



City of Naples

City Council Chambers
735 Eighth Street South
Naples, Florida 33940

-SUBJECT-	Page
NAPLES AIRPORT SITE CHARACTERISTICS AND IMPACTS STUDY - JOINT WORKSHOP DISCUSSION BY THE NAPLES CITY COUNCIL, COLLIER COUNTY COMMISSIONERS AND NAPLES AIRPORT AUTHORITY.	1-5

COUNCIL
MEMBERS

M O T I O N	S E C O N D	VOTE		A B S E N T
		Y E S	N O	

recommendations (Attachment #2). He stressed that the current airport facility contributes \$152.9-million in revenues and supplies approximately 1,500 jobs to the Collier County area. In addition, the airport benefits the community by providing emergency evacuation, disaster relief supplies, aid to law enforcement, etc.

Mr. Daniluk contrasted relocation of the current airport with maintaining the existing airport and advised that relocation would be costly: approximately \$50 to 60-million dollars for construction. Another factor in determining the relocation, he continued, would be accessibility by the consumer. Most people prefer to travel to the airport in the direction they will be flying, a psychological aspect, he said.

Mr. Crawford questioned why the report showed revenues coming from jet fuel sales and Mr. Daniluk explained that this is part of total fuel sales which account for 45% of airport revenues. Mr. Daniluk explained further that the Naples Airport is a self-sustaining facility which would be greatly impacted by reduced commuter use or fuel sales caused by relocation from the center of demand. If this happens, he said, the airport may seek additional monies from the community to maintain operations.

Mr. Daniluk noted a new airport now under construction in Palm Beach County due largely to the increased demand for air travel at an approximate cost of \$50 to \$60-million dollars. If the Naples Airport were relocated to the east, four times the land would be needed to satisfy environmental concerns that the wetlands would be preserved.

Referring to the airport's current commitments to the Federal Aviation Administration (FAA), Mr. Daniluk observed that the present airport would have to operate until the new one was functioning to avoid renegeing on its present 20-year grants. Mr. Daniluk observed that it would take approximately seven to eight years to relocate the airport. By the same token, he said, as aviation technology advances there would be a significant reduction in jet noise level by the time the new facility was complete.

Mr. Daniluk suggested that Collier and Lee Counties might combine efforts and build a basic transport airport if Lee County decides to relocate Page Field.

Mr. John Bean (Naples Airport Authority) asked whether the FAA could require that Naples Airport remain open if Page Field were closed. Mr. Daniluk said this was possible and further that the FAA could also require both airports to remain open with less activity. In response to another question from Mr. Bean, Mr. Daniluk advised that due to the extensive growth of Southwest Florida, commuter air travel will definitely increase.

County Commissioner Pistor asked if it was possible to utilize the Marco Island Airport to reduce air traffic into Naples and Mr. Daniluk explained that due to Marco Island Airport's size and limited expansion capabilities, he did not believe that any relief could come from there. Airport Authority Member Toivo Tammerk asked how long the Marco Island

COUNCIL
MEMBERS

M O T I O N	S E C T I O N	VOTE		A B S E N T
		Y E S	N O	

Airport lease was for and Mr. Daniluk advised that the State now owns the airport and the lease for Marco field was permanent.

Mayor Putzell asked Mr. Daniluk to comment on safety at the Naples Airport. Mr. Daniluk said that this facility met all the safety requirements. He further explained that, statistically, accidents happen in the approach area of the airports and problems regarding hotels, condos and the like are usually caused by height.

Councilman Graver asked what rights the City has to the airport property and Mr. Daniluk advised that the City owns the property; however, the FAA Compliance Manual is very strict regarding the closure of airports and the FAA tries very hard to keep airports from closing.

Councilman Bledsoe expressed concern over the anticipated growth in the Airport-Pulling/Radio Road area and the effect that this growth may have on the airport safety. Mr. Daniluk reiterated his statement that the Naples Airport met all safety requirements and is operated in a safe manner. Mr. Bledsoe suggested that because of noise complaints, the noise level be reduced to the level which existed before Piedmont Airlines came to Naples.

