Thursday, April 20, 2023
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Chair Dustin at 8:30 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, Mr. Burch, Mr. Dietrich and Ms. Acosta.

B. PLEDGE OF ALLEGIANCE

Chair Dustin led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky thanked Ms. Acosta for filling in seamlessly while Ms. Menard was out this week.

He stated that there was one addition to the agenda and a few revisions as follows:

1. March 16, 2023, Regular Meeting Minutes – Minor revisions were noted on pages 3, 10 and 11.

2. March 28, 2023, Consultant Selection Committee Meeting Minutes – Minor revisions were made on pages 1 and 7.

3. April 4, 2023, Consultant Selection Committee Meeting Minutes – A small correction was made on page 3 regarding the time the meeting concluded.

4. Noise – Item 2, Adoption of the Noise Compatibility Program – On Slide 2 of the PowerPoint presentation, the measures were rearranged to be more consistent with how they have been presented in the past. On Slide 3, an orange box was added at the bottom of the page as suggested by Commissioner Cuddihy, to reword real estate disclosure language, LU-2 to "encourage and support local government efforts to institute real estate disclosures."

5. Under New Business, Item 2, Collier County Storm Risk Management Feasibility Study, has been added.

The revisions were sent out in advance to Commissioners, and printed copies were distributed at the dais this morning.

Commissioner Burns moved to adopt Robert's Rules of Orders be used for Item G2, Adoption of the Noise Compatibility Program, for our procedure during consideration of the measures and the entirety of the NCP report.

Mr. Owens clarified that Commissioner Burns would like to make a motion to strictly adopt and adhere to Robert's Rules with respect to Agenda Item G2; and in doing so, part of following Robert's Rules is to have a motion and a second first before a debate occurs. Secondly, Mr. Owens said that Commissioner Burns would prefer to have the entirety of the NCP adopted and amendments could be made to the entirety of it as opposed to voting on each measure first.

Commissioner Burns affirmed that Mr. Owens' clarification was correct.

There was discussion regarding approving the NCP in its entirety before each measure was voted on. Commissioner Cavanaugh stated that by approving the entire document first before voting on the measures and amending the NCP, it gives the public perception that the Board approved the entire document.

Chair Dustin said that he was contemplating that the Board would vote on each of the items separately, followed by a vote to adopt the entire report as amended.

Commissioner Burns suggested that when a motion is made followed by a second, then discussion could take place. He said he would also like to know why each Commissioner is voting the way they are. Commissioner Cavanaugh stated that he would give his rationale and commentary at the end of the meeting. Vice Chair Ruppert stated that he reserved the right to not answer questions about his vote because this is not a trial and because as a Commissioner, he has arduously gone through the recommendations for the past three years and especially in the last couple of months. Commissioner Cuddihy said that it is important to make whatever time is needed during the discussion.

Mr. Owens clarified that to his knowledge, our Board has never formally adopted Robert's Rules. It is not in the Bylaws although we have customarily loosely followed Robert's Rules. However, he said Commissioner Burns' motion was to strictly adhere to and follow Robert's Rules of Order with respect to Item G2, Adoption of the Noise Compatibility Program.

There was no second to Commissioner Burns' motion; therefore, the motion will not be considered.

Regarding Mr. Rozansky's suggested change to the Agenda packet listed above in Item No. 4 as it pertains to Slide 3 - Land Use Measures of the NCP Program, Commissioner Cuddihy said that the revisions made in the orange box at the bottom of the page do not reflect her comments. She suggested that the words "Encourage and" be removed from Slide 3, and then Commissioners could vote on that revised language when this item comes up for a vote. Vice Chair Ruppert said that the Board of Commissioners does not have the power to institute disclosures. He agreed with Commissioner Cuddihy that the NAA should support local government in those types of things.

Two of the Commissioners stated that their copies did not have an orange box as referenced by Commissioner Cuddihy. Mr. Rozansky requested Mr. Burch to provide copies of the corrected page to Vice Chair Ruppert and Commissioner Burns.

Mr. Owens clarified for the record that since we are in the Agenda portion of the meeting; Commissioner Cuddihy is requesting the exhibit (Slide 3) that will be discussed at today's meeting

be amended to strike the words, "Encourage and", because it did not portray what her request was. He added that when this matter comes up, every Commissioner will have the right to vote on it, discuss it and make any motion to change it.

Chair Dustin asked Mr. Rozansky for an update on the fuel pricing matrix, the soot study, and the noise monitors. Mr. Rozansky said at the March Regular Meeting, there was discussion about fuel pricing. He said that an update will be provided at the May Regular Meeting. Regarding the black soot study, he said samples have been taken and we are waiting for the results from the lab. On the noise monitors, he said we learned after the original selection that the vendor had additional services, they could offer us that would be of value. He said the product is a new public facing portal, different from the one we have today on the website, that will incorporate the active readings from the noise monitors. This is being finalized and it will be a great informative tool for us and the public.

D. MINUTES

1. March 16, 2023, Regular Meeting Minutes

Commissioner Burns moved approval of the March 16, 2023, Regular Meeting minutes as corrected by Mr. Rozansky during the Agenda portion of this meeting and moved to incorporate text into the March minutes from the Old Business, Item 1, Airspace Heading Clarification memorandum provided in the Board Workshop Meeting of April 17, 2023. He said that it would clarify for those who read the concern noted in the March minutes about a head-on collision from jets and prop planes related to routing Runway 23 departures on a southerly heading. Commissioner Cuddihy suggested that the Tower's response to the potential conflict be added at the end of the section. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

2. March 28, 2023, Consultant Selection Committee Meeting Minutes

Chair Dustin thanked the Consultant Selection Committee for taking the time to conduct the interviews and recommend rankings to the Board from both the March 28th and April 4th meetings. He complimented the Committee members for their diligence and hard work.

Commissioner Burns moved approval of the March 28, 2023; Consultant Selection Committee Meeting minutes as amended by Mr. Rozansky during the Agenda portion of this meeting. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

3. April 4, 2023, Consultant Selection Committee Meeting Minutes

Commissioner Burns moved approval of the April 4, 2023; Consultant Selection Committee Meeting minutes as corrected by Mr. Rozansky during the Agenda portion of this meeting. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

4. April 11, 2023, Audit Committee Meeting

Chair Dustin thanked the Audit Committee for their good work and in particular Committee Chair Cavanaugh for his observation on third party vendors.

Commissioner Cavanaugh moved approval of the April 11, 2023, Audit Committee Meeting minutes. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

There were no presentations and time certain items.

