

CITY OF NAPLES AIRPORT AUTHORITY (NAA)

**Board of Commissioners
Notice of Regular Meeting**



AGENDA

Naples Airport – Airport Office Building Conference Room
200 Aviation Drive North
Naples, FL 34104

Thursday, February 19, 2026

8:30 a.m.

<https://www.flvnaples.com/live-stream-video/>

**Commissioner Terrence W. Cavanaugh: Chair,
Consultant Selection Committee Member**

**Commissioner John Crees: Vice Chair, Audit Committee Member,
Noise Compatibility Committee Liaison**

Commissioner Robert P. Burns: Audit Committee Member

Commissioner Michelle Arnold: Audit Committee Chair

Commissioner Ralph Alberto, Consultant Selection Committee Chair

Executive Director: Christopher A. Rozansky

Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

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.

Pledge of Civility

It is the desire of the City of Naples Airport Authority to encourage the open exchange of ideas, fair discussion of the issues, and the participation of all persons in government, therefore, we pledge to be respectful of each other even when we disagree, to direct all comments to the issues, and to avoid personal attacks during all meetings and workshops.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

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

D. MINUTES

1. January 15, 2026, Regular Meeting Minutes (two sets of minutes in different formats)

E. PUBLIC COMMENTS (5-minute limit)

F. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Draft City of Naples Ordinance
2. Landing Fees

G. NOISE

H. CONSENT AGENDA

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

1. Agreement with Vector for Landing Fee Services

J. NEW BUSINESS

K. OLD BUSINESS

L. BOARD REPORT

M. EXECUTIVE DIRECTOR'S REPORT

N. COUNSEL'S REPORT

O. PUBLIC COMMENTS

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

1. Dates for Joint Workshop with City Council
2. Draft Workshop Agenda for March 5, 2026

Q. ADJOURN

Thursday, December 18, 2025
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Vice Chair Cavanaugh at 8:31 a.m. in the Council Chambers at City Hall.

A. ROLL CALL

Vice Chair Cavanaugh, Commissioner Arnold, Commissioner Crees, Commissioner Alberto and Commissioner Burns were in attendance.

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Warriner, Mr. Gray, Mr. Brown, Mr. Carballo, Mr. Fagan, Ms. Zadorecky, Ms. Wiggins, Ms. Acosta, and Ms. Jaramillo. Counsel Peter Kirsch joined remotely.

B. PLEDGE OF ALLEGIANCE

Vice Chair Cavanaugh led the Pledge of Allegiance.

Vice Chair Cavanaugh welcomed Commissioner Alberto to his first Board meeting and looks forward to his contributions.

C. AGENDA

Mr. Rozansky announced the following revisions to the Board packet:

- **December 18, 2025 Regular Meeting Minutes** – There were revisions made to the minutes, and a red-lined version of the corrections were provided. A brief summary follows:
 1. **On Page 5 under Action Item 1, Naples Airport Authority 2025 Annual Report** - Clarification was added to the following paragraph.

Commissioner Arnold was impressed with all of the accomplishments of the NAA. She added emphasis about the many certifications of our staff members. She appreciated all the information put together.

Commissioner Burns agreed with Commissioner Crees – page 17 – Community Sentiment Survey and the last statement in the report – these overwhelming positive findings are emphasized. This is one of the things we don't do well right now. ~~We don't report the minority comments and would like to see more of that in the future. There were people who had different opinions on this survey. In the future, Commissioner Burns would like to see positive as well as minority comments.~~

Mr. Rozansky said that if there is concern with page 17, staff could edit the Annual Report or remove the page entirely. Commissioner Burns made a motion to edit page 17 to include other comments. Commissioner Crees seconded.

- **G. Presentations and Time Certain Items, City of Naples Draft Ordinance Pertaining to the Utilization Plan and Site Plan Review** – A presentation by Peter J. Kirsch has been added and will be available on the screen for the public’s benefit.
- **J. Under Action Item 2, NAA 2025 Annual Report** – On page 12. The word “from” was added to the following paragraph, highlighted in yellow, for clarification:

In October 2025, the Board awarded \$25.4 million in construction and related engineering services. Funding comes from insurance proceeds, Board-approved grant funding from the Florida Department of Environmental Protection’s Resilient Florida Program, FAA’s Infrastructure Investment and Jobs Act and the NAA’s FY26 capital budget with completion of the project expected in 2027.

The above revisions were sent out to the Board in advance and printouts were distributed at the meeting this morning.

D. MINUTES

1. December 18, 2025, Regular Meeting Minutes

Commissioner Crees moved approval of the December 18, 2025, Regular Meeting minutes, as amended. Commissioner Arnold seconded the motion. The motion passed unanimously 5-0.

E. ELECTION OF OFFICERS

1. Election of Chair

Vice Chair Cavanaugh explained the process for the election of officers.

Commissioner Alberto nominated Vice Chair Cavanaugh to serve as Chair. Vice Chair Cavanaugh said that he would be willing and honored to serve as Chair.

Commissioner Burns nominated Commissioner Crees to serve as Chair. Commissioner Crees said that he would be willing to serve as Chair.

There were no other nominations. Attorney Owens stated that a roll call vote will be taken in the order in which the nominations were received and that the first nomination was for Vice Chair Cavanaugh.

After a roll call vote, the nomination to elect Vice Chair Cavanaugh passed unanimously 5-0 as Chair of the Board for a term of one year.

Chair Cavanaugh thanked his fellow Commissioners for the unanimous support. He said he will do his best to represent all constituents effectively and efficiently and allow all Commissioners to have proper input in providing good governance to the NAA.

2. Election of Vice Chair

Chair Cavanaugh stated that the Vice Chair procedure is much the same as the procedure for the Chair. Commissioner Burns nominated Commissioner Crees to serve as Vice Chair for a period of one year. Commissioner Crees said that he would be willing to accept the nomination. There were no other nominations. After a roll call vote, the nomination passed unanimously 5-0 to elect Commissioner Crees as Vice Chair of the Board for a period of one year.

3. Committee Appointments

Chair Cavanaugh appointed Ms. Arnold as Chair of the Audit Committee. She accepted the appointment to serve as Chair. In response to Vice Chair Crees' inquiry regarding her financial background, Commissioner Arnold stated that she managed numerous budgets during her tenure with Collier County, where she served as a director in at least three County divisions. Chair Cavanaugh added that her public-sector experience aligns well with the NAA. Chair Cavanaugh appointed Mr. Burns and Vice Chair Crees as members of the Audit Committee, and both accepted their respective appointment.

Audit Committee:

Ms. Arnold, Chair
Mr. Burns, Member
Mr. Crees, Member

Chair Cavanaugh asked Commissioner Alberto if he would be willing to serve as the chair of the Consultant Selection Committee. He said he would be happy to serve as the Chair. Chair Cavanaugh appointed himself and as a member of the Consultant Selection Committee. He accepted the appointment.

Consultant Selection Committee:

Mr. Alberto, Chair
Mr. Cavanaugh, Member

Chair Cavanaugh said that he was delighted that the chairs of the above committees were full-time residents.

Attorney Owens added that every Commissioner retains the right to attend and opt in to any committee meeting and become a voting member of that committee.

Chair Cavanaugh appointed Vice Chair Crees as Liaison to the Noise Compatibility Committee. Vice Chair Crees accepted the appointment to serve as Liaison on this Committee.

Noise Compatibility Committee Liaison: Mr. Crees

Vice Chair Crees proposed appointing a formal liaison between the Board and City Council to help build bridges and said he would be happy to serve in this role. Commissioner Arnold agreed that it was necessary to build bridges and thought it would be appropriate to discuss the responsibilities of the liaison position before appointing someone to the role. Commissioner Alberto agreed that the responsibilities would need to be addressed since the liaison could only meet with one Council member at a time and that consideration needs to be given in how input would be aggregated, given the Sunshine Laws, and brought back to the Board. Chair Cavanaugh

agreed that clarity around the role should be created. He suggested that staff review job responsibilities with other public entities, consistent with Sunshine Law requirements, for discussion at the next Board meeting. The Board discussed whether to appoint a Commissioner at this time or defer the appointment until after further discussion of the role and determination of City Council's interest in having a liaison.

Attorney Owens said there are limitations to consider regarding the Sunshine Law. He agreed it was important for the Board to define the objectives and goals of that position. He reminded the Board that they have no ability to delegate any authority or decision making through an individual commissioner and that any commissioner can reach out to an individual Council member at any time and have discussions. He said that a liaison could theoretically go to a City Council meeting and provide an update or other factual information but could not take a position or speak on the Board's behalf.

Commissioner Alberto said that the NAA has a good opportunity for a fresh restart since there has been a 40 percent change in this Board's composition and another 40% change in City Council in another month. He said there is a great opportunity to clear up the misunderstandings of the NAA's constraints

Commissioner Burns said the most productive way to communicate with City Council is with a more frequent NAA/City Council joint meetings. Regarding a liaison, he suggested getting some guidance from the City itself since they have a liaison to the NAA. Attorney Owens clarified that technically, the City does not have a liaison to the NAA, only an appointed member to the Noise Compatibility Committee. Commissioner Burns commented that that person has been referred to as a liaison to the NAA. Chair Cavanaugh requested clarification regarding the City's liaison appointment to the NAA or NCC.

Commissioner Alberto said that one of the main objectives agreed upon is to communicate what the NAA's limitations are and the framework that we can work within. To clear up the misunderstandings and gain buy-in and cooperation from City Council and the community, he suggested publishing a document, perhaps in bullet point format, summarizing the framework of what the FAA controls, what the NAA cannot do and highlighting other possible ways the NAA can help. Mr. Rozansky said that many of these questions are answered on our FAQs portion of our website, but that staff could prepare a more concise one or two pager for Commissioner feedback and discussion at the next meeting. Chair Cavanaugh suggested that the information could be issued in a press release.

There was consensus for staff to prepare a summary draft of the FAA's controls and NAA's constraints for Board consideration as discussed.

Vice Chair Crees made a motion to place an item on February's agenda to discuss the appointment of a liaison to the City which would include the job responsibilities, objectives and goals. Commissioner Burns seconded. After a roll call vote, the motion passed unanimously 5-0.

F. PUBLIC COMMENTS (5-minute limit)

There were no Public Comments.

G. PRESENTATIONS AND TIME CERTAIN ITEMS

1. City of Naples Draft Ordinance Pertaining to the Airport Master Plan, Airport Layout Plan, Airport Utilization Plan and Site Plan Review and Approval Process

Chair Cavanaugh noted that Mr. Rozansky will introduce this item and that Attorney Peter Kirsch, the NAA's aviation attorney, will be presenting by Zoom.

Vice Chair Crees read a statement for the record regarding the prior day's Planning Advisory Board (PAB) meeting, clarifying his position in light of his service on both the PAB and the NAA Board. He explained that he did not attend the PAB meeting to avoid any appearance of overlap between the two roles and to preserve the independence of the City's advisory process. He stated that he has since reviewed the full record of the PAB meeting, including City Council direction and guidance from the City Attorney. Acknowledging that the issue is highly polarized, he expressed his belief that stronger collaboration between the City and the airport could have prevented the current situation. He emphasized his commitment to fostering collaboration based on trust, transparency, and mutual respect, and noted that maintaining separation allowed him to participate fully in the Board's discussion today.

Mr. Rozansky provided a brief introduction on this agenda item and noted that staff and Authority Counsel have been working closely with the City attorney regarding the development of the proposed ordinances. A draft was shared with the Board in November and the Board directed Authority Counsel to work with the City attorney, which has taken place on several occasions. Mr. Rozansky noted that there are still concerns that remain. He introduced Attorney Kirsch to summarize those concerns. Mr. Rozansky said staff is seeking some direction on next steps.

For the benefit of the two new Commissions, Attorney Kirsch provided a summary of his engagement in Naples since the 1990's and in the industry as a whole. He advised the Board that the current City Council proposals to update two ordinances and amend the code related to the Airport Utilization Plan and Site Plan for the C4 Airport Commercial District are unnecessarily burdensome on the NAA, costly and to a large extent preempted by federal law. He reviewed an FAA legal opinion that the City attorney requested in 2010, asking the FAA whether certain City ordinances were preempted. Attorney Kirsch said that the FAA stated that under federal law, only the airport proprietor, which is the NAA, may regulate the airport regarding aeronautical functions.

Based on the FAA's 2010 response to the City attorney, two memoranda from the City attorney were written to the City Manager and the Mayor stating final decisions regarding runway length, configuration, and any conditional use ordinance are preempted by federal law and regulation. Attorney Kirsch further noted that a 1997 memorandum from the City attorney reached a similar conclusion, finding federal preemption over aeronautical functions.

Attorney Kirsch stated that over the past several months, there has been a concerted effort to inform the City Attorney and City Council regarding the permissible scope of City land use regulation. He emphasized the importance of distinguishing between aeronautical and nonaeronautical activities and noted that certain provisions within the ordinances are clearly preempted by federal law.

Vice Chair Crees requested the FAA's definition of an aeronautical function. Attorney Kirsch explained that a runway, taxiway, and a hangar used solely for aircraft are considered aeronautical, whereas a hangar used only to store aircraft parts likely would not be. He noted that a terminal

building is regarded as a mixed-use structure, with some portions classified as aeronautical and others as nonaeronautical. Attorney Kirsch added that the FAA recently issued a policy statement defining aeronautical use and stated he would provide a copy to the Board.

Commissioner Alberto noted that the proposed City Council ordinance appears unnecessarily burdensome and asked whether the NAA has any say in the matter. Attorney Kirsch explained that, formally, the NAA cannot control what the City Council adopts, but it has a legal obligation under federal law to protect its rights and ensure government entities do not impede airport operations. If the ordinance is approved as drafted, the NAA could challenge the City's authority. Chair Cavanaugh suggested the Board not remain silent and proposed sending a letter, to be prepared by Attorney Kirsch, requesting the City Council not adopt the ordinance. Attorney Kirsch added that the City Attorney agreed to insert language clarifying that nothing in the ordinance would preempt federal law, but noted that this addresses only facial preemption and does not fully resolve potential issues of preemption as applied in the future.

Commissioner Arnold asked if it would be beneficial to recommend defining the terms, aeronautical and nonaeronautical, in the ordinances. Attorney Kirsch said that the City attorney declined to make those changes.

Vice Chair Crees asked how close from a comfort level did the two parties come to agreement in the proposed ordinances. Although the City attorney accepted a number of suggestions, Attorney Kirsch stated that both parties are 75% in accord. The area where we are not close is what projects/functions of the airport where the utilization plan applies. The City attorney didn't feel he was comfortable making substantive changes. After the City Council election, Vice Chair Crees asked if by working together with the new Council will get us closer to 95% comfortable. Attorney Kirsch said that it was possible.

Chair Cavanaugh explained that City Council has set dates to comply with approving the revised ordinances. Mr. Rozansky added that the current sitting Council is planning to review the first reading in January while the second reading will not take place until after the mid-February election.

As a matter of good governance, Chair Cavanaugh stated his preference not to remain silent on this issue. He made a motion directing Attorney Kirsch to outline that the current ordinance is burdensome and costly, could delay safety-critical projects, imposes limiting criteria without expertise to evaluate aeronautical functions at the airport, overlaps with the Master Plan and the Utilization Plan, and is duplicative of the FAA's Airport Layout Plan. The motion also requests that the City Council not adopt the ordinances as presented. Vice Chair Crees seconded the motion.

After confirming that the City's aviation attorney has reviewed the ordinance, Commissioner Burns expressed a preference to work cooperatively with the City to establish a process whereby the City is involved when the NAA becomes aware of future developments. He added that state legislation grants all zoning authority to the City and stated that he did not oppose the ordinance solely on the basis that it may be burdensome.

Commissioner Arnold stated that certain language in the ordinance is burdensome to nonaeronautical uses as well. She explained that the ordinance requests retroactive information, whereas new regulations typically specify an effective date for future applicability. In this case,

the requirements would apply to existing developments, which she said is inappropriate from a land planning perspective. She concluded that the ordinance has significant flaws overall.

Commissioner Alberto expressed concern that the resolution could allow City Council to override the NAA's plans, limiting the Board's ability to manage airport development. He noted that development is not inherently negative and that hangar shortages increase airport traffic. He emphasized the importance of maximizing available space through additional hangars and suggested the Board could develop strategies to achieve this goal. He agreed that Council input is acceptable on nonaeronautical matters like landscaping, but stressed that hangars are an aeronautical function and should remain under the Board's authority.

Attorney Owens clarified the timing of the motion to draft a letter, if approved, and the schedule for City to hear the second reading before the next NAA's regular Board meeting on February 19th. is for you to draft a letter. He pointed out that the Board would not be able to see the letter before it is sent to City Council.

Attorney Kirsch reviewed his understanding of the discussion, noting that the Board would like him to prepare a letter to City Council outlining the NAA's concerns. He explained that Council authority over land use has been debated locally and nationally and that the City is preempted from regulating aeronautical functions. The letter would emphasize the burden of navigating parallel processes with the FAA and the City, which could delay safety-critical projects, and the City's limited expertise in evaluating aeronautical functions. It would also note duplication with the FAA-approved Airport Layout Plan. The letter would request that the City not adopt the ordinance as drafted and express the NAA's willingness to collaborate on refining it to apply only to nonaeronautical functions and avoid preempted areas.

There was a suggestion to hold a Special Meeting to review the letter, but given the urgency and Attorney Kirsch's understanding of the letter content as described above, Chair Cavanaugh amended his motion for Attorney Kirsch to issue the letter as described, requesting City Council not to adopt the Resolution. Vice Chair Crees seconded the motion.

After a roll call vote, the motion passed 4 -1 with Commissioner Burns dissenting.

H. NOISE

There were no Noise items.

However, Commissioner Alberto suggested establishing a more structured approach to collecting noise data, including placing monitors at the ends of each runway and gathering seasonally adjusted data for comparison to baseline measurements. He requested this topic be placed on a future agenda for discussion. Mr. Rozansky noted that portable noise monitors are currently in use and that the vendor will present the benefits of permanent monitors at the February NCC meeting. He recommended that the NCC review the matter first and provide a recommendation to the Board.