Councilman Crawford asked how much money would be needed to repay the FAA should the airport close. Mr. Ed Kant, of the Naples Airport Authority, advised that to date the airport has received approximately \$10-million from the FAA. Mr. Tammerk, however, disagreed and said that the figure was \$5- or \$6-million. Mr. Kant further advised that after the 20 year grant period, the airport would owe the FAA nothing, however, the airport must remain open all 20 years. The funds from the FAA, he continued, are being utilized to maintain operations as they are today, not for expansion.

Mr. Bean expressed concern regarding Mr. Daniluk's estimate to build a new airport, citing overruns at Southwest Regional. Mr. Daniluk explained that Southwest Regional was originally estimated at \$30-million, however, due to poor management and underestimating, the cost of the airport has ballooned to \$91-million. The \$50-million estimate to build a new airport in Naples should be sufficient, Mr. Daniluk concluded.

In response to Mr. Blaikie, Mr. Daniluk explained that in the site selection process, engineers study soil borings and other factors. If the site has not been adequately studied, local government and airlines would be financially responsible to remedy the situation.

Mr. Robert Tiffany, Naples Airport Authority, asked Mr. Daniluk for his thoughts on Phase II of the study. To implement Phase II, Mr. Daniluk said, several sites must first be selected and studied as to the environmental impact on neighbors and whether the airport design is feasible in that location.

County Commissioner Glass said he believed that a referendum should decide whether the airport should be closed or not.

County Commission Chairman Hasse noted that when this airport was built, the area surrounding it was

COUNCIL MEMBERS

M O T I O N	S E C O N D	VOTE		A B S E N T
		Y E S	N O	

entirely different and said that should the airport be moved, the same thing would occur as the County grew. Mr. Hasse then asked what the FAA's position was regarding the height of surrounding buildings and developments close to the airport. Mr. Daniluk advised that the 150 Noise Study just completed recommends that the airport buy up surrounding properties to alleviate the problem. Mr. Kant disagreed and said that he believed a comprehensive plan by the City and the County must be utilized to stop incompatible developments surrounding the airport. Mr. Hasse concurred.

Mr. Bean clarified that the FAA does have safety criteria and that if a developer meets those criteria, a building of several stories could be built and impact the airport.

In response to Commissioner Saunders, Mr. Daniluk advised that the noise impact has decreased over the past year due to aviation technology. The FAA is also in the process of setting limitations on the jets to make them quieter, Mr. Daniluk added. Mr. Daniluk said that should this group decide to continue with Phase II, it would give a definitive answer as to the whether or not there is another site.

Councilman Graver commented that he did not believe that moving the airport was the answer because it would impact another area creating a similar situation.

Councilman Bledsoe reiterated his opinion that the reduced noise level would be one answer to this problem and further stated that he believed the airport property could be developed into a nice "oasis" with even building a road to help alleviate traffic congestion in the City.

Commissioner Pistor supported the airport and expressed his desire to see night flights once again operational. He said he knew of several private jet owners who would be willing to park their jets at other facilities to help alleviate the problem.

Councilman Crawford said he supported the present location. Councilman Richardson suggested that the group look into Phase II and also a twenty-year plan for the airport.

Mayor Putzell suggested that the three groups (County Commission, City Council and Naples Airport Authority) meet independently and discuss the study which was presented to them and reconvene to discuss their decisions.

Airport Authority Chairman Blaikie read a statement into the record (Attachment #3) regarding Councilman Richardson's memo dated March 3, 1987, regarding an airport master plan (Attachment #4). Mr. Daniluk, in response to Mr. Tammerk, advised that updating the current airport master plan would be futile as

SUPPLEMENTAL ATTENDANCE LIST

Franklin C. Jones,
City Manager
Mark W. Wiltsie,
Asst. City Manager
George Henderson,
Sergeant-at-arms
Rance Fort, DOT
Scottie Ullring
C.C. Holland

Donald Lusk,
County Manager
Roger J. Barry,
Comm. Dev. Director
Avis Gardner,
Town Clerk -
E. Greenwich, RI
Brian Milk
Diane McKay

