

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 General Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, August 21, 2006

6 from 4:00 p.m. to 6:25 p.m.

7 \* \* \* \* \*

8 BOARD MEMBERS PRESENT:

- 9 BOB COX, Chairman
- WAYNE GEORGE, Secretary-Treasurer
- 10 RANDY BRUNSON
- JOHN "JACK" GORMAN
- 11 SUZANNE GREEN

12 \* \* \* \* \*

13 ALSO PRESENT:

14 DOUG BURNETT, Esquire, Rogers, Towers, Bailey,  
Jones & Gay, P.A., 170 Malaga Street, St. Augustine,  
15 FL, 32084, Attorney for Airport Authority.

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

17 BRYAN COOPER, Assistant Airport Director.

18 \* \* \* \* \*

19

20 JANET M. BEASON, RPR, RMR, CRR  
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AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1	I N D E X	
2	PAGE	
3	2. PLEDGE OF ALLEGIANCE	4
4	3. APPROVAL OF MEETING MINUTES	4
5	4. ACCEPTANCE OF FINANCIAL REPORT	4
6	5. APPROVAL OF MEETING AGENDA	5
7	6. REPORTS:	
8	A. Mr. Jim Bryant - County Commissioner	8
	B. Mr. Michael Slingluff - Galaxy Aviation	8
9	C. Mr. John Nehring - Grumman St. Augustine	8
	D. Mr. John Roderick - S.A.P.A.	8
10	F. Mr. Doug Burnett - Authority Attorney	9
	G. Mr. David Knight - ATCT Tower	10
11		
12	7. MEMBER COMMITTEE REPORTS	
13	A. MPO	11
	B. EDC	12
14	C. Intergovernmental	12
15	8. PROJECT UPDATES	12
16	9. ACTION ITEMS	
17	A. T-Hangar Designs - Passero	18
	B. ARFF Station	71
18	C. Seaplane - Bid Award	78
	D. Budget Discussion	100
19	E. Executive Director's Performance Review	108

20	10. HOUSEKEEPING ITEMS	136
21	11. PUBLIC COMMENT	
22	12. AUTHORITY MEMBER REPORTS:	
23	A. Mr. Randy Brunson	Absent
	B. Ms. Suzanne Green	136
24	C. Mr. John Gorman	137
	D. Mr. Wayne George, Secretary-Treasurer	137
25	E. Mr. Bob Cox, Chairman	139

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 I N D E X (Page 2)

2 PAGE

3 13. NEXT MEETING DATES 140

4 14. ADJOURNMENT 140

5

6

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9

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AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           P R O C E E D I N G S

2           CHAIRMAN COX: Good afternoon, everybody.

3       Like to call to order the St. Augustine-St. Johns

4       County Airport Authority regular meeting for

5       August 21st. First order of business is Pledge of

6       Allegiance, please.

7           (Pledge of Allegiance)

8           CHAIRMAN COX: Thank you very much.

9           3. - APPROVAL OF MEETING MINUTES

10          CHAIRMAN COX: The next order of business is

11       approval of the minutes for the July 17th meeting.

12       Any exceptions or additions to the minutes?

13           (No exceptions or additions.)

14          CHAIRMAN COX: Finding no exceptions,

15       we'll -- those minutes will stand approved.

16          4. - APPROVAL OF FINANCIAL REPORT

17          CHAIRMAN COX: Financial report for July.

18          MR. GEORGE: I took a look at it and found no

19       problems with it. I did not have a chance to take

20 a look at it against the forecasted numbers for  
21 the budget. But I am assuming that we're all in  
22 line with that. But I'll have that done by the  
23 time we have our next budget meeting.

24 CHAIRMAN COX: Very good.

25 5. - APPROVAL OF AGENDA

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 CHAIRMAN COX: Agenda approval. I know we  
2 have one minor change in the agenda.

3 MR. WUELLNER: Yes. We had preadvertised an  
4 item pertaining to Cordova Palms. That item has  
5 been withdrawn at this point and will be  
6 rescheduled for a future meeting.

7 CHAIRMAN COX: Very good. Any other  
8 exceptions to the agenda or additions?

9 MR. WUELLNER: No, sir.

10 CHAIRMAN COX: All right.

11 MR. WUELLNER: None from Staff.

12 MR. BRUNSON: Mr. Chairman?

13 CHAIRMAN COX: Sir?

14 MR. BRUNSON: I would like to think about  
15 agenda approval in that I have to leave today at a  
16 quarter till 6:00.

