Thursday, February 20, 2025
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Chair Cuddihy at 8:35 a.m. in the Airport Office Building, 2nd Floor Conference Room, 200 Aviation Drive North, Naples.

A. ROLL CALL

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

Staff and Authority Counsel were Mr. Owens, Mr. Rozansky, Mr. Lobb, Ms. Zadorecky, Mr. Warriner, Mr. Gray, Mr. Carballo, Mr. Brown, Ms. King, Ms. Wiggins, Ms. Sarcona, Mr. Dietrich, Ms. Chin, Mr. Chrysler, Ms. Acosta, and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

Chair Cuddihy led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky announced the following revisions:

- **Agenda** – The livestream link was added to the top of the agenda for the public's benefit to watch our meetings remotely since this meeting was being held at the airport. A button was also added to our website to watch remotely.

- **Minutes, January 16, 2025, Regular Meeting Minutes** – there were several changes to the minutes as follows:

  - Page 4 – The words, "Editor's Note" has been changed to "Secretary's Note." Also, the sentence following the highlighted paragraph was combined within this paragraph.

  - Page 13 - In the first line of the last paragraph, the word "study" was replaced with the word "studies."

  - Page 20 – In the last paragraph, Eileen Lowry did not state her address when invited to the podium; therefore, her address was removed from the minutes.

  - Page 23 – Under the second paragraph in the Noise section, context was added as follows: Chair Cuddihy said that Mr. Owens has advised in the past that Board members, other than the NCC Liaison, should not speak at NCC meetings because it becomes challenging with the Sunshine Law.

  - Page 28 – In the first line of the last paragraph, the word "argita" was corrected to read "agita."

- Page 31 – There were two changes on this page:
  - At the top of page 31, context was added to the first sentence as follows: Board members expressed frustration and shared Ms. Young's concerns regarding the pilot's actions during those early morning hours.
  - In the first line of the last paragraph, the word "Vicie" was corrected to read "Vice."
- Page 32 – In the second sentence of the fourth paragraph, the word "her" was crossed out and replaced with the word "the Chair" as follows: Chair Cuddihy said that he could speak with the former liaison, Donna Messer, and he could speak with *the Chair* in these meetings only.
- Attached to the minutes was an updated version of Kaplan Kirsch's memo regarding the Authority and City Council Questions. Mr. Kirsch updated the memo and the paragraph that was revised is noted on page 3.

The revised Agenda, amended draft minutes showing the above changes, and Mr. Kirsch's updated letter was distributed to Board members in advance and distributed in the morning. Revisions/corrections will be included in the final Board packet.

D. MINUTES

1. January 16, 2025, Regular Meeting Minutes

Commissioner Crecs moved approval of the January 16, 2025, Regular Meeting minutes, as amended. Vice Chair Cavanaugh seconded the motion. The motion passed unanimously 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Quarter

Chair Cuddihy recognized Ms. Jackie Chin, Senior Accountant, as Employee of the Quarter.

Ms. Chin, Senior Accountant, has been a key asset to the Finance team, HR, and all NAA employees since 2021. Her accuracy, process improvements, financial expertise, and dedication make her a deserving recipient of the Employee of the Quarter award. She excels under pressure, ensuring timely and accurate payroll during holidays and hurricane recovery periods. Beyond her daily reliability, Ms. Chin contributes to major projects, such as transitioning the retirement plan to Lincoln Financial. Her commitment to NAA and its employees is deeply valued.

Mr. Rozansky said that Ms. Chin is an unsung hero because much of her work is completed behind the scenes. He added that it was a heavy lift for Ms. Chin to transition the retirement plan over to Lincoln Financial.

2. **Presentation of Florida Power & Light's (FPL) SolarVantage Program for the Installation of a Solar Canopy at the General Aviation Terminal (GAT) Long-Term Parking Lot**

Mr. Miguel Carballo, Director of Planning and Development, introduced Mr. Marshall Nelson, Program Manager, Renewable Development for Florida Power and Light (FPL), to present their SolarVantage Program for a proposed solar canopy project at the General Aviation Terminal (GAT) Long-Term Parking Lot.

Mr. Nelson provided an overview of the FPL SolarVantage program. He explained that FPL offers a 100 percent turnkey solution, handling design, site assessment, permitting, procurement, construction, and 10 years of ongoing support. Mr. Nelson discussed the key program details and highlighted that there would be no upfront capital required from customers, a 10-year fixed monthly charge that would not escalate, asset design life of 25-30 years, and customers retain ownership after the 10-year agreement, during which time FPL covers all maintenance, both reactive and preventive.

Mr. Nelson outlined customer benefits which included offsetting retail grid energy costs, receiving the 30 percent investment tax credit as a direct payment, and renewable energy certificates. He noted the flat monthly charge with no escalation allows for easy total cost of ownership calculations. He said the solar carport creates a premium site amenity and delivers emissions-free, solar-powered energy to the General Aviation Terminal and the Airport Office Building. He also noted this project would be a fully functioning solar plant, already hardened for storm and wind requirements.

A question-and-answer period followed regarding FPL's incentive for the program, FPL's regulated rate of return, battery storage system, consideration for putting in other solar systems on the airfield, 30-year payment option, maintenance program and estimated cost of maintenance program after 10 years.

Mr. Rozansky said the purpose of this presentation was informational; and if the Board desired to pursue it further, staff would follow up to answer any questions and bring back a contract at a future meeting.

Vice Chair Cavanaugh supported the program but thought the Board needed additional information. He would like an understanding on how FPL can maintain ownership for 10 years and then the tax credit is given to the user of the utility, the financial impact and cash flow implications, clarification on the use of the words "potentially get this tax credit" as shown on the slide presentation, and what would cause the NAA not to get the tax credit of $590,000, how FPL makes money on this project, and auxiliary costs such as sidewalks, landscaping, etc., not picked up by FPL.

