Thursday, May 18, 2023
Naples Airport Authority: Regular Meeting Minutes - Corrected

The meeting was called to order by Chair Dustin at 8:32 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. Reyes, Mr. Bero and Ms. Menard. Our two summer interns, Ms. Sukennikoff and Ms. Smith were also present.

B. PLEDGE OF ALLEGIANCE

Chair Dustin led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky stated that there were several revisions to the Board packet as follows:

1. Commissioner Burn's Comments – Extension of Runway 14-32, under Correspondence/Commissioner Comments. This item was tabled on May 17, 2023, at the workshop meeting for presentation at today's Board meeting.

2. April 17, 2023 Workshop Meeting Minutes – In the last paragraph on page 5, additional context and clarification was made to Commissioner Cavanaugh's comments. On page 11, in the fifth paragraph from the bottom of the page, Commissioner Cuddihy's comments have been clarified further. The red-lined changes appear on the corrected minutes provided.

3. April 20, 2023 Regular Meeting Minutes – In the last paragraph on page 14, the word, "school" was added to the following sentence: 'Further, he added, there is a public obligation to consider another flight school for the vacant space on…
On page 18, the word, "concern", should have been "concert." The red-lined changes appear on the corrected minutes provided.

4. Under Noise, Item 2, Noise Report – On page 2, staff has clarified curfew violator contact percentages; and on page 7 and 8, staff has updated the percentages.

5. Consent Agenda Item 3, Purchase Ground Power Unit Not to Exceed $140,630.00 – A scrivener's error was noted, and the correct price of the GPU should be $140,636.00, rather than $140,630.00. Red-lined changes have been made to the revised agenda item and briefing paper that was provided.

6. Under Old Business, Item 2, Black Soot Laboratory Analysis – The lab testing memo was revised to add that the Board requested this analysis be done as well. The red-lined changes are noted on the attached briefing paper that was provided.

7. Leadership Team Report – On page 2, under Alerts, a legend was added to denote what Alert 1, 2, and 3 means. The revised report was provided.

D. MINUTES

1. April 17, 2023, Workshop Meeting Minutes

Commissioner Burns stated on page 3, the 2nd paragraph, there should be a reference "on takeoff" following "climbs approximately 200 feet per nautical mile…" Chair Dustin said that take-off is implied because the reference is made to an airplane climbing. Commissioner Burns accepted this reasoning, and no change will be made.

On page 4, in the last sentence of the fourth paragraph, Commissioner Burns would like to add the word, "raising" before "the 2,000-foot hold…"

On page 12, in the eighth paragraph, the last sentence was written as follows: "Commissioner Burns would be interested in determining what it would take to lengthen the runway." He would like to take out "the" in front of runway in the last part of the sentence with "to lengthen Runway 14- 32."

On page 14, under Commissioner Comments/Correspondence, the first paragraph under item 1, where the Maps and Air Traffic Control Letter of Agreement was presented by Commissioner Burns, he would like to add a second sentence to read: "Metrics for a 270-degree heading were not part of the 1997 study."

Commissioner Cavanaugh requested that since minutes are sent out in advance to be reviewed before the meeting, Board members interact with staff to correct any comments so that a corrected copy is sent out for approval before the next meeting. Chair Dustin said that it is a fair request of all Commissioners. Chair Dustin announced that the minutes from the April 17, 2023, Workshop Meeting would be tabled until the June regular meeting.

2. April 20, 2023, Regular Meeting Minutes

Commissioner Cuddihy moved approval of the April 20, 2023, Regular Meeting minutes, as amended. Commissioner Cavanaugh seconded. The motion passed unanimously 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Quarter

Chair Dustin recognized and congratulated Mr. Gary Bero, Landscape Technician II, as Employee of the Quarter for Quarter 2. Mr. Bero joined the NAA a year ago with extensive landscaping and managerial experience. He is extremely proactive, self-directed, knowledgeable and hard working. Mr. Bero thanked the Commissioners and the Naples Airport Authority for this honor and stated that he looks forward to continuing to make the Naples Airport a welcoming place.

F. PUBLIC COMMENTS

There were no public comments.

G. NOISE

1. Noise Compatibility Committee Update

Commissioner Cuddihy reported that the Noise Compatibility Committee last met on May 4, 2023, at the Airport Office Building. This was the first meeting for Mr. Andy Reed, the new County At-Large Representative. She announced the meeting materials and video are available on the NAA website under agendas and minutes.

During the May NCC meeting, committee members received presentations about the final approved noise compatibility program measures, FAA reauthorization, and the recent noise policy update announcement from FAA. There was also a demonstration from EnviroSuite, the vendor selected to provide a portable noise monitor and software system to the NAA.