David W. Rynders,
City Attorney
Jodie M. O'Driscoll
Deputy Clerk
Charles Andrews
Jack Miller
Roger Laphel
John Beebe

NEWS MEDIA

William Upham,
Naples Times
Pete Scovill,
Palmer Cablevision

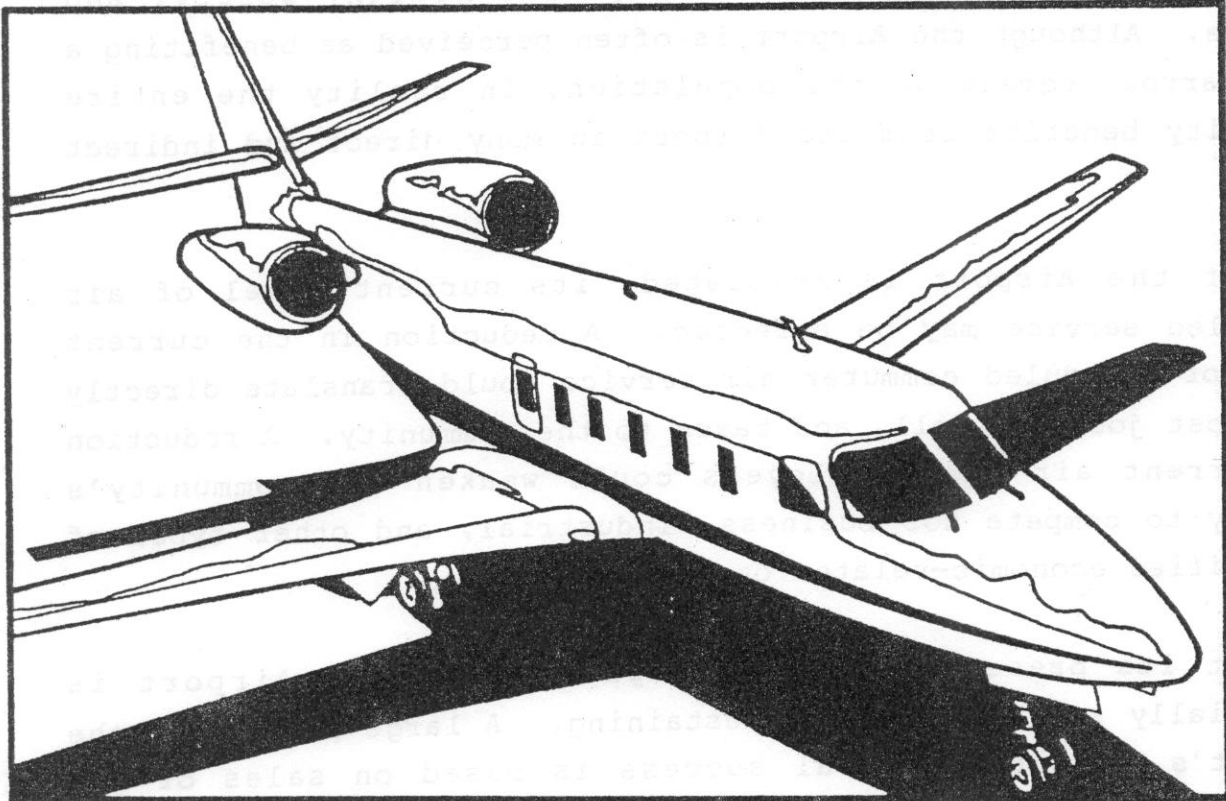
Kevin Parks,
News-Press
Carl Loveday
WNOG

Marty Bonvechio,
Naples Daily News
Gary Arnold,
WEVU-TV

Other interested citizens and visitors.

SUMMARY

Naples Municipal Airport Site Characteristics and Impacts



Prepared for:

**NAPLES AIRPORT AUTHORITY,
CITY OF NAPLES,
AND COLLIER COUNTY**

Prepared by:

Aviation Planning Associates, Inc.

