Thursday, March 16, 2023
Naples Airport Authority: Regular Meeting Minutes - Corrected

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. Zadorecky, 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 several revisions and one additional item for the Board packet as follows:

1. New Business Item 1 - Employee Stipend. This is a new item. NAA Commissioners received a memorandum before the meeting and a hard copy has been provided at the dais.

2. Correspondence/Commissioner Comments Item 2 – Commissioner Cuddihy's Comments – Flights Tracks – This is a new item requested by Commissioner Cuddihy to make comments regarding flight track maps for calendar year 2022 departures and arrivals. The memorandum and two exhibits were distributed in advance of today's meeting.

3. February 16, 2023, Regular Meeting Minutes – Some minor typographical errors have been corrected, and a substantive revision has been made to page 16 with a red-lined version of the minutes presented to the Commission for review.

4. Noise – Item 2, Part 150 Update – Minor revisions have been made to slides 5 and 6, where the color of a flight track was changed to more clearly show the gradient. On slide 14, the first two bullet points were reworded for clarification.

At the request of some residents, Commissioner Burns asked if F. Public Comments could be moved before Item E. Presentations and Time Certain Items. This would allow residents to make comments sooner. Chair Dustin declined and said he preferred to keep the agenda in the current order.

D. MINUTES

1. January 19, 2023, Regular Meeting Minutes

Chair Dustin noted an incorrect date of January 19, 2022 on his copy of the January 19, 2023, minutes. After further clarification, the error appeared on a different document that Chair Dustin was reading from.

Commissioner Cavanaugh moved to approve the January 19, 2023, Regular Meeting minutes. Commissioner Ruppert seconded. The motion passed unanimously 5-0.

2. February 16, 2023, Regular Meeting Minutes

Commissioner Cuddihy moved approval of the February 16, 2023, Regular Meeting minutes as amended by Mr. Rozansky. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Noise Compatibility Committee (NCC) Applicant Interviews

Chair Dustin announced that there were six applicants to be interviewed for the three upcoming NCC vacancies.

Mr. Burch summarized that on March 31, 2023, the terms of the following three NCC members would expire: The current City-at-Large member Cliff Holland, NW Quadrant member and NCC Chair Chris Auron, and the County at-Large member Harvey Cohen. These positions have been advertised and all six applicants are present. New terms will begin April 1, 2023, and the terms are for four years. He noted that some candidates are eligible for more than one quadrant.

Chair Dustin welcomed Chris Auron, a candidate for the City-at-large or Northwest Quadrant position. Mr. Auron, 1184 Broad Avenue North, Naples provided brief remarks on his background and experience. He is the current NCC Chair and has previously served as Vice-Chair. He has worked hard to do what is suitable for the community. Mr. Auron stated he would like to see the Part 150 Study through to completion, and he is an advocate for actions that will reduce noise. He believes his primary responsibility as an NCC member is supporting the community and the City of Naples. A question-and-answer period followed.

Mr. Rozansky requested Mr. Mellon be interviewed next to accommodate a family member with an unscheduled medical matter.

Chair Dustin welcomed Richard Mellon, a candidate for the county at-large position. Mr. Mellon, 116 Edgemere Way South, is a commercial pilot with over 4,000 flight hours. Mr. Mellon noted that he was a resident of the Wyndemere community. He provided brief remarks on his background and experience. Mr. Mellon has read a draft copy of the Part 150 Study and finds it interesting. He feels that most importantly, during his tenure as a previous NCC member, incredible advancements were made in Stage 1 and Stage 2 ban. He noted that public education is essential and the public needs to understand that an airport generates noise. He noted there is a necessary balance in helping the public understand the airport's benefits to the community. A question-and-answer period followed.

Chair Dustin welcomed Richard Collins, a candidate for County-at-large position. Mr. Collins, 2610 64th Street SW, provided brief remarks on his background and experience. He is a newly minted pilot with 200 flight hours. He has completed all flight instructions at Naples Airport through Rex Air. Mr. Collins said that dispute resolution is his strength and empathy is key. His approach would be to help obtain data for delivery to the NAA, enabling the commissioners to make more informed decisions. He stated that noise mitigation is important, but safety must always be the top priority. A question-and-answer period followed.

Chair Dustin welcomed Cliff Holland, City at-Large or Northwest Quadrant candidate and current member of the NCC. Mr. Holland, 3135 Leeward Lane, provided brief remarks on his background and experience. The NCC is rewarding, challenging and important to the City of Naples. He believes in working through transparency and with integrity, doing his homework and considering all points of view. He would be delighted to continue to serve on the Noise Compatibility Committee. A question-and-answer period followed.

Chair Dustin welcomed Andy Reed, a candidate for the County at-Large or Northwest Quadrant position. Mr. Reed, 2617 Outrigger Lane, provided brief remarks on his background and experience. His interest stems from his professional history with the airport, serving on the Technical Advisory Committee. He has witnessed the many ways the airport benefits the Naples community. He said he realizes how hard governance works with the community, but also how FAA requirements impact the actions that may be taken. Mr. Reed said that for the quality of life in the City of Naples, future airport growth needs to be monitored and managed. Mr. Reed noted his employer is supportive of his continued service if he was selected for the NCC. A question-and-answer period followed.

Chair Dustin welcomed Nelson Rengifo, a candidate for the County-at-Large position. Mr. Rengifo, 104 Palmetto Dunes Circle, Naples provided brief remarks on his background and experience. He would like to be on this committee to give back to his community. He has experience delivering technology and working on projects for the aviation industry. He believes the biggest challenge will be delivering education to the community. He would be instrumental in finding the psychological understanding behind noise complaints, subsequently approaching education to the community in layman's terms and assisting the public in understanding the benefits of the airport. Mr. Rengifo stated that he has several ideas he would like to share with the NCC. A question-and-answer period followed.

Mr. Rozansky stated that he heard from one of the candidates that Naples Airport is a destination airport for jets because of its inexpensive fuel. He stated the FBO Director is present to answer any questions, but anecdotally, a quick search of fuel prices in Southwest Florida indicates that both Page Field and Punta Gorda offer fuel at up to $.40 less than what is offered in Naples. Prices in Naples are based on the operating cost. If landing fees were instituted, the fuel prices would have to be adjusted. The only thing that would change fuel prices or the opportunity for landing fees would be the operating cost structure because we operate under the mission of cost recovery.

Commissioner Cavanaugh would like additional information about fuel pricing. Chair Dustin suggested preparing a matrix of prices from other airports. Mr. Rozansky stated that staff would obtain and prepare a memorandum providing some comparison to other similarly situated airports and FBOs. It is an enormous distinction is that we are a publicly operated FBO vs. the many airports that have privately operated FBOs. Private FBOs are profit motivated and can charge whatever the market will bear; whereas we are cost recovery-centric and everything is invested back into the airport.

