Fly Safe Fly Quiet" (FSFQ) initiatives and ensuring continued collaboration with the community to successfully drive Phase 2 of the Part 150 Noise and Land Use Compatibility Study.

A discussion was held on how to distribute this information besides on the website. Suggestions were to have copies made and put in places around town; create a colorful infographic; and separate key points to use in search engine optimization and on social media. Mr. Burch will follow up with the NAA's public relations consultant on the best distribution methods.

Mr. Burch reminded Commissioners that this was not an official report about the Noise Study, but rather an annual report of all NCC activities.

Commissioner Cavanaugh moved approval of the 2022 NCC Annual Report. Vice Chair Ruppert seconded. Motion passed unanimously 5-0.

4. Noise Report

Mr. Burch reviewed the newly updated Noise Report as provided in the Board packet. Topics covered in the report included outreach efforts, trends, FSFQ initiatives, curfew violator follow up, top ten violators and other noise-related metrics. This report will replace the Curfew Report on the website.

A question-and-answer period followed, with suggestions to include the reasons for curfew violations into the top ten violators chart; add a line graph showing the curfew violation trends compared to the same time last year (at the bottom of page 3); and in the table, Reasons for Curfew Violations Breakdown (page 5), separate Schedule of Pilot/Passengers table into two rows to better understand the reasons.

5. Recap of FAA Meeting of December 14, 2022

Mr. Rozansky provided a report of the FAA meeting held on December 14th, which has been in the works for some time. He said there were about 13-14 FAA employees present, including the Southern Regional Administrator from Atlanta and air traffic personnel from Naples Tower, Ft. Myers and Miami. In advance of the meeting the NAA provided a list of requests for discussion, and FAA representatives prepared detailed information on many of those topics. The FAA representatives agreed to further investigate specific topics. Mr. Rozansky complimented the FAA because it was very informative on a number of technical issues. He stated it was a productive technical working meeting. However, he said the meeting fell short of expectations in offering any alternatives. He candidly expressed his own frustration because we have talked about some of these things for a very long time and we rely upon them as the experts. He stated there were a number of takeaways, and action items were summarized succinctly at the end of the meeting, which we are waiting to receive in writing to make sure we are all in agreement. Mr. Rozansky stated that he didn't want to diminish the amount of data they brought to the meeting, but there is a lot more work to do. He added that instead of just waiting for the FAA to follow up, we can undertake additional efforts to amplify our efforts.

Chair Dustin called for a short recess at 10:35 a.m. and reconvened the meeting at 10:43 a.m.

Mr. Michael Arnold of ESA introduced one of ESA's technical consultants, Mr. Kevin Karpe of Diverse Vector Aviation Consulting, LLC. Mr. Karpe provided a summary of his experience which includes 31 years with the FAA in the Air Traffic Organization. Mr. Arnold and Mr. Karpe presented some of the topics discussed at the operational briefing including information related to the interaction of our airspace in relation to other nearby airports and where the potential for conflicts lie. Among the issues discussed were:

- Increasing the 2,000 ft. hold-down
- RNAV departures and turns after takeoff (particularly for Runway 23)
- "Down the Bay" departure
- Goodlette Road corridor routing
- Operational flows and managing arrivals on busy days especially during season
- Increasing the glide slope of arriving aircraft
- Class C airspace
- Optimized Profile Descent procedures
- Runway usage, the complexities of our intersecting runways and staffing levels at the Naples air traffic control
- Marco Island Executive Airport's missed approach pattern at 3,000 feet over Naples

Mr. Rozansky reminded the group that the intent of this topic on today's agenda is to recap the meeting and to summarize some of the items the FAA agreed to explore further, not to make final recommendations to the FAA. The Commissioners agree that more information about safety and efficiency was needed to make decisions.

Vice Chair Ruppert asked that a written summary of the findings, including action items, be posted to the website. Mr. Rozansky stated that a written summary was forthcoming.

Mr. Rozansky stated that he felt it was worth exploring third party airspace developers who might contribute to our efforts, and he also commented that follow-up meetings have been scheduled with our Congressional representatives to brief them and ask for their help as well.

