Thursday, December 19, 2024 - *Amended*
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Acting Chair Cuddihy at 8:35 a.m. in the Council Chambers at City Hall.

A. ROLL CALL

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

Staff and Authority Counsel were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Warriner, Ms. Zadorecky, Mr. Gray, Mr. Carballo, Mr. Keith, Mr. Burch, Ms. Sarcona, Ms. Acosta and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

Acting Chair Cuddihy led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky announced the following revisions:

- **Under Minutes, November 21, 2024, Regular Meeting Minutes**

On page 9, first paragraph changes to the following sentence, (strikeout of the word, a, and adding the words highlighted in yellow) was revised for better clarification of the lease that Mr. Ruppert was referring to:

> **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 ~~a~~ 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.**

On page 11, second paragraph from the bottom, it begins "Regarding Commissioners Crees' comment." The word, Commissioners, was corrected to read "Regarding Commissioner Crees' comment."

On page 20, in the first paragraph under Item 4), the word, not, has been added (highlighted in yellow) to accurately reflect Commissioner Cuddihy's statement. The sentence should read:

"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."

- **Under Presentation and Time Certain Items, Item 3, South Quad Hangar Improvements Update**

In the briefing paper, the financial analysis paragraph was updated as follows.

Based on projected rent of $1,000 a month for new t-hangar space (current minimum rent for a 45 foot hangar is $805 a month) and $5,000 a month for box hangars and an engineer's cost estimate of ~~$25,333,000~~ $21,039,000, the breakeven return on the investment with the grant is ~~84~~ 38 years and without the grant there would not be a breakeven point. Using the budgeted cost of $16,600,000, the breakeven return on investment is 19 years with the grant and 52 years without the grant.

In the presentation, the following slides were updated:

- Slide #4 and 5 – Includes updated renderings
- Slide #6 – Updated Budget Number is Engineer's 90% Cost Estimates
- Slide #7 – Updated Financial Analysis

D. MINUTES

1. November 21, 2024, Regular Meeting Minutes

Commissioner Dustin moved approval of the November 21, 2024, Regular Meeting minutes, as amended. Commissioner Burns seconded the motion.

On page 2 in reference to the revisions made to the October 17, 2024, Regular Meeting Minutes, Commissioner Burns said that the words, "to consider it and that," shown in red with a line drawn through them, should not be stricken as those words were added at the last meeting. Mr. Rozansky affirmed that Commissioner Burns was correct, and the correction could be made to the final version of the minutes by amending the motion.

Commissioner Dustin amended the motion to include the additional change as corrected by Commissioner Burns. Commissioner Burns seconded the amended motion. The motion passed unanimously 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Year

Mr. Rozansky recognized Ms. Robin Menard as the NAA's 2024 Employee of the Year. He stated that Ms. Menard is a true multitasker who represents the NAA very well in everything she does. He noted her management of the Board's, NCC's and the Executive Director's schedules with the various commitments and meetings we have and stated that she is a true delight and is very professional as she always has been. Mr. Rozansky stated it is a joy and a privilege to work with Ms. Menard.

Chair Cuddihy added endearing comments about Ms. Menard and stated how much the Commission appreciates her. Commissioner Burns commented that since coming to the Board, he had been demanding, asking for her assistance, and has always appreciated her hard work.

2. Recognition of Retiring Employee

Mr. Rozansky recognized Mr. Kerry Keith, Senior Director of Development and Facilities, on his retirement after several years of dedicated service to the NAA. He said that the impact Mr. Keith has made can be seen all around the airport, leaving a lasting impact. Prior to working for the NAA, Mr. Keith worked for a private contractor who completed many projects at the airport. Mr. Rozansky congratulated and thanked Mr. Keith for his years of dedicated service to the NAA.

Acting Chair Cuddihy also recognized and thanked Mr. Keith, on behalf of the Board, for his service and congratulated him on his retirement.

3. South Quad Hangar Improvements – Update

Acting Chair Cuddihy invited Mr. Miguel Carballo, Director of Planning and Development, to provide the update on South Quad Hangar Improvements. Mr. Carballo introduced Mr. Marcus Pires, Associate Project Manager with Hanson Professionals; and Ms. Natalie White, Associate Principal at Schenkel Shultz, Inc., who arrived late due to traffic, to provide an update on the design, schedule and costs for the South Quad Hangar Improvements project. He stated that this project would be submitted to the City of Naples Design Review Board (DRB) at its December 20, 2024, meeting. He noted that these hangars would be for use of light aircraft that currently use the airport tiedowns and shade hangars.

