Thursday, March 21, 2024
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Chair Ruppert at 8:30 a.m. in the Airport Office Building, 2nd Floor Conference Room.

A. ROLL CALL

1. Determine Board of Commissioner Quorum

a. In-person attendance

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

b. Action required by a majority of in-person members to allow virtual attendance

Mr. Owens stated that an in-person quorum was present and that the four in-person Commissioners could determine if extraordinary circumstances existed to allow Vice Chair Cuddihy, attending via videoconference, to participate and vote in this meeting.

Chair Ruppert moved to approve Vice Chair Cuddihy to participate and vote via Zoom videoconference. Commissioner Burns seconded the motion, which was approved by a unanimous vote of 4-0.

Present via Zoom was Vice Chair Cuddihy.

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Keith, Mr. Brown, Ms. Zadorecky, Ms. King, Ms. Wiggins, Mr. Burch, Ms. Sarcona, Mr. Gamboa, Mr. Herman, and Ms. Acosta.

B. PLEDGE OF ALLEGIANCE

Chair Ruppert led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky provided the following revisions:

- Under Minutes, there was a minor clarification to the minutes of the February 15, 2024, Regular Meeting on page 12, last paragraph, under the section, Leadership Team Report.

- Under Presentations and Time Certain Items, Item 2, Feasibility and Conceptual Instrument Procedure Development, the cover memo and Slide 18 were revised.

- Under Old Business 3, Frequently Asked Questions, Question No. 4 was split into two questions (4 and 5) with some additional information included in the response to Question No. 5. Subsequent questions were renumbered accordingly.

Printed copies of the revisions were distributed in advance and will be included in the final packet.

D. MINUTES

1. February 15, 2024, Regular Meeting Minutes

Commissioner Dustin moved approval of the February 15, 2024, Regular Meeting minutes, as amended. Commissioner Burns seconded the motion.

Commissioner Burns referred to page 12 of the Regular Meeting minutes, in the third paragraph from the bottom of the page. He wanted to discuss the sentence that says, *"Chair Ruppert said there is a project schedule that has been published."* Commissioner Burns had a project schedule dated October 4, 2023, and one titled "Next Steps" mentioned during the Airport Relocation Kick-off presentation at the January 18, 2024, Regular Meeting. He thought copies of the two schedules should be added to the end of the minutes for clarification. Commissioner Burns stated that the only schedule that was approved by the Board was the one in October, and the Study would have begun in October with completion in February. He said this schedule included the consultant meeting with the NAA Board, City Council, County Commissioners, and the public. He said the January 18th airport relocation kick-off presentation pushed everything out to April and May. Chair Ruppert said he did not disagree with Commissioner Burns' recollection about the schedules but noted that at the December Regular Meeting, the Board discussed having the consultants officially underway in January. He also commented about the practicality of the stakeholders being available before the next phase. Chair Ruppert requested an updated schedule be provided since the October 4th schedule is not current and the second schedule from the January presentation is limited. He asked Mr. Rozansky for his perspective. Mr. Rozansky said that procedurally, it would be better to include these two schedules in today's meeting minutes. Mr. Rozansky added that in addition to the kick-off meeting being delayed until January, subsequent to when the October schedule was produced, the Board gave staff two key points of direction. One was that the study would not be presented to the City until after the election. The Board also asked that staff not present anything to any other body until the NAA Board saw new information first.

There was Board discussion regarding the process to update a schedule once adopted by the Board and the confusion of adding the two schedules to the February 15th Regular Meeting minutes.

Commissioner Burns made a motion to amend the motion to approve the February 15, 2024, Regular Meeting minutes as amended, adding the project schedule from October 4, 2023, and the project schedule from January 18, 2024, to the minutes. Chair Ruppert seconded the motion. On a roll call vote, the motion failed with Vice Chair Cuddihy, Commissioner Cavanaugh, and Commissioner Dustin dissenting.

The original motion to approve the amended minutes, as presented by Commissioner Dustin and seconded by Commissioner Burns, passed by a vote of 4-1 with Commissioner Burns dissenting.

2. February 15, 2024 Audit Committee Meeting Minutes

Commissioner Dustin moved approval of the February 15, 2024, Audit Committee Meeting minutes. Commissioner Cavanaugh seconded the motion. The motion was approved by a unanimous vote, 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Noise Compatibility Committee Applicant Interview

Ms. Robin King stated that the term of the Southeast Quadrant position on the Noise Compatibility Committee expires at the end of March. She stated that the position had been widely advertised in February, and one application was received by the March 7, 2024, deadline. The applicant was the incumbent, NCC Chair Richard Krawczun, who was found eligible to serve.

Vice Chair Cuddihy stated that Mr. Krawczun had done a great job serving on the Noise Compatibility Committee and would be a terrific person to continue in that role going forward.

Commissioner Burns asked Mr. Krawczun how he balances the communications from residents within the southeast quadrant vs. the City and the County as a whole. Mr. Krawczun explained he uses objective data to explain issues and suggests solutions to problems. Mr. Krawczun commented that the Part 150 Study process was an extremely beneficial and thorough process for the entire community.

Commissioner Dustin asked Mr. Krawczun if he felt that every voice was listened to openly, honestly, and fully in his previous work on the NCC. Mr. Krawczun responded, absolutely.

Commissioner Cavanaugh asked Mr. Krawczun if he had any recommendations for the NAA Board to make them better as a governing body or make the role at the NCC better. Mr. Krawczun stated that nothing came to mind. He added that airport management has responded to his questions and supplied information to the Committee in a timely fashion. Commissioner Cavanaugh encouraged Mr. Krawczun to contact the NAA Board members if there was anything he needs to do his job better.

Chair Ruppert said he has attended the NCC meetings and has been observing Mr. Krawczun during this time. He said Mr. Krawczun was a good listener and challenged the status quo quite well. He thanked him for his service thus far.

The Commissioners showed support for Mr. Krawczun continuing to serve on the NCC.

2. Feasibility and Conceptual Instrument Procedure Development

Chair Ruppert asked Mr. Rozansky to introduce the topic. Mr. Rozansky said that representatives from Hughes Aerospace Corporation were present. They have been working on a conceptual design for flight procedures. Mr. Rozansky stated that the information is highly technical, and the intent at this time is for the consultants to give a high-level overview of the work they have done to date and what work still needs to be done.

Mr. Rozansky said he revised the cover memo for this item to provide a high-level summary of the work completed to date by Hughes Aerospace Corporation. The following is a summary of key points:

- Slide 4 - Hughes identified and removed outdated obstructions (temporary cranes, etc.) from the FAA's database, enhancing safety.

- Hughes developed conceptual designs for new arrival procedures to each runway end that would increase the glide angle to 3.5 degrees and increase aircraft altitudes 200-400 feet as compared to existing conditions.

- Slide 9 - Hughes developed a conceptual design for a new arrival procedure to Runway 23 from the northwest crossing the beach at Wiggins Pass at 3,000 feet and not passing east of I-75. This procedure would account for about 4,290 jet arrivals or about 40% of all jet arrivals to Runway 23.