Chair Cuddihy asked if the type of marketing and communication assistance provided was for community awareness. Mr. Nelson said that yes, FPL includes public messaging/public relations.

Commissioner Crees was in favor of NAA generating its electricity and reducing carbon emissions. However, he thought that the two elements of the project – covered parking and solar panels – should be considered separately. He asked about battery storage options, which Mr.

Nelson said were not included but could be explored. Commissioner Crees also inquired about considering other locations for solar panels beyond just the parking canopy.

Regarding battery storage, Mr. Rozansky inquired whether NAA would be able to use the electricity generated during a power outage. He cited concerns that feeding electricity back into the grid could cause harm to the people restoring service. Mr. Nelson confirmed that yes, that could be a safety issue and would not be permitted.

Commissioner Dustin suggested including a broader array of community associations and stakeholders in outreach about the project.

Commissioner Burns wondered who would park in the new area and how use would be controlled. He also asked how the monthly payment requirement would impact fuel prices and asked if the canopy had been included in the City-approved master plan/utilization plan. Mr. Rozansky responded that parking use would not change much; it would be used by a combination of airport customers, tenants, and employees. He said there are some rental cars onsite but not in the area proposed for the solar canopies. He said any capital costs sourced from NAA funds would come from the reserves, and this project was included in the current fiscal year budget; any capital project is funded primarily through fuel sales. He did not think this would qualify as an operating cost because an asset is involved, as the ownership is transferred to the NAA upon completion. Mr. Nelson affirmed. Mr. Rozansky stated that he thought the parking lot was shown on the utilization plan, but the solar canopy was not explicitly called out. He noted that the NAA would also need to consult with the City on that through the permitting process.

There was discussion about expanding this concept to other areas, but it would be advantageous to participate in the current FPL program. Mr. Rozansky liked the idea of looking at other opportunities in the future. He said that solar panels are being installed on the facilities maintenance improvement project currently now in construction. He said the airfield electrical is the most significant, even more than the two buildings being considered. However, the airfield electricity is used primarily at night. He said further study would be needed. He noted that the airport pays just under $200,000 annually for electricity across the airport.

Commissioners expressed general support for moving forward with exploring the project further. They directed Executive Director Rozansky to continue working with FPL, consider other possible solar panel locations on airport property, and provide clarification to the questions raised following the presentation.

F. PUBLIC COMMENTS (5-minute limit)

Chair Cuddihy said that at the last meeting, she received several questions why public comments appear on our agenda after the presentations. She explained that the NAA follows the same process as the City. She acknowledged that at the last meeting, the presentations were lengthy, requiring speakers to wait a long time before getting to the public comments portion of the agenda.

Ms. Jessica Stearns, who stated she resides an airplane in hangar 1108 and another in hangar 1404, spoke about her use of bicycles to get around airport ramps over the years without issue. She noted a recent NAA newsletter stated all vehicles on the ramp would need license tags, including bicycles, which is not possible. Ms. Stearns requested the rule be rescinded to allow continued safe

bicycle use, citing benefits like being able to hear approaching aircraft better than in enclosed vehicles.

Mr. Thomas Taylor, a longtime Naples resident, an airport tenant, airport support network volunteer for the Aircraft Owners and Pilots Association, and full-time charter pilot, spoke about the dangers and noise impacts of I-75, the importance of the airport to the Naples economy and status as a premier destination. He argued against closing or relocating the airport, instead suggesting working to improve it through investments and collaboration with pilots and the community. Mr. Taylor highlighted the airport's world-class FBO and skilled air traffic controllers as assets. He said this airport means a great deal to this community and encouraged the Board to use their time today to build up and not tear down the airport and show a bright and prosperous future for Naples.

Ms. Mary Tatigian, founder of Quiet Florida four years ago and part of Quiet Communities, a large nonprofit organization, who lives in the flight path of Runway 23 Northwest, spoke about noise and pollution concerns from airport operations. She said she emailed four health articles to the Board yesterday. She cited health impacts on vulnerable populations and questioned why 85% – 90% of air traffic goes over one flight path. Ms. Tatigian called for the dispersal of flight paths and the utilization of other airports to reduce the impact on Naples residents. She expressed concern about safety risks from flight schools that are operating over neighborhoods and schools.

Mr. Sean Nash supported the airport, arguing that health detriment claims are misinformation not supported by studies. He encouraged the public to read them and said it is all pollen with no trace of jet aviation fuel. With the increase of accidents across the airspace, safety is a long-held, nonnegotiable priority for anyone involved in aviation. He urged the NAA to continue accepting FAA grants to fund needed improvements. Mr. Nash cautioned against restricting airport access or metering flights, saying it could increase safety risks by pushing traffic to airports without control towers. He noted the airport provides significant economic value without using taxpayer funds. He said it was surprising that this needs to be explained to the NAA Board as these individuals who collectively decide the direction of the airport should be the most knowledgeable of how the airport operates. He explained that a pilot has to use prevailing winds to choose a flight path and that is why Runway 5-23 is used most of the time, and changing that would be a safety issue. He said he wanted people here who are making decisions to know aviation. If safety is truly a shared goal, he expressed that the NAA should not even pause applying for or accepting FAA grant funding. In terms of metering flights as a potential lobbying strategy, this would involve restricting access to the airport at certain times of day or moving flights away from the Naples Airport to reduce traffic. Putting aside the legalities of this discussion, he cautioned it is a treacherous road to travel. By slowing down or restricting airport use, this Board would be directly standing in the way of consumer choice and potentially increasing safety concerns. He noted that Marco Island, Immokalee, and the Everglades airports do not have control towers which improve safety throughout the regional airspace and are so far away from the traveler's intended destination. He reiterated that it is the Board's responsibility to serve those who use and benefit from this airport. Voting for these two measures shows clear negligence of their duty and makes clear that Board members are beholden to outside influences, specifically City Council, their former organizations, and support for a vocal minority of less than five households that made more than 70 percent of the noise complaints.

