Thursday, June 15, 2023
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Chair Dustin at 8:31 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, Ms. Wiggins and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

Chair Dustin led the Pledge of Allegiance.

C. AGENDA

Chair Dustin reminded the Board and the public that there is a policy of no texting to or from Commissioners during our Board meetings. He requested everyone's observance of this policy.

Chair Dustin stated that today's agenda is a long one and he would like to have time for open discussion. He requested Commissioners' help in refraining from comments that simply affirm what another Commissioner said. He said those comments take a few minutes and the time could be better used for open discussion on other topics.

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

1. Minutes, Item 3, May 17, 2023, Consultant Selection Committee Meeting Minutes, clarification was made to Committee Chair Ruppert's evaluation of ESA in the last paragraph on page 5. The sentence was revised to read, "He thought ESA would know how to approach the needs of the NAA, and the continuity due to their experience would be beneficial."

2. Minutes, Item 4, May 18, 2023, Regular Meeting Minutes, the words, "and staff" was added to the following sentence on page 4, third paragraph: "She encouraged fellow Commissioners and staff to call them as well." On page 8 in the second paragraph, a minor typographical error (from "stafaf" to "staff") was noted and corrected.

3. Noise, Item 5, FAA Noise Policy Review – Slides 15-18 referencing noise provisions in the draft FAA Reauthorization Bill, were added to today's slide presentation.

4. Action Item, Item 3, Resolutions 2023-4, 2023-5 and 2023-6 for Federal Aviation Administration (FAA) Grants to Participate in Various Safety Projects – The briefing paper and Slide 1 of the presentation were amended to include the bid results for the Runway 5 Perimeter Road and Relocate Runway 23 Perimeter Road – Construction Project.

5. Action Item 4, Construct Runway 5-23 Interior Perimeter Roads in an Estimated Amount of $1,600,000 – The agenda item has been revised to "Construct Runway 5-23 Interior Perimeter Roads in an Amount Not to Exceed $1,050,00." The briefing paper has been revised to include the bid results for this project.

6. New Business, Item 3, FAA Reauthorization – This is an added item to discuss some concerning provisions and our next steps regarding those provisions.

Mr. Rozansky stated that the added and revised materials were distributed to the Board after the packet was published. The final Board packet will include the updated information and will be posted to our website.

D. MINUTES

1. April 17, 2023, Workshop Meeting Minutes

Commissioner Cuddihy said that she didn't have any corrections to the minutes but commented that when Commissioners speak, it is important that what is stated is factual. She said she had no doubt that Board members try to do that but after reading the minutes, she had questions regarding a couple of statements made. She asked Mr. Rozansky to send her documents so that she could verify the accuracy of some statements.

Chair Dustin asked Mr. Owens for advice on how to deal with this. Mr. Owens said that the minutes are a record of what was stated; and independent of the accuracy of the statements, the minutes should reflect the actual statement made. The opportunity to correct anything for the record is appropriate during this meeting and will be reflected in the minutes of this meeting.

Commissioner Cuddihy said that her comments should not to be taken personally, and she encouraged her fellow Commissioners to correct her if she states anything incorrectly. Chair Dustin re-emphasized her point and stated that we should all do that for each other.

On page 7, second paragraph, second sentence of the April 17th Workshop Meeting minutes, Commissioner Cuddihy said that Commissioner Burns referenced flights going down the bay before 1997 and stated, "He knows the table was not included in the presentation, and there may not have been jet flights but there were turboprops traveling down the bay in large numbers." Commissioner Cuddihy said she later requested the table from Mr. Rozansky to confirm if this statement was correct. She found that there were no jet or turboprop flights going down the bay, only piston flights. Mr. Rozansky stated that he could share the table with the Board highlighting that excerpt. He said the table is confusing because there was a small percentage of propeller aircraft that were modeled to use the bay in a previous noise study, but there were no jets or turboprops that used the bay. Commissioner Cuddihy commented that she frequently hears people say the bay was used for jets and turboprops and that this table demonstrates that these statements are inaccurate. Commissioner Burns expressed appreciation for the correction. He added that he didn't have the table in front of him at the time he made the statement. He added that he was also unsure if the characterization that a small number of propeller aircraft was correct because the table again was not in front of him.

Note: The table was distributed to the Board following the meeting and is attached for reference.

In the last paragraph on page 14, in reference to Exhibit 2-7 which showed the 270-degree heading in the 1997 Noise Compatibility Program, Commissioner Cuddihy said that Commissioner Burns stated, "It was adopted, but there were never any metrics shown for this route." Commissioner Cuddihy said that there actually were metrics shown for this route. She said Mr. Rozansky sent her that data presented in the 1997 study, which she requested Mr. Rozansky to distribute to the Board. She said the numbers were very close between all of the three possible paths, but there were metrics done to evaluate them. Commissioner Burns said that he was going from memory and respectfully questioned Commissioner Cuddihy's statement. Mr. Rozansky said that the diagrams will be attached to the minutes. Commissioner Cuddihy said that the right turn was the 270. In looking at the actual diagram, Commissioner Burns said the right turn went straight out and over Broad Avenue, Aqualane Shores, and when it got to the Gulf of Mexico, that is when it turned right so the metrics are based on the residences along the route from the edge of the Bay. He said the red line he drew on the diagram denoted the current 270 heading which was not measured or studied in the 1997 report. Commissioner Cuddihy believed that it is probably somewhere between the two because the line Commissioner Burns drew on the map is not actually how aircraft fly the 270 route. Commissioner Burns said that when he drew the red line on the map, he followed the route that was on the heat maps, but the metrics were calculated from a different location. There was discussion to defer this item to the latter part of the meeting and for staff to provide copies of the maps in advance of the discussion.

Commissioner Cavanaugh moved approval of the April 17, 2023, Workshop Meeting minutes, as amended. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

2. May 17, 2023 Workshop Meeting Minutes

Commissioner Cavanaugh moved approval of the May 17, 2023, Workshop Meeting minutes. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

3. May 17, 2023 Consultant Selection Committee Meeting Minutes

Commissioner Cuddihy moved approval of the May 17, 2023, Consultant Selection Committee Meeting minutes, as amended. Commissioner Cavanaugh seconded. The motion passed unanimously 5-0.

4. May 18, 2023 Regular Meeting Minutes

Commissioner Cuddihy moved approval of the May 18, 2023, Regular Meeting minutes as amended. Commissioner Cavanaugh seconded. The motion passed unanimously 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Financial Summary

Chair Dustin announced that Mr. Warriner will be presenting the Financial Summary and the First Draft – FY2023 Operating and Capital Expenditures Budget earlier in the agenda because of a conflict with a conference he was invited to attend.

Mr. Warriner stated that Public Risk Management (PRM), the primary insurer for our property, flood, workers compensation, auto, public officials, and several other lines of coverage, is having their annual membership conference in Naples this week. He said Ms. Wiggins, Ms. Zadorecky and he will be representing the NAA at the conference.

He said that this week we received a $4 million prepayment from insurance on our airfield lighting repair claim as a result of Hurricane Ian damages. At the PRM's conference reception last night, the head adjuster in charge of our claim said he looked forward to getting this settled once our actual cost is known. Mr. Warriner said that from PRM's pool, the NAA was receiving about 70 percent of their total Hurricane Ian claims.

Mr. Warriner presented the financial summary for the month of May 2023. He stated that the year-to-date change in net position before capital contributions was $7,118,844, favorable to budget by $130,671. Mr. Warriner pointed out that in the year-to-date results, there is approximately $450,000 of Hurricane Ian expenses included. Regarding the $4 million received, it will show as nonoperating insurance proceeds, and any expenses that we have go into operating. If it is airfield lighting, it will go in as a capital item that we will capitalize over the life of the asset. Insurance proceeds will show in the budget for next year. We anticipate receiving another $4 million in nonoperating revenue. Chair Dustin anticipated that we will have higher insurance expenses. Mr. Warriner said that he would speak to that during his presentation of the next item.

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

2. First Draft – FY2024 Operating and Capital Expenditures Budget

Mr. Warriner presented the first draft – FY2024 Operating and Capital Expenditures Budget. He said that another draft will be presented in August, and the final draft will be presented for approval in September.

Regarding the 5 percent budgeted decline in operating revenue assumptions for aviation fuel, Vice Chair Ruppert noted that in our year-to-date financials, we are 13 percent down in gallons. He asked if we should be more conservative or if are we expecting an uptick next year. Mr. Warriner said that we are almost down 20 percent this month, and the impact of Hurricane Ian was partly due to the decline. He said they are budgeting 5 percent at this time because of economic uncertainty but also because the number of people may be coming back after a leveling off from Hurricane Ian. He said staff will have a better gauge on this for the August draft budget. Chair Dustin suggested Mr. Warriner keep an eye on industry trends because based on what he has read, there could be a significant decline in private jet operations.

Commissioner Cuddihy asked if we could provide a comparison of last year's revenues to this year's projections to understand the decline better. Mr. Warriner said that on page 6 of the budget, there is a chart, Aviation Fuel Sales Trend, FY2015 – FY2024, that shows the last 10 years of fuel sales, which make up almost 70 percent of our revenues. He said the 21 percent decline we are projecting for 2024 vs. 2022 is in line with the trends.

Commissioner Cavanaugh suggested staff prepare an analysis of our cost structure composed of fixed and variable costs and a plan of how to deal with variable and fixed costs if projections decline more dramatically than anticipated.

For operating revenue, Mr. Warriner said that there is as projected increase in fuel price margins, and we are looking to implement a new seasonal margin adjustment from November through April to accommodate hiring additional staff during this time and higher expenses. He said that for hangar, building and land rents, an average of 5 percent is projected for CPI and market adjustments.

There was discussion regarding the operating expense assumptions for personnel and Commissioner Cavanaugh's suggestion of a flexible staffing model and disciplined process for eliminating or adding open positions. Mr. Warriner said that the number of positions is included in the budget so that staff doesn't have to come back each month to ask the Board for new positions. In that case, Commissioner Cavanaugh said he would rather approve a total compensation number including cost of living and promotional increases and let management manage that total number as opposed to the Board approving positions. Chair Dustin agreed with Mr. Cavanaugh's suggestion. Vice Chair Ruppert said he was in general agreement with the suggestion but in looking at the budgeted increase in salary and wages of 19 percent and the CPI and merit increases of approximately 9 percent, he said there was a 10 percent differential on a large piece of the budget. Vice Chair Ruppert said he expressed his concern to Mr. Warriner and discussed the dynamic that was more than double the increases planned. Vice Chair Ruppert's understanding was the additional 10 percent would be for variable incentive compensation that might be tied into Strategic Plan and other things as well as for positions that have not yet been filled. Mr. Warriner clarified that there are open positions that were added during the latter part of this fiscal year and there will be 12 months of compensation for each of these positions in the coming year, equating to a couple of hundred thousand dollars. Vice Chair Ruppert then said that open positions are primarily driving the fact that it is double what we planned to give out and what he considers variable compensation. To Commissioner Cavanaugh's point, Vice Chair Ruppert said if we are looking at what is fixed and variable, if we took these positions out throughout the year or at any point in time, we are not reducing the salaries associated with it, we are associating the increases as if they occur at the beginning part of the year. Chair Dustin said that puts even more importance on what Commissioner Cavanaugh suggested which is more in line with a zero-based budgeting concept.