As an advisory committee to the NAA, the NCC received the first presentation of a newly enhanced Fly Quiet Program designed to recognize operators who are making efforts to improve noise abatement in the Naples community. Staff will compile the committee's comments to be presented to the NAA Board.

The next meeting of the NCC will be on October 26, 2023, in the Airport Office Building. Public outreach and engagement will remain critical to the NAA's efforts to communicate with the community. Zach Burch, Communications and Community Engagement Manager, is working with the Board and NCC members to schedule committee meetings in the areas that they represent. Anyone interested in scheduling a meeting, transportation or a tour of the airport, should contact Mr. Burch at (239) 643-0733 or zburch@flynaples.com or visit the website at www.flynaples.com and subscribe to the list for airport updates.

Commissioner Cuddihy said the NCC is a citizen advisory committee to the NAA Board, and she believes the NCC should receive items in advance of the Board hearing them so that the Board can get NCC input. She welcomed fellow Commissioners to comment or suggest any other ideas.

Vice Chair Ruppert had attended the NCC meeting and agreed with Commission Cuddihy. He suggested that the Chair or the Vice Chair of the NCC provide a briefing at NAA Board meetings. Commissioner Cuddihy thought it would be helpful to have one of the NCC members present at the NAA Board meetings to share their perspectives and give the committee's advice to the Board. Commissioner Burns would like to continue to receive reports from Commissioner Cuddihy as well as from the NCC Chair. Commissioner Cuddihy noted that she didn't think the Chair or Vice Chair would be well prepared to present some of the presentations to the Board, but it would be helpful if they were present to directly give us the NCC perspective. Commissioner Burns agreed and noted that he requested that some of the technical presentations be presented at the Board meetings as well. Commissioner Cuddihy said that the intention is for the NCC to be the first to hear the presentation, incorporate their feedback and then present the program with NCC recommendations to the Board.

There was discussion regarding the NCC's role and the role of our Noise Coordinator, Alex Reyes, in following up on noise complaints and assisting with evaluating and meeting with citizens when

necessary. Additionally, the committee could provide a more comprehensive report to the NAA Board. Mr. Rozansky believes it is the staff's job to interact with and respond/follow up with those who have noise complaints; however, staff could expand upon the noise report to incorporate an element of the noise monitors. Secondly, he said as part of the Part 150 process, ESA had prepared a breakdown of the nature of noise comments. He said a similar breakdown could be put together by staff which would further expand the noise report and give the NCC members and Board members a more robust understanding of the comments that are being made. Mr. Rozansky said staff could also make certain that anyone submitting a comment also submits their e-mail address for future correspondence and participation purposes.

Commissioner Cavanaugh was very comfortable relying on Commissioner Cuddihy's capabilities.

Commissioner Cuddihy asked that this discussion be placed on the next NCC agenda, and a conversation take place regarding the role of the committee, their interactions, and any suggestions they have. Vice Chair Ruppert suggested that it may be helpful to reach out to NCC members in advance for recommendations. Commissioner Cuddihy said that she would be happy to talk with each member individually ahead of time to find out what level of engagement they prefer. She encouraged fellow Commissioners and staff to call them as well. She said she would report back to the Board following the NCC meeting in October.

Mr. Rozansky noted that once the FAA responds to the noise study, a transition to implementation will happen, providing another opportunity for the NCC to engage.

2. Noise Report

Mr. Burch asked if there were questions regarding the Noise Report that had been provided.

Commissioner Cavanaugh would like to provide some positive feedback to those pilots who have been following the curfew. When a letter of thanks is sent, he suggested putting the letter and a box of chocolates on the plane so that the passengers can see that we are appreciating their efforts. If there is a consistent pattern when an operator has gone months without breaking the curfew, we ought to recognize them. Mr. Burch said some additions had been made to the reports where pilots were observed making efforts to comply and that a pilot recognition program was recently proposed to the NCC and is in the works.

Vice Chair Ruppert recognized Elite Jets and Net Jets for reducing their number of curfew violation incidents.

Commissioner Cavanaugh asked if staff had the ability to tell when there is a violation by reviewing the flight plan. Mr. Burch said staff can check the records as best we can and determine where compliance efforts are being made.

Commissioner Cuddihy asked if the airport had access to the flight plans. Mr. Rozansky said those plans aren't maintained by the airport, but staff may be able to obtain them.

Mr. Rozansky acknowledged operators who have made significant changes in their operations and stated that we will soon be recognizing those who never appear on the curfew list. He named Northern Jet Management and Naples Jet Center, both represented at today's meeting, who were tremendous supporters of the curfew.