Mr. Burch clarified that there were no candidates from the Old Naples Association applying for a position on the NCC.

2. Investment Update

Mr. Warriner introduced John Grady, Managing Director of Public Trust Advisors. Mr. Grady provided an economic update of the current state on the market and the Authority's investment strategy.

Vice Chair Ruppert inquired about the fact rates have dropped, and whether there would be an opportunity to affect 25% of the portfolio given the demand for the short-term duration bonds. Mr. Grady said some of the shorter-term securities were purchased in 2021, at a much lower yield.

Commissioner Cavanaugh asked how long it would take to reprofile the portfolio into an active role. Mr. Grady has been working with the portfolio team, and he will follow up with them to find out whether they will move forward with a 2.5 or 3-year duration. Subsequently, he will follow up with the NAA. He said the portfolio team is not interested in selling everything now to ladder out and would prefer a couple of months to start building it out.

Commissioner Cavanaugh asked about the proforma analysis and the capital loss that will be incurred. Mr. Grady said it will depend on the securities at the time of sale. Mr. Rozansky and Mr. Warriner would be included in those communications. Commissioner Cavanaugh asked what his authority would be in terms of flexibility. Mr. Grady responded that the portfolio is governed by the NAA's Investment Policy Statement and the Florida Statutes. The NAA has a very recent policy statement under which investments are made.

Commissioner Cavanaugh inquired about the largest percentage of any one issuer that can be taken. Mr. Grady believed it was 5% but his firm likes to keep it at 3% or less.

Chair Dustin asked what the amount of money is that the firm actively manages. Mr. Grady said that firmwide is approximately $69 billion in assets and in Florida, it is $9 billion in assets. Mr. Grady believed most clients were actively managed. In Florida, there are $4 to $5 billion in separately managed accounts, and they also manage pool accounts. Chair Dustin asked what the fee would be for active management. Mr. Grady said the fee structure is tiered and would not change. Chair Dustin believes the Commission needs to be more informed and needs to see more proposals.

There was a consensus from the Board for Public Trust Advisors to begin moving toward active investment management. Mr. Rozansky appreciated the consensus to support active investment management.

Chair Dustin called for a recess at approximately 10:30 a.m. and reconvened at 10:40 a.m.

F. PUBLIC COMMENTS

John Crees, 450 Bayfront Place, commented about the public comment session held at the meeting last month. He felt there was a bias by the Commission when members of the public voiced their concerns. He felt public dialogue and discussion were discouraged. In contrast, members in the airport lobby were handed questions, resulting in pro-mini-airport presentations. He stated that

when the mayor spoke to defend allegations from one of the airport operators, she was arraigned by one of the Commissioners. He believed the Commission should be impartial and should be seen as an impartial, welcoming and encouraging dialogue with the public. Mr. Crees stated he was unaware of the NCC vacancies. He also expressed his surprise to hear the chairman of the Noise Compatibility Committee say he found it more difficult and less safe to make a 40-degree turn to the left than to make a 40-degree turn to the right. Mr. Crees also disputes the number of folks impacted by the turn-off from runway 23, especially during the winter months.

G. NOISE

1. Noise Compatibility Committee Update

Commissioner Cuddihy reported the Noise Compatibility Committee last met in a joint meeting on February 23, 2023, in the newly renovated airport office building. During that meeting the NCC reviewed presentations on the Part 150 study, Aircraft Fleet Stage Analysis, the December 14th meeting with FAA and their follow-up correspondence, and the Fly Safe Fly Quiet Program. The next meeting will be held on May 4, 2023, in the airport office building.

The terms of NCC members representing the Northwest Quadrant, the City-at-Large, and the County at-Large will expire this month. On behalf of the Board of Commissioners, Harvey Cohen was thanked for serving as the County-at-Large representative for the past four years. His experience and expertise benefited the Committee and the airport. Mr. Cohen has not applied for reappointment. Commissioner Cuddihy also thanked Mr. Holland and Mr. Auron for their service.

Commissioner Cuddihy said public outreach and engagement are critical to the NAA's efforts to engage with the community. Zachary Burch is working with the Board and NCC members to schedule meetings in their respective areas. Anyone wishing to schedule a meeting or airport tour should contact Mr. Burch.

2. Part 150 Update

Mr. Burch stated at a previous meeting that the Board requested to have conversations with some pilots and air traffic controllers about some of the information in the study. Mr. Mike Arnold, Vice President at ESA, will be presenting updates about the latest information relative to the Part 150 study.

Mr. Burch introduced the panel of aviation professionals, Pilots and ATC that were present to answer questions:

1) Mr. Paul Scott, Chief Pilot for Elite Jets
2) Mr. Scott Ashton, President of the EAA and a Piston Pilot
3) Mr. Kevin Karpe, retired FAA Air Traffic Controller

Mr. Arnold reported that public open houses were held Thursday, March 9, 2023, with approximately 50-60 participating residents. In advance of the hearing, several comments were received via e-mail, and following the hearing additional comments have been received via e-mail. A lot of community feedback has been obtained locally and through the FAA. All comments will become part of the formal project record and will be considered equally. Responses to comments will be included in the Final NCP Update. Mr. Arnold said part of the goal today is to work through some of the noise abatement measures identified in the study. Feedback and input will be

solicited from the panel on how abatement measures should be implemented, what the challenges might be, and whether the measures would achieve the objectives of the Part 150 Study.

Mr. Arnold noted that Mr. Peter Green from the Orlando Airport District Office attended both public hearings. He had the benefit of seeing and interacting with the public, and a lot of good conversations took place.

Commissioner Cuddihy requested the compiled information in advance of the next meeting. Mr. Arnold noted all comments will be included in the formal record for the Part 150 Study. Comments will be addressed, and responses will be provided.

Mr. Arnold reviewed the measures identified as follows:

Noise Abatement Measure 1: Implement Procedures to Increase Glide Slope to Runway End 5 from 3 to 3 ½ degrees. This would reduce the number of households within the DNL 60 contour which is why this measure can be formally submitted to the FAA for consideration. It would also reduce the population impacts associated with the same.

Commissioner Cavanaugh stated at some point the glide path merges. He asked how far out from the end of the runway the merge occurs and what kind of elevation in altitude change might occur when an aircraft is headed west of the airport from the river out to the Gulf?

Mr. Scott responded that if on a 3 or 3.5-degree glide path, the aiming point to the runway remains the same. With the 3.5 degree, a lower power setting would be used all the way to the runway.

Mr. Arnold said it would be de minimis in terms of the altitude difference. Commissioner Cavanaugh reiterated the real benefit is the reduction of engine usage and he wanted the public to understand this.