Mr. Warriner reviewed other operating expense assumptions including professional fees, insurance, communications, leased equipment, as well as dues and subscriptions.

Mr. Warriner provided a summary of the remaining draft operating budget, capital budget, and the budget appropriations and reserves that would be approved in September.

In response to Vice Chair Ruppert regarding an increase in reserves from $12 million last year to $14 million this year, Mr. Warriner stated that our reserves are calculated at 50 percent of our projected operating expenses for six months.

Commissioner Cuddihy recommended that staff keep in mind any additional expense that may be needed as we prepare the next Strategic Plan. Mr. Rozansky said we will have a better idea of the flight procedure design and airport exploratory study expenses in August.

Commissioner Burns said that he would like to have a policy discussion on the capital improvement budget. He said he would be in favor of making improvements regarding safety, obsolete equipment or improving the appearance of our landscaping, but would not be in favor of

the solar canopy. Chair Dustin said that the Board has discussed capital improvements before and thought we could have more discussion in August.

3. Follow-Up to Black Soot Report

Mr. Keith said that there are three representatives from the testing company, Universal Engineering Sciences, in the audience, who will be presenting the lead and Total Parts Hydrocarbon (TPH) test results of several samples taken from multiple locations within the City. Mr. Keith noted that the Florida Department of Health in Collier County was invited to attend today's meeting as well but declined and indicated they are monitoring the matter.

Ms. Michelle McIntyre, Director of Building Sciences and Safety in the South Florida branch at Universal Engineering, explained the testing methodology used and was open to answering any questions. Ms. McIntyre provided an explanation of the broad categories including carbonaceous-like particles and amorphous debris and the specific category of TPH, which is most closely associated with jet fuel. She confirmed that as shown on Table 3 of the report, TPH was not detected in the five locations tested. She described each particulate noted in Table 1 of the report.

Mr. Eric Goeller, Sampling Analyst, explained how the surface samples were collected.

Ms. McIntyre explained the reporting limits of the lead surface sampling on Table 2 and noted that the results were non-detected (ND).

Ms. McIntyre said that from all the test results, she didn't see any cause for concern. Mr. Goeller said that they are not healthcare professionals, and the debris that was sampled is what they would consider settled, normal outdoor dust. He added the report is factual, and the samples are something they would typically encounter outside of those controlled areas.

She said that their firm does hundreds of mold tests and lead testing but only occasionally performs TPH testing because it is a specialized test and not frequently requested. She said for the TPH test, they relied on assistance from two specialized labs. She recommended that the name of the report, black soot report, be changed because it was misleading. She suggested it be called an unknown substance or particulate sampling report.

Mr. Goeller said that he has lived within three miles of the Southwest Florida International Airport his entire life, and his office is just north of the airport. He said that they have never been asked to do a particulate study for lead or jet fuel.

Commissioner Cavanaugh wanted the public to understand that jet fuel exhaust residue and lead from piston aircraft did not show up in the laboratory report. He said he would appreciate an easy-to-understand, factual summary to include on top of the report that addresses what testing was performed and the results of the test, that could be posted to our website. He expressed disappointment and frustration that the Department of Health chose not to attend today, and he would like staff to ask them to write us a letter telling us what they think about this report.

Other common sources of lead such as lead fishing weights, old pipes, paint chips, and toys have been found in Collier County. Mr. Goeller reiterated that even if a lead substance is found, it doesn't mean the individual was exposed to it.

Mr. Rozansky stated that this test was a far more detailed analysis than has been done in the past and that we will continue to conduct such testing in the future.

F. PUBLIC COMMENTS

There were no public comments.

G. NOISE

1. Noise Compatibility Committee Update

Commissioner Cuddihy reported that the Noise Compatibility Committee (NCC) last met on May 4th at the Airport Office Building, and she reported on that meeting at the May Regular Board Meeting. She said that the next NCC meeting is scheduled for October 26th in the Airport Office Building. She said public outreach and engagement are critical to the NAA's efforts to engage with the community and that Zac Burch, Communications and Community Engagement Manager, is working with the Board and NCC members to schedule community meetings in the areas that they represent. She encouraged the public to visit our website, www.flynaples.com, to join the subscriber list for airport updates.

2. Noise Report

Mr. Burch reported that we continue to call the flight schools proactively; and to date, we have contacted over 130 – 140 schools. He said violations and complaints are still down considerably compared to last year. He recognized Elite's efforts to persuade four or five of their passengers to delay departure until after 7 a.m. this past month.

Vice Chair Ruppert echoed Mr. Burch's comments regarding Elite and noted that Elite's incidents were down from 79 to 31 and NetJets have gone from 202 incidents to 17 incidents year to date.

Vice Chair Ruppert complimented Mr. Reyes' tenacity in his tremendous efforts in tracking down Stork1's contact information. Mr. Burch stated that after Mr. Reyes was able to speak with the owner about our voluntary curfew and their status as the top violator for the month, the owner said that he would put a sign in the cockpit that states, "Do not fly into Naples."

Vice Chair Ruppert said that staff has done a great job with Treasure Coast Flight Training, but they are still appearing on the top curfew violator list. He requested that additional efforts be made. Mr. Burch said that they will be contacting them again.

3. Flight Procedures Update - Diverse Vector and PBNNAS

Mr. Burch said that Mr. Kevin Karpe of Diverse Vector Aviation Consultants (DVAC) and Mr. Walter White and Mr. Doug Marek of PBNNAS, Inc. will be providing an update on the feasibility analysis of the flight procedures recommended in the Part 150 Study.

Mr. Karpe said that we are approaching the end of Phase 1 of the flight procedure feasibility review. Yesterday the team spent several hours meeting with the controller at the Fort Myers (RSW) FAA tower. He said that they were able to discuss their analysis to date, monitor live operations, go into a simulator to work through numerous scenarios with a focus on what we had

asked them to look at. He said the meeting was very positive and collaborative, and they were very open to a lot of options, but it will take work and cooperation from both sides. He commented that because of his and PBNNAS' expertise and background in air traffic control, they were able to understand the different layers of involvement and impact to all of the operations. He said that in working with us over the past couple of years, this was the best meeting yet. He thanked Mr. Joe Molson, the RSW Air Traffic Manager, and his outstanding staff for their support.

Mr. White showed a slide listing the flight procedure notional designs that they were focusing on. He said he received additional days of Naples ADS-B flight track data, visited the skilled personnel at the Naples and Fort Myers Air Traffic Control Towers, obtained access to the FAA's TARGETS design software to produce submission ready documents for FAA review. Mr. White noted that RSW TRACON uses the same software, which will make it easy to share data. He showed a regional review of airspace operation and associated procedures, ADS-B data for Runways 23 and 5, and arrivals and departures.

Mr. White presented feasibility and possible flight tracks for each the following notional designs:

- Goodlette Road departure corridor (FAA – feasible, TARGETS – feasible)
- Runway 23 bay departure (FAA – not feasible, TARGETS – feasible)
- Runway 23 270 departure (TARGETS – feasible)
- Removal of 2,000-foot hold (FAA – not feasible, TARGETS – feasible)
- Runways 14 and 32 arrival procedure
- 3.5 degree arrival for Runways 23 and 5 (FAA – feasible on both runways). Mike Arnold of ESA stated that the changing of the glide path increases benefits as you get further away from the airport and would produce a greater altitude differential the further out from the airport.
- Optimized profile descent procedure (OPD) – FAA design goal for flights 10,000 feet and below

He noted that the orange and yellow shading in his presentation are possible flight tracks for likely traffic in Naples but noted that although TARGETS shows these as exact tracks, Mr. White said none of these are exact tracks; there is variability that is important to realize. On the items where the FAA said the procedure was not possible, Mr. White was able to show through the TARGETS system that it is possible to design procedures using FAA approved design criteria.

A question-and-answer period followed after each design was presented.

Mr. White said that the removal of the 2,000-foot hold down will be the most challenging, but he felt with changes, 3,000 – 5,000 feet is feasible. He reviewed requirements for success such as an amendment to the Marco Island missed approach, among other things.

Chair Dustin called for a short recess.

Mr. White and Mr. Marek presented a conceptual implementation plan. It included bimonthly on-site meetings with FAA to share information and understand needs, preparation of a complete design package for FAA submission, with a 9- to 12-month goal for submission, assistance with safety case, assistance with developing a training packet, and exploring the possibility of a 90-day trial of new procedures.

The next steps will be for PBNNAS to finalize a written report with supporting documentation in three to four weeks, answer Board questions, and develop a scope and fee for the implementation plan.

A question-and-answer period followed regarding the submission of a complete design package and certain assistance that NAA could provide to the FAA during the process.

Mr. Rozansky stated that staff will work on the scope and fee over the next two months.

4. Draft Enhanced Fly Quiet Program

Mr. Burch introduced the Enhanced Fly Quiet Program to recognize the best and most courteous operators at the Naples Airport. He said that the program consists of four elements based on the issues that affect noise to the greatest extent, and each category is further broken down by aircraft type: piston, turboprop, and jet. The four separate grading criteria are based on voluntary nighttime curfew violations, departure altitude compliance, arrival altitude compliance and aircraft noise stage. Mr. Burch reviewed the guidelines for the scoring system to be used. He said the program was presented at the May 4th Noise Compatibility Committee meeting, and Committee members offered their comments. He presented a mockup of the final sample scoring, a proposed bonus element to be included in the program and potential awards/incentives for consideration.

Mr. Burch said that staff will run a test over a previous time period to fine-tune the scoring and will come back to the Board with findings.

Commissioner Cuddihy suggested that staff talk with operators about this program for their feedback before the program is finalized.

There was also a question-and-answer period regarding the number of winners in each category. Mr. Burch stated that staff will be conducting a test run in the next couple of weeks to gauge scoring results and make further adjustments at that time.

Commissioner Cuddihy suggested that in addition to the program, all the winners be put in a raffle to spread competition amongst a larger group.

Chair Dustin suggested that staff discuss the program with tenants/pilots to make sure we have a better handle on the incentives being offered.

Commissioner Burns said that the program is a really good idea and appreciated staff for thinking outside the box. He would like staff to consider a higher deduction for Element 1, nighttime curfew violations. Commissioner Cuddihy stated that the NCC also suggested to weigh it differently so that it becomes a higher deduction.

Vice Chair Ruppert commented on the bonus element of the program for awarding operators who demonstrate high levels of community care by finding ways to mitigate noise from their operations or actively avoid flying during the voluntary curfew hours. He said he realizes it is subjective, but at each Board meeting, he is looking at which operators are making the best efforts. He said it is critical that our operators know that we recognize them when they are doing something right. Mr. Burch commented that Elite is great at telling us about their efforts, and we are hopeful that the bonus element will convince others to let us know what they are doing as well.