Mr. Pires discussed the proposed construction of three new T-hangar buildings, a new parking lot, and 12 new box hangars with architectural facades along North Road, in accordance with the Naples design guidelines. He presented the proposed site plan and discussed the details of the project, which included new alignment of service, wash rack, and self-fueler for aircraft, new access from the runway and taxiway to the apron and the hangars, and updates to the drainage and management pond. In addition, the berm along North Road will be removed. Mr. Pires said the project will include new architectural embellishments that will be visible along North Road, and there will also be a new landscape plan. The color palette will match the North Road Terminal. He discussed the quality and appearance of the project and the scale and size, which is consistent with adjacent structures.

Mr. Pires reviewed the schedule of work and cost estimate. He discussed a timeline by which each step in the project would proceed and the total construction program estimate of $19,479,700, based on 90% design. The target project budget is $15,041,500.

Mr. Ken Warriner, Senior Director of Finance and Administration, discussed the financial analysis of the project. He stated that the project cost estimates are based on the current scope and the t-hangar rent which is currently just over $800 per month with that amount increasing over the next year when the project is completed. He reviewed the breakeven analysis based on the reduced scope and stated that without grant funds, the breakeven would be 52 years.

Commissioner Cavanaugh asked for clarification of the cost estimates for construction of $19,479,700, the target project budget for construction of $15,041,500 on the schedule, and cost estimate slide compared with the project cost estimate under the reduced scope of $16,600,000 noted on the financial analysis slide. Mr. Warriner explained each of the amounts. Mr. Rozansky added that staff tried to get to a budget number that would correlate a breakeven number closer to

the 20-year mark. However, the bid was established to have a base bid with separate elements that may be added or subtracted from the project to get back to the 20-year breakeven point. Commissioner Cavanaugh asked at what point the project would become too expensive, causing its cancellation. Mr. Rozansky said staff had discussed this and will continue to further evaluate it when the bids are received. Commissioner Cavanaugh wanted the construction community to know that there is a point at which this project would no longer be viable. He commented that the NAA is perceived as an effectively run organization with money and he worries that perception may result in the NAA not getting the best price. He wanted the construction community to recognize that this is an elective project.

Commissioner Dustin agreed with Commissioner Cavanaugh's statements. Commissioner Dustin said that this analysis does not meet his test for reasonableness to go forward.

Commissioner Crees was also in agreement and thought that 25 percent over target was concerning. He liked the idea of a 20-year payback period, but 38 years is too long. He wondered if the rent should be considered from a cost perspective divided by 20 years. Mr. Warriner said that as the project gets closer, a market survey will be conducted to find out what people would be willing to pay.

Commissioner Burns said that he agrees with City Council, who previously voted for no new construction of t-hangars. If the NAA chose to proceed, he noted that he would vote against acceptance of any Florida DOT grants as he believed the project should stand on its own, economically. He also noted that he did not think the return on investment made economic sense.

Commissioner Cavanaugh stated while he respected the City Council's perspective, he did not think that their vote had any bearing on the NAA Board as the body tasked with governing the airport as it sees fit, based upon safety and improving financial operations. Mr. Owens advised that pursuant to the enabling legislation that created the Naples Airport Authority, the governing board is charged with the management. However, the governing board may take information and viewpoints under consideration from other legislative bodies when making decisions.

In reference to City Council's comments about not building new hangars, Chair Cuddihy asked if the t-hangars had already been approved. Mr. Rozansky was unaware of the City Council having voted on that topic. However, in 2018 or earlier, this project appeared on the utilization plan, and when plan updates were made in 2021, this project was included. He asked Commissioner Burns when the City Council voted on not wanting to build any new hangars, and Commissioner Burns said he was referring to a meeting held in 2021. Mr. Rozansky stated that staff had researched the topic and included an item in the informational section for the joint workshop. He said in 2021, there were two additional new hangar projects for other areas of the airport which were shown on the plan. Because the Noise Study was still underway at the time, the NAA agreed to remove those two new hangar projects from the plan. He noted this action was reflected in the minutes from that meeting, as provided in the joint workshop packet. Commissioner Burns asked if there was any evidence that during that meeting, that the 2018 plan was not included in the preferences of the City Council. He asked if anyone had brought up the 2018 plan to clarify that it was not being altered. Mr. Rozansky said this t-hangar project was shown at that time as an approved plan and there was no reason to discuss it further since it had been previously approved.

Commissioner Dustin commented that the NAA Board is an independent commission, and City Council is our landlord. He expressed that City Council should not be micromanaging the airport

and opined that it is abdicating our Board's responsibility to manage the airport. Commissioner Burns responded that the NAA is required to review the utilization plan and the master plan with City Council for their input. He reminded the public that the NAA Commissioners have a connection with City Council because they are appointed by them.

Commissioner Cavanaugh asked what type of aircraft would use the t-hangars on this project and are they Collier County residents. Mr. Rozansky stated that light aircraft using the T-hangars have a wingspan less than 50 feet and that the majority of the customers who lease these hangars are local residents. Commissioner Cavanaugh stated that this project responds to the needs of the County citizens who are interested in aviation either as a hobby or utilization of this aircraft for business purposes. Mr. Rozansky referenced the hangar wait list in the Board Report and stated that most of those tenants are already here and would like an enclosed hangar.

