

Minutes
April 30, 2019
City of Naples Airport Authority
Board of Commissioners and Noise Compatibility Committee
Joint Workshop Meeting

A. ROLL CALL

Meeting was called to order by Chair Messer at 8:30 a.m. in the Council Chambers at City Hall. Also present were Vice Chair Lenhard, Commissioner Rideoutte and Commissioner Dustin. Commissioner Brousseau had an excused absence. Noise Compatibility Committee (NCC) members present were Vice Mayor Price, Mr. Linneman, Mr. Holland, Mr. Tuff, Mr. Auron, and Mr. Cohen. NCC Chair Byerly, Vice Chair Mastrocinque and Mr. Lobb had excused absences.

Staff and Authority Counsel present were Mr. Rozansky, Mr. Owens, Ms. Terrill, Mr. Keith, Mr. Frost, Ms. Lynam and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

Chair Messer led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky stated that there were no changes to the agenda.

D. PUBLIC COMMENTS

There were no public comments.

E. DISCUSSION ITEMS (Public comments accepted for each item; 5-minute limit)

Chair Messer stated that public comments would be taken at the end of the presentation. She encouraged Board members and the NCC to have the Chair recognize them if they wished to have a discussion or ask a question about any item.

Mr. Rozansky stated that the first portion of the workshop was to review the Master Plan process to date and report on the progress since the Board and NCC last met on January 30, 2019.

1. Master Plan Update Presentation – Environmental Science Associates (ESA)
 - a. Overview of Study Process to Date

Mr. Douglas DiCarlo, Aviation Program Manager, of ESA introduced himself and presented the overall status of the airport master planning process. He said the facility requirements have been done since late fall; however, Dr. Dave Byers would be speaking today on some of the elements we have taken a harder look at the Air Traffic Control Tower (ATCT) and how it relates to the needs and operational efficiencies that we are trying to achieve on the airfield overall.

Mr. DiCarlo said that we are currently working on the environmental and alternative analysis elements of the study; and at the conclusion of today's workshop and the public workshops, these sections will be finalized so that we can then move into the latter half of the study. He provided a review of based aircraft

forecasts as well as annual aircraft operations forecasts. In reference to the bar charts for based aircraft forecasts, Mr. Holland suggested to have the operational forecasts as a percentage between the major years and for each of the major aircraft categories.

Regarding the historical annual aircraft operations forecast, there was discussion regarding the dramatic difference between traffic in 2005 with approximately 160,000 operations and traffic in 2010 with 80,000 operations. Regarding Commissioner Rideoutte's request for the rationale behind a forecast of 125,100 operations in 2038 when in 2005, there were 160,000 operations, there was discussion regarding the effect on aircraft operations during the Great Recession and the significant reduction in training activity of smaller recreational type aircraft during that time. In response to Commissioner Dustin's request for a graph showing operations without training flights, Mr. DiCarlo said that data could be provided to differentiate between local and itinerant operations but would not exclude 100% of the training flights. There was additional discussion regarding the 20-year forecast, the increased use of fractional ownership and the small aircraft that make up the majority of based aircraft. Mr. Rozansky added that there are a number of working papers and other documents that go into more detail regarding the methodology of the forecasting on the www.flynapples.com website.

Mr. Auron requested a composite summary showing what our operations look like. Mr. Rozansky stated that there was a presentation from May 2018 summarizing this information, and it appears on the www.flynapples.com website as well.

b. Customer and Public Outreach to Date

Mr. DiCarlo provided a brief overview of the customer and public outreach activities to date. He summarized customer and public input received and commented that the public could continue throughout the project duration to provide input through the www.flynapples.com website.

He said that the Master Plan Update is scheduled for completion in the November/December time frame.

c. Facility Assessment and Requirements

Mr. DiCarlo reviewed a list of elements for defining the facility requirements and what is needed throughout the 20-year planning period and stated that it is focused more specifically on the short term and intermediate term. He said that critical aircraft is an important component of all the analyses but did not project any aircraft larger than what is currently operating today. He added that there is no projected change to the runway environment.

There was discussion regarding the 75,000 lb. weight limit imposed to preserve the runways for the longest appreciable life even though they are capable of handling heavier aircraft and the need for an exemption from the weight limit if commercial air service was desired. Vice Mayor Price requested clarification from Mr. Owens regarding who has the authority to make a change from the 75,000 lb. limit. Mr. Rozansky read aloud Article VII, Special Provisions, of the Bylaws for the Governance and Operation of the NAA as follows:

Section 1. **MAXIMUM GROSS TAKE-OFF WEIGHT**. The Authority has determined, with Federal Aviation Administration ("FAA") approval, that the maximum gross take-off weight at the Naples Municipal Airport should be seventy-five thousand pounds (75,000 lbs.), dual wheel. It is the intent of the Authority to maintain 75,000 lbs. as the stated weight bearing capacity, for

both R/W 5-23 and R/W 14-32, in order to comply with the twenty (20) year economic life design objective for runway pavement.