- Slides 11 and 13 – Hughes developed conceptual designs for new arrival procedures to Runway 14-32 that would enhance safety and efficiency as compared to the existing procedures.

- Slides 14 – 15 – Hughes developed conceptual arrival procedures for Marco Island Airport (MKY) that would resolve conflicts with the Naples Airports (APF) airspace necessary to increase the 2,000-foot hold by relocating the missed approach holding pattern.

He said that Hughes Aerospace had developed some concepts for the Marco Island Airport that would eventually require a cooperative effort with Collier County to help deconflict the airspace.

Presenters Ms. Alyce Shingler, Director of Operations, and Mr. Chris Baur, President and CEO of Hughes Aerospace Corporation, gave an interim update for the NAA Instrument Flight Procedures Conceptual Feasibility Study.

Ms. Shingler gave an introduction which included the following points:

- Acronyms/Abbreviations used throughout the presentation
- 14 CFR Part 150 Study/Consultant recommendations based on existing procedure structure and very generalized
- Hughes recommends new procedure structure to meet Airport, Air Traffic, and Community Needs
- According to FAA's Performance Based Navigation (PBN) Navigation Strategy, APF is included in Navigation Service Group (NSG) four (4) group of national and regional GA airports
- Integrate APF procedures with Southwest Florida International airspace and procedures
- Procedures to reduce noise impacts from Marco Island Airport

As the initial overview of the project was being analyzed, several obstacles were identified that needed updates which will allow for better use of the airspace.

Ms. Shingler presented recommendations for each runway. She noted that missed approach holding would be relocated over water.

Mr. Rozansky said that later in this process, there would be an FAA environmental review and some level of public engagement.

Commissioner Cavanaugh noted that consultants should advise if they believe a recommendation would not be well received by some parties, and Chair Ruppert echoed the concern.

Mr. Baur stated that his team is available to do the work as the FAA would. He shared a recent collaborative effort on a project that went active today in San Bernardino, California. He spoke about the stakeholders and community involvement, as well as another nearby airport. Mr. Baur stressed that there would be compromise and collaboration to bring the plan to fruition. The goal is to publish a procedure to meet everyone's needs. The plan will be fluid and subject to change until all parties arrive at an agreement.

Vice Chair Cuddihy referenced the 40% of arrivals to Runway 23 from the Gulf of Mexico and asked whether anything else could be looked at for the other 60% arriving to Runway 23 from the middle of the state. Ms. Shingler responded that in the *Recommended* APF RNAV (RNP) Z RWY 23, the Required Navigation Performance (RNP) applied to a certain type of aircraft to fly. Mr. Baur followed up with additional comments regarding the challenges at the Eagle, Colorado airport (EGE) experienced using a layered approach. Mr. Baur said engagement with air traffic was necessary before they could offer a recommendation.

Mr. Baur explained the difference between Part 97 public and special instrument approach flight procedures.

Ms. Shingler reviewed the prior consultant's analyses for Runway 14 and Runway 32. She said that integrating Marco Island onto the APF procedures would be beneficial for air traffic and operations and she will present to Air Traffic when they meet with them in April.

Commissioner Burns asked if there would be any possibility for Naples Airport Authority to manage the Marco Island Airport. Mr. Rozansky said that there is a mutual interlocal agreement for Naples to assist Marco Island. They have not exercised the agreement even though they are short staffed. Mr. Rozansky said during his tenure with the NAA, there has not been any serious conversation about NAA managing the Marco Island Airport.

Ms. Shingler presented spaghetti models of before and after procedure structures of APF-MKY-RSW approaches and the proposed APF-MKY approach.

Ms. Shingler said that in early April, there will be discussions with Air Traffic. She provided an overview of the next steps.

Chair Ruppert asked about re-analyzing the number of new homes that would be impacted by the procedural changes. Mr. Rozansky said some of that analysis will be done as the process moves forward. He also said that for Hughes to make any progress on the 2,000 foot hold, they need air traffic control engagement. That is the number one goal. Mr. Baur said Hughes Aerospace would publish the procedures, not the FAA, and that they would move on our timeline.

Vice Chair Cuddihy commented on the Runway 23 Bay Departure Consultant Analysis slide. She noted that for the Naples community, a certain level of dispersion is in place. If a larger number of planes start moving and they are over one street instead of spreading out over eight streets of population, that would cause bigger issues for the community. She asked the consultants to keep this in mind as they further develop the plan. Mr. Baur said that one solution is to have multiple departures that may be used at different times of day.

Commissioner Burns distributed an illustration of a recent flight track exhibit, which was an excerpt from the Flynaples.com website dated March 3, 2024. He said it showed a jet splitting the center of Naples Bay, then turning west to the Gulf of Mexico, and then over the Gulf to Chicago

Executive Airport. He had heard several times that this kind of path was not possible. He said the exhibit dispels that mistruth, and now there was a possibility for a down-the-bay path, avoiding residential areas, schools, churches, public parks, retail shops, restaurants, City Hall and more. He believed a flight path over the water would be safer for people on the ground. Mr. Baur responded that this is a visually flown departure. If he could legally make a departure that would fly the trajectory shown, they would do it. However, the problem that they would run into with this type of departure is that it would be flown visually as a pilot. He can take off, and if the aircraft is light, he can climb and turn the aircraft to fly over whatever trajectory desired. However, although a flight path may be taken visually, it is not an instrument procedure because it would require the aircraft to be at 500 feet at the departure end of the runway to achieve this. It does not work with instrument criteria. Mr. Baur explained potential issues with the maneuver.

Chair Ruppert commented that if there is an instrument-derived procedure, the degree of precision and repeatability of that flight path significantly increases. Contrasted with it becoming exclusively visual, then it is largely up to the pilot to do it or not, based on how well they can execute. Mr. Baur agreed.

Vice Chair Cuddihy stated that the most dangerous part of any flight is the takeoff because the aircraft is defying gravity and must overcome it at that point in time. That stated, best practice is for the pilot to stay focused on safety and getting away from the airport and away from people on the ground as quickly as possible. Ideally, over an open body of water to minimize safety complications.

Commissioner Dustin commented that IFR flight is the safer option and visual flight is not something that the NAA should be strongly promoting since it is less safe. Mr. Baur said in summary, a visual flight has less safety parameters that are built into the clearance.

Mr. Rozansky said a lot of the aircraft have incredible climbing performance. However, multiple firms have explained that designing the flight procedures may only be done within certain parameters set forth by the FAA. He said that what has been discussed with the Down the Bay concept, has been for aircraft headed south and east, which represents approximately 11% of the departures off of Runway 23. It works out to 8-10 per day when Runway 23 is in use. The example shown in Commissioner Burns' handout for the flight going to Chicago is confusing to the public because they would like to know why a procedure like that can't be designed. Mr. Rozansky asked Mr. Bauer to explain the criteria used by the FAA.