F. PUBLIC COMMENTS

John Crees, 450 Bayfront Place, Naples commented regarding two items. Firstly, he said he was disappointed regarding the City and the NAA holding workshops at the same time, denying interested parties from participating at both events. Secondly, he commented about the pilot panel of experts who gave advice to the Board at its March Regular Meeting and expressed concern about their impartiality. His full statement is attached.

G. NOISE

1. Noise Compatibility Committee Update

Commissioner Cuddihy reported the Noise Compatibility Committee last met in a joint meeting on February 23, 2023, and she reported on that during the March 16th Board Meeting. The next meeting will be held on May 4, 2023, in the airport office building.

She said that the terms of NCC members representing the Northwest Quadrant, the City-at-Large, and the County at-Large expired on March 31st. During the March 16th Regular Board meeting, the Board reappointed Cliff Holland as the City-at-Large representative, Chris Auron as the Norwest Quadrant representative and Andy Reed as the County-at-Large representative. She thanked Harvey Cohen for serving as the County-at-Large representative.

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. Adoption of the Noise Compatibility Program

Mr. Rozansky stated that adoption of the draft NCP is a milestone along a marathon that we are running to try and mitigate noise impacts to the degree possible. He invited Mr. Mike Arnold of ESA to walk through each of the measures and assist with the Board's voting process of what will be submitted to the FAA. Mr. Rozansky stated the recommendations are divided into three categories: Noise Abatement, Land Use and Programmatic measures. He said that there is one measure that qualifies under Part 150 for noise abatement purposes because it reduces the DNL. The other measures approved by the Board will be pursued in parallel to this process. Once the NCP document is voted on, adopted, and finalized, he said the FAA will have up to six months to respond. He said this time frame doesn't include any time thereafter to implement the measures. He noted that our flight procedures design professionals will continue in earnest after the submission.

Mr. Rozansky said that each measure will be by roll call vote and at the end, a roll call vote will be held on the entirety of the NCP document as it may be amended during today's discussion.

In the event the FAA rejects or denies a specific measure in the Part 150 process, Vice Chair Ruppert asked if there was a process to challenge or request that the measure be revisited. Mr. Arnold said that there was not an appeal process for those measures inside the Part 150 Study, but

you could advance them outside the process. He said for the measures outside the Part 150 process, we could go back to the FAA and find out if there was a certain circumstance that resulted in their determination.

Noise Abatement Measures

1. NAM 1: Implement Procedures to Increase Glide Slope to Runway End 5

Commissioner Burns moved approval of the noise abatement measure recommended for formal FAA approval in the NCP update, Item No. 1, NAM 1 – Implement procedures to increase glide slope to Runway end 5. Vice Chair Ruppert seconded.

Mr. Owens clarified that every Commissioner does have a right to talk about a motion after it has been seconded.

After a roll call vote, the motion passed unanimously 5-0.

2. Modify 2,000-Foot Hold Down

Mr. Arnold noted that this item is the first item to be pursued outside the Part 150 process. For the public's benefit, Chair Dustin said that this item is often referred to as 'higher, faster'.

Commissioner Burns moved approval to modify the 2,000-foot hold down and include it as a potential noise abatement measure for pursuit outside the Part 150 process. Vice Chair Ruppert seconded.

Since there was no further discussion, Chair Dustin asked Mr. Acosta to call the roll.

After a roll call vote, the motion passed unanimously 5-0.

3. Implement Procedures to Increase Glide Slope to Runway End 23 and Runway 14/32

Mr. Arnold noted that this item would increase the glide slope from 3 degrees to 3.5 degrees.

Commissioner Cuddihy moved approval to implement procedures to increase the glide slope to Runway end 23 and Runway 14/32 as part of the potential noise abatement measures for pursuit outside the Part 150 process. Vice Chair Ruppert seconded.

Chair Dustin confirmed that there was no need for further discussion.

After a roll call vote, the motion passed unanimously 5-0.

4. Implement Optimized Profile Descent (OPD) Procedures to All Runway Ends

Vice Chair Ruppert moved approval to implement OPD procedures to all runway ends as part of the potential noise abatement measures for pursuit outside the Part 150 process. Commissioner Cuddihy seconded.

With no request for discussion, Chair Dustin asked Ms. Acosta to call the roll.

After a roll call vote, the motion passed unanimously 5-0.

5. Promote Voluntary Use of NBAA Noise Abatement Departure Procedures (NADPs)

Commissioner Cavanaugh moved approval to promote voluntary use of NBAA noise abatement departure procedures as part of the potential noise abatement measures for pursuit outside the Part 150 process. Commissioner Cuddihy seconded.

With no request for discussion, Chair Dustin asked Ms. Acosta to call the roll.

After a roll call vote, the motion passed unanimously 5-0.

6. Shift Goodlette-Frank Road Departure Corridor East and Create a "Golf Course Corridor"

Commissioner Cuddihy moved approval to shift Goodlette-Frank Road departure corridor East and create a "golf course corridor" as part of the potential noise abatement measures for pursuit outside the Part 150 process. Chair Dustin seconded.

In response to Commissioner Cuddihy's question regarding the number of departures that would occur by implementing this measure, Mr. Arnold stated that it would be about 15% of the departures or approximately 10 departures per day on an average day.

Commissioner Burns stated that he would vote no on this measure because it would shift flight departure routes over two schools and one church.

In response to Commissioner Cuddihy's question regarding the net decrease in people effected by this when we make this move, Mr. Arnold said that within the SEL 80, it reduces the population by 1,439 and of the remaining residents that are exposed to SEL 80, 476 would be newly effected. Within the SEL 75, it decreases the population by 2,300, and of the remaining population that is exposed to SEL 75, 1,458 would be newly effected.

After a roll call vote, the motion passed 3 – 2 with Chair Dustin, Vice Chair Ruppert, and Commissioner Cuddihy in favor; and with Commissioner Burns and Commissioner Cavanaugh against).

7. Increase Use of the Crosswind Runway

Commissioner Burns moved approval to increase use of the crosswind runway for potential noise abatement measures for pursuit outside the Part 150 process. Commissioner Cuddihy seconded.

After a roll call vote, the motion passed unanimously 5-0.

8. Route South and East Bound Jet Departures from Runway 23 Down the Bay

Commissioner Burns moved approval to route south and east bound jet departures from Runway 23 down the Bay as a potential noise abatement measure for pursuit outside the Part 150 process. Commissioner Cuddihy seconded.

After a roll call vote, the motion passed 4 – 1 with Chair Dustin, Vice Chair Ruppert, Commissioner Burns and Commissioner Cuddihy in favor; and with Commissioner Cavanaugh against).