6. Recap of Joint Workshop and City Council Meeting

Mr. Rozansky referred the Commissioners to the detailed document in the Board packet where noise abatement issues were discussed at the Joint NAA/City Council Workshop Meeting on November 21st and to the City Council's prioritized list of five noise abatement measures as approved by a 4-3 vote at their December 5th Regular Council Meeting.

Mr. Arnold was excused from providing a recap of these measures since they have previously been publicly discussed.

H. ACTION ITEMS (Public Comment accepted for each item – 5-minute limit)

1. Strategic Plan Scorecard FY 2022

Mr. Rozansky provided a summary of the measures in the FY2022 strategic plan. He noted that 95.5% of the measures were considered achieved, with one item noted in red (measure not met), and a few items noted in yellow (partially met).

The red-coded item is the Taxiway B Site Prep Project in the North Quad, which was determined not to be financially prudent at the time due to other external factors. One key yellow item under Goal 3 is the GFOA certificate of financial reporting. Mr. Rozansky stated that while NAA has submitted their requirements in a timely manner and believes we have met the measure, the certifying organization is over nine months behind in their process, so NAA felt they could not officially consider the measure completed.

Commissioner Burns moved Board approval of the FY 2022 Strategic Plan Scorecard as presented by Mr. Rozansky. Vice Chair Ruppert seconded. Motion passed unanimously 5-0.

2. Strategic Plan Incentive Program

Mr. Rozansky explained the staff compensation incentive program which is tied to the Strategic Plan performance measures. Based upon 95.5% achievement of the measures, he said it would equate to an amount not to exceed $495,000.

Commissioner Cuddihy expressed that she felt it was unfair to penalize the staff for making the most prudent decision with respect to the item in red, the Taxiway B Site Prep Project, and the yellow-coded item for the delay created by an external agency when the staff had completed their responsibilities in a timely manner for the GFOA certificate.

Chair Dustin requested updated numbers for the measures if these two items are excluded from the calculation. Mr. Rozansky stated that the percentage of measures achieved would rise to 97.8%, thereby increasing the incentive distribution.

Vice Chair Ruppert moved Board approval for the Executive Director to disburse 97.8% of the budgeted incentive funds for FY 2022. Commissioner Cavanaugh seconded. Motion passed unanimously 5-0.

3. NAA Annual Report 2022

Chair Dustin stated that all the Commissioners have previously read the report and have been present for the amendments made as presented by Mr. Rozansky during Item C. Agenda, earlier in the meeting. He said that no further presentation was needed.

Commissioner Cuddihy moved Board approval of the NAA 2022 Annual Report as amended. Commissioner Burns seconded. Motion passed unanimously 5-0.

4. Purchase Handheld Radios Not to Exceed $129,875

Mr. Gray presented a request to purchase 34 handheld radios from Communication International in an amount not to exceed $129,875. This request is driven by a safety requirement from the National Fire Protection Agency for anyone handling fueling operations. This purchase was budgeted in the FY 2023 budget.

Vice Chair Ruppert moved Board approval for the Executive Director to execute a Purchase Agreement for the procurement of 34 digital 800 MHz handheld radios from Communication International in an amount not to exceed $129,875. Commissioner Cuddihy seconded. Motion passed unanimously 5-0.

5. Design Build Services for Construction Phase of Solar Canopy Installation at the General Aviation Terminal

Chair Dustin suggested he was initially in favor of this project but after considerable thought, he stated that given the $5.4 million project cost and the return on investment, it may not be the right time to proceed with this request. Commissioner Cavanaugh said he agreed with Chair Dustin's observation in light of other financial considerations not yet resolved, such as repairs from Hurricane Ian and insurance reimbursements. Commissioner Cavanaugh suggested we table this item for 60-90 days. Commissioner Burns agreed with tabling this item. Mr. Rozansky noted that tabling this topic would likely delay construction by approximately one year. He appreciated the Board's concerns and said we could wait to present it at a future Board meeting.