Commissioner Burns made comments about the hangar rental rates and noted that they are much lower than what a yacht owner pays at the City dock. Mr. Rozansky said that this project is 18-24 months out and said that the best time to conduct due diligence on rental rates is about six months prior to completion of the project. Commissioner Dustin suggested we survey prospective tenants to see what they would be willing to pay.

Acting Chair Cuddihy noted that this agenda item was simply an update. She asked if the light aircraft that would use these hangars were already tenants. Mr. Rozansky said yes, the vast majority of them are now on tiedowns. Acting Chair Cuddihy said this project was an upgrade of the facility that improves the safety for the airport since the aircraft would not be out in the elements. Mr. Rozansky added that aircraft owners covet the enclosed space because of the protection it offers. Acting Chair Cuddihy said the airport prefers this safety as well and that there is a rationale for doing this project.

Commissioner Crees disagreed that the new enclosures would improve safety.

Mr. Rozansky said if the airport was ever in a position not to accept grants, it would need additional assets that generate revenue. He considers this an opportunity to diversify the airport's revenue source, adding it would be an obvious choice from a financial perspective. He also commented that enclosed hangars are much safer than tiedowns because when a line of storms come through or an intense gust of wind, staff rushes to get aircraft into hangars. Acting Chair Cuddihy agreed.

F. PUBLIC COMMENTS (5-minute limit)

Mr. Bruce Byerly, 184 Tupelo Road, Naples commented that he previously served on the airport's Noise Compatibility Committee as a member and a Chair. He discussed the fiduciary responsibility of the Board regarding the airport users' money. He noted the requirements of the NAA Charter regarding fiscal tasks and managing the airport. He felt too much effort and money had been put into studying relocation of the airport, which was impractical if not impossible, and it is well known to be unwanted by the majority of people and it only placates a minority. He expressed an alarming concern about a new NAA Board member displaying anti-airport activism. He stated that the public and airport users who love and support this airport should know that he is a director of Reduce Jet Noise Naples which features a red slash sign across an image of an aircraft appearing on its website header. Below that is the headline, "the volume of jets flying over Naples is out of control," followed by scare words, debunked theories on soot, and threats to children regarding lead. Further, at the bottom of the website, it states that City Council agrees.

He said all of this is promoting misinformation and frankly, lies as an activist group. Mr. Byerly noted that none of this was discussed publicly during the interview of this new Board member. He felt this was a clear conflict of interest for the NAA. He noted that this activist group is working hard to threaten airport users' freedom, threatening his children, and the over 50 families working in his business, all to benefit this group's attempt to interfere with the most effective and efficient transportation system in the world. With him today are two of his children, one who is a pilot working on her instrument rating in multi-engines and the other an aspiring pilot. He said that these kids and their classmates in this town are our future leaders and are worth fighting for. He congratulated the new appointment and looks forward to working together rather than promoting divisive rhetoric. He urged NAA Board members to conduct themselves as responsible and contributing members of the community who strive to preserve and protect the best asset the City of Naples has, the airport.

Mr. Stephen Myers, with Elite Jets, congratulated Ms. Menard and Mr. Keith for their work and service. He discussed the significance of the airport as an economic driver to the region. He said the airport's economic impact contributes more than $780 million per year as demonstrated through an independent study conducted by the Florida Department of Transportation. As well, it supports over 5,000 jobs and fosters countless more through indirect impact. The airport's 300 active leases are the backbone of the thriving local business ecosystem. He stated that these businesses depend upon this Board to fulfill their mission of being responsible stewards of the airport and continuing successful operations, as mentioned previously by Commissioner Cavanaugh and Acting Chair Cuddihy. Mr. Myers said that as someone who works at an airport-connected business, the actions of the Board have a direct impact on not only other businesses, but on him personally and his family. He stated the 2025 goals of the airport as indicated on the NAA website are to provide a safe, modern and efficient airport; be an engaged community partner; equip employees to excel; and strengthen the airport's economic vitality such as increasing safety and provide hangars, etc. He stated that the NAA does not take any money from taxpayers, but funding comes from the owners and operators of the airport, as well as from fuel sales. In addition, actions contrary to these goals do not serve the public, the businesses that use the airport, the city, community, or the region. He asserted that the NAA should continue to focus on their stated job which is to support and promote the continued successful operation of the airport. Calls to relocate the airport are misguided and impractical. He noted that too much money had been expended on this initiative with no suitable alternatives identified. As a business operator connected to the airport, Mr. Myers stated that the funding for the relocation study comes out of the airport users' fees, not from taxpayers. He said the airport relies upon the airport users to fund critical operations. He was deeply discouraged that any study that considered closing the airport, reducing services on the airfield, or moving the airport would continue to be pursued when all of the previous studies have ended with the same conclusion. He stated that further studies would not bring any different conclusions and suggested that the Board listen to all their constituents, and to follow its mission. He suggested that the NAA seek to "City of Naples-proof" the NAA Board, preventing their interference and meddling of this Board, legally or otherwise. He also felt that it is logical for the Board to accept federal funds and grants for the next 20 years while the majority of the Board supports the airport's future success. He said there are a couple of obstructionists who are trying to prevent this from happening and questioned why the Board would increase the financial burden to the owners and operators of the goose that is laying the golden egg.