Commissioner Alberto also provided context on the economy over the past 25 years, noting that while the airport has been blamed for noise, broader economic factors drive aviation activity. He highlighted increases in home values in Naples, growth in the S&P 500, and rising affordability of jets, including super mid-sized and light jets, as well as the success of fractional and charter programs such as NetJets and FlexJets. He emphasized that jet travel is increasingly accessible and

attractive, and that airport traffic reflects broader economic trends rather than the airport itself. He stated that this reality must be recognized and for better understanding strategies in managing future airport activity.

Commissioner Alberto acknowledged community frustration regarding aircraft noise and emphasized the need for the Board to identify actionable measures within its control, supported by reliable data. He suggested exploring options such as parking limitations, aircraft spacing during peak season, and the use of permanent noise monitors to establish monthly baseline data. Discussion followed regarding the implications of parking limitations, new aircraft types, and the use of noise-monitoring data.

Chair Cavanaugh proposed that Commissioner Alberto participate in reviewing noise-monitor data and related processes, which Commissioner Alberto agreed to do. Mr. Rozansky noted he could meet with Commissioner Alberto outside the meeting.

Further discussion addressed airport capacity, parking availability, fractional and charter operations, and the limits of the NAA's ability to control flight volume. Mr. Rozansky explained that the airport operates on a nondiscriminatory, 24/7 basis, that flight demand is driven by demand, and that FAA metering procedures currently manage aircraft flow. He noted the airport is operating within approximately 20 percent of its overall capacity and that broader capacity issues would be discussed at a future meeting.

Commissioners discussed potential strategies to address anticipated growth in operations, including collaboration with the City and lobbying efforts with federal officials. Mr. Rozansky summarized prior joint lobbying efforts with the City and federal officials that were unsuccessful and outlined longer-term strategies, including flight procedure modifications and conducting a Part 161 Study. He noted that renewed collaboration with the City may be timely given changes in the Board and City Council. He further added that regarding lobbying Congress, it requires years to build consensus and momentum.

Additional discussion included the feasibility of curfew enforcement, implementation of landing fees, and distinctions between piston and jet aircraft types. Mr. Rozansky noted that any consideration of landing fees would require budgetary analysis to determine potential revenue, appropriate use of funds, and compliance with applicable requirements. Commissioner Burns stated that landing fees could potentially offset the need to accept federal grants and referenced a prior budget prepared for FY 2025–26 reflecting that approach. Commissioner Alberto disagreed with Commissioner Burns' statement, noting that rejection of the most recent federal grant led to a political storm with State representatives now considering a bill to elect Board members. He suggested that landing fees could help offset costs associated with noise monitoring infrastructure.

As a point of order, Commissioner Arnold noted Commissioner Alberto's request to place the installation of additional noise monitors on next month's agenda and suggested that other noise-related topics be addressed incrementally to allow staff adequate preparation.

Commissioner Alberto made a motion to investigate and initiate implementation of sound measure devices at certain locations off the end of each runway which would include a consultant presentation at the next Board meeting on pricing, schedule to install and potential locations. Vice Chair Crees seconded. Discussion followed regarding the timing since the noise monitor consultant will be presenting at the NCC meeting in late February.

Commissioner Alberto made a motion for the Board to revisit the landing fees that would specifically discourage curfew violators, excluding our tenants. Vice Chair Crees seconded. Attorney Owens stated that Attorney Kirsch would probably caution the Board around a discussion to enact landing fees as a driving factor to limit flight operations. He added that as Mr. Rozansky mentioned, a detailed analysis has to be done to relate landing fees to budgetary and cost recovery issues and not to reduce flight volume. Commissioner Burns commented that the reason we are revisiting landing fees would be for economic research in making the airport more self-sufficient. Commissioner Alberto amended his motion to revisit landing fees in terms of cost recovery. Mr. Rozansky stated that the cost analysis would need to be updated as well as our operating and capital expenditures for the next five years. He said he could have it prepared for the next meeting. Vice Chair Crees seconded. After a roll call vote, the motion passed unanimously 5-0.

Chair Cavanaugh invited Attorney Andrew Dickman from the City Attorney's office to address the Board regarding the City of Naples draft ordinance pertaining to the Airport Master Plan, Airport Layout Plan, Airport Utilization Plan, and site plan review and approval process. Attorney Dickman stated that the City has made a strong effort to collaborate with the NAA and that extensive coordination has occurred between City staff, City and NAA aviation attorneys, and Authority representatives in developing the proposed land development code changes. He felt that the City's presentation to the Board in November was rather fruitless and hostile towards the City. He said that from collaboration with both aviation attorneys, City Attorney and NAA Authority Counsel, and NAA staff, he would be happy to share all the red-lined versions with both parties working on the drafts.

He emphasized that the City retains planning and building authority over City-owned property leased to the NAA and intends to exercise that authority through the Comprehensive Plan and land development regulations. At the suggestion of airport representatives, he said the City included language acknowledging state and federal preemption laws. He encouraged continued cooperation, professional engagement, and direct communication, noting that the ordinance will proceed through additional public meetings. Attorney Dickman called out the groups advocating for the airport, who attended yesterday's PAB meeting, and stated for the record that they need to register as lobbyists since they are being represented by an attorney. Attorney Dickman noted that if any issue about the airport comes up at a City meeting, the City attorney's office will make it their business to communicate with Attorney Owens and Mr. Rozansky about it. Regarding House Bill 4005, he said that the City hired a lobbyist to deal with that issue, and if the NAA's interests are aligned with the City, he encouraged the NAA to participate with them.

Vice Chair Crees responded to Attorney Dickman's remarks, expressing a desire to reduce tensions between the City and the NAA and asking how best to move forward collaboratively. Attorney Dickman reiterated his commitment to maintain a constructive working relationship, emphasizing the importance of communication, mutual respect, and trust. He cautioned that any correspondence opposing the ordinance should be measured in tone and encouraged direct dialogue rather than adversarial approaches.

Authority Counsel Owens stated that he has trust in the City Attorney's Office and appreciates their transparency in the ongoing discussions. He explained that the timing of the Board's discussion today was dictated by the ordinance timeline and the NAA's meeting schedule. He emphasized the importance of mutual respect and ongoing cooperation.

I. CONSENT AGENDA

There were no Consent Agenda items.

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

1. Resolution 2026-1, Resolution of City of Naples Airport Authority Delegating Certain Administrative and Operational Powers and Duties to the Executive Director; and Repealing Resolution No. 2025-1

Mr. Rozansky said that each January this Resolution is presented for adoption. He said it is an excellent tool to delineate responsibilities for the Executive Director, staff and items that must be brought to the Board from its policy and oversight perspective. He said that changes to the Resolution have been highlighted in redline form and are being recommended by Authority Counsel.

Attorney Owens recapped the changes made. He noted the non-substantive changes relative to the dates and resolution references made. In Article 2, Subsection A, the definition changed slightly to expand the types of instruments/agreements that the Executive Director executes under his Delegation of Powers. He added that the initial or renewal extension term and aggregate remains unchanged and cannot exceed five years no matter what the document is called.

Vice Chair Crees moved approval of Resolution 2026-1 as presented. Commissioner Alberto seconded the motion.

Commissioner Burns requested to have an item on the agenda for the March 5th Onboarding meeting to discuss a procedure for the Board to adopt policies as outlined on page 2 under Article I. General Provisions, C. of Resolution 2026-1. He noted that this paragraph changed last year from previous years and the Board has not set up a procedure for discussing policies and directives. Mr. Rozansky stated that there are policies enumerated in the Bylaws. Attorney Owens added that this Board has instituted policies through resolutions from decisions, action and consensus at Board meetings and that there has never been an official policy adopted by the Board on a periodic basis.

There was consensus to discuss a procedure for the Board to adopt policies at the March 5th Onboarding meeting.

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

2. Naples Airport Authority 2025 Annual Report

Mr. Brad Fagan, Director of Community Relations, requested approval of the 2025 NAA Annual Report, as modified. He noted that at the last Board meeting, staff was asked to update the report with revisions focused on page 17 to include adding quotes from respondents both favorable and less favorable, adding a block addressing the airport's importance to the community with a less favorable approval rating of 5.6 percent (see block to the far right), and removing the word, overwhelmingly, in the final paragraph of the page when referring to positive findings. He said that staff believes this adds proper balance to the report.

In response to Commissioner Arnold, Mr. Rozansky stated that the minor grammatical correction was made on page 12.

Commissioner Arnold moved to approve the NAA 2025 Annual Report, as modified. Commissioner Alberto seconded.

In reference to former Chair Cuddihy's comment on page 5 regarding the airport relocation study being concluded, Commissioner Alberto stated that he continually is asked by community members when the airport is moving. He suggested the NAA prepare a statement(s) and post it in places where people are likely to see it.

Commissioner Alberto expressed concern for the significant personal and community impacts that a potential relocation created for employees around the airport, including the effects on their spouses, children, families, and friends. He emphasized that thousands of individuals were affected by the uncertainty and encouraged the Board to consider such consequences before launching future initiatives. Commissioner Alberto also stressed the importance of clearly communicating that the relocation study is complete and that the airport is not being relocated, noting that public awareness of this conclusion has not been as prominent as earlier coverage of the study itself.

Vice Chair Crees responded that the issue had been thoroughly debated by the Board and that a clear decision was made not to pursue relocation, adding that interested parties have a responsibility to stay informed. Commissioner Alberto reiterated that while the issue had received significant media attention during the study, there had been less coverage emphasizing its conclusion.

Vice Chair Crees indicated the matter could be raised with local media outlets. Mr. Rozansky suggested including a concise statement in the forthcoming one-page communication to clearly address this issue.

Chair Cavanaugh acknowledged that media coverage often focuses more heavily on active or controversial issues and agreed that some community voices continue to raise the topic. He reaffirmed that, based on the facts gathered, the airport is not relocating and directed staff to continue reinforcing this message through outreach efforts, presentations, and verbal and written communications.

Staff noted that questions regarding the status of the relocation study continue to arise during public presentations and affirmed their willingness to continue reiterating that the study is complete and that the airport is not moving.

Commissioner Burns clarified that one recommendation of the Part 150 Noise Study was to conduct a feasibility study on relocating the airport, which was submitted to the FAA and led to the initiation of the relocation study. He noted that this context is important for public understanding.

After a roll call vote, the motion passed 3-2 with Commissioner Burns and Vice Chair Crees dissenting.

K. NEW BUSINESS

There was no New Business.

L. OLD BUSINESS

There was no Old Business.

M. BOARD REPORT

Vice Chair Crees commented on the increase in flight activity and reiterated his ongoing concerns regarding curfew violations. He noted that the aircraft alerts referenced on page 3 did not indicate any serious issues but observed that over the past year the majority of alerts appeared to involve smaller aircraft rather than professionally operated business jets. Vice Chair Crees inquired whether any conclusions could be drawn from this trend, including whether it reflected differences in aircraft maintenance or pilot training within general aviation.

In response, Executive Director Rozansky explained that, statistically, civil aviation has experienced a consistent decline in incidents and accidents over several decades. When the data is separated, commercial airlines show an exceedingly low incident and accident rate, with similarly low rates among professionally operated general aviation aircraft, primarily jets and turboprops. He noted that piston aircraft have a comparatively higher incident and accident rate, as they are often operated by non-professional pilots, including private, recreational, and student pilots, which can result in a higher number of incidents. Mr. Rozansky added that a year-over-year analysis specific to the airport would be necessary to determine whether local trends align with statewide and national data or indicate any cause for concern.

There were no other comments.

N. EXECUTIVE DIRECTOR'S REPORT

Mr. Rozansky thanked Ms. Jaramillo who did a great job preparing the first Board packet since Ms. Menard retired. He thanked other staff members who also stepped up to assist.

Mr. Rozansky stated that staff is preparing a report detailing the amount of time spent preparing Board packets and attending Board meetings. He estimated that more than 300 staff hours per month are dedicated to these activities. The report will be presented at a future meeting to facilitate discussion on the value of the information provided, potential adjustments to the materials, and possible improvements to meeting format and efficiency. Chair Cavanaugh expressed support for the review and looked forward to the discussion to ensure staff time is being used as efficiently and effectively as possible.

In addition, Mr. Rozansky said that staff is striving to leverage technology. Regarding preparation of minutes each month, at the next meeting, two sets of minutes will be provided. One traditional set as prepared in the past and another set prepared with AI technology, Microsoft CoPilot. He said Microsoft CoPilot can prepare minutes in moments whereas the traditional set takes many hours to prepare. Vice Chair Crees was in favor of CoPilot as he uses AI for another entity. Chair Cavanaugh is supportive but interested in hearing from Counsel to understand if the product will meet the purposes of our legal requirements. Attorney Owens said that legal minimum

requirements for minutes are being satisfied and the NAA goes well above and beyond what is required by law which is a good thing because we promote transparency. He added that any AI produced work product can't be relied on and would still need a human being to review for sufficiency and accuracy. Commissioner Burns asked how many of the 300 hours are attributed to meeting minute preparation. Mr. Rozansky stated that he would try and identify that.

Mr. Rozansky provided a brief update on flight procedure design. He said staff had a call with Hughes Aerospace and our Control Tower after the holidays. Next steps and potential ideas for advancing new departure procedures were discussed. He noted that RSW Air Traffic Control Tower staff were not on the call. Hughes had questions for our Tower about what they thought could be feasible in terms of the departures. The challenge with increasing the 2,000 foot hold is for take-offs to the northeast and maintaining separation of airspace and aircraft for the departing jets from the jets arriving down the middle of the state. The Tower suggested considering a departure procedure at a higher altitude to the southwest. Mr. Rozansky noted that prior ATC staff objected to having different altitudes off of different runways, but the current ATC staff didn't appear to feel that way. Hughes suggested approaching RSW about conducting a trial run on a modified departure procedure in the summer months when the airspace is less busy.

Mr. Rozansky said that staff has a meeting next week with Collier County staff to review the proposal on their modified flight procedures. One impediment to modifying our departure procedures is a degree of overlap on the flight procedures at the Marco Island Airport.

Mr. Rozansky stated that Hughes will be on the agenda for one of the upcoming NCC meetings. Tower staff will be invited, and it should result in some good productive conversations.

Mr. Rozansky added that ESA, our noise consultant, will be in attendance as well. He noted that ESA has recently retained some staff that previously worked at the FAA and are subject matter experts regarding concerns raised on the basis of health concerns. Mr. Rozansky stated that the NCC meeting will be held on February 26th and an NCC workshop meeting is planned for March 26th, partly to discuss opportunities for a Part 161 Study. Staff will send out calendar reminders to the Board.

Commissioner Alberto suggested deploying mobile noise monitors at select locations both before and after the altitude departure change in order to quantify the resulting noise reduction. In response, Mr. Rozansky noted that staff is currently analyzing altitude differences in flight tracks and paths resulting from updated arrival procedures, which will be presented at the February NCC meeting. Commissioner Alberto stated that he would like to better understand the level of community relief provided by these initiatives.

Mr. Rozansky explained that direct comparisons can be challenging because daily operating conditions vary; however, he indicated that staff can discuss analytical methods that would allow for an "apples-to-apples" comparison. He added that historical data from the past two to three years is available. Commissioner Alberto concluded that averaging data collected over comparable time periods immediately before and after the changes would be helpful.

O. COUNSEL'S REPORT

Mr. Owens was happy to report no pending litigation or other legal matters to discuss.

P. PUBLIC COMMENTS (5-minute limit)

There were no Public Comments.

Q. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Arnold said she had a request to prepare information for her neighborhood association's newsletter, as an introductory of her background and interest that drew her to the NAA. She received correspondence via email from a citizen concern's regarding some of the health-related impacts of the noise. She thanked Commissioner Burns for his recommendation to listen to the April 2023 workshop meeting and Mr. White's presentation, which she found very informative.

Commissioner Alberto reached out to homeowner association groups to invite them for an airport tour. He reported a tour with the Old Naples Association and the Royal Harbor Association have been scheduled in the next two weeks.

At Commissioner Alberto's request, the Board discussed the condition of the observation deck on North Road, which is popular with the public and aviation enthusiasts. Concerns were raised regarding its poor condition, including splintering and sagging wood, and a request was made for repairs and a method to track visitor usage. Staff confirmed that while interim safety repairs have been completed, a comprehensive renovation is currently constrained by the Airport Utilization Plan process and zoning limitations, which Commissioner Burns also elaborated on. It was explained that observation decks are not an approved use under the current zoning ordinance, preventing the issuance of a building permit until the ordinance is amended. Board members emphasized the importance of moving forward with repairs and a long-term redesign due to the deck's community value. Staff advised that the scope of work would require design, permitting, and staff resources and agreed to research options and return with recommendations at the next meeting. The Chair withdrew his request for consensus pending further information.

Chair Cavanaugh appreciated the support of his fellow commissioner for chairmanship. He said he will do the best job he can and asked individual Board member to give him advice if they see something that could be done better or differently. Chair Cavanaugh said that he would accept the advice in the spirit that it is given. Attorney Owens said for the public's benefit, advice by fellow commissioners could only occur at a publicly noticed meeting.

R. ADJOURN

With no further business, the meeting adjourned at approximately 10:34 a.m.

Christopher A. Rozansky
Secretary

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

Naples Airport Authority: Regular Meeting Minutes

These minutes were prepared by Microsoft Copilot for comparison purposes using a verbatim transcript.

Thursday, January 15, 2026

Call to Order — The meeting was called to order by Vice Chair Cavanaugh at 8:31 a.m. in the Council Chambers at City Hall.

A. ROLL CALL

Commissioners present: Terry Cavanaugh (presiding), Michelle Arnold, John Crees, Ralph Alberto, Robert Burns.

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Warriner, Mr. Gray, Mr. Brown, Mr. Carballo, Mr. Fagan, Ms. Zadorecky, Ms. Wiggins, Ms. Acosta, and Ms. Jaramillo. Counsel Peter Kirsch joined remotely.

B. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

C. AGENDA

The presiding officer asked for additions, deletions, or resequencing. Materials from Aviation Counsel Peter Kirsch were noted; clerical edits to prior minutes were also acknowledged.

D. MINUTES

On a motion duly made and seconded, the Board approved the December 18, 2025, Regular Meeting Minutes as amended. Motion carried unanimously.

E. BOARD ORGANIZATION

1. Election of Officers

Chair: Nominations were opened. Terry Cavanaugh was nominated and, following a roll call vote, was elected Chair.

Vice Chair: Nominations were opened. John Crees was nominated and, following a roll call vote, was elected Vice Chair.