Commissioner Cuddihy said the staff has done an amazing job of educating operators. It is impressive to see companies that do not violate the rules. It is also impressive to see companies making big changes and sometimes hurting their bottom line to be in compliance with the rules.

Vice Chair Ruppert agreed with Commissioner Cavanaugh's comments above about showing our appreciation to the actual passengers on the plane. He mentioned that Treasure Coast Flight Training has gone to #2 on the curfew report, after not being on the radar in past years. Mr. Burch said they had flown in, and Mr. Reyes has been in contact with one of their instructors who took what he was being told seriously. He was going to try and get some notes placed in their system regarding the curfew rules. Mr. Burch noted that traditionally, there is significant staff turnover in flight schools. He noted that staff has reached out again this week to make contact with the Chief Pilot or the Chief Instructor to educate them on our curfew. Mr. Burch said there had been great success in contacting flight schools. The schools are generally receptive, and they understand there are other, less impactful options.

Chair Dustin asked whether the households submitting noise comments were aware of what the U.S. Army Corp of Engineers is proposing for Naples. He said among the many parts of this proposal; there is a 12-foot high, three-mile barrier wall running down the East Trail right through the middle of Naples. Chair Dustin feels that a wall would do more harm than good to Naples than a noise complaint magnified by 100. He said his purpose in communicating this is to raise community awareness. He urged citizens to reach out to the County and our City Council and state that the U.S. Army Corp of Engineers proposal is the No. 1 problem facing us.

Mr. Burch reported that Mr. Reyes just heard back from the Treasure Coast Flight School, and they will work with their staff and rental customers to make sure curfew violations are as few as possible. Mr. Reyes noted that the owner was the previous noise specialist in Boston, so he understood our concerns.

3. FAA Reauthorization and Community Group Input

Mr. Burch did not review each slide provided, but did provide a summary of the FAA Reauthorization, which expires September 30, 2023. The last two reauthorizations in 2012 and 2018 had approximately 23 and 35 continuing resolutions. There is no guarantee that this process will be done by September 30, 2023. There will be continued hearings throughout the House and the Senate as they go through this process to try and get a divided Congress to come up with a bill. A letter from the Aviation-Impacted Communities Alliance, which includes 58 groups, with three of those groups being in Florida, was sent to House and Senate Transportation Committee Chairs, Vice Chairs, and Ranking Members to explain 14 bills and 14 additional pieces of self-drafted legislation which included things they would like to see included in reauthorization legislation, with most revolving around noise. He went through some of the topics included in the letter. In theory, the process should end in September, but it may be extended. He is hopeful that the community will remain engaged throughout the process.

Vice Chair Ruppert said some of the items in the letter were consistent with things the NAA has been trying to accomplish. Mr. Burch said about half of the items are existing bills filed by members of Congress, and those bills are trackable.

Commissioner Cavanaugh said it is important to be an observer on the issues. In terms of what impediments there are in conjunction with operating an efficient airport, he would like to know what is going on so the NAA Board could state what they choose to support. Mr. Rozansky stated

that our lobbyist will be coming back to the Board next month to give us an update. Commissioner Cavanaugh said that our lobbyist should be prepared to provide an opinion on what we should support as well as what is dangerous so we have a better viewpoint of the landscape. Mr. Rozansky stated that he would be presenting that as well.

Commissioner Burns thanked staff for keeping us current on this legislation because it has so much impact on the NAA Board.

Mr. Burch said the NAA lobbyist would give a legislative update at the next meeting.

4. **FAA Noise Policy Update**

Mr. Burch reported on the FAA Noise Policy. He stated that the same report was presented at the NCC meeting. The report covered a recap of the Neighborhood Environment Study from 2021. The main knowledge gained from that study was that approximately 7 million fewer people live inside the 65 DNL when they last analyzed this, although there are more people who are substantially annoyed. As a result, FAA has started its Noise Policy Review. What has been announced is a new comment period for the public to submit comments. The current use of DNL will be the metric for assessing noise exposure and if alternative metrics should be used for assessing noise exposure. This comment period opened May 1, 2023, and will end July 1, 2023. The FAA has provided the next steps in the plan, building upon the 2021 Neighborhood Environment Study. The plan is to finish the stakeholder outreach plan, institute community outreach in Spring 2023 and hear from the FAA before providing feedback to the FAA. This is a long-term program. We will be inviting ESA with some draft talking points to the next Regular Meeting.

Commissioner Cavanaugh said this is a good opportunity for a proactive communication process to allow constituencies in Southwest Florida to know this is happening and have a chance to opine. He would like to see an e-mail distributed to inform constituents of this study. Mr. Burch stated that staff will send an e-mail as suggested, and already has a robust e-mail list of organizations, community groups, and individuals involved in the noise study.