Mr. Sean Nash commended the Naples Airport for all its accomplishments including sustainable aviation fuel, curfew compliance, best places to work, and environmental awards, despite having to deal with the propositions to close down the Naples Airport. He echoed the sentiments of

previous speakers and raised several thought-provoking questions regarding the ridiculous notion of shutting down the airport. Mr. Nash stated that he knows 18-year-olds who have contributed more to our community in aviation than some of the NAA Board members have, let alone several more highly qualified members who were passed over for the newest Board seats. He hopes their action in the coming months will answer his questions more than their words will. He said he is far from convinced that they are not just a pawn in City Council's chess game, and the burden of proof to demonstrate otherwise lies with the NAA Board. More importantly, he hopes that everyone can get back to using their time and resources to better the community that these Board members decided to be a part of, some as recently as two years ago.

G. NOISE

Acting Chair Cuddihy explained why there were no agenda items regarding noise. She stated that this section of the meeting was intended for those items with formal presentations. Going forward, she said this section will be used when there are actual presentations. She introduced a new section of the agenda called the Executive Director's report that would allow updates on the progress of all previous follow-up items and any other items worthy of an update.

Acting Chair Cuddihy noted that the NCC only meets three times a year. When that Committee meets, their report will be provided under the Noise section in the month following the NCC meeting. She announced the NCC will meet on Thursday, February 27, 2025; Thursday, May 8, 2025; and Thursday, November 6, 2025. She also encouraged anyone in the community to make public comments at our meetings or if anyone wishes to request an airport presentation for any group, they should contact Robin King at rking@flynaples.com.

Mr. Rozansky stated that he had many updates on noise-related initiatives, and that information will be forthcoming.

H. CONSENT AGENDA

1. Horticultural Grounds and Maintenance Services

Commissioner Dustin made a motion to approve Consent Agenda, Item No. 1. Commissioner Cavanaugh seconded the motion. The motion was approved 5-0.

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

Ms. Menard stated there were no public comments for the following Action Item.

1. Naples Airport Authority 2024 Annual Report

Mr. Zachary Burch, Senior Community Outreach and Communication Manager, provided the FY 2024 Naples Airport Authority Annual Report. He highlighted initiatives and accomplishments over the fiscal year that ended on September 30, 2024. Mr. Burch pointed out that former Chair Ruppert wrote the Letter from the Chair and approved it, since he was serving as Chair during FY 2024. The highlights presented included:

- Part 150 completion and submittal

- Environmental sustainability
- Enhanced safety updates and initiatives
- Community partnerships
- Awards and recognition
- Fly Safe Fly Quiet Leaderboard

Mr. Burch provided some additional points about the efforts of the entire airport throughout the year. He stated that upon approval, the report would be published on the NAA website and would share it with tenants and customers, as well as issue a press release.

In response to Commissioner Burns' question regarding how involved the public relations firm had in preparing the report, Mr. Burch stated that all the content was created by Communications staff, former Chair Ruppert and Mr. Rozansky. The airport's former public relations firm, Garth Solutions, performed the layout of the publication.

Commissioner Cavanaugh made a motion to approve the Naples Airport Authority 2024 Annual Report as presented. Commissioner Dustin seconded the motion. The motion passed unanimously 5-0.

J. NEW BUSINESS

There was no new business.

K. OLD BUSINESS

1. UL 94 Update

Mr. Byron Gray, Senior Director of FBO Services, provided an update on the NAA's UL 94 program. He requested consensus to continue a subsidy through the remainder of FY 2025. He said currently 44 aircraft are registered for UL 94 fuel, which includes 33 based tenants. He noted that since the program's inception, 81,899 gallons have been sold. He said of the initial subsidy of $182,500, $161,423.49 has been spent since June 2023, leaving a balance of approximately $21,000. He said an additional $100,00 was budgeted for FY25, providing flexibility for the Board to extend the subsidy program, if desired.

Mr. Gray presented a recap of the initiative, its financial impact, and the UL 94 subsidy offered at other airports across the country. Upon consensus, staff would continue to promote the availability of this environmentally friendly fuel alternative.