2. Committee Appointments

- Audit Committee: Chair — Michelle Arnold; Members — Robert Burns and John Crees.
- Consultant Selection Committee: Chair — Ralph Alberto; Member — Chair Cavanaugh.

- Noise Compatibility Committee Liaison: John Crees to continue.

F. PUBLIC COMMENTS (5-minute limit)

There were no Public Comments.

G. PRESENTATIONS AND TIME CERTAIN ITEMS

City of Naples Draft Ordinances — Land Development Code Amendments Pertaining to the Naples Municipal Airport: Aviation Counsel summarized potential federal preemption concerns. Following discussion, the Board directed Aviation Counsel to prepare and transmit a letter to the City outlining concerns and respectfully requesting that the ordinances not be adopted as presented. Motion passed 4–1 (Burns — No).

H. NOISE

1) Permanent Noise Monitoring — By consensus, staff will bring a presentation on permanent noise monitoring (vendor overview, proposed locations, pricing, and schedule) to the February 19, 2026 Board meeting.

2) Busiest Period Communications — Staff to prepare a concise public one-pager and press outreach clarifying roles/limitations of the NAA vs. FAA; to be finalized and released prior to the next meeting.

I. CONSENT AGENDA

No consent items.

J. ACTION ITEMS

1) Resolution 2026-1 — Delegation of Administrative and Operational Powers to the Executive Director. Counsel summarized clarifying edits (terminology and instruments; existing limits unchanged). Motion to adopt carried unanimously.

2) Naples Airport Authority Annual Report (2025) Staff presented revisions requested at the prior meeting. Motion to approve the Annual Report carried unanimously.

3) Landing Fees (Cost-Recovery Analysis) — On motion, the Board directed staff to update the financial analysis for a universal, cost-recovery landing fee framework (with possible exemption for based aircraft) and return with options at the next meeting. Motion carried unanimously.

K. NEW BUSINESS

There was no New Business.

L. OLD BUSINESS

There was no Old Business.

M. BOARD REPORT

Vice Chair Crees noted increased flight activity and reiterated concerns regarding curfew violations. He observed that recent aircraft alerts primarily involved smaller, non-professionally operated aircraft and asked whether this trend suggested differences in maintenance or pilot training. Executive Director Rozansky responded that aviation incident rates have declined overall, with higher rates generally associated with piston aircraft operated by non-professional pilots, and noted that a year-over-year airport-specific analysis would be needed to assess any local concerns.

N. EXECUTIVE DIRECTOR'S REPORT

Executive Director Rozansky thanked Ms. Jaramillo and staff for preparing the first Board packet following Ms. Menard's retirement. He reported that staff are preparing a time-use analysis of Board packet preparation and meeting support, estimating over 300 staff hours per month, to be presented at a future meeting to evaluate efficiency and potential improvements. Chair Cavanaugh supported the review. Mr. Rozansky also described plans to pilot the use of AI technology (Microsoft Copilot) for meeting minutes, alongside the traditional format, noting that AI-generated minutes would still require human review for accuracy and legal sufficiency.

Mr. Rozansky provided an update on flight procedure design, including recent discussions with Hughes Aerospace and the Control Tower regarding potential departure procedure modifications. He noted coordination challenges related to airspace separation and overlap with Marco Island Airport procedures, upcoming meetings with Collier County staff, and plans for further discussion at future NCC meetings. Hughes, Tower staff, and the airport's noise consultant will participate in upcoming NCC meetings scheduled for February 26 and March 26.

Commissioner Alberto suggested using mobile noise monitors to evaluate potential noise reduction. Mr. Rozansky noted that staff are analyzing flight track altitude data and can discuss methodologies for comparable before-and-after analysis using historical data.

O. COUNSEL'S REPORT

Mr. Owens was happy to report no pending litigation or other legal matters to discuss.

P. PUBLIC COMMENTS

There were no Public Comments.

Q. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

Commissioner Arnold requested assistance in preparing introductory information for her neighborhood association newsletter and noted receiving a citizen inquiry regarding

health-related noise concerns. She thanked Commissioner Burns for recommending the April 2023 workshop presentation, which she found informative. Commissioner Alberto reported outreach to homeowner associations and noted that airport tours with the Old Naples and Royal Harbor Associations are scheduled.

At Commissioner Alberto's request, the Board discussed the condition of the North Road observation deck. Staff reported that while interim safety repairs have been made, zoning restrictions and the Airport Utilization Plan currently limit comprehensive renovations. Board members emphasized the deck's community value, and staff agreed to research repair and redesign options and return with recommendations.

Chair Cavanaugh thanked fellow commissioners for their support and invited constructive feedback, noting that such advice must be provided at publicly noticed meetings, as clarified by Attorney Owens.

R. Adjournment

There being no further business, the meeting adjourned at 10:34 a.m.

Christopher A. Rozansky
Secretary

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



To: Honorable Chair and Commissioners

From: Christopher A. Rozansky, Executive Director

Meeting Date: February 19, 2026

Re: **PRESENTATION AND TIME CERTAIN ITEMS**

**1. City of Naples Draft Ordinance – Land Development Code
Amendments Pertaining to the Naples Municipal Airport**

SUMMARY: Presentation and discussion of the City of Naples’ draft ordinance related to the Airport Master Plan, Airport Utilization Plan, and site-specific development review and approval processes.

BACKGROUND: In May 2025, Naples City Council adopted Resolution 2025-15651, which was subsequently rescinded on October 1, 2025. At that time, however, City Council directed the City Attorney to continue drafting a related ordinance.

At the November 2025 Regular Meeting, the City Attorney presented draft ordinances for discussion and advised that the City intended to present them to the Planning Advisory Board (PAB) and City Council for adoption in early 2026. During that meeting, NAA aviation counsel Peter Kirsch (Kaplan Kirsch LLP) raised concerns regarding potential federal preemption, and further coordination between counsel was recommended.

At the January 2026 Regular meeting, the Board was provided with an update on the proposed ordinances and directed Mr. Kirsch to draft a letter urging City Council not to adopt the ordinances as drafted.

At the January 21, 2026 Naples City Council meeting, the draft ordinance was presented, and City Council directed the City Attorney to further coordinate with the NAA and affected airport user groups to refine the ordinance. In response, Mr. Kirsch has proposed the attached redline revisions for the Board’s consideration.

COMMUNICATION PLAN: Staff and Authority Counsel will continue to coordinate and work with the City, as directed by the Board, and will provide updates as appropriate.

FINANCIAL IMPACT: None associated with this item.

January 15, 2026

VIA E-MAIL

Matthew McConnell, Esq., City Attorney
City of Naples
735 8th Street South
Naples, FL 34102

Re: City of Naples Land Use Ordinances Affecting Naples Municipal Airport

Dear Mr. McConnell:

I am writing at the request of the Board of the Naples Airport Authority who directed, by motion at their January 15, 2026, meeting, that I send you this letter expressing the Authority's concerns about two City ordinances which propose to update and amend the code related to the Airport Master Plan, Utilization Plan, and site-specific development approval process for the C4 Airport Commercial District. We appreciate your willingness to work with the Authority on the drafting of these proposals but believe that further refinements are still necessary.

As you are aware, the Authority and City and our respective staff and counsel have been engaged in discussions about the City's appropriate authority over land use on the Airport for at least 30 years. These discussions have focused largely, but not exclusively, on the principles of federal preemption and the extent to which the City has the legal authority to regulate land uses on the airport. These discussions have resulted in multiple informal communications and at least three memoranda or opinions from the City Attorney in 1997 and 2010 and a formal opinion from the Federal Aviation Administration Chief Counsel's Office in 2011.

We are appreciative of the time that you and Andrew Barr, your outside aviation counsel, have spent with Mr. Owens and me to work through and improve certain language in the two draft ordinances. I have conveyed to the Board that these discussions have been productive and have resulted in substantive and helpful revisions to the draft ordinances.

Notwithstanding the improvements in the draft ordinances, the Authority Board believes that the two proposals remain unnecessarily burdensome and costly to the Authority and are preempted by federal law to the extent that they purport to regulate aeronautical functions at the Airport.

With respect to the burden and cost for the Authority, the ordinances would require the Authority to participate in a process which could easily add in excess of six months to the federal process for approval of projects – including safety-critical or operationally necessary projects – at the Airport. As both FAA and your predecessor city attorneys have recognized, the City has no legal authority to approve or condition these projects. As a result, the additional burden has no real value to the community, the City, or the aeronautical community. Since the ordinances include no exemptions for safety-critical projects, for example, the Authority would be faced with the untenable dilemma of delaying projects to pursue the City process or ignoring the City process at its peril.

The ordinances contemplate a City review and approval process for highly technical aeronautical plans and projects over which the City has no professional expertise and which are already required to be approved through a complex Federal Aviation Administration review or approval process. The criteria in the draft ordinances provide little guidance for the bases the City will use in its review. In particular, the Utilization Plan and its review and approval process and the Master Plan process, would be duplicative of the already exhaustive federal process and would impose additional burdens which are unnecessary given the highly transparent airport planning process already in effect under FAA guidelines.

I will not repeat here the many bases on which the proposed ordinances would be preempted by federal law. These have been covered in prior memoranda and discussions. Fundamentally, to the extent that the ordinances purport to regulate aeronautical functions (as defined by the FAA and refined through decades of court decisions), the City has no authority to regulate Airport land use. There undoubtedly are projects over which the City has land use authority as well as gray areas where City authority is less certain. We have repeatedly expressed our willingness to develop an agreed-upon process for City review of these projects.

The Authority has requested that I reiterate that we remain willing and able to discuss our concerns with you and the City Council and to find mutually acceptable language which would eliminate the Authority's legal, financial, and practical concerns. But we must respectfully request that the City not enact the proposed ordinances as currently drafted.

Sincerely,



Peter J. Kirsch

cc:

Airport Authority Board

Airport Authority Executive Director

Airport Authority General Counsel

ORDINANCE 2026-

AN ORDINANCE AMENDING SECTION 44-8 – DEFINITIONS, CHAPTER 44 – GENERAL PROVISIONS, ADDING SECTION 46-46 – AIRPORT PLANNING AND SITE-SPECIFIC DEVELOPMENT, CHAPTER 46 – ADMINISTRATION, PROCEDURES AND ENFORCEMENT, AMENDING SECTION 58-681 – DISTRICT PURPOSE, SECTION 58-682 – USES PERMITTED, SECTION 58-683 – CONDITIONAL USES AND SECTION 58-691 – MAXIMUM DECLARED DISTANCE OF RUNWAY, DIVISION 23 C4 AIRPORT COMMERCIAL DISTRICT, CHAPTER 58 – ZONING, OF THE CODE OF ORDINANCES, CITY OF NAPLES FOR THE PURPOSE OF UPDATING THE CODE OF ORDINANCES; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER’S ERROR; CONSTRUCTION; PUBLICATION AND AN EFFECTIVE DATE.

WHEREAS, the City has decided to update and amend the codes related to the Airport Utilization Plan and Site Plan for the C4 Airport Commercial District; and

WHEREAS, the City Council has determined that there is a need to clarify the codes, reorganize sections, and refine definitions to address inconsistencies; and

WHEREAS, these amendments are necessary to align the City’s Land Development Code with the policies adopted in the Comprehensive Plan; and

WHEREAS the City Council has determined that amending the City’s Land Development Code related to the Naples Municipal Airport is in the best interest of the City; and

WHEREAS, an advertisement of the public hearing for adoption of the proposed ordinance was published in the Naples Daily News on the ____ day of _____, 2026 as required by Section 166.041, Florida Statutes and City of Naples Code of Ordinances; and

WHEREAS, adoption of the regulations contained in this Ordinance is in the best interest of the residents of the City of Naples and promotes the health, safety and welfare of the City; and

WHEREAS, the City acknowledges that, under federal law, it has no authority to regulate aeronautical uses of property at the Naples Municipal Airport;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NAPLES, FLORIDA:

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Section 1. The above recitals ("Whereas" clauses) are hereby adopted as legislative findings, purpose and intent of City Council.

Section 2. That Section 44-8 – Definitions, Chapter 44 – General Provisions, of the Code of the City of Naples is hereby amended to read as follows:

Sec. 44-8. Definitions.

The following words, terms and phrases, when used in this Land Development Code ~~land development code~~, will have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Airport, used in Sec. 46-46 and 58-569 through 58-680 of the City's Land Development Code, as amended, and the City's Comprehensive Plan means "Naples Municipal Airport" or "Naples Airport." The Airport consists of two parcels: the Airport Aeronautical Parcel and the Airport Non-Aeronautical Parcel.

~~Airport Clear Zone. See High Noise Impact Areas.~~

Airport Non-Aeronautical Development and/or Non-Aeronautical Project means ~~a new principal building or structure, an addition to an existing structure that is greater than 1,000 square feet; or landscaping, lighting, and paving projects or any combination exceeding 10,000 square feet, on the Airport Non-Aeronautical Parcel; and any modification or extension of any runway or taxiway that adds additional paved surface used for aircraft operations.~~

Airport Layout Plan means a set of scaled drawings, as prescribed and according to ~~(FAA)~~ requirements, that provides a graphic representation of the existing and future development plan for the Airport and demonstrates the preservation and continuity of safety, utility, and efficiency of the Airport. An Airport Layout Plan that has been submitted by the Naples Airport Authority and accepted or approved (as applicable) by the FAA, shall constitute the Airport Layout Plan for purposes of this Code.

Airport Master Plan means a comprehensive plan of the Airport Non-Aeronautical Parcel ~~Airport~~ which typically describes current and future plans for airport development designed to support existing and future aviation demand. For purposes of this ordinance (and in no manner purporting to supersede ~~s~~State or ~~f~~Federal requirements), the City of Naples Comprehensive Plan is not considered to be the Airport Master Plan. The City at its election may incorporate the Airport Master Plan into the City Comprehensive Plan pursuant to F.S. 163.3177.

Airport Utilization Plan means a document prepared by the Naples Airport Authority, and submitted for review ~~and approval~~ by City Council, which, is at the election of the

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

Naples Airport Authority, is either identical to, or at least consistent with, the NAA-approved ~~Airport Master Plan and~~ Airport Layout Plan. It must conform with the terms and conditions set forth in Sec. 46-46 "Airport Planning and Site-Specific Development" and Division 23 "C4 AIRPORT COMMERCIAL DISTRICT" of the City's Land Development Code and the Comprehensive Plan. ~~The "Overall Utilization Plan" shall have the same meaning as "Airport Utilization Plan."~~ ~~The detail of the mapping shall be at the same or greater quality as the Airport Layout Plan.~~

Airport Aeronautical Parcel means all real property whether owned by the City of Naples or the Naples Airport Authority, whether within the C4 Zoning District or another zoning district, which is utilized for aeronautical, airport, or mixed- use purposes, as such terms may be defined in *FAA Policy Regarding Processing of Land Use Changes*, 88 Fed. Reg.84474 (Dec. 8, 2023), as the definitions of such terms may change from time to time.

~~*Airport Parcel*~~*Airport Non-Aeronautical Parcel* means all real property whether owned by the City of Naples or the Naples Airport Authority, whether within the C4 Zoning District or another zoning district, which is ~~not-~~ utilized for any ~~Airport-aeronautical, airport, or mixed- use purposes,~~ as such terms may be defined in *FAA Policy Regarding Processing of Land Use Changes*, 88 Fed. Reg.84474 (Dec. 8, 2023), as the definitions of such terms may change from time to time. ~~operations. The Airport Parcel~~*Airport Non-Aeronautical Parcel* ~~shall also include the boundaries of the Airport as defined in the Airport Layout Plan.~~

Formatted: Font: Italic

FAA shall mean the Federal Aviation Administration of the U.S. Department of Transportation.

~~High noise impact areas~~ Noise Impact Areas ~~means~~ mean areas ~~surrounding Naples Municipal Airport outside the C-4 Zoning District~~ where ~~potential~~ noise impact exists from low-flying aircraft, designated as the ~~605-Ldn-65 dB DNL~~ noise contour, ~~as amended.~~

NAA shall mean the *City of* Naples Airport Authority.

Formatted: Font: Not Italic

Section 3. That Chapter 46 – Administration, Procedures and Enforcement, of the Code of the City of Naples is hereby amended to read as follows:

Chapter 46 - ADMINISTRATION, PROCEDURES AND ENFORCEMENT

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

Sec. 46-46. Airport Planning and Site-Specific Development.

Intent and purpose. This section shall describe the process for City review and/or approval of the Airport Master Plan, the Airport Utilization Plan, and all site-specific development on the Airport Non-Aeronautical Parcel~~within the C4 Airport Commercial District.~~ ~~Unless-Except as preempted by sState or fFederal regulationslaw,~~ the City Council shall have review authority of the Airport Master Plan, the Airport Utilization Plan, and all site-specific development within the C4 Airport Commercial District on the Airport Non-Aeronautical Parcel pursuant to City Ordinances. The City Council may require review by an appropriate advisory board for recommendation of any Plan or Development~~Non-Aeronautical Development~~ prior to consideration by the City Council for approval. Nothing herein is intended to and therefore will not supersede or otherwise affect the validity of any document approved or accepted by the FAA or the ~~sState~~ in accordance with applicable ~~sState or fFederal~~ law, regulations, policies or directives.

A. *Airport Master Plan.* As defined in Chapter 44 and required by the City's Comprehensive Plan, all Airport uses and activities on the Airport Non-Aeronautical Parcel shall be consistent with the Airport Master Plan, as approved by the City Council, and consistent with the other relevant laws, regulations, codes and plans. The Airport Master Plan shall meet the requirements of the ~~(FAA)~~ and Florida Department of Transportation (FDOT) and be presented to the City Council for approval at a duly advertised regular meeting, ~~and, wherever practical,~~ prior to being submitted to the FAA and FDOT. ~~The Airport Master Plan shall not be submitted to the FAA or FDOT unless it has been approved by City Council pursuant to this section. The NAA shall submit an updated Airport Master Plan for City Council review and approval no less than once every 20 years.~~ Such City Council approval shall not be unreasonably delayed or withheld.

1. *Procedure.* The Airport Master Plan shall be submitted to the City Manager, or designee, with adequate time for review and comment, before it is formally scheduled for a public hearing. Once submitted by the NAA, the City Manager shall present this to City Council within 120 days once the application-Airport Master Plan is deemed complete. Prior to submittal to the City, the NAA shall formally review the Airport Master Plan in final form and at a duly scheduled NAA meeting shall authorize the presentation of the Airport Master Plan to the City. The City Manager, or designee, shall circulate the Airport Master Plan to all relevant City Departments for comment. After the administrative review is deemed complete, the City Manager, or designee, shall prepare a summary report to the City Council along with the Airport Master Plan, and schedule it for a public hearing. The NAA Executive Director, or designee shall be at the City Council meeting to present the Airport Master Plan and to answer questions.

