Thursday, February 16, 2023
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Chair Dustin at 8:34 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. Zadoretcky, Ms. LeDuc, Mr. Burch, Mr. Dietrich and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

Chair Dustin led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky stated that there were two changes to the Board packet as follows:

1. January 19, 2023, Regular Meeting Minutes – At the time the Board packet was published, the complete video of the last meeting was not yet available. When it became available, the minutes were updated and distributed to Board members.

2. Action Item 1 – Fiscal Year 2022 Audit and Annual Comprehensive Financial Report – Two minor typographical errors were corrected on page 3 and page 40 of the Financial Report, which were not material to the financials itself.

D. MINUTES

1. January 19, 2023, Regular Meeting Minutes

Commissioner Burns moved to table the amended January 19, 2023 Regular Meeting minutes due to insufficient time to review them. Commissioner Cuddihy seconded. Motion passed unanimously 5-0.

2. January 24, 2023, Audit Committee Meeting Minutes

Commissioner Burns moved approval of the January 24th Audit Committee Meeting minutes. Vice Chair Ruppert seconded. Motion passed unanimously 5-0.

3. January 31, 2023, Consultant Selection Committee Meeting Minutes

Commissioner Burns moved approval of the January 31st Consultant Selection Committee Meeting minutes. Vice Chair Ruppert seconded. Motion passed unanimously 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. 2021 GFOA Certificate of Excellence in Financial Reporting

Chair Dustin announced that for the 18th year in a row, the Certificate of Achievement for Excellence in Financial Reporting had been awarded to the City of Naples Airport Authority by the Government Finance Officers Association of the United States and Canada (GFOA) for its Fiscal Year 2021 Annual Comprehensive Financial Report. He congratulated Mr. Warriner and the Finance team for achieving this award, the highest form of recognition in governmental accounting and financial reporting.

2. FDOT Statewide Airfield Pavement Management Program (SAPMP) Pavement Condition Index (PCI) Report

Mr. Lobb stated that representatives from Kimley Horn would be presenting the results of the 2022 Airport Pavement Condition Index Evaluation Report for the Naples Airport. He said the assessment is conducted at least every three years on behalf of the FDOT Statewide Airfield Pavement Management Program. FDOT contracts with an engineering firm that analyzes surface and pavement conditions at over 90+ airports across the state. Mr. Lobb said the report gives us a snapshot in time of nearly every square foot of pavement on the airfield side and when that pavement will need rehabilitation. He said this allows us to program those needs into our capital improvement plan. Mr. Lobb clarified that this is an evaluation of the pavement surface as opposed to a subsurface investigation and was conducted before Hurricane Ian. Separately, he said staff is contracting separately with a third-party engineer to perform a more detailed evaluation of the integrity of the pavement since Hurricane Ian. He introduced Mr. James Holland and Mr. Tom O'Donnell, from Kimley Horn.

Mr. Holland provided an overview of the FDOT SAPMP background and stated that the FAA requires analysis every three years. He highlighted the program scope and displayed a typical pavement deterioration curve chart. He explained that the FAA established a fair pavement condition index (PCI) of 56-70, as shown in the light gray area of the Pavement Management Goals chart. When the PCI gets below that range, it is eligible for an FAA reconstruction project. Mr. Holland summarized the pavement condition at the Naples Airport and noted it was in satisfactory condition with a Network PCI of 79. He said we are doing an excellent job of maintaining our pavement.

Mr. O'Donnell reiterated the thresholds of what constitutes a rehabilitation vs. a reconstruction project and estimated our project costs for rehabilitation at $44.4 million and reconstruction at $5.4 million over ten (10) years. He reviewed our pavement priorities for the next five years and recommended that the blue and orange areas on the slide showing the GA Apron improvements be combined for significant cost savings.

A question-and-answer period followed.

Mr. Rozansky thanked Mr. Holland and Mr. O'Donnell for taking the time to travel to Naples and to present the results of the Report.

3. AvGas Aviation Fuel

Mr. Burch introduced Mr. Neal Wolfe of Environmental Science Associates to present information regarding an in-depth explanation of AvGas fuel products.

Mr. Wolfe provided a summary of his background and stated he had been an environmental consultant for approximately 20 years with a focus on air quality. He thanked Mr. Rozansky for the opportunity to present today. He gave an overview of aviation gasoline (AvGas), noting that 100-octane Low Lead (100LL) is the primary fuel for piston-engine aircraft and the only major transportation fuel in the U.S. that still contains lead. He explained that lead is used in AvGas because it boosts octane to enable reliable operation of high-compression piston engines, prevents premature detonation or engine "knock", provides engine lubrication and reduces wear on the valves. He presented a map of Florida by county, which showed a low number of lead poisoning cases in Collier County, as reported by the Florida Department of Health. He said Collier County has had no reported cases of lead poisoning in 16 years, since their epidemiologist began keeping statistics. He provided a history of the EPA's ban on leaded automotive gasoline. He stated there is a steady decline in the number of piston engine aircraft operating in the U.S. as well as a decline of AvGas consumption in Florida.

Mr. Wolfe presented a table of current (100LL) and emerging fuel options (UL94 and G100UL). He spoke about the challenges with competition between the small producers of UL94 and G100UL sharing technology with large refineries, users not receptive to increased fuel costs, concerns over compatibility with piston-engine aircraft and infrastructure issues. Mr. Wolfe stated that two Florida airports are offering UL94 – the DeLand Municipal Airport and the Sebring Regional Airport – at a cost greater than 100LL. He provided an overview of the EAGLE Initiative (Eliminate Aviation Gasoline Lead Emissions), endorsed by fuel and aviation industry leaders. He said the program has four pillars for a path to a lead-free aviation system by 2030 and noted that the Mr. Rozansky and the NAA are engaged in the "Supply Chain Infrastructure and Deployment" pillar.

Mr. Wolfe summarized the legal matter about the County of Santa Clara ending leaded fuel sales at Reid-Hillview and San Martin Airports and the investigation into the piston aircraft that crashed after takeoff in 2021 from the Reid-Hillview Airport.

He provided an overview of the EPA's determination issued in October 2022 that lead emissions from specific aircraft cause or contribute to air pollution that may reasonably be anticipated to endanger public health and welfare. He noted that a final determination would trigger the FAA's statutory mandate to prescribe standards for aircraft fuels but would likely be a multi-year process. He reviewed industry comments on the EPA's decision.