Commissioners Burns moved to table the design build services of the construction phase of the solar canopy installation and breaking out items in the future that are more essential. Commissioner Cavanaugh seconded. Motion passed unanimously 5-0.

6. Construction of General Aviation Terminal Long Term Parking Lot Improvements in an Amount Not to E xceed $600,285

Mr. Keith requested Board authorization for the Executive Director to execute an agreement with Fort Construction Group of Naples Inc. for an amount not to exceed $600,285. He provided some background as to why this project is needed. He noted that this project was a part of the FY 2022 Budget and would be fully funded by the NAA. He said that this improvement project would add 82 parking spaces to the long-term parking lot.

Vice Chair Ruppert moved Board approval for the Executive Director to execute a Purchase Agreement for Long Term Parking Lot Improvements to Fort Construction Group of Naples Inc. in an amount not to exceed $600,285 which includes the bid amount of $571,699.75 plus a contingency of $28,585.25 (5%). Commissioner Burns seconded. Motion passed unanimously 5-0.

I. NEW BUSINESS

There was no new business.

Commissioner Cavanaugh requested clarification on when Commissioners can comment individually and/or collectively on the City Council's vote of the five noise abatement measures that they endorsed. He said he was prepared to go on record today because he felt the community has waited long enough and believes he has enough data.

Mr. Owens stated that it is in the Chair's discretion when to address this matter but that any Commissioner can state their opinion on any issue. He said that although Commissioner Cavanaugh would like to make his position known; he said that if other Commissioners are not ready to take those positions, that is their right as well. Mr. Rozansky agreed with Mr. Owens' statement and that each Commissioner can individually state his/her position, but it is not necessarily the formal or final vote on what the NAA would include in the Noise Compatibility Program to the FAA. He said that taking a vote on the final NCP would have to be properly noticed for a future meeting.

Chair Dustin said that Commissioner comments could be made during N. Correspondence/ Commissioner Comments & Requests/Meetings portion of the agenda.

J. OLD BUSINESS

There was no new business.

K. LEADERSHIP TEAM REPORT

Vice Chair Ruppert commented on the 15% decrease in total operations and a 17% decrease in air taxi may result in less frequent flying, contributing to a decrease in noise in affected areas.

Commissioner Burns suggested that staff look into hiring a third-party FEMA consultant to help with our FEMA claim. Mr. Rozansky stated that staff would look into that.

L. FINANCIAL SUMMARY

Mr. Warriner presented the financial summary for the month of November, pointing out a few key highlights, such as a decrease in fuel sales and operating expenses relatively flat at budget. He stated that the year-to-date change in net position before capital contributions was unfavorable to budget by $211,878.

Commissioner Cuddihy moved acceptance of the November financials. Commissioner Burns seconded. Motion passed unanimously 5-0.

M. COUNSEL'S REPORT

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

N. PUBLIC COMMENTS (5-minute limit)

Ms. Menard reported there were no public comments.

N. CORREPONDENCE/COMMISIONER COMMENTS & REQUESTS/MEETINGS

As indicated earlier, Commissioner Cavanaugh said it was important to provide his position on the noise abatement measures as voted on by the City Council. Other Commissioners' opinions are also summarized in the table below.

Pursue the dispersion of approximately 8% of departures (natural route) from Runway 23 down the bay in lieu of the 270 heading

Commissioner	Position	Comments/Rationale
Commissioner Cavanaugh	Does not support	This measure is not supported by numerous homeowners associations and only one citizen group is supporting it. The TAC/NCC representatives, a group representing a cross-section of Naples, placed this measure 6 out of 8 on their priority list. The following groups have not provided any position through official correspondence: 5th Avenue South Business Improvement District, 3rd Street South organization, Greater Naples Chamber, health care organizations, performing arts organizations, hotels/motels, schools and religious organizations. From public statements in his research, this proposed new flight path is not as safe as current practices and the safety of crew, passengers and ground population trumps the arguments for this proposal.
Commissioner Cuddihy	Not ready to state her position. Needs more information.	In looking at our mission, which is the safe and efficient use of the airport for the enjoyment of the public, today the FAA doesn't believe anything we are flying is unsafe. She was not sure if we were trying to find something to improve upon safety, but this measure may not make it worse. From an efficiency standpoint, there is some reason to take planes flying to a destination south and east because they are heading in that direction and it would reduce pollution. There are caveats to this – if it really were going to go down