5. FAA Noise Policy Review

Mr. Burch introduced Mr. Mike Arnold of Environmental Science Associates who will be presenting on the FAA Noise Policy Review. Mr. Burch stated that the Noise Policy Review is the next step in the FAA's Neighborhood Environmental Survey (NES). As part of that review, the FAA is asking for comments from the public, airports, operators, etc., on several topics, and Mr. Arnold will present potential topics for NAA feedback to the FAA. Additionally, Mr. Arnold will provide an update on noise-related measures that were just released in the draft House and Senate FAA Reauthorization bills.

Mr. Arnold provided background of why the FAA is having a noise policy discussion. He presented a line chart showing the decrease in population exposure to DNL 65 from 7 million in the mid-1970's to around 440,000 pre-COVID while at the same time, there was an increase of 200 million passengers to almost 1 billion passengers in the United States. With the drastic increase in activity and a large decrease in the effected population, the FAA conducted the NES to understand annoyance levels far outside the 65 DNL contours and published their report in 2021. In moving forward, the FAA requested input to better understand what the drivers are for the greater community annoyance.

Mr. Arnold stated that the NAA submitted comments on a variety of topics during the NES in March 2021. In April 2023, the FAA held briefings with industry groups on the feedback received. Mr. Arnold provided an overview of the Noise Policy Review status. He said the FAA outlined two options for consideration; the first being to move away from a single metric (DNL) and the second would be to revisit DNL and re-evaluate significance thresholds. He said on April 28, 2023, the FAA released a request for public comment from the public and stakeholders on several different topics related to aviation noise including the use of DNL or possible alternatives, and the comment period ends on July 31, 2023.

He presented additional ideas to consider such as using seasonal contours, peak days, and a community noise equivalent level (CNEL) that was adopted in California and accepted by the FAA.

Commissioner Burns supported seasonal contours and 30 peak days.

Commissioner Cavanaugh said the majority of the feedback we get from County and City residents is not from within the 60 DNL, and that the FAA should change the thresholds to recognize there is a noise problem outside the current 65 DNL.

Vice Chair Ruppert echoed Commissioner Burns' comments but also supported the CNEL.

Commissioner Cuddihy expressed support for the above and more as well.

Mr. Arnold provided an overview of several noise metrics for Board consideration including establishing a way of evaluating noise that looks beyond DNL so that the NAA can get FAA support in approving flight procedure design changes if a benefit can be demonstrated.

Commissioner Cuddihy said that these ideas would support what Commissioner Cavanaugh's concerns were, but she also liked the idea of separating general aviation airports from commercial service airports.

Mr. Arnold reviewed several ideas for improving communication and restructuring the Community Engagement Officer position.

Regarding the miscellaneous ideas, Chair Dustin said that the following items should be moved higher in priority.

- Establish a recertification process for Stage 3 (to meet Stage 4/5)
- Phase out Stage 3 aircraft within 3-5 years
- Revisit old Air Traffic Control/flight procedure standards, specifically, the 2,000-foot hold down as a standard procedure (revisit this and other procedures) and focus on measures that benefit airspace (efficiency) as well as community (noise reduction)

Commissioner Burns said ESA and airport staff did an excellent job on this and was in favor of commenting on every one of the suggestions. He said he will rely on ESA's and staff's judgment and would be happy to discuss it further if more input was needed. He recommended that we should let our community know we are aware of the community's concerns and are working on these issues.

Mr. Rozansky noted that another suggestion made by Chair Dustin on noise policy was to include a comment that the Part 150 process was obsolete which is highlighted by the fact that we have only one formal recommendation that can be submitted for formal FAA approval as part of the Part 150 Study.

Chair Dustin said that there was consensus for ESA and staff to proceed with the suggested comments.

To have a better understanding of what the aviation community looks like nationwide, Commissioner Cavanaugh asked staff to review the numerous public comments and provide the Board with what the landscape looks like, give them themes that resonate with what we have asked for, and also those recommendations that may be contrary to our thinking. Chair Dustin added that perhaps Mr. Burch would create a community dialog piece about what is going on currently so that citizens feel more engaged with the FAA review.

Commissioner Burns said that in the October/November timeframe, the Old Naples Association has their welcome back party. He said it is well attended, and they occasionally have a speaker. He said this could be an opportunity for Mr. Burch or Mr. Rozansky to provide an update on where we are and what we have done. Chair Dustin said that many HOAs have annual meetings, and it would be a good opportunity to present an update at those meetings as well. Mr. Rozansky said that we enjoy these types of opportunities. He also announced that our new Director of

Communications will be starting the next day and will give us a deeper bench for presenting at these types of events.

Mr. Arnold provided a summary of the 2023 FAA Reauthorization Act.

H. CONSENT AGENDA

Chair Dustin read aloud the Consent Agenda items as follows:

1. **Consultant Selection Committee Ranking of Firms for Request for Qualifications and Proposals (RFP) No. 23-5511, Aviation Planning and Environmental Services**

2. **Task Order with Hanson Professional Services for Taxiway A-B Safety Improvement Construction Phase Services Not to Exceed $242,099**

3. **Task Order with Hanson Professional Services for Taxiway A-3 Relocation Construction Administration Not to Exceed $168,190**

4. **Task Order with Hanson Professional Services for Runway 5-23 Interior Perimeter Road Construction Phase Services Not to Exceed $190,850**

5. **First Amendment and Consent to Amendment and Restatement of Leasehold Agreement for Northern Jet Management**

6. **Direct Material Purchase for GAT Apron Lighting Not to Exceed $214,775**

7. **Strategic Plan Scorecard Revisions – FY2023**

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

Chair Dustin called for a 30-minute lunch recess.

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

1. **Agreement for Runway Lighting and Vault Rehabilitation Design and Bid Services Not to Exceed $1,092,727**

Mr. Keith requested Board authorization for the Executive Director to execute an agreement with AVCON, Inc. in an amount not to exceed $1,092,727, which includes a contingency of $99,339 (10 percent). He said at the April 20th Regular meeting, the Board approved the Executive Director to negotiate an Airfield Lighting Replacement Agreement with AVCON, Inc. He said the scope of services includes the replacement of the entire airfield lighting system, along with a design for a more resilient lighting and airfield electrical vault to mitigate the impact of potential future storm events. He provided an overview of the preliminary project schedule. Mr. Keith said that funding is available through a mix of insurance proceeds, Federal Emergency Management Agency (FEMA), Florida Division of Emergency Management (FDEM) grant funding, as well as NAA local funds.

Vice Chair Ruppert moved Board approval for the Executive Director to execute an agreement with AVCON, Inc. in an amount not to exceed $1,092,727, which includes a contingency of $99,339 (10 percent). Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

2. **Resolutions 2023-2 and 2023-3 for Florida Department of Transportation (FDOT) Grants to Participate in Safety and Security Improvements**

Mr. Keith requested Board authorization for the Chair to execute resolutions authorizing the Executive Director to execute FDOT Public Transportation Grant Agreements for safety and security projects and to accept the grants. He said the two grants offered are for the perimeter fencing improvements along Airport Road in the amount of $360,000 and the security upgrade in the amount of $600,000.

He provided an overview of the perimeter fencing improvement project that was awarded to Gomez and Sons Fence Corp. in March for $482,500. The total approved budget approved by the NAA Board was $530,750, and the FDOT grant will offset the NAA's previously allocated share of the project.

Mr. Keith provided an overview of the security project. He said the scope includes replacement of the legacy access control software system, as well as additional security cameras and associated equipment. He noted that design is expected to commence this summer through the NAA's on-call engineering service agreement.

He said the FDOT Grant Agreements will provide up to $960,000 in FDOT funds for their fiscal year 2023 and require a minimum 20 percent local match.

Vice Chair Ruppert moved Board approval for the Chair to execute resolutions authorizing the Executive Director to execute FDOT Public Transportation Grant Agreements for safety and security projects and to accept the grants. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

3. **Resolutions 2023-4, 2023-5 and 2023-6 for Federal Aviation Administration (FAA) Grants to Participate in Various Safety Projects**

Mr. Keith requested Board authorization for the Chair to execute resolutions authorizing the Executive Director to execute FAA grants for three (3) safety projects and to accept the grants, if offered, contingent upon Authority Counsel's review and consent. He provided an overview of the bid process and displayed aerials of the three projects as follows:

- Runway 5 Perimeter Road and Relocate Runway 23 Perimeter Road – Construction

  He said the funding request, not to exceed $1,170,252.30, is based on engineering and construction phase services of $190,850, estimated permitting/admin expenses of $25,000, and the construction bid price of 954,402.30.

- Taxiway A-3 Relocation – Construction

The funding request, not to exceed $1,631,137.50, is based on engineering and construction phase services of $168,190, estimated permitting/admin expenses of $20,000 and the low compliant construction bid price of $1,443,947.50.

- Taxiway A and B Safety Improvements – Construction

  The funding request, not to exceed $2,231,941.50, is based on engineering and construction phase services of $242,099.00, estimated permitting/admin expenses of $25,000 and the low compliant construction bid price of $1,964,842.50.

The purpose of requesting authorization to accept the grants now is to meet the FAA's required schedule, which doesn't often provide sufficient lead time to be added to a future regular board meeting.

He said the three projects were negotiated as part of our on-call general consulting agreement with Hanson Professional Services. He said contracts for these construction projects are being presented to the Board for consideration under separate items on this agenda.

Chair Dustin expressed concern that there was only one bidder for the Taxiway A-3 Relocation and one bidder for the Taxiway A and B Safety Improvements projects. Mr. Keith stated that the FAA had similar concerns. He said there are three options. The first would be to rebid both projects, but time is limited because the FAA has a July 24th deadline for submitting the grant applications, and we would not have time to seek Board approval. The second option is to provide clarification to the FAA of how the project was bid and provide justification for the lack of bidders. The third option would be to renegotiate the bid price, letting them know that the FAA was not supportive of their bid price.

Vice Chair Ruppert said that given the fact that the FAA is potentially funding 90 percent of these two projects, it is understandable to move forward and have a dialog that makes them comfortable. At the same time, the Board could authorize the pursuit of both grants but without authorizing to spend the amount unless it is necessary. Mr. Rozansky added that if we have to go back out to bid, this item would come back to the Board at its August meeting for the expenditure of the revised contract amount with a different bidder and for approval to accept a grant.

Vice Chair Ruppert moved Board approval for the Chair to execute resolutions authorizing the Executive Director to execute FAA grants for three (3) safety projects and to accept the grants, if offered, contingent upon Authority Counsel's review and consent. Commissioner Cuddihy seconded. The motion passed unanimously, 5-0.