Commissioner Cuddihy asked if, with less power, the level of noise would be reduced. Mr. Scott said yes, and the change would be noticeable.

Mr. Scott said an issue with going too high on a glide path is at some point the pilot must descend. If the aircraft is too high, it would be difficult to reduce the descent rate for landing.

Vice Chair Ruppert asked if any additional noise would be experienced from using a reversed thrust for landing. Mr. Scott said no because once the pilot reaches a certain threshold, they are complying with performance requirements to get the aircraft landed and stopped.

Commissioner Cuddihy asked if this measure is only for Runway 5, and Mr. Arnold affirmed. This could be done on other runways since the primary arrival stream is from the northeast and over the public for quite a distance. It could potentially have a greater effect in that direction since the community is further out. Many members from that community have been vocal about their concerns with aircraft operation and noise. Mr. Arnold said this would be a measure being pursued in parallel to the Part 150 Study process and would be identified in the NCP final document.

Noise Abatement Measure (outside the Part 150 Process): Route South and East-Bound Jet Departures from Runway 23 "down the bay." Mr. Arnold said Runway 23 is in use approximately 125 days per year. There are approximately 9,500 jet departures that take off to the southwest and approximately 1,100 of those departures or approximately 12% have south or eastbound

destinations. This measure would direct south and East-Bound jet aircraft to make a left turn shortly after takeoff from Runway 23 and overfly Naples Bay. The FAA has indicated that a tight turn over the bay is not feasible because it is too tight of a turn so close to the end of the runway. With 180-directed heading, it means aircraft would depart the airport, but certain aircraft would turn to a magnetic heading of 180 which would take them generally to the south. In trying to understand what that dispersion to the south would look like, consider the 270 departure heading, which results in dispersion between 5th Ave S and Broad Ave S. A 180 heading would generally be centered in and around the bay, but will result in dispersion over water and each side of Naples Bay.

Mr. Arnold said a review was also done by looking at the 180-routing relative to current jet departures. With an increase in overflights of other community members already receiving a high concentration of overflights, there would be aircraft staying on centerline a little longer before turning to 180. There are also aircraft staying on the center line longer before turning to 270. An illustration was shown to provide some idea of what that procedure would look like.

Commissioner Burns asked at what altitude range would a jet be when it reaches the shoreline on the Gulf. Mr. Arnold said it was likely anywhere between 700 and 2,000 feet. Mr. Scott said they are easily at a 2,000-foot altitude by the shoreline. He said there is a level-off altitude of 2,000-foot procedure coming out of Naples and jets would not be able to make a left-hand turn at that rate of speed.

Commissioner Burns was having difficulty understanding the geometry between a right-hand turn from 230 to 270 versus the same thing with a left-hand turn from 230 to 190. Mr. Scott said that the 190-heading will put aircraft over Port Royal instead of over the Gulf.

Commissioner Cavanaugh said this was the first he had heard 190 versus 180. He said when the new route was discussed, it was indicated it would be safer since it would be over a body of water. He asked if the Gordon River and the Bay were considered safety and open water. Mr. Scott responded that attempting to land a jet in a small body of water like a bay or down the river would be disastrous. It would be much safer to head out to the Gulf.

Commissioner Burns asked what impact the height of waves in the Gulf would have on a situation where the aircraft had to land in the water. Mr. Scott said just because there is an emergency in aviation does not mean the pilot has a right to endanger people on the ground. Commissioner Cavanaugh asked what the FAA position would be. Mr. Karpe said in this situation, a pilot would make the decision on what the best alternative would be for landing the aircraft. He said air traffic control would support whatever the pilot feels would be the best course of action.

Commissioner Cuddihy asked if there is analysis on the 190 heading. Mr. Arnold said there have not been any numbers prepared on 190, but the 180 was done and population was calculated within the 80 SEL. A reduction was shown versus 270, largely because no one lives in the bay. When SEL 75 was looked at, there was an increase in population who would be exposed to a noise event significant enough to interrupt a conversation. In today's numbers, this data refers to somewhere between 8 and 16 flights per day.

Chair Dustin noted that some aircraft are lower in height, and he asked if that is a function of Stage 3 or newer jets. He asked if the NAA were to succeed with a Stage 3 ban if it would help aircraft get out of the airport at a higher altitude and faster. Mr. Scott stated larger aircraft may be at a lower altitude and would be louder. Smaller airplanes would be leaving the runway closer to mid-

field and would generate less noise. He noted that modern aircraft are being built to create less noise.

Commissioner Cuddihy asked about piston aircraft. Mr. Ashton stated operationally whether it is a 270, a 190 or 180, a 90-degree turn is made to the left. The bigger concern with a 190 or 180 heading and bringing jets down the shoreline is that they would still be held at 2,000 feet. So, if his aircraft were traveling up from the south, a jet could be traveling head-on into the traffic pattern, he would be opposed to a turn to the south for any jet traffic. Mr. Ashton feels the current situation where jets go out over the Gulf is a perfect pattern.

Please Note: Regarding this concern raised about a potential conflict between Runway 23 jet departures turning south and propeller aircraft traffic using the beach as a visual guide, clarification was provided at the April 17th Board Workshop Meeting as follows:

> *Authority staff have spoken with the air traffic control staff who confirmed the potential conflict while explaining possible options for alleviating the conflict, including not routing jets south when conflicting propeller aircraft are in the vicinity or vectoring propeller aircraft further inland and away from the coast.*
>
> *Instituting a new southerly departure heading for runway 23 departures may be possible but will require increased situational awareness from the controllers and the ability for southerly departures clearances may vary depending on airspace availability and controller safety considerations.*

Commissioner Cavanaugh asked how much piston engine traffic has increased in the past five years. Mr. Ashton feels it has been a dramatic increase. Piston traffic is approximately half of the operations. Mr. Rozansky said that piston traffic is slightly more than half the total traffic, but is significantly below its peak in 2005 when the airport had 163,000 total operations. It was noted that the turboprops follow jet patterns for the most part.

Commissioner Burns was appreciative of the explanations. He asked why the piston engines stayed away from the Gulf. Mr. Ashton said with a single-engine aircraft, it is prudent to always be within gliding distance to land whenever possible. Pilots try to stay within 1-2 miles of the shoreline.

Noise Abatement Measure (outside the Part 150 Process): Modify 2,000 Foot Hold Down. This measure would remove the 2,000-foot hold down on departures to allow an unrestricted climb or a climb to a higher altitude. Removing the hold down could increase noise between 1.5 and 3 miles from airport property and is recommended in conjunction with the use of the National Business Aviation Association (NBAA) Noise Abatement Departure Procedures (NADPs) to ensure noise reduction benefits for all communities.