9. Disperse Flight Track Operations

Commissioner Cuddihy said it is confusing in the way that this measure is worded, and she was concerned that 20 years from now, this will be interpreted that we should disperse, and we shouldn't disperse them. She said it would be like the repetition of what we talked about in 1997. She said this measure should be clarified a little bit better, but to her, it is the policy of working the way we work today so that we are not taking flights to a point and then saying so it compresses it. She remembered the discussion about waiting until aircraft got to 1,000 feet to make a right hand turn to 270 instead of dispersing it in a path that is about eight blocks in length that would take it down to one block in length at some point which would be non-dispersion. This is not saying let's go take flights and disperse them all over. Mr. Arnold clarified that this measure would not result in a specific change, rather it is more of a concept for existing conditions and also for moving forward. He recognized that it is unclear, and it does leave a fair amount for interpretation. He asked the Board for input for more specific language to be incorporated if it were to be advanced.

Chair Dustin said he had great difficulty in voting for this measure. He added that it is more of a policy statement, and it really can't be defined.

Commissioner Burns moved approval to disperse flight track operations as a potential noise abatement measure for pursuit outside the Part 150 process. Commissioner Cavanaugh seconded.

Commissioner Burns asked what language could be added to give future generations what we meant today about what this is. Chair Dustin said he wouldn't add anything because it is too generic. Commissioner Cavanaugh said that in the first 8 measures, we are trying to change the current state to something in the future. He said this measure is a policy statement and doesn't belong here. Commissioner Cuddihy said that in reading the language in the NCP, it is not any clearer for her, and she would vote against it. Vice Chair Ruppert said it was too broad after we already approved dispersion techniques and that he was not in favor of supporting this measure.

Commissioner Burns commented that this recommendation came out of the Joint NCC/TAC meetings and that he thought the City Council supported the idea but left it to us to determine what it meant. He understood the concern but did not want to take it off from consideration. He said he would vote yes.

After a roll call vote, the motion failed 1 – 4 with Commissioner Burns in favor, and with Chair Dustin, Vice Chair Ruppert, Commissioner Cuddihy, and Commissioner Cavanaugh against.

Mr. Arnold said that they would remove this from consideration and move it down to the measures that are not moving forward because there is a section in the report that outlines that, and we will document that it was the result of the Board's discussion relative to the goals and objectives of what you are trying to accomplish.

Chair Dustin clarified that the no vote was principally because we don't think it is going to give any relief to the community that is not already there. Commissioner Cuddihy added that could cause us to conflict with some of the measures we just voted on. Vice Chair Ruppert commented that he didn't want it in there as it was stated for the reason it is in conflict but also because 20 or 30 years from now, people will argue that we agreed to disperse it and we agree to ask the FAA to allow to disperse it and then they will go into the same series of discussions we have had the past couple of years.

Land Use Measures

1. LU-1: Create a Residential Sound Insulation Program

Commissioner Cavanaugh moved approval as a land use measure recommended for formal FAA approval in the NCP update, Item No. 1, LU-1 – Create a residential sound insulation program. Vice Chair Ruppert seconded. Commissioner Cuddihy seconded.

After a roll call vote, the motion passed unanimously 5-0.

2. LU-2: Institute Real Estate Disclosures

Mr. Arnold stated that earlier in the meeting, there was discussion to amend the wording of the measure as follows: "Support Local Government Efforts to Institute Real Estate Disclosures." The words, "Encourage and" were removed from the suggested language as noted in the orange box on Slide 3 of the presentation.

Commissioner Cuddihy moved approval of the amended land use measure, "Support local government efforts to institute real estate disclosures" for formal FAA approval in the NCP update. Commissioner Cavanaugh seconded.

In reconsideration of this motion, Commissioner Cuddihy commented that perhaps the measure should be taken out altogether. She said what we are trying to do is support local government if and when they want us to.

Commissioner Cuddihy moved approval to withdraw the current motion as stated above and moved to delete LU-2: Institute Real Estate Disclosures from the land use measures component of the draft NCP in its entirety. Commissioner Burns seconded.

Commissioner Cavanaugh stated that he would vote to keep the measure in the draft NCP because of his frustration with the disconnect within the community and City Council on the issue of noise abatement and relocation. He added that when there is an item that the City can address, they don't want to, and he thought it would be important to get us all on record where we stand on the issue.

Commissioner Cuddihy commented that Mr. Arnold previously stated why we don't put things in the Part 150 that don't fall under Part 150 into the formal request because he doesn't want to see them denied. Mr. Arnold said that it does seek to explore measures that improve long term land use compatibility and there are airports that have included measures to implement disclosures around the airport. It is supporting those efforts vs. instituting those efforts because the NAA doesn't control local land use. Mr. Arnold said that if demonstrating that we are trying to advance these types of efforts forward, to go beyond Part 150 minimum requirements, it makes the case that our expectation for the FAA is to go beyond the efforts as well.

Commissioner Cuddihy moved to amend her motion to delete LU-2, Institute Real Estate Disclosures from the land use measures recommended for formal FAA approval in the NCP Update and moved approval to add the measure, "Support local government efforts to institute real estate disclosures" to the potential land use measures for pursuit outside of the Part 150 process. Commissioner Cavanaugh seconded.

After a roll call vote, the motion passed unanimously 5-0.

3. LU-3: Encourage Comprehensive Planning; Consider Amendments to Zoning and Building Codes

Chair Dustin expressed concern that this measure sounded too generic. Commissioner Cuddihy read aloud the language detailed in the draft NCP and said that she would add the words "and support" after the word, Encourage. She said we have seen some success when Mr. Rozansky had one building reduce its height as part of the process, and it was important for the FAA to see that we are working with the city on land use compatibility. Mr. Rozansky added that currently, the City of Naples refers to the former noise exposure maps, and part of this would be to encourage them to adopt the updated noise exposure maps from what they consider to be their noise compatible zoning criteria when they look at new petitions.

In response to Commissioner Burns' question how LU-3 would be considered at the County level, Mr. Rozansky stated that the County has similar language in their code. He said the building at the Davis Triangle reduced its height as part of the airport zoning, not part of the noise zoning. The concept applies equally to what is in the City and the County.

Vice Chair Ruppert moved approval of the amended land use measure, LU-3, Encourage and support comprehensive planning; consider amendments to zoning and building codes for formal FAA approval in the NCP update. Commissioner Cuddihy seconded.

After a roll call vote, the motion passed unanimously 5-0.

4. LU-4: Encourage Adopting Alternative to 5-year DNL 60 for Land Use Planning Purposes

Commissioner Cuddihy moved approval of the land use measure, LU-4, Encourage adopting alternative to 5-year DNL 60 for land use planning purposes for formal FAA approval in the NCP update. Vice Chair Ruppert seconded.