Commissioner Cavanaugh asked if more airports were trying to use UL94, and Mr. Gray responded that UL 94 has picked up steam in California and that fuel is being railed out from Indiana to California. He compared UL 94 to a stop-gap solution. He provided an overview of aviation gasoline, the EAGLE Initiative (Eliminating Aviation Gasoline Lead Emissions) and discussed the FAA's focus on unleaded aviation fuel.

Commissioner Cavanaugh asked if the FAA called for facilitation of elimination by 2030. Mr. Gray said there was no hard stop. Identifying a lead solution was initially mandated in 2008, but

one was never found to fully remove the lead because of the octane necessary for high-performing aircraft.

Mr. Rozansky commended Mr. Gray on his efforts in effectuating this transition and for allowing the NAA to be an industry leader in yet another initiative. Mr. Rozansky stated that Mr. Gray is also serving on the American Society of Testing and Materials (ASTM) Committee.

The majority consensus (4-1) of the NAA Board was to allow staff to use the budgeted amount of $100,000 and continue to subsidize and promote the availability of this environmentally friendly alternative. Commissioner Crees was not in favor of the NAA subsidy, but stated the NAA should be self-sustaining. Although he would like to see pollutants out of the communities, he was not sure subsidies were the way to go and suggested instead to increase the charge for leaded fuel.

Mr. Rozansky noted that the recent FAA Reauthorization Bill, passed in May, prohibits any airport that has offered 100 low-lead from discontinuing the sale of it; as well, there are restrictions under which the NAA must operate relative to the fuel pricing.

L. BOARD REPORT

On page 13, Commissioner Dustin referred to the hangar waitlist. He thought it was important to note that there had been a decrease from the previous month of four. Further, a decrease in reservations from existing tenants of two. He felt this trend was disturbing and expressed concern that it could have been perhaps due to the impact of the discussion about relocation of the airport, issues on noise, our aging population, growth of Marco Island Airport and RSW Airport, as well as the flying community expressed earlier by Mr. Myers that they are not happy with us. He said the Board needs to pay attention to this and not take our customers for granted.

Commissioner Cavanaugh asked if the NAA conducted any type of survey of why someone left the wait list. Mr. Rozansky said he was uncertain if an exit interview was conducted but rather a casual conversation because our Leasing Office has a good relationship with our tenants. There is natural attrition that takes place, but the waitlist was still pretty robust. He will follow up with the Leasing Department to see if they conduct exit interviews.

Acting Chair Cuddihy congratulated the Noise Specialist for contacting and speaking with 97.5% of curfew violators. Mr. Rozansky said 100% of the curfew violators are contacted with written correspondence.

Acting Chair Cuddihy called for a 15-minute recess.

M. EXECUTIVE DIRECTOR'S REPORT

Mr. Rozansky stated that the FAA approved all the items in the Part 150 Noise Study, Noise Compatibility Program. The documentation will be included in the January agenda packet. Mr. Rozansky said that of note, they approved the flight procedure which qualified under Part 150, to increase the glide slope to 3.5 degrees for approach to Runway 5. It qualified because it will reduce the noise contour for residents on the southwest side of the airport. In addition, Hughes Aerospace finally received written concurrence from RSW on Hughes' proposed arrival procedures, to include the 3.5-degree arrival to every runway end. Included in that were true R-Nav arrival procedures to Runway 14-32. He noted that we don't currently have true R-Nav procedures,

instead we have "circling approaches" which are not as precise or popular amongst the aviation community. He said a true R-Nav arrival procedure would be a significant improvement. Hughes commented that these procedures, when published, would increase use of that runway. Mr. Rozansky said that departure procedures were not included. Hughes found while working with the FAA and RSW, there was continued pushback against increasing the departure hold. Hughes will revisit the departure procedures while we start to push the arrival procedures further along.

Mr. Rozansky stated that the next step would be for Hughes to tentatively give a presentation to the Board in January. Additionally, they would draft a proposal for implementation of the next phase, which would be finalizing the design, FAA coordination, flight check, and publication of arrival procedures. Acting Chair Cuddihy confirmed that using Hughes has made the process faster, and Mr. Rozansky agreed, adding Hughes can publish the procedures by themselves. This is in contrast to DVAC's approach, which was to develop a conceptual design then submit it to the FAA, which would take an additional three to five years. Hughes informed Mr. Rozansky these arrival procedures could be published in about another year.