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

2. City Council Review and Criteria. The City Council shall not unreasonably delay its review of the Airport Master Plan. The City Council shall review the Airport Master Plan based on competent substantial evidence demonstrating the following:

- a. Consistency with the Airport Utilization Plan;
- b. Consistency with the City's Comprehensive Plan;
- c. Conformity with all City codes, regulations, ordinances, and Florida Statutes; and
- d. Consistency with any other relevant adopted City plans and reports.

~~4-3.~~ Airport Aeronautical Parcel. In its review of the Airport Master Plan, the City Council may only review but shall take no action with respect to use of the Airport Aeronautical Parcel.

Formatted

B. Airport Utilization Plan. An Airport Utilization Plan for all uses of the Airport Non-Aeronautical Parcel (current and future) shall be submitted to the City Council for approval, based on a submittal and review process as determined by the City. Any ~~proposed~~ Airport Utilization Plan shall be in accordance with the provisions of the lease agreement ~~for governing use of the Airport Non-Aeronautical Parcel~~ between the City and the Naples Airport Authority or any approved sublease, and demonstrate the preservation and continuity of safety, utility and efficiency of the Airport. The Airport Utilization Plan shall be updated periodically (but at least ~~every five years~~every three years) and shall be prepared by the Naples Airport Authority and submitted to City Council for final ~~approval~~review. The Airport Utilization Plan shall provide an accurate graphical representation of the existing development and identify future development at the Airport, if known at the time of submittal.

1. Procedure. The Airport Utilization Plan shall be submitted to the City Manager, or designee, with adequate time for review and comment, before it is formally scheduled for a public hearing. Once submitted by the NAA, the City Manager shall present this to City Council within 120 days once the ~~application-submission~~ is deemed complete. Prior to submittal to the City, the NAA shall formally review the Airport Utilization Plan in final form and at a duly scheduled NAA meeting shall authorize the presentation of the Airport Utilization Plan to the City. The City Manager, or designee, shall circulate the Airport Utilization Plan to all relevant City Departments for comment. The City Manager, or designee, shall determine whether the Airport Utilization Plan is complete and sufficient. If an Airport Utilization Plan is submitted which is identical to the Airport Layout Plan, and such Airport Layout Plan meets FAA requirements, such Airport Utilization Plan shall be deemed complete and sufficient for City review. If the Airport Utilization Plan is not identical to the Airport Layout Plan, to be complete and sufficient, the Airport Utilization Plan must be detailed, and accompanied by any required exhibits of sufficient quality to accurately identify boundaries of existing and future development, as well as land uses abutting the ~~Airport Parcel~~Airport Non-

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

Aeronautical Parcel. If the Airport Utilization Plan is not complete and sufficient, the City Manager, or designee, shall notify the NAA in writing of the nature and extent of the incompleteness or insufficiency within 30 days after submittal. Upon determination that the Airport Utilization Plan is sufficient, the City Manager, or designee, shall prepare a summary report to the City Council along with the Airport Utilization Plan, and schedule it for a duly noticed public hearing. The NAA Executive Director, or designee, shall be at the City Council meeting to present the Airport Utilization Plan and to answer questions.

2. City Council Review and Criteria. City Council's review and approval of the Airport Utilization Plan is intended to ensure, with respect to the Airport Non-Aeronautical Parcel:
 - a) All completed developments have obtained approval and have been constructed in accordance with the terms of that approval;
 - b) All future development, designated and known when the Airport Utilization Plan is submitted, complies with the standards set forth in the Comprehensive Plan; and
 - c) All future development, designated and known when the Airport Utilization Plan is submitted, has met the requirements of the C4 Airport Commercial District and the Airport Overlay District, as well as any additional relevant ordinances, agreements, and regulations
3. The Airport Utilization Plan will be presented using scaled drawings with dimensions shown and confirmed by Geospatial Positioning Tools with an accompanying narrative that clearly identifies:
 - a) The use of the ~~Airport Parcel~~Airport Non-Aeronautical Parcel, as defined herein, completed or where construction is underway with the address or other building designator using modern technology to site and delineate each ~~Project~~Non-Aeronautical Project, its structures, and boundaries.
 - b) The projected completion date of any ongoing, or previously approved and not yet completed, ~~Airport Development~~Non-Aeronautical Development.
 - c) All ~~Project~~Non-Aeronautical Projects, as defined herein, previously approved by the City of Naples that have not begun construction, identifying the specific approval mechanism utilized (building permit, action of Council, site plan approval or other approval method). The projected time frames for these ~~Project~~Non-Aeronautical Projects (0 to 5 years or 5 years plus) indicating where each ~~Project~~Non-Aeronautical Project is to be located, and the lot dimensions (including specific locations of proposed structures).
 - d) All ~~designated Future Development~~ ~~Project~~Non-Aeronautical Projects, ~~as defined herein, and~~ known when the Airport Utilization Plan is submitted indicating specifically where each ~~such Project~~Non-Aeronautical Project is to

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

be located, the time frame for the ~~Project~~Non-Aeronautical Project (0 to 5 years or 5 years plus), the use for the ~~Project~~Non-Aeronautical Project, and where the ~~Project~~Non-Aeronautical Project is in the City of Naples approval process (ex., building permit, action of Council, site plan approval or other approval method).

- e) Existing land uses abutting the ~~Airport Parcel~~Airport Non-Aeronautical Parcel, sufficient to determine compatibility and incompatibility.
4. ~~Airport Aeronautical Parcel~~. In its review of the Airport Utilization Plan, the City Council may only review but shall take no action with respect to use of the ~~Airport Aeronautical Parcel~~.
- e) ~~▲~~

C. Site-Specific Development. All ~~Airport Development~~Non-Aeronautical Development, as defined in Section 44-8, as amended, shall require City Council approval as prerequisite for the issuance of a building permit unless NAA provides the City with direction or guidance from the FAA that any such Non-Aeronautical Development is necessary or desirable for the safe and efficient use of the Airport Aeronautical Parcel. ~~Airport Development~~Non-Aeronautical Development approval shall be ~~done~~ accomplished through a Site Plan Approval process. Site Plan Approval for ~~Airport Development~~Non-Aeronautical Development is not required for (i) recurring maintenance, repair, updating, renovation, or replacement project(s) for existing facilities, so long as the function of such facilities does not change~~which shall not include any expansion~~; and (ii) Non-Aeronautical Projects which are necessary or desirable for the safe and efficient use of the Airport Aeronautical Parcel. The City Council shall have final review and approval authority for Site Plans and amendments to Site Plans for all development within the ~~Airport Non-Aeronautical Parcel~~C4 Airport Commercial District. Prior to the Planning Advisory Board and the City Council meetings, the Petitioner shall notify the owners of any property located within 1,000 feet of the perimeter of the ~~Airport Non-Aeronautical Parcel~~, informing them of the date, time, place, and reason for the public hearing. If required by the Florida Building Code, no certificate of occupancy, for any Property described in this Division, shall be issued until such construction has been found to be in conformity with the approved plans.

1. Procedure. The Site Plan Petition shall be submitted to the City Manager, or designee, with adequate time for review and comment, before it is formally scheduled for a public hearing. Once a Site Plan Petition has been submitted, the City Manager shall present it to City Council within 120 days. Prior to submittal to the City, the Naples Airport Authority (NAA) shall review the Site Plan Petition and authorize the Applicant to present the Site Plan Petition to the City. The City Manager, or designee, shall circulate the Site Plan Petition to all relevant City Departments for comment. After the administrative review is deemed complete,

Formatted: Numbered + Level: 2 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Font: (Default) Arial, 12 pt, Underline

Formatted: Normal, Indent: Left: 0.25", No bullets or numbering

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

the City Manager, or designee, shall prepare a summary report to the City Council along with the Site Plan Petition, and schedule it for a public hearing. A representative of the NAA or the Petitioner shall be at the City Council meeting to present the Site Plan Petition and to answer questions. Site Plan Petitions shall be reviewed by the City Manager for accuracy and compliance with the requirements set out in this section. Once the Site Plan Petition is deemed complete by the City Manager it shall be submitted to the Planning Advisory Board for a recommendation prior to being presented to City Council for final review and approval. Other zoning petitions may be filed simultaneously, but no approval or building permit will be issued until the Site Plan Petition ~~is~~ has been approved by the City Council. Companion requests for amendment to the Airport Utilization Plan shall be submitted in accordance with this section if the Site Plan Petition is not consistent with the Airport Utilization Plan. Site Plan Petitions will normally be placed on the agenda of the next regular City Council meeting occurring no more than 90 days after the Site Plan Petition is found by the City Manager to be sufficient. The City Council shall hear the Site Plan Petition in accordance with procedures for quasi-judicial proceedings and take final agency action by Resolution, which may include approving the Site Plan Petition with or without conditions or taking other action as is appropriate under the circumstances.

2. City Council Review and Criteria. The required contents of the Site Plan Petition shall include, but not be limited to, a stamped survey of the Site and all other documents identified on the Site Plan Application deemed necessary to thoroughly review the ~~Project~~ Non-Aeronautical Project for compliance with the Comprehensive Plan and applicable regulations and codes. All Site Plan Petitions shall be evaluated based on the following:

- a) Determining consistency with the Comprehensive Plan, City Code, and applicable regulations including Division 4, Airport Overlay District, of Article III, Chapter 58, including all applicable zoning performance standards, including but not limited to impervious surface ratio, open space, and setbacks.
- b) Determining the impacts of the ~~Project~~ Non-Aeronautical Project on the current adopted level of service (Concurrency) and confirming Concurrency, as identified in Chapter 48 of the City's Land Development Code, is met.
- c) Determining that the proposed ~~Airport—Development~~ Non-Aeronautical Development is compatible with the uses on the ~~Airport Parcel~~ Airport Non-Aeronautical Parcel.
- d) Ensuring appropriate planning and evaluating the Site Plan Petition with respect to:
 - i. ~~Adequate aircraft parking, fueling, maintenance, and other similar services;~~

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

- ~~ii. Adequate services available for passengers to safely utilize the Airport, including but not limited to, emergency response services, concessionaire services, and other similar services;~~
- ~~iii.i. Accessways for emergency and service vehicles; and~~
- ~~iv.ii. Any other relevant consideration specified in the City's Land Development Code related to the safety, efficiency, or compliance of the Site-Specific Development.~~
- e) The adequacy of public utilities at the Airport to accommodate the proposed ~~Project~~Non-Aeronautical Project.
- f) Off-site traffic, stormwater, or other non-aircraft related impacts of the proposed ~~Project~~Non-Aeronautical Project.

~~g) 3. Airport Aeronautical Parcel. In its review of the Site Plan Petition, the City Council may only review but shall take no action with respect to use of the Airport Aeronautical Parcel.~~

Formatted: Indent: Left: 0.5", Numbered + Level: 2 + Numbering Style: a, b, c, ... + Start at: 1 + Alignment: Left + Aligned at: 2.25" + Indent at: 2.5", Tab stops: 2.25", Left

Formatted: Font: (Default) Arial, 12 pt, Underline

Section 4. That Division 23, C4 Airport Commercial District, Chapter 58 – Zoning, of the Code of the City of Naples is hereby amended to read as follows:

Chapter 58 – ZONING

ARTICLE II. - ZONING DISTRICTS

DIVISION 23. C4 AIRPORT COMMERCIAL DISTRICT

Sec. 58-681. District purpose.

The C4 ~~district~~ District is a limited commercial zone district intended to accommodate only the Naples Municipal Airport, its related commercial and light industrial uses, related service facilities, and a limited range of non-airport-related commercial uses, unless otherwise required under sState or fFederal law and regulations. Nothing herein is intended to supersede or otherwise affect the validity of any document approved or accepted by the FAA or the sState in accordance with applicable sState or fFederal law, regulations, policies or directives.

Sec. 58-682. Uses permitted.

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

(a) None of the permitted uses listed in this section are permitted to have direct ingress or egress to Airport-Pulling Road except those that currently exist.

(b) Provided that an ~~overall Airport Master Plan and Airport Utilization Plan master development plan for all Airport airport properties~~ Project Non-Aeronautical Projects is first submitted to the ~~city planning advisory board~~ City Planning Advisory Board for a recommendation and is then approved by the ~~City Council city council~~, based on a submittal and review process as required under ~~Chapter chapter~~ 46 for development and ~~Site Plan site plan~~ review for development of significant impact, and provided that any proposed Airport Development is in accordance with the provisions of the lease agreement ~~for the Airport Property airport property~~ between the ~~City city~~ and the ~~NAA airport authority~~ or any approved sublease, no building or structure, or part thereof, shall be erected or altered or used, or land or water used, in whole or in part, on the Airport Non-Aeronautical Parcel in the C4 district, that is not in substantial compliance with the approved Airport Utilization Plan and Airport Master Plan, as submitted for City Council review, ~~overall master development plan~~ and for other than the following:

(1) Airport passenger and freight terminals and accessory uses and structures which are incidental to and customarily associated with such facilities, including but not limited to locations of landing fields, aircraft hangars and repair facilities, administration buildings, control towers, fuel storage areas, navigation equipment, approach and clear zones and the like.

(2) Aircraft sales and service and flight instruction.

(3) Airport-related light industrial uses that are primarily dependent upon the Airport airport for goods, services or economic support. The principal activity of such users shall be directly related to the Airport airport and not merely located on Airport Property airport property as a convenience.

(4) Airport-related commercial uses that are ~~located within the Airline airline or General Aviation Terminal Buildings general aviation terminal buildings or in their vicinity and that are~~ primarily intended to serve the needs of the public using the Airport airport travel facilities, such as auto rentals, restaurants, cocktail lounges, newsstands, gift shops, insurance outlets and the like.

(5) Within the area designated for commercial and industrial development on the approved Airport Master Plan, the following non-aviation-related uses:

- a. Small-scale retail sales establishments other than shopping centers. Retail sales establishments may include incidental processing, repair and rental activities except rental of motor vehicles which requires a conditional use,

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

provided they are accessory and subordinate to the retail sales use, and provided that all sales, displays, and storage, processing and repair of merchandise occurs within the principal building.

- b. Art or photography studios.
- c. Convenience service establishments such as tailoring, garment alteration and repair, shoe repair and the like.
- d. Cultural facilities, including libraries or museums, and publicly owned buildings.
- e. Financial institutions, excluding drive-up windows, which are permitted only by Conditional Use ~~conditional use~~ petition approval.
- f. Medical offices and clinics.
- g. Professional, business, financial, civic or public utility offices.
- h. Accessory uses or structures which are incidental to and customarily associated with the permitted uses in this District ~~district~~.
- i. Pet Adoption Facility
- j. City of Naples and Collier County solid waste and recycling facilities
- k. Playground and Observation Deck

Sec. 58-683. Conditional uses.

(a) Within the area of the C4 ~~District designated for commercial and industrial development~~ on the ~~approved current Airport m~~ Master pPlan, the following uses shall be included as conditional uses:

- (1) Drive-up windows which are accessory to permitted uses (not to include restaurants).
- (2) ~~Motion picture theaters or live theaters (no drive-in theaters).~~
- (32) Radio and television broadcasting offices and studios, with no tower.
- (43) Rental of motor vehicles accessory and subordinate to the retail sales use.

The Planning Advisory Board ~~planning advisory board~~ may, through the review and approval of a Conditional Use ~~conditional use~~ petition and with the approval of the City Council ~~city council~~, permit other uses which are similar to and no more intense than those enumerated in this subsection.

(b) None of the conditional uses listed in this section are permitted to have direct ingress or egress to Airport-Pulling Road ~~except those that currently exist~~.

Sec. 58-684. Minimum lot area.

There is no minimum lot area requirement for the C4 district.

Sec. 58-685. Minimum lot width.

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

There is no minimum lot width requirement for the C4 district.

Sec. 58-686. Minimum yards.

Minimum yards in the C4 district are as follows:

- (1) Front yard: 10 feet, 6 feet of which must be landscaped in accordance with the landscaping requirements of chapter 50.
- (2) Side yard: Buildings may be placed either on the side lot line or a minimum of 10 feet from it, except when the adjoining lot is in another zone with a different side yard requirement, in which case a minimum side yard of 10 feet shall be provided.
- (3) Rear yard: 25 feet.

Sec. 58-687. Minimum floor area.

Minimum floor area in the C4 district is 1,000 square feet per building.

Sec. 58-688. Maximum height.

In the C4 ~~district~~District, the maximum height shall be limited to 3 stories and 42 feet, measured from the 1st-floor FEMA elevation to the peak of the roof or the highest point of any appurtenance attached to the roof.

Sec. 58-689. Minimum off-street parking.

See chapter 50 for parking requirements in the C4 district.

Sec. 58-690. Maximum lot coverage by all buildings.

Maximum lot coverage by all buildings in the C4 district is 40 percent.

Sec. 58-691. Maximum declared distance of runway.

The maximum declared distance of each runway shall be no longer than that approved by the FAA on the Airport Layout Plan. Should the NAA propose to change runway length or declared distance, it shall notify the City Council at the time that the next Airport Master Plan is submitted for City Council review. ~~shall be 5,000 feet shall not exceed the declared distance in existence at the time of enactment. For purposes of this provision, "declared distance" shall mean the distance the Naples Airport Authority NAA declares for an aircraft's (1) take-off run (the runway length declared available and suitable for the ground run of an airplane taking off), and (2) landing distance available (the runway length declared available and suitable for a landing airplane). Any increase to declared distance shall require City Council city council approval. Extension of the existing stop way or~~

Words stricken through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

~~additional stop ways, or the additional paving of runways or safety zones, shall require Conditional Use conditional use approval. The NAA has no authority to acquire, purchase, or lease property for the expansion of a runway without the prior approval of City Council.~~

Secs. 58-692—58-710. Reserved.

