

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Regular Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, October 19, 2009

6 from 4:03 p.m. to 5:55 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

- 9 WAYNE GEORGE
- 10 KELLY BARRERA, Chairman
- 11 JAMES WERTER

12 BOARD MEMBERS PRESENT:

- 13 JOHN "JACK" GORMAN
- 14 CARL YOUMAN, Secretary-Treasurer

15 * * * * *

16 ALSO PRESENT:

17 DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 1301
18 Plantation Island Drive South, Suite 302-B, St.
19 Augustine, FL, 32080, Attorney for Airport Authority.

20 EDWARD WUELLNER, A.A.E., Executive Director.

21 BRYAN COOPER, Assistant Airport Director.

22 * * * * *

23 JANET M. BEASON, RPR, RMR, CRR, FPR
 24 St. Augustine Court Reporters
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 St. Augustine, FL 32084
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1 PROCEEDINGS

2 CALL TO ORDER

3 CHAIRMAN BARRERA: We're going to go ahead
4 and call to order the meeting of the October 19th,
5 St. Augustine-St. Johns County Airport Authority
6 meeting. If I could have everybody stand for the
7 pledge of allegiance.

8 (Pledge of Allegiance.)

9 APPROVAL OF MINUTES

10 CHAIRMAN BARRERA: Okay. I'd like to go
11 ahead and move on to the approval of the last
12 meeting minutes. Has everybody had a chance to go
13 over the meeting and the minutes from our last
14 meeting?

15 MR. WERTER: Yeah.

16 CHAIRMAN BARRERA: Do we have any additions,
17 corrections, or deletions to the minutes?

18 (None.)

19 CHAIRMAN BARRERA: Hearing none, the minutes
20 will stand as approved.

21 FINANCIAL REPORT ACCEPTANCE

22 THE WITNESS: Committee reports? Oh,
23 financial report acceptance. Carl is not here
24 today. In his absence, I think I'd like to go

25 ahead and defer that to the next meeting.

4

1 MR. WUELLNER: I would say you -- your -- you
2 would be welcome to approve it, that's up to you,
3 but it is the end of the fiscal year one, so
4 you're effectively going to end up approving as a
5 part of the audit in December, so --

6 THE WITNESS: Well, I did review the -- I did
7 review the e-mail. I don't know if anyone else
8 had a chance to review it.

9 MR. GEORGE: Sure.

10 CHAIRMAN BARRERA: Okay.

11 MR. GEORGE: I didn't get to the attachment,
12 but I reviewed the e-mail.

13 CHAIRMAN BARRERA: Okay. Do we have any
14 additions, deletions, or amendments to the
15 financial report acceptance?

16 (None.)

17 CHAIRMAN BARRERA: Okay. Hearing none, we'll
18 go ahead and they'll stand as approved.

19 AGENDA APPROVAL

20 CHAIRMAN BARRERA: And lastly, our meeting
21 agenda approval. Any additions, deletions to our
22 meeting agenda?

23 (None.)

24 CHAIRMAN BARRERA: Then our meeting agenda

25 will stand as approved.

5

1 COMMITTEE REPORTS

2 CHAIRMAN BARRERA: Move on to our committee
3 reports. Starting with the TPO. Did we have --
4 Jim, did you attend the TPO meeting?

5 MR. WERTER: No, that's Carl.

6 CHAIRMAN BARRERA: In his absence --

7 MR. WERTER: No one asked me to.

8 CHAIRMAN BARRERA: -- do you have his report?

9 MR. WUELLNER: I know he did -- I know he did
10 not attend the TPO (sic), that apparently they
11 switched up dates or locations on him so he showed
12 up at the correct time, but it had been moved. So
13 he -- I saw him after that on his way to the TPO.
14 I know he went to the TPO. He did not provide me
15 any backup related to the meeting itself.

16 CHAIRMAN BARRERA: Okay. If you could check
17 with Denise and just make sure there's not
18 anything that we need to be aware of with that and
19 let the board members know via e-mail, that would
20 be great. EDC?

21 MR. WERTER: Didn't meet this month.

22 CHAIRMAN BARRERA: Did not meet this month.

23 Okay. Intergovernmental. Buzz?

24 MR. GEORGE: Didn't meet this month.

25 CHAIRMAN BARRERA: Did?

6

1 MR. GEORGE: Didn't.

2 CHAIRMAN BARRERA: Didn't. You have your
3 tour coming up on the 4th?

4 MR. GEORGE: Yes.

5 CHAIRMAN BARRERA: Is that open for all the
6 agencies or just those members from that board?

7 MR. GEORGE: It's -- it's open to the members
8 from the board, but if they want to slip somebody
9 else in, they have to call and we have to
10 determine the number of people. I think that
11 Cindy is talking to them about getting a -- an
12 attendance list so that we can then make that
13 decision.

14 CHAIRMAN BARRERA: Okay.

15 MR. GEORGE: If anybody here wants to know,
16 you need to let Cindy know, because there's going
17 to be a limited number of seats on the 120-seat
18 bus.

19 CHAIRMAN BARRERA: Okay. And the Aerospace
20 Academy meeting.

21 MR. WERTER: Ed covered for me. Ed?

22 MR. WUELLNER: Yes. They held their
23 quarterly meeting the -- about three weeks ago.
24 The -- several developments. One, of course

25 you -- you've seen in the paper where Jay Steele,

7

1 the career academy director for the school system
2 is -- has been recruited and stolen out of St.
3 Johns County and will be heading to Nashville very
4 shortly.

5 They have asked -- they have work source
6 grant money this year to try and place as many as
7 16 interns this year in the various businesses on
8 the airport. So, those of you that have taken
9 those in the past, be great if you can look at
10 that and see if maybe there are other ways you
11 could utilize interns.

12 That won't happen -- the intern placement
13 won't happen until, looked like it was going to be
14 May. And it's a very short duration deal, but it
15 does include a stipend from the work source to the
16 individual student on the internship. So it's
17 not -- these are not paid by the businesses on the
18 airport. So it doesn't require anything other
19 than a time commitment and a little dedication of
20 some of the students.

21 The other and probably most important item,
22 got word late this afternoon that following some
23 meetings that I attended on your behalf -- or not
24 meeting, but a -- more of an interview that

1 of weeks ago, that the -- related to national
2 accreditation for the Aerospace Academy, I'm happy
3 to report that the St. Augustine -- or St. Johns
4 Aerospace Academy, through St. Augustine High
5 School, is now designated as a model academy. One
6 of only a handful of schools in the United States
7 to achieve that designation by exceeding all of
8 the standards related to that accreditation with
9 only a few minor recommendations.

10 And in fact, they were extremely pleased by
11 the dedication of the business community, which
12 largely involves mostly airport-related businesses
13 here, their commitment to making that career
14 academy an outstanding success nationally. So --

15 MR. GEORGE: That's great.

16 MR. WUELLNER: -- congrats to everybody
17 involved in that. And I'm sure you'll be seeing
18 more and more of that as I'm sure the school
19 system will be doing some media-related releases
20 to that and following up as appropriate. But good
21 news.

22 CHAIRMAN BARRERA: That's great news.

23 REPORTS

24 CHAIRMAN BARRERA: Okay. We'll go on to

25 reports. Mr. Sanchez from the county commission?

9

1 COMMISSIONER SANCHEZ: Madam Chair, I have no
2 report unless someone has a question or anything.

3 (No questions.)

4 CHAIRMAN BARRERA: Okay. Thank you.

5 COMMISSIONER SANCHEZ: Thank you.

6 CHAIRMAN BARRERA: Mr. Slingsluff?

7 MR. SLINGLUFF: No -- no report.

8 CHAIRMAN BARRERA: Okay. Mr. Nehring?

9 MR. NEHRING: No report.

10 CHAIRMAN BARRERA: Nothing to report?

11 Mr. Roderick?

12 (Not present.)

13 CHAIRMAN BARRERA: Do we have SAAPA --

14 Mr. Slingsluff, would you like to on behalf of

15 SAAPA?

16 MR. SLINGLUFF: We had our monthly meeting

17 last Saturday, and everything's running smoothly

18 there. There were no complaints about the

19 airport. We then had a pancake breakfast this

20 past Saturday, and everything seems to be going

21 great.

22 And we are trying to create a -- a mentor

23 program within the club for some of the Aerospace

24 Academy kids. I think that's going to work out

25 great. Basically come out to the airport on a

10

1 Saturday morning, shadow somebody in their hangar,
2 help them clean airplanes.

3 These kids, you know, they're in school all
4 week long. There's not much opportunity to go to
5 an airport and touch an airplane or just be around
6 it. So we're trying to get our members to
7 volunteer to do that. We're doing it over at
8 Galaxy.

9 Another thing about the Aerospace Academy, we
10 have a -- a gal who we've hired who is a graduate
11 of high school. She's going to FCCJ. And we
12 brought her back in as a college-level intern and
13 now we've hired her full time. So it's -- it's
14 turning out wonderful students, it really is.
15 Thank you.

16 CHAIRMAN BARRERA: Thank you. Did you want
17 to mention the event that SAAPA's putting on on
18 the 21st?

19 MR. SLINGLUFF: November 21st -- thank you,
20 Kelly.

21 November 21st, we have our annual golden age
22 of aviation dance. It will be in the Galaxy bulk
23 hangar. We've got a -- I think it's a 25-piece
24 swing band will be in there, big band. And dinner

25 will be served. Tickets will be on sale. Do you

11

1 know how much they are? Anyone? They'll be on
2 sale.

3 It's a fair price, and it's a great time. We
4 all had a ball last year. You get to dress up
5 as -- in 30s and 40s vintage and come on down.
6 We're hoping to attract a B-25 in. We've got
7 commitments for a couple of P-51s and a couple of
8 other vintage Warbird airplanes that will be on
9 display that evening.

10 CHAIRMAN BARRERA: And that's open to the
11 community, correct?

12 MR. SLINGLUFF: Yes. Yes.

13 CHAIRMAN BARRERA: Thank you. Mr. Burnett?

14 MR. BURNETT: Nothing really to report other
15 than we've -- I've been working on some minor
16 matters related to the -- to the cellular
17 communication tower, Grumman lease issues, and
18 some collection matters.

19 With the economy, we wind up with some issues
20 related to tenants and payment of fees and working
21 on collecting fees anyways or the rents or the
22 like, and some of the airport service users. So
23 anyways, nothing major, but it's a sign of the
24 economy right now.

25 CHAIRMAN BARRERA: Keep us posted. I've got

12

1 her. I'm going to put her -- go ahead and do the
2 traffic count for Mark and then we'll move on to a
3 couple of other reports. Ed?

4 MR. WUELLNER: Okay. Total operations, the
5 net context are down about 70 -- 753 takeoffs and
6 landings. This is through the end of September,
7 which equates to right at 11 percent off of a
8 calendar year. So I think you'll find in a few
9 minutes when we talk in the context of financial
10 benchmarks, that it's tracking awful close. So,
11 through -- through the balance of the last fiscal
12 year, so... So about -- it's about 11 percent
13 also. That's going to put it about 89-, 90,000
14 takeoffs and landings for the year at this point.

15 MR. GEORGE: Ed, that's year-to-date, right?

16 MR. WUELLNER: That is year-to-date.

17 MR. GEORGE: How did the month go? Same time
18 last year.

19 MR. WUELLNER: It actually -- if you recall,
20 we were up last month -- month over month.

21 MR. GEORGE: Yeah.

22 MR. WUELLNER: Last month, it was off, but it
23 was only off by -- I want to say it was 53, so it
24 was -- 53 --

25 MR. GEORGE: Okay.

13

1 MR. WUELLNER: -- in the context of about
2 700.

3 MR. GEORGE: Okay. All right.

4 MR. WUELLNER: It's traditionally --
5 September's traditionally the slowest month on the
6 airport, so...

7 MR. GEORGE: Yeah. Right. It would be nice
8 to add that month to -- month over month, if
9 that's what --

10 MR. WUELLNER: I have and I think somehow I
11 didn't pick it up.

12 MR. GEORGE: Okay. No problem.

13 CHAIRMAN BARRERA: Okay. I would like to go
14 ahead and ask Mr. Zimmerman from the industrial
15 development, ask you if you have any reports for
16 us.