Mr. Jake Maulin, a flight instructor and Director of Education at RexAir, addressed the Board speaking about how aviation has positively impacted his life. He referenced a recent Naples High

Flyers Club party demonstrating community support for the airport. Mr. Maulin said the turnout was outstanding, and it is now clear to him that the people opposing the airport are in the vast minority. He believes that a well-informed minority will overtake a misinformed majority every single time. He thought it was important to bridge the communication gap. Mr. Maulin offered the Board to reach out to him because he said he could help with this. He stated that there is a lot more going on at the airport than general aviation. He highlighted his work doing wildlife tracking flights and python removal flights that utilize the airport, as well as water quality work with the Audubon to track wood storks. He argued the airport enables important environmental and public safety work beyond just private flights.

Chair Cuddihy called for a short recess at 9:48 a.m. The meeting was called back to order at 10:03 a.m.

G. NOISE

1. Noise Strategy Update – Lobbying, Part 161 Access Restrictions and Collaboration with Collier County

Mr. Rozansky introduced Mr. Peter Kirsch, aviation counsel from the Law Firm of Kaplan, Kirsch, and Rockwell to present educational information regarding Part 161 Access Restrictions and NAA's strategic direction.

Mr. Kirsch presented a proposed three-part strategy for addressing airport noise issues, which included federal lobbying to obtain an exemption from federal laws to allow the implementation of certain noise restrictions, conducting a Part 161 study to formally propose noise restrictions to the FAA, and cooperating with Collier County airports to coordinate and incentivize shifting some traffic.

Mr. Kirsch explained these three simultaneous efforts but cautioned that they would be difficult to achieve. He provided that the objective of lobbying would be to obtain an exemption from the Airport Noise and Capacity Act / Part 161 unique for Naples. The tactics would be to focus on a simple, narrow, tailored approach and to find an appropriate legislative vehicle to which language can be attached. He noted that it is essential to gain Florida congressional support, significant community support, and partner with the City.

He reviewed the precise proposal for moving forward with lobbying which would allow the airport to "meter" arrivals and departures during the busiest times of the day and the most popular times of the year, limiting the number of aircraft operations per hour during the designated hours. The term "designated hours" means no more than eight hours each day for a cumulative total of no more than 120 days in any calendar year.

Mr. Kirsch reviewed the Part 161 process and cautioned it would be a complex, expensive, four- to five-year process with low chances of FAA approval. However, he said it could be valuable for building community dialogue and consensus as to what the noise measures should be.

He also suggested exploring formal agreements in cooperations with Collier County airports to coordinate traffic and incentivize certain operators, such as flight schools, to use other airports.

He said possible next steps could include reinvigorating lobbying in coordination with the City, beginning preliminary study and organizational steps for 161 study, and initiating discussions with Collier County.

Commissioner Crees asked about the process of getting flight schools to go to an alternate airport, the risk of putting the NAA's independence at risk by entering into a Memorandum of Understanding (MOU) with the County, and the possibility of negotiating a MOU with RSW (Fort Myers). Mr. Kirsch responded.

Regarding the lobbying effort, Vice Chair Cavanaugh expressed concern that the proposed limit of 30 operations per hour would not satisfy noise complainants and the lack of a significant, unified community voice to support these efforts. Mr. Rozansky clarified that Mr. Kirsch's proposed 30 operations include a combined total of takeoffs and landings per hour which would affect an estimated 15-20 percent reduction of flight activity on peak days. There was discussion about the inability of the FAA to override a successful lobbying effort since it would result in federal law. Vice Chair Cavanaugh emphasized the importance of getting others in the community to be supportive of the lobbying strategy.

Commissioner Burns suggested as a starting discussion with the County, explore their interest in relinquishing all three of their airports to the NAA, if NAA was interested in doing so. Mr. Kirsch said that the NAA does not have direct ownership of the County airport but would have to have joint control. There was further discussion about NAA's Enabling Act and involving the State of Florida in modifying any structure of it. Mr. Rozansky stated when staff met with the County Manager and staff several months ago to discuss collaborative operations of their three airports, there was agreement to postpone any conversation about this topic until there was completion or resolution of the exploratory study. Since the County has confirmed they are not interested in the exploratory study, Commissioner Burns thought that a new discussion could be initiated.

On proposed metering language, Commissioner Burns suggested changing the language from "limit operations" to "create a safer number of operations." Mr. Kirsch said that it was a good idea. In the last Board meeting, Commissioner Dustin noted that collaboration with the City's aviation attorney, Mr. Barr, and Mr. Kirsch was discussed. He said that Vice Chair Cavanaugh highlighted NAA's transparency with the work being conducted with our aviation attorney and stated he would like the City to do the same with their aviation attorney. Commissioner Dustin asked Mr. Kirsch if Mr. Barr has received approval by the City to collaborate with him. Mr. Kirsch said that approval has not yet occurred. Commissioner Dustin emphasized that better transparency with the City is necessary before proceeding and expressed concern that City Council members may be operating from different information. Commissioner Dustin opined that the NAA is not at all in alignment with the City, making anything the NAA is attempting to do counterproductive. He suggested we work with the City to seek Mr. Barr's ability to collaborate with Mr. Kirsch so that both parties are all operating from the same legal advice. Commissioner Crees said that he has been thinking about this since his appointment as the NCC liaison. He said that the NAA does not have a formal liaison with the City. Vice Chair Cavanaugh stated that the Chair and the Executive Director act as liaisons between the NAA Board and City Council. Chair Cuddihy added that she and Mr. Rozansky have met with the City Manager and the Mayor and have agreed to meet again but is complicated somewhat by the new City Manager getting up to speed in his new role. Chair Cuddihy said the Joint Workshops are further complicated by the long time it takes to coordinate schedules. She suggested that the Board ask Mr. Kirsch and Mr. Rozansky to present the issues at a City Council meeting, with Mr. Barr in attendance. Commissioner Crees supported having a

formal liaison to the Council, similar to his appointment as liaison to the Noise Compatibility Committee. Chair Cuddihy suggested that the NAA could ask Council about this as well as request to provide a presentation at their meeting.