Mr. Rozansky said that this item is a function of the City of Naples and the County who have zoning authority. If there were any alternatives considered, they would have to adopt them since we are not the zoning authority. Based on prior discussion, he said he wanted to bring this to the Board's attention since we couldn't do this on our own. It would be a new concept and like the concern expressed about real estate disclosures; this could be controversial as well. Commissioner Cavanaugh stated that you are including more real estate, both residential and commercial, into the new DNL that would somehow affect the economic value of that property. Mr. Rozansky said that you are adding a 20-year contour that we don't have a reasonably accurate way to project what that will be but could explore alternative land use measures outside the Part 150 Study process. Mr. Arnold added that we didn't identify what period or what metric was to be used. In response to Vice Chair Ruppert's question about where the conflict would be and between whom, Mr. Rozansky said that we don't have zoning authority and if we were to suggest a 20-year contour, then someone looking at that property could perceive some future impact that isn't yet known or realized today. He said the person on the other end of that side could perceive it in any number of ways. Commissioner Cuddihy said that when she reads the draft, it addresses the NAA exploring an alternative to the 5-year DNL, which is different from what is worded on the slide to encourage adopting an alternative. She suggested that if it was aligned more with what is written in the draft NCP, it might make more sense.

Commissioner Cuddihy moved to amend her motion and delete LU-4, Encourage adopting alternative to 5-year DNL 60 for land use planning purposes from the land use measures

recommended for formal FAA approval in the NCP update and moved approval to add, Exploring an alternative to the 5-year DNL 60 db threshold that is currently required for land use compatibility planning and could be adopted by the City of Naples and Collier County to the restated measure below the potential land use measures for pursuit outside the Part 150 process. Commissioner Cavanaugh seconded.

After a roll call vote, the motion passed unanimously 5-0.

5. LU-5: Purchase Avigation Easements

Mr. Arnold stated that this recommendation would address any of the residential properties that did not decide to go through the voluntary residential sound insulation program and to purchase an avigation easement over those properties and secure it that way. In response to Chair Dustin's question regarding how Mr. Rozansky felt about this recommendation, he said he supported this measure.

Vice Chair Ruppert moved approval of LU-5, Purchase avigation easements for land use planning purposes for formal FAA approval in the NCP update. Commissioner Cuddihy seconded.

After a roll call vote, the motion passed unanimously 5-0.

Chair Dustin called for a short recess.

Chair Dustin acknowledged Mrs. Messer, a former Commissioner, who was in the audience. He thanked her for all the hard work she did during her tenure to initiate the Part 150 Noise Study and being the NCC and TAC liaison for quite some time.

6. Investigate Feasibility of Relocating Naples Airport

Commissioner Burns moved approval to investigate the feasibility of relocating Naples Airport as a potential land use measure for pursuit outside of the Part 150 process. Commissioner Cavanaugh seconded.

There was discussion regarding Chair Dustin's concern about submitting this measure to the FAA. He said this strikes him as a cause for the FAA to delay assisting us in the achievement of the other measures. Each of the other Commissioners commented about their support to keep this measure in because it would be pursued outside the formal Part 150 process. Commissioner Cuddihy commented that this recommendation has been in the draft and by taking it out, it sends a mixed signal to the FAA. Commissioner Cavanaugh and Vice Chair Ruppert supported it as a good faith effort on the NAA's willingness to look at all options available and believed it did not diminish our effectiveness by keeping the measure in. Commissioner Burns expressed concern about projections to grow to a million people in the County and that it was time to investigate the feasibility of it. He also added that with the new development of aircraft in the future, we would need to plan for that and include that in the feasibility study. Also noted were community comments by those who are opposed to changing the flight paths that would support moving the airport as well as those opposed to moving the airport and the dissension it would cause in the community.

After a roll call vote, the motion passed unanimously 5-0.

Program Management Measures

Mr. Arnold said that the program management measures are associated with implementation of the noise program and education of operators, the community as well as a variety of others in implementing the noise efforts at the NAA.

1. PM-1: Monitor Implementation of NCP Measures

Commissioner Cavanaugh moved approval of PM-1, Monitor implementation of NCP measures for program management purposes for formal FAA approval in the NCP update. Commissioner Cuddihy seconded.

Vice Chair Ruppert asked if the measure PM-5, Monitor and determine need for NEM and/or NCP update, had to be done as part of the 150 processes in the future or can NEM or NCP updates be done outside the Part 150 process. Mr. Arnold stated that the NEMs and NCP process are formally Part 150 processes. He said you could do an update to NEMs as was done in 2010. One of the required measures of PM-5, as a condition of undertaking Part 150, is to agree to update the NEMs when there is a significant change in noise exposure and if appropriate, update the associated noise compatibility program. He said that the FAA wants to make sure they are not obligating federal funds for sound insulation when noise no longer justifies the sound insulation. Mr. Arnold stated that from a grant standpoint, it would have to be demonstrated that we believe there has been a change that exceeds 1.5 DNL, the measurement that the FAA considers a significant change in the operation and noise environment. At that point, a request for grant dollars to fund a noise exposure map update could be made. Mr. Arnold added that interim contours could be done at any point without submitting them to the FAA for formal action to inform local land use efforts, to understand how noise is progressing in the community and understanding if another update is warranted.

After a roll call vote, the motion passed unanimously 5-0.

2. PM-2: Design and Implement an Enhanced Fly Quiet Program

Vice Chair Ruppert moved approval of PM-2, Design and implement an enhanced Fly Quiet Program for program management purposes for formal FAA approval in the NCP update. Commissioner Cuddihy seconded.

After a roll call vote, the motion passed unanimously 5-0.

3. PM-3: Monitor Flight Tracks and Activity Trends

Commissioner Burns moved approval of PM-3, Monitor flight tracks and activity trends, for program management purposes for formal FAA approval in the NCP update. Vice Chair Ruppert seconded.

After a roll call vote, the motion passed unanimously 5-0.

4. PM-4: Initiate Purchase and Installation of NOMS

Commissioner Burns moved approval of PM-4, Initiate purchase, and installation of NOMS for program management purposes for formal FAA approval in the NCP update. Commissioner Cuddihy seconded.

For the public's benefit, Commissioner Cavanaugh commented that we have already moved forward with this initiative and noted that it is one example of the proactive approach to address community concerns without waiting for approval of the Part 150 Study.

Commissioner Cuddihy moved to amend the motion and delete PM-4 from the program measures recommended for formal FAA approval in the NCP update and add it below the line to the part that says potential program measures outside of the Part 150 and amend the measure to read "Continue with the effort to purchase and install NOMS." Chair Dustin seconded.