Mr. Rozansky noted that looking at all the items on the June Regular Meeting agenda, the Board may wish to consider at the end of this agenda having an additional meeting to discuss some of these items.

H. CONSENT AGENDA

1. **Agreement with EG Solutions for Master Drainage Plan Discovery Phase Not to Exceed $408,891**

2. **Agreement with Earth Balance for Exotic Vegetation and Tree Removal Not to Exceed $170,467.50**

3. **Purchase Ground Power Unit Not to Exceed $140,636**

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

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

1. Agreement with Hannula Landscaping for Airport Road Landscape Improvements Not to Exceed $1,607,678

Mr. Keith presented a request for Board approval of Bid #23-5530 to Hannula Landscaping and Irrigation, Inc., and authorization for the Executive Director to execute a Service Agreement for Airport Road landscape improvements in an amount not to exceed $1,607,678. This includes a 10% contingency of $146,152.

The landscaping along Airport Road is the first impression experienced by customers and the thousands of drivers that use Airport-Pulling Road daily. The existing landscaping and irrigation systems are in poor condition and require replacement. This project supports Policy 7-1 of the City of Naples Future Land Use Element: "The Naples Airport should present the best possible image as an aviation gateway to the community."

Mr. Keith reviewed the bid process and provided a summary of the three responses that were received. He said that the bid submittals were carefully reviewed by staff and the landscape architect and determined to be fair and reasonable.

Chair Dustin asked if the camera project would interfere with this project. Mr. Ketih said that it would not.

Commissioner Cavanaugh asked if there was any guarantee if the vegetation fails. Mr. Keith said yes, one year if the landscaping irrigation is properly managed.

Commissioner Cuddihy moved approval to Authorize the Executive Director to execute a Service Agreement for Airport Road Landscape Improvements with Hannula Landscaping in an amount not to exceed $1,607,678. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

2. Approve Ranking of RFP No. 23-5524, Aviation Fuel Supplier

Mr. Gray requested Board approval for the Staff Selection Committee's ranking of firms for RFP No. 23-5524, aviation fuel supplier.

Mr. Gray provided background information, including the RFP process and criteria for evaluating the responsive bidders. He said there were a total of four (4) proposals received, evaluated, and ranked by staff. Mr. Gray stated that as each firm was ranked, Avfuel Corporation and Titan Aviation Fuel were the two finalists who were invited to give a presentation to the Executive Leadership Committee. Avfuel scored the top ranking. As each submitter was ranked, Epic and World ranked third and fourth. The reason for eliminating Epic and World was that they scored the lowest on the overall programs, financial offering, and support programs. Titan scored well in their financial offering but the transition plan, pilot rewards, and their statement that 'every FBO runs out of fuel at some point' was a concern.

A question-and-answer period followed.

On April 26th, after in-person presentations, the selection committee recommended the following ranking:

1. AvFuel Corporation
2. Titan Aviation Fuel

He said if approved, staff would move forward with contract negotiations with AvFuel, and October 1st is when the contract will start.

Vice Chair Ruppert moved approval of AvFuel Corporation for RFP No. 23-5524 for our Aviation Fuel Supplier. Commissioner Cavanaugh seconded. The motion passed unanimously 5-0.

Commissioner Cuddihy asked if the motion included the second ranked firm. There was discussion that the ranking was in the briefing paperwork provided and that the motion's intent was clear.

Vice Chair Ruppert moved Board approval for the Executive Director to negotiate and execute a contract with AvFuel as the supplier for Naples Airport Authority should he choose to reach the terms satisfactory for the NAA. Commissioner Cavanaugh seconded. The motion passed unanimously 5-0.

Chair Dustin called for a short recess.

J. NEW BUSINESS

1. Rates and Charges

Mr. Warriner accompanied by Mr. Gray presented a brief overview of the rates and charges structure and some of the market analysis concerning fuel.

Rates and Charges are reviewed annually and are posted on the FBO and on the NAA website. The Naples Airport operates on a cost-recovery model. Charges are administered by landing fees, per gallon. Since NAA is the exclusive fuel provider at the airport, that landing fee is charged through the fuel cost. The rates and charges are regulated by the FAA through the federal register. All airport aeronautical users are entitled to airport access on fair and reasonable terms without unjust discrimination. Airport operators are expected to recover their costs by establishing reasonable rates and charges, rentals, and other user charges that make the airport as self-sustaining as possible. The airport is supported by user-based fees. The airport revenue can only be expended for statutorily allowable airport purposes. Mr. Warriner provided oversight of fuel charges. Four components include 1) the cost of the fuel; 2) airfield recovery costs; 3) FBO costs; and 4) the airport is allowed to charge by a margin to help with future capital projects. Mr. Warriner explained the debt service fee that airports can charge, but since the NAA is debt free, our income from investments offsets the rates and charges, so the users are getting credit for that. The next component is office and hangar land leases. A market appraisal is conducted every few years to determine fair market value. Every year the leases are adjusted per consumer price index (CPI) to ensure the charges align with the market for leases. The ramp and overnight parking fees are reviewed through the market analysis for what similar airports charge for the same service. Mr.