Mr. Wolfe showed a bar chart of historical operations at Naples Airport comparing the number of piston, turboprop and helicopter operations to jet operations.

There was discussion regarding how Naples Airport could proceed in offering UL94. Vice Chair Ruppert said that we ought to be a good citizen and subsidize the cost difference in offering UL94 as soon as practical and continue once G100UL is more widely available.

Mr. Rozansky stated that it would take some time before we could implement UL94. Discussions with our FBO Department, creating and implementing procedures and financial investments in trucks and tanks would be necessary. Mr. Rozansky said that in discussions with our tenants, some

indicated that they would use UL94 if the price was equal to that of 100LL; and others who have high-performance piston aircraft could not use it.

Commissioner Cuddihy commented on her discussions with two flight schools and the meeting with the Experimental Aircraft Association. She noted that safety is the top priority and that we should add this initiative to our ever-growing list of things we have asked airport staff to look into. She emphasized understanding the implications and working with experts on this to have the safest possible approach to it. She liked the idea of being a leader but reiterated our need to be overly cautious about making sure we don't create a more significant issue out of this. Chair Dustin echoed her comments and said we must go carefully into this.

Commissioner Burns expressed support for Vice Chair Ruppert's idea 100%.

Commissioner Cavanaugh said that lead is not something that should be in the fuel. He said that we needed to move quickly on the UL94, but struggled with providing a subsidy. He sensed that most piston aircraft at the Naples Airport are recreational users and have discretionary income to afford it. He would be disappointed in their position was that they couldn't afford unleaded gas to protect the public. He also said he wouldn't stop the subsidy, but wanted to put on the record that it is bad practice.

Commissioner Cavanaugh suggested that we make a definitive statement to eliminate the use of low-lead fuel, putting people on notice that we will no longer be providing that fuel on a certain date. In the fuel suppliers' request for proposals, he would like terms in the contract that it can be canceled if the provider cannot provide us 100UL when commercially viable. He would like us to be a leader in purchasing that fuel.

There was a discussion regarding lead in our soil immediately adjacent to the pavement on our aprons. Mr. Scott Brady of EG Solutions was in the audience and explained that we would find that our soil is very clean if you go 25 feet away from the aprons, and there is an unlikely probability of lead permeating the environment.

There was a consensus for our Executive Director to study the implementation and economic aspects of UL94 and bring back a proposal for the Board to consider. Mr. Rozansky stated that he could begin work on it and provide an update at the March Regular Meeting.

Chair Dustin called for a recess at 10:31 a.m. and reconvened at 10:41 a.m.

4. Overview of the Fuel Supplier Request for Proposals

Mr. Gray provided an overview of the upcoming fuel supplier Request for Proposals (RFP). He outlined the timeline of our past fuel suppliers and stated AvFuel has been our current fuel provider since 2014, with their agreement expiring in September 2023.

Mr. Gray presented a fuel distribution map showing fuel refinery locations in Houston, Galveston, Pascagoula and overseas and how fuel is transported from those locations by a tanker ship and brought to Port Everglades in Fort Lauderdale and then transported to Naples by truck. He noted the Port of Tampa as our secondary source of supply.

He reviewed the timeline for publishing the RFP in February 2023 and presented the staff's recommendation to the Board at the April 2023 Regular Meeting. He said there is a long lead time on fuel supplier selection to get these trucks constructed.

He highlighted the services currently provided by Avfuel, which include branded Jet A and AvGas, the opportunity to supply alternative fuels, transportation/delivery, aviation parts and supplies, leasing and maintaining of refueling equipment, operations and marketing support, as well as a pilot rewards program. He reviewed the requirements in the upcoming RFP including specific licensing experience, servicing other FBOs of similar size, offering sustainable jet and unleaded Avgas, 5-year commitment of 65 million gallons of fuel, fixed fuel markup of fuel pricing, lease refuelers, operations support and marketing support, etc. He said that it will be important that the selected firm be able to meet our expectations with the demand that we have.

Mr. Rozansky asked if jet operators choose to fly into Naples based on our fuel price and then go back out to their ultimate destination. Mr. Gray said that they do not because jet operators have the means to choose where they want to go. Chair Dustin commented that this has been a point of misinformation in the community and that, hopefully, Mr. Gray's response dispels that. In contrast, Mr. Gray stated that on smaller piston aircraft that are individually owned, rather than corporate owned, price does matter. He said those operators will move aircraft to buy fuel cheaper. He added that it would be hard for many individuals to pay the UL94 price.

Commissioner Cavanaugh asked if we were to move forward with a UL94 platform, would we have to have the same fuel supplier? Mr. Gray affirmed that we would. He added that offering an independent product is a huge liability. Training and ramp-up costs are a major part to consider. He expressed concern about the mitigation of any misfuelling.

Commissioner Cavanaugh reiterated an earlier recommendation to include legal language in the contract to address our ability to get GL100 when it becomes available and to ensure we get our fair share. He said if the provider cannot do that for us in sufficient and appropriate quantities, we should have the ability to either cancel the contract or give them a penalty that shows them we are serious about getting that fuel here.

F. PUBLIC COMMENTS

Chair Dustin apologized to Mr. Dave Turissini, 601 7th Avenue S., Naples, for being unable to accommodate his request to speak before 10 a.m. Chair Dustin said he wanted to talk about early morning flights and the toxicity of flights and was no longer in the audience.