17 MR. ZIMMERMAN: Certainly nothing to report,
18 but just something to say. After attending
19 several of your meetings, I thought it would help
20 me if I saw the airport, as you were talking about
21 things, and I'm trying to -- I'm one of those
22 people that visualizes better than I hear.

23 And made arrangements and Bryan is -- took us
24 on a tour -- once my wife found out about it, she

25 wanted to come. So the two of us went. Bryan was

14

1 very generous with his time and extremely patient
2 in explaining all these intricate things that we
3 almost understood.

4 And meanwhile, we've been telling everyone
5 that we know how impressive the airport is. It's
6 not just planes taking off and landing, which is
7 really enough for an airport, but there are a
8 whole lot of other things that are very
9 interesting going on here.

10 And at our last IDA meeting, I suggested that
11 the IDA members see some of the airport and we're
12 arranging now with -- with Cindy for one of our
13 next few meetings to have a meeting here and maybe
14 see what we can see.

15 CHAIRMAN BARRERA: That's perfect. Thank
16 you.

17 MR. ZIMMERMAN: And thank you.

18 CHAIRMAN BARRERA: Thanks for doing that.
19 Denise of the TPO? Carl apparently showed up at
20 the wrong location.

21 MR. WUELLNER: That was for EDC.

22 CHAIRMAN BARRERA: Oh, EDC?

23 MR. WUELLNER: He showed up fine for the TPO.
24 He was en route to that.

25 MS. BUNNEWITH: Yes. He had told me he

15

1 wouldn't be here, so I wanted to make sure you got
2 a report.

3 CHAIRMAN BARRERA: I appreciate that.

4 MS. BUNNEWITH: At our October meeting, the
5 big item on our agenda was the -- the 2035 Cost
6 Feasible Plan. And I have copies of it here and
7 some maps to go with it. A few extra copies of
8 the list. Yeah, they're -- they're stapled.

9 Previously, we had distributed the 2035 Needs
10 Plan. The difference between the Needs Plan and
11 the Cost Feasible Plan is now we've kind of had a
12 reality check and we've determined what we can
13 actually afford. And what we can afford is much
14 less than what we need.

15 Basically, it's our list of priority projects
16 which we adopted in June, back in June. So every
17 county has their highest priority projects funded
18 over the life of the -- of the 20-year plan. And
19 some additional transit projects.

20 The transit projects include a commuter rail
21 between Jacksonville and St. Augustine. And the
22 likely stop of course is right out here at the
23 airport. And so that makes that -- the study that
24 we're doing, updating for the Airport Authority

25 very relevant.

16

1 We will be -- we just -- on October 1st is
2 when we got the bulk of our Federal Highway
3 funding for this year and we'll be using those
4 funds to update that study. And so Jeff Sheffield
5 from my staff, the director of planning, has been
6 in contact with the airport staff to schedule a
7 meeting with them and the consultant to -- to
8 begin work on that draft of scope of work and then
9 begin working on it. So we'll be moving ahead
10 with that.

11 We expect to -- to adopt this list of
12 projects as our 2035 Cost Feasible Plan at our
13 November 1st -- at our November meeting, which I
14 think is the 12th, but I'm not positive. I don't
15 have a calendar with me. It's the second Thursday
16 of the month.

17 CHAIRMAN BARRERA: Second Thursday.

18 MS. BUNNEWITH: We're now in the 30-day
19 public comment period. We do expect one change.
20 We've already contacted Federal Highway about
21 this.

22 At our October meeting, we had some question
23 about the use of some stimulus funding for some --
24 a Skyway sign downtown Jacksonville. They had a

25 problem with using monies for that versus using

17

1 it -- the sky -- those funds for bus shelters
2 downtown Jacksonville. And that triggered some
3 concern about a Skyway extension, a \$14 million
4 Skyway extension.

5 So we've asked JTA to tell us how they would
6 reprogram that \$14 million of FTA funds in the
7 long-range plan, and I expect they'll put it
8 towards commuter rail or another one of the
9 existing projects we have, because \$14 million
10 isn't really that much money. So rather than
11 having a new project, we expect it to be
12 reprogrammed towards an existing project.

13 In our public involvement that we completed
14 last week for the Cost Feasible Plan, we informed
15 the public that those funds would be reprogrammed
16 and not -- most likely not go to the J -- to the
17 Skyway extension.

18 Five years from now could be something
19 different, but in any case, nothing's going to be
20 done on the Skyway in the next five years. This
21 was an extension to Riverside from the current
22 terminus over by the central station. So those
23 are the big news on that front.

24 Later this month, the chairman, Doug Conkey

25 and either Jeff or I, I'm not sure who it will be,

18

1 will be going to Savannah. We've received an
2 award for a project that we did with first
3 responders in the four counties. It's offices
4 from the Sheriff's Office, fire rescue, tow truck
5 operators, the -- and the Florida Highway Patrol.

6 And we did this project at the request of the
7 Florida Highway Patrol and it's called Time For
8 Safety, and it's a first responder's handbook for
9 incident management. And if you look at our web
10 site, firstcoastmpo -- firstcoasttpo -- no. I
11 forget we changed our name. Northfloridatpo.com,
12 you can see -- you can download the handbook.
13 There's also a series of training videos for them
14 to use in how to respond to major incidents and
15 accidents on the interstate and major roadways in
16 our area.

17 We've had a lot of play from this. We --
18 we're receiving an award at the Association of
19 Metropolitan Planning Associations conference
20 later this month in Savannah, but it's gone across
21 the country. So it's been very successful.

22 We also learned that our -- our current
23 chairman Doug -- Commissioner Doug Conkey from --
24 from Clay County has been recognized by ITS

1 Intelligent Transportation Society.

2 What's the -- it's the engineers that do --
3 use technology to improve traffic flow on major
4 inter -- major interstates and arterial roadways.
5 Recognizing him as their champion of ITS in
6 Florida this year. And one of the reasons for
7 that is that we have been making major investments
8 in the use of technology to improve traffic flow
9 on our roadways in our four counties. We commit
10 at least a million dollars a year to do that.

11 This year, we'll be making investments on
12 U.S. 1 here in St. Johns County. So you can --
13 hopefully you'll see that coming -- coming soon.
14 So, those are the big -- that's the big news I
15 have to report for this month.

16 CHAIRMAN BARRERA: Well, I saw the video on
17 the first responders and thought it was very well
18 done.

19 MS. BUNNEWITH: Yes.

20 CHAIRMAN BARRERA: They -- the situations
21 that we've had here on the first coast with people
22 being killed on the roadway is tremendous. I know
23 there was a situation in Jacksonville not that
24 long ago with a tow truck driver, so I applaud you

25 for getting that message out.

20

1 MS. BUNNEWITH: Yeah, and it -- and part of
2 the reason for doing that is it prevents secondary
3 accidents. You know, a lot of time on the
4 interstate, you have one accident and then you see
5 the second -- another accident happening further
6 down and another accident. And so that's --
7 that's really why you really want to get those
8 accidents moving.

9 Also, the -- the least amount of time you
10 delay traffic is better for air quality, for
11 everything else. So there's a lot of motivation
12 for doing that for us.

13 CHAIRMAN BARRERA: Certainly. I thought I
14 might have a copy of that to share, but I don't
15 have it with me today.

16 MS. BUNNEWITH: You can -- you can download
17 a -- a live stream of the entire program, all of
18 the videos, from our web site and you just click
19 on Time For Safety.

20 CHAIRMAN BARRERA: Okay. Great. Thank you.
21 Does any board members have any questions for
22 Ms. Bunnewith?

23 (No questions.)

24 CHAIRMAN BARRERA: Thank you, Denise. Okay.

25 Moving on to project updates. Ed?

21

1 MR. WUELLNER: Yes, ma'am.

2 PROJECT UPDATES

3 MR. WUELLNER: Project updates, Taxiway B
4 north, which is our stimulus grant project, as
5 you're well aware, the construction's underway on
6 that project. And in fact, we are already moved
7 into the paving phase of this work with leveling
8 and base course related paving going on now.

9 By Wednesday, they will begin the final
10 evident effort on leveling and move right into
11 final surface course paving on that pavement, and
12 I'm anticipating that in February -- or
13 February -- in November, that that project will be
14 complete and back open.

15 So it shouldn't be more than a -- I'm going
16 to guess four to five weeks at this point, and
17 largely that's going to be, it may be able to open
18 partially for daytime operations in between while
19 lighting's put together and gotten to -- gotten to
20 work, although the underground's in place already.
21 That's a little more tedious in terms of time. So
22 we're very pleased with the progress here. Seem
23 to be doing a great job out there, and should be
24 wrapping that up in the next -- next month or so.

25 MR. GEORGE: Ed, have you had any complaints

22

1 from any of our tenants or traffic coming in, that

2 it's inconvenient or --

3 MR. WUELLNER: Nothing that's been verbalized

4 per se. We have --

5 MR. GEORGE: Okay.

6 MR. WUELLNER: -- gone out of our way on this

7 project to coordinate, especially with Grumman

8 because they have access points along that

9 construction project. So I'm not aware of any

10 conflicts that haven't been able to have been

11 worked out.

12 MR. GEORGE: Well, I knew you had spent a lot

13 of time doing, you know, that and I just wanted to

14 find out if there was anything. So it sounds

15 like --

16 MR. WUELLNER: I think everything else --

17 MR. GEORGE: -- whatever you've done is good.

18 MR. WUELLNER: Yeah. I think everything

19 else, the tower is, you know, making work daily.

20 Is it -- is it a little more taxiing in some cases

21 and the like? Absolutely.

22 MR. GEORGE: Yeah.

23 MR. WUELLNER: But it will be over shortly

24 and a really good piece of pavement going there.

25 MR. GEORGE: Good.

23

1 MR. WERTER: Ed, can you just because there's
2 a lot of SAAPA people here today, what you told me
3 about the procedure being used, can you enlighten
4 everybody about that?

5 MR. WUELLNER: That's a different --

6 MR. WERTER: That's very impressive.

7 MR. WUELLNER: That's a different project.

8 That is actually --

9 MR. WERTER: Oh, the runway project.

10 That's --

11 MR. WUELLNER: Yeah, this is related to
12 runway --

13 MR. WERTER: I thought they were running them
14 together, okay.

15 MR. WUELLNER: This is very traditional
16 because it's new and widened pavement --

17 MR. WERTER: Yeah.

18 MR. WUELLNER: -- so...

19 Multiuse building, construction continues.
20 Those of you that have been out on the airfield
21 recently, you'd have to agree that it's coming
22 along pretty quickly.

23 They will begin roof-related work within
24 the -- I think they showed up today to start it,

25 so it will be in the next day or so you'll start

24

1 seeing the roof components of that building start
2 coming together. It's about a two-, three-week
3 effort in terms of getting the -- getting it under
4 roof. So we're looking at early -- early to mid
5 November being dried in on that building to -- and
6 begin completion efforts, which always go a lot
7 slower than just getting the building out of the
8 ground.

9 Site-related work on that project continues
10 to move forward. They are in fact putting lime
11 rock down at this point on the access road on the
12 back side of it. And this tied together with the
13 aircraft maintenance facility over there, that
14 site prep has been completed and they're beginning
15 now with the footers and foundations on that.
16 Both projects are on track to be occupied in
17 March, which is still on schedule.

18 And aircraft wash rack is completed,
19 substantial completion as of today. There's a
20 little bit of control work and -- to be done in
21 the next couple of days to allow the card access
22 component on it. That will go pretty quickly and
23 it should be open, I would say Wednesday, Thursday
24 this week.

1 13 -- Runway 13/31 safety area and the eventual
2 extension of Taxiway B, some of the draft chapters
3 are being circulated to agencies, including FAA
4 and the -- as I call them, the alphabet agencies,
5 but the environmental agencies out there.

6 There's a major meeting with those agencies
7 tomorrow at -- at this office. It's somewhat
8 of -- what should we call it, knockdown drag-down
9 meeting kind of where -- wherein the agencies
10 provide feedback on mitigation, proposed plans,
11 those kinds of things and we attempt to get many
12 of the substantive issues in alignment with what
13 those individual agencies want to see as -- in
14 that project.