Mr. Baur said that the criteria used is that a turn cannot be made until you are at 500 feet above ground level. He said the handout shows the aircraft turning sooner than that. Conceptually, a special procedure could be developed that uses Required Navigation Performance (RNP) or Advanced RNP that would mimic this example, but it would be limited to a small number of aircraft that are certified to fly it. Mr. Rozansky asked, for purposes of design, how does the FAA calculate those 500 feet and horizontally, where on the ground. Mr. Baur said the turning point usually occurs beyond the end of the runway, but it would vary. He would need to get back to the Commission with what horizontal distance would be and where the turning point would lie. Mr. Rozansky stated that the design criteria, which is the key point, differs from what we may see an aircraft do in an example like this.

Mr. Baur noted that there could be different departures in terms of trajectories, so aircraft are not constantly being pushed over the same neighborhoods or the same general area. He said the noise could be moved around.

Chair Ruppert thanked Ms. Shingler and Mr. Bauer for their presentation.

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

Mr. Steven Myers, Vice President of Elite Jets, provided his background as a pilot and charter operator at the Naples Airport. He noted that he is also the President of Friends of Naples Municipal Airport.

Mr. Myers commented on the Down the Bay flight shown on the handout from Commissioner Burns. He said he did not think anyone said that the flight path was not possible, but as a charter operator, Mr. Myers said heading south to go north does not make sense because it burns more fuel and has environmental impacts. He further discussed flying over water and turning into a heading of 270, which gets the aircraft out over the Gulf faster and as soon as possible. He said finally, another aspect is the difference between per piston or propeller driven aircraft versus jet aircraft because of the rate of climb. He asked that the record reflect that no one said that the alternate flight path was not possible, but it was not practical.

Mr. Myers referred to the Hughes Aerospace presentation and spoke about safety from an operator's perspective, specifically, charter operators. He said that operators are given op specs that they have to use. They have increased margins of safety because they are carrying public passengers. Mr. Myers was pleased with the thorough overview and favored moving the noise out over the water. He was encouraged by the presentation and recommendations.

Mr. Myers stated that on February 28, 2024, the Friends of Naples Municipal Airport had an 80th Anniversary celebration at the Elite Jets hangar. He thanked the NAA staff for providing poster boards showing the timelines and history of the Naples Airport. The event, hosted by Paradise Island and Elite Jets, was well attended and well received.

Mr. Myers publicly thanked Mr. Alex Reyes for his work as Noise Abatement Specialist and noted that he will be greatly missed. He encouraged the NAA to continue with the master plan with more development of hangars. Regarding the NAA's study on moving the airport, he expressed his opposition to it.

Chair Ruppert called for a 10-minute recess.

Ms. Crystal Johnson, Friends of the Naples Airport and a tenant at the airport, addressed the Commission. She spoke about the airport relocation study and asked about the component within it if the tenants were supportive. She stated that a petition was circulating and would be submitted for the record that includes over 350 people who are users of the airport and who have no interest in having the airport relocated. She requested that the relocation study be taken off the table. She would like the NAA to instead focus on the master plan that has been halted. She stated there is a long list of people who would like to have hangars here in Naples rather than having their aircraft leave for an alternate home base. Chair Ruppert asked Ms. Johnson to submit the list of people who signed the petition for our public records. Commissioner Dustin asked Ms. Johnson if she could provide to Mr. Rozansky an estimated number of hangars needed for those who leave to store their aircraft elsewhere.

As a point of order, Chair Ruppert requested fellow Commissioners to refrain from engaging with public speakers. He suggested that if they had a follow-up question, they could direct it to the individual outside of the meeting or to staff for an answer.

G. CONSENT AGENDA

1. **Third Amendment to Leasehold Agreement with B. Thomas Golisano**

2. **Annual Comprehensive Financial Report – FY 2023**

3. **Employee Health Benefits Renewal Not to Exceed $1,909,575**

Commissioner Dustin made a motion to approve Consent Agenda Items 1 – 3. Commissioner Cavanaugh seconded the motion. The motion was approved by a unanimous vote, 5-0.

H. NOISE

1. **Noise Compatibility Committee Update**

Vice Chair Cuddihy reported that the Noise Compatibility Committee (NCC) last met on February 29, 2024, at the Airport Office Building. During the meeting, the NCC received presentations on the portable noise monitors including examples of the data being gathered, an update on the Congressional FAA Reauthorization process, and information on NAA's various avigation easements. The Committee was very engaged, asked questions and provided valuable input throughout the meeting. The Committee members approved the NCC Fiscal Year 2023 Annual Report, which this Board will review for approval later in today's meeting. The meeting materials and video are available on the airport's website, flyaples.com under "agendas + meetings." The next meeting of the Noise Compatibility Committee is scheduled for May 2, 2024, in the Airport Office Building.

The term of the NCC member representing the Southeast quadrant will expire at the end of March. During today's meeting, this Board will appoint the position.

Collier County has appointed Mr. Darren Hutton, Division Director – Operations and Performance Management, to serve on the Noise Compatibility Committee in the County Commission seat which has been vacant since October 2023.

Public outreach and engagement are critical to the NAA's effort to engage with the community. Ms. King will be working with the Board, NCC members, and other community leaders to schedule meetings and presentations with key stakeholders. Anyone interested in scheduling a meeting, presentation or airport tour should contact her at 239-643-0733 or rking@flynaples.com, or visit the website at www.flynaples.com, to join the subscriber list for airport updates.

Vice Chair Cuddihy noted that Chair Ruppert attended the NCC meeting and made some very good public comments. She expressed her appreciation to Chair Ruppert.

Commissioner Burns made some comments about Vice Chair Cuddihy's NCC report. He stated that he respects the opinions of the NCC and commented about the difference of the Board's vote on the Part 150 Study versus what the NCC's recommendations were. He believed the disconnect was that there was no opportunity for other Commissioners to explain to NCC members why they

voted the way they did. Vice Chair Cuddihy suggested calling the members in advance or speaking as a public citizen during the public comments portion of the meeting.

Chair Ruppert talked about his decision to speak to the NCC as a public citizen. He identified himself and looked at the factors beyond his interest in his area of the City.

Mr. Owens said that if there are multiple Commissioners attending an NCC meeting at the same time and each Commissioner made public comments about past or future thoughts, he cautioned against that even though it could be argued that there is no Sunshine law violation so long as the NAA Board members are not having a discussion between themselves. He advised it is more prudent for the NAA Board members to have a one-way communication with the individual NCC members. He said that if there is a need for NAA Board members to address the NCC, then a joint meeting should be planned and noticed properly in advance of the meeting. Mr. Owens advised that attendance by one or more Commissioners at an NCC meeting is fine, but it becomes a grey area once a Commissioner decides to speak at the meeting.

2. Noise Report

Ms. King presented the Noise Report. She said the Communications Manager attended the UC Davis Airport Noise and Emissions Symposium in February by invitation. There were attendees there from airports around the country, as well as community groups. The subject of his presentation was "Beyond the Part 150." He spoke about the proactive efforts being made by the NAA with the implementation of the Fly Safe Fly Quiet program, the new leaderboard program, the feasibility study, flight procedure design and other activities being undertaken by the airport. The feedback was positive pertaining to the amount of resources and efforts being put into noise mitigation by the NAA.