Ms. Julie Kapler, 40 4th Avenue S., Naples, commented about her gratitude for living in Old Naples and to share the shopping, dining, and event options there with all of Naples. She asked why all of Naples can share in the joy of Old Naples, but only a few residents between the blocks of 4th Avenue S. and Broad Street share the noise and pollution of airplanes going overhead every two minutes during season. To find answers, she said she attended a meeting in January that Mr. Rozansky spoke at, and that Commissioner Burns attended. She stated that neighbors offered solutions, but every idea was rejected and deemed discriminatory, for being politically correct rather than advocating for its residents. She expressed her displeasure with the Part 150 Noise Study. She requested that all future efforts undertaken by the NAA be driven by two goals: 1) Develop meaningful solutions to address airport noise and 2) Identify effective solutions to address airport volume, especially as it relates to the 270 heading. Chair Dustin and Mr. Rozansky clarified her statement that the NAA was not being politically correct, but was a matter of federal law and

regulation. Mr. Rozansky added that the FAA has ultimate jurisdiction over all matters of flight procedures. To her point about meaningful results, he commented that the NAA is proposing to hire its own flight procedure design consultant later in today's meeting. Ms. Kapler commented about soot on her lanai. Mr. Rozansky stated that the NAA and the City of Naples had done studies on the soot, and both studies found it to be pollen and natural elements from the atmosphere. He said the results could be found on our website in the FAQ section. Regarding her comment that the taxpayers are subsidizing the airport, Mr. Rozansky asked Ms. Kapler what she thought the airport's economic impact was. Ms. Kapler asked about the $1 per year lease with the City. He said the NAA has offered to discuss the 99-year lease, but it has to be fair for both sides. Mr. Rozansky addressed her comment about the volume of activity at the airport. He stated that the NAA and the City of Naples have no control over the level of activity at a public airport any more than the City has the right to restrict certain types of vehicles using the roadways. He said the airport volume is a function of the economy, and we all are experiencing the pain that comes with growth and development.

Mr. John Crees, 450 Bayfront Place, #4303, Naples, appreciated the opportunity to provide his thoughts as a Naples resident, a pilot and a former aircraft owner. He said jet traffic at Naples had increased dramatically in the last ten (10) years, creating enormous noise and pollution and degrading the quality of life for the vast majority. He said the 270-degree departure heading from Runway 23 concentrates noise and pollution unfairly in a densely populated area. He said being told the route is for safety is a good excuse to hide behind unpopular choices. He suggested as a first step, to share the noise dispersion down the Bay for southerly headings. He compared the Naples Airport's land mass of 732 acres to the Santa Monica Airport's land mass of about 230 acres and noted the recent news that Santa Monica would be closing their airport after years of disagreement with the FAA. He commented that the economic impact of the Naples Airport was self-serving and said we would not have nearly the number of noisy jets if the runway extension wasn't done in 2010. Mr. Crees expressed concern regarding the soot as well. In conclusion he stated that the City has outgrown the airport and the time has come not to move the airport but to close it. Mr. Crees said he has lived at Bayfront for one year. Mr. Rozansky asked if Mr. Crees was asked to sign a disclosure statement that he was buying a home next to an airport. Mr. Crees said he didn't know. Mr. Rozansky stated requiring disclosure statements is something that has been suggested during the Part 150 Noise Study. Mr. Rozansky clarified that the runway extension in 2010 did not result in bigger aircraft, adding that the maximum take-off weight has been 75,000 lbs. since the mid-1990's. He noted that the increased jet traffic is the result of the economy and the demographics of people moving to Florida. Regarding Mr. Crees' soot concern, Chair Dustin asked the public to pursue that independently with Mr. Rozansky and review the scientific testing that was done by the City and by the airport. If they do not accept the results, they should hire an independent expert to examine the issue. He said there has been enough testing and that he would like to stop raising this as a topic until it is disproved.

Mr. Robert McCreary, 420 3rd Avenue S., Naples, has been a Naples resident for 10 years. He said he would like to make a statement from the perspective of a businessperson and an owner who has been involved in all kinds of real estate transactions. Referring to the 732 acres comprising the Naples Airport, he said that if this property is free of environmental defects, it is probably worth more than a billion dollars today. After 51 years of takeoffs and landings, he said there probably is a concentration of heavy metals surrounding the airport that is not up to EPA standards and could make this property unmarketable and less valuable to the City of Naples. He urged the NAA to be a great tenant and environmental steward and have independent soil testing done surrounding the airport to see if there has been impregnation with heavy metals. If there is anything found, he would like the NAA to remediate it. Mr. Rozansky provided background regarding the former

landfill that existed on this property before the City leased the property to the NAA. He said that the airport has done a lot of cleanup of that municipal landfill and a lot of testing has been done in the last 20 years, both in the soil and water quality that could be shared.

Mr. Rozansky requested Action 1, Fiscal Year 2022 Audit and Annual Comprehensive Financial Report, be moved up on the agenda in order to accommodate Mr. Wolf's flight schedule. Chair Dustin agreed to do so and asked Mr. Wolf to quickly provide his presentation in the respect for the public comment period.

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

1. Fiscal Year 2022 Audit and Annual Comprehensive Financial Report

Mr. Warriner requested Board approval of the recommendation of the Audit Committee to accept the FY 2022 Annual Audit and Annual Comprehensive Financial Draft Report. He said the Audit Committee met on January 24th to discuss the outcome of the Authority's annual audit and to answer any questions concerning the draft report. He introduced Mr. Jeff Wolf of the Authority's audit firm, MSL, PA.

Chair Dustin said that the Board had reviewed the Report, and it is a clean report. He asked Mr. Wolf for additional comments.

Mr. Wolf said the auditors issued an unmodified opinion, the highest opinion that can be received. He said there were no findings or issues noted on the Report on Internal Control over Financial Reporting and Compliance. Mr. Wolfe said the Single Audit was performed on Federal grant awards only and there were no findings. He said no findings or issues noted on the Management Letter and Report on Investment Compliance. He encouraged the Board to contact him if they had any questions following his presentation. He said the NAA staff was very helpful in completing the audit. He thanked the Audit Committee for their recommendations that were included in the final draft. He expressed his appreciation for the opportunity to serve the NAA.

Commissioner Burns moved Board approval of the recommendation of the Audit Committee to accept the FY 2022 Annual Audit and Annual Comprehensive Financial Draft Report. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

F. PUBLIC COMMENTS (CONTINUED)

In reference to Mr. McCreary's comments, Commissioner Cuddihy asked if we have had any conversation with or from the City saying they are hiring a lawyer because we are not soil testing. Mr. Rozansky said that during the end of City Council meetings, several Council members have discussed engaging a law firm, but we have not had any communication about that and was uncertain what the scope of work would be. Commissioner Cuddihy stated she watched their meetings as well and she didn't hear anything about their hiring a lawyer for soil testing. She said she has only heard them discuss engaging a lawyer with respect to noise and wanted to clarify Mr. McCreary's statements.