15 We are tentatively planning, depending on
16 what date y'all select for your December meeting,
17 which normally would be the 21st of December, but
18 we're going to as a later item discuss having it
19 earlier. But we would like to schedule on the
20 16th, which I believe is the week before, the
21 public information meeting that's required as a
22 part of the EA process.

23 So it would be open explanation to the
24 public, we can take public comments at that time,

25 to be followed by the Airport Authority meeting

26

1 and any discussions related to that presentation
2 by the consultant at that point.

3 Wouldn't be too long after that, a matter of
4 a couple of months at most, where it would be
5 submitted to FAA to begin the determination
6 process, which ultimately results in either that
7 FONSI or moving on to a full-blown EIS or
8 something in between, and then that would lead
9 into actual permitting of the -- of the project.

10 So you're still, you know, I'm going to guess
11 here, one to two years from construction related
12 to this. But it's coming together very nicely in
13 terms of they briefed me on it last week and I'll
14 be a part -- of course be a part of those meetings
15 tomorrow, so...

16 The progress has been very, very good at this
17 point. There are quite a few consultant agencies
18 that are being facilitated through Passero, as
19 well as -- which includes LPA and Birket and a
20 bunch of -- a bunch of others that we use
21 routinely.

22 But you also have DEP, Water Management
23 District, Corps of Engineers, Federal Marine
24 Fisheries, to name a few that are involved in this

25 process. So it's -- it's very much an iterative

27

1 process and look forward to some positive results
2 out of this and sort of a unilateral buy-in at the
3 end so that everybody's got then their pound of
4 flesh out of this kind of project.

5 Park development, just letting you know, it's
6 still trail construction fall/winter. Good news
7 is the road's starting to come in now, so that may
8 allow us to get started early in January. Still
9 trying to get opened in March. At this point,
10 fence materials have been ordered or in fact
11 quoting that aspect right now so that the lead
12 time on the materials to provide this fencing
13 piece of this shouldn't be too much longer.

14 We're still planning on using the high
15 school -- high school-related students to assist
16 in development of that project. So it will -- it
17 will get busier on that front as we move in toward
18 the first of the year as the students get engaged.

19 CHAIRMAN BARRERA: Now, on that, Professor
20 Yates from JU who has an airport planning class
21 would like to be able to bring his students out
22 because this is quite unique in airport
23 environments, and he spoke to me about that. He
24 wants to get together with you on a date.

25 MR. WUELLNER: Okay. If they're familiar

28

1 with the business end of the shovel, we're willing
2 to use them. We'd love the help.

3 MR. GEORGE: Ed, you were talking about the
4 fencing.

5 MR. WUELLNER: Uh-huh.

6 MR. GEORGE: We -- we left the fence line up
7 from the gate at Estrella all the way down to the
8 tower.

9 MR. WUELLNER: Yes.

10 MR. GEORGE: And we left it up I think under
11 the context that that's as good a place to store
12 it until we get to where we need it as taking it
13 down and trying to store it. Are you planning on
14 using any of that fencing over around the park
15 area?

16 MR. WUELLNER: No, not at this point. And --
17 and the reason is, until a firm decision later on
18 is made relative to the south side of Estrella
19 Avenue in between our maintenance building and
20 heading down towards Customs and the tower, but on
21 the -- on the maintenance facility side of the
22 street --

23 MR. GEORGE: Right.

24 MR. WUELLNER: -- that fence would need to

25 tie into those buildings if any of that use down

29

1 there would be made public access.

2 So we -- we're leaving that fence up where it
3 sits right now until which time as that decision
4 gets made. And there's no suspense on that, so it
5 could take -- you know, the fence is in the way,
6 so to speak, for the next several years, I would
7 think.

8 Right now, you've tentatively identified that
9 area as T-hangar expansion area and it may remain
10 that way. But considering you'll likely go
11 through another master plan update, that parcel
12 I'm sure would get discussed again in the context
13 of a master plan later. So, rather than take it
14 down and come back and go, well, now we're going
15 to re-fence Estrella Avenue, making it public
16 access to that point, we're inclined to leave it
17 up at this point.

18 MR. GEORGE: Not a big deal.

19 MR. WUELLNER: Okay. Community relations,
20 that -- the Citizens Airport Group met the 15th,
21 as I understand it, which was last week, and their
22 next scheduled meeting is the -- in February. I
23 don't know if there's a date on it yet, but
24 they're scheduling it for February.

25 MR. GEORGE: I was supposed to have attended

30

1 that and had a conflict, but I would like to get a
2 briefing on what happened at the meeting. Maybe
3 even make that a -- one of the committee reports
4 or something like that in the future.

5 MR. WUELLNER: Yeah. It -- I don't know
6 whether you want that now or you just want to get
7 with somebody. Bryan is --

8 MR. GEORGE: I thought somebody might want to
9 know.

10 MR. WUELLNER: I would ask Bryan to do that.
11 He's over here.

12 CHAIRMAN BARRERA: Bryan, can you give us an
13 update on the meeting that took place last
14 Thursday?

15 MR. COOPER: Say again?

16 CHAIRMAN BARRERA: Could you give us an
17 update on the meeting that took place?

18 MR. COOPER: Yes. First of all, I'd like to
19 lead into that just a little bit.

20 The Citizens Airport Group was founded a
21 little more than a year ago with some people that
22 were very upset, a lot of it was justified, about
23 noise in their community and the way they felt we
24 were handling that.

25 We became actively involved with them,

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1 attending their meetings, making presentations to
2 them and addressing their concerns. And we
3 actually changed some procedures with air traffic
4 control based on meetings we had with them.

5 We had a very very good line of communication
6 on noise complaints and other complaints that they
7 had as to the -- having to do with safety. And at
8 the time they started, they were having typically
9 40, 50, 60 people come to their meetings, very
10 aggressive group. As we spent more and more time
11 with them addressing their concerns, the crowd
12 sort of dwindled.

13 Thursday's meeting, they had one person
14 there, and that was the chairman. And they sort
15 of decided that instead of meeting monthly,
16 they're going to go every four months -- it was
17 kicked around whether to do it six months or four
18 months. At least for a time, they're going to do
19 it four months.

20 Dr. George and myself are going to stay in
21 communications whenever any issue comes up and at
22 least on a monthly basis, but we reviewed what we
23 had accomplished over the last year, and in
24 particularly the last three to six months, and

25 they felt that they're very pleased with what the

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1 airport's doing, how it's doing it, and the

2 results.

3 And the meetings, the last three or four of
4 them, the attendance has been very very small and
5 had eventually got down to one. So February,
6 middle of February is the next meeting. The date,
7 exact date hasn't been set.

8 So, basically all that was discussed at this
9 last meeting, what we had accomplished over the
10 last year, how well it was working, and there was
11 some comments about this policy that you're going
12 to talk about on the agenda tonight. They still
13 had their same -- same concerns, which if none of
14 them are here, I'll tell you what they said when
15 that comes up. But I like to look at that group
16 as a success story for the airport.

17 CHAIRMAN BARRERA: Great.

18 MR. COOPER: For them and for us.

19 CHAIRMAN BARRERA: Great.

20 MR. GEORGE: Can we get some PR on it? If we
21 have a list of all the things we accomplished in
22 the last year, would that be difficult to generate
23 a -- some sort of an article or press release?

24 MR. WUELLNER: I don't know why it would be.

25 MR. COOPER: I hope to in a few minutes talk

33

1 about the public relations committee.

2 MR. GEORGE: Oh, okay.

3 MR. COOPER: I can do it in that segment,
4 too.

5 CHAIRMAN BARRERA: Okay. Ed, on to the
6 marketing and public relations and the MS 150.

7 MR. WUELLNER: One's more a mention, which is
8 the MS 150 bike tour occurred October 3rd and 4th
9 here. But by all accounts, another outstanding
10 success with the place being packed with bicycle
11 riders and all of them in support of the efforts
12 of the MS society. So look forward to a
13 continuing relationship with -- with those folks
14 and working that issue. And Bryan --

15 CHAIRMAN BARRERA: That's our third year or
16 fourth year of that.

17 MR. WUELLNER: Fourth, I think. It's fourth
18 year.

19 CHAIRMAN BARRERA: Okay. Bryan, on the PR
20 committee, an update.

21 MR. COOPER: Yes. Ed and I had chatted
22 briefly after the last meeting about giving a
23 little bit of a report about what the PR committee
24 is doing.

1 and questions asked, both from the public and some
2 of the new -- new board members, I thought it
3 would be a good idea if we sort of updated the
4 purpose and what the PR committee's doing and
5 maybe just touch on a few of our accomplishments.

6 A few year -- a couple of years ago, there
7 was a lot of problems in the community with our
8 relations with the community. And in discussing
9 how to address those, there was all kinds of
10 suggestions made, but the one common thread was
11 education, that the airport needed to educate the
12 general public and members of -- of the airport
13 itself. And so the PR committee was formed for
14 that purpose.

15 And we laid out an actual written public
16 relations plan that had basically 12 different
17 functions to it. And I don't want to spend a lot
18 of time on them. I'll just go over those
19 functions, and a couple of them I want to talk
20 just a little bit about.

21 Of course the first thing was response to
22 issues. Issues pop up all the time that we don't
23 know about or didn't anticipate, and we wanted to
24 speak to them with one unified voice and develop a

25 plan to address those, and we do that.

35

1 And then press releases. At that point, we
2 weren't putting out in any press releases. We
3 felt that press releases should -- should be done
4 as frequently as possible and cover as many things
5 as happen on this airport.

6 We haven't gotten to the point we want to be
7 on that yet. We want to do more press releases.
8 Just like Mr. George had just said here,
9 there's -- there's something that we could give a
10 press release on. There's many things that happen
11 on this airport, whether it's with the airport or
12 one of the businesses on the airport or a function
13 that happens here, that deserves a press release.

14 And then a portion of developing media
15 relations. We were kind of weak on that area.
16 When they wrote nasty things about us in the
17 paper, then we would develop a little -- little
18 relationship with them. We thought we'd get ahead
19 of that curve and talk to them before those
20 things. And we -- we feel we've done that fairly
21 well.

22 The next one was an emergency plan public
23 information officer. That's a requirement from
24 the FAA. I don't even need to touch that. Only

25 goes in effect when the emergency plan's operated.

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1 Then we talked about open house functions,
2 whether we should have those for the airport on an
3 annual basis or every other year or nonscheduled,
4 we're still talking about that, but it's fairly
5 low on our priority list.

6 And then one that we spend time on now,
7 particularly in the last two years, is
8 presentations. We wanted to develop a series of
9 presentations, whether it be PowerPoint
10 presentations or just written material or videos,
11 that board members could use, Ed could use, other
12 people might be able to use to go out and speak to
13 clubs, groups, organizations. Wasn't necessarily
14 for the PR committee, but we're preparing those.
15 And we've prepared a few of those.

16 We -- we had last year a lot of complaints
17 about the aerobatic box. So we prepared a
18 presentation about the aerobatic box. Why is it
19 there? Who uses it? When is it used? Everything
20 you want to know about the aerobatic box. And we
21 gave that to some homeowners associations that
22 were basically the ones complaining, and those
23 complaints went from probably 30 or 40 in a
24 one-month period down to I've gotten three this

1 Other presentations we're working on, we're
2 working on one on taxes. We're working on one on
3 the jobs on the airport. And I would like very
4 much to give that to the board. It's a small 15
5 or less, probably 10-, 12-minute presentation at
6 your next board meeting that will give you an idea
7 of what the presentations are that we're doing and
8 where they would fit in and what's available to
9 you to use.

10 New facility grand openings. We thought that
11 that was something that, from a public relations
12 standpoint, we should prepare those every time we
13 have a new facility open.

14 If you remember back when the terminal was
15 open for Skybus, there was a lot of effort put
16 into that, and that was an example of what -- what
17 could be done. There was a smaller grand opening
18 facility for the Customs facility. And we hope to
19 do one for the multiuse building when that opens
20 in a few months.

21 Special programs. Special programs is an
22 interesting one. These include school field
23 trips, airport tours, other special programs that
24 we could identify or an advisory board or group

25 could identify that we could get involved with.

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1 And we've done that.