Commissioner Ruppert noted recently he had learned that if an aircraft goes more than 2,000 feet up to 3,000 feet, there would be a potential interference with the airspace currently being used by Marco Island, particularly the hold pattern. He asked if the panelists saw that as a safety conflict. Mr. Karpe responded that the 2,000 feet initially assigned altitude is the standard used in Naples. The staff has asked if that standard could be relaxed. Several areas have been identified, one of which was Marco Island, it is the missed approach holding pattern for Marco Island. That would mean that if for some reason an aircraft could not complete the IFR approach to Marco Island, and then they would go into holding. The actuality of that happening is minor.

Commissioner Cavanaugh commented that if a pilot wants to change patterns, operationally it is possible. Mr. Karpe said in his opinion, yes and it would take an adjustment of airspace and procedures. Those are steps that may be done through the national office for instrument flight procedures. Mr. Karpe was unsure how long that process would take but it would depend on how it is presented to the FAA. Mr. Karpe believes flight procedural changes are taking anywhere from two to five years.

Mr. Scott stated the approach design for the RNAV approaches on both ends of Marco Island does create an issue for Naples. At some point, if Marco Island also shares concerns about noise, they may choose to implement a 3.5-degree glide slope going into Runway 17 which would put the approach pattern right into the Naples traffic area. The hold from Runway 35 departing that airport would put that traffic into the Naples area because of the angle of the one runway in Marco Island. It is an extremely complex situation.

Commissioner Cuddihy asked how many operations Marco Island Airport has and Mr. Rozansky responded less than Naples, but he was uncertain of the exact number. Chair Dustin asked about the number of jet operations. Mr. Rozansky will obtain the data to provide to the NAA Board of Commissioners.

Commissioner Burns asked Mr. Karpe, related to the discussion about jets going out and the prop aircraft coming in, how frequently that happens. Mr. Karpe said it is not limited to landing and taking off, it also occurs when transitioning aircraft. Naples has a Class D airspace which has certain requirements, one of which is two-way communication established with the air traffic control tower. The tower is going to know what is going on within 4-5 miles of the airport. Anything outside of that area does not have to communicate with air traffic control.

Commissioner Cuddihy asked Mr. Ashton if he would explain the landing pattern. Mr. Ashton said a typical airport traffic pattern is a rectangle. When an aircraft takes off, the pilot is going to climb to 1,000 feet and typically make a left turn on what is called a cross-wind, approximately 1-2 miles off the runway. The aircraft will move approximately 2 miles offset from the runway center line and make another left turn, referred to as a downwind, parallel to the center line of the runway. The aircraft will be configured for landing and another 90-degree turn which is called the base leg, and the crosswind leg which is when the descent will begin. In a piston aircraft, it is approximately a 2-mile final where the aircraft is making the final descent to eventually do the flare and land on the runway. That is the traffic rectangular pattern. Typically, the standard turns are left turns although Marco Island does have a right turn.

Mr. Arnold asked for clarification on when a pilot is climbing to 2,000 ft, what the pilot is doing and how that would change if the altitude was increased. Mr. Scott responded that a typical jet aircraft takeoff is to immediately retract gear upon leaving the runway. At 400 feet it is standard procedure to start retracting or take off additional lift devices such as flaps. At about 400 feet, Naples is directing the pilot to switch communications over to Ft. Myers. The aircraft climbs up to 2,000 feet rapidly.

Commissioner Cuddihy asked how high the aircraft is when a pilot starts to reduce power. Mr. Scott said approximately 1,000 feet.

Potential Noise Abatement Measures for Pursuit (Outside of the Part 150 Process): Promote Voluntary use of NBAA Noise Abatement Departure Procedures (NADPs). Mr. Arnold believes

if the ceiling could be increased and this procedure flown, it would have an overall net effect of reduction in noise exposure. Mr. Arnold believes the reduction in noise exposure would be noticeable.

Commissioner Cavanaugh asked Mr. Scott to explain how uniform this activity would be embraced by the pilot community. Mr. Scott said every jet pilot is concerned with noise and noise abatement. This is a problem all over the world and jet pilots are doing everything possible to mitigate the noise. About leveling off at 2,000 ft, that is right at the beachfront about where the pilot would be powering up again. If the pilot was told to climb to 5,000 ft, the pitch would be kept much higher and for a much longer period. At 2000 ft, there is going to be a significant noise footprint from the aircraft. Mr. Scott said with jets, the fuel burn is better the higher the altitude.

Commissioner Cuddihy asked if the panel would support this measure. Mr. Scott said it has been around since the 1970s and it is a proven departure procedure to abate noise. He stated aviation is 99% safety and 1% operation. There were no objections from the panel on this measure.

Mr. Rozansky stated one of the air traffic controllers has expressed concern that this procedure may slow jets down on departure and result in additional delays. Mr. Scott responded that is the trade-off pilots have with the procedure. Part of the procedure is to leave take-off flaps up to 1,000 ft instead of retracting them at 400 ft. Many aircraft are restricted on their flap speed. Most modern aircraft have higher flap speeds. Mr. Scott does not believe this procedure would have an impact on the speed of jets. He believes the procedure would help with noise.

Potential Noise Abatement Measures for Pursuit (Outside of the Part 150 Process): Implement Optimized Profile Descent (OPD) Procedures to All Runway Ends.

Mr. Arnold said that this measure is removing some of the step-downs in the approach to create a more consistent transition from in-route airspace to the ground. It would mainly benefit areas five miles from the airport or beyond. We have community members nine to 10 miles away who express noise concern, and that this would have a positive effect.

The panelists supported this measure.

Noise Abatement Measure (outside the Part 150 Process): Implement Procedures to Increase Glide Slope to Runway End 23 and Runway 14/32

Mr. Arnold stated that this measure would modify the altitude profiles of arrival aircraft to Runway ends 23, 14 and 32, as aircraft transition from the downwind to the final approach, or extended final approach, to raise aircraft approach altitudes to the runway surface. Runway 5 is included as a formal recommendation in the NCP. This would increase the 3.0-degree glide slope to 3.5-degrees for the remaining runway ends.

The panelists supported this measure.

Potential Noise Abatement Measures for Pursuit (Outside of the Part 150 Process): Disperse Flight Track Operations

Mr. Arnold said that the general idea here is to make sure that maintaining the dispersal is consistent with the goals of the NAA. It is to try and adopt within the document whether the goal is to maintain the kind of current dispersion we have in the community or explore other measures.

Mr. Rozansky clarified that this measure is not a specific recommendation, it is an approach or a philosophy and doesn't speak to a specific application.