Ms. King stated there are two noise monitors that are available for placement. In February, they were placed in three locations, both private and public. In total, the noise monitors have been in six locations where data has been collected from each of the four quadrants. There is a list of 12 additional requests and staff are working on placement of the monitors. She talked about the data being collected and how it will be used. She said that a presentation on the noise monitoring results will be prepared for the Board in the near future, more than likely it will be at the June or August meeting. Commissioner Cavanaugh asked staff to ensure a good sampling is collected and that there are no holes in the geographic locations of data collection. He thought it would be useful to have data from locations that are not typical areas where noise is an issue, for comparison purposes.

Ms. King noted that two Plane Talks have been hosted in the Southwest and Northwest quadrants. She said both events were well attended. The next Plane Talk is scheduled on April 2nd, in the Northeast quadrant and at the end of April, Plane Talk will be hosted in the Southeast quadrant. Date, time and location will be announced once determined.

Chair Ruppert noted that there had been a Plane Talk downtown and one of the Commissioners attended. He said he was invited to attend another one but was unable to make the scheduled date. He asked if there were going to be any invitations extended to the Commissioners. He thought it would be great to have Commissioner participation. Ms. King said yes, once the location has been confirmed, invitations will be extended along with publication of the event. Chair Ruppert said he would like to be invited to the April 2nd event. She said the NCC members will also be invited to the Plane Talks. Vice Chair Cuddihy noted that she attended the Plane Talk that Chair Ruppert was unable to attend.

Ms. King reported on operator efforts. She said that Elite Jets was originally scheduled to have two arrivals that were planned to arrive after 2 a.m., however, after efforts by our Noise Abatement Specialist, their management ensured that neither resulted in a curfew violation.

In response to a question raised by Commissioner Burns, Ms. King noted there had been no interaction with Alfie Oakes or with any of his pilots. He still has violations; there has been follow-up, but Mr. Oakes has declined to have a follow-up conversation.

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

1. Noise Compatibility Committee Member Selections

Ms. King introduced the Noise Compatibility Committee Member Selection item. She said the Southeast Quadrant representative term was expiring at the end of March. The sole applicant for that seat was interviewed earlier in the meeting.

Commissioner Dustin made a motion to reappoint Mr. Richard Krawczun to the Noise Compatibility Committee for a four-year term effective April 1, 2024 – March 31, 2028. Commissioner Cavanaugh seconded the motion. The motion was approved by a unanimous vote, 5-0.

2. Noise Compatibility Committee Annual Report

Ms. King stated that staff, with the assistance of Garth Solutions, Inc., prepared the NCC Annual Report highlighting the Committee's efforts related to the Part 150 Noise Study and the Fly Safe Fly Quiet Program. She said the NCC members unanimously recommended the Board's approval of this report.

Commissioner Dustin made a motion to approve the NCC Annual Report. Commissioner Cavanaugh seconded the motion. The motion was approved by a unanimous vote, 5-0.

Commissioner Dustin thanked the NCC members for a job well done. On the Board's behalf, Chair Ruppert extended an invitation to NCC members to provide any suggestions or questions they may have to the Board within the confines of the Sunshine laws. Mr. Rozansky stated that staff would be sure to incorporate the comments of appreciation into the NAA report that Vice Chair Cuddihy presents at their next NCC meeting.

J. NEW BUSINESS

There was no new business.

K. OLD BUSINESS

1. Consultant Selection Committee Appointment

Chair Ruppert nominated Commissioner Cavanaugh to serve on the Consultant Selection Committee. Commissioner Cavanaugh was willing to serve and accepted the nomination. Chair Ruppert said that there are now three Commissioners who will be serving on the Consultant Selection Committee.

2. City of Naples New Security Protocols to Enter Council Chambers

Mr. Rozansky stated there was discussion about this topic last month. Staff has done some additional due diligence with the City on this and one item worth noting was that the protocols are now a permanent procedure for the City Council. He explained the security protocols and stated that any additional changes to the City's protocols will be communicated to the Board of Commissioners, Authority counsel, staff, interested parties and will be posted on the website and social media outlets. Mr. Rozansky explained that the makeup of the two bodies, City Council and Community Redevelopment Agency Board (CRAB), are comprised of City Councilors.

Commissioner Cavanaugh expressed concern about the safety measures being implemented for City Council and CRAB and not for advisory committees and Boards held in City Council Chambers. He stated he would feel more comfortable with a written opinion from the Naples Police Chief that the safety protocols are only necessary for the CRAB and the City Council. Chair Ruppert noted that there is a police presence at NAA meetings but felt that Commissioner Cavanaugh's point was valid.

Mr. Rozansky said it was worth mentioning that the NAA needs to think about its Committee meetings and whether to put any safety protocols in place. Commissioner Burns asked if any consideration had been given to having all NAA meetings at the NAA. Chair Ruppert thought that was a valid idea but may limit public access. He said City Hall is more convenient than the airport. Mr. Rozansky said historically, meetings have been held at City Hall because of proximity to the community. Vice Chair Cuddihy noted that the City Councilors also have easier access to the meetings when they are held in City Hall.

Mr. Rozansky agreed to correspond with the Police Chief to see if he could share what issues prompted the security protocol being heightened. At this time, the NAA will continue to meet in the Council Chambers at City Hall and use the Airport Office Building as a back-up location.

3. Frequently Asked Questions

Mr. Rozansky introduced this item. He stated that during the citizen's comments section at last month's Board meeting, we were asked to respond to some of the resident's questions. As part of our broader educational effort through the frequently asked questions, the update contains answers to those questions and has been posted to the NAA website.

Commissioner Burns said he asked the Executive Director if this item was a response to the e-mail received on January 17, 2024, that had been discussed, regarding 1,483 jet flights over five days from December 26-30, 2023. Mr. Rozansky said it was. Commissioner Burns did not feel the response as part of the frequently asked questions was adequate to address the issue. Commissioner Burns said it is unfortunate for a high concentration of flights over a short period of time. Chair Ruppert said these FAQs address multiple people's requests of the airport, although he understood Commissioner Burns' comments.

4. Fuel Farm Improvements

Mr. Lobb introduced Mr. Gregory Helton, Project Manager, of Hanson Professional Services (Hanson), to make a presentation and update the Board on the status of the design of the Fuel Farm

Improvement project. He said this design is being finalized now and the project should go out to bid in the next week or two.

Mr. Helton was accompanied by Mr. Bill Freeman from Courier, the Engineer for the project.

Mr. Helton reviewed the existing conditions and challenges as well as scope and fee for the design project. The project will upgrade existing fuel farm components to improve efficiency, reliability, and, above all, the safety of the system. He provided an exhibit which notated the proposed work, and he reviewed the estimated construction cost and schedule. A full package is anticipated to be delivered by March 29, 2024, subsequently following procedures to solicit bids. He said there are some specialties for environmental considerations because it is a fuel system.