Mr. Bo Duplinsky, 554 3rd Avenue S., Naples submitted a speaker registration form, but was not in the audience when he was called to speak.

Ms. Eileen Lowrey, said she has been coming to Naples for over 20 years and over the past few years, stated the jet traffic has become staggering under the 270-degree departure turn. She showed a few screen shots (attached) she took off the portal, showing jets flying under 1,000 feet over Old Naples. She expressed concern about samples that she collected of material taken off her outdoor dining table yesterday and requested the NAA to perform an environmental study in downtown Naples. She would like the message to be delivered to the FAA that they are negatively impacting the health, safety and quality of our residents and visitors and tarnishing our crown jewels. Mr. Rozansky stated that the NAA could conduct an environmental study on the soot samples. He thanked the Lowrey's for hosting the NAA to discuss the Part 150 Study at their home. He said to her point about jets flying at 600 feet, staff is working to develop a GPS technology program to capture and identify those low-flying jet operators are so that we can reach out to them. He also added that our engaging with a flight procedure firm that will hopefully provide meaningful solutions.

Ms. Janet Ferry, President of Old Naples Association (ONA), recognized the benefits that the Naples Airport brings to the City. She said the ONA sent a letter to the NAA requesting that lead and particulate matter concerns be addressed as well as to find meaningful solutions to the heavy concentration of flights over Old Naples. She commented on the population statistics for areas down the Bay, under the 270 heading, and straight out. She presented a table comparing the affected peak population for various flights paths from Runway 23 departures. She was requesting the NAA to bring the community together to find reasonable dispersion. Mr. Rozansky clarified her statement about departures down the Bay, and he said that 11% of the departures, heading east or south, could go down the Bay but her slide showing a precise narrow turn would require a GPS procedure that the FAA said was not feasible.

Chair Dustin said that staff is taking notes and there would be follow-up to all the public comments.

Ms. Alyse Joyce, 135 5th Avenue S, Naples, said that her background is in environmental chemistry. As a chemist, she said all you need is to smell the difference in what is coming down on her back patio. She requested the previous soot study to be printed in the Naples Daily News and have small altimeters placed all along Third Street and Fifth Avenue to identify what is in the environment. She noted her husband is a former aerospace expert and was familiar with what the John Wayne Airport in Los Angeles did to raise the noise ceiling.

Mr. Mark London, President of Elite Jets, 100 Aviation Drive S., Naples, and a tenant on the airport for 36 years, thanked Commissioner Cuddihy for visiting his facility and extended an invite to other Commissioners to tour his facility and learn about what his business does. He said noise is a sensitive issue for everyone and expressed frustration with the growth in our area. He said that Elite Jets is a good corporate citizen and encourages their clients, customers, and everyone in the organization to follow the voluntary curfew. He gave a summary of costs to operate at the Naples Airport and commented that it is a federal right, 24/7, to operate out of the airport because it is a public transportation system. He said that they will continue to work to comply with the voluntary curfew but to achieve 100% compliance is unrealistic. He also said he was personally offended being called a violator and encouraged the NAA to come up with a better term. He expressed his dissatisfaction with discussions about conducting a Part 161 Study, hiring attorneys, and wasting millions and millions of dollars. In response to Commission Cavanaugh's question about meaningful solutions to reduce noise, Mr. London said that higher, faster could benefit everybody, and his pilots thought raising the glideslope from 3 to 3.5 would be helpful. He said that hiring our own experts to look at flight procedures and education would be good, but flying down the Bay is unsafe and not practical. Commissioner Cuddihy thanked Mr. London for hosting

her visit and said that she would like to share what she learned from her visit to Mr. London and other tenants later in the meeting. Mr. London reiterated his offer for Commissioners, City Council, the ONA and any other group to visit his organization. Mr. London said COVID changed everything about how people travel. He stated that the Mayor told him that she used private jet service out of the Naples Airport. Commissioner Cavanaugh suggested that a panel be formed made up of pilots to become more educated on the realities of air flight. Mr. London suggested interviewing the Sheriff's department, flight schools and the air traffic controller as well.

Ms. Christel Johnston, a representative of the Friends of the Naples Airport, commented that their organization has a group of pilots and businesspeople who could help with education when it comes to flight patterns. She said that if there were more hangars at the airport, it would minimize the need for arriving aircraft to come and then depart because we don't have parking for them. She said Mr. Tom Craig, a pilot who has lived in Old Naples for 47 years also is offering his services to help with any solutions.

Mr. Maria Mair, Bayfront Place, Naples, expressed frustration with today's public comment period with citizens being allowed to speak for more than five minutes. Chair Dustin apologized and said he felt the topics were important and merited some dialog. She commented that she said she has lived at Bayfront since 2013, and there have been no disclosures since that time. She pointed out when she bought in 2013, there was not as many planes coming over, but the amount has greatly increased and has become a qualify of life issue. She said the solution is to massively reduce the flights or move the airport because there are too many affected properties. She too expressed concern regarding the soot on her lanai, the number of flights coming in at very low altitude, and the amount of money being spent on the Part 150 Study without meaningful solutions.

Mr. Jim Streicher, 431 8th Avenue S., Naples, requested the Board to find common ground with City Council and focus on those 5 or 6 things and get them done. He said that Phase 2 of the Part 150 Study has provided an opportunity for citizens to express their opinions. He said now is the time to get started on higher faster. He commented that jets can get over 1,000 feet by the time they leave the airport and would never want to export planes flying under 1,000 feet to Port Royal or any other neighborhood. He said the term, Down the Bay, should not be used and the east and south planes ought to fly a different route.

Mayor Heitmann, City of Naples, said that she was listening to the meeting in her office and heard two comments from Mr. London stating she flew privately from the Naples Airport. She said that was not true and was here to correct the record. She said she did take a private jet to the Bahamas, but had to go to Fort Lauderdale to get a flight because of the expense out of Naples Airport, and she did previously fly out of the Naples Municipal Airport through a commercial carrier that would connect her to Fort Lauderdale. She commented about the need to find solutions to reduce noise in the City. She requested a true environmental study to be conducted and asked that the previous report be shared with her. She said that City Council was seeking to hire an attorney that can represent us as a City to find meaningful noise solutions that have not been yet been brought forward. Chair Dustin requested that the City's counsel collaborate with our counsel. In response to Commissioner Cavanaugh's question to Mayor Heitmann regarding what would be her No. 1 and No. 2 solutions for mitigating noise, she said that Council appointed the NAA Board of Commissioners to find solutions. Commissioner Burns reminded Commissioners that a Joint Workshop Meeting was held with City Council in November, at which time they provided their recommendations to the NAA.