Rozansky added that overnight parking charges are in addition to and separate from a ramp fee in lieu of fuel.

Vice Chair Ruppert asked if depreciation and amortization are taken into consideration on assets used in all categories, particularly the NAA's out-of-pocket costs. Mr. Warriner affirmed.

Commissioner Cavanaugh asked how many other airports were not charging landing fees. For the airports that do, Commissioner Cavanaugh requested to see what they charge for fuel. He would like a comparison with other airports of the same size and quality as NAA.

Mr. Rozansky said that staff could do some research, but approximately 95% -- 97% of airports do not charge landing fees.

Commissioner Cavanaugh wanted to learn more about how the NAA is limited in what it can charge. He would like to see all opportunities maximized, and he would like to explore how the NAA can be a better financial community partner.

Chair Dustin commented on the opportunity to create a rent within the City if lease extensions can be obtained along with other issues that the FAA would find sufficient to pay rent. He said the current lighting project is mostly covered by insurance. He said staff will look forward to including the new lighting cost in the amortization calculations vs. looking at historic costs. Mr. Warriner said the total cost will be recorded in the NAA's records and depreciated over the useful life.

Regarding Chair Dustin's comment about a renewed lease, Commissioner Cavanaugh expressed concern about making sure monies are expended judiciously. He would like to see funds earmarked for a specific purpose, and he used an example of affordable housing.

Chair Dustin asked Mr. Rozansky if tenants who own hangars on airport property pay real estate taxes. Mr. Rozansky responded that the state has granted an exception for aeronautical businesses; however, any privately used hangar would pay ad valorem taxes. He said that data could be collected and presented to the Board.

Mr. Gray conducted a comparative survey specific to the Southwest region, including Ft. Myers, RSW, Naples, Page Field, Punta Gorda, Immokalee, and Marco Airports. The purpose of the survey was to depict where Naples stands in the region. He shared the results of the survey. For retail prices of Jet A, contract and AvGas fuel, he reported that the NAA falls in the middle of everyone in the survey.

Commissioner Cuddihy noted that the RSW is a private Fixed Base Operator (FBO). She asked Mr. Gray to explain how private FBOs are allowed to charge differently from those that are not private. Mr. Gray said that when it comes to FBO services, there are varied ways to generate revenue. Some revenue generators include Fuel Sales, Ramp Fees, Handling Fees, Overnight Fees, Hangar Fees, Security Fees, etc. For some jurisdictions, depending on the set-up of the airport, there may be flow fees embedded in the fuel pricing. That is how airports such as RSW would generate revenue from their fuel sales. For a private entity FBO, the way their lease is written with the airport authority. He said a sole source entity will always have a higher cost.

Mr. Rozansky said it is important to note that publicly operated FBOs have dramatically different pricing models than privately operated FBOs because of the profit motivation vs. cost recovery motivation. The complexity becomes more diverse when the number of FBOs in an airport is

considered. He said in the comparative chart shown, Private Sky at RSW is the sole FBO. At the end of the day, the passenger will go to the airport nearest to their destination. He said privately owned FBOs take profits off the airport. A publicly operated FBO does not do that, and therefore, does not have the additional margin that incentivizes private operators. Mr. Rozansky estimated that approximately 95% of aircraft take fuel from Naples Airport. He stated that the public and private fuel pricing structure is complicated for the public to understand. Commissioner Cuddihy added that in total, an operator will make decisions to take fuel based on the cost of fuel as well as the cost of carrying that fuel on board because it costs money to have more weight in the airplane.

Commissioner Burns asked how this information could be disseminated to the public. He suggested leveraging it through social media. Mr. Rozansky said this was a high-level view of the rates and charges and regulatory oversight. He suggested that another presentation with more detail on the market factors, aircraft operators and public versus private FBOs could be prepared. Chair Dustin said that the Board understands this and stated that providing more information to the public would be more helpful. Commissioner Burns added if something is released to the public, the Board should have the information as well. He said this is an issue that comes up with people in the community, and getting more information is helpful.