2 And I think from time to time, you hear about
3 some of the airport tours. We've done small ones
4 that's just one or two people. We've done them
5 that -- where we've had one of the tour buses or
6 trains from downtown come with a couple of -- of
7 30 or 40 people or more, and those have been very
8 very successful, and -- and done quite a bit for
9 the airport.

10 Sponsorships of programs. We talked about
11 that. The MS bike event is one. The Aerospace
12 Academy is one. There are others that we might
13 get involved in sponsoring. And the PR committee
14 talks -- discusses those and makes recommendations
15 to Ed from time to time.

16 Participation in local events. Occasionally
17 there are things that happen at the World Golf
18 Village where business groups or organizations set
19 up tables and pass out information and answer
20 questions, or there might be a special event
21 somewhere in the local community, and we felt we
22 should participate in that. So we've arranged
23 literature to -- to be handed out at those and we
24 have people that will attend those. Typically me

25 and one or two other people.

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1 And information brochures. We are in the
2 process of preparing specialized brochures for the
3 airport itself, and then we've collected ones that
4 the Florida Department of Transportation prepares.
5 Florida Department of Transportation has also
6 prepared a couple of special ones just for this
7 airport. We have copies of those. They're all
8 available for handouts, either here when people
9 come and ask for them, or for you to give out at
10 presentations.

11 And then a big effort on the update of our
12 web site. Ed's handled most of that, but we've
13 made recommendations. We've had a subcommittee
14 within our PR committee that checked on the web
15 sites from all of the other -- not all, a number
16 of other airports in the State of Florida and
17 outside the state and looked at web sites we
18 thought were exceptional.

19 And we took the information that seemed to
20 work and would work for this one, gave them to Ed,
21 and a lot of that has gotten into the new web site
22 that -- is that -- the new is online now. And
23 there's some more updates, updates coming on.

24 The Airport Citizens Group also was involved

25 in that. They felt that our method on our web

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1 site of reporting complaints was very unfriendly
2 to a user. And so we looked at the way other
3 airports did that, modified that to what we felt
4 was -- was the way to go, and that's a piece of
5 what you're -- another agenda item tonight. And
6 they're looking forward to that becoming factual.

7 So, the -- the PR committee has made a big
8 difference in the way we get information out, and
9 we feel our main charge was education. Now where
10 we feel we've sort of dropped down because of
11 questions, comments been laid -- made in the last
12 few meetings is we forgot to educate our own
13 people here on the airport. So we're doing that,
14 and that's -- we'll spend more time with board
15 members and with airport users to -- to educate
16 them.

17 But within the groups like the Airport
18 Citizens Group, the people that live across the
19 river, the people that live just north of the
20 airport, and others in the community, we -- we
21 feel we've done a lot of education and we have
22 seen the complaints decrease dramatically.

23 And I think another thing that has happened
24 is that we've turned a lot of people or some

25 people that have been very aggressive in their

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1 opposition to the way things have been done at the
2 airport into airport ambassadors.

3 When they come out here and then we spend the
4 time and we go over the brochures with them, we
5 give them airport tours, we spend some time
6 talking and we address their complaints. Not just
7 give them lip service; we actually address the
8 complaints. And they become, well, that's not the
9 way I thought it was. And they become airport
10 ambassadors, is what I like to call them.

11 And hopefully we can continue doing that and
12 do a little bit better. And on these few items
13 that we haven't addressed very well yet, we'll
14 start pushing those. But right now, we're working
15 on these presentations, what I think -- which I
16 think is the most important thing we want to get
17 across.

18 If you have any questions, I know Jim may
19 have some questions about the PR committee because
20 he's asked some before, but if anybody has some
21 about what we're doing, what we've got planned.

22 And Mr. George is our liaison from your board. He
23 attends our meetings quite frequently. Other than
24 that, unless you want to hear something else.

1 several people here who help you with the PR
2 committee and they're all volunteers and they all
3 give of their time. And as you said, the purpose
4 of the PR committee has been about trying to
5 educate the public on what's going on. And you
6 know, Mr. Zimmerman, you're a testament in how
7 much just taking a tour really opens your eyes as
8 to what else goes on in the airport. So I want to
9 thank you and I want to thank your committee
10 members.

11 MR. COOPER: Yeah. A couple of them that are
12 here. I know Sasha's very very active. Reba's
13 very active. Vic is very active. Pat's very
14 active. So we've got quite a few here that are
15 quite active in the PR committee. And actually,
16 they meet more than monthly, because we have
17 subcommittees. So there is a lot of time being
18 spent on this. You need to recognize them, too.

19 CHAIRMAN BARRERA: Thank you, all very much.

20 MR. WUELLNER: Okay. Moving on,
21 benchmarking. The numbers for this month, as
22 mentioned earlier, revenues seem to correlate
23 nearly exactly with operations, and one's at 11,
24 the other's at 11.1 percent.

25 We have -- have been able to over the course

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1 of the year knock down our operating expenses
2 about 13.7 percent, so it's still functionally
3 been a pretty good year. And hopefully those
4 results will be borne out in the -- in the audit
5 that starts in two days.

6 The occupancy rate on T-hangars is now 100
7 percent. Corporate hangars, which are the
8 50 x 50s and 50 x 60s, the small classification of
9 85 percent, that's two units that have yet to be
10 leased. And we have one larger unit that is not
11 leased, but we are in substantive discussions
12 right now, and with any luck we'll have a lease to
13 present at the November meeting for that.

14 Fuel related you can see that 2009 as far as
15 jet fuel shows, you know, nearly a halving of the
16 amount of jet fuel that was sold in that
17 particular month. Thankfully they've not all been
18 quite that bad. However, self-service, just avgas
19 is up just about 15, 18 percent over last year in
20 terms of -- this is avgas and self -- self-serve.

21 So you can see people are a little more --
22 appear to be more cost -- cost conscious and
23 are -- it's probably the direct result of -- of
24 our current pricing strategy, anyway. And you can

25 see the ops numbers are 6,687 last year and 6,142

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1 this year.

2 CHAIRMAN BARRERA: That's 545 off.

3 MR. WUELLNER: Yeah. I think what I was
4 remembering was the difference between the up and
5 the down between the two months was the 50 I was
6 quoting earlier.

7 MR. GEORGE: Right.

8 MR. WUELLNER: It --

9 MR. GEORGE: Well, with 500, you know,
10 difference, I'm surprised to see the fuel
11 prices -- I mean, the fuel sales for jet. Is
12 anything in particular? Was just the jet traffic
13 off that much or --

14 MR. WUELLNER: I don't know if Michael wanted
15 to comment.

16 CHAIRMAN BARRERA: Michael?

17 MR. SLINGLUFF: Primarily it's the military
18 consumption. End of the budget year and end of
19 August, they just stop flying.

20 MR. GEORGE: Oh, okay.

21 MR. WUELLNER: It's always a feast or famine
22 with the military at the end of a fiscal year.
23 They either have money -- literally money to burn
24 in fuel and they all fly like crazy or there's

25 none left and they sit on the ground waiting for a

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1 new budget.

2 MR. GEORGE: I'm surprised that half of our
3 normal volume, though, is military. I -- I just
4 was not -- never even thought about it.

5 MR. WUELLNER: It's off in general, but it's
6 a big number.

7 MR. GEORGE: Yeah.

8 MR. WUELLNER: And which brings you to your
9 first regular agenda item.

10 AIRPORT ISSUES REPORTING POLICY

11 MR. WUELLNER: As we have been discussing for
12 many months and has been out for I believe since
13 May, we -- we presented a draft document to the
14 Airport Authority related to airport issues and
15 airport issue reporting and database development.

16 We have attempted to get a fairly broad
17 circulation of this in a draft format. We have
18 had some feedback by everyone from the citizens
19 noise group to individual Airport Authority
20 Members.

21 The only changes that have been made to this
22 point, because we've been waiting to get to this
23 point largely, has to do with what we call the
24 policy, which of course changed from airport noise

25 complaint to airport issues reporting because it

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1 is a little broader than just airport noise. That
2 has been corrected from a terminology standpoint
3 throughout the policy document itself. But other
4 than that, it is essentially I would tell you 99
5 percent the same as it was in May.

6 There are a number of items that have
7 continually come up as a result of individual
8 meetings with Authority Members as well as the
9 noise-related group, and I think they are for the
10 most part summarized in the first three items
11 under key item -- key discussion items here, which
12 have to do with the definition of incidents or
13 occurrences.

14 So this is a -- obviously a definition issue,
15 and it largely centers on page 3, if you're
16 following along with your draft policy, as we
17 describe what an event is. And there's as you
18 might expect a fairly broad discrepancy in what
19 that should mean. And that also directly ties to
20 how we would classify as a part of the database
21 those events.

22 So, I think in terms, if you don't mind, the
23 first item we really need to get kind of fleshed
24 out here is, what constitutes an event? Is it a

25 single -- we know that one person calling and

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1 making an appropriate -- I'll use the word
2 complaint, but expressing an issue or a concern
3 over an aircraft doing something, you know, is
4 typically going to be an event.

5 But I think where we break down is, do we --
6 when five people register the same concern over
7 the same event, you know, are we going to classify
8 that as five individual complaints, even though
9 it's really one triggering event, if you will, or
10 does it constitute a single event, you know, a
11 single noise event for complaint purposes?

12 I think in either case, no matter which way
13 you come down on -- on describing it, it was
14 always our intent to collect the information or
15 collect the information from the complainant, for
16 lack of better terms, each -- for each person who
17 expresses the complaint.

18 So it really isn't a case of -- of not -- you
19 know, is it essentially, well, we heard that
20 already, we're hanging up on the next five people
21 that call about it. That -- that never was the
22 case. We were going to gather the information.

23 The question is, when you do the analytical,
24 the next step, when you look at what happened, are

25 we looking at it as, well, one event created that,

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1 or are we looking at it as, you know, essentially

2 five -- five events or five autonomous events?

3 And, you know, thankfully you guys get to make

4 that call as a policy decision. So, that would be

5 my first area that we just need to get some

6 clarity or direction from the Authority.

7 The next piece has to do with required

8 minimum information. Now, as you know, the policy

9 itself, and really kind of moving on to page 4

10 here under minimum information requested, and it

11 sort of ties to the paragraph above it under

12 alternative methods for filing a concern, we have

13 always as a part of this policy accepted public

14 expressions of concern via telephone, via mail.

15 If you wanted to fax or drop an e-mail,

16 historically, you could do that. We're still

17 leaving those avenues of voicing a concern open

18 within the policy.

19 What we have augmented is a web interface

20 page that you can access directly off the web site

21 and effectively register that same concern. So

22 where you've got two levels of -- two levels of --

23 or two distinct methods of registering that

24 concern.

25 When you call in, we don't need a valid -- as

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1 an example, we don't really need to have a valid
2 e-mail address, because it doesn't -- it doesn't
3 necessarily require us to respond via e-mail.

4 When you log in on the web site, we are asking
5 that a web -- that an e-mail address be a baseline
6 information item.

7 So if you're going to express a concern
8 online using our web interface -- and of course if
9 you dropped us an e-mail, we'd already have an
10 e-mail address as a part of that expressing the
11 same concern. We are asking that as a part of
12 this, you provide full name, address -- if you
13 have a different mailing address, for instance,
14 you use a post office box versus your home
15 address -- and some method of contact in addition
16 to e-mail. So hopefully a phone number, wherein
17 we can try to establish direct contact that
18 someone from staff can contact you and not -- and
19 acknowledge that we received it. Of course if
20 you're calling us, you know, we all know you
21 called and you know you called.

22 Writing, we can pick up the phone and give
23 them -- give them a call and let them know we
24 received your letter and this is what's going on,

25 would you like to receive updates? We can provide

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1 a -- come up with a method of providing that.

2 The important part is the web interface
3 allows instant, if you will, verification back to
4 the person making the complaint or expressing the
5 concern that we received it, because it would
6 automatically generate -- once you hit submit and
7 you've filled out the fields that are minimally
8 requested here, it will automatically provide you
9 feedback with an e-mail response that says we got
10 it. Someone will be contacting you within the --
11 the 72 hours that we specify here and will attempt
12 to engage you in a conversation about what you
13 saw, what was the concern. Get enough details
14 that allow us to complete the database.