Mr. Scott Philips, founder and owner of Jet 1 Aviation said he has been on the airport since 1983. He commented that we have one of the finest airports in world. It is well run and well managed. He stated that the biggest jewel in the City was the airport, and all the people who come down here and criticize it are absurd. He said this is the third noise study that the airport has undertaken since he has been here. As a Friend of the Airport, he offered his help and said he had 28 pilots. Regarding the fuel discussion, he said he would never put 94 in his airplanes and that it was wasteful when there are so many other good things the airport could do.

Chair Dustin called for a short break.

G. NOISE

1. Part 150 Study Update – Noise Compatibility Program (NCP)

Mr. Burch provided an update of the draft NCP published on February 6th, reviewed where the report could be found and how to make comments. He also reviewed how comments should be submitted. He announced two Open Houses and one formal public hearing to be held on March 9th at the Moorings Presbyterian Church and stated the public comment period last through March 17th.

There was discussion about whether more than one Commissioner could attend the Open Houses or Public Hearing. Mr. Owens stated that Board members could attend the same meetings, but the Sunshine law would apply. He said that extra caution should be taken. Vice Chair Ruppert suggested staff coordinate Commissioners' schedules so that not all five are at the same session.

Mr. Burch highlighted the three categories within the NCP. On the noise abatement slide, Vice Chair Ruppert requested that the one item being considered under the Part 150 Study should be better delineated from the recommendations outside the Study.

Mr. Burch said that before submission of the final NCP to the FAA, final approval will be requested at the April Regular Meeting.

Chair Dustin said he had a public comment on this item. He again apologized for mishandling the public comment process. He said he was learning so much that he let his intellectual curiosity get the best of him.

Council Member McCabe, City of Naples, approached the podium and requested that for the public's benefit, the NAA should clearly provide the expectations for the open houses and clarify that the focus is for noise abatement for up to 64 residents and not on solving noise issues in the City outside the noise exposure maps. There was a discussion about how to present the other recommendations in parallel with the Part 150 recommendations. Mr. Arnold said that we tried to set that expectation, and it has been well documented. He agreed it was essential to separate the parallel process to clarify what is going to the FAA from the other items and will give more thought on how to approach it so that it is clear.

On the noise abatement measure recommendations, Commissioner Burns suggested that the wording "Down the Bay" be changed to a 190 heading. Commissioner Cuddihy suggested it should be changed to a south bound heading to clarify any confusion. Mr. Arnold stated we tried to characterize it as south bound, in and around the bay. He said there may be other routings to route those aircraft to the south. He said the exact and precise routing will still have to be looked

at. Commissioner Burns said that it was corrected on the next item, and he would like it corrected here as well.

2. FAA Response to the December 14, 2022 Meeting

As a follow-up to the December 14th meeting with the FAA, Mr. Burch said the FAA responded to some of the action items agreed to at the meeting. He said that these are actions we are taking are in parallel to the Part 150 Study. Mr. Burch presented an overview of the FAA's response to each action item.

Commissioner Cuddihy asked if the FAA bay departure conceptual analysis would require new documents of the population affected. Mr. Arnold explained that we could look at a couple different scenarios. She also asked how the safety component of this route would be addressed. Mr. Rozansky noted that staff has a tentative kick-off meeting with the flight procedure design consultant next week, and we will prioritize the higher, faster and the Down the Bay analysis. He said we should complete some analysis prior to the April 20th Regular Meeting.

3. Noise Report

Vice Chair Ruppert congratulated Elite Jets for continued efforts in reducing the amount of curfew flights.

Commissioner Cuddihy noted that it was fantastic to see that NetJets was not on the violator report again.

In response to Commissioner Cavanaugh's concern regarding the flight school from Stuart that violated our curfew 21 times, Mr. Burch said that they have not been responsive to our calls. He said that as a preventative measure, staff will get a list of flight schools and proactively reach out to them about our curfew hours instead of reacting when they violate the curfew.

Commissioner Burns requested an email listing the names of the tenants Commissioner Cuddihy visited. Mr. Burch said that he could work with him to set up a schedule.

4. Noise Compatibility Committee Update

Commissioner Cuddihy said that the Noise Compatibility Committee and the Technical Advisory Committee last met at their Joint Meeting on November 3rd. She reported on that meeting during the November 17th Regular Meeting. She announced that the next meeting of the Noise Compatibility Committee is scheduled for February 23rd and that the terms of the NCC members representing the Northwest Quadrant, City-at-large and County-at-large will expire at the end of March. She said the applications were due February 15th, and the Board would make selections during our March 16th Board meeting.

Public outreach and engagement are critical to the NAA's efforts to engage with the community. Zac Burch, Communications and Community Engagement Manager, is working with Board and NCC members to schedule community meetings their represent areas. Anyone interested in scheduling a meeting, presentation or airport tour should contact him at 239-643-0733 or zburch@flynaples.com.

G. <u>CONSENT AGENDA</u>

Chair Dustin stated that at the last Regular Meeting, the Board adopted the use of a Consent Agenda. He requested a motion to approve the following Consent Agenda items:

1. **Consultant Selection Committee Ranking of Firms for Request for Qualifications and Proposals (RFP) 322-5518, Master Drainage Consulting Services**

2. **Board Ratification of up to $90,000 in Hurricane Ian Related Expenditures or Contracts Authorized by the Executive Director**

Commissioner Cavanaugh moved Board approval of the two items included in the amended Consent Agenda. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

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

2. Lease Amendment with Naples Jet Center Holdings, LLC

Ms. LeDuc requested Board authorization for the Executive Director to execute a First Amendment of Leasehold Agreement ("Amendment") with Naples Jet Center Holdings, LLC (the "Tenant"). She said the Tenant's current land lease in the north quadrant of the airfield commenced on February 18, 2021, and included an existing commercial aeronautical facility and vacant land for construction of additional leasehold improvements. Partly due to delays in the stormwater permitting process, the tenant could not finalize construction plans and commence construction by the June 17, 2022 deadline. The stormwater permitting has now been resolved to the satisfaction of all parties, and the tenant has requested a 6-month extension of the construction commencement deadline and an extension of the completion deadline from August 17, 2023, to December 31, 2024. In exchange, the tenant will make a one-time payment to the Authority of $70,000, which is equivalent to approximately $3,100 per month for the extension periods. Thereafter, the tenant may pay $3,000 per month for additional time to complete the construction, up to a maximum of six (6) additional months.