Any adjustment to the stated weight bearing capacity of the runways should be made only after an analysis of the financial, environmental, aviation and structural impact such an adjustment might have. The analysis shall include an advertised public hearing to receive public comment and perspective. Thereafter the contemplated adjustment shall be discussed with Naples City Council at a public joint workshop.

Any change in the stated weight bearing capacity of the Airport runways shall only be enacted after the affirmative vote of four (4) Commissioners.

Mr. DiCarlo presented a summary of the recommended 20-year facility requirements for the runways, taxiways and airport facilities.

Vice Mayor Price excused himself from the meeting at 9:12 a.m.

Dr. Dave Byers of Quadrex Aviation, and ESA's subconsultant, presented a brief history of the ATCT and an overview of the challenges it faces. He provided several short term (+/-5 years) and long term (5+ years) recommendations to improve the existing conditions. In response to Commissioner Rideoutte's question regarding the adequacy of the ATCT in 2005-2007 when the level of operational activity was much higher than today and in future forecasts, Mr. Rozansky and Dr. Byers both commented on how the type of operations, technology, and increased activity in the airspace and on peak days have changed since that earlier time frame.

Dr. Byers expressed concern regarding the ATCT's line of sight issue to Runway 32's end which is obscured by hangars. There was discussion regarding the additional 12 feet in height that the tower would need to address this issue, and Chair Messer recommended the possibility of relocating the hangar that is in the line of sight. Commissioner Dustin suggested that a little more analysis be given to Chair Messer's recommendation, but Vice Chair Lenhard commented that it only solves one of the many challenges. Dr. Byers said that there is time to review the long-term recommendation of replacing the ATCT but suggested that the space be reserved now. Mr. Rozansky added that a new tower is an FAA-eligible project for grant funding.

Dr. Byers presented other recommendations to improve airfield efficiency including adding holding bays close to the runway for bypass capability. He said that this would provide an operational opportunity to manage pilots' wait for final clearance to depart. He explained how a voluntary "collaborative decision-making" (CDM) program would work.

In response to Mr. Holland's question regarding the timetable to prioritize all of the recommendations presented, Mr. Rozansky and Mr. DiCarlo stated a draft capital improvement plan will be prepared over the summer and presented to the NAA Board and NCC soon thereafter.

Chair Messer called for a short recess at 9:54 a.m. The meeting was called back to order at 10:01 a.m.

d. Environmental Elements

Mr. DiCarlo presented the environmental elements portion of the Master Plan. This included infrastructure challenges, sustainability issues, resiliency planning and master plan noise contours. Mr.

DiCarlo stated that the master plan noise contours are generated the same way as for the Noise Study but not to the same level of detail and without the outreach to the community. Mr. Rozansky added that the Noise Study would commence likely in 2020, but is contingent upon grant submission and FAA grant award. Mr. DiCarlo reviewed the noise contours that were shown from a previous presentation for the 60 and 65 decibel day-night average sound level (DNL) and displayed a graph showing how the contours from 1986 – 2017 have shrunk over time. He presented a new graph showing the 2023 Master Plan DNL contours.

e. Concepts for Airport Development

Mr. DiCarlo presented the Naples Airport 2018 Utilization Plan that was approved by Naples City Council on June 13, 2018. Mr. Rozansky explained the relevance of the Utilization Plan, which is focused on the next five years, compared to the Master Plan which is focused on the next 20 years.

f. Potential Airfield Improvements

Mr. DiCarlo presented diagrams of the south half of the airfield and pointed out several potential features including the realignment of North Road and sidewalk. He provided a map of the north half of the airfield and explained some of the features within the runway taxiway system. He outlined the recommended blast pads shown in blue and stated that we currently don't have any on Runway 14-32. He said that blast pads are paved areas to prevent erosion at the end of the runway pavement.

g. Constraints to Development

Mr. DiCarlo presented diagrams of the primary airfield and West Quad development constraints.

h. Recommended Development Concepts

Mr. DiCarlo highlighted the recommended concepts for development in each of the quadrants that have been identified as the highest and best use.