4. **Construct Runway 5-23 Interior Perimeter Roads in an Amount Not to Exceed $1,050,000**

Mr. Keith requested authorization for the Executive Director to execute an agreement with Fort Construction of Naples, Inc. (Fort) for the construction of Runway 5-23 perimeter roads in an amount not to exceed $1,050,000 which includes the bid amount of $954,402.30, plus a contingency of $95,597.70 (10 percent, rounded). He provided an overview of the bid process for the construction of this project and noted that three bids were received, with Fort as the lowest bidder. Additionally, Fort is currently under contract with the Authority for the Long-Term Parking Lot Improvements, which has a similar scope of work.

Staff has completed reference checks and are requesting authorization for the Executive Director to execute the agreement with Fort, contingent upon receipt of an FAA Airport Improvement Program (AIP) grant. Upon issuance of the Notice-to-Proceed, anticipated in late summer, the project is anticipated to be complete within five months.

This project will be submitted to the FAA and FDOT for funding with the NAA anticipated to be responsible for 5 percent, which is anticipated in the FY2024 capital budget.

A question-and-answer period followed.

Vice Chair Ruppert moved Board approval for the Executive Director to execute an agreement with Fort Construction of Naples, Inc. (Fort) for the construction of Runway 5-23 perimeter roads in an amount not to exceed $1,050,000 which includes the bid amount of $ 954,402.30, plus a contingency of $95,597.70 (10 percent, rounded). Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

5. Construct Taxiway A3 Relocation in an Amount Not to Exceed $1,588,342.25

Mr. Keith said this item and the next item are the projects that the Board had questions about the number of bidders as discussed under Action Item 3 above. Mr. Keith requested Board authorization for the Executive Director to execute an agreement with Quality Enterprises USA, Inc. in an amount not to exceed $1,588,342.25, which includes the bid amount of $1,443,947.50, plus a contingency of $144,394.75 (10 percent).

There was only one bidder on this project. This contract would not be executed until the NAA received a grant and would be based on the actual funding received from the FAA before the NAA moves forward. He said this bid is approximately 40 percent higher than the engineer's Opinion of Probable Cost (OPC). There has been an increase in asphalt costs recently, and the bid documents anticipate all work will be performed at night and require contractors to hold their bid pricing for up to 150 days due to extended grant lead times. This project will be submitted to the FAA and FDOT for funding with the NAA anticipated to be responsible for 5 percent which is included in the FY2024 capital budget. The total cost including contingency will not exceed $1,588,342.25.

In response to Vice Chair Ruppert's question about amending the motion to add language pending FAA approval and offer of a grant agreement., Mr. Owens said that it would be better to be more specific in the approval.

Vice Chair Ruppert moved Board approval for the Executive Director to execute an agreement with Quality Enterprises USA, Inc. in an amount not to exceed $1,588,342.25, which includes the bid amount of $1,443,947.50, plus a contingency of $144,394.75 (10 percent), contingent upon FAA approval and offer of grant agreement. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

6. Construct Taxiway A and B Safety Improvements in an Amount Not to Exceed $2,161,326.75.

Mr. Keith requested authorization for the Executive Director to execute an agreement with Quality Enterprises USA, Inc in an amount not to exceed $2,161,326.75, which includes the bid amount of $1,964,842.50 plus a contingency of $196,484.25 (10 percent). Mr. Keith stated that one bid was received, and the bid is approximately 34 percent higher than the engineer's Opinion of Probable Cost (OPC). He said that staff will handle this project the same way as Action Item 5 above, and the contract will not be signed until we have a grant offer approved and signed by the FAA.

Commissioner Cuddihy moved Board approval for the Executive Director to execute an agreement with Quality Enterprises USA, Inc. in an amount not to exceed $2,161,326.75, which includes the bid amount of $1,964,842.50 plus a contingency of $196,484.25 (10 percent), contingent upon the offer of an FAA grant for this project. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

J. NEW BUSINESS

1. Executive Director's Annual Review Process

Mr. Rozansky stated that in accordance with his Employment Agreement, it is the time of year for his annual performance review which will take place in August. He said that in the next month or less, an evaluation form along with a summary of accomplishments will be sent to each Commissioner for completion. He said each Commissioner's evaluations will be included in the August Board packet. Mr. Rozansky said that it might be helpful since we have two new Commissioners to share the performance reviews that were done last year to give a sense of the process. He said that the individual Commissioners' scores are calculated to come up with an average. He noted per his Employment Agreement, the score correlates to a merit-based increase beginning October 1st of the new fiscal year.

Chair Dustin welcomed each Commissioner to speak with Mr. Rozansky individually on his performance and areas for improvement. Mr. Rozansky said that he appreciated written and/or verbal comments more so than the score itself and said he would be happy to meet one-on-one with Commissioners before the August Board meeting.

2. Authority Counsel's Annual Review Process

Mr. Rozansky stated that in accordance with the Bylaws, the Board is to review Authority Counsel's performance under the agreement annually at the August Regular Meeting. He said it is a less complex form. He noted that Mr. Owens is our Lead Authority Counsel, but we do work with a number of attorneys within his firm and occasionally, Mr. Owens will engage outside counsel. He said it will be the same process and that a packet will be provided within the month, and Commissioner's reviews from last year will be included in that packet.

Mr. Owens stated that the evaluation form is straightforward. He encouraged and welcomed each Commissioner to reach out to him if they had any specific comments about him, his firm, or any suggestions on how BSK can improve their performance.

Commissioners Burns asked if there was a contract with BSK for a certain period of time. Mr. Owens stated that there is an engagement letter that was entered into many years ago, and it is simply updated when the rate or any other changes are made. He added that BSK is an at-will consultant of the Authority and serves at the NAA's pleasure. Mr. Owens stated that they hopefully will continue to do so.

3. FAA Reauthorization

Mr. Rozansky stated that he previously provided the Board with a memo on the FAA Reauthorization bill. After the Board packet was published, both the House and Senate Committees released their draft FAA Reauthorization bills, and together, the initial drafts are over 1,000 pages. He said staff read through it, and some of the provisions would potentially be harmful to the Naples Airport Authority and potentially to our community. Chief among them is an amendment that would mandate airports to set aside dedicated parking for transient aircraft at no cost. He noted that this would restrict what we would be able to charge for that parking, and the conditions retroactively apply to any airport who has accepted an Airport Improvement Program grant in the past 20 years.

Mr. Rozansky requested Board consensus to oppose these harmful amendments. He said he would be mindful of the fact that we are pushing for certain language in Reauthorization regarding noise policy and how our actions would act/counteract for or against the priorities we proposed. He suggested that anything we oppose be reviewed by Peter Kirsch and coordinated with the NAA Chair to make certain we are all on the same page.

There was unanimous consensus for Mr. Rozansky to work with Mr. Kirsch and Chair Dustin regarding our opposition to the numerous concerns with these proposals and to inform our Congressional delegation about our opposition as well.

4. Discussion of Commissioner Burns' Comments in the April 17, 2023, Workshop Meeting Minutes

As requested, staff provided copies of the relevant maps and charts from the 1997 Part 150 Noise Study which included a copy of Figure 3-8 that was edited in red by Commissioner Burns.

On page 7, second paragraph, second sentence of the April 17th Workshop minutes, Commissioner Cuddihy questioned the accuracy of Commissioner Burns' statement, "He knows the table was not included in the presentation, and there may not have been jet flights but there were turboprops traveling down the bay in large numbers." Commissioner Burns acknowledged that he did not have Table 5-4 in front of him at the time, and he stands corrected that there were no jet or turboprop flights going down the bay, only piston flights.

In the same minutes, in the last paragraph on page 14 in reference to Figure 3-8, Lear 35 SEL Contours Runway 23 – 270 degree heading, Commissioner Burns drew a red line on the departure route map, and Commissioner Cuddihy questioned the accuracy of Commissioner Burns' statement, "it was adopted, but there were never any metrics shown for this route." She said that there were metrics shown to justify this route. Commissioner Burns pointed out why he thought his statement in the minutes was correct. He said the 270-degree turn as shown by the red dotted line did not have metrics calculated when the 1997 Study was done.

Commissioner Cuddihy said she understood his point, but in her recollection of the heat map, the majority of departures are between Fifth Avenue South and Broad Avenue. She expressed her concern with the red-lined drawing because it indicates that tracks are north of Fifth Avenue; and if she drew the line where the vast majority of flights are, they are where the black-lined contours are shown in the figure.

Commissioner Burns commented that former Commissioner Lenhard said during his interview with City Council, that the decision was made in 1997 to take the shortest route to the Gulf of Mexico, and Commissioner Burns said the red line drawn represents that. Commissioner Cuddihy clarified that that is not how the planes fly, and the red line only represents Commissioner Burn's depiction of what it would be. She illustrated a point previously made at one of the Board meetings that planes have to fly out further to get higher before they can make the turn. She reiterated that the majority of aircraft fly between Fifth Avenue and Broad Avenue. Commissioner Burns pointed out that as soon as a jet is airborne, they can start their 270 degree turn and do not necessarily wait until they get to the end of the runway. He said that in either event, Commissioner Cuddihy's opinion as to where they fly and his opinion of what he drew is different, but neither opinion reflects the metrics that are on the drawing. Commissioner Cuddihy and Commissioner Burns respectfully disagreed with each other.

Chair Dustin added that planes do not start to turn at the end of the runway. He said that they begin their turn, at a minimum, after getting to 508 feet and are more concerned about getting higher. Commissioner Cuddihy added that the operators need to be in a safe position to make a turn and first need to get their wheels up and get to altitude before they start turning. She again stated that all the heat maps reflect how dispersed they are really flying and do not mirror where the red line is drawn. Commissioner Burns said that she may be correct but in either case, he didn't think either of those metrics were included in the 1997 Study.

Commissioner Cavanaugh stated that he would rather deal in the present day and the future and not have to continually deal with 26-year-old exhibits. He said that in his commentary at the April or May meeting, he shared actual flight tracks and arrivals that clearly showed the majority of air traffic both for departures and arrivals that were well south of Third Street. Commissioner Burns said that he remembered the exhibit, but in written policy and letter of agreement between the Naples Tower and RSW, it states that jets are to take a 270-degree heading after takeoff. He reiterated that the 270-degree heading in 1997 did not have metrics calculated for it, and the people who live under that heading did not have the opportunity to weigh in on those metrics.

Following discussion, staff said they will distribute the ESA jet flight tracks for both arrivals and departures for 2022, as referenced by Commissioner Cavanaugh. Commissioner Burns requested that the current letter of agreement between the RSW and the APF Towers that lists the 270-degree heading for jet departures from Runway 23 also be provided.

Chair Dustin commented that the agreement may state a heading of 270-degrees, but jets often can't make that turn until later than the red line depicts. Commissioner Cuddihy explained that because of how fast the aircraft are flying, the heading begins at 230 degrees and gradually comes around to 270 degrees, but it happens further out than the markup in red suggests. She said that when you look at the red line, it depicts a 90 degree turn, and aircraft do not fly like that.

In response to Chair Dustin's question that metrics within the black contour lines were included in the report, Mr. Rozansky verified that they were all studied.