- Section 5.** This Ordinance shall be codified in the Code of Ordinances of the City of Naples, Florida.
- Section 6.** All ordinances/resolutions and parts of ordinances/resolutions in conflict herewith are hereby repealed to the extent of any conflict with the Ordinance.
- Section 7.** The provisions of this Ordinance are declared to be severable, if any word, sentence, phrase, clause, subsection, or section of this Ordinance is for any reason held unconstitutional, invalid, or ineffective, the same shall not affect the validity of any remaining portions of this Ordinance, as they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part. In such event, the pre-existing word, phrase, clause, subsection, or section, will be revived.
- Section 8.** The City Attorney may correct scrivener's errors found in this Ordinance by filing a corrected copy of this Ordinance with the City Clerk.
- Section 9.** This Ordinance is to be liberally construed to accomplish its objectives.
- Section 10.** This Ordinance shall be published in accordance with the requirements of law.
- Section 11.** That this Ordinance will take effect immediately upon adoption at second reading.

APPROVED AT FIRST READING THIS ____ DAY OF _____ 2026.

ADOPTED AT SECOND READING AND PUBLIC HEARING IN OPEN AND REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF NAPLES, FLORIDA THE ____ DAY OF ____ 2026.

Attest:

Patricia L. Rambosk, City Clerk

Teresa Lee Heitmann, Mayor

Approved as to form and legal sufficiency:

Matthew McConnell, City Attorney

Date filed with City Clerk: _____



To: Honorable Chair and Commissioners

From: Christopher A. Rozansky, Executive Director

By: Ken Warriner, Senior Director of Finance and Administration

Meeting Date: February 19, 2026

Re: **PRESENTATION**

2. Landing Fees

SUMMARY: Presentation of potential options for landing fees as well as an overview of the airport cost recovery program.

BACKGROUND: During the January 15, 2026, regular meeting the Board of Commissioners directed staff to bring back a presentation regarding landing fees.

COMMUNICATIONS PLAN: Affected airport users will be notified if the Board votes to implement landing fees.

FINANCIAL IMPACT: Dependent upon whether or not fuel pricing is adjusted.



February 19, 2026

Landing Fees

PRESENTED BY

Ken Warriner

Senior Director of Finance and Administration



Overview of Rates and Charges

- ✈ The Naples Airport is user fee funded (no local taxpayer dollars) for annual operating expenses as well as for a majority of capital improvements.
- ✈ The Authority operates on a cost recovery model in accordance with federal law that's reviewed at least annually. The current rates and charges is posted on our website.
- ✈ All aeronautical users are entitled to airport access on fair and reasonable terms without unjust discrimination. Non aeronautical rates are required to be assessed at fair market value.
- ✈ Airport operators are expected to recover their costs through the establishment of fair and reasonable fees, rentals or other user charges that will make the airport as self-sustaining as possible.
- ✈ Revenue may be expended only for statutorily allowable 'airport purposes'.





FY 2026 Amended Operating Budget

	Amended Budget FY 2026
Operating Revenue	
Gallons	11,660,000
Aviation fuel sales (net)	\$ 30,278,933
Rents	4,830,830
FBO Services	5,672,726
Concession Fees	1,500,178
Other	1,229,634
Total Operating Revenue	\$ 43,512,300
Operating Expenses	
Expenses	\$ 32,817,771
Depreciation and Amortization	7,779,393
Total Operating Expenses	\$ 40,597,164
Income from Operations	\$ 2,915,136



5 Year Forecast - Changes in Cash Position

	<u>FY 2026 - 2030</u>
Beginning Balance - Cash and Investments	\$ 70,669,507
Plus Current Year Operating Income plus depreciation	\$ 55,142,966
Plus Additional Cash Resources:	
Grant Proceeds - FAA/ FDOT	\$ 41,475,000
Investment Income	<u>\$ 7,138,415</u>
Less Capital Expenditures	\$ (110,914,000)
Ending Balance - Cash and Investments	\$ 63,511,888

Major projects include airfield lighting and electrical vault replacement, fuel farm improvements, NRT improvements, 5/23 runway rehabilitation, facilities building, numerous roof replacements, drainage projects and security and access control.



Overview of Landing Fees

- ✈ Per FAA policy, landing fees may be assessed to recover the cost to operate and maintain the airfield.
- ✈ Historically the airport has charged the equivalent of a landing fee through the Airfield Cost Recovery (ACR) fee included in the price of the fuel (\$.75 per gallon) to recover the operating costs and a portion of the capital costs of the airfield.
- ✈ A comparison of landings to fuel transactions for FY 2025 determined:
 - 98% of jets purchase fuel
 - 60% of piston aircraft purchased fuel (excludes touch and goes)
- ✈ Landing fees are generally charged based on the maximum landing weight of the aircraft. Heavier or frequent users of the airport contribute more proportionally.
- ✈ Landing fees are common in the US and have been in use at airports for over 50 years.



Landing Weights by Aircraft Types



CESSNA C172



PIPER PA28



CIRRUS SR22



SLING 2



DIAMOND DA40

< 4,000 LBS

FLIGHT TRAINING
SINGLE PROP
PRICE \$250K - \$1M
OPERATING COST
\$100-\$250/HR



PIPER SENECA 34



BEECHCRAFT BARON 58



DIAMOND DA62



ECLIPSE 500



CIRRUS VISION JET

4,000 - 6,000 LBS

VERY LIGHT JETS
SMALL TWINS
PRICE \$1M - \$3M
OPERATING COST
\$250-\$500/HR



CESSNA C340



SOCATA TBM



CESSNA 402



TECHNAM P2012



CESSNA 208 CARAVAN

6,000 - 9,000 LBS

LIGHT JETS
MEDIUM PROPS
PRICE \$1M - \$10M
OPERATING COST
\$500 - \$1,500/HR



PILATUS PC12



CESSNA CITATION M2



HONDA JET HA-420



EMBRAER PHENOM 100EV



BEECHCRAFT PREMIER

6,000- 9,000 LBS

MEDIUM JETS
LARGE PROPS
PRICE \$2.5M - \$6M
OPERATING COST
\$1,500 - \$3,500/HR



CESSNA CITATION C680



EMBRAER PHENOM 300



PILATUS PC24



CHALLENGER 300



GULFSTREAM G650

≥ 12,500 LBS

LARGE JETS
PRICE \$8M - \$70M
OPERATING COST
\$5,000/HR +



Cost Recovery Options – Included in fuel price

Aviation Fuel – currently, the airport, through our FBO, Naples Aviation, charges an Airfield Cost Recovery (ACR) fee in every gallon of fuel sold (except UL 94).

Pros

- This is an efficient process where revenue is collected at the time of service
- The larger aircraft who take more fuel pay more toward this cost recovery.

Cons

- Some aircraft do not buy fuel, therefore, do not contribute towards the cost of operating and maintaining the airfield.
- Average Piston UL 94 fueling pays no fees (fuel subsidized).





Cost Recovery Options – Landing Fees

Landing fees – A separate fee billed and paid by aircraft that land on the runway.

Pros

- All aircraft that use the airport would participate in the cost recovery proportionally.
- The fees are generally based on the maximum landing weight of the aircraft, so the larger aircraft would pay more toward this cost recovery.

Cons

- Billing and collections (in arrears) will be outsourced to third party for a fee.
- Proposed State legislation would prohibit the use of ADS-B data to bill users. This would increase complexity and costs to bill landing fees. Naples already has a camera system in place that would need to be used to capture images of aircraft landings, but requires more administration and higher fees





Landing Fee Program Options

✈ Option 1 - All aircraft charged fees

- \$5 per thousand pounds of maximum landing weight. \$10 fee minimum
- Net fees generated for remainder of fiscal year 2026 (March to September) - \$1.7M (\$1.5M jets, \$225K pistons)
- Fuel prices for all users would be lowered so landing fees would be revenue neutral

✈ Option 2 - Only transient aircraft charged fees (tenants exempt)

- \$5 per thousand pounds of maximum landing weight. \$10 fee minimum
- Net fees generated for remainder of fiscal year 2026 (March to September) - \$885K (\$810K jets, \$75k pistons)
- Transient fuel prices would be lowered so landing fees would be revenue neutral (approximately \$0.25 per gallon)



Examples of Landing Fee Cost to Users

<u>Engine Type</u>	<u>Aircraft</u>	<u>Max landing weight</u>	<u>Landing fee</u>
Piston	Cessna 172	2,300	\$10
Piston	Cirrus SR22	3,400	\$15
Jet	Phenom 300	16,900	\$85
Jet	Global Express 7500	78,600	\$395

<u>Max landing weight</u>	<u>Landings</u>
Under 2,000	5,824
2,001-5,000	26,779
5,000-10,000	4,950
10,001-15,000	2,820
15,001-20,000	8,072
20,001-25,000	1,283
25,001-30,000	2,857
30,001-35,000	4,606
35,001-40,000	1,491
40,001-50,000	807
50,000+	1,715
TOTAL	61,204



QUESTIONS?

FOLLOW US ON SOCIAL MEDIA

f @naplesairport

ig @naplesairportapf

in Naples Airport Authority



To: Honorable Chair and Commissioners

From: Christopher A. Rozansky, Executive Director

By: Ken Warriner, Senior Director of Finance and Administration

Meeting Date: February 19, 2026

Re: ACTION ITEM

1. Agreement with Vector Airport Systems for Landing Fee Billing and Collection Services

SUMMARY: Pending Board consensus to proceed with landing fees, this request is for Board authorization for the Executive Director to execute a five-year agreement with Vector Airport Systems (Vector) for the billing and collection of landing fees.

BACKGROUND: The Request for Proposals (RFP) was advertised in the Naples Daily News, posted on the Authority's website, and posted on the Demand Star procurement system in September 2025. Landing fee companies were provided with an opportunity to submit written questions for clarification. No written questions were received. The Staff Selection Committee ranked Vector the top company. The second company that submitted a bid was subsequently acquired by Vector.

COMMUNICATIONS PLAN: Vector will be notified of the results.

FINANCIAL IMPACT: Collection fees estimated at \$90,000 (transients only) or \$170,000 (all aircraft) for the remainder of FY 2026) are deducted from landing fee revenue. Vector recently confirmed their fees from the September 2025 proposal are still valid.

— BOARD REPORT —

FEBRUARY 2026

PRESENTED BY

Naples 
AIRPORT AUTHORITY



BOARD REPORT

Table of Contents

Page No.

Goal 1 - Provide a Safe & Efficient Airport	2
Goal 2 – Ensure Financial Sustainability, Transparency & Innovation	4
Financial Update	
Statement of Revenues, Expenses, and Changes in Net Position	
Balance Sheet	
Investments	
Capital Improvements Summary	
Goal 3 – Equip Employees to Excel Today & in the Future	11
Goal 4 – Be an Engaged Community Partner	12
Goal 5 – Protect the Environment & Quality of Life	13
Fuel & Operations Trends	14
Activity & Customs	16
Hangar Waitlist Summary	17
Noise Report	19
Web Site & Social Media Trends	28
Media Coverage	32



Goal 1: Provide a Safe & Efficient Airport

Safety Report

The Safety Action Team recognizes and congratulates Ben Wilkie as our latest Safety Champion! The Safety Champion Award is awarded to an individual who has gone above and beyond to ensure the safety of others and continuously helps to foster a positive safety culture at the Naples Airport.



Customer Satisfaction Survey

Naples Aviation achieved a monthly total of **99.23%** for January 2026, based on 65 completed surveys.

Customers response as follows:

- Always an excellent time at APF, Excellent Services
- I always love visiting this FBO!!!
- I love how everything is so organized and beautiful
- It's always a pleasure to arrive here.... service is a step above the rest
- The whole CSR team today was amazing

Facilities

- The quarterly preventative maintenance on the lift stations was conducted
- The semi-annual inspections of the fire sprinkler systems were conducted
- Facilities staff participated in Part 139 Mock-Up Inspection
- The quarterly preventative maintenance on the air compressor located at ARFF was conducted
- The 5-year inspections of the fire risers and backflows were conducted
- Quarterly preventative maintenance services on all HVAC systems was performed
- The semi-annual preventative maintenance on the fire suppression systems was conducted
- Facilities staff applied fertilizer to the turf
- Safety training continued to reinforce NAA's safety culture.



Goal 1: Provide a Safe & Efficient Airport

Aircraft Alerts

Alert	Date	Type A/C	Problem	Result
1	01/11/2026	C310	Rough running engine.	Aircraft landed safely and taxied to GA ramp.
6	01/16/2026	Seawind 3000	Experienced steering difficulties during taxi operations near TWY B.	NJC staff towed aircraft to NJC hangar.

Types of Alerts

Alert 1 = minor in-flight
Alert 2 = major in-flight

Alert 3 = aircraft accident
Alert 6 = disabled aircraft

UAS Runway Safety Area Inspection Study

In late February, the FAA's Airport Technology Research and Development Branch is planning a controlled evaluation to see if Unmanned Aircraft Systems (UAS or drones) can effectively support traditional Part 139 safety area inspections.

This study will look at various UAS platforms, sensors, flight parameters, and data-processing workflows. The goal is to meet FAA positional accuracy standards and identify safety compliance issues, such as grading, surface irregularities, drainage, wildlife damage, and object protrusions. Operations staff will work with all necessary parties for NOTAMs and communication.

NAA Owned UAS

Following preparation of detailed operational procedures, staff is purchasing a small UAS to support routine inspection and surveillance activities across airport facilities and infrastructure. The UAS will be used to inspect active construction projects, building roofs, light fixtures on ramp light poles, and perimeter fence areas that are difficult or unsafe to access by vehicle or on foot. This capability will improve safety, efficiency, and situational awareness.

Part 139 Mock Inspection

On January 13, 12 staff members from Operations, Facilities Maintenance and the FBO performed a mock Part 139 FAA inspection that included reviewing various records, ARFF training records, wildlife, fuel farm and refuelers, construction projects, airfield inspections, as well as discussing how Power Bi is benefiting staff with automating training records, inspection reports and tracking other FAA requirements.



Goal 2: Ensure Financial Sustainability, Transparency & Innovation

Information Technology

Our Senior Director of Finance and Senior Information Systems Manager recently attended the Smart Airport Technologies Association (SATA) AIRPORTECH International Symposium in Miami to explore how AI and emerging technologies are shaping the future of airport operations. A major theme was scaling everyday innovation through IT-led collaboration across departments, supported by structured innovation programs and strong executive sponsorship. The symposium highlighted practical automation and robotics use cases, including autonomous floor cleaning, perimeter security, and next-generation restroom maintenance, with potential applications such as using security robots to escort vehicles entering airside areas. All of these incorporating LiDAR, cameras, sensors and AI at the edge technologies.

A strong emphasis was placed on AI-driven analytics and data platforms, particularly Microsoft's evolving AI ecosystem. Our team met with a Microsoft Cloud and AI Specialist, and is now establishing a direct connection with Microsoft engineers to explore the development of AI agents and advanced analytics using Microsoft Fabric. These capabilities could significantly enhance operational visibility, predictive insights, and decision-making across the airport. Infrastructure technology sessions also featured AI-enabled pavement inspection tools such as Silent Falcon, which demonstrated how drone-based data capture and AI analytics can modernize runway and pavement assessments, improve safety and compliance, and support more proactive maintenance planning.

We have an agreement with Clifton Larson Allen (CLA) to help us access our AI readiness and develop an AI roadmap. A kickoff meeting is planned for mid-February.

Audit & Risk Management

The FY 2025 audit conducted by Forvis Mazars, our CPA firm, is complete and FY 2025 annual comprehensive financial report (ACFR) is in final draft. We will submit the ACFR to the Audit Committee in the meeting following the Board meeting on February 19, 2026 and present the report to the Board of Commissioners at the March 19, 2026 meeting.

We are looking at short-term investment options for the \$8.7 million insurance proceeds received for the airfield lighting damage until the funds are needed. This is in addition to the \$4.0 million received in FY 2023. The claim has been closed out by our insurance company.



Goal 2: Ensure Financial Sustainability, Transparency & Innovation

Financial Summary

For Fiscal Year 2026, the operating income is favorable to budget by \$2,977,083 or 102%.

Operating revenue is up by \$1,630,426 or 10%. Operating expenses were favorable to the budget by 10%. The table below shows the approved FY 2026 budget and the actual amounts for the month.

Florida Statute 189.016(3) requires that the governing body of a special district to adopt a budget by resolution each fiscal year. We cannot exceed the budget unless approved by the Board of Commissioners by a budget amendment. The table below shows the approved FY 2026 budget and the actual amounts year-to-date.

	Annual Budget	Actual-to-Date	Budget-to-Date	Remaining Budget
Operating Expenses	\$ 43,141,664	\$ 12,762,343	\$ 14,109,000	\$ 30,379,321
Capital Expenditures - Authority funded	\$ 40,954,000	\$ 1,924,507	n/a	\$ 39,029,493
Total Expenses and Expenditures	\$ 84,095,664	\$ 14,686,850	n/a	\$ 69,408,814
Percent of year elapsed			33%	
Operating expenses - percent of budget spent			30%	
Total expenses and expenditures - percent of budget spent			17%	



Statement of Revenues, Expenses, and Changes in Net Positions

	FY 26 Actual YTD	FY 26 Budget YTD	FY 25 Prior Year YTD	FY26 Budget Variance Favorable/ (Unfavorable)	%	Unfavorable Variance Explanations (>\$25,000 and 10%)
Operating Revenue						
Gallons	5,109,879	4,655,000	4,701,850	454,879	10 %	
Aviation Fuel Sales (net)	\$ 13,173,277	\$ 12,247,000	\$ 11,335,845	\$ 926,277	8 %	
Hangar and tiedown rent	848,520	868,000	810,548	(19,480)	(2)	
Building and land rent	908,778	789,000	737,201	119,778	15	
FBO Services	2,823,960	2,283,000	2,173,871	540,960	24	
Concession Fees	316,301	283,000	348,287	33,301	12	
U.S. Customs user fees	304,265	266,000	257,625	38,265	14	
Airfield cost recovery and miscellaneous	272,325	281,000	197,041	(8,675)	(3)	
Total Operating Revenue	\$ 18,647,426	\$ 17,017,000	\$ 15,860,418	\$ 1,630,426	10 %	
Operating Expenses						
Personnel	\$ 6,721,941	\$ 6,787,000	\$ 6,467,074	\$ 65,059	1 %	
Professional fees	824,939	1,613,000	817,184	788,061	49	
Contracted Services	693,124	904,000	606,327	210,876	23	
Maintenance and Repair	575,369	813,000	683,637	237,631	29	
Insurance	473,020	480,000	455,793	6,980	1	
Credit card fees	242,445	214,000	214,648	(28,445)	(13)	Sales higher than budgeted.
Utilities	164,294	186,000	155,547	21,706	12	
Communications	180,195	155,000	112,049	(25,195)	(16)	AAAE Noise Conference under budget, more communications initiatives.
Pilot services	65,723	70,000	65,473	4,277	6	
Office supplies	151,942	146,000	147,223	(5,942)	(4)	
Due & Subscriptions	40,336	92,000	66,240	51,664	56	
Depreciation and Amortization	2,628,975	2,645,000	2,379,810	16,025	1	
Miscellaneous	40	4,000	-	3,960	99	
Total Operating Expenses	\$ 12,762,343	\$ 14,109,000	\$ 12,171,006	\$ 1,346,657	10 %	
Income from Operations	\$ 5,885,083	\$ 2,908,000	\$ 3,689,412	\$ 2,977,083	102 %	
Non- Operating Revenue/(Expenses)						
Customer Facility Charges	\$ 59,273	\$ 55,500	\$ 67,928	\$ 3,773	7 %	
Investment Income (loss)	1,027,601	668,801	260,750	358,801	54	
Claims and Insurance Settlements (1)	8,928,554	-	-	8,928,554	100	
Total Non- Operating Revenue/(Expenses)	\$ 10,015,428	\$ 724,301	\$ 328,678	\$ 9,291,127	1,283 %	
Change in Net Position Before Capital Contributions	\$ 15,900,511	\$ 3,369,301	\$ 4,018,090	\$ 12,268,210	364 %	
Capital Contributions (Grants)	96,345	-	1,310,327	-	100	
Change in Net Position	\$ 15,996,856	\$ 3,632,301	\$ 5,328,417	\$ 12,364,555	340 %	

(1) - Hurricane Ian Insurance Settlement recorded at Sept. 30, 2025 for audited financials.