Commissioner Cavanaugh moved Board approval for the Executive Director to execute a First Amendment of Leasehold Agreement with Naples Jet Center Holdings as presented by Ms. LeDuc. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

3. Consent to Encumbrance and Agreement with Lender for Naples Jet Center Holdings, LLC and Naples Airport Properties, LLC

Ms. LeDuc requested Board authorization for the Executive Director to execute a Consent to Encumbrance and Agreement with Lender between the City of Naples Airport Authority and First Horizon Bank to benefit Naples Jet Center Holdings, LLC and Naples Airport Properties, LLC which operate together as the Naples Jet Center. She said they had submitted a request for Consent to Encumbrance and Agreement with the Lender for a construction loan to finance the leasehold improvements discussed in the previous item at 377 Citation Point. She added that this is the standard Consent form prepared by Authority Counsel.

Vice Chair Ruppert moved Board approval for the Executive Director to execute a Consent to Encumbrance and Agreement with the Lender between the City of Naples Airport Authority and First Horizon Bank as presented by Ms. LeDuc. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

4. Flight Procedure Evaluation and Design in an Amount not to Exceed $180,501

Mr. Burch, explained that the NAA is proposing to engage a consultant to assist with evaluating and designing potential flight procedures and airspace changes prior to submission to the FAA. He requested authorization for the Executive Director to enter into a Task Order with Environmental Science Associates (ESA) under their existing On Call Services Agreement for Flight Procedure Evaluation and Design in an amount not to exceed $180,501, which includes a contingency of 10%. He said that ESA had recommended Diverse Vector Aviation Consulting (DVAC) and PBNNAS as sub-consultants due to their years of experience as air traffic controllers and flight procedure designers. Mr. Rozansky said their work would be expected to be complete in approximately 120 days, but we would be prioritizing the recommendations.

ESA, DVAC and PBNNAS will work with NAA staff to evaluate and design flight procedures and necessary airspace changes that will meet FAA standards and requirements before to submitting recommended changes through the FAA portal.

Commissioner Burns moved Board approval for the Executive Director to enter into a Task Order with ESA under their existing On Call Services Agreement for flight procedure evaluation and design in an amount not to exceed $180,501, as presented by Mr. Burch. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

I. NEW BUSINESS

There was no new business.

J. OLD BUSINESS

There was no old business.

K. LEADERSHIP TEAM REPORT

1. Leadership Team Report

In response to Commissioner Cuddihy's questions regarding the percent of participation in our employee engagement survey, Mr. Rozansky stated that we are at 78%. He said results are expected in April, and it is part of the Best Place to Work initiative by our Director of Human Resources.

L. FINANCIAL SUMMARY

1. Financial Summary

Mr. Warriner presented the financial summary for the month of January 2023. He stated that we are favorable to budget for the month and right on budget year to date.

Commissioner Cuddihy moved acceptance of the January financials. Vice Chair Ruppert 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.

O. CORREPONDENCE/COMMISIONER COMMENTS & REQUESTS/MEETINGS

1. Commissioner Burns' Presentation – Equitable Dispersion of Departures Over the City of Naples

Commissioner Burns presented a map of the homeowners associations along the coastline in the City of Naples. He pointed out a heat map taken from the NCP report showing jet departures. He noted that in the legend on the right-hand side, red denotes the highest number, blue denoting the lowest number. He showed another heat map, with areas marked A, B and C. He said the area marked with an A are departures in area of Central Avenue to Broad Avenue South. He said that departures are heaviest going out Fifth Avenue South, and this is a visualization of the noise problem in Old Naples.

Commissioner Burns said a southerly route, providing wider dispersion, would provide relief from Runway 23 departures heading south and east. Commissioner Cavanaugh said that the title given to his presentation, Equitable Dispersion of Departures Over the City of Naples", is not representative of the Board's opinion, and clarified that it should be called geographic dispersion. Commissioner Burns agreed with this comment and said he would correct the phrase.

Commissioner Cuddihy said it was helpful to see things visually, and she would like to see a geographical distribution of this heat map incorporating landings as well to see how these flights impact different neighborhoods collectively because as we change one thing, we may overlay on top of those that have landings. Mr. Rozansky said that he will follow up to see what can be prepared. Commissioner Burns stated that the heat map may have been in one of the recent updates that came out. Chair Dustin said it would be helpful for the community to see this map as well.

2. Other Commissioner Comments

a. Vice Chair Ruppert's Statement

Vice Chair Ruppert addressed the Board regarding support and assessment of Mr. Rozansky. He stated Mr. Rozansky is the only direct report employee of the NAA Board, and the Board is solely responsible for his performance and status. Vice Chair Ruppert said Mr. Rozansky has been the Executive Director for approximately seven years, and he has watched him closely for five of those years; 2 ½ years as a Commissioner. He said he doesn't always agree with Mr. Rozansky's decisions but has learned a lot from him. His leadership is excellent, and he has hired some of the best people who have great potential to be great leaders themselves. He added that Mr. Rozansky holds his team to a very high standard of performance, is very knowledgeable about running an airport, about the FAA, and is considered an expert by many professionals within the aviation community. He highly praised Mr. Rozansky for specific achievements over the past seven years. Vice Chair Ruppert said that the noise issue has grown and some affected feel that is has not been satisfactorily dealt with. He expressed frustration with the amount of time the FAA requires and noted Mr. Rozansky's herculean efforts to get the FAA to meet with us. Vice Chair Ruppert said

Mr. Rozansky was critically questioned about the status and next steps of the Noise Compatibility Program during his presentation at the City Council Meeting on February 13th and was subjected to uncivil behavior with one Council Member going beyond the appropriate personal and professional conduct of any elected official. Vice Chair Ruppert said the Civility Pledge was not being followed nor enforced by the Council and Mayor. Based on this unacceptable behavior, as well as other communications that Mr. Rozansky receives, it would be understandable for Mr. Rozansky to assume he is not supported by the City Council and others. Vice Chair Ruppert said to keep the momentum for noise mitigation solutions, it will require a lot more work together as a team (City, NAA, Board and our elected Washington officials). He expressed his wholehearted support for Mr. Rozansky and would like him to lead the way on getting this enormous job done. He respectfully asked fellow Commissioners if they were satisfied with Mr. Rozansky and if they fully supported him going forward. He added that Commissioners did not have to answer his specific comments but would like to hear from each Commissioner whether as a team, the Board supports Mr. Rozansky.