Mr. Gray showed a chart of Southwest Florida airport fees compared to NAA. He stated that based on the most visited airframe type, Naples Aviation is above the mean average for fees in Southwest Florida. Mr. Gray stated that the Immokalee Airport's ramp fees had the lowest fees of all airports compared. Mr. Rozansky commented about the rationale thrown at us oftentimes, that aircraft operators are coming to the Naples Airport because our fees are so cheap. He asked why then the Immokalee Airport isn't full of Gulfstream 650s because of their fees being exponentially cheaper.

Mr. Warriner presented the fiscal year 2023 estimated actual income to the NAA. He said that at the end of the year, it is expected that there will be approximately $4 million for reserves or future capital expenses.

Commissioner Burns asked if the exhibits being shown today were on the flynaples.com website as well as in the City's public meeting/agenda area of their website. Mr. Rozansky affirmed that they were. Regarding the references to the social media sites on the slides, Commissioner Burns asked if someone could click on those icons to gain access to our sites. Mr. Rozansky stated that a person cannot click on those icons, rather they must be signed in as a member to gain access to the information. Mr. Rozansky added that Garth, our public relations firm, will be giving a presentation about what they are doing for the NAA and will include an overview of social media.

2. Transfer Funds from Valley Bank Money Market Account to FLCLASS Intergovernmental Investment Pool

Mr. Warriner presented the request to transfer funds. He said staff is asking for Board support and consensus to transfer up to $12 million, which is the NAA's operating reserves, from a Valley Bank Money Market Account to the FLCLASS Intergovernmental Investment Pool in accordance with the adopted investment policy, for the purpose of diversifying the NAA's cash. The ideal goal is for the safety of the investments.

A question-and-answer period followed.

Mr. Rozansky said that a motion was not necessary because this was within his authority. He said he wanted to discuss this to make sure the Board was comfortable.

K. OLD BUSINESS

1. UL 94 Update

Mr. Gray provided an update on the NAA's efforts to offer UL 94 unleaded fuel. He reported the steps that have been taken by staff in response to Board questions about fueling procedures and potential subsidies. He provided an update regarding the training, known airport subsidies at other airports, and financial considerations associated with the program, as well as the financial impact. Mr. Gray explained the master form that tenants will complete to participate in the program. He noted the final details are being worked out.

A question-and-answer period followed.

There was Board consensus to authorize staff to move forward with the UL 94 subsidy program.

2. Black Soot Laboratory Analysis

Mr. Keith stated that because of requests by the Board of Commissioners and several Naples residents, the NAA contracted with Universal Engineering Sciences, an independent certified laboratory, to test samples to determine what the black soot consisted of. Samples were collected from multiple locations requested by the residents and identified by staff to test for total parts hydrocarbon (TPH), the type of hydrocarbons most closely associated with aviation fuel and lead.

Samples were collected from the airport's blast deflector location at Runway 5 where exhaust hits right at it as well as from the roof of our aircraft rescue firefighting station. Three downtown locations were also sampled. It was noted in the report that confirming unknown substances can be challenging, and there is no one testing method to determine the characteristics of the material. Most of the sample results identified fungal spores (mold) as the primary contributor and amorphous debris (or material that cannot be identified). Lead and TPH were not detected above the lab instrumentation reporting limits in any of the samples.

Mr. Keith noted this is at least the fourth study, and results from previous studies are available at https://www.flynaples.com/faq/#do-aircraft-contribute-to-the-soot-like-material-i-have-seen-around-the-city .

Commissioner Burns stated the report was very technical and would like someone from the laboratory to explain the report in more detail to the Board. Mr. Rozansky said that we invited them to this meeting, but the scientists were unavailable to attend today. Commissioner Burns said that he would like a scientist to explain the results at a future meeting for the Board's and public's benefit. He also requested that the results be posted to the Naples and the City's website.

Mr. Rozansky stated that a professional from the laboratory could be invited to the next meeting to further explain and answer questions.

Commissioner Cavanaugh agreed that having someone further explain the report results would be helpful. He thought this should be the first phase of an ongoing test program.

Vice Chair Ruppert said that while the sites evaluated are relevant locations, he would like to expand to include his neighborhood in the testing since the residents there have black soot on their

lanais and are constantly complaining. He added that after talking with his friend at Royal Harbor, who owns an excavating business in Ohio and who is required to conduct this type of testing whenever a fuel tank is removed, he was much more comfortable that the right information was included in our testing.

Commissioner Cuddihy recalled someone coming in with a sample, asking if that debris was sampled. Mr. Rozansky said that material was not tested but there were samples taken from the general area from where the resident's sample was taken.

Chair Dustin asked if aviation fuel was distinguished from jet fuel. Mr. Keith said TPH is a constituent of all aviation fuels.