Regarding a Board liaison to the City, Mr. Owens advised that the Sunshine Law imposes certain restrictions, and a Board cannot delegate specific decision-making authority to any individual Board member, rather it has to be discussed in the Sunshine in a publicly noticed meeting. Mr. Owens said that an NAA Liaison to the City could only listen and report back information.

There was a unanimous Board consensus for the Chair and the Executive Director to be the formal lead on communications with the City Council. Also, there was a unanimous Board consensus to ask City Council if they would like a regularly scheduled NAA frequency update with no specific agenda.

To build alignment with the City, there was a unanimous Board consensus for Mr. Kirsch and Mr. Rozansky to present the NAA's legal opinion to City Council to gain a common understanding as a community of where we are on these topics. Mr. Rozansky asked if the consensus included the request for the City to allow their aviation counsel to collaborate with our aviation counsel. Chair Cuddihy thought it would be requested at the end of the presentation. Vice Chair Cavanaugh added that if the City's response was negative, he would like the Executive Director to request their rationale why. To Commissioner Dustin's question regarding Mr. Kirsch providing his opinions in advance to City Council, there was consensus to provide those opinions.

Commissioner Dustin felt that the City could begin communications to find solutions to help the 78 +/- households filing noise complaints or documented by the noise monitors. He shared some examples of ways to help these people, such as purchasing their properties or soundproofing their residences. Mr. Kirsch said caution should be exercised when characterizing the problem of those homeowners who have complained, although there are ways to analyze the problem. He said when the City Council says there is a problem, a degree of respect should be exercised to define the problem and find solutions rather than minimizing it at the risk of breaking down any hope of collaboration with the City or the County. Commissioner Dustin clarified that it was not his intent to minimize the problem but rather to imply that more dialogue is needed with community members being affected. Mr. Kirsch said that Part 161 is designed to find solutions.

Regarding the Noise Study Update that has been done, the questions of do we have a noise issue, and the beginnings of a perceived safety issue, Commissioner Crees asked if the two should be tied together. Chair Cuddihy said that whenever we see aircraft accidents, everyone gets nervous. Her perspective is that the FAA does not perceive what we are doing today is unsafe, but perhaps the best time the Board should discuss this and Council Member Hutchison's letter is later in the meeting.

Chair Cuddihy commented that the three-legged stool concept is a great way to proceed in starting a dialog with ourselves, the City, and the community. She said that as we move forward with Part 161 without a unified voice in the community, it will be unsuccessful.

Commissioner Crees raised concern about Collier County's position not supporting an airport in their backyard. He cautioned about the loss of control of the Naples Airport. He supported the idea of approaching Collier County to express the NAA's interest in running the three County airports.

Commissioner Burns said that he would like to proceed with all three ideas in Mr. Kirsch's three-legged strategy.

Regarding the proposed metering language, Commissioner Dustin liked Commissioner Burns' suggestion to change the language from "limit operations" to "create a safer number of operations." He was less concerned about the City and County finding a cooperation vehicle because that would be between them to negotiate.

There was a unanimous Board consensus to allow Mr. Rozansky to explore the feasibility of cooperating with Collier County and the City and to continue refining the proposed lobbying and Part 161 approaches.

H. CONSENT AGENDA

There were no items on the Consent Agenda.

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

There were no public comments on each of the following agenda items.

1. Resolution 2025-1, Resolution of City of Naples Airport Authority Delegating Certain Administrative and Operational Powers and Duties to the Executive Director; and Repealing Resolution No. 2024-1

Mr. Rozansky introduced a revised resolution delegating certain administrative and operational powers to the Executive Director. He explained that the Resolution had been updated based on discussion at a previous meeting to better reflect the Board's policy setting while staff implements procedures for the day-to-day operation of the airport.

Commissioner Burns distributed a mark-up of proposed language that he would like incorporated into the Resolution. He noted that the Authority's Legal Counsel and the Executive Director reviewed it. Mr. Owens said that he had one minor comment for using consistent defined terms.

Commissioner Burns made a motion to approve Resolution 2025-1 as amended, adding the following language to Article 1, subparagraph C of the Resolution: "The Board of Commissioners adopts policies and other directives and delegates certain administrative and operational powers and duties to the Executive Director for purposes of carrying out the powers granted by the Enabling Act." Commissioner Crees seconded the motion.

Commissioner Burns explained why he felt that the language he chose had already been approved in the January 16, 2025, minutes. Mr. Owens, Legal Counsel, stated that he had purposely taken a scalpel approach to the revisions, but ultimately, the Board decides the exact language with respect to delegation of power. He advised it was fully within the purview of the Board to make a change to the language, and there were no legal concerns with the language proposed by Commissioner Burns other than to remove the word "NAA" and insert the words "of the Authority."