Balance Sheet

Assets	1/31/2026	9/30/2025	Change
Cash	\$ 56,515,540	\$ 42,136,803	\$ 14,378,737
Accounts Receivable	1,325,594	781,247	544,347
Due From Government Agencies	396,683	870,747	(474,063)
Inventory	561,250	349,239	212,010
Prepaid Expenses	653,705	356,506	297,199
Total Current Assets	\$ 59,452,772	\$ 44,494,542	\$ 14,958,230
Investments			
Investments - Cost	\$ 33,928,729	\$ 35,419,936	\$ (1,491,207)
Investment - Unrealized Gain / (Loss)	258,933	549,960	(291,027)
Total Investments - Market Value	\$ 34,187,662	\$ 35,969,896	\$ (1,782,234)
Land and Land Improvements	\$ 12,417,059	\$ 12,417,059	\$ -
Buildings and Building Improvements	47,535,850	47,535,850	-
Equipment	11,568,293	11,400,052	168,241
Software	170,263	170,263	-
Vehicles	2,671,925	2,755,786	(83,861)
Furniture & Fixtures	2,395,320	2,370,103	25,217
Intangible Assets	1,558,628	1,558,628	-
Construction in Progress	22,510,619	19,346,147	3,164,472
Infrastructure	89,990,668	89,991,528	(860)
	\$ 190,818,624	\$ 187,545,416	\$ 3,273,209
Accumulated amortization and depreciation	(84,307,736)	(81,904,266)	(2,403,470)
Total Net Property, Plant & Equipment	\$ 106,510,889	\$ 105,641,150	\$ 869,739
Total Assets	\$ 200,151,323	\$ 186,105,588	\$ 14,045,735
Liabilities			
Accounts Payable	\$ 4,303,115	\$ 5,377,967	\$ (1,074,851)
Accrued Salaries & Benefits	960,620	1,946,705	(986,085)
Accrued Liabilities - Other	821,412	916,030	(94,618)
Total Current Liabilities	\$ 6,085,148	\$ 8,240,702	\$ (2,155,551)
Compensated Absences	\$ 1,612,128	\$ 1,407,696	\$ 204,432
Unearned Revenue - Lease Term Buyback	15,719,286	15,719,286	\$ -
Total Long Term Liabilities	\$ 17,331,414	\$ 17,126,982	\$ 204,432
Total Liabilities	\$ 23,416,562	\$ 25,367,684	\$ (1,951,119)
Net Position			
Investment in Capital Assets	\$ 106,510,889	\$ 105,641,150	\$ 869,738
Restricted - Customer Facility Charges	3,515,853	3,456,581	59,273
Unrestricted	66,708,018	51,640,173	15,067,846
Total Net Position	\$ 176,734,760	\$ 160,737,903	\$ 15,996,856
Total Liabilities and Net Position	\$ 200,151,323	\$ 186,105,588	\$ 14,045,735



Investment Summary

<u>Cash</u>	<u>Balance</u>	<u>Current Interest Rate</u>
Cash - Bank Money Market	\$ 24,783,260	3.58%
Cash - FLCLASS	22,284,991	3.81%
Total Cash	\$ 47,068,250	

<u>Investments</u>	<u>Balance</u>
<u>Short term portfolio (less than 1 year maturity)</u>	
US Treasury Bills	\$ -
Money Market and Cash	9,220,218
Cost	\$ 9,220,218
Unrealized Gain (Loss)	-
Market Value	\$ 9,220,218

Short Term Portfolio - Book Yield on Investments 3.29%

<u>Long term portfolio</u>	
US Treasury Bonds	\$ 32,103,398
US Agency Bonds	1,108,289
Municipal Bonds	717,043
Money Market and Cash	227,072
Cost	\$ 34,155,801
Unrealized Gain (Loss)	258,933
Market Value	\$ 34,414,734

Total Investments **\$ 43,634,952**

Long Term Portfolio - Years to Maturity 3.89

Long Term Portfolio - Book Yield on Investments 3.69%



Capital Improvements Summary

	Current Year Budget	Current Year Actual	Prior Years Actual	Total - Actual	Approved Amount	Percent Phase Complete	Comments	Scorecard Completion Date / Phase
Airfield								
Airfield Lighting Replacement **	\$ 9,000,000	\$ -		-	\$ 20,426,412	5%	Permitting and pre-construction phase underway.	FY27 - Q2 (Construction)
Airfield Electrical Vault Replacement *	3,300,000	-	-	-	5,907,428	5%	Permitting and pre-construction phase underway.	
NW Perimeter Wildlife Fence	950,000	57,865		57,865	1,064,578	5%	Project currently in the permitting and pre-construction phase.	
Stormwater Drainage Plan*	600,000	33,603	1,992,876	2,026,479	2,876,320	70%	The permit application is currently under review by SFWMD, and water quality monitoring is in progress.	
Security and Access Control - Phase II*	800,000	134,249	176,207	310,456	2,003,536	15%	Project currently in the permitting and pre-construction phase.	
ATCT Generator & UPS Unit	275,000	4,840		4,840	9,485	2%	100% design set received and NAA staff working on bid package.	
Subtotal	\$ 14,925,000	\$ 230,557	\$ 2,169,083	\$ 2,399,640	\$ 32,287,759			
FBO								
							Comments	
Fuel Farm Improvements (construction)*	2,630,000	366,356	4,512,680	4,879,036	7,572,599	40%	Pump #3 & # 2 work substantially complete; construction progress at Pump #1 is advancing.	
Lektro Rebuild	200,000	95,993	-	95,993	95,994	50%	Rebuild Complete.	
Misc FBO Equipment	121,000	31,679	-	31,679	-		(1) Ramp One vehicle has been delivered.	
Subtotal	\$ 2,951,000	\$ 494,028	\$ 4,512,680	\$ 5,006,708	\$ 7,668,593			
North Road Terminal (NRT)								
							Comments	
North Road Terminal Improvements Phase I*	2,500,000	1,589,811	3,831,950	5,421,761	6,307,574	90%	Exterior (Phase I): working on punch list items. Interior (Phase II): beginning pre-construction phase.	
North Road Terminal Improvements Phase II	1,000,000	-	-	-	4,545,841	5%		
NRT Roof Coating	335,000	-	-	-	-		Included within the Interior (Phase II) bid as a bid alternate.	
Subtotal	\$ 3,835,000	\$ 1,589,811	\$ 3,831,950	\$ 5,421,761	\$ 10,853,415			



Capital Improvements Summary

	Current Year Budget	Current Year Actual	Prior Years Actual	Total - Actual	Approved Amount	Percent Phase Complete	Comments	Scorecard Completion Date / Phase
Other Infrastructure								
Facilities Improvements (Includes FF&E)*	3,200,000	482,954	3,125,521	3,608,475	6,332,238	70%	Construction is in progress, renovation of the existing maintenance facility underway near completion. Parking canopy and new storage facility have been constructed. Project substantial completion expected in March 2026.	
GAT Roof Replacement	1,100,000	368,330	-	368,330	1,313,364	50%	Construction in progress.	
Other	500,000	-	-	-	-			
North Quad Environmental Assessment	500,000	6,562	265,552	272,114	2,000,644	15%	The FAA determined that the project is not a federal action, because the FAA has no approval authority and no federal funding is involved. An presentation will be provided to the board at a future meeting outlining next steps.	
Hangar Door Replacements (Construction)*	500,000	13,000	850,781	863,781	1,329,667	65%	Hangar doors installations are in-progress.	
Hangar roof repairs	500,000	-	-	-	-		Project scoping is underway.	
GA Long Term Parking Lot Remediation	100,000	-	-	-	-		Awaiting response from contractor's surety related to asphalt defects.	
20 Ton Rooftop AC Units (2) - GAT	275,000	24,860	-	24,860	81,602	30%	AVCON conducted GAT walkthrough in November. 50% plans received and feedback that need submitted to Engineers.	
Exec Hangar 4 Improvements	250,000	-	-	-	-		Bid documents are being prepared for advertisement.	
Exec 1 Hangar Skylights Replacements	120,000	-	-	-	-		Project scoping is underway.	
Observation Deck and Playground Upgrades	100,000	5,877	81,782	87,659	278,944	31%	Design in progress.	
Rental Car Wash Improvements***	100,000	-	-	-	-		Negotiating scope & fee for detailed design services.	
North Road Sidewalk Safety Improvements	50,000	-	-	-	-		Finalizing scope of work for quoting.	
Subtotal	\$ 7,295,000	\$ 901,583	\$ 4,323,636	\$ 5,225,219	\$ 11,336,459			
Vehicles and Equipment								
Prior Year projects	-	104,515	-	104,515	-			
Capital under \$100,000	603,000	71,445	-	71,445	-			
ARFF Truck*	400,000	-	86,050	86,050	583,280		Following supplier delays, the truck has moved onto production phase and delivery is expected late Q2.	
IT Equipment & Infrastructure	227,000	16,994	-	16,994	-			
Vehicles for Facilities (2), FBO (1), Development (1)	132,000	4,773	-	4,773	-		Vehicles are currently being quoted.	
15 Passenger Bus	130,000	-	-	-	-		Vehicle is currently being quoted.	
Tractor & Brush Hog	120,000	100,612	-	100,612	-		Tractor and brush hog delivered in Q1.	
Subtotal	\$ 1,612,000	\$ 298,339	86,050	\$ 384,389	\$ 583,280			
Totals	\$ 30,618,000	\$ 3,514,318	\$ 14,923,399	\$ 18,437,717	\$ 62,729,506			

* Approved or partially approved projects.

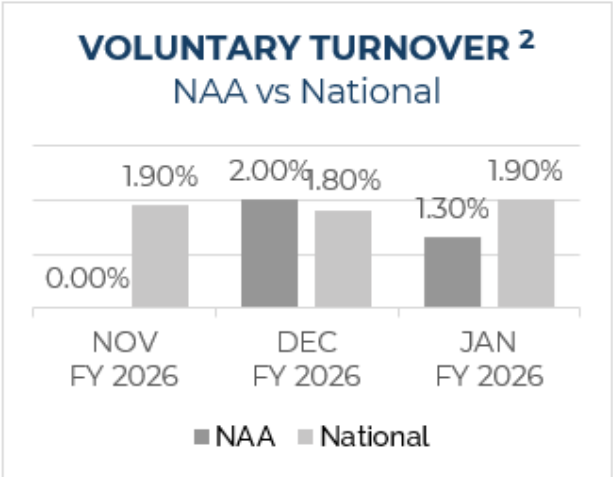
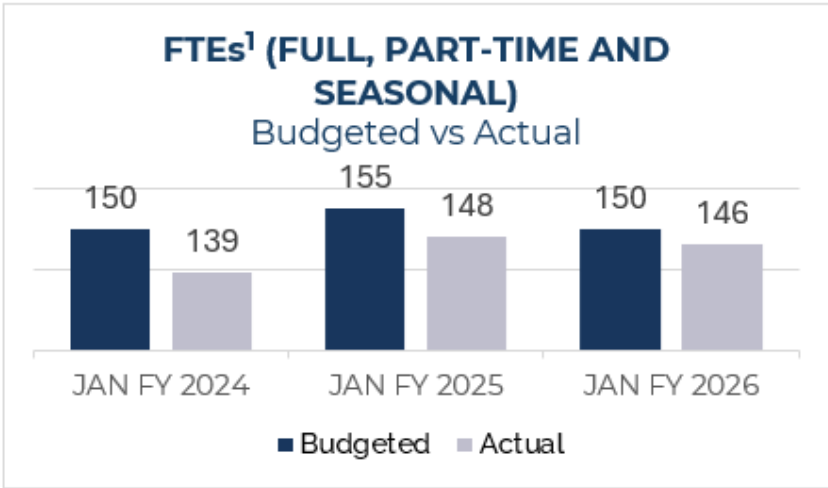
**Anticipate insurance proceeds (see statement of revenues, expenses and changes in net position) and possible other grant funding.

*** Funded by CFC's.

Note: Projects highlighted in blue are FY 26 strategic scorecard projects.



Goal 3: Equip Employees to Succeed Today & in the Future

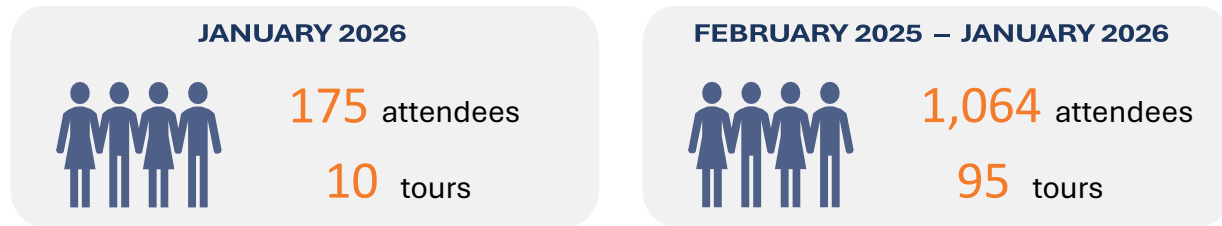


- 1. Full-time equivalent (FTE) employment is 2,080 hours/year and equals 1.0 FTE.
- 2. Beginning October 2022, voluntary turnover is reported monthly and compared to the BLS JOLTS monthly report.



Goal 4: Be an Engaged Community Partner

Tours



Community Outreach

On January 8, NAA welcomed and showed this year's 60-member Leadership Collier class around the airfield on their government day.

On January 11, staff wore blue on National Human Trafficking Awareness Day, as we reaffirmed our commitment to protecting lives and supporting our community. Naples Airport is proud to be the first general aviation airport in Florida to join the Blue Lightning Initiative, a program led by the U.S. Department of Transportation and U.S. Customs and Border Protection. Through this partnership, our team receives specialized training to identify, report, and respond to potential signs.

On January 14, NAA continues our season sponsorship at the Naples Players' Red Carpet Opening Night with a table and staff ready to welcome attendees and event sponsorship of the Gulf Coast Runner's Barron Collier Naples Half Marathon on January 18, and the Patty Baker Humane Society Naples' Run for the Paws on January 24 at the Paradise Sports Complex Center.

On January 19, NAA was honored to walk and celebrate the life of Martin Luther King, Jr. in NAACP's Naples Parade.

The first Plane Talk kicked off the season on January 26 with record attendance of close to 30 attendees at the Norris Center.

On January 28, NAA was honored to welcome Vice President JD Vance, wife Usha and his wonderful team to Naples Airport. Our staff allowed their visit to arrive and depart seamlessly.

On January 29, NAA welcomed the 2026 Naples Winter Wine Festival vintners from California to kick off their fundraising weekend. Their aircraft received a water salute, a marching band upon arrival, and a red carpet into our lobby for a brief welcoming reception before they traveled off to begin the first event.



Goal 5: Protect the Environment

Unleaded Avgas (UL 94) Program

Naples Aviation began offering UL 94 in June of 2023. Approximately 33% of the 360 based aircraft can safely use UL 94. This fuel is used primarily by two based flight schools and 22 other tenants.