Mr. Karpe stated that the Naples ATC would be responsible for dispersion, and they would have to have a letter of agreement with RSW TRACON to enact any headings. He said it is a broad statement and it would take negotiation between the two facilities to establish a range of headings.

Commissioner Cavanaugh said he would like to hear Commissioner Cuddihy's presentation later in the meeting regarding the flight track maps for calendar year 2022 departures and arrivals that are related to this issue. Commissioner Cuddihy noted this seems broad and given the intensity of discussion taking place about noise in the community she does not want to put any more ambiguity into the process.

Chair Dustin expressed concern that if this issue is opened with the FAA, what the potential would be for the FAA to give an answer that the NAA is not seeking. Mr. Karpe said they would have to go through an entire procedural checklist to see if this is doable. He said any procedure can be assessed.

Commissioner Cuddihy said anything that slows the FAA down on answering very specific requests by Naples, she said it does not feel like a good idea. Mr. Arnold believes this came from some of the City Council discussions relative to the philosophy of dispersion. Whether the Authority wants to take a position essentially relative to this, is ultimately up to the Authority.

Potential Noise Abatement Measures for Pursuit (Outside of the Part 150 Process): Increase Use of the Crosswind Runway. This measure would reallocate some jet operators from Runway 5/23 to Runway 14/32 during invocable wind conditions to help balance the noise impacts to communities adjacent to the airport. Mr. Arnold provided some data about the current use (CY 2020) of Runway 14-32, approximately 13.5% overall.

Vice Chair Ruppert asked if this proposal would include take-offs and landings. Mr. Arnold said yes, potentially take-offs and landings.

Commissioner Cavanaugh asked for a better understanding of operationally, how realistic it would be to expect an increase in pilot preference, for using a longer runway. Mr. Karpe said from an air traffic control perspective, it is not hard. If a runway use program is developed and implemented, it is possible. However, there is still a pilot preference. Pilot requests are accommodated to the maximum extent possible.

Mr. Ashton said as a pilot, he never wants to give up any runway space or a precision instrument approach, even in a piston aircraft. Going to the crosswind runway, 1,500 feet of usable runway is being forfeited. Everything else being equal, he would rather use the longer runway. He stated piston pilots have asked for more access to the crosswind runway when jets are using the 5-23 runway for operational efficiency, in light winds. That is an operational decision that has nothing to do with noise, but rather operational expediency.

Mr. Scott expressed a similar concern about using a shorter runway. He noted a wet runway extends the landing distance. Currently, Runway 5 is doable when wet. However, Runway 14 - 32 would be a significant challenge when wet.

Commissioner Cuddihy said when she was up in the tower in Naples, she was told that to change from one runway to another, they would have to speak to RSW which slowed them down and made it more difficult. Mr. Karpe did not have any information relative to Ms. Cuddihy's comment. He said the tower directs the runway, and they may contact RSW to coordinate when they switch over to another runway. It takes time to coordinate this.

Chair Dustin asked if Runway 14 - 32 could be lengthened. Mr. Rozansky said it could be lengthened by less than 500 feet, however even at that length it would never be equivalent to the primary runway. Pilots do not like to be in a two-runway configuration because of the intersection. Mr. Karpe said intersecting runways is a challenging operational demand if there are pattern traffic touch and go's combined with IFR arrivals.

Commissioner Cavanaugh was unaware of the aspect of private contractors as air traffic controllers. He asked about the dynamics of a private controller versus a public controller, and he asked if Naples is at a disadvantage by having a private contractor. Mr. Karpe said the private contractor has the same responsibilities and requirements to operate under FAA regulations. They do it with a reduced staff because of the traffic demand. That is how towers are designated for outsourcing. There should be no change in operational characteristics for the service.

Vice Chair Ruppert asked Mr. Karpe, about ground safety and conflicting runways, if Naples has the same amount or slightly more operations than RSW. He was confused if the number of operations were equal or greater at Naples Airport, and why staffing requirements be different. Mr. Karpe said RSW is unique in that it is an up and down facility, meaning they run approach control and the tower. However, he does not know why the FAA would require more people at RSW than at Naples. Mr. Karpe's opinion is that when there is increased traffic such as at the Naples Airport, the tower should be staffed appropriately.

Commissioner Burns asked if one primary runway would be designated during the day. Mr. Karpe said the active runway that is designated by the tower becomes the instrument and active runway for most operations. However, the other runways are not closed.

Commissioner Burns asked if the prop planes also must use the active runway. Mr. Karpe said yes, but sometimes they will request to use another runway. Any pilot can request any runway at any time. There was discussion regarding the feasibility of extending the 14-32 runway. Mr. Rozansky stated that it is not possible to extend that runway to the same length as Runway 5-23. He said that he could share the detailed analysis on this.

Commissioner Cuddihy asked the panel if they would support the increase of use. Mr. Scott said the predominant winds are out of the northeast and the southwest so even if something was done with 14-32, as Mr. Karpe has stated, pilots must use the winds that are most favorable, which is typically Runway 5-23. He said he would be in favor of using Runway 14-32 when winds allowed it. The other two panelists supported this measure if winds were favorable.

Potential Noise Abatement Measures for Pursuit (Outside of the Part 150 Process): Shift Goodlette-Frank Road Departure Corridor East and Create a "Golf Course Corridor." This measure would shift northern departures off Runway 32 east of Goodlette-Frank Road by approximately 1,600 to 2,250 feet. Initial FAA feedback was an RNAV for a similar turn would not be feasible, however, a 5-degree departure heading adjustment may be feasible. Right now, there is approximately 1,000 jet departures on Runway 32, and it is estimated that 10-15% of those jet departures would pull over outside that corridor to take advantage of the alternate routing. It

reduces the population exposed to SEL 80 by almost 1,500 people, but there would be approximately 476 newly affected residents. If the activity was added based upon the crosswind, the number of operations would increase.

Chair Dustin asked if this would be feasible since jets are currently getting out over the bay faster. Mr. Scott responded close in turns are nearly impossible for a jet due to the rate of speed that aircraft is traveling. With the complexity of what the pilot has to be doing at those speeds, it would not be safe for a jet to try to make a close turn. Mr. Scott said close-in turns add to the pilot's workload, which affects safety when flying a jet.

Mr. Karpe said that there would not be any impact to the ATC on a procedure like this.

Mr. Arnold summarized the results of the ranking done by the TAC and NCC on the measures. One of the things they were asked to do was to rank each of the measures reviewed at the November meeting. As part of that meeting, they were asked if they felt there was a measure that should be excluded from further consideration.

The first ranked measure was modifying the 2,000-foot hold down. This ranking was ratified by the City Council at their December 5, 2022, meeting.

The OPD and increasing the glide paths were tied for the second rank. They were both second and third by the City Council.