Commissioner Burns asked what the pushback entailed from RSW TRACON regarding departure procedures. Mr. Rozansky responded that RSW controllers were pushing back because they objected to increasing the departure altitude. He also indicated that Hughes would include this information in their presentation. According to Hughes, the controllers indicated that increasing the departure hold might require a larger regional air space design which would include a number of airports. Commissioner Burns reflected on the discussion in April or May of 2023 with Mr. Walter White from DVAC who identified this very issue that raising the 4,000-foot hold would require other airports to be involved. He thought that the DVAC team should be engaged to assist with departure procedures. Mr. Rozansky agreed with Commissioner Burns, and he thought it would be beneficial to invite DVAC and Hughes to have a conversation with the Board. Mr. Rozansky reminded Commissioners that increasing the 2,000-foot hold was first identified in the 1999 Noise Study. The FAA rejected it then and continues to push back. Knowing it would be a challenge, Mr. Rozansky was hopeful that with newer technology today, the consultants that we have engaged could help find a way. There was Board discussion regarding engaging one firm to focus on the arrival procedures and one firm to focus on departure procedures, or both firms focused on departure procedures, citing the Part 97 certification that Hughes holds. Mr. Rozansky stated that increasing the 2,000-foot hold may not actually reduce noise but could increase noise. Rather than continuing the push to increase the departure hold, we might consider an alternative strategy to develop a noise abatement departure procedure which would get the aircraft to a higher altitude sooner, while still leveling off at 2,000 feet and reducing their throttle. This procedure ensures aircraft at a lower thrust setting while over the densest part of the City, and it is used at some airports. Mr. Rozansky thought there is more technical analysis needed due to the pushback of increasing the departure hold above 2,000 feet.

Acting Chair Cuddihy asked if there was any value in asking the two firms to talk with each other to determine the best process. Mr. Rozansky thought it would prove difficult because both firms approach processes differently. He said one does it entirely in house and the other firm provides a conceptual design and hands it off to the FAA. As a next step, Mr. Rozansky stated that it would be beneficial for DVAC to hear what Hughes has found, which is ultimately a benefit to the NAA. Mr. Rozansky suggested having both firms at the meeting, otherwise, he suggested having DVAC present second. Mr. Rozansky added that Hughes will let him know before the holidays if they can present at our January meeting.

There was unanimous consensus for Mr. Rozansky to invite the DVAC team to discuss their ideas, following the Hughes presentation.

Acting Chair Cuddihy congratulated staff for being proactive in pursuit of getting the arrival procedures approved locally while at the same time getting the Part 150 Study NCP approved. She noted that if we had waited for the Part 150 Study to be completed, we would just now be beginning the process for the flight procedures. Commissioner Burns agreed and extended kudos to Mr. Rozansky for starting the process 15 months ago. Mr. Rozansky expressed his appreciation for this recognition.

Mr. Rozansky stated that numerous meetings had been held with ESA regarding the preliminary scope and fee for the next phase of the exploratory study, which would be a site selection, inclusive of several other items. He said it is anticipated to have that information for the Board in January. Mr. Rozansky also stated that he had scheduled a meeting with the Executive Director of Lee County Port Authority. He will visit Naples during the week after Christmas to share some information on their airport master plan and their plans for being able to handle general aviation activity like we have in Naples.

Mr. Rozansky has spoken to the Collier County Manager to discuss NAA's letter regarding their interest in the NAA continuing efforts to identify an airport site as the next phase of the exploratory study. The letter is being sent prior to the holiday and the County Manager indicated the letter would be presented to the Board of County Commissioners at their January 14, 2025, meeting. Mr. Rozansky noted the timeliness since our Board meeting is on January 16, 2025. He stated that the letter requests a written answer from the County whether it would contribute staff time and effort if the NAA should continue in the due diligence of the next phase of the exploratory study. This would include the site selection, financials, environmental impact, governance, off-airport access, staff time, and County Commissioner time.

Mr. Rozansky announced that Attorney Peter Kirsch is preparing a variety of legal opinions on topics discussed at last month's Regular Meeting as well as during the Joint Workshop meeting with the City. Mr. Kirsch will attend the NAA Regular Meeting in January. In addition, Mr. Kirsch reached out to the City Council's aviation counsel about collaboration on a lobbying strategy and finding common ground, but received a lukewarm response, which is likely a reflection of the fact that the City hasn't authorized him to work with Mr. Kirsch. Commissioner Cavanaugh asked if a list of the topics that Mr. Kirsch is planning to discuss was available in advance. Mr. Rozansky stated that his memorandums would be published in the regular agenda packet and believed that most of the topics are listed in the minutes from last month's Board meeting. He said he was happy to send them in an email, as well.

There was unanimous consensus for Mr. Rozansky to provide Board members with a list of topics Mr. Kirsch will opine on, but the Board is not to add new topics to that list.

Mr. Rozansky stated that he had been working with ESA on technical memorandums regarding the theoretical capacity and history on the Runway 5-23 Extension. Acting Chair Cuddihy asked Mr. Rozansky if ESA would provide the theoretical capacity limit for the Naples Airport, and Mr. Rozansky responded affirmatively. There was discussion regarding a variety of assumptions that will be quantified in this capacity report.