Commissioner Dustin asked if the tanks are in good condition. Mr. Freeman said yes, the tanks are in good condition but the pipes are the issue, presenting a lot of corrosion inside the carbon sealed pipes. He said one of the recommendations is to transition over to stainless steel pipes. Commissioner Dustin asked about the life of the tanks. Mr. Lobb said the tanks are regularly maintained and have a much longer life.

Commissioner Burns asked about the FEMA elevation. Mr. Helton said that throughout the airport, it is either a 9- or 10-foot elevation. He said part of the scope of this project is expansion of the building which is above the flood plain. Some of the additional scope is to relocate some of the electric equipment to the property with the building, which is on higher ground. That reflects some of the resiliency parts of the plan. Commissioner Burns asked how far above the elevation the project is raised, and Mr. Helton said usually approximately one foot, flood elevation plus one foot.

Chair Ruppert understood the interior of the pipes were corroding because of the environment. He said the more immediate threat was to the electrical. He asked how vulnerable are we now until that work is done, should the City encounter another weather event comparable to Hurricane Ian. Mr. Helton said the only way to improve vulnerability would be to step up the timeline and do the electrical portions of the job in the early stages in the project. Mr. Helton responded further. He said there are several components which will improve resiliency. He explained that not all components are owned by NAA, for an example, FPL transformers would have to dry out in the event of a storm. He said it would be hard to say at this time, although there is a backup generator that is slightly elevated, approximately another foot from the main distribution panel. He said not a whole lot could be done in providing power or additional resiliency until the upgrades are made. Mr. Lobb said the best thing that NAA can do, and has been doing, is to make sure and keep critical spare parts on site for the pumps and electrical equipment. He also noted that during Hurricane Ian there was some flooding and any materials and equipment that NAA does not have on-site, he said the industry does well in working together and sharing resources. Other airports would step in to assist if necessary.

Mr. Freeman discussed the high-level statement of work. He touched on the bid alternate for sustainable aviation fuels.

Chair Ruppert asked if this project would be a fiscal year 2025 project. Mr. Helton said there would be some up-front mobilization and procurement expenditures, but the bulk of the cost will be in fiscal year 2025.

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

Commissioner Cavanaugh asked if there was anything additional to share from the March 5th meeting that was held with the City Manager and Councilor Petrunoff on how to best address the community's noise issues. Chair Ruppert said not a lot of specifics were discussed in that meeting. He said there was a good, healthy mutual agreement on trying to address issues with developers early on and try to get those issues resolved before they are too far into the process. Another positive note from that meeting was that the City Manager offered to promote or help educate the community about certain operational noise aspects of the airport through the City's new series of short videos. Ms. King will be coordinating this initiative with the City's Communications Manager. The videos are six-minute vignettes on various topics, and they are very well done.

Chair Dustin wanted to make sure that everyone on staff was fully aware relative to noise, among other things, about the Miracle Mile. He said that area consists of the area from the new beach and golf hotel, all the way north to Admiral's Pass. He noted that the general area is going to have massive redevelopment. Commissioner Cavanaugh had been thinking about the same thing and thought some additional research could be useful with regard to airport zones and airport real estate notifications that occur during transactions, as well as some historical information of where such research has been done and how effective it has been. He noted that it would not be desirable for someone to purchase a multi-million dollar residence and say they did not know that there may be air traffic overhead. He wondered if it would be appropriate to create a committee once some information is gathered to be used in real estate disclosures when real estate changes hands.

Mr. Rozansky said a consultant is being used to assist the NAA in keeping track of all incoming developments. The consultant who is familiar with local land use petitions and development is going to help staff keep track of that and know when it is appropriate to engage. Second to that, in the noise study the Board already adopted a position on noise disclosure. It was discussed towards the end of the study. The final recommendations were that NAA would encourage the City and the County to consider disclosure because the Board recognized that it did not have any land use authority.

Commissioner Dustin noted the resident who leads citizens for the Miracle Mile is Mary Hughes. Mr. Rozansky said that he was familiar with the Miracle Mile and will conduct more research.

M. FINANCIAL REPORTS

1. Financial Summary

Ms. Lynn Wiggins presented the financial summary report for the month of February 2024. Operating Revenue (net of the cost of goods sold) was $4,590,321, compared to the budget of $4,215,000. This was favorable to the budget by $375,321. Operating expenses were favorable to the budget by $184,024 or 8%. Income from operations was $2,343,345 or $559,345, favorable to the budget. The year-to-date change in net position before capital contributions was $6,926,037 and favorable to the budget by $2,763,991.

Commissioner Dustin moved the Board acceptance of financials for February 2024, as presented. Commissioner Burns seconded. The motion carried by a unanimous vote, 5-0.

N. COUNSEL'S REPORT

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

O. PUBLIC COMMENTS (5-minute limit)

There were no public comments.

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Burns brought up the schedule of the relocation study. He said his concern was the delay in the progress of the relocation study because he thought it denied the public access to objective information about the pros and cons of relocating the airport at a time when it probably could have been useful. He advocated for exploration of relocating the airport and said that a new airport would allow providing commercial air service.

Vice Chair Cuddihy noted that commercial planes (regional jets) can fly into Naples Airport as long as they are less than 75,000 pounds. Mr. Rozansky confirmed that if an airplane operated aircraft and met the operating parameters, NAA would be obligated to entertain their proposal. Commissioner Burns asked if commercial airlines of larger jets have contacted us to obtain service at the Naples Airport. Mr. Rozansky responded, yes, several have. Commissioner Burns clarified that the point he was making was that a new airport would allow us to obtain commercial service for larger jets.

Commissioner Burns said when Hughes Aerospace made their presentation, NAA was categorized as an NSG 4 Airport. Mr. Rozansky provided definitions to Commissioner Burns. Commissioner Burns requested Mr. Rozansky send his e-mail to the other Commissioners and add this exhibit into his comments for today's meeting, so the public can see it. Commissioner Burns wanted to discuss how the airport would become rated higher or lower on the NSG rating system.

Commissioner Burns asked how soon the consultant, DVAC, who was also hired to do a Flight Procedure Design Study, would be getting started. Mr. Rozansky said they reached out to him this past week because they saw Hughes was on the agenda. He said once he had a clear answer, which would be after Hughes returns to the NAA with the benefit of preparing their complete conceptual analysis, it would be difficult to choose either or both firms to move on to the next step. Mr. Rozansky said it would be dependent upon engagement with the FAA but was hopeful Hughes would be able to come back with a presentation in June.

Commissioner Cavanaugh updated the Board on his meeting with Ms. Tatigian and Mr. Rozansky on February 27, 2024. His update is attached to the minutes.

There was a brief discussion about the information Commissioner Cavanaugh presented. Mr. Rozansky spoke about another similar group, Reduce Jet Noise Naples (www.reducejetnoisenaples.org), who staff is attempting to engage with, but have been unsuccessful thus far.