There was consensus that the points of disagreement have been discussed, and the topic did not need to be addressed again.

K. OLD BUSINESS

1. Runway 14-32 Extension Update

Mr. Rozansky stated that at the last meeting, Commissioner Burns raised the concept of researching extending Runway 14-32 to the northwest, across the Gordon River. He said an analysis was conducted on this a few years ago which addressed some of the ownership of the land northwest of the airport and that he shared the report with the Board. Mr. Rozansky said he spoke with the County Manager and found out that the lands to the northwest were purchased via the Conservation Collier Program which is a voter referendum approved program. Those lands are in conservation easements separate from the conservation easement on NAA property with the Conservancy of Southwest Florida. Under the circumstances, he believed it would be very difficult to move this project forward.

There were no further questions.

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

Vice Chair Ruppert congratulated Mr. Rozansky, Mr. Gray and the team for the UL 94 response. He said he realized this was an uphill battle and within 3 ½ months, the program was implemented. Vice Chair Ruppert said that he has received positive comments from community members and members of the City Council who said that the NAA is really listening to concerns of the residents and are trying to address those concerns. He said the UL94 program is a prime example of those efforts.

Adding to Vice Chair Ruppert's comments, Commissioner Cuddihy stated that she and Mr. Rozansky met with City Councilor Petrunoff and Ms. Judy Hushon recently and informed them about the UL 94 program. Both were very happy with what the NAA was doing. Ms. Hushon stated that after the program is up and running and people are using it, she should write another article.

M. FINANCIAL REPORTS

Mr. Warriner presented this item previously under Presentation E.1 above.

N. COUNSEL'S REPORT

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

O. PUBLIC COMMENTS (5-minute limit)

There were no public comments.

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Cuddihy recognized the NAA for being named one of the top employers in southwest Florida by Gulfshore Business. She said to be recognized by your staff is absolutely spectacular, and it is an exceptional honor and a great and well-deserved recognition. She said she hoped staff has a lot of fun on the Naples Princess celebrating with the team. Mr. Rozansky thanked Commissioner Cuddihy. He said of all the things we have been recognized for, this is the most special to him. He commented that it is a privilege to lead a team like we have, and he appreciated the opportunity to help make their lives better as we strive to serve our customers and the community the best that we can.

Chair Dustin thanked Commissioner Cuddihy for her thoughtful words about this recognition. He expressed appreciation to Board members and staff for a productive meeting. He said it was a good discussion and effort to find the right resolutions.

Q. ADJOURN

With no further business, the meeting adjourned at approximately 2:26 p.m.

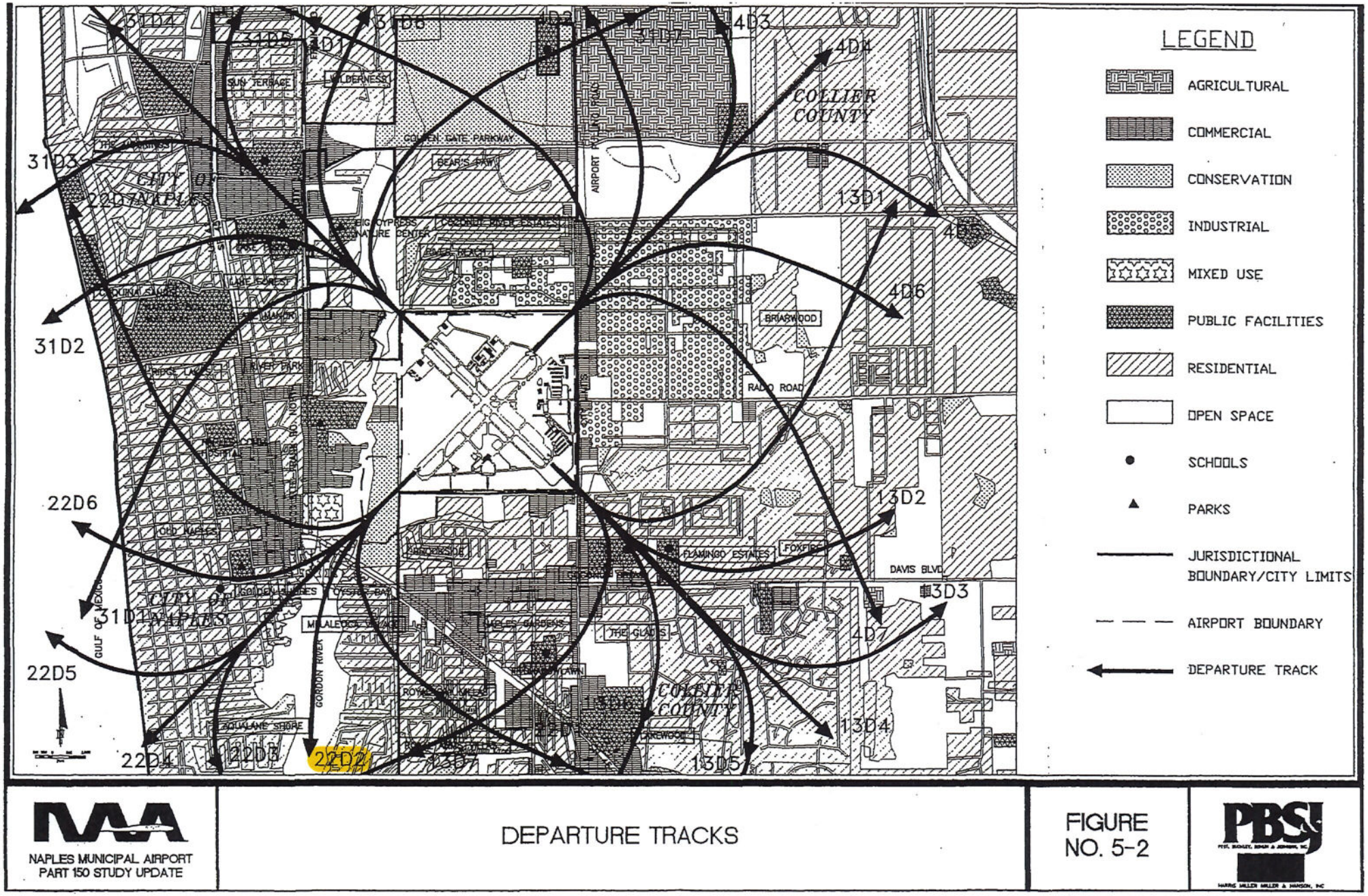
Christopher A. Rozansky
Secretary

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

Table 5-4
Modeled Flight Track Use

Runway	Departures			Arrivals			Touch and Go Patterns		
	Track	Percent Use		Track	Percent Use		Track	Percent Use	
		Jet and Turboprop	Piston Prop		Jet and Turboprop	Piston Prop		Jet and Turboprop	Piston Props
04	4D1		17.5	4A1		34.7	4TG1		50.0
	4D2		17.5	4A2	34.7		4TG2		50.0
	4D3	52.5	17.5	4A3	12.8	12.8			
	4D4	34.7	34.7	4A4	52.5				
	4D5	12.8	4.2	4A5		52.5			
	4D6		4.2						
	4D7		4.4						
	Subtotal	100.0	100.0		100.0	100.0			
22	22D1		17.4	22A1		52.5	22TG1		50.0
	22D2		17.3	22A2	52.5		22TG2		50.0
	22D3	34.7	4.3	22A3	34.7	34.7			
	22D4	12.8	4.2	22A4	12.8				
	22D5	52.5	4.3	22A5		12.8			
	22D6		26.2						
	22D7		26.3						
	Subtotal	100.0	100.0		100.0	100.0			
13	13D1		17.5	13A1		12.8	13TG1		50.0
	13D2		17.5	13A2	12.8		13TG2		50.0
	13D3	52.5	17.5	13A3	52.5	52.5			
	13D4	34.7	34.7	13A4	34.7				
	13D5	12.8	4.2	13A5		34.7			
	13D6		4.2						
	13D7		4.4						
	Subtotal	100.0	100.0		100.0	100.0			
31	31D1		4.4	31A1		52.5	31TG1		50.0
	31D2		4.2	31A2	52.5		31TG2		50.0
	31D3	12.8	4.2	31A334.7	34.7	52.5			
	31D4	52.5	52.5	31A4	12.8				
	31D5	34.7	11.5	31A5		12.8			
	31D6		11.5						
	31D7		11.7						
	Subtotal	100.0	100.0		100.0	100.0			

Source: PBS &J Inc., and HMMH



NAPLES MUNICIPAL AIRPORT
PART 150 STUDY UPDATE

DEPARTURE TRACKS

FIGURE
NO. 5-2

3.4.2 Runway 22 Flight Tracks

Figures 3-8, 3-9, and 3-10 present Lear 35 SEL contours for the following three Runway 22 departure flight tracks:

- Departure with a right turn after crossing Naples Bay (Figure 3-8);
- Most common flight track currently flown by corporate jets using the runway (Figure 3-9); and
- A flight track designed to route aircraft down the center of Naples Bay (Figure 3-10).

Again, none of the three routes have any material effect on the 65 dB L_{dn} contour. Table 3-9 presents the results of the population estimates for the Runway 22 flight tracks.