Mr. Rozansky requested that if the language is added, the exact text from the whereas clause be incorporated into the resolution. Mr. Owens stated that in lieu of the language that Commissioner Burns is proposing, the Resolution would be amended to include in the first sentence under Article

1, subparagraph C, the words from the third Whereas clause which states the Board of Commissioners adopts policies and other directives and then delegates certain administrative and operational powers and duties to the Executive Director for the purpose of carrying out the powers granted by the Enabling Act. Commissioner Burns withdrew his first motion and made a motion as restated by Mr. Owens. Commissioner Crees seconded the motion.

The motion passed unanimously, 5-0.

Vice Chair Cavanaugh made a motion to approve Resolution No. 2025-1, as amended with all the other proposed changes as well. Chair Cuddihy seconded the motion. The motion passed unanimously 5-0.

Chair Cuddihy recessed the meeting for lunch.

J. NEW BUSINESS

1. Community Sentiment Survey

Ms. Robin King, Director of Communications, presented the plans for a community sentiment survey, an element in our Strategic Plan. She said it fits well into our lobbying strategy as well. She explained that it would be conducted by a third-party firm, using a combination of phone and text outreach. The goal is to obtain 400 responses from city residents. Ms. Megan Garner, Director of Client Services, Priority Marketing, accompanied Ms. King. Priority Marketing works with the NAA on messaging, public relations, and graphic support.

Commissioner Dustin thought the survey was a good idea. He stated that it would be important to include community associations such as hotels, restaurants, and tourism and questioned whether the broader Collier County should be included. Ms. King said the survey is focused on the entire City of Naples and a broader reach into some of the industry groups. Mr. Rozansky said the current scope is on city residents using a combination of voter registration and property appraiser records. However, he thought expanding the initiative to include county residents would be easy.

Ms. Garner said that she had contacted the third-party polling agency, American Pulse, which will be conducting the survey. She stated that they are trusted partners, and she had worked with them on other client projects. They are a national firm based in the United States, and they have a call center with live agents who contact survey recipients. Ms. Garner stated that the number of registered voters in the City of Naples is 16,726. The survey will be a random survey and will be launched via text and phone calls. The phone calls are made by live agents who will ensure the respondents are clear on the questions before answering them. The goal is for the survey to take approximately 8-10 minutes. She estimated that at the end of the surveys, the goal would be to have approximately 400 respondents. If all goes well and the survey is deployed on schedule, results will be presented to the Board in April.

Commissioner Burns said that he was not sure how much more sentiment we need to hear. He liked the conversation idea but questioned how we would use the information.

Vice Chair Cavanaugh expressed concern about how the consultant would ensure a statistically significant, representative community sample. He also felt that the county should be included as well as institutional input.

Commissioner Crees would like to know more about American Pulse and thought the Commissioners should review the survey questions in advance. Vice Chair Cavanaugh said that the Board must trust the third party and would not want to have the questions in advance.

Ms. King said that the data would be separated by geography.

Commissioner Dustin agreed that he would like to see the questions but he trusts the consultant to do the right job. Commissioner Burns did not feel the industry groups should be included. There was some discussion about how to protect the survey results against potential bias or skewed results and whether there should be additional "man on the street" style surveying.

Following discussion, the Commissioners reached majority consensus (3-2 with Commissioner Burns and Commissioner Crees against) to conduct a survey to include both city and county residents as well as industry/business groups with the results separated from resident results.

There was majority consensus (4-1 with Commissioner Dustin against) for the survey questions to be provided to the Board after the survey is complete.

There was unanimous consensus to notify HOAs, City Council, and other stakeholders in advance about the upcoming survey.

Vice Chair Cavanaugh suggested the survey results be categorized by geographic location.

There was unanimous consensus to ask the polling firm about conducting a "man on the street" survey.

2. Old Naples Association Letter

Mr. Rozansky addressed several items raised in a recent letter from the Old Naples Association. He stated that regarding an error in the Hughes Aerospace Flight Procedures presentation at the January Regular Meeting, the mistake was in the PowerPoint, not in the actual procedures submitted to the FAA. He said the increase in altitude for Runway 5 arrivals is 100 feet, not 400 feet as was initially presented. He also noted that this correction had been communicated to media outlets that reported on it and they have or are updating their story. NAA staff plans to make certain there is a column in the monthly newsletter. Chair Cuddihy noted that once the issue was noted, Mr. Rozansky contacted the Naples Daily News to have the error corrected. Commissioner Crees thought it was important to reiterate that the correct number was submitted to the Federal Aviation Authority (FAA).

Commissioner Burns requested that the email dated January 17, 2025, from Mr. Frank DiMella be included in the minutes since he discovered the error and it shows the calculations used to reveal the error. There were no objections to this request. Commissioner Burns further wanted to discuss the consequences of the error. He thought that Hughes should finish the flight arrival work they had done but also engage DVAC to work on flight departure procedures. He said that DVAC had a different approach than Hughes on departure procedures.

Chair Cuddihy said that engaging both firms was discussed at last month's meeting. She expressed no interest in bringing in DVAC at this time. Commissioner Burns further justified his desire to

consider getting DVAC involved in the process. She said that this could be discussed later in the meeting in order to get back to addressing this agenda item.

Commissioner Crees asked what the decibel differential would be with the glide slope variation. Mr. Rozansky responded that it pulls some homes out of the contour. Regarding the decibel differential, he said it is in the Noise Study documents and could share it.

Mr. Rozansky stated that following the January 1, 2025, aircraft accident, the NTSB did release their preliminary report. There were only a few points worth highlighting. The report confirmed that the pilot did file a flight plan, and he did make communication with Miami Center because both the Naples tower and RSW tower were closed at the time. The report also included some technical details regarding the accident, but it did not offer any conclusion at this time. Currently, there is no estimated timeframe for when a final report will be available. Mr. Rozansky clarified the airport's rules and regulations, which are limited to ground activities and do not extend to aircraft in flight, which fall under FAA jurisdiction. He said he would continue to monitor this closely. He also discussed the Naples Police Department response and the responding officer's report which indicated no reason to suspect any substance use.