		the Bay and be over water and the mangroves, that makes sense. If it is going to be a turn that would take it over other areas that already have issues with arrivals coming in from Runway 5, this may be heavily concentrating those areas. She does not know how to vote on this until she understands what that turn looks like. The FAA wanted to take an IOU to understand the impacts. She said that she does not believe in a general dispersement theory but looking at specific dispersement that could improve efficiency and improve noise for certain people, it could help the people nearest to the airport.
Vice Chair Ruppert	Open to specific dispersion only, pending the outcome of the safety discussion	He is against the issue of general dispersion. As far as sharing the pain in the City, he is against that because he doesn't believe that has any practical benefit and it doesn't positively affect the operations of the airport from a safety or efficiency viewpoint. He was open to specific dispersion for flights going south and east down the Bay for the potential benefit of improved efficiency but said this has been tempered strongly by one question on safety. Initially, it did not deteriorate our safety profile. He is still unclear about this and needs more information, pending the outcome of the safety discussion. He said the presentation made by Jenna Heiderman on behalf of the 6 HOAs was compelling and made him pause. At the same time, he gives City Council the benefit of the doubt that their opinion matters. He was leaning back towards the City Council's opinion until he saw the follow up by Jenna and the 6 HOAs being against this measure. On this measure he was leaning towards being open to it pending the outcome of the safety discussion.
Commissioner Burns	Support	He stated that he was in support of all City Council's recommendations. He said that NAA asked City Council to provide input to us, and he was impressed with each of their in-depth technical analysis. He agreed they are taking a big political risk in their positions. He said that the NAA was at the table with them, and we could have objected to or debated them on their positions then. Since we are beyond that now, he

		said he didn't want to go back and try to revise these. He believes in the process, and the NAA Board will have to make a decision soon. He looks forward to presenting his positions on some of the issues in January. He commented the Part 150 Study is all about noise. He would like staff to ask the FAA what they think about whether we need more departure headings from all of our runways.
Chair Dustin	Not ready to state position	Initially, he thought this measure made good sense, but hasn't heard that it is safe and efficient. He said he needs a lot more information pending the outcome of the safety and efficiency discussion.

Increase 2,000 feet hold down to require flying higher faster during departures (in excess of 4,000 feet), which would result in an overall reduction in noise impacts for residents in flight paths

Commissioner Cavanaugh	Support	Recognizing this measure would only apply to departures and those closest to the airport, based on pilot behavior, aircraft type and weather conditions, may hear more noise
Commissioner Cuddihy	Support	No further comments.
Vice Chair Ruppert	Support, conceptually	Needs more information. What that means and the implications of it – we don't know.
Commissioner Burns	Support	No further comments.
Chair Dustin	Support, conceptually	Needs more information. Commented that if we can get higher faster, then the south and east departures "down the Bay", if safe, might be more helpful because these departures would have less noise.

Reclassify Naples Airport from Class D to a Class C airport (airspace)

Commissioner Cuddihy	Needs more information	Does not agree or disagree because she doesn't understand what the benefits are yet vs. what it is going to cause. Based on the conversations today, it doesn't seem like it would help very much. There may be some down sides, but she is not familiar enough to have a position on this.

Delay Runway 23 departure turn to 270 heading until 1,000 feet

Commissioner Cuddihy	Does not support	Her position is based on Mr. Arnold's presentation showing that this will further concentrate flights departing from that runway over a smaller portion of Old Naples.