17 CHAIRMAN COX: That agenda's approved.

18 MR. BRUNSON: Okay.

19 CHAIRMAN COX: Just kidding.

20 MR. BRUNSON: Then if -- but if we -- but if  
21 we run longer, I would like to move something  
22 that -- that requires voting --

23 CHAIRMAN COX: Okay.

24 MR. BRUNSON: And I don't think we should  
25 have any problem with that.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 CHAIRMAN COX: You have an agenda item you'd  
2 like to add or you want to --

3 MR. BRUNSON: No.

4 CHAIRMAN COX: -- move something forward that  
5 you want --

6 MR. BRUNSON: If -- if -- I'd like for you to  
7 take the option, if you see that you're needing --

8 CHAIRMAN COX: Which item is that?

9 MR. BRUNSON: Maybe the T-hangars.

10 MR. GEORGE: That's first, anyway.

11 MR. BRUNSON: Okay.

12 CHAIRMAN COX: That's first up.

13 MR. GEORGE: Okay.

14 CHAIRMAN COX: So I -- we'll be right up to  
15 that fairly quickly --

16 MR. BRUNSON: Okay.

17 CHAIRMAN COX: -- I think before you leave.

18 Okay. With no other exceptions to that, the  
19 agenda stands approved.

20           Before we get into reports, I want to make a  
21           few comments here concerning tonight's meeting,  
22           because I think we're going to have quite a few  
23           people in the meeting and we're going to have some  
24           additional arrivals here pretty soon.  
25           Just to reiterate the way the meeting will be

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 run tonight, the -- all speakers must be  
2 recognized by the Chair. There will not be any  
3 open debate allowed between public to the  
4 Authority or the Authority to each other or public  
5 to public. We're trying to just keep this meeting  
6 as -- as precise and targeted as possible.

7 I'd like to have everybody try to refrain  
8 from open discussion in the background so that we  
9 can continue with our meeting and -- and stay  
10 focused.

11 No questions will be directed to individual  
12 board members. All queries will be directed to  
13 the Chair, and the Chair will recognize any  
14 speakers.

15 Anyone wishing to speak to an issue, if you  
16 wouldn't mind, please fill out one of these  
17 (indicating) either before or after you speak to  
18 the agenda item.

19 Public comments will take place in general

20 public comments, and each individual will be

21 allowed three minutes for public comments.

22 And everybody I hope understands that and

23 we'll move forward.

24 Member committee reports -- I'm sorry. We've

25 got to go to reports here. Regular meeting agenda

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 reports. Mr. Bryant, County Commission?

2 6.A. - COUNTY COMMISSIONER

3 MR. WUELLNER: He's come and gone. He -- he  
4 wasn't feeling well and had nothing for us and --

5 CHAIRMAN COX: Okay. Mr. Slingluff?

6 6.B. - GALAXY AVIATION

7 MR. SLINGLUFF: Nothing to report.

8 CHAIRMAN COX: Thank you very much.

9 Mr. Nehring?

10 6.C. - GRUMMAN ST. AUGUSTINE

11 MR. NEHRING: Nothing to report.

12 CHAIRMAN COX: Thank you. Mr. Roderick?

13 6.D. - S.A.P.A.

14 MR. RODERICK: Yes, sir.

15 CHAIRMAN COX: Representing S.A.P.A.

16 MR. RODERICK: I have three things today. I

17 continue with our mantra to save the trees and

18 max -- save the trees, max the Ts. What that

19 really means is if you don't have green area, as

20 the engineers will tell you, you have to have  
21 drainage ditches. So, it sort of all works  
22 together. And if there's a nice big tree in the  
23 middle of the green, then it's a double bonus.  
24 And that's also for our community.

25 At our meeting, our AOPA representative -- I

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 thought I saw Gunner here earlier, Gunner  
2 Thompson?

3 MR. NEVADOMSKI: That would be me.

4 MR. RODERICK: There he is, yes. He brought  
5 out an important point for airport security,  
6 lockup and lookout. And that means lock up your  
7 airplane and your hangar when you're not there and  
8 look out for your buddy around the airport.

9 And we didn't -- to add emphasis to that,  
10 Mr. Cox himself had just come from a meeting where  
11 he was briefed by the FBI and the TSA, and they  
12 essentially said, yes, general aviation is a  
13 target. It's not hyped by the media. And so, we  
14 are going to adhere to that as a group. It met  
15 with good response from the club. Thank you.

16 CHAIRMAN COX: Thank you, sir. Mr. Burnett?

17 6.F. - AIRPORT ATTORNEY

18 MR. BURNETT: Other than to jokingly say that  
19 this is one of those times where you really get

20 your money's worth from the volume of work we're

21 handling, most of it you -- you know of.

22 The lease policy manual, I'm updating it.

23 The minimum operating procedures. We're also

24 drafting a contract for the ARFF facility, which

25 I'll talk about -- y'all will wind up talking

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1     tonight as an -- and is an agenda item, but not  
2     for the contract. It will come back to you at a  
3     later date. And several other items, including  
4     the Cordova Palms one that was removed from the  
5     agenda tonight that we're working on.