Mr. Rozansky talked about the request to lock gates and parking lots at night. He said that the NAA manages multiple parking lots and there are at least 35 other parking lots of tenants and businesses on the airport property that are publicly accessible. He said that the lease agreements stipulate that the NAA will guarantee reasonable ingress and egress. If, for any reason, those ingress/egress points are not accessible, the NAA is obligated to provide alternate access. This makes it very difficult to lock gates since some tenants and businesses share parking with the airport. He noted another idea that perhaps the Naples Police Department could be involved in the procedure for after-hours access. A meeting has been scheduled with the Police Department to discuss this.

Commissioner Burns suggested the Board consider establishing a policy directing the Executive Director to look at security overnight between the hours of 10 p.m. and 7 a.m. when the airport is closed and also have a policy of how to shut down the airport due to weather conditions. Vice Chair Cavanaugh questioned Commissioner Burns' statement about the airport being shut down. Commissioner Burns clarified that the airport is open 24/7, but the Tower is closed during the hours of 10 p.m. and 7 a.m. Discussion followed regarding the pilot's responsibility and what the NAA can do to reassure the community's safety. There was a majority consensus (4-1 with Commissioner Burns against) to not establish the policies as suggested by Commissioner Burns.

Concerning enforcement of a voluntary curfew against NetJets and other operators per their user agreements, Mr. Rozansky outlined the airport's extensive efforts, including outreach to operators and adding language to new or amended agreements and promotional materials. He highlighted the success we have had in several other efforts the NAA has undertaken to promote the voluntary curfew and noted that we are being incredibly aggressive. He stated that NetJets' significant reduction in curfew violations is an example of this success and that other airports frequently contact us to ask how we have achieved these initiatives. Commissioner Crees noted that we are still getting a large number of violations. He asked what staff is doing to engage with those violators. Chair Cuddihy stated that when she was the NCC liaison, she met with all of our top tenants to learn about their operations and to help educate them about our curfew program. She suggested Commissioner Crees do the same, which he welcomed the idea. Mr. Rozansky said that he would assist in coordinating this for Commissioner Crees.

Commissioner Dustin recognized former Commissioner Ruppert for his extraordinary efforts in getting NetJets to greatly reduce their curfew violations.

Commissioners discussed potentially meeting with Vice Mayor Hutchison to address safety concerns raised in the letter. They also debated whether to have a broader discussion about airport safety at a future meeting. Chair Cuddihy noted that the NAA publishes incident reports every month.

Commissioner Crees thought there should be a future agenda item to discuss whether having an active airport in an urban environment was a good idea, to speak about safety with the community, and invite them to speak as well. He didn't have the answers on how this would play out. Vice Chair Cavanaugh suggested having an objective, third-party expert speak to the Board as a leadership group and have the community learn from this person about what the realities are, the pros and cons, and what we can expect in the future. There was support to have a consultant come in to facilitate this discussion.

Mr. Rozansky noted that every practice placed by the NAA is there in the vein of safety, both on the ground and by promoting safety in the air. He discussed some of the measures taken for safety, as well as methods by which the NAA applies for and earns certifications and is audited periodically related to safety. He also reminded the Board that statistically, 80 percent of aircraft accidents are due to pilot errors.

Mr. Rozansky stated that it is a good idea to have the suggested discussion and asked for guidance on who the Board would bring in to facilitate this. He said that a consultant is inherently going to have some bias. If they are an aviation expert, they are going to have a bias as to why you need it. He said it would be challenging to decide who would be appropriate to have this conversation other than the people who have examined the Naples Airport from the outside in terms of what is done regarding overall airport safety. Commissioner Crees noted that no one was questioning the safety of the airport.

There was discussion regarding the intent and objective of this topic, and there was an agreement for Board members and the Executive Director to think about ideas on how we can make the community feel safer, define the process and to add an agenda item for more discussion at the March meeting. Vice Chair Cavanaugh made the distinction between aviation activities and this airport. He said he was comfortable that this airport is very safe in its physical structure, its staff, and its processes to manage everything that happens on this property. He said what is being discussed right now is aviation activities, FAA, airport pilot behavior, and aircraft worthiness which the airport does not control. He was supportive of having a consultant talk about how people are dealing with aviation activity and the fact that the landing area is in an urban area, which is not changing.

Mr. Rozansky noted that staff brought some content back to the format of the noise report, adding add some comparisons and trends. Data will be for the rolling 12 months and the preceding month.

He also said that a letter would be drafted to the Old Naples Association (ONA) to capture all of today's discussion, and he would assist in scheduling a meeting with Vice Mayor Hutchison.

Vice Chair Cavanaugh asked about the results of the ONA survey. Mr. Rozansky said he believed it had come from Ms. Ferry, and some things were highlighted but staff did not get a complete

response including the survey results. Chair Cuddihy said that she would write a letter to the ONA and ask for the survey.

Ms. Mary Young of ONA was in the audience and was called to speak with the Board. She stated that she would be happy to provide a copy of the ONA survey, although the results will remain confidential. She stated that ONA does not use a third party to conduct the survey; they prepare it themselves. She said the survey has been closed and the results will be shared with their members at their annual meeting next week and then the summary results will be posted on their website.

Chair Cuddihy called for a five-minute recess.

3. Airport Grants, Fuel Taxes, and the FY26 Budget Schedule

Mr. Ken Wariner, Senior Director of Finance Administration, presented information regarding grant funding received by comparable airports, aviation fuel taxes paid, and grant funding received by NAA, how landing fees are structured and charged at the Naples Airport, and a Jet A fuel pricing comparison showing the differences between retail and contract fuel pricing at other Florida airports. Naples Airport has been a net contributor to the aviation tax/grant system over the last 15 years. He explained that the NAA charges landing fees through fuel costs rather than as a separate line item.