Require jets to approach at higher altitudes and steeper glide angles

Commissioner Cavanaugh	Support	Recognizing that this will only benefit those outside a three-mile radius
Commissioner Cuddihy	Support	No further comments.
Vice Chair Ruppert	Support, conceptually	Concerned that it is still not known how many aircraft could actually execute this performance from a technical capability.
Commissioner Burns	Support	No further comments.
Chair Dustin	Support, conceptually	Needs more information.

Implement Optimized Profile Descent (OPD) procedures

Commissioner Cavanaugh	Support	Recognizing the procedure will only benefit those outside a six-mile radius that was shown on the map provided by our consultant today
Commissioner Cuddihy	Support	No further comments.
Vice Chair Ruppert	Support, conceptually	We need to decide which additional facts that are going to positively effect residents outside of the City limits. This matters because we have an obligation to Collier County as well as to the City of Naples.
Commissioner Burns	Support	No further comments.
Chair Dustin	Support, conceptually	Needs more information.

Increase use of crosswind runway (14-32) from approximately 15% to its historical usage of approximately 20%

Commissioner Cavanaugh	Support	Recognizing this measure uses current flight paths for arrivals and departures. More effective and balanced runway use is an appropriate goal for the FAA, the airport and the flying community. The ability to get to the 20% target will be difficult based on FAA tower concerns,

		instructions, pilot behavior, airport type and weather conditions.
Commissioner Cuddihy	Support	No further comments.
Vice Chair Ruppert	Open to it but can't say he is in favor of it at this time	Needs more information regarding safety impacts. He said because of the crisscross runway, having two active runways, from a tower viewpoint, would impact safety and efficiency.
Commissioner Burns	Support	No further comments.
Chair Dustin		Perhaps better use of 14-32 may require us to lengthen 14-32 because that might be the only way to get better use of that runway.

In response to the comments, Chair Dustin stated that it was important for City Council to take a position because they are the elected officials for the City. He said the NAA has a broader statutory responsibility to satisfy citizens within the City and the County.

Commissioner Cavanaugh then shared personal comments attached hereto as Exhibit A.

Chair Dustin said he was disappointed with Commissioner Cavanaugh's decision to resign. He said his comments were stated eloquently and that it was a lot to absorb. He asked Commissioner Cavanaugh for his written comments made and asked him to reconsider his resignation.

Commissioner Cuddihy said that she was proud to serve with Commissioner Cavanaugh and that his comments were thoughtful. She asked him to reconsider his decision to resign because she felt he was a tremendous asset to the NAA Board.

Vice Chair Ruppert said he appreciated Commissioner Cavanaugh's candidness and transparency. He shared his thoughts about the remaining time in his term and the ability to make an impact. He also strongly encouraged Commissioner Cavanaugh to reconsider his decision.

Commissioner Burns said he respected Commissioner Cavanaugh's opinion and said he had more faith in the noise study process. He said it has become a heightened issue in the community and is looking forward to taking a vote on what the Board will send to the FAA.

Commissioner Cavanaugh said he doesn't see a positive path forward to make an impact over the next four years. Chair Dustin strongly disagreed with Commissioner Cavanaugh. He recognized him for his expertise, his bravery, his independent thinking and asked him to reconsider his decision for 24 hours before formally submitting his letter of resignation.

Commissioner Cavanaugh said that he will take the Board's comments under advisement and agreed to hold onto his letter of resignation until the following morning while he reconsiders his position.

Commissioner Cuddihy suggested to the Chair that it might help Commissioner Cavanaugh in rethinking his position if each Commissioner would like to discuss their feelings about each of the noise abatement issues. Chair Dustin welcomed this suggestion.

Mr. Owens clarified that Commissioner Cavanaugh has not yet officially resigned, and that he remains a Commissioner in good standing until officially notifying Mr. Rozansky in writing. Chair Dustin concurred.

Before Commissioners commented on the measures, Chair Dustin clarified that the discussion is not a vote, it is just an indication as of today, where each Commissioner believes they stand or do not stand if they choose not to comment on the recommendations. Their opinions are summarized in the above table.