6             So, other than that, nothing really to  
7     report.

8             CHAIRMAN COX: Very good.

9             MR. BURNETT: And other than one last  
10    comment -- I saw -- I apologize. If anyone  
11    doesn't know this, if you need a public comment  
12    card, they're up there on the table.

13            CHAIRMAN COX: Thank you very much.

14    Mr. Knight?

15                    6.G. - A.T.C.T.

16                    (Mr. Knight not present.)

17            CHAIRMAN COX: Then it's up to you --

18            MR. WUELLNER: Yeah.

19            CHAIRMAN COX: -- to -- to go through his --

20 MR. WUELLNER: And there it is.

21 CHAIRMAN COX: And Buzz will read it for us

22 again.

23 MR. WUELLNER: What it comes down to is for

24 the month of July, you had 9,254 ops, which is

25 really close to what the 2008 forecast numbers

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 are -- are predicted to be. So, it's still below  
2 last year and the year before. But considering --

3 CHAIRMAN COX: Below --

4 MR. WUELLNER: -- for the last month -- or  
5 for the last six months, fuel prices have been  
6 like everyone else, painful.

7 CHAIRMAN COX: Considerably more than we put  
8 into the forecast, I assume. Okay. That's --  
9 finishes up the reports for individuals.

10 Member committee reports, please. The MPO.

11 7.A. - MPO

12 MR. BRUNSON: On August the 1st, the First  
13 Coast Metropolitan Planning Organization met at  
14 the MPO building in Jacksonville with the private  
15 sector of the railroads and trucking industry and  
16 the aviation industry and did some long-range  
17 planning. Some good things came out of that. And  
18 I -- I have books here that you can look at, and  
19 to -- to read the reports.

20           And then on the -- the August the 10th, we  
21           had the regular board meeting with the First Coast  
22           Metropolitan Planning, and that was with the city  
23           officials of Jacksonville and different places,  
24           and councilmen and authority members, and to  
25           prioritize in more detail where certain roads will

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 be and appropriation of the monies and what we  
2 recommend. So, that's going forward, too. So,  
3 nothing really new to report on that.

4 CHAIRMAN COX: Very good. EDC.

5 7.B. - EDC

6 MR. GEORGE: Environmental --  
7 environmental...

8 Yeah, Economic Development Committee has got  
9 plenty of activity going on right now. We were --  
10 we have a draft of the industrial site that  
11 they're looking at that we are participating with  
12 them, but they're also doing some other things to  
13 get businesses exposed to the political, you know,  
14 campaigns that are going on. But just ongoing  
15 stuff.

16 CHAIRMAN COX: All right. Intergovernmental.

17 7.C. - INTERGOVERNMENTAL

18 MR. WUELLNER: Did not -- did not meet this  
19 month.

20 CHAIRMAN COX: Okay.

21 MR. WUELLNER: They won't meet till

22 September.

23 CHAIRMAN COX: Very good. Moving on to

24 project updates then.

25 8. - PROJECT UPDATES

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 MR. WUELLNER: Project updates include the  
2 south area apron development; T-hangar development  
3 projects; hangars 8, 9, and 10; marking and public  
4 relations; airport leasing activities; Taxiway F  
5 and apron.

6 We have received notification of partial FAA  
7 grants that total approximately \$2 million. I  
8 believe the number is \$2,000,040 at this point.  
9 It's a little hard on the graphic, but this is the  
10 best I can do with it. But basically the area  
11 identified in blue here (indicating) will be  
12 funded by FAA.

13 The green piece that sits kind of below it  
14 there, this area in general (indicating), is --  
15 has been deferred in funding until their next  
16 fiscal year. This is what it's looking like right  
17 now, as late as June or July of next year.  
18 However -- it does not affect, with the first  
19 piece being funded, it does not appear to be

20 affecting the schedule at all for the apron.

21 With this grant, they will get in there and

22 get it built and will provide access to the vast

23 majority of T-hangars and will allow that project

24 to -- to begin in earnest and concurrently with

25 the -- with the taxiway access.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           So, look for that activity to start probably  
2           within the next, I'm going to guess two to three  
3           weeks, maybe a smidge longer.

4           I expect to have grant documents in our hands  
5           as early as the end of this week. So, that will  
6           put the \$2 million to bed for this year. Now,  
7           that's FAA's share. So, the total project ends up  
8           about 2-- in round numbers, \$2.2 million.

9           MR. GEORGE: How much do we have to do?

10          MR. WUELLNER: We have two and a half percent  
11          of the total project cost. So, two and a half  
12          percent of \$2.2 million. It's about \$60,000, I  
13          believe.