Cincinnati/Miami

March 1987

SUMMARY

The previous sections have summarized the impacts and characteristics of Naples Municipal Airport at its existing site. The Airport has a significant positive economic impact on the City of Naples and Collier County; total impact equates to 1,537 jobs and \$152.9 million in revenues. In addition, the Airport provides numerous contributions to public health, safety, and welfare. Although the Airport is often perceived as benefiting a very narrow segment of the population, in reality the entire community benefits from the Airport in many direct and indirect ways.

If the Airport is relocated, its current level of air scheduled service may be affected. A reduction in the current level of scheduled commuter air service could translate directly into lost jobs, payroll, and taxes to the community. A reduction in current air service levels could weaken the community's ability to compete for business, industrial, and other types of diversified economic-related development.

At its present location, Naples Municipal Airport is financially solvent and self-sustaining. A large portion of the Airport's current financial success is based on sales of jet fuel, sales which are directly related to the Airport's convenient location. Should the Airport be relocated, the delicate balance between the Airport's convenience and its financial success could be upset.

In some instances when a replacement airport is developed, the FAA has required that the existing site also be maintained as an airport. Given the difficulty in securing new airport sites in Florida, and in light of Florida's growing aviation demand, it is possible that the Naples community could be subject to this philosophy. Under any scenario, public debt resulting from

development of a new airport may be substantial.

Engineering/environmental factors in Southwest Florida could make the development of a new airport costly. Until a candidate replacement site is actually identified, it is not possible to determine the feasibility of securing the required environmental approvals. The planning, approval, design, and construction process will take several years. During that time, the existing site must remain open to aviation; consequently, the money for sale of the existing site could not be secured until such time as a new airport became operational. This could result in financial indebtedness to the sponsor or sponsors of the replacement facility.

There are many factors to be considered in determining the feasibility and desirability of relocating the Airport. The existing Airport site, in terms of future development and current operation, is constrained. It would be at best difficult to build a new airport in Southwest Florida, and the ability to secure required environmental approvals is questionable. However, with rapid growth and development in Southwest Florida, potential airport sites dwindle almost daily. If it is desirable to relocate the Airport, the likelihood of identifying a feasible and acceptable site will decrease with time. Therefore, if a comprehensive site selection is to be conducted, it is vital that it be undertaken now.

Based on this information, the study sponsors must now determine whether or not to undertake Phase II, which would identify the required characteristics of a replacement airport site and would analyze the environmental and financial feasibility of a replacement facility for the Naples Municipal Airport.



City of Naples

AIRPORT AUTHORITY

160 AVIATION DRIVE NORTH • NAPLES, FLORIDA 33942

(813) 643-0733

MEMORANDUM

9 March 1987

To: Naples Airport Authority Board Members

From: William R. Blaikie, Chairman

Subject: Vice Mayor Lyle Richardson's Memo dated 3 March 1987

I have a statement to make regarding Vice Mayor Lyle Richardson's letter of 3 March 1987 to Mayor Putzell (copy to me) recommending that the current 5 year Naples Airport Master Plan be updated at once and funded by Collier County, the Naples City Council and the Naples Airport Authority.

The Naples Airport Five Year Master Plan is dated February 1984 from data within the last 5 years. The Naples Airport Authority is planing to update the current 5 year plan and will budget for it in the fiscal year beginning 1 October 1987. However, each year a work plan is filed with the FAA and serves as an update.

A revision of 5 to 10 years, based on previous costs to update master plans, will cost approximately \$75,000, less FAA and FDT grants. This cost is not in our present budget. Mr. Richardson's letter of 3 March 1987 recommends that the Master Plan be updated through the year 2015 - 28 years. Not only do I feel that a projection for 28 years has little meaning, but first the County Commission, City Council and Airport Authority must act on the Site Review that is before the joint bodies today. I do not see any sense in starting a 28 year study until we decide on the key point of what happens to the present Naples Airport.

Our Executive Director, Mr. Sealy, has resigned effective 19 March 1987 to accept a position in Tallahassee. I do not think that we should proceed with a Master Plan update until the next Executive Director is on board, particularly since our current 5 year plan is only 3 years old.