Mr. Rozansky said that although we are moving forward with NOMS now at our own expense, it could be expanded and there could be some federal funding eligibility from the FAA. He said they have separate funds for noise programs and requested that this measure be left within the program management measures for formal FAA approval.

Commissioner Cuddihy moved to amend the motion to read, PM-4, Continue with the process of purchasing and installing NOMS, for program management purposes for formal FAA approval in the NCP update. Chair Dustin seconded.

After a roll call vote, the motion passed unanimously 5-0.

5. PM-5: Monitor and Determine Need for NEM and/or NCP Update

Vice Chair Ruppert moved approval of PM-5, Monitor, and determine need for NEM and/or NCP update, for program management purposes for formal FAA approval in the NCP update. Commissioner Cuddihy seconded.

After a roll call vote, the motion passed unanimously 5-0.

6. PM-6: Continue Community Education and Outreach

Vice Chair Ruppert moved approval of PM-6, Continue community education and outreach for program management purposes for formal FAA approval in the NCP update. Commissioner Cuddihy seconded.

After a roll call vote, the motion passed unanimously 5-0.

Submission to the FAA

1. Submit the Draft NCP as Amended and Approved to the FAA?

Mr. Arnold stated that this item is to adopt the NCP as amended by the previous actions of the Board. As a point of clarification, he said one of those measures were removed for consideration related to the dispersing of flight tracks. He proposed to move that item from Section 2.3 regarding

measures being outside the Part 150 process and place it in Section 2.4 which would be the not recommended for inclusion with a description of why that measure was removed from consideration.

Commissioner Burns stated that he did not have any additional amendments to the NCP.

Vice Chair Ruppert moved adoption of the draft NCP with the removal of the measure related to the dispersal of flight tracks as presented by Mr. Arnold. Commissioner Burns seconded.

After a roll call vote, the motion passed unanimously 5-0.

Chair Dustin and Mr. Rozansky acknowledged Mr. Krawczun and Mr. Andy Reed who were in the audience today for their hard work on the NCC/TAC Committees. Commissioner Cuddihy thanked Mr. Arnold and his team for an incredible amount of work and for the fantastic job they have done over the many years to get us to this point.

3. Noise Abatement Efforts

Mr. Burch presented a summary of recent noise abatement efforts undertaken by the NAA. He highlighted the top initiatives which are detailed in the memorandum in the Board packet and noted the positive trends in reducing curfew operations. He said that we will continue with not only the efforts on the list but more as they are added.

Chair Dustin suggested that the initiatives be broadly distributed to the community. He said this is important information that everyone needs to know.

4. Noise Report

Mr. Burch asked if there were any comments or questions on the Noise Report.

Vice Chair Ruppert recognized Elite Jets for both the operational and financial impacts that they have made to reduce the number of times they have flown between 10 p.m. and 7 a.m. and he also recognized NetJets for the significant reduction in activity at the airport between the hours of 10 p.m. and 7 a.m. Mr. Burch agreed that both operators have made tremendous progress in reducing their curfew operations.

For the local aircraft owners who complied with our curfew, Commissioner Cavanaugh asked if staff could send them a letter having the individual aircraft owner appreciated and thanked for that. Mr. Burch said that this ties into the recognition program that we are working on. Commissioner Cavanaugh also suggested that a letter be placed inside the aircraft addressed to the passengers indicating what we are trying to accomplish with a little candy box thanking them for their consideration.

H. CONSENT AGENDA

1. **Agreement with One Source Construction for Pilot's Lounge Renovation, not to exceed $232,962**

2. **Consultant Selection Committee Ranking of Firms for Request for Qualifications and Proposals (RFP) #22-5520 – On-Call Engineering Consultant Services**

3. **Consultant Selection Committee Ranking of Firms for Request for Qualifications and Proposals (RFP) #23-5528, Airfield Lighting Replacement Consultant**

4. **Acceptance of Audit Firm Review and Approval of Audit Firm Engagement Letter**

5. **Amendment to Agreement with Environmental Science Associates for Part 150 Study Phase II, not to exceed $153,758**

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

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

There were no action items.

J. NEW BUSINESS

1. Airport Exploratory Study

Mr. Rozansky stated that during a presentation to the Naples City Council on February 13, 2023, regarding the draft Noise Compatibility Program, some Council members asked that the Authority commence a new airport study. He said that since we were already planning to advertise for on-call planning services, we added environmental services to the scope of those planning services for the potential to conduct an airport exploratory study. He said that this would include feasibility, site selection, community impacts/engagement, environmental, economic, and financial analyses. He said the RFP has been advertised, and the Consultant Selection Committee interviews are scheduled for May 17th.

Vice Chair Ruppert said that this is a very important selection process and welcomed all the other Commissioners to join Commissioner Burns and him. Commissioner Cuddihy said that the Strategic Planning Workshop Meeting will be held on that date and would plan to be there.

Commissioner Burns stated that he looked at the RFP and there was no mention in the scope of services from a regionalization standpoint. He said that it would be beneficial to get an addendum out so that the consultants could incorporate that into their proposals. He clarified that regionalization was related to physical facilities, for example, in lieu of relocating an entire facility, what are the other alternatives such as moving Mosquito Control or flight schools to another airport and providing an incentive to do so. There was discussion regarding the concept and the impact it would have on Collier County as well as Lee County without getting their involvement. Mr. Rozansky clarified that Commissioner Burns' reference to regionalization is more about the potential of what would be involved with encouraging certain types of users of our airport today to encourage or incentive them to use other airports in the future. Mr. Rozansky added that this is not so much a function of a land use and airfield planning consultant but more of a function of a business discussion that would require discussion with those other regional governing bodies of those regional airports. Regarding the suggestion to incentivize a flight school, Mr. Rozansky said that we could run into a potential revenue diversion issue with the FAA because it is generally not an appropriate use of airport revenues to buy out a flight school to get them to go somewhere else. Further, he added, there is a public obligation to consider another flight school for the vacant space on fair and reasonable terms. Mr. Rozansky stated that the RFP is broad enough to cover the expertise needed to consider the regional impacts as discussed.

2. Collier County Storm Risk Management Feasibility Study

Mr. Lobb provided an update on the re-initiated Collier County Storm Risk Management Feasibility Study, a study that was initiated but not finished in 2018. He said it was being prepared by the US Army Corps of Engineers (COE) to look at two main objectives. The current opportunities and threats of storm and surge implications in our area without any mitigation and then with mitigation measures at site-specific locations of structural measures, non-structural measures, natural and nature-based features, and beach renourishment, possibly in combination. He said there is a lot of attention in the community for some of the alternatives proposed and that there will be a significant public outreach process throughout the three-year study anticipated to run through August 2025. He said that in one of the virtual meetings attended this week, the Naples Airport property was identified in the study area. He said that staff will remain engaged throughout the study and will provide the Board with update as the study progresses.