	Gallons Sold	Gallons Sold to Flight Schools	% Purchased by Flight Schools	Number of Customers Fueled	% of total Avgas Sales
December 2025	4619	4382	94.9%	11	14.4%
FYTD 2026	22,509	21,392	95%	17	17.9%
	Approved Subsidy	Amount Used to Date	Amount Remaining	Gallons of UL 94 Sold	
UL 94 Subsidy since June 2023	\$392,500	\$321,511.11	\$70,988.89	168,785	

Sustainable Aviation Fuel (SAF)

Naples Aviation began offering SAF in December of 2024. This SAF, produced from renewable sources like used cooking oil, offers up to 80% lower lifecycle greenhouse gas (GHG) emissions compared to conventional jet fuel. The introduction of SAF at Naples Aviation is a key step in reducing the environmental impact of aviation, helping to cut GHG emissions by up to 24% with its blended formulation. This move aligns with Naples Aviation's ongoing commitment to sustainability and supports the broader industry's shift toward cleaner fuel alternatives

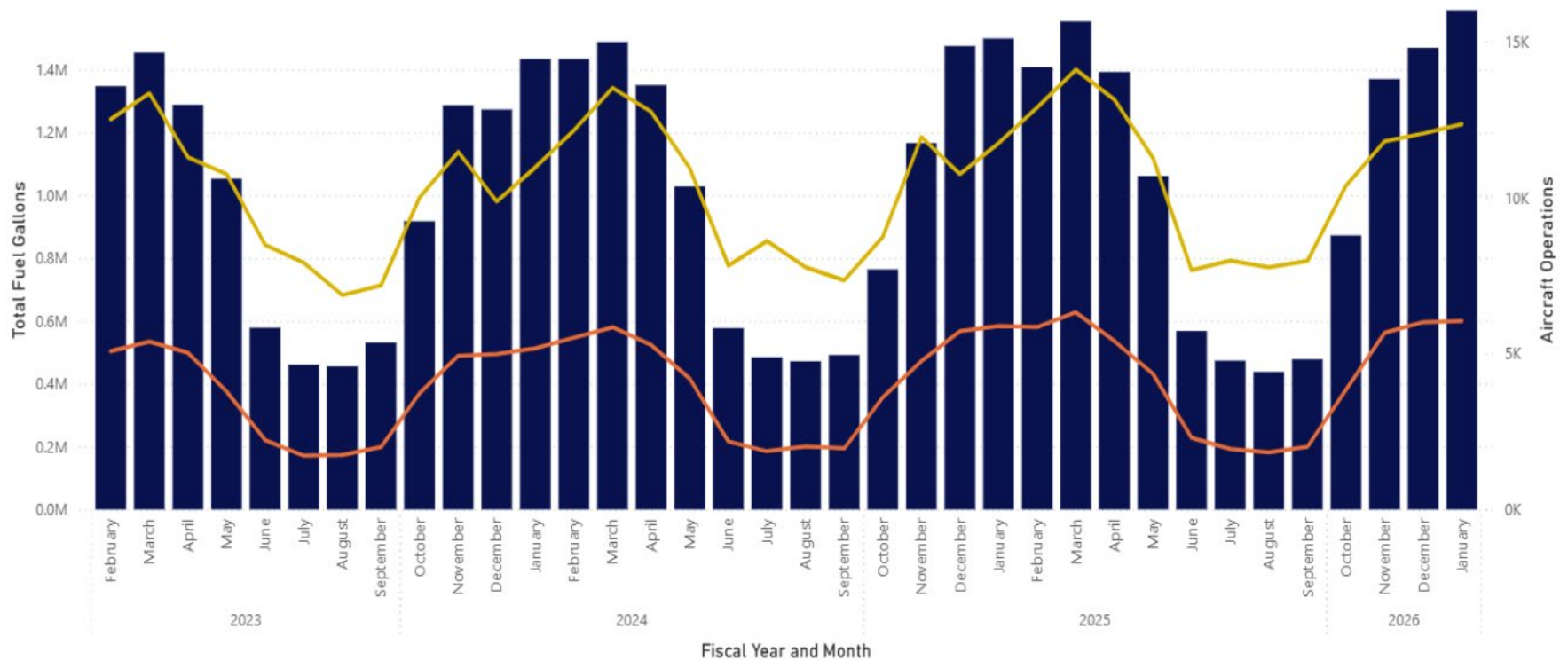
SAF	Gallons Sold	% Sold to Fractional Operators	% of Jet A Sales	Number of Jet Customers Taking SAF
December 2025	343,265	100%	23.2%	1
FYTD 2026	1,103,155	99%	22%	2



Fuel and Operations Trends

Aviation Fuel Gallons & Aircraft Operations Historical Comparison

36 MONTHS



■ Total Fuel Gallons — Total Operations — Jet Operations



Fuel and Operations Trends

Activity Report PERIOD ENDING – JANUARY 31, 2026

Operations

	FY 2024	FY 2025	FY 2026	Variance %, FYs 25-26		FY 2024	FY 2025	FY 2026	Variance %, FYs 25-26
OPERATIONS - Itinerant									
Commercial	2,844	3,261	3,642	11.7		10,480	11,120	12,312	10.7
General Aviation	6,822	7,427	7,764	4.5		25,369	26,009	28,512	9.6
Military	26	19	17	(10.5)		104	118	93	(21.2)
Total Itinerant Operations	9,692	10,707	11,423	6.7		35,953	37,247	40,917	9.9
OPERATIONS - Local									
Commercial	0	0	0	NMF		0	0	0	NMF
General Aviation	1,098	828	702	(15.2)		5,603	5,110	4,735	(7.3)
Military	0	8	20	150.0		10	26	68	161.5
Total Local Operations	1,098	836	722	(13.6)		5,613	5,136	4,803	(6.5)
TOTAL NIGHT OPERATIONS	177	198	205	3.5		734	785	864	10.1
Total IFR Operations *	6,676	7,179	7,450	3.8		23,669	23,949	25,695	7.3
Total VFR Operations	4,291	4,562	4,900	7.4		18,631	19,219	20,889	8.7
TOTAL OPERATIONS	10,967	11,741	12,350	5.2		42,300	43,168	46,584	7.9

* As reported by ATCT

NMF = No Meaningful Figure

Itinerant = An aircraft arriving or departing from an airport other than APF

Local = An aircraft that has APF as both its origin and destination, and typically is a recreational or training flight.

IFR = An aircraft flying under Instrument Flight Rules that has filed a flight plan with the FAA.

VFR = An aircraft flying under Visual Flight Rules that is not required to file a flight plan.



Activity and Customs Report

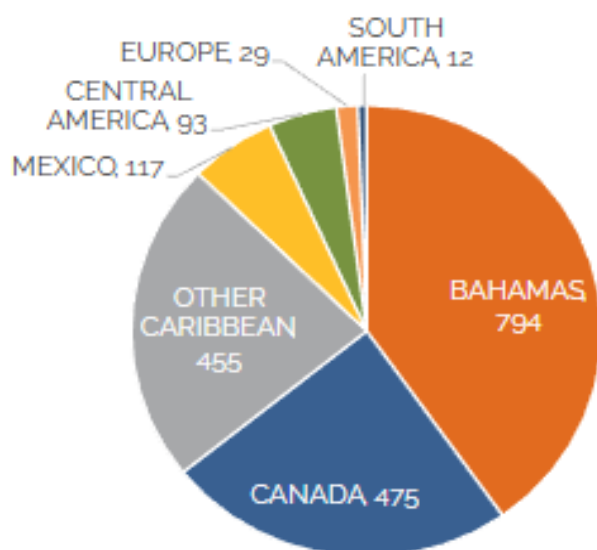
AIRCRAFT ACTIVITY

	TOTAL OPERATIONS			JET OPERATIONS			NON-JET OPERATIONS		
	JAN. 24	JAN. 25	JAN. 26	JAN. 24	JAN. 25	JAN. 26	JAN. 24	JAN. 25	JAN. 26
MONTHLY	10,967	11,741	12,350	5,165	5,776	6,041	5,802	5,965	6,309
ROLLING 12-MONTH TOTAL	120,621	124,039	129,342	45,788	47,881	51,356	74,833	76,158	77,986

CUSTOMS CLEARANCES

	TOTAL AIRCRAFT CLEARED			AIRCRAFT CLEARED/ STAYED IN NAPLES			PERSONS CLEARED		
	JAN. 24	JAN. 25	JAN. 26	JAN. 24	JAN. 25	JAN. 26	JAN. 24	JAN. 25	JAN. 26
MONTHLY	219	251	241	98%	94%	96%	1,042	1,369	1,246
ROLLING 12-MONTH TOTAL	2,026	1,898	1,976	96%	96%	97%	9,894	8,736	9,333

12-MONTH INTERNATIONAL ARRIVAL ORIGINS - FEB. 2025 – JAN. 2026



Normal operating hours for US Customs and Border Protection at the Naples Airport are 11:00 AM–6:30 PM.

Pre-arranged clearings outside of these hours are charged an after-hours fee of \$550 in addition to standard fees.

Additional information can be found at flynaples.com/us-customs



Hangar Waitlist

Leasing Update

The recent decline in the hangar waiting list largely reflects a return to more typical demand following the COVID-era surge in southwest Florida. New applications increased from 39 in 2019 to a peak of 83 in 2022, then settled back to fewer than 50 per year in 2023 and 2024 as pandemic-driven demand cooled and the market stabilized.

At the same time, the waiting list continues to move for expected and positive reasons. Approximately 40% of removals from the list over the past year were due to applicants accepting hangar leases, demonstrating healthy turnover as space becomes available. Hangar move-out data show that most vacancies are driven by aircraft sales or owners leaving southwest Florida.

In addition, updated, safety-driven aircraft-to-hangar clearance requirements of 18-inches of separation on all sides means fewer aircraft can be accommodated in standard T-hangars, which has pushed some applicants toward larger, higher-cost hangar options if they wish to remain on the list.

Together, these factors explain the declining waiting list as the result of market normalization, active lease turnover, and safety policy updates.



Hangar Waitlist



77 Prospective new tenants on the waitlist

↓ **1** from the previous month



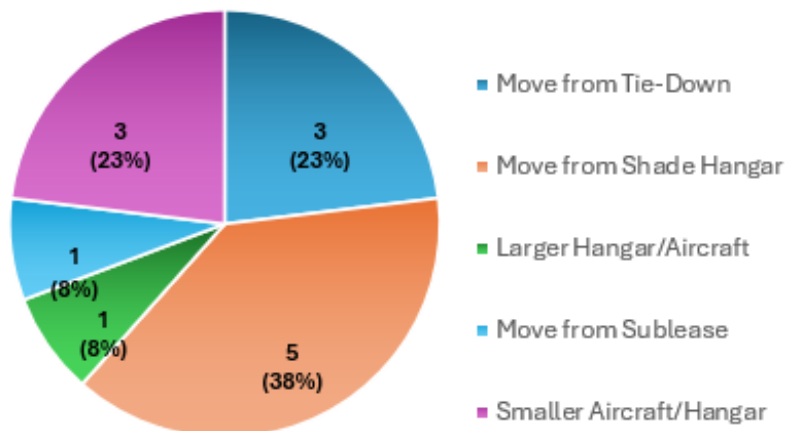
13 Reservations by existing tenants

↓ **6** from the previous month

HANGAR WAITLIST | BY RESIDENCY AND AIRCRAFT TYPE

TYPE OF AIRCRAFT	CITY OF NAPLES RESIDENTS	OTHER COLLIER COUNTY RESIDENTS	OTHER	TOTAL WAITLIST	%
Single Engine	10	43	11	64	71%
Twin Engine	1	1	0	2	2%
Jets	3	2	4	9	10%
Turbo Props	0	0	1	1	1%
Helicopters	1	1	1	3	3%
To Be Determined	0	11	0	11	12%
Total	15	58	17	90	100%

REASONS FOR RESERVATIONS BY EXISTING TENANTS





Noise Report

TRENDS: JAN. 2025 VS. JAN. 2026

The following trends were observed when compared with the same period in January 2025.

Curfew Violations	Jet Curfew Violations	Noise Comments	Noise Commenters	Jet Ops	Total Ops
↑ 3.5%	↑ 8.6%	↓ 34%	↓ 27 %	↑ 4.6%	↑ 5.2%
↑ 7	↑ 8	↓ 583	↓ 12	↑ 265	↑ 609

- 100% of curfew violators were contacted via letter in Jan. 2025 and Jan. 2026.
- Staff was able to speak with 97% of curfew violators in Jan. 2025 and 86% of curfew violators in Jan. 2026.
- *Note: there were more operators than usual with no phone/email in Jan. 2026.*

TRENDS: FEB. 2025 – JAN. 2026

The following trends were observed when compared with the same period in the previous years.

Curfew Violations	Jet Curfew Violations	Noise Comments	Noise Commenters	Jet Ops	Total Ops
↑ 14%	↑ 19%	↑ 94.6%	↓ 13.7%	↑ 7.3%	↑ 4.3%
↑ 359	↑ 136	↑ 4,619	↓ 19	↑ 3,475	↑ 5,303

The Noise Abatement Specialist continues to contact all curfew violators through multiple methods including phone calls, letters, and face-to-face communications. The Noise Abatement Specialist has continued to speak with pilots/passengers at the airport about noise and curfew-related issues.

- Airport tours were provided to residents from ONA and Royal Harbor. Additional residents with persistent noise comments from Willoughby Acres & Old Naples were invited for a tour of the airport with the Executive Director, however, they declined or did not respond.
- 100% of curfew violators were contacted via letter in January and throughout the last 12 months.
- Staff was able to speak with 84.6% of curfew violators from Feb. 2025 to Jan. 2026.



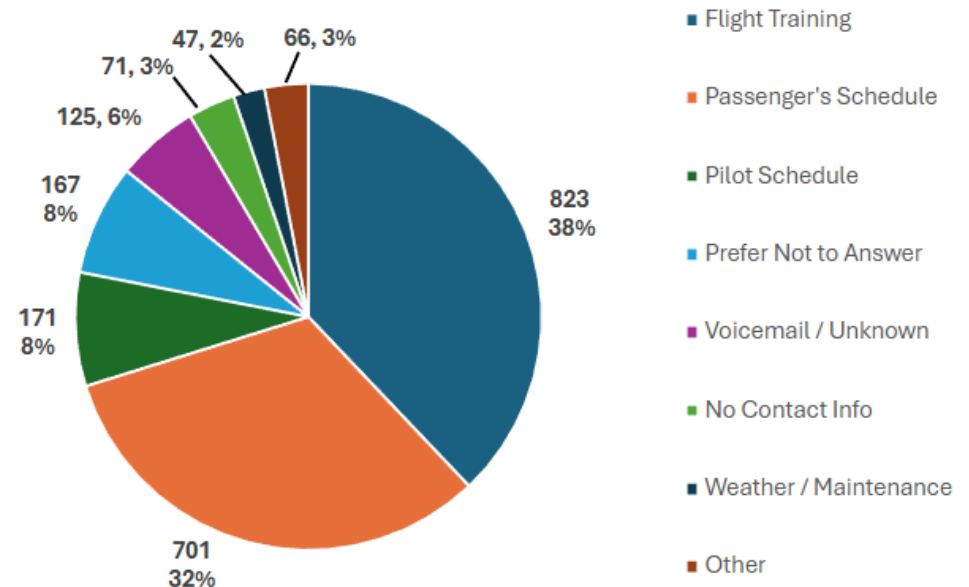
Noise Report

SUMMARY OF CURFEW VIOLATIONS AND OPERATOR EFFORTS

- **Humana** – New Chief Pilot, said they have a policy not to violate any voluntary curfew and care significantly about their reputation and respect of the community. They landed at 22:00, originally planned to arrive 25 minutes early but the pax were late. He said if he was chief pilot then (he hadn't started yet), he would have parked the plane and told them they had to wait until next day.
- **Jetstime – Charter** - We are working to reinforce, with our crew members and passengers, the requirements of Noise Abatement restrictions on your station.
- **EnvySky – Aircraft Rental/Time Building** - We remain fully committed to being good neighbors and to continuing our proactive approach in educating our customers about the voluntary curfew and the community's noise sensitivity. We regularly reinforce the 10 pm–7 am window in our briefings and communications, and we'll continue to do so as our operations grow. We value the relationship with Naples Aviation and the surrounding community, and we see noise awareness as an ongoing responsibility, not a one-time effort. Please don't hesitate to reach out if there's ever feedback or insight that can help us improve further – *Ernesto Mosquera, Owner*.
- **Global Flight Training Solutions – Flight School** - I have issued a memo to our Instructors to not use Naples Airport between 10pm and 7am. Hopefully, this will not happen again with our airplanes.

REASONS FOR CURFEW VIOLATIONS

Feb. 2025 – Jan. 2026





Noise Report

CURFEW OPERATORS FEB. 2025 – JAN. 2026

COMPANY	NUMBER OF OPS	% OF CURFEW OPS TO TOTAL OPS	TAIL NUMBER	ADDRESS	PHONE NUMBER
Naples Air Center	213	1.4%	MULTIPLE	230 Aviation Dr. S, Naples, FL 34104	239-643-1717
Rexair	190	1.4%	MULTIPLE	304 Citation Pt., Naples, FL 34104	239-799-0214
Flexjet	133	2.6%	MULTIPLE	26180 Curtiss Wright Pkwy, Cleveland, OH	972-720-2800
Treasure Coast Flight Training	88	14.8%	MULTIPLE	2400 SE Thunderbolt Dr., Stuart, FL 34996	772-219-4191
EnvySky	63	2.2%	MULTIPLE	601 SW 77th Way, Pembroke Pines, FL 33023	888-368-9759
Elite Jets (Randolph Aviation)	60	3.8%	MULTIPLE	125 Aviation Dr. S., Naples, FL 34104	239-900-9000
Roberto Collins	39	28.5%	N8298U	2150 Malibu Lake Cir., Apt. 1521, Naples, FL 34119	N/A
EMTAC SR20 LLC	19	31.7%	N323HW	227 Brazilian Ave., Unit 2A, Palm Beach, FL 33480	N/A
Florida Flight Training Center	17	12.3%	MULTIPLE	220 Airport Ave. E., Venice, FL 34285	941-484-3771



Noise Report

CURFEW OPERATORS JANUARY 2026

COMPANY	NUMBER OF OPS	% OF CURFEW OPS TO TOTAL OPS	TAIL NUMBER	ADDRESS	PHONE NUMBER
Flexjet	17	2.8%	MULTIPLE	26180 Curtiss Wright Pkwy, Cleveland OH, 44143	972-720-2800
Rexair	6	.5%	MULTIPLE	304 Citation Pt., Naples, FL 34104	239-799-0214
OSM Aviation Academy	4	3%	N76UD	1635 NW 51 st Pl, Ft. Lauderdale, FL 33309	954-267-9394
Alpha Mike Aviation LLC	3	37.5%	N66FJ	323 N. Walnut St., Ste 102, Murfreesboro, TN 37130	N/A
American Aviation Academy	3	37.5%	MULTIPLE	17076 Helicopter Dr., Brooksville, FL 34604	352-797-2833
Chris Allen Aviation LLC	3	25%	N276JB	6301 Shirley St., Naples, FL 34109	N/A
Wingtip Aviation	3	50%	N907PH	551 Austyn Ave., Valparaiso, IN 46385	219-462-6081