Commissioner Burns also thought it would be helpful to have a healthcare professional interpret the risks of any contaminants that could exist. Mr. Rozansky said the local Department of Health would be contacted and invited to the next meeting. Commissioner Burns would like to know what the reporting limit is and what is denoted as ND (not detected above the reporting limit) as shown on page 4, Tables 2 and 3, of the test results. He said he has a City friend who was suffering from lead poisoning and the person does not know where he contracted it, but he didn't think it was associated with his City work. Vice Chair Ruppert struggled with a never-ending request once the scientific answers and the logical answers had been provided. There was additional discussion about lead poisoning, and Commissioner Cavanaugh commented that lead is a naturally occurring substance and will never be entirely eliminated.

Mr. Rozansky said he thought it would be helpful to have the Department of Health attend a meeting. He expressed concern regarding Commissioner Burns' friend who has lead poisoning and the inference that the airport is being implicated. He asked Commissioner Burns if he could have a meeting with the individual. Commissioner Burns said that he would ask his friend.

Commissioner Cuddihy asked fellow Commissioners if they believe this report was good news for the community. Chair Dustin said that the report shows a clean report, and unless we learn something we don't understand within it, he said the public ought to feel comfortable and we should be proud to share it. Vice Chair Ruppert concurred.

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

Chair Dustin asked if anyone had questions or comments about the report. There were none.

M. FINANCIAL REPORTS

1. Financial Summary

Mr. Warriner presented the financial summary report for the month of April. Operating revenue was $3.6 million compared to a budget of $3.9 million due primarily to lower fuel sales. Operating expenses were unfavorable by $52,000, primarily related to the noise study expenses. Overall income for operations was $1,373,000, unfavorable to budget. However, income year-to-date results were unfavorable to budget by $85,000, primarily due to Hurricane Ian expenses. Some insurance reimbursement will be received from the Hurricane Ian expenses that totaled approximately $400,000.

Vice Chair Ruppert moved the Board acceptance of financials for April 2023, as presented. Commissioner Cavanaugh seconded. The motion passed unanimously 5-0.

N. COUNSEL'S REPORT

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

O. PUBLIC COMMENTS (5-minute limit)

Mr. John Crees, 450 Bayfront Pl #4303, Naples, stated he was unable to view the noise report on the City's agenda. He thanked the Board and participants for reducing curfew violators. He would like to see the airport personnel further enforce such violations. He reported a self-observed incident on April 22nd. He said during the violation he observed, the weather conditions were calm winds, and the aircraft departed on Runway 23 and made a 180-degree turn to the south to end up on the opposite coast. He heard back from the airport, and the operator of the aircraft said it was due to wind conditions and it was the pilot's decision. Mr. Crees believed the aircraft could have taken a different, less disturbing course. He said he would be grateful if staff could push a little harder on enforcement of the curfew.

Mr. Rozansky said the noise report was on the NAA website. However, it is listed as an agenda item on the City website without a link to the report. Mr. Fralick, the City's videographer, said that the missing report will be linked to the City's website by the end of the day. Chair Dustin gave Mr. Crees his noise report.

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

1. Commissioner Burns' Comments – Extension of Runway 14-32

Commissioner Burns referred to the exhibit about Runway 14-32 distributed in advance to the Board. He stated that at either end of the aerial, there is a drawing of an extension. Referencing the area to the northwest, Commissioner Burns highlighted the county-owned property area where the Gordon River is located. When he looked at this from a preliminary perspective, he thought the runway could be extended additionally if Naples had permission to use the county-owned property. He asked if staff could investigate this possibility. Commissioner Burns suggested the runway be built over the river. He thought this modification would allow an aircraft operator another option to select a runway that is of equal length to Runway 5-23.

Chair Dustin clarified that the runway selection is largely due to wind direction and that the use of Runway 14-32 is 10%-11% mostly due to wind direction. Mr. Rozansky said the dominant factor is prevailing winds.

Commissioner Cuddihy noted that last year there were only 22 more days when the winds would allow for that runway, which was not used. She said the winds do not generally change every year with respect to the direction of the runway. Mr. Rozansky said the most use of 14-32 is in March and April, predominantly when there is a cold front. Commissioner Burns, on April 17th at our Workshop meeting, observed on that day that there were ten jets that taxied out and took off headed northeast on Runway 5-23. Intermixed with that were prop planes taking off on Runway 14-32, in a southeasterly direction. He questioned why the jets didn't take off on Runway 14-32.

Commissioner Cuddihy said it is difficult to answer any specific day without talking to the Tower. There are many companies whose corporate policy requires them to use a longer runway. Commissioner Burns said that this was his point in discussing the extension of Runway 14-32. She added that for a runway to be chosen, the operator will go with the prevailing winds.