15 That's -- I guess there's -- there's been a
16 few comments about what that minimum level of
17 information we need. Part of the reason we would
18 like an address obviously is to geographically
19 assist us in determining where the preponderance
20 of noise, especially noise-related complaints are
21 coming. Are they off one of the ends of the
22 runway or immediately adjacent to it? Or, is
23 there an impact over residential area as a result
24 of an air traffic control procedure that perhaps

25 could be mitigated with some procedural changes?

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1 It allows us at sometimes the point of
2 beginning in looking at investigating the -- the
3 actual complaint. Because if it's coming from say
4 the northwest part of the county or way out west
5 near the river, we can pretty much start out in
6 our investigation with an understanding this
7 probably didn't originate here. We can't say that
8 entirely, but odds are it's a result of military
9 activity or training activity from an airport in
10 the area, not necessarily from here. And that's
11 even the case when we get up near Ponte Vedra as
12 an example. Typically we'll get overflights and
13 practice things going over Ponte Vedra that
14 actually originated out of Craig Airport.

15 But we can do the investigation, make that
16 determination, and get back to them and let them
17 know that we looked at it, it appears to be
18 someone out of Craig Airport, a flight school or
19 whatever it is, and refer them, even provide
20 contact information up to Craig and let them --
21 let them deal with their own noise-related issues.

22 Certainly there are cases where it does
23 relate to the airport. There's something -- so if
24 it's close in to the airport, you know, there's --

25 you could almost make the assumption there's some

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1 validity to it. Whether it occurred exactly as
2 someone perceived it, another matter. But it
3 provides us a place to start looking for radar
4 track information, air traffic control data, other
5 witness accounts of what went on, you name it.

6 So it allows us to kind of plot that data and
7 be usable after that. That's why we felt that
8 information was kind of baseline to making a
9 complaint.

10 Our feeling is if you're not well -- if you
11 feel like you need to complain anonymously, then
12 you probably don't have a complaint. If you truly
13 are interested in getting meaningful feedback from
14 the Airport Authority and getting meaningful
15 action by the Airport Authority towards some
16 resolution, even if it's just information that we
17 can't do anything for you, then you need to be up
18 front with who you are and what your intentions
19 are and what you expect from us. And that
20 includes, you know, at least a minimum level of
21 contact information. That was the thinking behind
22 it.

23 The last piece that kind of needs to be
24 solved is, what are the expectations the Authority

25 has related to reports? What is it you want to

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1 see, whether it's monthly, quarterly, annually,
2 whatever? What are you looking to try and get out
3 of it as a result of implementing this policy? So
4 you need to kind of get a feel for that.

5 You'll have a lot of data available.

6 Ideally, not only who's making the complaints, but
7 where the complaints are coming from and what kind
8 of activity is triggering that kind of complaint.
9 Probably equally as important.

10 Now, you know, what do you want us to do with
11 that? Obviously we can correct it -- or collect
12 the data. We can produce reports that tell you
13 what we've collected, but at the end of the day,
14 are you looking for something specific that comes
15 back to the Authority periodically in response
16 form?

17 Once -- something I failed to mention kind of
18 in the earlier section is that, you know, each --
19 each complaint, we feel like if they've taken the
20 time to make the complaint or -- or express
21 concern over something, then we owe them some
22 response. Even if -- even if it's not what they
23 want to hear. That is, maybe we can't do anything
24 for you. Maybe it's as simple as we can provide

25 contact information to who we believe may be

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1 creating the issue for them.

2 In some cases, we can directly respond to
3 ourselves and identify an individual, a pilot, an
4 aircraft operator, a circumstance that's resulted
5 in -- in that complaint and get it addressed on an
6 airport level.

7 So, it's really going to depend, but I can
8 tell you that, you know, the -- the sort of data
9 we've gotten in the last year -- and Bryan jump
10 in -- I believe, you know, not so much recently,
11 but when you look at the last year, year and a
12 half, the -- the total number of outreaches, if
13 you will, made by citizens approaches about 100.
14 But when you isolate the data back down and go,
15 well, how much of this is actually applicable to
16 St. Augustine Airport and the operation of
17 aircraft into or out of this airport or
18 affiliated, the number shrinks by the order of 80,
19 90 percent.

20 So, you know, we're getting a lot of concerns
21 expressed that we have directly no -- you know, no
22 jurisdiction over, no ability to make contact with
23 the individuals who may or may not be creating the
24 problem.

25 But again, if they've taken the time to make

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1 that complaint or express that concern to the
2 Authority, then, you know, we -- I feel like we
3 ought to make some response back to them. Again,
4 even if it's not the answer they want. And there
5 may be other items. Those seem to be the three
6 that I've heard pretty much continually since the
7 first day.

8 CHAIRMAN BARRERA: Okay.

9 MR. BURNETT: And, Madam Chair, if I might
10 offer one comment and that is a very brief one.
11 There's nothing about this policy that's intended
12 to change anything with how we deal with public
13 records. Might be sometimes there's -- there's
14 times when these things might be viewed as very
15 similar; I want information about something. And
16 someone may make that request because they have a
17 concern.

18 We will still treat public records requests
19 the same as we always have. Those things will --
20 this will not -- they won't go through the same
21 channel of requirements of needing some
22 information.

23 The Public Records Act provides that someone
24 can ask for public records and we give them

25 without having to require them to fill out a form

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1 or anything like that. Staff's experienced with
2 dealing with those things. So that process will
3 still stay in place if someone wants to see or
4 review a public record here that the Airport
5 Authority has. We still have that process in
6 place. Nothing about this changes that. I just
7 wanted to make sure the public's aware of it.

8 MR. WUELLNER: The other thing we did, you
9 probably notice, I think we called your attention
10 to it when we were showing you the interface, the
11 web interface, but we do want people to understand
12 up front, especially when they're using the web
13 interface tool, but more importantly that anything
14 they provide us information-wise will be made
15 available publicly.

16 So, you know, there really is no way to
17 anonymously complain. If we have information
18 related to a complaint, it's available to the
19 public in one form or another, whether it's a
20 dedicated report that comes out of this module,
21 the interface module, or is just a direct response
22 through a public records request.

23 MR. BURNETT: And to take that one step
24 further, Staff now has a disclosure on the bottom

25 of their e-mails to let them know, be aware of

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1 that fact that when they respond or submit an
2 e-mail to airport staff in response to an e-mail,
3 that it's a public record.

4 MR. WUELLNER: Including their e-mail
5 address.

6 CHAIRMAN BARRERA: Okay.

7 MR. WUELLNER: And I think Bryan may have had
8 some feedback from the last meeting; is that
9 correct?

10 MR. COOPER: Yeah, from the Airport Citizens
11 Group, that as a group -- do you want me to go
12 first on these comments?

13 MR. WUELLNER: That's up to her.

14 MR. COOPER: The Airport Citizens Group has
15 met multiple times on this -- this issue, and they
16 are the ones that basically raised the issue of
17 complaints and events.

18 And some of the examples that they used were
19 if an airplane flew over that was extremely low
20 and extremely loud and somebody over here
21 complained about it and then somebody over here
22 complained about it, is that two complaints or one
23 complaint?

24 And the other is, if we have an airplane in

25 the pattern shooting touch and goes, and it flies

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1 over a person's house six times in an hour, is
2 that -- and he complains about it and complains
3 about it happening six times, is that six
4 complaints or one complaint?

5 And their position that they would like to
6 see in both of those cases, be six complaints, or
7 the two complaints in my first example. That's
8 their position. And that's a group's position of
9 their entire group.

10 I think they were also -- there were some in
11 there, but the group did not take the position,
12 they were concerned about required information,
13 all of that information that we were asking for,
14 and it says we shall -- they shall have that
15 information or we're not going to consider it in
16 our statistical data. And they were uncomfortable
17 with that.

18 There are some people that want to complain
19 and they just don't want to give you their name or
20 they don't want to tell you where they live, think
21 we're going to come blow their house up or
22 something, I guess, but they're very concerned, so
23 they say they won't complain if that's required.
24 But the group did not take that position. There

25 were just a few individuals that did. And I think

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1 that about addresses the citizens group.

2 CHAIRMAN BARRERA: Okay. Let's open this up
3 for public comment and the first -- first public
4 comment I have is David Singleton.

5 MR. SINGLETON: My question's been answered.
6 Thank you.

7 CHAIRMAN BARRERA: All right. Mr. Slingsluff?

8 MR. SLINGLUFF: A question. This was -- the
9 document really was developed for noise
10 complaints, and in reading this now, the scope, it
11 has broadened considerably, which I have some
12 concern with.

13 It says "Unless specifically provided herein,
14 all concerns related to noise or other operational
15 issues are subject to this policy." If this then
16 becomes a public document, do we have the public
17 looking across the fence saying, what's he doing?
18 What's he doing? And, you know, the Airport
19 Authority really coming down as the recorder --
20 recorder of all of those offenses, whether they
21 are or not, they still have to respond. They have
22 to investigate.

23 And, you know, like Bryan brought up, people
24 are concerned that they don't want to leave their

25 e-mail address. I'm concerned every time an

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1 airplane taxis out across a runway or backfires or
2 something like that, this just opens it up. Sort
3 of like a freedom of information system. I'm
4 afraid unless we really narrow the scope down, it
5 could be misused by the public. There's always a
6 way. So, that's really my major concern.

7 CHAIRMAN BARRERA: Thank you. Mr. Wilson?

8 MR. WILSON: I'm not going to say anything.

9 CHAIRMAN BARRERA: Okay. Mr. Martinelli?

10 MR. MARTINELLI: I think that the progress
11 that you folks have made to date is commendable,
12 because the airport has to be a good community --
13 or a citizen of the community, and I think this
14 goes a long way toward doing it.

15 I think Michael's concern is a valid one, and
16 I think that possibly it could be expanded beyond
17 noise to handle legitimate, I'll say,
18 outside-the-fence concerns. But perhaps there
19 could be some wording devised to limit it so that
20 they can't look over the fence, to use Michael's
21 example. But I do think this is a great start for
22 going to that goal.

23 CHAIRMAN BARRERA: Thank you, Mr. Martinelli.

24 Ms. Ludlow?

1 Village Walk Drive.

2 I also want to comment on how much has been
3 done with the PR committee. And I mean, they are
4 very pleased that this document has come into
5 being, you know.

6 It's still a work in motion, I guess you
7 might say, but that's why only one or two people
8 showed up at the meeting, because now they
9 realize, you know, there is an avenue. Now we
10 have a way, you know, we are seeing progress. We
11 know -- we know we were listened to. We know
12 we're working together. We're all working for the
13 same thing.

14 I thought it had already been decided that on
15 the event, on the number of times an airplane went
16 over your house or the number of times, whatever,
17 that as long as it was the same airplanes and it
18 was A, that was the one complaint, yes, it could
19 be stated that, yeah, it did it six times, but
20 it's still one complaint, because that is one
21 airplane doing touch and goes. I mean, you're
22 just not going to keep, make it -- I don't think
23 it should be six complaints at any rate.

24 But also, I wanted to say about the airport

25 group that -- the Airport Citizens Group, too, in

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1 on this is I don't know how and why a -- a
2 question or a statement came out on e-mail to
3 SAAPA that people should be here, that we should
4 be concerned over what's happening, you know, we
5 need to show up en masse and we need to do this.

6 You know, really that's somebody speaking
7 that had no idea of what they were talking about,
8 never been to one of the noise meetings, never --
9 has not even seen all of the work we've done and
10 where we are with it. And it was just -- it was
11 just a superfluous statement to be on there.

12 And I am just glad to see my friends here,
13 you know, I mean that's really great, but really I
14 think you were led here under false pretenses.
15 That's something to be worked out on the SAAPA web
16 site, I guess. But I guess that's all I want to
17 say.

18 I just think also we've done a commendable
19 job. You know, this is what they wanted. Now
20 they know, you know, there is a way that they -- a
21 legitimate way. It's not just somebody standing
22 up spouting off. So I think it's great.

23 CHAIRMAN BARRERA: Thank you. Mr. West?

24 MR. WEST: Reba's shorter than me. When I

25 heard this was coming on the agenda, I was a

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1 little concerned and wanted to come in and speak
2 for a moment. I had an opportunity to look over
3 the document. I love it. I mean, you guys are
4 way above and ahead or whatever.