Regarding Commissioner Burns request to discuss the NSG Group ratings, Mr. Rozansky said according to the procedure in the Bylaws, there has to be a majority of the Board in favor of making the request for a future agenda item. Mr. Rozansky said the FAA would make a change if the airport changed. Commissioner Burns wanted to know what the criteria were for FAA to make a change. Mr. Rozansky explained his understanding of why Hughes referenced the NSG rating is

because they were highlighting how the FAA prioritizes resources. Commissioner Cavanaugh read the highlights of the NSG ratings.

Commissioner Dustin asked Commissioner Burns to clarify his earlier comments that he thought that it made sense to relocate the airport for it to be a commercial airport. Commissioner Burns clarified that it was a good reason to study it, not that it made sense. Commissioner Dustin said with Vice Chair Cuddihy's background with airports and airlines, his understanding that building another airport so close to RSW would be unlikely. He did believe that if you look between Miami and Naples, there may be a development of a bigger airport but it is far out in the future. Commissioner Dustin said he has been happy that Naples Airport does not have commercial flights.

Commissioner Burns stated that he wanted an objective analysis with regard to relocation of the airport and accommodation for larger aircraft. He said we keep hearing about the economic engine of the Naples Airport with almost a billion dollars and commercial jets could add to that. He said we have to consider what this is going to look like when we have a million people in the County and suggested we should consider buying the land for a future airport now. If we don't use the land, we could then sell it. We at least have it available because we are slowly becoming landlocked and another reason to study this. Naples Airport is farther apart from RSW than Fort Lauderdale is to Miami Airport by five miles. He said this is just a question and thought it would be helpful to have these questions explored.

Vice Chair Cuddihy commented based on her experience running planning for Continental Airlines during the 1980's. At that time, they were the largest operator to and from Florida up and down the East Coast. She shared her knowledge with regard to the operation of airlines. She said it is much easier for airlines to manage their operations in one location. She said Miami is a strong hub for South America. She did not think a second international hub, or another domestic hub would be located in south Florida. She also noted that RSW is building a new concourse, and they are going to build another runway. It is going to be a long time before airlines will be reaching out to smaller airports. She said that in time there will be a need for something, but it will be in the future. She said it does make sense to conduct a study, but at this point, no one knows what is going to happen with aviation. She said a bigger reason to do a study would be to find out what could happen down the road with what is known today and recognize that change is inevitable.

Commissioner Burns and Vice Chair Cuddihy exchanged thoughts about Allegiant's business model to fly into Punta Gorda, the weight limits of commercial aircraft into the current Naples Airport and the economic engine to offer commercial service at a new airport, commercial air service currently being met with service to/from RSW, and a different demand scenario to fly into affluent airports.

Q. ADJOURNMENT

With no further business, the meeting adjourned at approximately 12:50 p.m.

Christopher A. Rozansky
Secretary

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

impact statement process, Commissioner Burns asked if a new airport could have a positive impact as well as a negative impact. Ms. Sullivan said the impact statement would have to show no significant adverse impacts. Commissioner Burns asked if the environmental impact statement points out any positive environmental consequences of building the airport or could that be added to the study if we wanted to have that done. Ms. Sullivan stated that positive improvements could always be added to a study, and it will always be embraced above and beyond what is required to offset the impacts. She said there are a variety of ways environmental value or other values can be added to the project. She said that anything that is required above and beyond to offset the impacts would not necessarily tip the scale with the process, but the stakeholders, the public, and a variety of other elements go into play as to whether the project is favorably received. She said through the regulatory process, it needs to demonstrate that there are no net adverse effects. Commissioner Burns clarified that the positive impacts might be there but the negative impacts might be worse. She said correct, the impact statement will show that. Commissioner Burns commented that we would be able to look at both. She said we would have to be able to calculate that equation between any proposed positive impacts and what the adverse impacts are.

Regarding Commissioner Burns' comments, Chair Dustin said the environmental impact statement is all going to be related to the new site, so any positive environmental impact on the old site, he didn't think would translate. Commissioner Burns said that he was referring to the proposed new site whereby the new airport would have negative impacts but also possibly positive environmental impacts. Ms. Sullivan said that provided that they are in-kind. She said you cannot have a positive traffic benefit that offsets a water quality impact. She said they have to be in the same category.

In response to Commissioner Cuddihy's request for an example of a positive environmental impact, Commissioner Burns explained that soil to raise runways would create water retention ponds, providing water to replenish aquifer under existing wells along Collier Boulevard. He noted that the area he pointed out on the color-coded maps presented by Mr. DiCarlo is also in the same vicinity.

Mr. DiCarlo provided a timeline of next steps for stakeholder outreach, presentation to City, County and NAA, a public open house, and study documents. Vice Chair Ruppert suggested the timing of the presentation to the City occur after the City elections in March. Commissioner Cavanaugh asked that the presentation to the NAA precede the City's and County's presentations. He also asked fellow Commissioners that during this timeline, it would be useful for the Board to be a receptor of information from our experts and consultants for the next 90 days, not to create information.

3. Historic Airport Relocation Documents

Mr. Burch said that staff researched NAA minutes, newspaper articles, and other sources regarding the relocation of the Naples Airport. He noted that the list provided to the Board was not a comprehensive list but key points/documents that staff thought pertinent to share.

F. PUBLIC COMMENTS

Chair Dustin invited Ms. Michele Arquette-Palermo to the podium. Ms. Arquette-Palermo, Conservancy of Southwest Florida, 1495 Smithfield Preserve, Naples commented that she saw the pre-Board meeting packet and the pictures of the Picayune Strand State Forest (Picayune) included in it. On behalf of the Conservancy, she expressed their disappointment and added that Picayune