The NEDP was ranked third by the joint committee, but the City Council was silent on that measure.

The fourth-ranked was the increasing use of the crosswind runway. The City Council identified it as a measure. That measure received four of the seventeen members of the committee who did not think increasing use of the crosswind runway was something that should be further reviewed.

The fifth-ranked was the shifting of the Goodlette-Frank Road Corridor. Seven of the seventeen members of the joint committee did not support this measure being further reviewed.

The sixth-ranked was down the bay. Mr. Arnold said there were two scenarios with Down the Bay, one was looking at the south and eastbound activity discussed today and the other was bringing all departures down the bay. Eight of the seventeen members of the joint committee did not support the south and eastbound measure. Down the Bay had 10 of the seventeen members who did not support the measure.

Mr. Arnold provided the Part 150 Study Completion Timeline.

Vice Chair Ruppert and the rest of the Commission thanked the panel of professionals, Mr. Arnold and his fellow commissioners for participation and discussion. Commissioner Cavanaugh also thanked the staff and Authority for this valuable session.

Chair Dustin recessed the meeting at 1:00 p.m. The meeting was reconvened at approximately 1:05 p.m.

3. Noise Report

Chair Dustin asked Mr. Burch to provide the noise report. Mr. Burch pointed out curfew violations are down approximately 35% this year. Easter is the traditional end of the season and the reduction in curfew operations is a testament to the efforts of the Board, staff and operators who have made a commitment to improvements.

Commissioner Cuddihy thanked Elite Jets for their cooperation who did not appear on the violators list this month. Vice Chair Ruppert also extended his appreciation to Elite Jets for all efforts in supporting the Naples Airport Authority.

Commissioner Burns asked if the NCC operated under the Sunshine and Mr. Owens said yes, they are subject to the Sunshine Law.

H. CONSENT AGENDA

1. Remove and Install Airport Road Perimeter Fence in an Amount Not to Exceed $530,750.00

2. Employee Health Benefits Renewal

Commissioner Burns moved Board approval of the Consent Agenda items. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

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

1. Noise Compatibility Committee Member Selection

Mr. Burch stated earlier in this meeting, six applicants were interviewed. Now is the time for nominations to be accepted for each of the three seats. He noted the names of the members as follows:

City- at-Large	Chris Auron and Cliff Holland
County at-Large	Richard Collins, Richard Mellon, Andy Reed and Nelson Rengifo
Northwest Quadrant	Chris Auron, Cliff Holland and Andy Reed

Chair Dustin opened the floor for nomination for the City-at-Large position.

Commissioner Cavanaugh nominated Cliff Holland for the City-at-Large position.

Being no further nominations, Chair Dustin called for a vote. Mr. Owens suggested that a roll-call vote be taken.

Upon roll call vote, Cliff Holland was approved for the City-at-Large position. The vote passed 4-1, Commissioner Burns dissenting.

Chair Dustin opened the floor for nomination for the County-at-Large position.

Commissioner Cuddihy nominated Andy Reed for the County-at-Large position.

Being no further nominations, Chair Dustin called for a roll call vote.

Upon roll call vote, Andy Reed was approved for the County-at-Large position. The vote passed unanimously 5-0.

Chair Dustin opened the floor for nomination for the Northwest Quadrant position.

Commissioner Cuddihy nominated Chris Auron for the Northwest Quadrant position.

Being no further nominations, Chair Dustin called for a roll call vote.

Upon roll call vote, Chris Auron was approved for the Northwest Quadrant position. The vote passed 4-1, Commissioner Burns dissenting.

J. NEW BUSINESS

1. Employee Stipend

Mr. Rozansky noted this item was not included in the initial agenda packet. He said with the rapidly increasing cost of living in Naples, there had been a recent challenge in retaining staff. The non-managerial salary is relatively high at approximately $56,000 per year. A recent study reported rent on average in Naples and Southwest Florida, a near $2,300 per month. Last year a mid-year cost of living adjustment was offered to employees but based on the data for the first six months of the year at 1.9%, that would not fill the financial gap some employees are experiencing. Mr. Rozansky stated a conservative estimate to recruit, onboard and train a new employee for the FBO, costs at least $25,000 per employee. There is a significant investment made in the recruiting, onboarding and training process for employees. Staff have come up with several options (5) for consideration. He said that the options were outlined in the briefing paper.

Vice Chair Ruppert noted under option 3, he was confused and concerned that employees who select family coverage would have to pay more than they currently pay. Mr. Rozansky said that is because the NAA contribution for those employees is more than $1,700 per month. They already contribute of $300+ per month depending on which plan they choose. This would increase that employee contribution to at least $500 per month.

Mr. Warriner said the employee contributes approximately $600 per month for the gold plan. The organization would lower its contribution from $1,700 to $1,500 per month.

Mr. Rozansky said unfortunately, when trying to do something good for most people, there are a smaller number of employees who may be impacted adversely.

Chair Dustin asked if the Commissioners had been given sufficient time to evaluate and review the options.

Commissioner Cavanaugh is sensitive to this issue, but was unclear as to what percentage the employees pay versus total cost. Mr. Rozansky said it depends on the plan. Commissioner Cavanaugh would like more information regarding what the costs are per employee and the benchmark with other employers in the area.

Commissioner Burns said it has been his experience to increase health benefits. He likes options 3, 4 or 5. He feels for retention purposes, health care benefits will result in longevity of staff.

Commissioner Cuddihy asked, from a Human Resources perspective, what the best recommended option would be for employees.

Ms. Zadorecky said her recommendation of the plans would be one that would provide a stipend that would give people funds from the airport. The employee would be able to make their best choice with those funds by deciding whether to keep a more expensive health plan or a more affordable health plan that would leave more money in the employees' pockets each month. Ms. Zadorecky liked option 4 the most.

Commissioner Cuddihy asked if there was anything specific to those who use healthcare benefits from a spouse or significant other's company versus using airport benefits. Ms. Zadorecky said that is part of the motivation and Human Resources suspects there are employees who carry spouses or other dependents on the airport's plan. If the employee realized they could benefit from more cash, they may be motivated to move their spouse to another plan. Ms. Zadorecky feels more employees would benefit from option 4, it would also be the clearest option to communicate with employees.

Vice Chair Ruppert was supportive of Option 1 with compensation scheme to address financial hardships that non-managerial employees are incurring and that they do not have to start to blend or mitigate it relative to the other options.

Commissioner Cuddihy asked if Option 1, which is a monthly number, would be re-evaluated in the future. Mr. Rozansky said it could be defined with any limitation supported by the Board. Staff do not know the long-term impact on housing from Hurricane Ian. Part of the problem right now is displaced homeowners who are renting while their homes are being repaired.