Mr. Rozansky stated that Naples Airport fees are high compared to other airports. He added there is also a significant distinction between publicly and privately operated FBOs. He noted that private FBOs are competing and trying to build up market share to increase profit. As a publicly operated FBO, the NAA has to keep all monies on the airport. Any profit margin is put back into the airport. There was a discussion about public and privately operated FBOs.

Mr. Wariner stated that the FY26 budget process is beginning, and he asked for guidance from the Board on whether to assume continued acceptance of FAA grants, as this would impact long-term financial planning.

Commissioner Dustin excused himself from the meeting at 3 p.m. due to a previously scheduled engagement.

4. Strategic Planning Overview

Mr. Justin Lobb, Deputy Director of Aviation, provided an overview of the airport's strategic planning history and process. He outlined how the strategic plan evolved from 2003 – 2016. Beginning in FY 2017, it was the beginning of the NAA's foremost strategic planning efforts. He stated that it included an improved, robust process with Board and stakeholder focus groups; introducing a strategic planning consultant, Ms. Mina Merkel; holding Strategic Planning Retreats annually; and introducing a new Values statement to incorporate APF Cares, Guiding Principles, Objectives, Initiatives and Measurements. He noted that at the last Board meeting, there was conversation about the Vision and Mission Statements, specifically, the Mission Statement regarding a commitment to enhancing the quality of life throughout the community. He said 2017 was the first iteration where that statement existed. Also, that year as part of the Strategic Plan, the annual scorecard was introduced, with updates reported to the Board quarterly. He said in 2021, the FY 2017 – 2021 was sunsetted and current iteration of the five-year, FY 2022 – 2026 was introduced. He said this included significant Board and stakeholder focus group collaboration,

and it was at this time a new Purpose and a new Customer Service Vision were introduced to highlight the NAA's service-oriented mission.

Regarding the question when the "quality of life" came off the Mission Statement of the Plan, it was highlighted when this Plan was being discussed at the August 2021 Board meeting. There was discussion with the Board how difficult it is to succinctly describe the NAA's being in one sentence. There was discussion about inclusion or a different iteration of "quality of life", and there was a question about a quality of life for who – those that benefit from the economics of the airport, the public services, or those that live under the flight path, which were difficult to measure. Although it may have to some degree fallen off the Purpose and Vision Statement, it is somewhat reincorporated into the Goals. There are measurable elements of the safety of the airport in Goal 1, Providing a safe and modern airport, and also in Goal 2, Being an engaged community partner. He said in the current Strategic Plan, the Values are a bit more clear and concise, and the Plan does a better job to provide more actionable steps for the organization.

Mr. Lobb reviewed the current FY 2025 Scorecard that includes more of the SMART outcomes on the Annual Scorecard, better clarity for tracking of performance and as much as staff tried, a greater emphasis on strategic vs. operational outcomes. He said one of the shortcomings of the Annual Scorecard is that it may limit the ability to measure long-term or complex projects. The next iteration of the FY 2026 Strategic Plan and beyond is to develop a new Strategic Plan with a greater emphasis on long-term strategic outcomes. He proposed potentially decoupling the long-term strategic plan from the annual operating scorecard for the next iteration. He said that this is more of a process discussion at this time on the overview and where we want to take this going forward.

In reference to the quality-of-life statement being removed, Commissioner Burns said that it was removed because it was difficult to measure whose quality of life. He would like to have background information of the City of Naples Vision Plan available. He liked the decoupling of the Annual Scorecard with the incentive plan and would like to see more long-range planning.

Commissioner Crees also thought the quality-of-life statement was important and be returned to the Plan, and he liked the idea of referencing the City of Naples Vision Plan. He also thought there should be a goal to move forward in a closer working relationship with the City Council.

Vice Chair Cavanaugh asked by decoupling the Annual Scorecard, would this annual operating scorecard be the vehicle by which a variable compensation is created. He supported this idea. He said the NAA is a unique, very successful organization and it is different from other organizations that he is used to because strategy is somewhat limited. He said the NAA's strategy spoken about earlier today includes conducting a Part 161, lobbying, the Collier County discussions, working with the City in terms of a better relationship, etc. He liked the idea of bifurcating this plan and compensate all staff members for achieving measurements on the operating scorecard. He also suggested that there should be some strategic bullet points for which the executive team would be responsible and be compensated for executing those items.

Commissioners expressed support for the approach as presented and to incorporate all of the suggested elements.

K. OLD BUSINESS

1. Site Selection Phase – Airport Exploratory Study

Mr. Rozansky and Chair Cuddihy reported on a recent meeting they had with the Mayor and new City Manager regarding the exploratory study and the NAA's approach in the short, medium, and long term. Chair Cuddihy noted that Mr. Young grasped the topics quickly. Chair Cuddihy noted that the Mayor continues to believe that airport volume is the biggest issue and supports continuing the study; however, that was her perspective only. Other topics discussed included the error discovered in the Hughes presentation, the scant information available from the January 1, 2025, accident and ideas on finding a way to get the City to understand the legal opinions shared by Mr. Kirsch. Chair Cuddihy said that funding of moving the airport was not discussed because it didn't fit into the conversation.

Commissioner Crees opined that before making a decision on continuing with the exploratory study, the funding needs to be sorted out. There was discussion about the County's lack of interest in relocating the airport into the County, using revenue bonds as a vehicle to fund a new airport, and the possibility of the City annexing the land from the County. Commissioner Burns stated that the most important factor in his support to go forward with the exploratory study is because in the Part 150 Study, it is in writing, that we committed to the FAA to "investigate feasibility of relocating the Naples Municipal Airport." Commissioner Burns felt that we hadn't done that yet. How Panama City Airport funded their new airport was also discussed.