> *Please Note*: *On December 16th, Mr. Rozansky received the letter from Commissioner Cavanaugh attached hereto as Exhibit B indicating that he has been persuaded not to submit his resignation and will to continue to serve the NAA.*

ADJOURNMENT

With no further business, the meeting adjourned at 1:01 p.m.

Christopher A. Rozansky
Secretary

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

EXHIBIT A

CLOSING COMMENTS BY COMMISSIONER TERRY CAVANAUGH

I want to make some personal comments. These words are mine and the positions outlined are mine solely. They should not be construed as those of other commissioners, the Executive Director, the City Council, or any other entity/person.

I recognize I am disappointing a certain percentage of the residents of Naples with my position on bay dispersion. I also recognize I am in conflict with the City Council's vote on the measure. The noise dilemma is difficult with no easy answer. Let me level set from my perspective:

- The airport is a strong economic and operational asset for SWFL and especially the City of Naples.

- The airport is recognized as a leader in the General Aviation arena - state-wide and nationally. The airport is well-managed, has a strong balance sheet, and most importantly an extremely dedicated and competent staff.

- The airport must remain a public entity to provide the safest platform with the most current technology. Only funding from the FAA and FDOT will allow this.

- Air traffic will grow based on economic factors, more year-round residents, and personal travel preferences. Unless there is a sea change in thinking at the governmental level (FAA and legislative bodies) no meaningful noise abatement measures will occur.

EXHIBIT A

- While a plane is in the air on approach or departure its position, speed and performance is controlled by the aircrew and FAA tower employees. The local air traffic controllers are subcontractors in the FAA organization and accountable only to FAA management.

- Air traffic will continue to create noise and pollution.

- The next generation of aircraft will be quieter and cleaner. This process will take decades. At the same time, urban aviation will grow with smaller more nimble aircraft forgoing airport usage and utilizing private land/buildings for their use.

- The Part 150 Study will not create any meaningful noise abatement changes on it's own. It is a doorway to allow further dialogue with the FAA. Based on what I see from the FAA it will be a multi-year process with uncertain outcomes.

- Relocating the airport in my opinion is not feasible. Assuming you could find a tract of land that could be obtained the land costs, soft development cost, construction costs and off-airport infrastructure costs would well exceed the airports ability to support same. An airport with $30 million in revenue cannot support this infrastructure cost in the hundreds of million of dollars. Does the city or county wish to build an airport and put that asset on the city balance sheet and incur the debt and operating losses? While a skeptic on the issue I do feel a thorough and in-depth study should be conducted over the next 12 – 18 months to inform and place real data in the hands of the public

EXHIBIT A

- The FAA appears to be an ultraconservative, slow-moving regulator and in my opinion a nonresponsive agency in dealing with nonaviation interests. In addition, the willingness of local federal elected officials, as well as nationally elected officials, to engage on the noise issue is minimal. I believe this is based on the divided nature of the issue and their recognized inability to drive change with the FAA.
-

Bottom Line - The parties that control the ability to reduce noise are the FAA, aircraft manufacturers, aircraft owners and pilots. Airport authorities, elected officials, citizen groups and residents can be strong participants in the process but will not be successful without action and changed behavior from the government and aviation community.

As stated earlier I am aware I have taken a position in opposition to the City Council. Since this is an off-the-airport issue with city-wide implications their input and perspective are important to me. I tried to find a way to support their position on the new Bay flight path. I could not.

At the December 5th council meeting the mayor expressed frustration with the perceived lack of expertise by NAA commissioners on the issues. I for one heard her frustration and have taken her comments to heart. As I applied for the commissioner position I thought a had reasonable intellectual and business skills married with a desire to help the city with an important asset and be an effective resource for the NAA.

EXHIBIT A

I see the city council continues to be frustrated and uncomfortable with the NAAs role as evidenced by the recent hiring of a national top #5 law firm at potentially significant expense to provide advice and alternative input to the city council on aviation matters. In my opinion, we should be working together.