Commissioner Cuddihy asked if managers are also leaving. Ms. Zadorecky said right on the edge, one supervisor tendered resignation this past week, but no managers have resigned. Commissioner Cuddihy noted if something along the lines of option 1 is done, it could be titled an Ian Cost of Living increase, it could be put in as a temporary solution. Mr. Rozansky said that would be a reasonable approach.

The majority consensus of the Board was to support Option 1 as a temporary solution, Commissioner Cavanaugh opposed. Mr. Rozansky stated that staff will do additional research on the long-term approach from a compensation side and health care side.

K. OLD BUSINESS

There was no old business.

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

Vice Chair Ruppert expressed appreciation for making the option for unleaded fuel available. He was pleased to see a strong leadership move by moving promptly. Mr. Rozansky expressed thanks to the FBO for taking quick and decisive action. The staff is currently working on safety protocol,

training and procedures to make sure there will not be a misfuelling. Commissioner Cuddihy stated this is going to improve safety.

Commissioner Cavanaugh was pleased to see the claim with FEMA and hurricane issues proceeding. He asked if there was an available timeline by which the Board would receive some numbers and resolutions. Mr. Warriner said staff has engaged public assistance (BDO) to help oversee the FEMA claim. They were out last week doing inspections of the airfield and the process is moving along. FEMA is still asking some questions on the insurance claim, and they are working to settle the claim at one time rather than piecemealing it. They have everything they need at this point and no timeline is available currently.

M. FINANCIAL REPORTS

1. Financial Summary

Mr. Warriner presented the financial summary for the month of February 2023. He stated that interest income has helped the bottom line. For the year, we are slightly under for income from operations. Relative to the capital contributions, an updated projection has been done for the rest of the year and we do expect it to be favorable to budget at the end of September. The organization is on track to surpass budget numbers. Mr. Warriner referred to investments, stating the book yield should be corrected to read 1.89 percent.

Chair Dustin stated he was still not comfortable with $27 million in money market accounts with Valley National Bank given the current environment. Chair Dustin would appreciate the other Commissioners looking at that issue, and he would appreciate Mr. Warriner sharing information with them as he shared with him.

Vice Chair Ruppert noted what Mr. Warriner sent out this week was an update as to why the Commissioners should be comfortable with Valley Bank. He asked Chair Dustin if he would be more comfortable with the money spread out and Chair Dustin said he is conservative and would be more comfortable with the money spread out in different places.

Commissioner Cavanaugh said that Valley Bank is a very strong depository institution, and the State has a substantial and robust guarantee behind it. He said it would not hurt to think about adding another institution. Mr. Warriner said staff can certainly look at other options.

Commissioner Cuddihy moved acceptance of the February financials. Vice Chair Ruppert seconded. Motion passed unanimously 5-0.

N. COUNSEL'S REPORT

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

O. PUBLIC COMMENTS (5-minute limit)

Mr. John Crees, Bayfront Place, stated safety is paramount. He suggested banning all low flying aircraft over the City of Naples. He said there is a very busy airport in the middle of a central population. With current winter traffic, turbo jet noise remains unacceptably high. To those who spoke earlier today about an education solution, he felt it was insulting. He gave an example of a recent unbearable incident of noise. Mr. Crees thanked the Commissioners for their service.

P. CORREPONDENCE/COMMISIONER COMMENTS & REQUESTS/MEETINGS

1. Commissioner Burns' Comments – Letter from the HOA Coalition (Aqualane Shores, GSAC, the Moorings, Park Shore, Port Royal, Royal Harbor) to City Council

Commissioner Burns addressed a letter dated February 23, 2023, to all Commissioners and to the City Council. The letter was signed by six HOA Presidents.

Commissioner Burns said there were some misconceptions from the six HOAs and he made red-lined notations in the letter. Regarding Item 1, referring to the November 3, 2022 ranking sheet discussed earlier with Mr. Arnold, they are referring in the letter to the majority of members of the TAC and NCC voting against Down the Bay for all jet departures. What they failed to point out was that also voted on was Down the Bay for south and east departures, which received 9 positive votes and 8 negative votes. They inferred that TAC and NCC were against what is generically referred to as Down the Bay, when that was not the case. Regarding Item 2, they referred to seemingly FAA was against the solutions when in fact, FAA replied RNAV (GPS based navigation) is not viable "down the bay." However, a departure heading of 180 degrees from Runway 23 is possible as an agreement between towers at APF and RSW and with FAA approval. Regarding Item 3, flight patterns that have existed since 1943 were referenced when in fact flight patterns "down the bay" existed until 1997 when they were eliminated by a heading of 270 degrees. Regarding Item 4, the HOA letter was accompanied by a heat map of arrivals and departures, and in the letter they said these heat maps show overflights over Port Royal and Royal Harbor. That is not true. There are no flights arrivals or departures, over either of those developments. Commissioner Burns thought it was necessary to inform the public and FAA that not everyone is being as accurate as they report. It is important to reflect on the community, which is now pitting six HOAs against ONA, even in the most recent letter that was written a few days ago.

Commissioner Cavanaugh was appreciative of the presentation by Commissioner Burns. He said this issue that the flights "down the bay" existed and he would like to see some documentation from the FAA, NAA, or City that better clarifies what that looked like in the 1990s. Commissioner Burns said it is unrealistic for a letter written referencing the airport was in existence from the 1940s and that the Authority should have been aware of that when people bought their older homes. He has not been able to find any documentation to clarify what the airport situation looked like in the 1990s.

Commissioner Cavanaugh would like to look at the document produced by Commissioner Cuddihy to understand how they conflict or compare it with what has been presented by the HOAs.

Commissioner Cuddihy thanked Commissioner Burns for attempting to set the record straight. She said the first comment which refers to significant community opposition to dispersion as a key recommendation including lack of support from NAA and TAC, she read that as a general dispersion comment. She said this was heard a lot and it was heard again today from Mr. Holland. In addition, it is understood from Old Naples that they are in favor of dispersion. She asked Mr. Arnold if there was a vote about dispersion from TAC and NCC. Mr. Arnold said it was not related to that; they did rank rather than actual votes. Commissioner Cuddihy asked Mr. Arnold if there was a single ranking about dispersion in general. He said there was not although the topic did come up on numerous meetings. However, during the meeting, the measures were being ranked, specifically.

Commissioner Cuddihy asked the question of whether this really existed prior to 1997 since there is no documentation. She does not put a lot of credibility into that comment. When looking at the issue of going down the bay or jets are not flying over Port Royal and Royal Harbor, Commissioner Cuddihy stated she lives in Aqualane Shores, which is very close to Port Royal. She asked staff to show her a general heat map and in looking at the map of arrivals, you can see some intense red that goes down primarily over Aqualane Shores, but quite a bit does come up over Port Royal. Turning to departures, the same issue is indicated. There is quite a bit of intense activity over Port Royal and Royal Harbor.