Commissioner Burns said he supports Mr. Rozansky 100%. He added that Mr. Rozansky has been receptive and helpful in answering any of his questions. He stated that as a resident of the Old Naples community, he has helped Mr. Rozansky with relationships there, and Mr. Rozansky has been open to it and has done his best to try and communicate in that venue.

Commissioner Cavanaugh expressed appreciation to Vice Chair Ruppert for taking the initiative and providing leadership on his statements and his observations of what transpired this week. He wholeheartedly concurred with the comments. He added that Mr. Rozansky's leadership and capabilities are very strong.

Commissioner Cuddihy said she watched the City Council meeting on February 13th and was shocked, as was her husband while walking by her. She said she is impressed with Mr. Rozansky's leadership, how he works with the Board, and how he listens to people, despite the frustrations that sometimes comes with it. She said she hopes he leaves at the end of the day knowing that he has the Board's full support. She stated Mr. Rozansky was a tremendous asset to the Board, to the airport and to the community. She said she was happy that Mr. Rozansky was here leading this operation and thanked him. She said she hopes he can continue to get through this because it is a very important issue for the community.

Chair Dustin said that Mr. Rozansky has his 100% support. He said he did not watch the City Council meeting but received a couple of calls about it. He added that he would like to view the exchange first hand; and if there is an apology for what he endured, he has it because no one should be treated uncivilly.

Vice Chair Ruppert thanked the Board for their comments and candidness. He said he respects each of them as well as Mr. Rozansky and his team. The behavior exhibited to Mr. Rozansky in public by elected and non-elected people is unacceptable by his personal and professional standards. Vice Chair Ruppert stated that he feels much more empowered and stronger to get the work done in an expedient manner.

Commissioner Burns added that Mr. Rozansky's leadership is needed now because the work is going to get tougher. He offered Mr. Rozansky to lean on him for help in any way so that we can achieve the goal of solving some of the short- and long-term issues.

Mr. Rozansky expressed appreciation to the Board's support. He said the NAA team works tirelessly. He said the continual misinformation is most frustrating and stated incivility does not help us move the needle toward completion of the Study and enabling us to take our next steps.

Commissioner Cavanaugh commented that we are treading water from a rhetoric and mission standpoint. He said that this week in addition to dealing with the noise issue, there are now pollution concerns being raised, a debate the "burden" the airport puts on the City financially, future options of a vacant 732-acre parcel of land, value of the positive economic impact the airport produces, and the City creating a violation/fining mechanism for "noise offenders." He addressed each of these issues from his perspective and provided input on how he would support each initiative (see full statement attached).

Commissioner Cuddihy provided a summary of her visit with airport tenants to hear their perspectives of the airport, the noise concerns, and how they are operating. She said she was pleasantly surprised that nearly every single group she met with was concerned and focused on reducing/eliminating noise. She was impressed with how everyone throughout their organizations, including their dispatchers and salespeople, persuade their clients not to fly during the night hours. She asked if there was a way to measure this and incentivize them. She commented that these organizations are making business decisions that are costing them profits in order to help the community. She said that the education has worked. She said she spoke with several pilots about each of the recommended elements in the Part 150 Study and that they were in agreement with all of the recommendations with the exception of the "Down the Bay" route because it was not safe from their perspective. She said some of them were concerned about the incivility within the community and were afraid that by use of the term, violators, it conveys that they are not using best efforts and that we are trying to find a way to get them out of their leases. Commissioner Cuddihy commented that it is dangerous for them to feel that way. With all the focus on the airport to reduce noise and volume, and the increasing demand to get information about their clients, publish their names, it puts them in a difficult position because they cannot give that information to us because it violates their contracts with the clients and they also do not want to give that information to their competitors. She said we need to be careful of how this is starting to be perceived by them and how it is starting to be perceived by some of the clients. She said this rhetoric issue is becoming a bigger problem. She said she also met with Tower personnel, and it happened to be a day when the RSW radar was out, so they cleared everyone up to 3,000 feet instead of 2,000 feet. She explained that they do this to separate the IFR traffic from the VFR traffic. There was also discussion about the complex process of changing runways. She explained that the Tower first has to call RSW because it impacts their pattern, so what appears to be simple may not always be. She asked the Tower staff if they felt any pressure because of what was going on in the community. The person she spoke with told her they were not listening to it. She cautioned that she does not want people in the Tower or airport staff to feel pressure or make decisions that compromise safety because of the tone by City officials, neighbors or others in the community. After hearing concerning comments from the City Council meeting on Monday, she said that we need to find a way to help calm this down dramatically before serious mistakes are made. She said there is a thought process in aviation – safety first, you live by it. She expressed the need to protect the people who work at the airport, the Tower and the crews. She said they need to be valued and that the tensions are high on all sides. Chair Dustin commented it is important to understand that the pilot has the decision of what they want to do because they are responsible for safety. Commissioner Cuddihy added that things changed so quickly at the Tower from when she first arrived, explaining that there were eight planes suddenly lined up to take off on the other runway. She said there is a lot of coordination and work that takes place

There was discussion about the educational component of this, the burden of misinformation, collaboration efforts that we must work toward, especially with the City's aviation attorney and the NAA's aviation attorney. Chair Dustin requested Authority Counsel Owens and Mr. Rozansky to meet with the City Manager to arrange a meeting between the City's and the NAA's aviation attorneys.

Commissioner Cuddihy expressed concern about our resources to address or undertake the initiatives outlined during Commissioner Cavanaugh's earlier comments as well as Council Member Christman's reference to the airport's structure, i.e. should it be public, private, relocated or closed. She asked that Mr. Rozansky look at these high-level projects and figure out what is needed to accomplish these initiatives collectively.