5 The reason I wanted to bring it up is most of
6 you all know I spent 29 years with the Sheriff's
7 Office. Twenty-five of those were dealing with
8 complaints. I mean, we end up with 140,000
9 complaints a year. However, we also have internal
10 affairs which I handle in addition to this. So
11 it's always something.

12 So, with that in mind, I was a little
13 concerned about how. And apparently Ed's already
14 addressed a lot of these. And I can't stress how
15 important it is on how you document what it is,
16 because I've had a lot of cases that came up where
17 I went out and it was just one person complaining
18 25 times, but yet it was used -- used in a manner
19 that made you think there was 25 complaints. So
20 that has to be addressed.

21 Secondly, you know, a system like this, the
22 State of Florida requires that we have -- have a
23 system. Although there's a, you know, lot of
24 resistance in the beginning, I'm talking way back

25 30 years ago, you know, on how to put this thing

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1 together, because no one really likes to be
2 complained on. But it was important to also vent.

3 What we found most of the time, a lot of the
4 complaints against airplanes in the county, I get
5 those that you don't get. And that includes my
6 own aircraft unfortunately at times. I'm taking
7 care of that. But basically what it is is to give
8 you a venting. And the opportunity to explain
9 takes care of most of it. So it's great to have
10 that ability and have the ability to actually talk
11 to somebody. So it's really critical that that's
12 done.

13 But in listening to the classifications of
14 opening and closing, that may be a -- may be
15 something that needs to be addressed as sustained,
16 unsustained, unfounded, or something that -- you
17 know, that may be something that helps address the
18 situation where what becomes available. Because
19 you are going to have that come up. I mean, it
20 will happen eventually. You'll have one person
21 that comes up and it will just be consistent.
22 What you don't want to do is muck up your numbers
23 or mess up the system.

24 It's a -- this is a wonderful document that

25 y'all have written. I can see it's been really

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1 worked on. Maybe I ought to steal it and take it
2 back. But that's about the only thing I wanted to
3 cover on that, the criticalness of recording of
4 the event.

5 And my hat's off to everybody that's worked
6 on this document. It's really nice. A really
7 nice -- airport issues reporting form it looks
8 good. But like I said, I've been handling those
9 for years.

10 One way that we handled that was actually
11 having a written form that we would mail out and
12 send them and have them fill in, and then they
13 could send it back. I mean, that's one option
14 that you could do.

15 The e-mail, I know everybody likes to go
16 e-mail, but a lot of society out there, not
17 everybody's still plugged into that. And as far
18 as everything else is already addressed here.
19 You've already addressed most of my issues and
20 most of what my concerns were. So that's all I
21 have to say on it.

22 CHAIRMAN BARRERA: Okay. We'll open back up
23 for board discussion.

24 MR. THOMPSON: Could I -- I wasn't -- I

25 didn't sign a form.

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1 CHAIRMAN BARRERA: Okay. We'll hold off on
2 board discussion and have one more public comment.
3 Bryan, would you get the form?

4 MR. THOMPSON: Mike Thompson, I live on
5 Roberts Road up in what's now called St. Johns, at
6 least this week.

7 Bryan brought up an interesting point that
8 the homeowners brought up, and there's a simple
9 solution around that. If you think for a minute,
10 if you call 911 and report a traffic accident,
11 probably 12 other people did also. But that gets
12 a case number. It's one case number and that's
13 it.

14 If you want to keep up with the number of
15 complaints that are generated, and it just depends
16 on what the board wants to do, hey, we resolved
17 6,000 noise complaints last year. Or, we resolved
18 1,000 and six people reported each one of them.
19 Depending on what you want to say.

20 If you'll give it a case number, let's just
21 say you're going to use year, month, and then a
22 sequential number. So my complaint today about
23 noise would be 10, what is it 17th or 19th?
24 1019123, okay. Or I'm something, 0910190123,

25 whatever it is. And then give it a /1 for the

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1 first person who complains.

2 So immediately in your database, you can look
3 and say, well, when the Blue Angels came down to
4 practice their routine, we had 36 complaints about
5 that. But it would only be one number, and run
6 through the alphabet and then start with numbers
7 or however you would strive to do it.

8 But I don't think you should -- from my
9 standpoint, I don't think you want to give an
10 independent case number to everybody who complains
11 about what amounts to one event. But you can
12 still keep up with the total number by using a
13 suffix. That's all. Thank you.

14 CHAIRMAN BARRERA: Thank you, Mike. Okay.
15 We'll go ahead and reopen for board discussion.

16 MR. WERTER: If I may.

17 CHAIRMAN BARRERA: Jim.

18 MR. WERTER: Yes. Mr. Thompson gave it a
19 little bit more technical description than I was
20 going to open up with. I was going to just say
21 whether you watched the Giants lose, 5,000 people
22 come to the stadium to see the Giants lose or
23 10,000 people come to the stadium to see the
24 Giants lose. It's one event: The Giants losing.

1 in the area of severity of the event as opposed to
2 giving either one side or the other. That can go
3 both ways, okay. The -- the local neighborhood
4 can see, see, we have 10,000 complaints, you know,
5 but when it's really one event, as -- as a
6 statistical bargaining chip as it will.

7 No, I'm in firm agreement that one event is
8 one event. If you have something like a
9 touch-and-go person, that might be considered one
10 contiguous event. I have to draw back to my PI,
11 personal injury experience, but I don't remember
12 if a car is driving DUI and hits a number of other
13 cars along the way, is that one DUI or for every
14 car it hits is that a separate DUI with property
15 damage? I do not remember this. Maybe Doug can
16 refresh my memory.

17 MR. BURNETT: It's one.

18 MR. WERTER: It's one event. If the airplane
19 stops, has lunch, gets back up, okay, it's two
20 events. It's an intervening thing. The thing is
21 an accurate accounting for the event and then
22 using the complaints as a measure of the severity
23 for a description of the complaint, and I would be
24 firmly entrenched in that position.

25 CHAIRMAN BARRERA: Buzz, did you have a --

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1 MR. GEORGE: Yes. I always have a comment.

2 You know that.

3 CHAIRMAN BARRERA: I'm giving you your
4 opportunity.

5 MR. GEORGE: I spent 25 years of my life
6 designing computer systems with IBM and then on my
7 own in my own company. And what we're talking
8 about today is an example of what we could be
9 talking about six months from now and talking
10 about 20 months from now.

11 We are going to come out with additional
12 requirements; therefore, multiple flags and
13 multiple, like 20 different flags and only using
14 two of them. But the staff is going to come up
15 with, on the very first complaint, wait a minute,
16 this doesn't fit into this or this, fine, put it
17 in this and then put a subcategory of the
18 following. It's going to happen.

19 So if we design it now with databases in
20 mind, you know, of putting the freedom in, if you
21 don't use it, it doesn't take up any more space
22 because it's all variable length records and all
23 that sort of stuff.

24 To lose the visibility of how many complaints

25 I had on one incident is -- is limiting what we

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1 can do as managers in analyzing what's happening
2 on this airfield.

3 MR. WERTER: What do you mean by losing the
4 visibility?

5 MR. GEORGE: If you say everything is -- I'm
6 agreeing with you, okay? But the thing of saying,
7 no, it's one incident and, you know, everybody
8 goes under that one incident. Yes, but you still
9 have to track the complaints, you know.

10 Later on, I think as someone mentioned about
11 whether we need to say we had 5,000 complaints but
12 only 1,000 incidences, depending on what the PR
13 value is, I'm sure we'll find out which one we
14 want to use. But if you lose the data, if you
15 don't have the data there from which to make that
16 decision, then you're tying your hands.

17 And it's kind of like all of us here need to
18 think of this as -- as if you're running your own
19 business and you've got a business that's got an
20 unlimited number of uncontrollable pilots and
21 uncontrollable assets out there and what type of
22 information do you need a year from now to help
23 you do a better job? You need a database. So I
24 strongly recommend we track the complaints, we

25 track the incidences, and we track a multitude of

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1 other things.

2 This is a policy, if you look at some of our
3 other policies, they're up to iteration level 9,
4 10, 20. We can change it next week.

5 The idea of opening it up so that the people
6 can look over the fence, you know, and misuse the
7 system, fine, let's let them misuse the system.
8 Then we can make a more calculated decision on why
9 we're changing it. But let's don't short
10 ourselves and say, oh, I wish I had kept all of
11 that information. Keep it all.

12 MR. WERTER: It -- it begs the question,
13 though, is this system being developed for our
14 effect on our neighbors or just our existence when
15 people start looking over the fence at us, saying
16 oh, there's Grumman running two jets up at the
17 same time?

18 If the noise is not affecting them outside
19 the fence, are they worried about, just to pull
20 something out of the air, pollution of two jets
21 revving up at the same time?

22 Are we now expanding the program to be a
23 general critique of the airport, or are we still
24 trying to focus -- our number one policy from this

25 from the beginning was to be good neighbors, okay?

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1 But now if they don't like what the signs look

2 like on the hangar, I don't think that really

3 serves the purpose of the policy of this system

4 we're putting in.

5 MR. GEORGE: But we can determine that after

6 they make the complaint. Let's don't shut it

7 off --

8 MR. WERTER: Yeah.

9 MR. GEORGE: -- because we're afraid what

10 somebody will say.

11 MR. WERTER: Oh, I'm not afraid of what

12 they're saying. I -- I'm looking at the purpose.

13 MR. GEORGE: Well, fine. Then as we analyze

14 it, why was it so many complaints? Well, a lot of

15 people doesn't like the purple sign out there.

16 Fine. That has nothing to do with the operation.

17 So either we can make the decision or staff makes

18 that decision. But don't limit ourselves.

19 MR. WERTER: Now the -- the other thing,

20 though, is not to lose track of we only have so

21 much control until they start up their engines and

22 get off the runway.

23 So, your -- Ed, your last question is, what

24 do we do with this information besides giving

25 results to the general public? And it is -- if I

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1 remember correctly, in prior meetings, we always
2 talked about having the FAA aid us, you know -- or
3 rather aiding the FAA in resolving problems that
4 are occurring under their jurisdiction. Okay. So
5 we look at that.

6 The FAA comes up with new departure
7 procedures or something to that effect. But that
8 also is the ultimate goal. We're more or less a
9 conduit, you know. We don't control those people,
10 you know, we are helping them communicate with the
11 FAA.

12 MR. GEORGE: Unfortunately, any time anything
13 happens on this airport, the finger gets pointed
14 to this room.

15 MR. WERTER: Oh, I understand that, but --

16 MR. GEORGE: So we're just collecting the
17 data so that we can more effectively answer it.

18 MR. WERTER: But as part of PR --

19 MR. GEORGE: Yeah.

20 MR. WERTER: -- the general public has to
21 understand that. I mean, every pilot knows it,
22 you know, but the general public doesn't
23 understand these things.

24 They learn a little bit about air traffic

25 along the Hudson River when a helicopter bumps

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1 into an airplane. And for the local area, this is
2 just a thing that has to be communicated maybe in
3 the cover page or, you know, the home page of the
4 web site.

5 You know, we are a conduit to your
6 communications with the FAA. Not saying put that
7 in there, but something to communicate that
8 message so they understand, okay, the airport is
9 helping us resolve our problems with the aircraft
10 in the area.

11 CHAIRMAN BARRERA: Buzz, did that finish
12 your -- your --

13 MR. GEORGE: One other comment. This is our
14 information system and I would hope that we
15 generate the reports or the analysis out of it
16 that would tell us we have a problem before FAA
17 comes to tell us we have a problem. I would
18 rather be proactive than reactive. And having all
19 the data that could possibly be available to make
20 that is fine.

21 As far as the reports go, Ed, I think we just
22 have to start off like the report, the one that
23 Bryan did before. How many complaints? How many
24 incidences this month and year-to-date? And then

25 as we all get into it, we might say, well, add

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1 this on or add that on.

2 MR. WUELLNER: Okay.

3 MR. GEORGE: Every time you put a flag in
4 your database, you've got 36 different options.

5 There's 26 for the alphabet and 10 for the
6 number -- that's 36 different options to put a
7 definition of what that one flag is.

8 I would also like to say that we need to have
9 the query ability on this database to make
10 analytical reports. That should be controlled by
11 the staff.