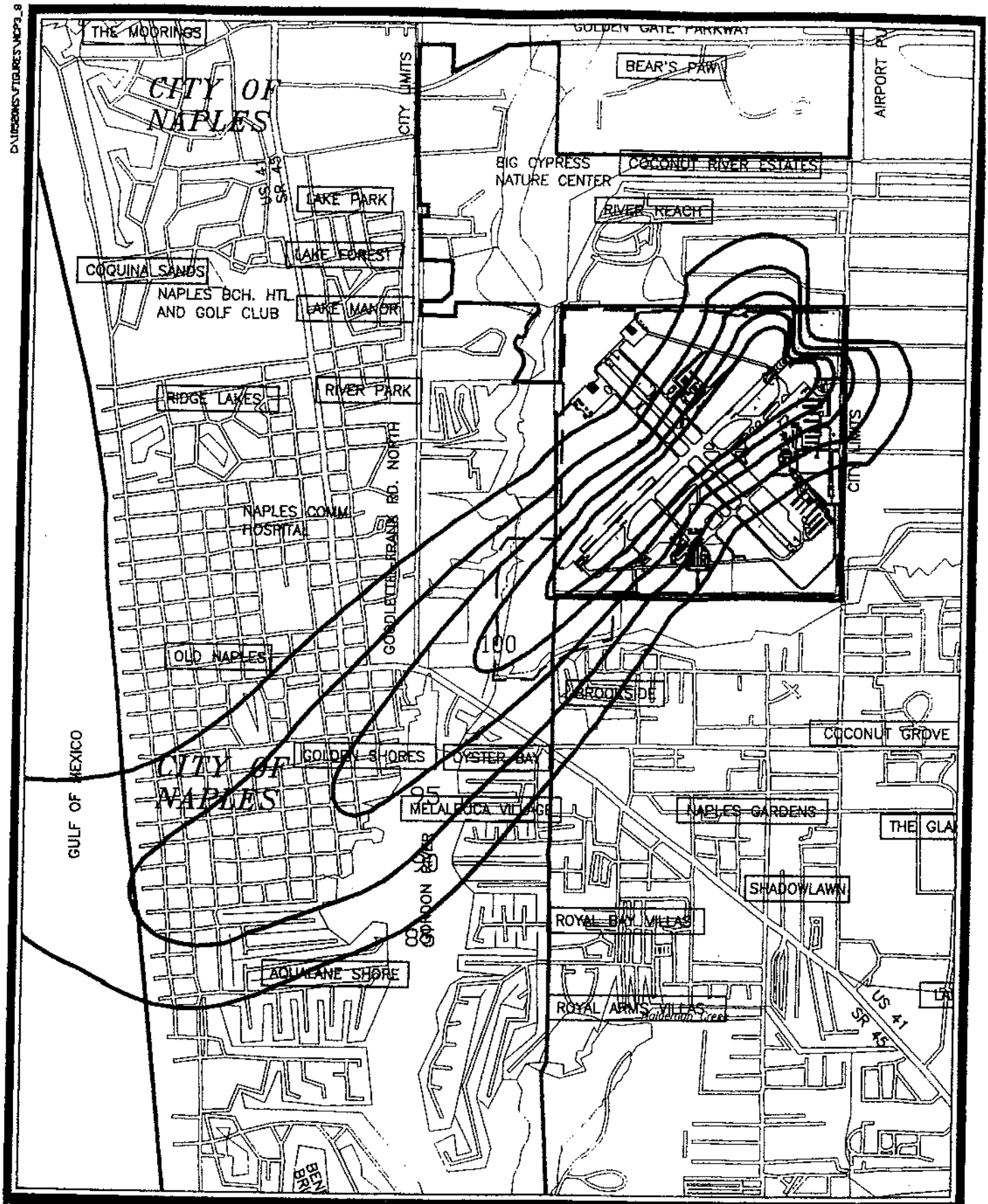
Table 3-9
Runway 22 Flight Track Analysis

Basis of Analysis	SEL Contour		
Modeling Assumptions	Lear 35 departure on Runway 22 (1) right turn, (2) common existing departure, and (3) left turn over Naples Bay.		
Rationale	Analyze impact of various flight tracks.		
Resulting Population Estimates (85 SEL)	Right turn	Existing	Naples Bay
	3,040	3,720	3,070

Source: Collier County Comprehensive Planning Section
Post, Buckley, Schuh & Jernigan, Inc.
HMMH Inc., 1996

■ The analysis indicates that the right turn flight track would affect the least number of people.

The analysis indicates that the right turn flight track would affect the least number of people, with the Naples Bay departure affecting almost the same number. Both tracks provide benefit over the existing track by moving the aircraft away from the majority of the residential dwellings which are located southwest of the airport. The NAA has indicated that they would like to see the aircraft get over the Gulf of Mexico as soon as possible. Therefore, the right turn departure will be incorporated into the NCP.

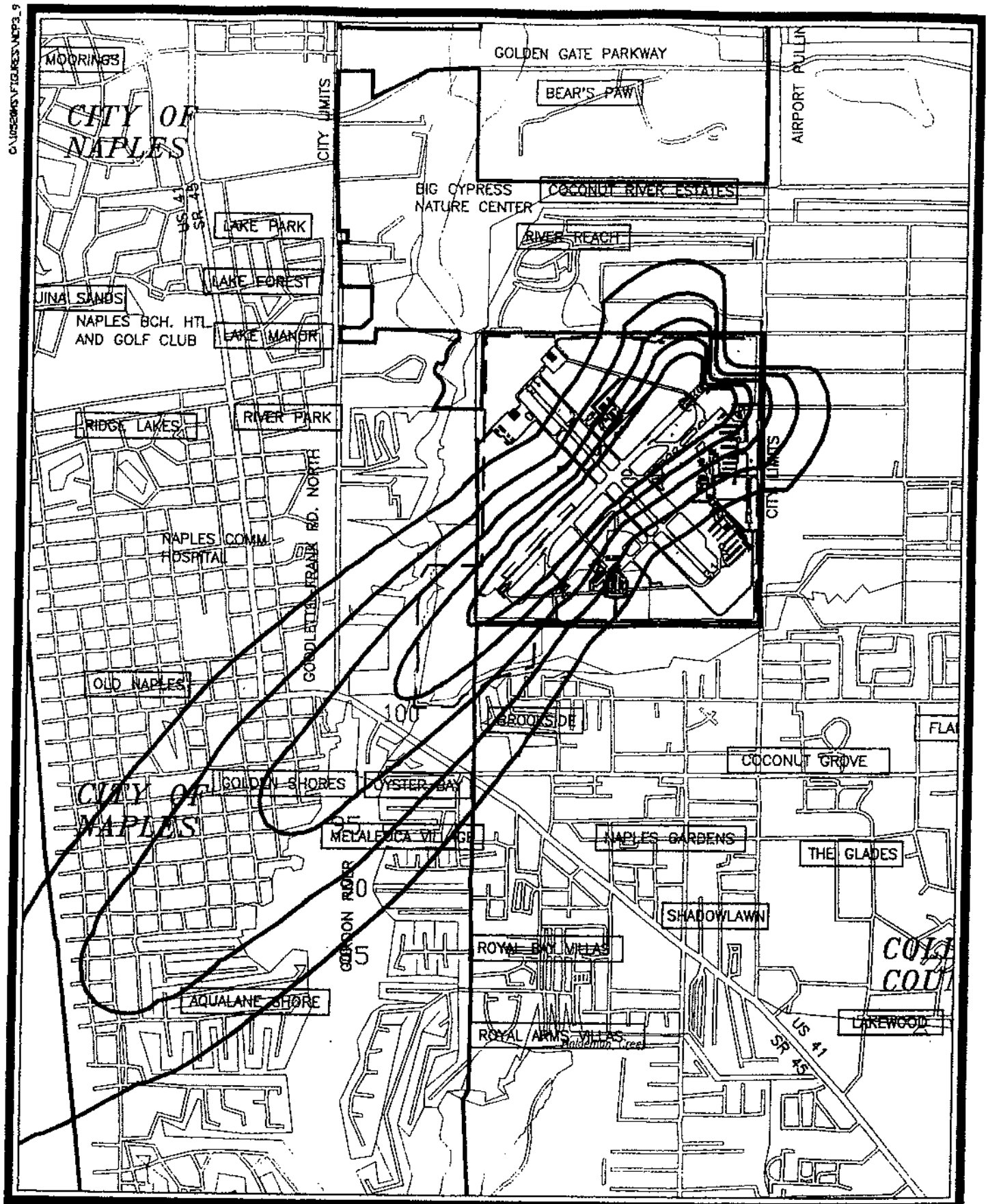


NAPLES MUNICIPAL AIRPORT
PART 150 STUDY UPDATE

FIGURE 3-8

LEAR 35 SEL CONTOURS
RUNWAY 22 DEPARTURE
RIGHT TURN

PBSJ



NAPLES MUNICIPAL AIRPORT
PART 150 STUDY UPDATE

FIGURE 3-9

LEAR 35 SEL CONTOURS
RUNWAY 22 DEPARTURE
COMMON EXISTING FLIGHT PATH

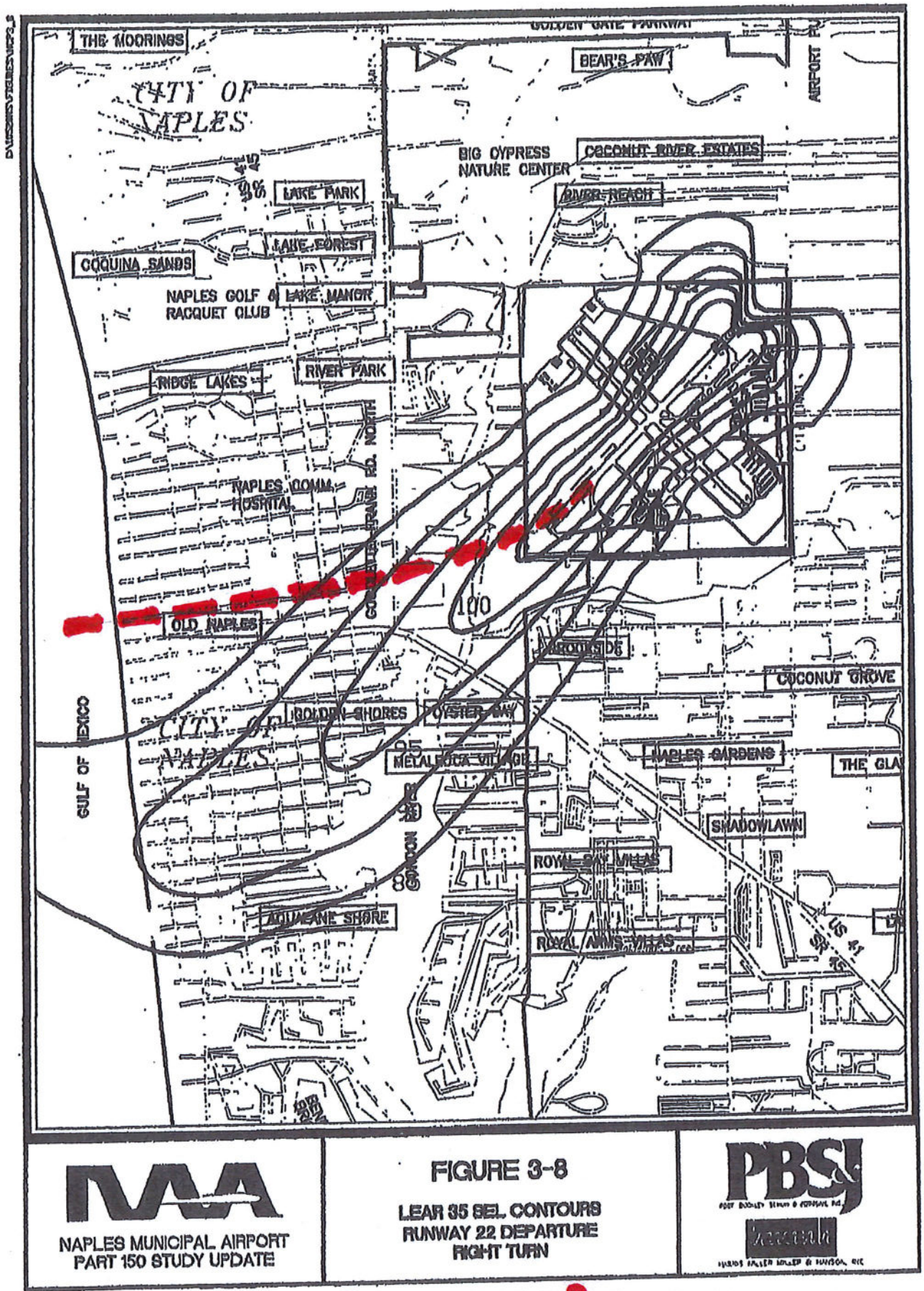
NAPLES MUNICIPAL AIRPORT
PART 150 STUDY UPDATE

FIGURE 3-10

LEAR 35 SEL CONTOURS
RUNWAY 22 DEPARTURE
LEFT TURN TO NAPLES BAY

PBSJ
POST, BUCKLEY, SCHUH & JERNIGAN, INC.