Next Steps

January – February

Stakeholder Outreach

February – March

Presentations to City, County, and NAA

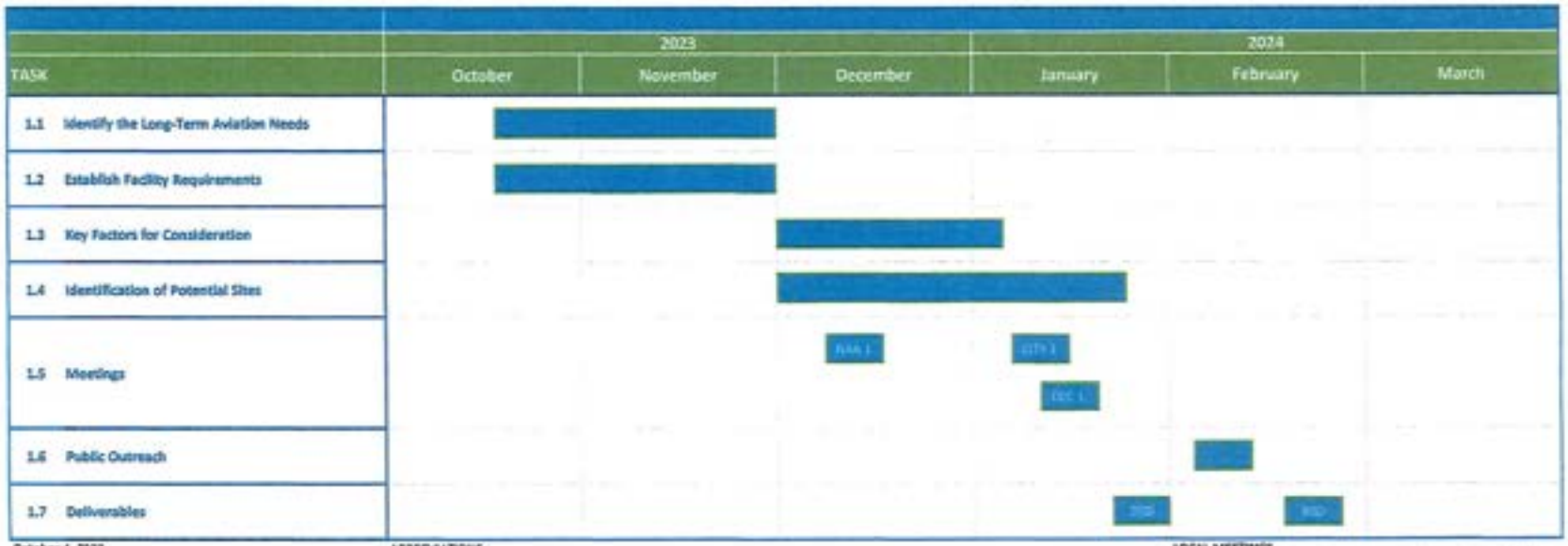
March – April

Public Open House

April – May

Study Documents

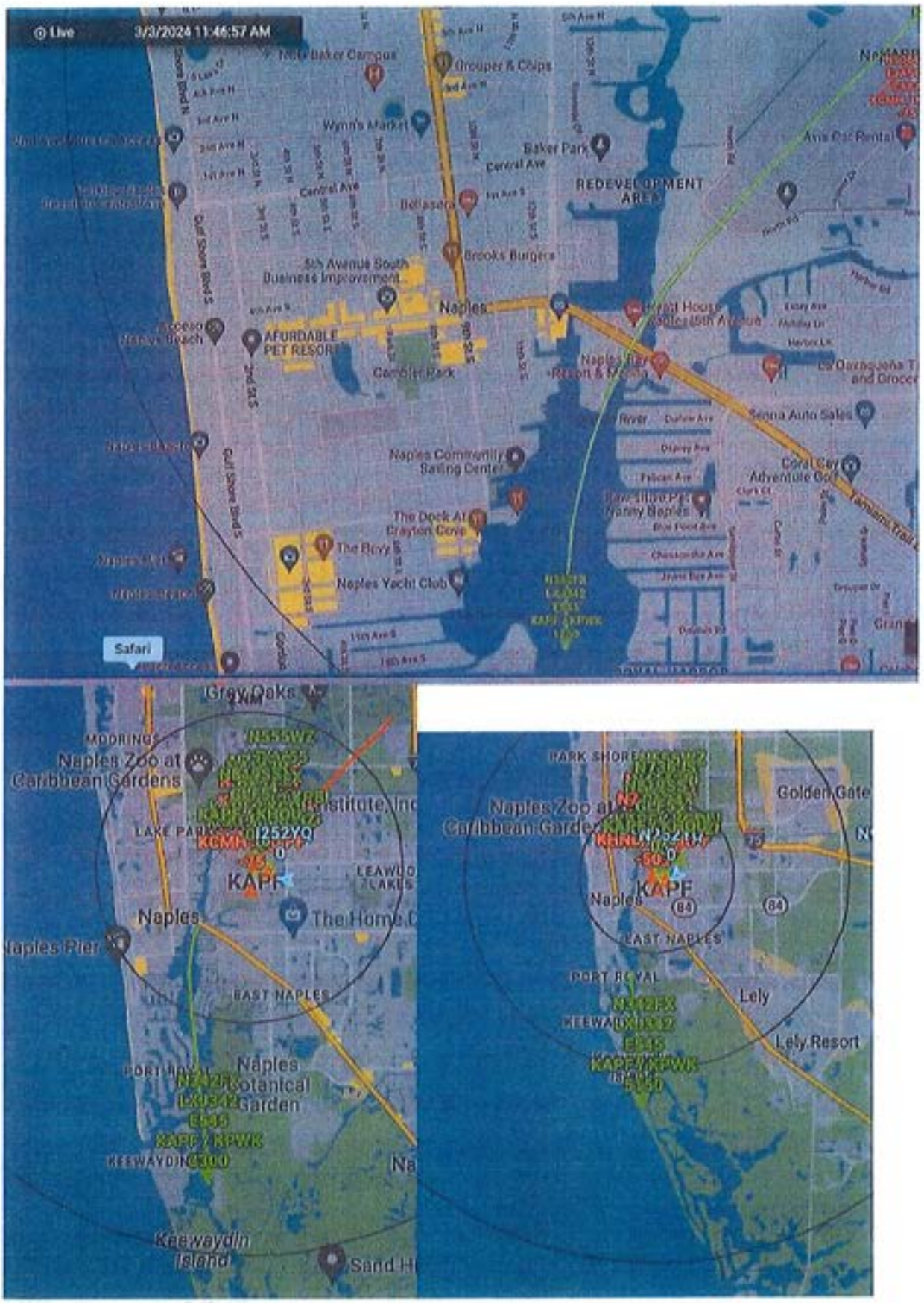
PROJECT SCHEDULE
NEW AIPRORT STUDY - EXPLORATORY PHASE



October 4, 2023

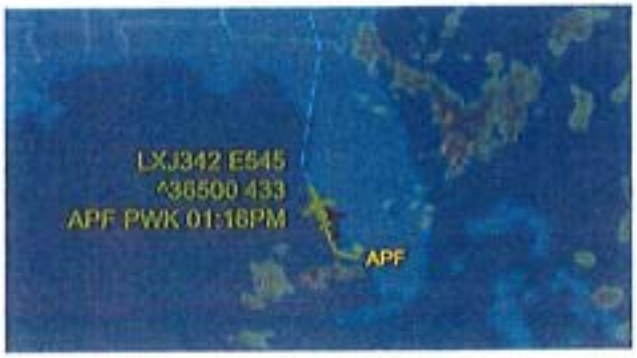
ABBREVIATIONS
CITY - City of Naples
CCC - Collier County Commission
DSD - Draft Study Document
JNT - Joint NAA/City/County
NAA - Naples Airport Authority
RSD - Revised Study Document

LOCAL MEETINGS
NAA Meetings - 10/19, 11/16, 12/21, 1/18, 2/15, 3/21, 4/18, 5/16
City Council Meetings - 1st and 3rd Wednesdays
County Commission Meetings - 2nd and 4th Tuesdays



Robert P. Burns

Pg. 1 of 2



Robert P. Burns

From: Chris Rozansky
Cc: Azarelly Acosta
Subject: FW: [External] Naviation Service Groups
Date: Thursday, March 21, 2024 12:39:39 PM
Attachments: image001.png

Commissioners,

See below that I was asked to share with you.