K. OLD BUSINESS

1. UL 94 Update

As a follow-up to the February Regular Meeting, Mr. Gray provided an update on the NAA's efforts to offer UL 94 unleaded fuel and requested the Board's consideration to offer UL 94 fuel at a subsidized rate. Mr. Gray noted that a survey was conducted, and we received 100 responses. He provided a summary of the survey results which were included in the Board packet. He said that our current fuel provider, AvFuel, is building a 1,200-gallon refueler specially built to dispense UL 94. He explained the design process to transfer the new product and noted that the training department will be developing handling procedures. He provided an overview of the unleaded fuel program costs. The cost to the NAA by offering UL 94 at a price equal to 100LL is an additional $5.65 per gallon as well as a fee of $100 per aircraft for obtaining an STC. The annual cost would be $350,000 and STC fees of $10,000. The truck could be delivered in the first week of May with a June 1st start date to properly dispense fuel.

Vice Chair Ruppert congratulated the team for responding rapidly and proactively. He commented that he was taken back a bit by the total cost and recommended that it be considered at an amount less than $350,000 perhaps by providing an opportunity to use it on a trial basis. Commissioner Cuddihy did not disagree and stated that the subsidy should not be forever. She asked if the aircraft could interchangeably use both UL 94 and 100L Mr. Gray said that they could.

Commissioner Cavanaugh also complimented the team on the speed in which the program was developed. There was discussion on how many aircraft on the property could use this fuel. Mr. Gray commented that there would be low utilization. Commissioner Cavanaugh requested data on how many engines on the airport could use the fuel and track how many planes use the fuel each month. Mr. Gray stated that the subsidy would only be offered to tenants. Commissioner Cavanaugh also expressed his opposition to providing a subsidy because piston aircraft owners have discretionary income.

Commissioner Burns said he liked the idea of providing a subsidy because it would reduce an environmental issue in the community.

Chair Dustin expressed concern that there is risk by pushing the UL 94 program so early in the process, despite the environmental benefits. He is in favor of offering UL 94, but he did not feel we had to subsidize it.

Mr. Rozansky said that a vote is not necessary on this item. He said that based on the survey results and conversations with tenants, we do not have confidence that customers/tenants will buy the fuel if there is no subsidy. He added that lead in fuel is an increasingly controversial topic. The industry is committed to transition to an unleaded alternative, but it is not quite ready yet. Mr. Gray said that some of the folks who could use this fuel have told us that it would reduce their maintenance as well and see a lower operating cost of using alternative fuel. He said we could offer the fuel without a subsidy for the first month to gauge interest. Mr. Gray explained that fuel is color coded, and UL 94 is currently clear, the same color as jet fuel. e explained the process to avoid misfuelling, stating that the fuel supplier, Swift, provides an STC certificate, to be affixed to the aircraft, that signifies modification of the initial design of the aircraft so that the UL 94 can be used. He said that there is a plan to add a purple dye to UL 94, but that could take time to implement.

There was discussion regarding risk, the time frame to resolve the color issue, and consideration to offer a partial subsidy or no subsidy for 60 days to find out what the market is like. Regarding risk management, Vice Chair Ruppert asked if a hold harmless agreement could be required to mitigate legal responsibility.

Mr. Rozansky suggested that the safety and financial issues be separated from each other. He said the dye issue could take some time and that he would like to discuss the requirements of a hold harmless agreement with staff. He said that staff could present our procedures as they relate to the safety issue at the May Regular Meeting but didn't have clarity on the financial aspect.

Commissioner Burns commented that he didn't believe we were subsidizing but rather we are providing a benefit to the people who live on the ground. Mr. Rozansky stated that we could promote a subsidy as an introductory period and could bring forth a formula to use at next month's meeting.

Commissioner Cavanaugh said that the way it was described as a benefit of the community was helpful, and that he will throw away his libertarian viewpoint about not offering a subsidy. Chair Dustin stated that he is against the subsidy because of the risk concerns. Commissioner Cuddihy looked forward to hearing the presentation next month to satisfy the concerns. Vice Chair Ruppert would like to pursue the steps to make it operationally safe and he would be generally in favor of a subsidy but remained opened on the length of time and the amount that is offered.

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

Chair Dustin noted that jet operations are down 16.5% year to date.

Vice Chair Ruppert congratulated the entire team on the Professional Pilot's FBO annual rankings - 13th best overall FBO and seventh best independent FBO.

M. FINANCIAL REPORTS

1. Financial Summary

Mr. Warriner presented the financial summary for the month of March 2023. He stated that the year-to-date change in net position before capital contributions was $5,669,624, favorable to budget by $94,624. Mr. Warriner pointed out that in the year-to-date results, there is

approximately $400,000 of Hurricane Ian one-time expenses included. He said we received a check for approximately $22,000 from our insurance proceeds and expect another check for $45,000 in the next couple of days. The insurance company agreed to pay a $4 million prepayment for our airfield lighting repairs and we should receive that amount by the next Board meeting.

Vice Chair Ruppert moved acceptance of the March financials. Commissioner Cuddihy 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, congratulated the NAA on the UL 94 initiative and the Board's potential willingness to subsidize the cost differential of fuel, even though he believes that private jet owners and recreational aviators should be able to pay their own way. In response to his question regarding current jet fuel being hydrocarbon-based and the Naples Airport plan, if any, to transition to sustainable jet fuel. Mr. Rozansky stated that sustainable jet fuel is referred to as sustainable aviation fuel or SAF for short. He said it is not yet very sustainable for airports on the east coast because it is only produced at a refinery in southern California. He said staff has received quotes on what it would cost to offer it; and not including the cost of the fuel itself, our logistics/transportation cost would increase from .06 per gallon to about $7 to $8 per gallon. Mr. Rozansky stated that the blenders credit was signed into law by the President late last year, and the tax credit will incentivize greater refining and production capability of that fuel, but we believe it will take a few years to make it available on the east coast.

P. CORREPONDENCE/COMMISIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Cavanaugh requested that the attached ESA Jet Radar Flight Track exhibit be displayed on the monitors while he makes his comments. Commissioner Cavanaugh read the attached statement regarding why he voted the way he did for each of the measures presented during the adoption of the draft Noise Compatibility Program.