Commissioner Cavanaugh asked if Commissioner Burns was advocating for additional capacity, and Commissioner Burns said yes.

Vice Chair Ruppert said he believes the objective is not to increase the airport's capacity for additional jet traffic; we are trying to facilitate the amount of traffic we have. If we extend the runway, it will give us greater capacity because there would be more than one runway that could accommodate more jets. Commissioner Burns missed that point and asked if having a second longer runway, would it increase the destination of Naples. Vice Chair Ruppert said that it might not increase the destination, but it could increase the frequency of flights. He said that at last week's meetings in Washington DC, we attempted to address the high volume of flights coming in during the busiest days and during the busiest parts of the season. We were trying to take steps to reduce the amount of activity in any given hour. Extending the runway would give greater volume capabilities in any given hour, which increases the noise for that hour which works against what we are trying to do.

Mr. Rozansky said all the jets at NAA could use Runway 14-32 today. When available, based on winds, they prefer the longer runway. The Tower does not like to use two runways at once. There may be instances where jets use one runway, and props use the other; that is not the preferred scenario and does not happen daily and is an exception. He said there are many factors to be taken into consideration.

Mr. Rozansky had conducted a rudimentary analysis, which would need to be verified by a consultant, and he does not believe it would be possible to have a runway of equal length to 5-23, even if it could be built over the river. There are many reasons, chief among them are the environmental issues of the land to the northwest that is in conservation easement with the Conservancy. He explained the runway protection zone (RPZ) limitations. He also noted that this type of project would never be eligible for grant funding. A study could be done with the on-call planning consultant, but there are impediments to extending the runway.

Commissioner Cuddihy asked if this would be done to get the runway usable for 22 additional days per year. Chair Dustin said it is unknown how much additional noise disturbance would be caused in the community northwest of the runway. Mr. Rozansky said the FAA gets concerned about environmental justice, which may come into play.

Commissioner Cuddihy asked if it would be worth the time and money, assuming a change would only impact 22 days out of the year. Chair Dustin said he would like to think about this discussion and defer exploring this option further to the June or August Regular Meeting.

Mr. Rozansky said that staff could in the meantime contact the county about the county-owned land. However, a consultant would need to be engaged to evaluate extending the runway.

Mr. Rozansky stated that next month's meeting needs to be discussed. The only consultant who would not be available on June 14th, and pending the Board's availability, would be Peter Kirsch. Mr. Rozansky suggested shifting the noise-related items to a special meeting. He also said there will be several bids for construction projects presented to the Board, which will be time-consuming

subject to federal grants, in addition to annual reviews and other items. Vice Chair Ruppert noted there is a Consultant Selection Committee scheduled on June 14th. He said staff would contemplate the potential for an additional meeting and get back with Commissioners on any proposed dates.

Commissioner Burns said that during the break, he found that the Naples Airport was in Planning Area 5 of the 2020 Collier County coastal storm risk study by U.S. Army Corps of Engineers. He provided an overview of where the flood wall and surge gates were proposed to protect the Naples Airport and noted that along the coastal area, the current proposal shows dunes and berms rather than a wall, even though the wall has been discussed.

Q. ADJOURNMENT

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

Christopher A. Rozansky
Secretary

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

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

FINAL AGENDA

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

Thursday, May 18, 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. April 17, 2023 Workshop Meeting Minutes
2. April 20, 2023 Regular Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Quarter

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

G. NOISE

1. Noise Compatibility Committee Update
2. Noise Report
3. FAA Reauthorization and Community Group Input
4. FAA Noise Policy Update

H. CONSENT AGENDA

1. Agreement with EG Solutions for Master Drainage Plan Discovery Phase Not to Exceed $408,891
2. Agreement with Earth Balance for Exotic Vegetation and Tree Removal Not to Exceed $170,467.50
3. Purchase Ground Power Unit Not to Exceed $140,636

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

1. Agreement with Hannula Landscaping for Airport Road Landscape Improvements Not to Exceed $1,607,678
2. Approve Ranking of RFP No. 23-5524, Aviation Fuel Supplier

J. NEW BUSINESS

1. Rates and Charges

2. Transfer Funds from Valley Bank Money Market Account to FLCLASS Intergovernmental Investment Pool

K. OLD BUSINESS

1. UL 94 Update

2. Black Soot Laboratory Analysis

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

M. FINANCIAL REPORTS

1. Financial Summary

N. COUNSEL'S REPORT

1. Counsel's Report

O. PUBLIC COMMENTS (5-minute limit)

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

1. Commissioner Burns' Comments – Extension of Runway 14-32

Q. ADJOURN