HARRY, MILLER MILLER & HANSON INC

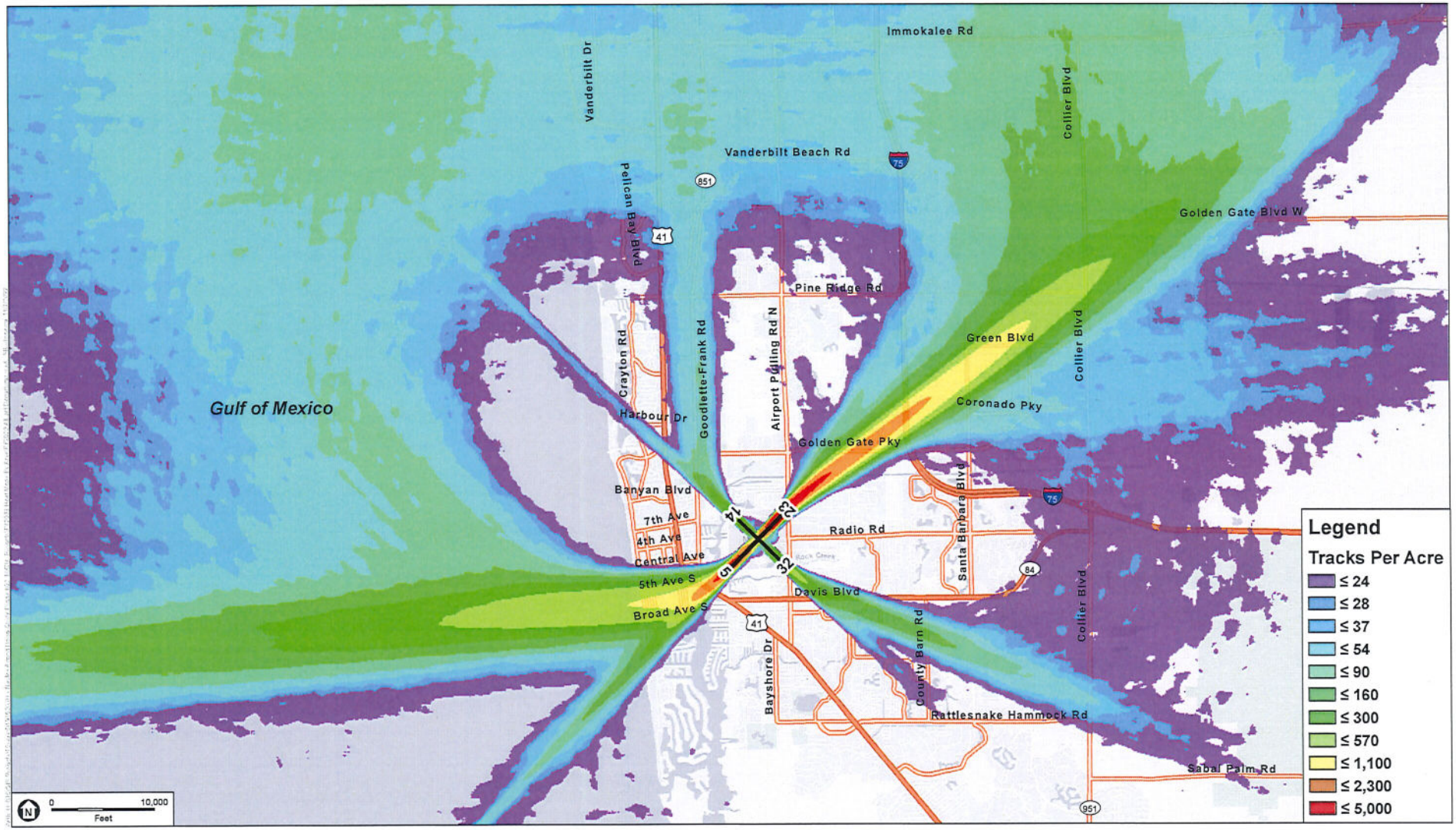


NAPLES MUNICIPAL AIRPORT
PART 150 STUDY UPDATE

FIGURE 3-8

LEAR 35 SEL CONTOURS
RUNWAY 22 DEPARTURE
RIGHT TURN

RUNWAY 23 - 270° HEADING



SOURCE: Esri; Vector VNOMS, 2022; ESA, 2022.

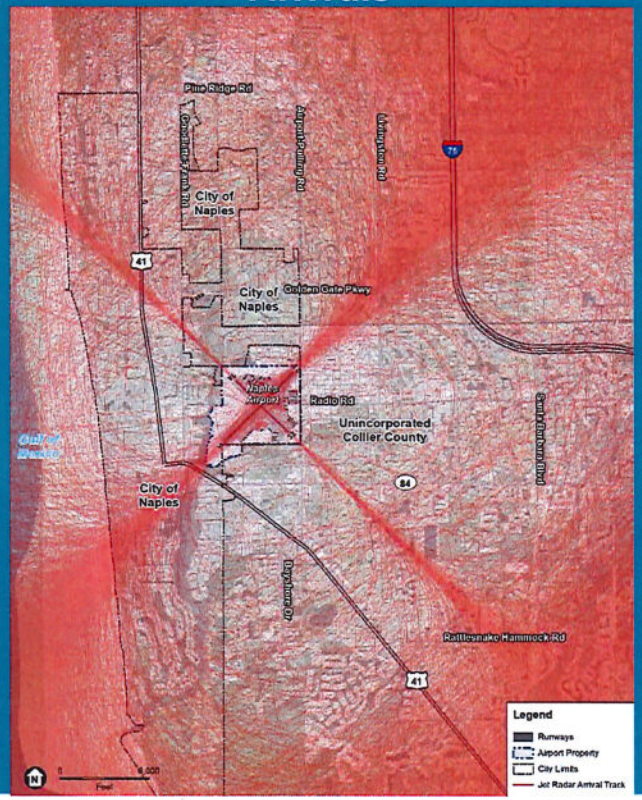
Naples Airport CFR Part 150 Study

Figure X
Fiscal Year 2022 Jet Departures
Naples Airport

ESA

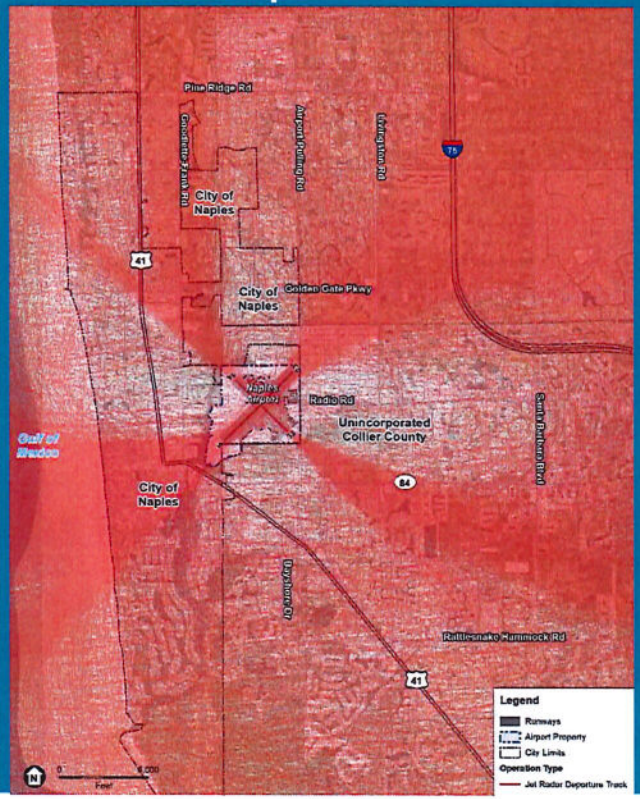
Jet Radar Flight Tracks

Arrivals



Note: Represents calendar year 2022

Departures



Note: Represents calendar year 2022

Naples AIRPORT AUTHORITY

ESA

Southwest Florida International Tower and

Naples Tower

LETTER OF AGREEMENT

Effective Date: November 14, 2017

SUBJECT: IFR/VFR and SVFR Procedures

1. **PURPOSE:** This agreement between Southwest Florida International Tower (RSW) and Naples Tower (APF) prescribes coordination and establishes procedures for controlling IFR, VFR, and SVFR aircraft at APF Airport. This agreement is supplemental to the requirements of Order JO 7110.65 and Order JO 7210.3.

2. **CANCELLATION:** This agreement cancels the agreement dated November 14, 2016.

3. **SCOPE:** The procedures and responsibilities in the agreement are applicable to IFR, SVFR, and VFR practice approaches at the APF Airport.

4. **RESPONSIBILITIES:**

   A. APF is authorized to provide arrival and departure separation services below 2,500 MSL within the APF Class D Surface Area in accordance with Order JO 7110.65. These responsibilities include:

   (1) Visual Separation within the Class D Surface Area.

   (2) Separation between arrivals and departures.

   (3) Separation between successive departures. Tower must ensure that proper IFR separation is applied before frequency change to departure.

   B. APF may conduct SVFR/VFR operations at or below 2500 feet MSL within the APF Class D Surface Area. SVFR operations will be coordinated with RSW.

5. **PROCEDURES:**

   A. Arrivals:

1) APF:

(a) Will use STARS data for arriving aircraft as coordinated arrival information.

(b) May change arriving aircraft to any other runway appropriate for the direction of operation as long as it will not affect the approach sequence or separation by approach control. If the change will affect the approach sequence, coordination with RSW will be accomplished prior to the change.

(c) Will notify RSW of any IFR unplanned missed approach and will be responsible for ensuring initial separation between the missed approach aircraft and prior or subsequent departures. Will assign a heading within 30 degrees of runway heading and 2000 to all unplanned missed approach aircraft, unless otherwise coordinated.

(d) Will advise RSW, using the phrase "Visual Separation" and the aircraft call signs, when APF ATCT accepts responsibility for providing visual separation between two or more arrival aircraft.

2) RSW:

(a) Will ensure information on all aircraft arriving APF is properly displayed in the STARS data block for proper coordination of pertinent data. Arrivals will have call sign, type aircraft, and "APF, APN or APR" in the scratchpad.

(b) Will display inbound VFR aircraft to APF using the following methods:

(1) Naples Air Center aircraft will have an "AC" plus flight number in the data block to denote a VFR aircraft (ex AC26).

(2) May place an "X" and at least the last 3 digits of Aircraft ID denoting a VFR aircraft (X123).