There was discussion about undertaking a study to move the airport and whether it was wise to do that now or wait until some of the other priorities were addressed. Mr. Rozansky stated that he would share with Commissioners the relocation study done for Martin County Airport that would be a similar format for our airport. He suggested a follow-up discussion after their review of the lengthy report.

Commissioner Cuddihy reiterated that we need to give the public a broader view on how we plan to solve the noise issues in its totality. She said it would be helpful to provide high level timeframes and stated that what we do with this airport long term is an important component for the community. She added that studying a new airport isn't saying you want to move it.

P. ADJOURNMENT

With no further business, the meeting adjourned at 3:26 p.m.

Christopher A. Rozansky
Secretary

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

General Comments by Commissioner Terry Cavanaugh
Naples Airport Authority Board of Commissioners
Regular Meeting of February 16, 2023

We are treading water from a rhetoric and mission standpoint. This week in addition to dealing with the noise issue, we now have pollution concerns being raised more emphatically. In addition, we now are having to debate the "burden" the airport puts on the city financially, the future options of a vacant 732-acre parcel of land, the value of the positive economic impact the airport produces, and the city creating a violation/fining mechanism for "noise offenders".

Let me address these items:

The airport is not a burden to the city financially. Quite the contrary it does not take one dollar from the city and reimburses the city for all city services. It is a physical and staffing asset in times of need for the county and city infrastructure and individual residents. There were comments made by the city council that seemed critical regarding the money spent on the Part 150 study. I want to be clear this money comes entirely from operating funds from the airport. This funding was approved by the commissioners. This money was generated by airport operations. Not one tax dollar from the county or city was used for this study.

If the council is frustrated by the current use of the city property and are anxious to monetize government land for significant commercial and residential purposes I think they need to be prepared for the consequences. The airport for its geographic footprint does not add to the burden of traffic, create population density nor needed infrastructure. I suggest if the Council is truly interested in monetizing assets and increasing the tax roll and not just creating sound bites they have a more likely candidate in decommissioning Loudermilk Park. If truly concerned about traffic, noise and pollution perhaps they should rethink the plans for rebuilding the pier. Sounds silly, doesn't it!

Regarding the concept of fining the airport for noise violations. I assume when City Council raised this idea they meant to say they would look to fine the individual aircraft owner and not the airport just as other violators are dealt with. A grass blower that exceeds the noise limit has the landscaper fined not the homeowner. If my nephew visits with his souped-up mustang and violates the

noise code he gets the ticket not me just because I allowed him to park in my driveway.

I know the council is frustrated by the lack of revenue provided by the long-term lease executed by past city leaders. I think the city should investigate with our input creating a mechanism for PILT (Payment in lieu of taxes) so all major nontax payers such as NCH and Bascom Palmer and the airport provide financial assistance to the city. Getting FAA approval will be a hurdle but good governance should prevail.

We Need to look forward and not debate the words or intent of 20 and 30-year-old studies. We need not debate the statistical basis for economic activity studies. The same science and analytical process from the FDOT report is used by most organizations in measuring economic activity for tourism activity. If the City Council believes this is "puffery" then the city should not support the Collier County Tourism board. The city council representative should resign to make the council's concerns about accurate economic reporting clear and compelling.

I will now take my own advice and talk of the future:

I will work with all to get the Part150 study completed recognizing the only rec is to increase the glide slope which is de minimis to noise reduction close to the airport. In my opinion, this study is a bureaucratic stiff arm designed by the FAA to keep non-aviation constituents at bay.

I will work with staff, my fellow commissioners, and third parties to construct a meaningful request backed up by good aviation science to change certain operational procedures in Naples airspace. This process will no doubt require significant uniform support from governmental bodies and the SWFL community at large. The process with the FAA will be difficult and prolonged.

I support effectively lobbying for the revisions outlined as congress approves the new FAA reauthorization. Again recognizing these proposed changes will not dramatically improve noise or air quality concerns.

I support initiating a study on airport relocation. We should do this ASAP with a clear timeline for a completed study and public presentation. This should not be a multi-year process.

I feel like I am at the county fair playing whack-a-mole with my grandchildren. The many hours of rhetoric with new comments and concerns being raised on nonoperating issues is not helpful to the journey we are on. We are trying to present facts that are understandable and clear. Unfortunately, some of those facts cannot be changed and are distasteful and frustrating to many of us. I look forward to creating definable actions in a timely manner that will mitigate but unfortunately not eliminate all noise and pollution concerns. Thank you, Mr. Chairman.

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, February 16, 2023
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 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. January 19, 2023 Regular Meeting Minutes
2. January 24, 2023 Audit Committee Meeting Minutes
3. January 31, 2023 Consultant Selection Committee Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. 2021 GFOA Certificate of Excellence in Financial Reporting
2. FDOT Statewide Airfield Pavement Management Program (SAPMP) Pavement Condition Index (PCI) Report
3. AvGas Aviation Fuel
4. Overview of the Fuel Supplier Request for Proposals

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

G. NOISE

1. Part 150 Study Update – Noise Compatibility Program
2. FAA Response to the December 14, 2022 Meeting
3. Noise Report
4. Noise Compatibility Committee Update

H. CONSENT AGENDA

1. Consultant Selection Committee Ranking of Firms for Request for Qualifications and Proposals (RFP) #22-5518, Master Drainage Consulting Services
2. Board Ratification of up to $90,000 in Hurricane Ian Related Expenditures or Contracts Authorized by the Executive Director

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

1. Fiscal Year 2022 Audit and Annual Comprehensive Financial Report
2. Lease Amendment with Naples Jet Center Holdings, LLC
3. Consent to Encumbrance and Agreement with Lender for Naples Jet Center Holdings, LLC and Naples Airport Properties, LLC
4. Flight Procedure Evaluation and Design in an Amount Not to Exceed $180,501

J. NEW BUSINESS

K. OLD BUSINESS

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

M. FINANCIAL REPORTS

1. Financial Summary

N. COUNSEL'S REPORT

1. Counsel's Report

O. PUBLIC COMMENTS (5 minute limit)

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

1. Commissioner Burns' Presentation - Equitable Dispersion of Departures Over the City of Naples

Q. ADJOURN