After some discussion, there was a consensus of 4-0 (with Commissioner Dustin absent) to direct Mr. Rozansky to obtain a proposal and fee estimate from consultants to analyze potential financing options for relocating the airport and to research how Panama City Airport relocation was financed.

The Board agreed to review this information at either their March or April meeting before determining the next steps in the exploratory study.

L. BOARD REPORT

Chair Cuddihy thanked staff for the Board Report. Commissioner Crees expressed appreciation for the additional data and transparency included in the latest Board report.

M. EXECUTIVE DIRECTOR'S REPORT

Mr. Rozansky provided updates on the following items:

- NetJets declined to give public presentations on fractional/charter operations but offered private meetings with Board members and the City Council.

- The airport capacity analysis is underway but will be less robust than planned due to FAA limitations placed on industry engagement.

- There has been a slight decrease in the T-hangar waitlist due to natural attrition, sale of aircraft, owners' medical issues, and some tenant relocations.

- Mr. Rozansky stated he met with Representative Diaz-Balart, who offered to co-sponsor a letter about the NAA's participation on the Aircraft Noise Advisory Committee, but he would only do so if support came from Representative Donalds' office. Mr. Rozansky

stated that we are still working on scheduling a meeting with his office but have been unsuccessful to date. Mr. Rozansky said that the FAA Noise Advisory Committee has been unable to meet due to FAA withdrawal from industry engagement. There was discussion regarding the number of FAA employees who were terminated and any effect it may have on safety.

- Mr. Rozansky announced that earlier today, DOGE made a statement that they will be working on a new system to enhance air traffic technology in safety. He noted that privatization of ATC was going to be put back on the table. More than 30 industry groups collaborated on a letter not supporting privatization of ATC but instead reforming the FAA, streamlining the procurement processes, providing funding to phase out older technologies, and bifurcating the FAA from the annual budget appropriations process where the FAA would not be subject to government shutdowns.

N. COUNSEL'S REPORT

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

O. PUBLIC COMMENTS (5-minute limit)

There were no additional public comments.

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Burns requested that information from a previous DVAC report on a left turn departure procedure for Runway 23 be provided to Hughes Aerospace for their review. He said that DVAC could be discussed at the next meeting.

Q. ADJOURN

With no further business, the meeting adjourned at approximately 3:58 p.m.

Christopher A. Rozansky
Secretary

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

From: Robin E. Menard
To: Robin E. Menard
Subject: FW: Glide slope
Date: Friday, March 14, 2025 2:36:52 PM

ROBIN E. MENARD | Executive Assistant
P (239) 643-0733 | | **flynaples.com**
Please Fly Safe Fly Quiet | Quiet Hours 10 PM - 7 AM

From: Frank DiMella <FDiMella@dimellashaffer.com>
Sent: Friday, January 17, 2025 1:36 PM
To: Chris Rozansky <CRozansky@flynaples.com>
Cc: Zachary Burch <zburch@flynaples.com>; John Crees <jcrees@flynaples.com>; Kerry C. Dustin <kdustin@flynaples.com>; Robert Burns <RBurns@flynaples.com>; Rita Cuddihy <rcuddihy@flynaples.com>; Terry Cavanaugh <TCavanaugh@flynaples.com>
Subject: [External] Glide slope

Hi Chris,

At yesterday's NAA meeting the subject of glide slope was discussed. You and Hughes indicated that the change from a 3 degree GS to a 3.5 degree GS results in aircraft arriving from the Southwest on RW 5/23 being 400 feet higher when they cross 17th Ave South, suggesting a significant impact on noise experience on the ground.

After the meeting, I did some checking and measured the distance from the touch down point on the runway (1000 feet from the threshold) to the intersection of 17th Ave. S. and Gulfshore ..roughly 11,000 feet. I also measured from the touchdown to 9th St. S...roughly 6,000 feet. Using a simple drawing model I found the difference in height between a 3 degree and 3.5 degree slope at 17th Ave. measures 96 feet and at 9th Street is 52 feet.

Can you clarify why these measurements seem to conflict with what was presented. If my numbers are correct, the impact on noise experience on the ground would be substantially less than implied at the meeting. Perhaps your consultant can actually quantify it.

Thanks.

Frank.
Francis L. DiMella
722 10th Ave S., B201
Naples, FL 34102

12 Garden Rd
Newton, MA 02458

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

FINAL AGENDA

Naples Airport – Airport Office Building Conference Room
200 Aviation Drive North
Naples, FL 34104

Thursday, February 20, 2025
8:30 a.m.
https://www.flynaples.com/live-stream-video/

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

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

NOTICE

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

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

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

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

Pledge of Civility

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

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. January 16, 2025, Regular Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Quarter

2. Presentation of Florida Power & Light's (FPL) SolarVantage Program for the Installation of a Solar Canopy at the General Aviation Terminal (GAT) Long Term Parking Lot

F. PUBLIC COMMENTS (5-minute limit)

G. NOISE

1. Noise Strategy Update – Lobbying, Part 161 Access Restrictions and Collaboration with Collier County

H. CONSENT AGENDA

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

1. Resolution 2025-1, Resolution of City of Naples Airport Authority Delegating Certain Administrative and Operational Powers and Duties to the Executive Director; and Repealing Resolution No. 2024-1

J. NEW BUSINESS

1. Community Sentiment Survey

2. Old Naples Association Letter

3. Airport Grants, Fuel taxes and the FY 26 Budget Schedule

4. Strategic Planning Overview

K. OLD BUSINESS

1. Site Selection Phase – Airport Exploratory Study

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