12 I'm not saying open this database up so that
13 anybody's brother can go in and manipulate it or
14 sort it or whatever. But as we get down and they
15 start seeing meaningful information, we need to
16 have the query capability to that. That's all,
17 Madam Chairman. Thank you for your time.

18 CHAIRMAN BARRERA: Okay. Chuck, I'd like to
19 ask you a few questions, if you don't mind.

20 MR. WEST: Yes, ma'am.

21 CHAIRMAN BARRERA: Based on your experience
22 with the Sheriff's Office, what -- what -- were
23 there -- and I believe this to be the case. Were
24 there legal requirements to have information as

25 far as addresses and that type of documentation

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1 for real estate agents moving into the area or
2 people traveling?

3 For instance, if you had a specific number
4 of complaints about something in an area --

5 MR. WEST: Yes.

6 CHAIRMAN BARRERA: -- did you have a legal
7 responsibility to have that information available?

8 MR. WEST: That started coming out probably
9 later. I mean, right towards the end, we had
10 those inquiries coming in. People trying to buy
11 property would come in and ask for how many
12 robberies we had in the area, how many burglaries
13 we had in the area.

14 And also along with that, this is what I'm
15 saying, sometimes you've got to be a little
16 cautious that you had one -- one complaint like in
17 a complaint system is -- what would bother me, say
18 we -- I don't want to give an example of it
19 because there's people still -- still working, but
20 when you have 25 complaints and it turns out to be
21 one person, well obviously you've just got to deal
22 with the one individual. The same token, we have
23 to have the ability to address every single
24 complaint that comes in anonymous or not. We are

25 required by the state to do so. Each one had a

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1 number. Each complaint had one.

2 That's where I said it gets difficult on how
3 you're going to divide it up or add it, like
4 Gunner came up and said, you know, add that
5 sequence of numbers to that one event. That way,
6 you're still fielding the information that you're
7 looking for. In the same token, you're not
8 looking like we had, you know, 6,000 complaints.

9 But again, to answer your question, ma'am,
10 yes -- yes, we do, and you will get those queries.
11 Because once anybody complains, and especially
12 with the openness of today's society in public
13 information, that's why it's so -- you've got to
14 be so careful how you do it or just realizing
15 where it's going to go, I guess is a better and
16 how you're going to explain it.

17 You've got to be cautious. And what I mean
18 by cautious, you've got to have a vehicle.
19 Because a lot of our complaints are taken care of
20 by just one phone call. Sit back and answer,
21 well, you know, that individual -- or you'll talk
22 to that individual and deal with it.

23 I've come out here several times and you'll
24 talk to a pilot of an aircraft, and say, hey, you

25 know, you were over a school. Oh, gee, I didn't

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1 realize that, you know, and the problem's been
2 eliminated. But that originally wasn't an airport
3 problem. You know, that was a -- that was a noise
4 complaint on the west end of the county.

5 So I don't know if I answered your question
6 correctly, but yes, ma'am, you -- you'll be asked
7 that. So we do get those requests. But that's
8 like a different system. That's like complaints I
9 guess for crime. And I guess I'm trying to
10 address it from two avenues. You know, I'm
11 looking at internal complaints and then our
12 business. So, I mean, it's two totally different
13 systems we've had to design.

14 CHAIRMAN BARRERA: Okay. Thank you. Doug,
15 what would your feedback on that be?

16 MR. BURNETT: I don't know about any kind of
17 legal requirements to have to respond to the
18 complaints.

19 CHAIRMAN BARRERA: No. As far as to
20 different entities or agencies where if you
21 have -- say you have someone who is interested in
22 buying property in a certain area and they want to
23 know what noise complaints have been in that area
24 for that property. What would our legal

25 requirement on documentation for that be?

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1 MR. BURNETT: It would be treated as a public
2 records request --

3 CHAIRMAN BARRERA: Just as a normal public
4 records.

5 MR. BURNETT: -- and we would provide any
6 documentation related to it.

7 MR. WERTER: If it exists.

8 MR. WUELLNER: If it exists. That would be
9 my --

10 MR. BURNETT: True.

11 MR. WUELLNER: If you don't have it, you
12 don't have it. If you have it, you have to
13 provide it.

14 MR. GEORGE: Well, there is no legal
15 requirement on us as an Airport Authority to
16 maintain an automated --

17 MR. WUELLNER: Correct.

18 MR. GEORGE: -- complaint. We're doing this
19 on our own.

20 MR. WUELLNER: Correct.

21 MR. BURNETT: And one other thing, I don't
22 want to get --

23 MR. WUELLNER: But once you do --

24 MR. GEORGE: Yeah.

25 CHAIRMAN BARRERA: That's my point. Doug?

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1 MR. BURNETT: I don't want to get too far
2 afield, but if for some reason someone after this
3 wants to ask me questions about hidden defects and
4 the like on sales or residential houses or even
5 commercial property, it's an area of law I know
6 pretty well.

7 There's a -- the Florida Supreme Court case
8 on this is Johnson v. Davis. It's a 1995 case.
9 It has to do with dis -- disclosing defects. And
10 the interesting thing about it is anything related
11 to a public record or -- which we have here
12 obviously, or like zoning or the conditions of
13 property and those kind of things, if you're
14 trying to rely on the government, the government
15 may change its rules.

16 So it's not the kind of thing that is
17 typically actionable, as in even if the zoning is
18 this today, there's no guarantee that the
19 government won't change the zoning tomorrow. So
20 it's not the kind of thing that it creates causes
21 of action for. So even if there was noise
22 complaints, it doesn't -- or that there's a lack
23 of noise complaints doesn't mean there's not
24 noise. Something can change in the future.

25 So just you can't necessarily -- it's not the

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1 kind of information that people can typically rely
2 on. So -- then I can point folks to a lot of
3 information related to that as well if anyone's
4 interested for what that's worth.

5 CHAIRMAN BARRERA: Okay. Ed.

6 MR. WUELLNER: My -- I like what I'm
7 hearing -- I like Gunner's suggestion of tying,
8 you know, as I said from the beginning, it's
9 incumbent upon us if we're going to -- if we're
10 going to go down this road, that we collect --
11 anybody who makes the complaint, we collect that.
12 And we can do that individual -- you know, we can
13 isolate discretely in the database that complaint
14 so that it can be retrieved on an individual basis
15 any time.

16 I -- I like what I was hearing about tying it
17 also back to a case number in the event you have
18 multiple -- I'll use the term case number. We may
19 come up with a better term or a different term for
20 it, but tying it back to some event code or some
21 event that allows us to quickly determine or flush
22 out that that was five complaints related to one
23 overflight or there were five separate complaints
24 about five different events. We can easily tie

25 that back together, I'm quite confident, within

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1 the database and keep it -- you know, keep it
2 unique.

3 MR. GEORGE: Don't get caught up with the
4 problems we had 20 years ago when we tried to put
5 dash numbers on complaints. Make them two clearly
6 separate fields, and that's what database software
7 does, you know.

8 MR. WUELLNER: We -- we're thinking just two
9 record fields here.

10 MR. GEORGE: Yeah, right.

11 MR. WUELLNER: One is already provided --

12 MR. GEORGE: One is the complaint, one is the
13 incident.

14 MR. WUELLNER: I was going to say one is --
15 that's exactly what we're doing. We have
16 essentially a randomly generated complaint number.
17 So that's unique to -- to any one -- any complaint
18 as it's entered. It's its own number and unique
19 from every other.

20 Then we can create a field -- that's easy to
21 do in the database, is create a field that allows
22 that tie-together so that you can query, do your
23 sort, based on the complaint number, and you know
24 there were -- that will pull out all five discrete

25 records related to that event. Or, we can just

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1 pull the one individual's complaint and see that
2 it was tied to an event. I think that's easy to
3 do and I like that.

4 And we are -- we've taken great pains to this
5 point -- you know, I'm driving this guy nuts with
6 making sure that we've created enough unique
7 fields within the database itself to essentially
8 allow any type of sort or pull of record based on,
9 you know, day, date, time, aircraft type, noise.

10 MR. GEORGE: Without incurring reprogramming
11 costs.

12 MR. WUELLNER: Exactly. It's just simply a
13 pull a report based on this --

14 MR. GEORGE: Right.

15 MR. WUELLNER: -- this field, or these ten
16 fields, for that matter.

17 CHAIRMAN BARRERA: All right. Let me finish
18 with what I was saying.

19 My -- my opinion on the definition of
20 incidence or occurrence is -- I fully agree with
21 what Mr. Thompson said, it should definitely be
22 isolated by event and then by number. Bryan, how
23 many UFO complaints did you have?

24 MR. COOPER: When the UFO situation occurred,

25 I had three on that one UFO, but they were totally

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1 unrelated to each other but all for the same

2 night, the same time, same issue.

3 CHAIRMAN BARRERA: One event. If we have

4 another air show here and a plane goes like what

5 happened in Jax beach last year at the beach air

6 show of the -- there was some low flying military

7 aircraft, that was one aircraft and how many

8 people were affected? One event and then go off

9 how many people are affected. That's my feeling

10 on that.

11 Information required from the complainant,

12 every bit of information needs to be required. If

13 they're making a complaint on the web site, they

14 have to provide an e-mail address. We have to

15 have those ways to get back to them, and we also

16 have to have those ways to solve the problem for

17 them.

18 MR. GEORGE: Right.

19 CHAIRMAN BARRERA: Reporting and reports, I

20 would like to get feedback on that. I think that

21 they can be handled just like our financial

22 reports and then they can be brought up at your

23 discussion on housekeeping items.

24 As far as other items and concerns, those can

25 also be listed, because those -- as Bryan and I

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1 have talked extensively about, in talking to other
2 airports, I've spent a lot of time talking to
3 other airports about how they handle this, and
4 there are other concerns that literally just need
5 clarification and don't necessarily affect noise
6 at all. And I think they can definitely have
7 their own field and be addressed independently.

8 In talking with other airports, I've found
9 that as you go through this, you will have to
10 relook at the policy and how it's done, depending
11 on how it's used and how it's followed up on.

12 This can be an extremely time-consuming
13 process for airports, depending on how we follow
14 through. So I would suggest that once we
15 institute this, three months later, we go back and
16 as a board review what's working about it so that
17 it's not a policy that's set in stone and that we
18 set it up from the beginning to be reviewed. Is
19 there any further board comment?

20 MR. GEORGE: One point of clarification.
21 Your -- your example you were giving was we had an
22 air show here, and then there was an airplane
23 flying --

24 CHAIRMAN BARRERA: No. Jax Beach was -- was

25 the example I gave.

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1 MR. GEORGE: Okay. Is that incident --

2 CHAIRMAN BARRERA: But we may have one
3 here --

4 MR. GEORGE: -- the air show or the incident
5 that aircraft?

6 CHAIRMAN BARRERA: In that case, it was the
7 aircraft.

8 MR. GEORGE: Fine. Okay.

9 CHAIRMAN BARRERA: It wasn't the air show.

10 MR. GEORGE: Okay.

11 CHAIRMAN BARRERA: But because it was during
12 an air show, several people were affected.

13 MR. GEORGE: Uh-huh. Okay.

14 CHAIRMAN BARRERA: But it was one military
15 aircraft.

16 MR. WUELLNER: Well, given what you've -- the
17 input we've gotten today, if it's all right, we'll
18 insert the language in this and bring it back for
19 adoption in November. Is that adequate, or do
20 you -- do you want to see a final version before
21 it's adopted, is --

22 CHAIRMAN BARRERA: I do want to see a final
23 version, because there's been a lot of discussion,
24 and quite -- the people who are here's point, a

25 lot of great input that I appreciate, because a

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1 lot of people brought a lot of different knowledge
2 to the table.

3 MR. WUELLNER: We can circulate -- if it's
4 your pleasure, we can also circulate that draft
5 again so that if, you know, we've inadvertently
6 created a new problem as a result of the language
7 or proposed language changes, they'll have an
8 opportunity to bring that to your attention at the
9 November meeting then, too, before adoption.