With my vote along with my growing recognition of my limited skills to understand the complex regulatory and community issues and city council's discomfort with the NAAs management of the noise dilemma, I am resigning as commissioner at the close of the meeting. This will allow the City Council which is accountable to the residents of Naples through the ballot box to appoint a person who is an "expert" and more aligns with City Council views. I am disappointed in myself for not being a better resource. I wish you all the best. Please **work together**, **trust each other** and deal with the difficulties with **maturity** and a **sense of humility**.

Thank you.

EXHIBIT B

TERRENCE W CAVANAUGH

190 16TH AVENUE S

NAPLES, FL 34102

Mr. Chris Rozansky
Executive Director
Naples Airport Authority
160 Aviation Drive North
Naples, FL 34104

Dear Chris:

After my comments yesterday I have been contacted by several concerned residents and organizations providing input and perspective on my comments and proposed resignation. I have also been contacted by one city council member who encouraged me to reconsider. I did not receive any calls or emails endorsing my resignation. While my comments still hold and concerns still exist based on this encouragement and support of the views I outlined I have been persuaded not to submit my resignation.

As I mentioned in my remarks I have found many constituents struggle to understand the complexity of issues and the facts surrounding the same. I am also concerned and frustrated the noise abatement issue has been politicized by many in the community. We need to work together, trust each other and deal with the issues with maturity, and a sense of humility.

While not an aviation expert I will endeavor to utilize the aviation resources available along with my skills to make the best decisions possible for the NAA, the aviation community, the residents of Naples and the residents of Collier County.

The NAA is a valuable resource and on many dimensions is underappreciated. The airport is fortunate to have you as Executive Director - a dedicated and talented civil servant and aviation executive. Your staff is top-notch.

The airport authority commission has a history of balanced strong oversight and governance. The challenges ahead will require comprehensive investigation and balanced decisions. I do believe we need to act with a greater sense of urgency and with more rigor with the FAA and other governmental resources. My expectations are high for our collective performance. I am recommitting myself to this role with the hope that we can build strong communication, operating success and community satisfaction with the NAA for the majority of the residents of SWFL.

I appreciate your patience and understanding. Please pass on my thanks for the support of my fellow commissioners. It was an important factor in my decision. Please inform them of my position at your convenience (perhaps by sharing this letter?).

Regards,

Terry Cavanaugh

Terrence W. Cavanaugh

Cc: Bill Owens – Bond, Schoeneck & King

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, December 15, 2022
8:30 a.m.

Commissioner Kerry C. Dustin – Chair
Commissioner Rick Ruppert – Vice Chair, Consultant Selection Committee Chair, Audit Committee Member
Commissioner Rita Cuddihy – NCC and TAC Liaison
Commissioner Robert P. Burns – Consultant Selection Committee Member, Audit Committee Member
Commissioner Terrence W. Cavanaugh – Audit Committee Chair
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. 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.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. November 17, 2022 Regular Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Year
2. Hurricane Ian Damage Assessment
3. Common Misconceptions

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

G. NOISE REPORT

1. Noise Compatibility Committee Update
2. Technical Advisory Committee Update
3. Noise Compatibility Committee 2022 Annual Report
4. Noise Report
5. Recap of FAA Meeting of December 14, 2022
6. Recap of Joint Workshop and City Council Meeting

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

1. Strategic Plan Scorecard – FY 2022 End of Year Report
2. Strategic Plan Incentive Program
3. Naples Airport Authority 2022 Annual Report
4. Purchase Handheld Radios Not to Exceed $129,875

5. Design Build Services for the Construction Phase of the Solar Canopy Installation at the General Aviation Terminal (GAT) Long Term Parking Lot Not to Exceed $5,481,924

6. Construct General Aviation Terminal Long Term Parking Lot Improvements in an Amount Not to Exceed $600,285

I. NEW BUSINESS

J. OLD BUSINESS

K. LEADERSHIP TEAM REPORT

1. Leadership Team Report

L. FINANCIAL REPORT

1. Financial Summary

M. COUNSEL'S REPORT

1. Counsel's Report

N. PUBLIC COMMENTS (5 minute limit)

O. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

P. ADJOURN