In a conversation with Mr. Stephen Myers of Elite Jets, Commissioner Burns told him he visited the Naples Airport on the Sunday after Thanksgiving between 1 p.m. and 3 p.m. and that it was his understanding flights planning to land at the Naples Airport were being diverted to RSW. Mr. Myers confirmed that and said that he was in that traffic and wanted to know why flights were being diverted to RSW. On the topic of capacity, Commissioner Burns asked if the Naples Airport is maxed out on certain days. He would like to know how often that happens and believes it is a topic that needs to be moved up on the list. Mr. Rozansky said that this is all part of the analysis and requested time to work with ESA on developing the scope of that analysis. Acting Chair Cuddihy said that ESA is also working on the scope for Phase 2 of the airport exploratory study which she felt was more important to address before this item. In terms of why aircraft are diverted, Mr. Rozansky stated that the NAA does not have any authority over why aircraft divert. He said he would follow up with Mr. Myers to provide a further explanation. Commissioner Dustin said Mr. Rozansky could provide the dates when NAA would reach capacity, which Mr. Rozansky stated are the bookends around holiday weekends.

Mr. Rozansky said the letters for members of Congress on the FAA Noise Advisory Committee will be sent once signed by Acting Chair Cuddihy. Also, he noted that Senator Rubio is no longer accepting inquiries pending change in Washington right now.

Mr. Rozansky noted that staff had met with the Naples Police Department to do a test run of having an expanded law enforcement presence on airport property. He said everyone agreed that there was no real justification for 24-hour service. Mr. Rozansky said that we do need some expanded presence but we agreed that it was during those peak activity hours of the day. He said we may need to come back for Board approval for expansion of those services which may exceed $100,000. He noted there is an interlocal agreement in place and there is a formula for compensating the City for their services.

Mr. Rozansky anticipates a presentation on Resiliency for the February Regular Meeting. In addition, staff is working on a presentation for Strategic Planning process for the next year.

Acting Chair Cuddihy thanked Mr. Rozansky for his incredibly helpful update.

Commissioner Dustin asked about the potential new arrival procedures, if the director from Bayfront would have any benefit from a 3.5 degree arrival. Mr. Rozansky said everyone would see an increase in altitude but the closer to the airport, the less the benefit. He added that we receive complaints from people well outside the City, and they will see a greater benefit with the increased arrival altitude.

N. COUNSEL'S REPORT

Mr. Owens reported no pending litigation or other material legal matters to discuss. He wished everyone, in a comedic manner, a happy holiday season and a safe and prosperous New Year.

Mr. Rozansky noted that some staff members had spoken with Mr. Myers, and there was an FAA ground stop for all of South Florida on the Sunday after Thanksgiving; it had nothing to do with Naples Airport capacity.

O. PUBLIC COMMENTS (5-minute limit)

There were no public comments.

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Acting Chair Cuddihy asked Commissioner Crees what he wanted to accomplish through his service on the NAA Board. Commissioner Crees said that we are all in agreement that there are issues with noise that need to be addressed. He also stated that first and foremost, the safe and efficient operation of the airport is No. 1. He commended Mr. Rozansky and his staff for a fabulously run operation. He thought the information provided in the packet was great and on time. He said that noise is an issue but he doesn't have a magic wand on that. He felt that relocating the airport would be a difficult step because of costs and the environment but realizes that the Board must check all the boxes. He thought that a parallel study should be conducted to identify how an airport relocation would be funded. Acting Chair Cuddihy said that in the Phase 1 study, there was a ballpark figure of $2 billion. She added that is why we asked ESA in the next phase to identify how this relocation would be financed, who would govern it, which site is preferred, and its environmental issues. She said we did not ask RSW to be included in the relocation because that would mean closing the airport. Commissioner Crees stated that he was not in favor of closure of the current airport, but he would like to see less noise.

Acting Chair Cuddihy expressed her appreciation to Commissioner Crees and Commissioner Burns for their decorum when members of the public made comments that may have been somewhat directed at them. She noted that the public is encouraged to speak their minds, and she appreciated Commissioners not engaging with respect to public comments.

Commissioner Burns stated he visited JSX at the Naples Airport on the Sunday after Thanksgiving, between 1:30 p.m. and 3:00 p.m. during a JSX arrival and departure. He shared his observations from that visit. He noted there were two JSX employees and there was good control of getting people from the waiting area to the desk, going through security. He stood where he could see JSX load the baggage onto the plane, and the JSX employee carried each bag through the scanner then put it on the cart; then the Naples Airport staff loaded bags onto the aircraft. When the passengers went through the scanner individually carrying their backpacks or personal gear, there was no separation. He wondered who provided the scanner and had questions about its operation. He said he could see the scanner and the aircraft, and there was a green light and a red light because he could see it in the window reflection. Most of the time, the light was green, but the light was red four or five times with no additional clearance when the light was red. Commissioner Burns did not feel that the security was up to the standard security required to fly commercial. He asked if that presented a liability to the NAA. He said if JSX was providing the security equipment, he did not understand their machine and was concerned about safety.