Commissioner Cuddihy wanted to clarify her rationale in voting for three measures that did not align with some of the public comments in the Part 150. These three measures were 1. Down the Bay, 2. Increase use of the crosswind runway and 3. The Goodlette-Frank Corridor. Regarding the measure of going down the Bay, she said there would be a very small number of flights and it wouldn't materially effect the residents one way or the other. She said it would, however, improve the efficiency of the airspace. Regarding the increased use of the crosswind runway for takeoffs and landings, she said she voted to go back to the frequency of use that it has been over the last couple of years. Regarding the measure over the golf courses, she voted for it because it effected 177 people but took noise away from 2,300 people under one SEL and another 1,400 in the other SEL. Although she felt great about the tremendous work that was done across the community, she said there will still be a lot of unhappy people because we haven't come up with anything that is going to change their lives dramatically. She said it will take time to implement the measures and was encouraged by the flight procedures group who brought forward ideas that the FAA could make some things happen. Commissioner Cuddihy suggested that we convey to the FAA that we have alignment across the community, HOAs, City, and the NAA on five of the eight measures. She said she spoke with several HOA leaders and there was a mixed understanding about the Part 150 Study, the measures being put forth, lack of their knowledge about the flight procedures group

helping us as well as a sense that the FAA couldn't do anything about the noise. She suggested that staff ask the City Manager if they could get on the agenda and present some clarification on these issues at an upcoming City's President Council meetings with a formal process established to get in front of this audience thereafter. Chair Dustin said that he would be filling in as acting President next Monday and could communicate on the NAA's behalf that several initiatives are going forward in a significant way.

Commissioner Burns said this is all helpful and said another solution being considered is the relocation of the airport. He provided feedback from a recent Consultant Selection Committee where Vice Chair Ruppert and he learned from one of the engineering firms being interviewed about their experience in moving the Panama City, Florida airport. In 1998, they started the effort to move the airport, and it took them three years to get it worked out locally. When the FAA got involved in 2001, the community was behind it; and the new airport opened in 2010. Not to take away from speed in which this occurred, Vice Chair Ruppert said the land acquiring aspect was key in this relocation. He was not saying we won't have a similar situation in our case.

Regarding using the President's Council as a way to keep the community engaged, Mr. Rozansky stated that Mr. Burch and he discussed earlier this week reaching out to the City to get on the agenda. Commissioner Cuddihy said that an added benefit is that you would be doing it in concert with the City.

Regarding Commissioner Cuddihy's suggestion to prepare a letter to the FAA as part of the Part 150 process highlighting the areas where we have alignment throughout the communities, there was a general sense to get the NCP submitted and see what the community's reaction to it is.

Regarding the communication that was sent out to close the runway for the drainage project from 10 p.m. to 6 a.m., Chair Dustin stated that it may need to be a more broad-based communication because people might interpret it as a permanent change in traffic due to concerns related to noise. Mr. Rozansky said that he will be discussing this in more detail with staff that afternoon.

Q. ADJOURNMENT

With no further business, the meeting adjourned at 12:34 p.m.

Christopher A. Rozansky
Secretary

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

Good morning!

John Crees, Bayfront Place, Naples. I am a Naples resident and a pilot.

I have two items.

Firstly, I was exceedingly disappointed that there was a scheduling clash earlier this week with both the City and the NAA holding workshops at the same time- thus denying interested parties from participating in both events.

Secondly, I was glad to note that at last month's NAA board meeting that a panel of experts was assembled to give advice to the board.

However. I am concerned about the impartiality of that panel.

For instance.

We heard Mr Paul Scott, the chief pilot of Elite Jets, describe what sounded like near chaos in the cockpit during takeoff.

He stated that making a left-hand off runway 23, soon after take-off, was impossible- they are too busy in the cockpit to make a turn.

By the way, he failed to inform the board whether this was the case with both single pilot operations and with two pilot operations or just single pilot operations.

In the last month I have watched many, many jets depart off runway 23 and instigate right hand-turns soon after take-off, even before retracting the gear.

Public Comments

If pilots can make right hand turns soon after take-off they can make left hand turns- it's only UPS truck drivers who can only turn right.

Also, when discussing the feasibility of a left hand turn off 23, Mr Scott noted the high risk of collisions with General Aviation traffic in the circuit- this naturally caused much alarm and angst amongst the board.

Unfortunately, Mr Scott failed to mention that APF is Class Delta airspace and that all traffic ~~needs to~~ MUST contact the tower several miles out to enter this airspace, thus the risk of collision is, in fact, very low.

Either there is a lack of pilot skills here in not knowing the local airspace- or- maybe it is a case of being "economic" with the truth.

Either way, I wonder if there are FAA ramifications for this misinformation. Maybe the NAA should consider sanctions for misleading evidence.

It is also unfortunate the other two panel members, one an APF based aviator, active with the EAA, and the other, a retired senior air traffic control officer, did not see fit to correct the airspace issue- did they not know or were they complicit in being economic with the truth?

Might I suggest that in future all folks appearing before this committee swear to tell the truth, the whole truth and nothing but the truth?

Thank you for your time and attention.

Comments Made by Terry Cavanaugh, Commissioner, Naples Airport Authority at the April 20, 2023 NAA Regular Meeting

The rationale for my votes is based on the greater good of the community. I support abatement, not sound relocation.

This is a community issue both for the city and county. Please refer to the ESA Jet flight tracks for both arrivals and departures for 2022. As you can see the county has more of both arrivals and departures. I appreciate the county resident's and government officials' perspectives on this reality. With regard to the city of Naples, the preponderance of arrival traffic flows over the southern half of the city, for departures the same is true. These exhibits also show significant spread of flight tracks already occurring to the southeast and on the northwest departures.

While the Old Naples Association has been a vocal voice on this issue my vote is consistent with the ONAs position as outlined in Janet Ferry's email to Chris Rozansky on March 17th of this year. I quote "I should be clear, again that ONA does not want to "transfer" the problem, we do not care how the Airport remediates noise for our disproportionately impacted community, we have just supported ideas that have been presented as reasonable."

My votes were also based on the larger feedback from 6 HOAs representing the majority of the city from a resident and property standpoint. The feedback from the public commentary on the Noise Compatibility Program was also compelling – 500 to 1 against the rerouting of the Goodlette Frank departure and 177 to 9 against creating a Runway 23 southbound departure. Additionally, I found no other organization opining on the issues - not the Naples Chamber, the Collier County Chamber, The Fifth Ave Business District, 3rd Street South, Naples Board of Realtors, Naples Historical Society, School Districts, cultural institutions, or healthcare organizations.

The City Council needs to be a partner in this process. They need to recognize their actions in approving projects like the Four Seasons and Rosewood are attracting guests and residents that have the desire and means to use private aviation. In addition, we have county projects like Aura and the Ritz Carlton residences that will do the same. The airport does not create increased traffic – economics, population growth and demographics do!