Chris

Chris Rozansky | Executive Director
Naples Airport Authority
239-643-0733 | **flynaples.com**

-------- Original message --------
From: Chris Rozansky <CRozansky@flynaples.com>
Date: 3/20/24 5:02 PM (GMT-05:00)
To: Robert Burns <RBurns@flynaples.com>, "Bob Burns (bob@burnshousing.com)" <bob@burnshousing.com>
Subject: Naviation Service Groups
Hi Bob,
Found this online regarding your question about NSG 4 designation for APF. It seems this is a methodology to prioritize FAA resources and that the only way to change is to become a different type of airport.
Chris

Chris Rozansky | Executive Director
Naples Airport Authority
239-643-0733 | **flynaples.com**

NAA Comments By Commissioner Cavanaugh

Board Meeting March 21, 2024

As I mentioned last month, I scheduled a meeting with Mary Tatigian and Chris Rozansky. This meeting took place on Feb. 27th. I want to use this time to update my fellow commissioners on the content of the session and my thoughts.

Ms. Tatigian lives in the county and has formed an LLC by the name of Quiet Florida. By profession, she is a Registered Nurse.

According to Ms. Tatigian, Quiet Florida has two focuses – Reducing aircraft noise and pollution and reducing tailpipe noise from auto and truck vehicles. In her public correspondence, she states that Quiet Florida "has quickly grown to be the #1 Statewide Florida Noise Abatement group".

While I respect Ms Tatigian for her work and passion my research shows the following:

- No active website for Quiet Florida
- No known officers or board members
- No membership information
- No membership application
- No membership dues
- No fundraising activity
- No in-person meetings

According to Ms Tatigian, she has had informal communication using a Facebook page and occasional phone conferences with a handful of other interested citizens.

With the facts just outlined I struggle to see any semblance of an organization let alone the #1 Statewide Florida Noise Abatement group. I highlight this information to provide context to her work and comments.

I applaud her for her individual effort and look forward to working with her as an individual citizen. I also look forward to seeing more information on the **Quiet Florida LLC** becoming an active bona fide advocacy organization.

In my research, I have seen two other organizations working on aircraft noise and pollution in SWFL.

A relatively new group **Reduce Jet Noise Naples.org** has an active website with some sparse information, several erroneous statements, and a request for viewers to join their mailing list. No information on founders, officers, or membership.

The most developed organization from a webpage/advocacy standpoint seems to be an organization by the name of **Quiet Collier Inc.** Their website is relatively robust outlining many issues that they are advocating – Health Insurance availability, supporting "Green" candidates, waste management/plastic removal, sequestering carbon and methane and reducing aircraft and other urban noise to mention just a few.

Additionally, the director/leader Bebe Kantor is positioned on the website as the leader with a resume and is available for contact.

On a national level, the most recognized resource on noise is **Quiet Communities** based in Massachusetts. They have an impressive list of intellectual talent and leadership with a broad set of concerns – aircraft noise and pollution, urban noise, surface traffic noise, healthcare noise, power equipment noise, and improving noise codes and standards.

They have a specific program called Quiet American Skys which focuses the aircraft noise/pollution. Mary Tatigian is a member of the Scientific Council of Quiet Communities with a focus on aircraft issues.

I am disappointed that to date Quiet Communities has not voiced any positions to correct what they perceive as the aircraft problem.

I hope this information is helpful to my fellow commissioners. With this background, I would like to outline the content of our recent meeting.

Ms. Tatigian provided 14 goals at our meeting. Of those 7 goals were in the complete prevue of Ms. Tatigian or Quiet Communities. The other 7 were discussed with her and most were airport operational procedures and policies that I believe need to be maintained to run a safe and efficient airport. Other items on her list are policies under the prevue of the FAA. I assume at some point these goals will be posted to her website.

I outlined to her that the NAA is actively engaged in the following:

- Conducting an Airport Relocation Study
- Updated the current Noise Study and submitted it to the FAA
- Developing a Flight Procedure analysis
- Engaging with FAA at all levels
- Conducting sound monitoring on and off airport property
- Providing subsidized Alternate Fuel for piston engine aircraft
- Continue to provide aggressive curfew education and monitoring

Ms. Tatigian provided an educational video from Quiet Communities on aircraft issues. While well done from a presentation standpoint I struggle with the video to find current information on noise data for General Aviation airports, current medical data on the noise and pollution status at US General Aviation airports and providing a balanced view on the economic value (cost and benefit) of commercial and General Aviation airports.

Additionally, the information they use for the US Surgeon General commentary is from 1968 and 1978. Where is more current commentary and data from the current Surgeon General and the federal government? What information and research is provided by the EPA and HHS?

In summary, I do believe that noise and air pollution is an issue in certain parts of the country created by a diverse universe of sources. However, I am not convinced that the aircraft traffic we experience in SWFL rises to the level outlined in the information and studies I have reviewed.

I ask all advocacy groups to help me.

Please provide:

- Current unbiased scientific and medical research on the subject as it relates to General Aviation airports and private aircraft.
- Better transparency on your organization's leadership, membership, policy positions, and finances.
- More holistic support from other organizations – Healthcare facilities, public/private schools, realtor organizations, business Districts, hotel/hospitality groups.
- Provide more national and local pressure to get the FAA, the EPA and HHS to work together. Develop an aggressive national campaign to have our elected officials create laws and oversight that are appropriate based on good science and medical data.

Thank you. If any of my fellow commissioners have any questions I will try to respond.

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

FINAL AGENDA

Airport Office Building, 2nd Floor
200 Aviation Drive North
Naples, FL 34104

To Listen Live: https://www.flynaples.com/live-stream-video/

Thursday, March 21, 2024
8:30 a.m.

Commissioner Rick Ruppert – Chair
Commissioner Rita Cuddihy – Vice Chair and NCC Liaison
Commissioner Kerry C. Dustin – Consultant Selection Committee Chair, Audit Committee Member
Commissioner Robert P. Burns – Consultant Selection Committee Member, Audit Committee Member
Commissioner Terrence W. Cavanaugh – Audit Committee Chair
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

1. Determine Board of Commissioners Quorum

    a. In person attendance

    b. Action required by majority of in-person members to allow virtual attendance.

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. February 15, 2024, Regular Meeting Minutes
2. February 15, 2024 Audit Committee Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Noise Compatibility Committee Applicant Interview
2. Feasibility and Conceptual Instrument Procedure Development

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

G. CONSENT AGENDA

1. Third Amendment to Leasehold Agreement with B. Thomas Golisano
2. Annual Comprehensive Financial Report – FY 2023
3. Employee Health Benefits Renewal Not to Exceed $1,909,575

H. NOISE

1. Noise Compatibility Committee Update
2. Noise Report

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

1. Noise Compatibility Committee Member Selection
2. Noise Compatibility Committee Annual Report

J. NEW BUSINESS

K. OLD BUSINESS

1. Consultant Selection Committee Appointment
2. City of Naples New Security Protocols to Enter Council Chambers
3. Frequently Asked Questions
4. Fuel Farm Improvements

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

Q. ADJOURN