There was unanimous consensus for Mr. Rozansky to ask someone from JSX to explain their security process. Mr. Rozansky noted that JSX does have a TSA-approved security system. He said he would be happy to gather more information.

Commissioner Burns asked if the NAA provided staff to any aircraft for loading and unloading. Mr. Rozansky said yes, that was a typical service. He said staff time is built into the formula for pricing fuel, and there are some ancillary costs such as use of a ground power unit (GPU).

Commissioner Burns referred to an article in the Naples Daily News published on December 5, 2024, written by Ms. Kyle Foster, regarding who would pay for a new airport and who would operate it if Naples Airport was relocated. Commissioner Burns asked Mr. Rozansky how the topics evolved as he would have liked to have discussed those topics. Mr. Rozansky responded that she had attended the Greater Naples Chamber of Commerce meeting where Mr. Rozansky spoke to the group, and he addressed some questions from the audience. Commissioner Burns said that he would have liked for the Commission to be involved in that article. Mr. Rozansky explained that he had stated that the NAA staff was putting together a scope for the next phase of the study which would include a more detailed analysis of financing. He said Ms. Foster may have chosen to not report on that, but said it was discussed. Acting Chair Cuddihy said that the financing is the next phase of the study, which is when the Board would opine. Mr. Rozansky stated that ESA has an airport financing consultant that they will propose to be part of the team. The financing piece will rely in part on the County staff and their finance people because we would all have to presume there would be some debt service. Collier County may have some expertise to assist us in the debt service.

Conceptually, Commissioner Burns said that the City and City Council are motivated to relocate the airport at some time because they are hearing noise complaints from residents. Commissioner Dustin thought that the City should be asked about what their financial involvement would be in relocating the airport. Mr. Rozansky agreed that conversations with the City and the County may be appropriate to find out what the governance model might look like. Commissioner Burns suggested looking at how Panama City Airport financed their relocation from their in-town airport out into the County. Mr. Rozansky commented a moment ago that the County may have to issue debt service because we don't know what the governance model would be. He said we should ask the City as well and if the Board requests it, we can add it to the scope.

Commissioner Cavanaugh thought the article was completely appropriate and he felt that Mr. Rozansky had a responsibility to respond so that there is transparency in the community. He felt that Mr. Rozansky's comments were balanced and effective. Commissioner Cavanaugh didn't feel this Board should be in the Executive Director's way of communicating effectively with all the proper constituents. Acting Chair Cuddihy agreed.

Commissioner Crees said that the Board should listen to what ESA has to say from a financial perspective. He did not think there was any point in speaking with the City until the options were presented.

Acting Chair Cuddihy asked if there was Board consensus to approach the City to opine if they would be interested in funding a new airport.

As part of the development of the scope in the next phase, Mr. Rozansky said that it was our thought to engage County staff on financing options. Mr. Rozansky stated he would appreciate feedback on whether the Board would like staff to speak with the City and/or the County. He thought that either both should be engaged, or there should be reliance on an independent consultant. He said we may have to find another consultant as the one he is referring to has expertise in traditional airport financing mechanisms, not debt service. He said we would have to find a separate consultant on municipal debt service.

Acting Chair Cuddihy asked if any of the Board members believed that the NAA staff should speak to the City and/or the County, prior to our getting the proposal from ESA, if they would have interest in financing the airport. The was unanimous consensus to not move forward with conversations with the City and County at this time.

Acting Chair Cuddihy thanked Mr. Rozansky, Mr. Owens, and all the NAA staff for their hard work every day over the last year. She also thanked the airport tenants and users of the airport for working so closely with staff to help reduce noise. Their efforts and dedication to go to their customers at their expense has been incredible. She said there is a good working relationship between the tenants and staff. She thanked them for everything they do, day in and day out.

Commissioners expressed their best wishes to everyone for a happy holiday.

Q. ADJOURN

With no further business, the meeting adjourned at approximately 12:11 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, December 19, 2024
8:30 a.m.

Commissioner Rita Cuddihy – Acting 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. AGENDA (Add, delete or re-sequence items)

D. MINUTES

1. November 21, 2024, Regular Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Year
2. Recognition of Retiring Employee
3. South Quad Hangar Improvements – Update

F. PUBLIC COMMENTS (5-minute limit)

G. NOISE

H. CONSENT AGENDA

1. Horticultural Grounds and Maintenance Services

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

1. Naples Airport Authority 2024 Annual Report

J. NEW BUSINESS

K. OLD BUSINESS

1. UL 94 Update

L. BOARD REPORT

M. EXECUTIVE DIRECTOR'S REPORT

N. COUNSEL'S REPORT

O. PUBLIC COMMENTS (5-minute limit)

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Q. ADJOURN