It was interesting to me regarding the feedback the council received from the real estate code listening sessions. Not one of the table report backs mentioned aircraft noise while the concerns of water quality, flood mitigation, city infrastructure, and police staffing were mentioned consistently.

Clearly, at present the majority of the city council wants to abate and relocate noise. They have stated many times we have a significant problem. That being the case I assume they will move forward codifying the need and implementation of a Real Este disclosure form for future real estate transactions. Based on their rhetoric it's not only good governance but the right thing to do.

City Council has also expressed concern about the frequency of flights and capacity constraints looking for the Airport Authority to address this issue. We have no control over frequency of flights or airspace capacity. The FAA manages at national, regional, and local level. The only capacity studies local airports can conduct is to determine what infrastructure needs (new and

replacement) should be anticipated. In that regard, Commissioner Burn's recommendation to extend runway 14 32 should be reviewed.

I Support:

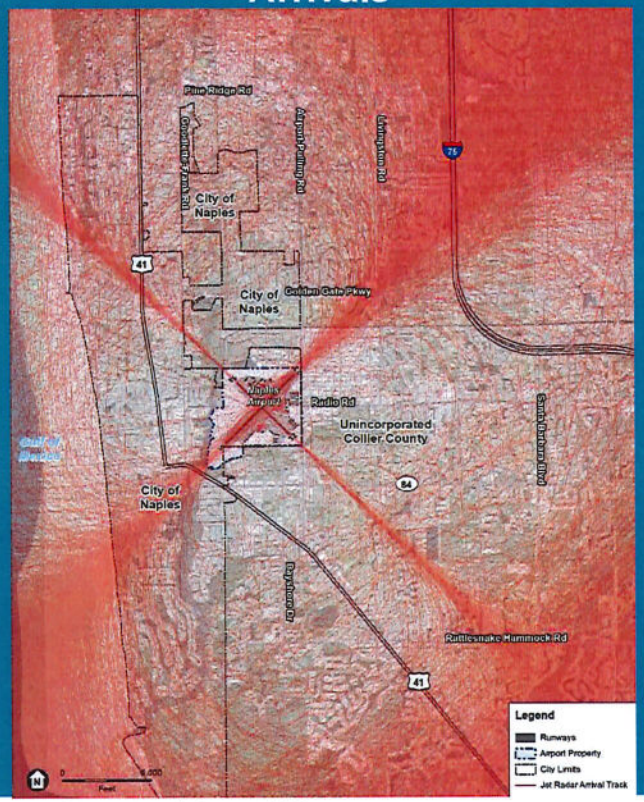
- Any reasonable effort to mitigate and eliminate aircraft noise and pollution.
- I support Lab Testing of air and particulates to assure safe practices and to create a benchmark for future analysis.
- I support Monitoring Sound (both aircraft and surface noise) to create a consistent fact-based benchmark and a database for all of us to better understand the sources, intensity, duration, weather impact, and peak timeframes.
- I support a relocation study produced by an independent well-recognized resource.
- I support our FAA lobbying activity to include a new standard for DNL that would include airspace monitoring and standards.

In closing as one city council member said this is not a popularity contest and it doesn't require a majority. I clearly understand this is not a popularity contest but I do believe the majority needs to be heard – that is how he got elected and that is how votes at council work. To have it otherwise is chaos.

I do not apologize for my votes but I do recognize I am disappointing a minority of residents in both the city and county. Thank you for listening to my rationale.

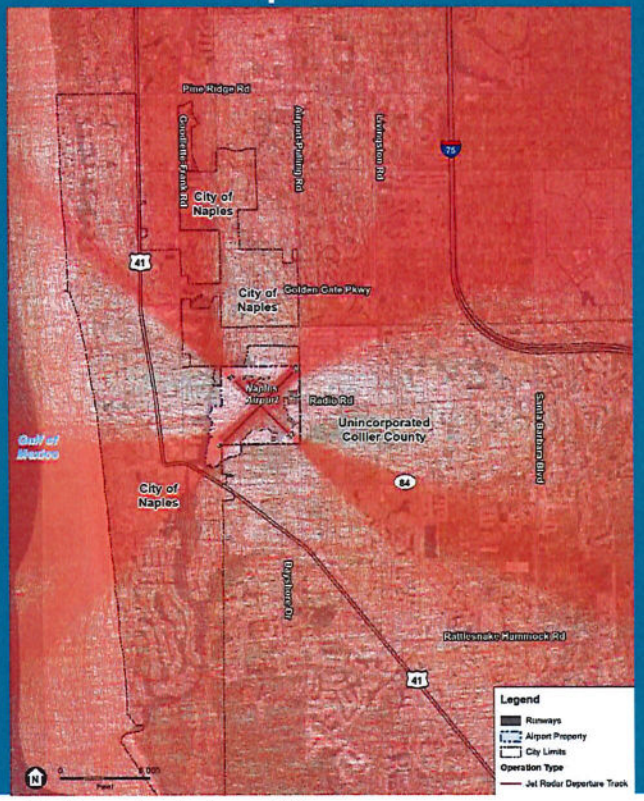
Jet Radar Flight Tracks

Arrivals



Note: Represents calendar year 2022

Departures



Note: Represents calendar year 2022

Naples AIRPORT AUTHORITY

ESA

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, April 20, 2023
8:30 a.m.

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

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

NOTICE

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

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

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

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

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. March 16, 2023 Regular Meeting Minutes
2. March 28, 2023 Consultant Selection Committee Meeting Minutes
3. April 4, 2023 Consultant Selection Committee Meeting Minutes
4. April 11, 2023 Audit Committee Meeting

E. PRESENTATIONS AND TIME CERTAIN ITEMS

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

G. NOISE

1. Noise Compatibility Committee Update
2. Adoption of the Noise Compatibility Program
3. Noise Abatement Efforts
4. Noise Report

H. CONSENT AGENDA

1. Agreement with One Source Construction for Pilot's Lounge Renovation, not to exceed $232,962
2. Consultant Selection Committee Ranking of Firms for Request for Qualifications and Proposals (RFP) #22-5520 – On-Call Engineering Consultant Services
3. Consultant Selection Committee Ranking of Firms for Request for Qualifications and Proposals (RFP) #23-5528, Airfield Lighting Replacement Consultant
4. Acceptance of Audit Firm Review and Approval of Audit Firm Engagement Letter

5. Amendment to Agreement with Environmental Science Associates for Part 150 Study Phase II, not to exceed $153,758

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

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1. Airport Exploratory Study

2. Collier County Storm Risk Management Feasibility Study

K. OLD BUSINESS

1. UL 94 Update

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