(3) Aircraft displaying a "N" and full Aircraft ID will have a "V" in line 2 of the data block (N12345)

(c) Will verbally coordinate all non-transponder equipped IFR aircraft information.

(d) Will use the Y+ scratchpad to coordinate practice approach and non-advertised arrival information as follows:

(1) The first letter is the identifier for the type of approach. For example, V for VOR, R for RNAV, T for Touch and Go and VA for Visual.

(2) The second letter is the runway the aircraft will be landing on or executing the missed approach from. The last number in the runway will be used. For example, 5 for runway 5, 3 for runway 23, 4 for runway 14 and 2 for Runway 32.

(3) The third letter will indicate how the approach will terminate. Reference Chart 1 below.

Chart 1

Symbol	Definition
N	Standard Missed Approach: RY 5: Props H040, Jets 060 RY 23: Props H230, Jets H270 RY 14: Props H140, Jets H120 RY 32: Props H320, Jets H360
O	Full stop
P	Published Missed Approach
Z	Non-standard missed approach (verbal coordination required)
L	Aircraft remaining in the local traffic pattern
VA	Visual Separation with the preceding aircraft being applied by the pilot.

Ex. V4O (VOR, Full stop RWY 14)
VA5 (Visual approach RWY 5)
R4N (RNAV approach, standard missed off RWY 14)
R3O (RNAV, circle or straight in to RWY 23 full stop)

(e) Transfer communications of inbound traffic no later than 7 flying miles from APF on the arrival side of the runway.

(f) Will determine the approach in use after coordination with APF.

(g) May use the handoff function in STARS to request direct for an arrival aircraft. If the appreq is accepted, the arrival is authorized to proceed direct to the airport.

(h) Will verbally coordinate any runway changes to the y+ datablock within 10 flying miles of the runway.

B. Departures:

1) APF:

(a) After coordination, is authorized automatic departures off the advertised runway. All aircraft will be assigned 2000' and one of the following headings.

(1) RWY 5: H060(Jets/Props) or H040(Props only)

(2) RWY 14: H120(Jets/Props) or H140(Props only)

(3) RWY 23: H270(Jets/Props) or H230(Props only)

(4) RWY 32: H360(Jets/Props) or H320(Props only)

(b) Will give RSW Departure Radar a "non-verbal rolling call" on all aircraft when automatic releases are in effect via F13 STARS function including the heading.

(c) Will use the STARS F13 function, including runway number (Ex. RY23), to APREQ release off a non-advertised runway. (Note: Aircraft is required to be number 1). Acknowledgement of the flash by RSW will constitute a "non-verbal rolling call" and the departure will be airborne within four (4) minutes. ODO will be coordinated verbally per the ODO LOA. All aircraft will be assigned 2000' and the following headings:

(1) RWY 5: Jets H060 and Props H040
(2) RWY 14: Jets H120 and Props H140
(3) RWY 23: Jets H270 and Props H230
(4) RWY 32: Jets H360 and Props H320

(d) Will coordinate with RSW Departure Radar for a release when a call for release is in effect. Departures will be airborne within four (4) minutes of release.

(e) Will obtain a verbal release for all SVFR aircraft.

(f) Will inform RSW when SVFR operations are terminated.

(g) Will resolve all conflicts between departures and pattern traffic prior to communications transfer.

(h) Will advise the appropriate sector whenever a departing aircraft does not "auto-acquire" on its appropriate STARS data tag within three (3) miles of APF.

(i) Will verbally notify RSW of any changes made to a departure previously coordinated via the F13 function.

2) RSW:

(a) Has control of all departures on contact for turns not to exceed 90 degrees from runway heading away from subsequent departure headings.

C. Runway Change:

1) APF:

(a) Will advise RSW radar controller when the active runway has been changed.

(b) Will advise RSW of the last departure off the previous active runway.

2) RSW:

(a) Will coordinate the last arrival to the previously active runway.

D. Equipment Outages:

1) Outages at either facility that will affect the operation will be coordinated.

2) STARS Outage:

(a) APF:

(1) Will discontinue solicitations for Class C services with RSW.

(2) Will forward down time of all IFR arrivals to RSW.

(3) Will call for release on all IFR departures.

(4) Will DM all departures via FDIO.

(b) RSW:

(1) Will call IFR arrivals inbound to APF with the following information:

a. Aircraft Identification

b. Type aircraft

c. ETA at the airport

d. Type approach if other than advertised

e. For aircraft executing visual/contact approach, the position of the aircraft

f. Runway, if other than advertised

g. Type landing if not a full stop

3) RSW ASR-11 Outage:

(a) APF:

(1) Will forward down time of all IFR arrivals to RSW.

(2) Will call for release on all IFR departures and provide 5 NM radar separation or non-radar separation.

4) If RSW is ATC ZERO (unable to provide approach control services), APF will coordinate with ZMA for: flight plan data, IFR/SVFR release, and arrival times. ZMA LAL Sector can be contacted by commercial telephone number 305-716-1781.

5) When the "shout" line is out of service, a recorded commercial phone will be used for Interfacilty coordination.

E. Miscellaneous:

1) RSW may use the automated point out function in STARS to request \ class D transition for overflight aircraft. Once the automated point out is acknowledged by APF, RSW is authorized transition through the arrival side of the Class D airspace at or above 2000. All other point outs must be verbally coordinated.

2) FDIO generated clearances will be issued by APF in accordance with Appendix 1.

3) APF will advise RSW of the active runway, current ATIS code, METAR and SPECI weather reports, equipment outages, applicable field condition reports and NOTAM's.

4) APF will coordinate with RSW prior to resuming/terminating Class D airspace when APF opens and closes.

ORIGINAL SIGNED BY:

Joseph Molsen
Air Traffic Manager
Southwest Florida Int'l Tower

ORIGINAL SIGNED BY:

David Kordelski
Air Traffic Manager
Naples Tower

APPENDIX 1

A. Issue all FDIO generated clearances as follows:

1. Ensure all NAS generated proposal strips have a DTA.

2. "AS FILED" when only a DTA identifier appears on the proposal Strip and no pluses appear in the route of flight. DTA's are ROGAN, MARCI, GOODY, DYLYN, AABER, MOOKY, CSHEL, IMOCK.

3. Via the PDR applied. The following DTA fixes do not need to be issued; DYLYN, ROGAN, AABER, CHARO, IMOCK, MOOKY, MARCI, GOODY. Only the route, fix or fixes after the DTA fix needs to be read in the PDR and then "as filed".

4. Via amended routes displayed on the proposal strip, beginning with the first plus in the route of flight and ending with the second plus in the route of flight. When an FR strip is required to display the second plus in the route of flight, the amended route must continue from the last element on the proposal strip to the next plus on the FR strip.

5. Issue a full route clearance when FRC appears on the proposal strip.

6. Traffic filed into Tampa Approach airspace at 10,000' or below with a +CHARO+ DTA must be issued the following:

    a. All types landing VNC – Direct at 4000'.

    b.All types landing SRQ – Direct at 4000', 6000', 8000' or 10000'

    c. All others must be issued CHARO.V35.PIE direct destination or direct MURDO direct destination at 4000', 6000', 8000, or 10000'.

    d.All jets landing Tampa (TPA) or TPA satellites must be routed through ZMA. TPA satellite airports include: **TPA, PIE, BKV, MCF, SPG, X39, X05, 48X, VDF, TPF, CLW, FD77, FA40,** and **22FA.**

7. Assign even altitudes to all aircraft with a +ROGAN/CHARO+ DTA, filed at or below 10000'. Assign odd altitudes to all aircraft with a +MARCI/GOODY/DYLYN/AABER+ DTA filed at or below 10000'.

B. Make the following STARS entries for VFR aircraft requesting Class C services:

1. Aircraft with destination inside RSW airspace:

    a. ACID (Last 3 digits), space (Ex:345) or AC plus flight number (for Naples Air Center aircraft only) (ex AC26).

    b. Departure and destination airport, space (Ex: APF*FMY).

    c. Aircraft type, space.

    d. Requested altitude ending in the digit 5, space. (Ex: 035).

    e. "S" for South Radar.

2. Aircraft with destinations outside RSW airspace:

    a. Full ACID, space.

    b. Departure and destination airport, space.

    c. Aircraft type, space.

    d. Requested altitude ending in digit 5 space.

    e. "S" for South Radar.

NOTE: If STARS does not recognize the destination airport, APF must enter either LAL/CTY/FLL in line 2 and correct the destination via the FDIO.

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, June 15, 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. May 17, 2023 Workshop Meeting Minutes
3. May 17, 2023 Consultant Selection Committee Meeting Minutes
4. May 18, 2023 Regular Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Financial Summary
2. First Draft – FY 2024 Operating and Capital Expenditures Budget
3. Follow-Up to Black Soot Report

F. PUBLIC COMMENTS (5-minute limit)

G. NOISE

1. Noise Compatibility Committee Update
2. Noise Report
3. Flight Procedures Update - Diverse Vector and PBNNAS
4. Draft Enhanced Fly Quiet Program
5. FAA Noise Policy Review

H. CONSENT AGENDA

1. Consultant Selection Committee Ranking of Firms for Request for Qualifications and Proposals (RFP) No. 23-5511, Aviation Planning and Environmental Services
2. Task Order with Hanson Professional Services for Taxiway A-B Safety Improvement Construction Phase Services Not to Exceed $242,099

3. Task Order with Hanson Professional Services for Taxiway A-3 Relocation Construction Administration Not to Exceed $168,190

4. Task Order with Hanson Professional Services for Runway 5-23 Interior Perimeter Road Construction Phase Services Not to Exceed $190,850

5. First Amendment and Consent to Amendment and Restatement of Leasehold Agreement for Northern Jet Management

6. Direct Material Purchase for GAT Apron Lighting Not to Exceed $214,775

7. Strategic Plan Scorecard Revisions – FY 2023

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

1. Agreement for Runway Lighting and Vault Rehabilitation Design and Bid Services Not to Exceed $1,092,727

2. Resolutions 2023-2 and 2023-3 for Florida Department of Transportation (FDOT) Grants to Participate in Safety and Security Improvements

3. Resolutions 2023-4, 2023-5 and 2023-6 for Federal Aviation Administration (FAA) Grants to Participate in Various Safety Projects

4. Construct Runway 5-23 Interior Perimeter Roads in an Amount Not to Exceed $1,050,000

5. Construct Taxiway A3 Relocation in an Amount Not to Exceed $1,588,342.25

6. Construct Taxiway A and B Safety Improvements in an Amount Not to Exceed $2,161,326.75.

J. NEW BUSINESS

1. Executive Director's Annual Review Process

2. Authority Counsel's Annual Review Process

3. FAA Reauthorization

4. Discussion of Commissioner Burns' Comments in the April 17, 2023, Workshop Meeting Minutes

K. OLD BUSINESS

1. Runway 14-32 Extension Update

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

M. FINANCIAL REPORTS

N. COUNSEL'S REPORT

1. Counsel's Report

O. PUBLIC COMMENTS (5-minute limit)

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Q. ADJOURN