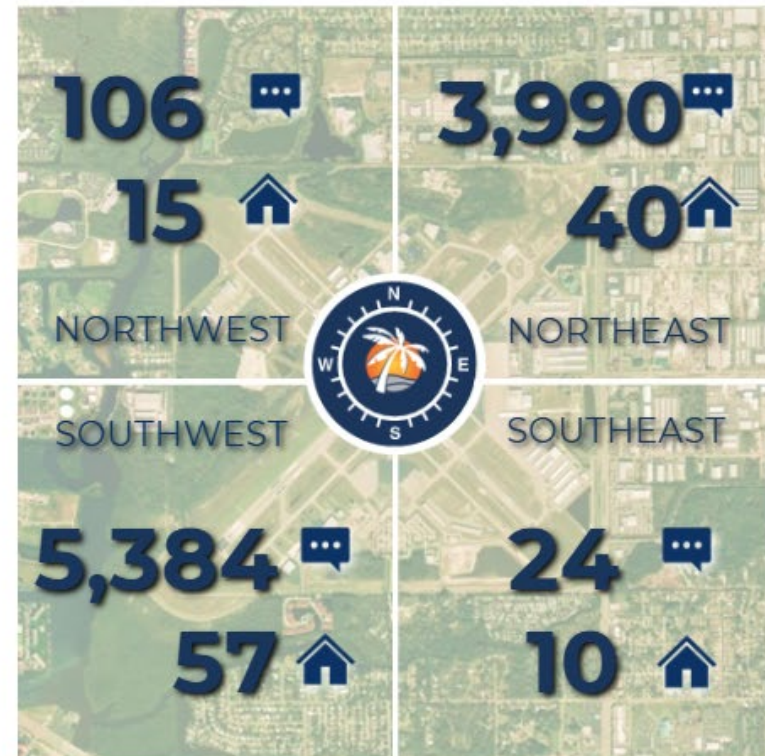
Noise Report

COMMENTS BY NEIGHBORHOOD/QUADRANTS FEB. '25 – JAN. '26

Neighborhood	Households	Comments
Old Naples	48	5,339
Golden Gate	8	19
Wyndemere	7	41
Briarwood	4	193
Grey Oaks	4	624
Royal Harbor	4	32
Cocquina Sands	3	20
Park Shore	3	40
Lakewood	3	7
Bears Paw	2	4
East Naples	2	2
Golden Gate Estates	2	3
Kings Lake	2	3
Moorings	2	5
River Reach	2	13
Vineyards	2	4
Willoughby Acres	2	892
Neighborhoods w/ 1 Household	20	2,263
Totals	120	9,504

- **94% of comments from 13 households.**
- 4,132 (43%) comments from 14 Airnoise users in 3 neighborhoods

COMMENTS AND HOUSEHOLDS BY QUADRANT FEB. 2025 – JAN. 2026





Noise Report

COMMENTS BY NEIGHBORHOOD/QUADRANTS
JAN. 2026

Neighborhood	Households	Comments
Old Naples	14	598
Briarwood	2	17
Wyndemere	2	6
Bears Paw	2	4
Neighborhoods with 1 household	12	514
Totals	32	1,139

COMMENTS AND HOUSEHOLDS BY QUADRANT
JAN. 2026



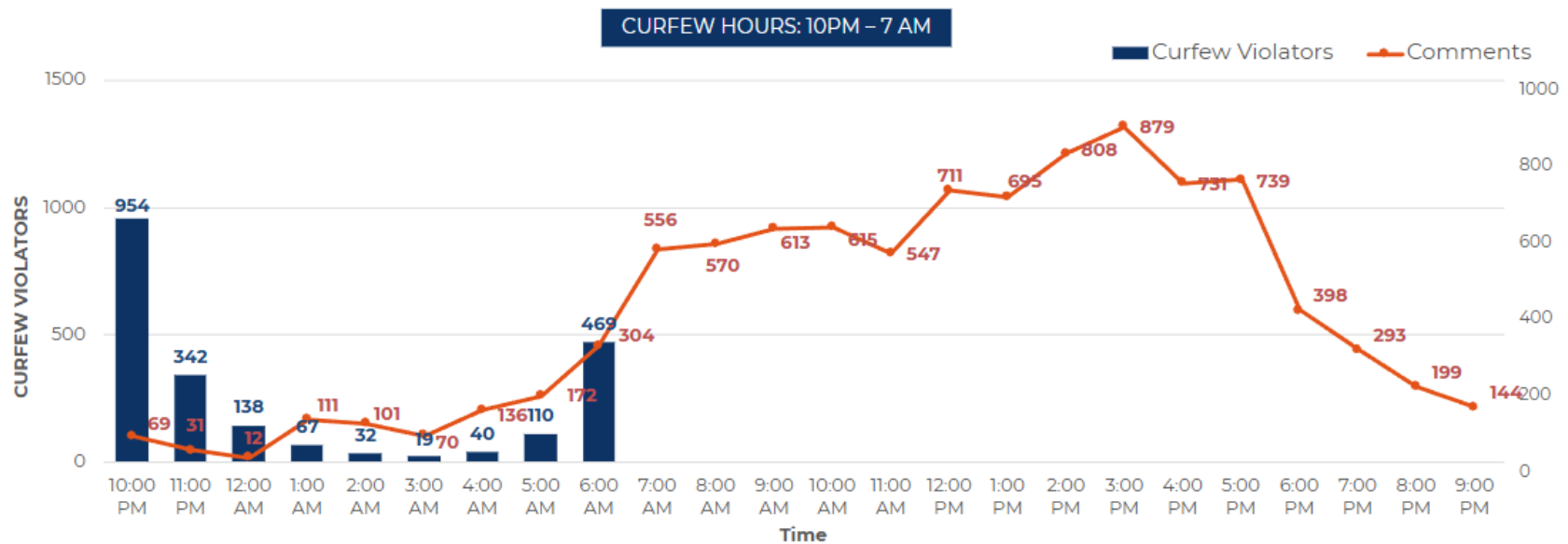
- 92% of comments from 8 households.



Noise Report

CURFEW VIOLATORS BY HOUR VS COMMENTS BY HOUR

FEB. 2025 – JAN. 2026

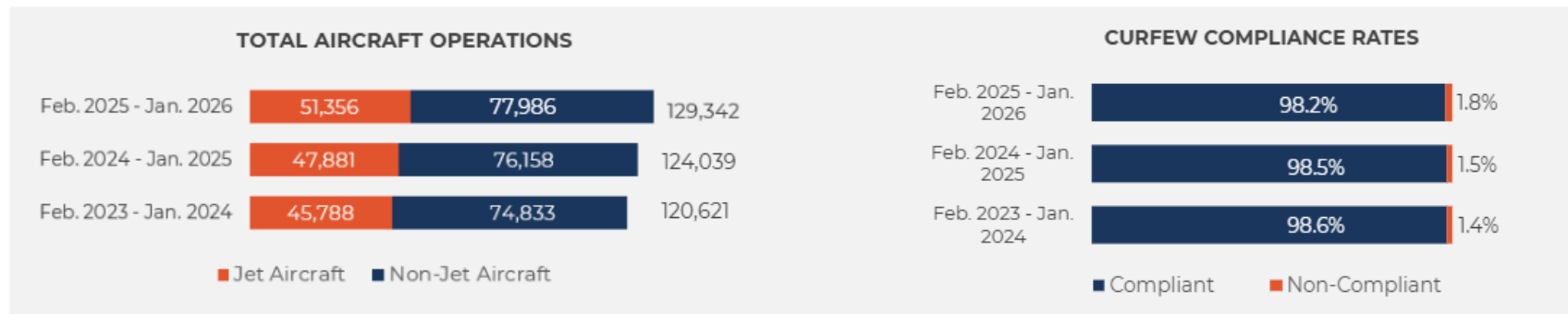


- Jan. 2026: 70% of curfew operations were within one hour of curfew.
- Feb. 2025 – Jan. 2026: 66% of curfew operations were within one hour of curfew.



Noise Report

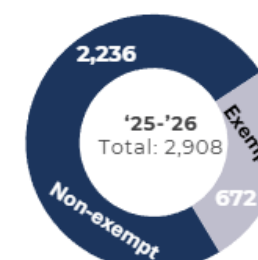
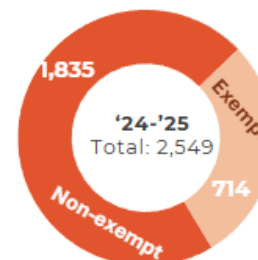
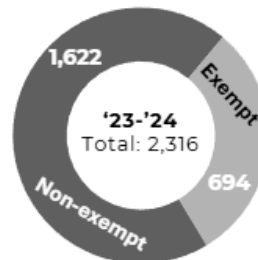
OPERATIONS & CURFEW COMPLIANCE COMPARISONS



VOLUNTARY CURFEW OPERATIONS

FROM FEB. – JAN. 2023-2026

Public service flights including EMS MedFlight, Collier Sheriff's Office, Mosquito Control, military flights, and FL FWC are "Exempt."





Noise Report

FEB. 2023 – JAN. 2024



Distinct households
filed aircraft noise
comments.

Noise comments
received from
those households.

67% of comments from 10 households

FEB. 2024 – JAN. 2025



Distinct households
filed aircraft noise
comments.

Noise comments
received from
those households.

92% of comments from 12 households

FEB. 2025 – JAN. 2026



Distinct households
filed aircraft noise
comments.

Noise comments
received from
those households.

94% of comments from 13 households.

UPCOMING EVENTS/INFORMATION

NOISE COMPATIBILITY COMMITTEE MEETING

Thursday, February 26, 2026
Naples Airport, Airport Office Building
9:00 AM

MARCH BOARD MEETING

Thursday, March 19, 2026
Naples City Hall
8:30 AM



Website and Social Media Trends

FlyNaples.com, a go-to centralized hub for airport information, has seen over **41.7k visitors** this month, with most visitors finding us through organic Google searches. Our social media accounts, with a combined **following of 6,367** continue to keep the community connected to the Naples Airport.

Top Website Page Clicks (> 1% of the total)

Ranking No.	Webpage	Total Views Jan-26	Percentage of Views Jan-26	Rolling 12 (2/1/25-1/31/26)	Previous Rolling 12 Month Views (2/1/24-1/31/25)
1	Homepage	14,501	34.78%	123,419	106,061
2	Naples Aviation FBO	2,418	5.80%	19,184	12,902
3	Career Center	2,397	5.75%	18,575	13,260
4	Wifi	1,764	4.23%	15,191	12,194
5	Rates and Charges	917	2.20%	6,445	5,388
6	Customer Service Representative	768	1.84%	3,187	602
7	Flight Planning	766	1.84%	7,206	4,166
8	About Naples Airport	751	1.80%	6,436	6,148
9	Frequently Asked Questions	702	1.68%	5,691	5,225
10	Naples Aviation Reservations	619	1.48%	4,036	3,538

Social Media Analytics January 2026

Metric	Totals	% Change (vs. previous month)
Follower Growth	371	↑415%
Total Followers	6.4K	↑12%
Total Impressions	141K	↑212%
Total Engagement	17K	↑377%



Website and Social Media Trends

Social Media Sentiment Breakdown

January 2026

Sentiment	Messaging Total
Positive (Total number of comments that displayed a positive sentiment towards Naples Airport)	39
Negative (Total number of comments that displayed a negative sentiment towards Naples Airport)	15
Neutral (Total number of comments that displayed a neutral sentiment towards Naples Airport)	7

**This sentiment analysis is limited to the comments provided on content posted directly by NAA social media pages.*

COMMENT SAMPLES

January 2026

NEUTRAL SAMPLE

Welcome Brad Spotlight:
Send us it on @militaryblaze._

NEGATIVE SAMPLE

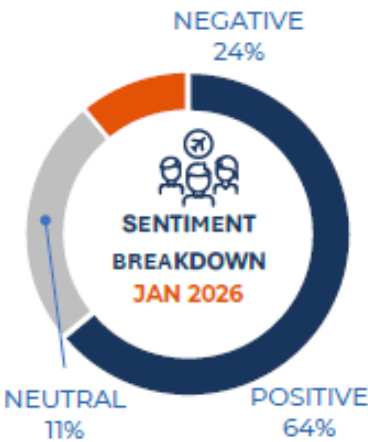
Q4 Leaderboard:
This is actually so stupid. Let people fly their planes whenever they want without you guys whining about it

**The additional negative sentiment was on the VP JD Vance post and about his political association versus negative towards the airport.*

POSITIVE SAMPLES

Aerox Tenant Talk:
Great tenant to highlight! I rely on Aerox Aviation Oxygen Systems products for my flying and appreciate how Scott Ashton promotes safety and supports the pilot community.

VP JD Vance at NAA:
Best little FBO in the country!





Website and Social Media Trends

TOP SOCIAL MEDIA POSTS BY PLATFORM

Period ending January 31, 2026

 **Naples Airport Authority**
Thur. 1/29/2026

We were honored to welcome VP JD Vance, Usha and his wonderful team to #NaplesAirport yesterday! And thank you to our outstanding staff for helping ensure a seamless operation...



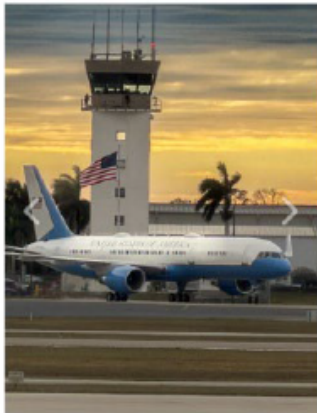
Post Insights

Impressions	85,907
Engagements	2,099
Likes	1,922
Shares	63
New Page Follows	150

Facebook

 **Naples Airport Authority**
Thur. 1/29/2026

We were honored to welcome VP JD Vance, Usha and his wonderful team to #NaplesAirport yesterday! And thank you to our outstanding staff for helping ensure a seamless operation...



Post Insights

Views	21,235
Engagements	902
Page Follows	63

Instagram

 **Naples Airport Authority**
Thur. 1/29/2026

We were honored to welcome VP JD Vance, Usha and his wonderful team to #NaplesAirport yesterday! And thank you to our outstanding staff for helping ensure a seamless operation...



Post Insights

Impressions	2,538
Engagements	127
Likes	121
Comments	2

LinkedIn



Website and Social Media Trends

TOP 3 SOCIAL MEDIA POSTS

February 2, 2025 – January 31, 2026

  **Naples Airport Authority**
Thur. 1/29/2026

We were honored to welcome VP JD Vance, Usha and his wonderful team to #NaplesAirport yesterday! And thank you to our outstanding staff for helping ensure a seamless operation...



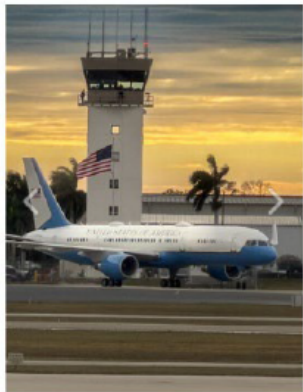
Post Insights

Impressions	85,907
Engagements	2,099
Likes	1,922
Shares	63
New Page Follows	150

Facebook

  **Naples Airport Authority**
Thur. 1/29/2026

We were honored to welcome VP JD Vance, Usha and his wonderful team to #NaplesAirport yesterday! And thank you to our outstanding staff for helping ensure a seamless operation...



Post Insights

Views	21,235
Engagements	902
Page Follows	63

Instagram

  **Naples Airport Authority**
9/5/2025

Big news from Naples Airport! 🎉 We're proud to share that three of our leaders have been appointed to statewide roles with the [Florida Airports Council](#) (FAC)...



Post Insights

Impressions	7,135
Engagements	457
Comments	178
Reposts	25

LinkedIn



Media Coverage

JANUARY 2026

January 6

Aviation Pros [Naples Airport Authority Approves Phase II of North Road Terminal Renovation](#)

January 13

The News-Press [Ultra-exclusive Naples, Florida home sale smashes records in 2025. It's a teardown.](#)

January 15

Coastal Breeze News [Naples Airport to Host Four 'Plane Talk' Information Sessions](#)

January 16

The News-Press [Naples Airport Authority board names new chairman, vice chairman](#)
Gulfshore Business [SWFL companies, organizations announce appointments](#)

January 18

The News-Press [Naples Airport, city close on ordinance but remains far on execution](#)

January 20

Naples Daily News [Naples council candidate Penny Taylor lays out roadmap if elected](#)
Naples Daily News [NAA, city attorneys continue talks](#)

January 21

Florida Today [Vice President Vance may visit Florida. What we know](#)
Florida Politics [This has been a fight a long time in the city of Naples.](#)

January 25

The News-Press [Naples airspace to be National Defense Airspace Jan. 28 for a VIP](#)
Naples Daily News [Naples council candidate John Langley wants 'resident centric' focus](#)

January 27

Gulf Coast News [Naples Airport hosts first 'Plane Talk' forum of the year, community shares concerns](#)

January 28

Sarasota Herald-Tribune [JD Vance visit: Lee GOP helping with VP's visit to Naples, Florida](#)
Naples Daily News [Vice President JD Vance leaves Florida's Naples Airport. Traffic halts](#)



To: Honorable Chair and Commissioners

From: Christopher A. Rozansky, Executive Director

Meeting Date: February 19, 2026

Re: **CORRESPONDENCE & MEETINGS**

1. Joint Workshop with City Council

SUMMARY: Board discussion and direction regarding the City Council's request to schedule a joint workshop

BACKGROUND: At the January 21, 2026 City Council meeting while discussing how to proceed with resolving concerns about the City's proposed ordinances pertaining to airport development, several City Council Members suggested a joint workshop with the Authority. The City Attorney cited the following section of the City's Comprehensive Plan and noted the City and Authority haven't met since November 2024.

Policy 7-1.2: *The Naples Airport Authority and City Council will meet quarterly annually for review and comment on proposed airport budget and development.*

Authority staff did present the Draft Fiscal Year 2026 Operating and Capital Budget to City Council on September 3, 2025.

COMMUNICATIONS PLAN: Staff will coordinate with the City of Naples as directed by the Board.

FINANCIAL IMPACT: None related to this item.



To: Honorable Chair and Commissioners

From: Christopher A. Rozansky, Executive Director

Meeting Date: February 19, 2026

Re: **CORRESPONDENCE & MEETINGS**

2. Draft Agenda for Onboarding Workshop

SUMMARY: Board discussion and direction regarding the draft agenda for the onboarding workshop scheduled for March 5, 2026, at 8:30 am.

BACKGROUND: With two recent appointments to the Board of Commissioners, staff is preparing a workshop and proposes including the items listed below on the draft agenda:

1. Introduction
2. Governance, setting policy, efficiency and annual calendar
3. Legislative and regulatory compliance
4. Communications, collaboration with staff, stakeholder engagement and liaison to City Council
5. Department overviews
6. Panel discussion with former Commissioners
7. Next steps and closing

COMMUNICATIONS PLAN: Staff will follow up as directed by the Board in preparation for the workshop.

FINANCIAL IMPACT: None related to this item.