10 I don't think it will. I didn't hear
11 anything that would be antagonistic or
12 problematic, I would think. It seemed to address
13 everybody's concerns. If that's satisfactory,
14 then --

15 CHAIRMAN BARRERA: That's the direction I
16 want you to go with.

17 MR. GEORGE: I agree with that.

18 CHAIRMAN BARRERA: Jim?

19 MR. WERTER: I agree.

20 DISCUSSION ON MEETING DATE CHANGES

21 MR. WUELLNER: Okay. Next item I had, which
22 is out of order from the original agenda only
23 because this was fairly quick, and he called
24 earlier today, Mr. Gorman did, and has asked me to

25 kind of express what his issue or concern was.

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1 And apparently it just reflects over when the
2 necessity arises to change otherwise scheduled
3 Airport Authority meeting dates. And what he
4 would like to ask is that we collectively agree
5 that we make e-mail or phone contact prior to
6 changing any meeting dates after they've been set,
7 and that those changes are made essentially by
8 consensus of the members.

9 So that it's not being -- his concern is, and
10 I don't think this has actually occurred this way,
11 but his concern is that any -- for instance, the
12 chairman could unilaterally change a meeting date
13 without respect of anybody else's schedules to
14 their convenience. And as I said, I'm not aware
15 of that ever happening quite that way. But if
16 that's acceptable, I think it's reasonable.

17 We do that as a matter of normal practice
18 anyway. If you'd like, we could incorporate that
19 into your meeting policy document as a -- as an
20 amendment to that, if you'd like, or we can just
21 leave it somewhat informal that that's how we do
22 it.

23 I'm not -- I have not had a chance, because
24 he just spoke to me earlier this afternoon, have

25 not had a chance to review it in the context of

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1 the Airport Authority's meeting policy, which is
2 essentially the five members' document on how they
3 run -- how you run your meetings.

4 So I don't know if there's any apparent
5 conflict from this method or it's already in there
6 and -- you know. So I haven't had a chance to try
7 to clarify that. But that's all that he wanted to
8 make you aware of and see if anybody had any real
9 problems with that kind of an approach.

10 CHAIRMAN BARRERA: I think his concern might
11 be moving the meeting date from the 21st to the
12 14th, because I think that was mentioned in
13 passing at one of our board member meetings, and
14 so I think that's where his concern might be.

15 So I -- I have never seen a situation where
16 the board members haven't been contacted by e-mail
17 or by phone of a date change, and there's always
18 been a consensus that we would have a quorum.

19 MR. WUELLNER: I was going to say I think it
20 came out -- honestly, I think it came out of
21 the -- when we were doing the budget public
22 hearings, that that --

23 MR. GEORGE: Yeah, the second hearing.

24 MR. WUELLNER: -- the second public hearing

25 date got -- anyway, one of the dates got monkeyed,

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1 and it just didn't -- he was out -- unavailable.

2 There was enough of you that said, yeah, that was

3 fine, and the correction was made and he didn't

4 participate in that until he got back to us

5 several days later. By then, pretty much the

6 decision had been made, for advertising reasons as

7 I recall.

8 MR. BURNETT: If I might, Madam Chair, just

9 weigh in with this comment on meetings. There's a

10 lot of language in your policy related to

11 meetings, but it says, "Requests made through the

12 Executive Director will be coordinated with the

13 Chairman for scheduling and are normally subject

14 to a consensus of Authority Members prior to

15 scheduling."

16 MR. WUELLNER: So it's already there.

17 CHAIRMAN BARRERA: So it's already there.

18 MR. GEORGE: It's already there. Good.

19 MR. WUELLNER: Okay.

20 MR. GEORGE: Are there other date changes

21 that you wanted to talk about or --

22 MR. WUELLNER: I have one.

23 MR. GEORGE: -- this was just the policy?

24 MR. WUELLNER: I have one a little later --

25 MR. GEORGE: Okay, fine.

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1 MR. WUELLNER: -- that relates to the
2 December meeting, as you may want to look at a
3 different date.

4 MR. GEORGE: When I read this agenda, I
5 thought that there was going to be something to
6 change it to the third Wednesday afternoon of the
7 odd months.

8 MR. WUELLNER: No. His concern has been on a
9 few occasions he believes it's cost him money to
10 make decisions in his work schedule to be here
11 only to find the meetings canceled and put on a
12 date that he did not have off or those kind of
13 things. And that's understandable.

14 RESOLUTION 09-08 - FDOT SUPPLEMENTAL JPA

15 MR. WUELLNER: And the last item I have for
16 you is just -- it's largely perfunctory, but
17 you -- when the -- we received the stimulus grant,
18 we had an open or a pending grant with FDOT for
19 their participation in a more normal FAA funding
20 project to the tune of about \$50,000.

21 We have been able to move that FDOT share
22 under that project name over to the south
23 development project, and this resolution just
24 simply is a supplemental JPA with Florida

25 Department of Transportation, moving it formally

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1 from the Taxiway B project, which is funded at 100
2 percent by FAA or -- ARRA funds, moving this
3 \$50,000 into matching, it would be a 50/50 match
4 with what's currently programmed over there. So
5 it's just simply accepting the change or the
6 moving of the money rather than lose it, which is
7 the other alternative.

8 MR. GEORGE: Is the net of this that -- I'm
9 sorry. Is the net of this that that's \$50,000
10 less that we have to come up with out of our
11 budget for --

12 MR. WUELLNER: Yes.

13 MR. GEORGE: -- the south development?

14 MR. WUELLNER: Yes.

15 MR. GEORGE: It is?

16 MR. WUELLNER: Yes. Provides \$50,000 more
17 state dollars. Still limited to 50 percent, but
18 it allows a closer match.

19 MR. GEORGE: Okay.

20 CHAIRMAN BARRERA: We have --

21 MR. GEORGE: Therefore we can adjust our
22 budget down by that savings, right?

23 MR. WUELLNER: Yes. Well, half of it,
24 technically.

25 CHAIRMAN BARRERA: We have no public comment

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1 on this item.

2 MR. WUELLNER: You would -- you would enact
3 this normally by adopting Resolution 09-08, which
4 provides for that and authorizes your -- the
5 secretary/treasurer and the chairman's signatures
6 to the resolution, which then further authorizes
7 my signature on the grant documents themselves.

8 MR. GEORGE: In the absence of reading the
9 entire resolution, I'd like to make a motion we
10 accept Resolution 2009-08 as it is presented.

11 CHAIRMAN BARRERA: I will second that.

12 MR. WERTER: I agree.

13 CHAIRMAN BARRERA: Do we need to go ahead and
14 put it to -- any further board discussion?

15 (No further discussion.)

16 CHAIRMAN BARRERA: No further board
17 discussion? Doug?

18 MR. BURNETT: You just need a vote.

19 CHAIRMAN BARRERA: Okay. Then we're ready
20 for some board action. All in favor, say aye.

21 MR. GEORGE: Aye.

22 CHAIRMAN BARRERA: Aye.

23 MR. WERTER: Aye.

24 CHAIRMAN BARRERA: All opposed?

1 CHAIRMAN BARRERA: Motion passes. We're
2 ready for our next item.

3 HOUSEKEEPING

4 MR. WUELLNER: The last items I have are
5 related to housekeeping.

6 I just wanted to remind you that the annual
7 fiscal audit as required by the state will
8 begin -- they will be here beginning the 23rd.
9 The final report at this point will likely be in
10 December at the December meeting. In the event
11 it's not, it will be the first meeting in January,
12 will be the audit presentation.

13 December meeting date, that's the other
14 question I have for you. It is currently -- the
15 third week falls on the 21st. Historically, you
16 haven't had meetings past the 20th. Would you
17 like to move that to the 14th? That would be the
18 previous Monday. So it would be December 14th.
19 So the second Monday.

20 That would also ideally be concurrent with
21 the EA public meeting and public comment period
22 there. But we -- we need a decision related to
23 that, because you would want to have a meeting
24 perhaps twice, the 14th and the 21st, if you

25 choose not to do your meeting on the 14th. I

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1 would prefer to have it on the 14th. What about
2 the other board members?

3 MR. GEORGE: Likewise.

4 MR. WERTER: Just checking. 14th is fine.

5 CHAIRMAN BARRERA: Okay. Will you check with
6 the other two board members and make sure then
7 that we have that consensus?

8 MR. WUELLNER: Okay. We'll head that
9 direction and flesh out any problems.

10 CHAIRMAN BARRERA: Okay.

11 MR. WUELLNER: And then it's general public
12 comment.

13 PUBLIC COMMENT - GENERAL

14 CHAIRMAN BARRERA: Like to open it up to
15 public comment. Reba?

16 MS. LUDLOW: No comment.

17 CHAIRMAN BARRERA: Vic?

18 MR. MARTINELLI: Just a very quick comment
19 really concerning the observation you made about
20 database and collecting all that information.

21 I think you should also be aware that
22 whatever you collect is going to be public record,
23 and therefore, if down the road, for example,
24 using Michael's example of looking over the fence,

25 if down the road you decide that maybe that wasn't

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1 such a good idea to allow that at this point,
2 you've already opened the door, and it's awful
3 hard to close it.

4 And so I would suggest that you start out
5 with a little more conservative approach to that
6 and in your definition of event, you limit the
7 event definition to activities or actions that
8 occur off the physical property of the airport.

9 And I would just make that suggestion.

10 CHAIRMAN BARRERA: Thank you, Mr. Martinelli.

11 Ready to open it up for Authority Members comment.

12 Jim?

13 AUTHORITY MEMBER COMMENTS

14 MR. WERTER: One note on the last one. Just,
15 Vic, on that one thing, yeah, I mean, if the
16 system or the program becomes moot at some point
17 in time, it can be rescinded.

18 As far as limiting to things happening off
19 the airport, I think the citizens would have a
20 legitimate complaint with let's say -- let's say
21 Northrop drops their blast fence and they're
22 revving up jets next to a neighborhood, I think
23 that would be a legitimate concern of our
24 neighbors. So to narrow it down that far might be

25 a little bit too narrow.

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1 So, there's -- there's a certain amount of
2 discretion in determining what the event is. Like
3 I said, someone looking over the fence and not
4 liking a sign on a hangar might be a little bit
5 too much, but some unnecessary noise, not -- not
6 necessarily Northrop, but some noise situation
7 that stems from the actual airport might be a
8 problem. So, we have to be careful from point to
9 point what we narrow down.

10 MR. MARTINELLI: Can I just -- not to -- I
11 agree with you, Jim, and in my definition of
12 event, the actual sound is off the airport --

13 MR. WERTER: Okay.

14 MR. MARTINELLI: -- okay?

15 MR. WERTER: But it's an event that's
16 occurring on the airport.

17 MR. MARTINELLI: Well, no, the event is the
18 sound that's transmitted over the fence and it out
19 in the public. That's the way I would look at it.

20 MR. WERTER: Go ahead.

21 MR. GEORGE: I would like to commend the
22 board for deciding to have it come back next
23 month, so that's when we can talk about what he's
24 thinking.

25 MR. WERTER: Okay.

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1 CHAIRMAN BARRERA: Is that your comments?

2 MR. GEORGE: Yes. I have -- I would like to
3 be added to the agenda for the next meeting for
4 the purpose of reporting back what the millage has
5 been and all the -- you know, the counties and
6 also what our operating expenses unaudited
7 naturally would be, but it would give us a kind of
8 a closure and bring everybody up to date of where
9 we are with those milestones.

10 CHAIRMAN BARRERA: Wonderful. Great idea.

11 I think this has been a productive meeting.
12 I think that we've gotten a lot of input that has
13 really and truly been beneficial. I think we're
14 almost there in adopting this document, but the
15 discussion I think was very healthy and very
16 insightful from a lot of different angles.

17 I want to thank the Nease team for being here
18 and videotaping for us today. We always
19 appreciate you guys coming out. You guys are
20 great at doing that and we very much appreciate
21 you.

22 I also want to thank our PR volunteers. You
23 guys do a wonderful job and we appreciate all your
24 help. And the meeting is now adjourned.

25 (Meeting adjourned at 5:55 p.m.)

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

6 I, JANET M. BEASON, RPR-CP, RMR, CRR, FPR,

7 certify that I was authorized to and did

8 stenographically report the foregoing proceedings

9 and that the transcript is a true record of my

10 stenographic notes.

11

12 Dated this 25th day of October, 2009.

13

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JANET M. BEASON, RPR-CP, RMR, CRR, FPR

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