On the East Quad concepts, there was a lengthy discussion regarding the automobile parking challenges and the possibility of constructing a three-story parking structure which would cost approximately \$12 to \$15 million. The future of parking garages, remote parking and offering a shuttle service were discussed. Mr. Rozansky requested feedback to develop a scope of work for conducting a more sophisticated analysis of the parking facilities with a consultant. The analysis would include projecting parking needs, exploring the future of parking garages and whether there will be a need for the traditional practice, how a parking structure would be developed and paid for since it would not be eligible for FAA funding, exploring funding possibilities from FDOT, reviewing best practices at other general aviation airports our size, researching the potential expansion of the long term surface parking lot out to the lake and evaluating shuttling concepts. There was NAA Board and NCC consensus for Mr. Rozansky to develop a scope of work with ESA's subconsultant in conducting this proposed parking space analysis.

Mr. DiCarlo presented several options in the West Quad. One of the recommendations included a reserved section for a new ATCT as a second option.

Mr. DiCarlo provided a breakdown by each quadrant of additional t-hangar units, clearspan hangar space and square yards of aircraft parking apron needed by 2038 to accommodate the demand.

i. Project Schedule

Mr. DiCarlo reviewed the original project schedule and the revised project schedule. He said that public workshops were added to the environmental analyses and alternatives for the airport development portion of the Master Plan study. He stated that the schedule was extended by a few months; and in the October time frame, ESA will be presenting the Airport Layout Plan and the draft Capital Improvement Plan. He said that the schedule would also allow another meeting in December in order to complete the project by January.

j. Question and Answer Period

There was discussion regarding the necessity of keeping the Commercial Air Terminal (CAT) on the Master Plan Update since there was no commercial airline activity planned. Mr. Rozansky commented that in January, ESA presented a few concepts for development of the CAT for general aviation specific uses but the question of permanently writing off the opportunity for commercial airline service remained. At that meeting he said there was consensus to maintain it for now since the CAT was being used for “off the street” car rental concession activity and by several aeronautical tenants who conduct charter flights there. Commissioner Dustin asked why the consultants were not thinking about other creative uses for it, including relocating the General Aviation Terminal where there would be more parking space. Mr. Rozansky said that it was considered, but one of the constraints was that there isn’t nearly the adequate amount of apron that exists in the East Quad. Mr. DiCarlo added that there was also the concern of bringing noise closer to the community in the south.

F. PUBLIC COMMENTS

There were no public comments.

G. CORRESPONDENCE/COMMISSIONER AND NCC COMMENTS & REQUESTS/ MEETINGS

Regarding scheduling additional meetings to be held in the last week of October and early December, there was consensus to hold a Joint NAA Board and NCC Workshop meeting to present the CIP and discuss the preferred alternative that ends up on the final Airport Layout Plan on either October 29th or October 30th and a Joint Workshop Meeting on December 4th or 5th. Mr. Rozansky stated that a schedule will be developed and sent out as soon as possible.

H. ADJOURNMENT

With no further business, the meeting adjourned at 11:26 a.m.



Christopher A. Rozansky
Secretary

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

CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Board of Commissioners and Noise Compatibility Committee
Notice of Workshop Meeting



FINAL AGENDA

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

Tuesday, April 30, 2019
8:30 a.m.

Commissioner Donna M. Messer – Chair and NCC Liaison
Commissioner Michael Lenhard – Vice Chair and Consultant Selection Committee Chair
Commissioner James Rideoutte – Audit Committee Chair, Consultant Selection Committee Member
Commissioner Ted Brousseau – Legal Liaison
Commissioner Kerry C. Dustin, Audit Committee Member
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. If you wish to address the Board of Commissioners and Noise Compatibility Committee 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, Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

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

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

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

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

- A. ROLL CALL**
- B. PLEDGE OF ALLEGIANCE**
- C. AGENDA (Add, delete or re-sequence items)**
- D. PUBLIC COMMENTS ON GENERAL TOPICS NOT ON THE CURRENT AGENDA**
- E. DISCUSSION ITEMS (Public comments accepted for each item; 5 minute limit)**
 - 1. Master Plan Update Presentation – Environmental Science Associates (ESA)
 - a. Overview of Study Process to Date
 - b. Customer and Public Outreach to Date
 - c. Facility Assessment and Requirements
 - d. Environmental Elements
 - e. Concepts for Airport Development
 - f. Potential Airfield Improvements
 - g. Constraints to Development
 - h. Recommended Development Concepts
 - i. Project Schedule
 - j. Question and Answer Period
- F. PUBLIC COMMENTS**
- G. CORRESPONDENCE/COMMISSIONER COMMENTS AND NCC COMMITTEE COMMENTS & REQUESTS/MEETINGS**
- H. ADJOURNMENT**