Commissioner Burns was appreciative of the information shared by Commissioner Cuddihy.

Commissioner Cuddihy has spoken with most of the HOA Presidents or their representatives. She has heard a consistent message that moving noise is very different than abating noise. If a heading of 190 were superimposed over the departures on top of the arrivals on Runway 5, there would likely be more intensity in that corridor than in Old Naples today. She believes it would be at least as bad as the departures in Old Naples. Commissioner Cuddihy believes everyone in this process are looking at this from their perspective and what it means to them. The HOA Presidents have a responsibility to protect their residents and they are doing that very well. She is very concerned about safety after listening to the panelists speak today.

Chair Dustin thanked Commissioner Burns and Commissioner Cuddihy for the information they have researched and provided. He said everyone understands there is a noise problem that needs to be abated. If he understands the primary conclusions from the noise study, what is being recommended both within the study and outside of the study are efforts to abate the noise and improve the environment. That will be further accentuated by legislative efforts. Chair Dustin also reiterated safety first.

Commissioner Burns asked for an explanation of how arrivals and departures occur on the same runway and why there is a conflict. Commissioner Cuddihy said aircraft takes off and lands into the wind. If an engine is lost, the pilot wants as much runway ahead, as possible. It is all about the wind. Commissioner Burns said he is having trouble understanding how a prop plane would be flying along the coast, landing on Runway 5 while a jet is at the other end taking off on Runway 23. Mr. Rozansky said Mr. Ashton was not saying that they would want the jet to take off to the south with the prop landing to the north on the same runway. Frequently for piston aircraft, they will fly along or close to the coast, but close to the shoreline in case there is an engine problem. Commissioner Cuddihy said when a plane is going to land, a jet is coming straight in from a long way out. The smaller planes are flying what they refer to as a pattern where they will be flying from the Gulf towards the Bay, then they turn upwind so they can get in line to turn crosswind again onto the base to come down and land on the runway. When they are flying below and up, if jets are flying in that area on takeoff, that is the safety concern. Mr. Rozansky stated within four miles, whether VFR or IFR, prop or jets are going to be separated by the tower. Outside of that range, the jets will still be talking to RSW and the prop aircraft may not be talking to anyone. There is a different level of control taking place. Commissioner Burns would like the flight procedure experts to provide more information about concerns raised by Mr. Ashton and how it can be resolved with an airport like us. Mr. Rozansky stated this noise study is a planning level exercise and is not meant to evaluate every potential detail. That is why these get submitted to the FAA to be evaluated for safety and sufficiency.

Commissioner Cavanaugh wants to make sure the question is in written form and the answer is in written form so that everyone understands the accuracy of the flight evaluation information. Mr. Rozansky said more information will be obtained during the kick-off call. A lot of their expertise deals with IFR and VFR. A lot of their expertise deals with IFR flight procedures. What Mr. Ashton raised is a point about VFR traffic. That is what we need to learn more about in terms of their expertise.

Mr. Arnold thought the key is to understand how the aircraft interact and operate together. As Commissioner Cuddihy indicated, the fixed wing aircraft do fly a pattern. They join that pattern, and they extend that pattern as needed to be able to sequence into the jet activity. So that pattern kind of evolves and changes along parallel to the runway as needed to be able to sequence those fixed wing piston aircraft in with the higher performance jet aircraft. The issue here is potentially taking what is currently the pattern side of the runway for both operational directions, when operating on Runway 5, a right-hand pattern, and when operating Runway 23, a left turn pattern, always keeps that pattern on the south side of the runway. It is currently less of an issue due to separation of the pattern. When aircraft are traveling up the coast and transitioning into the airport, that can be done seamlessly without any interaction or conflict with the jet activity occurring at the airport.

Mr. Rozansky suggested having a Board Workshop meeting to clarify the questions related to this discussion and to hear a presentation by the flight procedures firm. There was consensus to have a Workshop Meeting in advance of April 20th.

Commissioner Burns stated there are people watching the meeting who are going to have questions. He is concerned about how this reflects on the Board. Mr. Rozansky said he has been part of noise studies in the past where there was a noise abatement procedure established that had been creating safety issues for years. These types of things to happen and this is a planning level process leveraging the benefit of technical expertise in the community. There will be a lot more vetting after the NCP submission. Mr. Rozansky is confident that additional clarifying information can be obtained from Tower as well as our subject matter experts and presented to the Board.

2. Other Commissioner Comments

Vice Chair Ruppert said one of the comments from the NCC interview process was "A fractured community will allow the FAA to not act on things if they feel there is a strong community disagreement." He has heard clearly that there is general agreement of the recommendations that will be made to help the situation. While he does want to resolve the one or two controversial issues, he does not want anyone to forget that there are four or five items that need to move forward that will represent what the City of Naples, the City Council and the community at large agree with even though this is going to be a long process. It is important to Vice Chair Ruppert that the Board takes what they do agree on and get in front of the FAA. The biggest complaint is that things are not getting done in a timely manner.

Commissioner Cuddihy agreed with Vice Chair Ruppert.

Commissioner Cavanaugh would like to get an update on the portable noise monitoring system and where that issue stands under Old Business at the next meeting. Secondly, an organized test of the air quality and the residual in the City and surrounding areas is needed. And finally, he would like to continue the discussion about relocating the airport.

Q. ADJOURNMENT

With no further business, the meeting adjourned at 2:44 p.m.

Christopher A. Rozansky
Secretary

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

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

FINAL AGENDA

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

Thursday, March 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 and TAC Liaison
Commissioner Robert P. Burns – Consultant Selection Committee Member, Audit Committee Member
Commissioner Terrence W. Cavanaugh – Audit Committee Chair
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

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

NOTICE

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

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

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

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

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. January 19, 2023 Regular Meeting Minutes
2. February 16, 2023 Regular Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Noise Compatibility Committee Applicant Interviews
2. Investment Update

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

G. NOISE

1. Noise Compatibility Committee Update
2. Part 150 Update
3. Noise Report

H. CONSENT AGENDA

1. Remove and Install Airport Road Perimeter Fence in an Amount Not to Exceed $530,750.00
2. Employee Health Benefits Renewal

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

1. Noise Compatibility Committee Member Selection

J. NEW BUSINESS

1. Employee Stipend

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' Comments - Letter from the HOA Coalition (Aqualane Shores, GSAC, the Moorings, Park Shore, Port Royal, Royal Harbor) to City Council

2. Commissioner Cuddihy's Comments – Flight Tracks

Q. ADJOURN