14          MR. GEORGE: So, we get ninety-seven and a  
15          half percent money.

16          CHAIRMAN COX: That ain't bad.

17          MR. GEORGE: Take it.

18          MS. GREEN: Mr. Chair?

19          CHAIRMAN COX: Sir -- yes, ma'am.

20 MS. GREEN: I just have one question. Does  
21 that in any way jeopardize our chances of getting  
22 the grant -- the rest of it June, July?

23 MR. WUELLNER: No.

24 MS. GREEN: I mean, to start this, I don't  
25 want to be caught in the middle of anything.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. WUELLNER: No. We've -- we've managed to  
2 construct the project to be a functional piece,  
3 thereby eliminating FAA's normal requirement of  
4 these kind of phase funding deals where we'd have  
5 to commit to build the rest if they didn't.

6 MS. GREEN: That's what my concern was.

7 THE WITNESS: Because its meaningful piece,  
8 it will be a stand-alone unit, and we do not have  
9 that obligation with the rest. So, assuming  
10 everybody's good to their word, sometime between  
11 probably March and July, the balance of it will be  
12 funded.

13 MS. GREEN: So, as far as we know,  
14 bifurcating it will be --

15 MR. WUELLNER: It's fine.

16 MS. GREEN: Okay.

17 MR. WUELLNER: Yeah. We worked very closely.  
18 You know, poor Andrew's group has tirelessly run  
19 iterations back and forth through FAA for better

20 part of ten days. We were all pretty sick of the  
21 individual changes, and FAA was not being easy  
22 about it. So, under the -- under the bridge, so  
23 to speak.

24 Next project, I may have just -- yeah. Is  
25 the engineering, just to remind you, is underway,

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 and the site plan iterations that were requested  
2 at the last meeting appear a little bit later in  
3 the meeting as -- as an agenda item for -- for  
4 some -- hopefully some selection today.

5 8, 9, and 10 I'm happy to report is finally  
6 under construction. We have construction  
7 equipment on the site, and we are actually turning  
8 dirt there. Building permits were, with the help  
9 of a couple of phone calls on Friday -- or  
10 Thursday, we were able to free up the building  
11 permits on Friday. So, that is now rolling ahead  
12 and should be, you know, prosecuted in earnest  
13 now.

14 CHAIRMAN COX: Good.

15 MR. WUELLNER: We're still waiting on FPL to  
16 move a transformer, but apparently it's not going  
17 to hold things up from this point. And to refresh  
18 your memory, it's about a 21,000 square foot  
19 building facility out there. And the total

20 budget's approximately \$1.9 million.

21 CHAIRMAN COX: Do you have a question?

22 MR. GEORGE: No.

23 MR. WUELLNER: Under marketing -- I'm sorry.

24 Under marketing and public relations, September

25 16th and 17th is the MS 150 Bike Tour. That will

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 be held out here. We will have to make a few  
2 operational considerations during those two days,  
3 but I don't expect anything significant.

4 We've met any number of times with their  
5 organization and the people that actually do the  
6 work and run it. And first-class group. Very  
7 well run organizational structure. Everybody that  
8 seems -- needs to be involved, we've already met  
9 with. And everybody's excited about being able to  
10 host that on the weekend of the 16th and 17th.

11 MR. GEORGE: Mr. Chairman?

12 CHAIRMAN COX: Sure. Go ahead.

13 MR. GEORGE: Does that facilitate or does it  
14 require us to close any runways? Any impact on  
15 our aircraft operations?

16 MR. WUELLNER: Yeah. We will have a couple  
17 of few-hour closures of probably 6/24 and 2/20  
18 over the course of that weekend. But nothing that  
19 remains closed.

20 MR. GEORGE: Will that be published and

21 e-mailed to all groups --

22 MR. WUELLNER: Oh, yeah. There will be a

23 NOTAM out on it and all that stuff, yeah.

24 MR. GEORGE: Okay.

25 MR. WUELLNER: We're still just a little

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 early on it, just to get it out.

2 MS. GREEN: I just want to know what we as  
3 the airport were doing to either help market or  
4 market this for our publicity and marketing?

5 MR. WUELLNER: Actually, we're not doing  
6 anything, but they have included the Airport  
7 Authority in their brochures and advertisings and  
8 the like. So, the Airport Authority's logo and  
9 the like is -- is probably listed as a sponsor of  
10 the event. But beyond providing a place, that's  
11 the extent.

12 MR. BRUNSON: Ed, I would like to -- this is  
13 an exciting thing, and they're doing it first  
14 class with people that are parking the cars that  
15 park for the stadium in Jacksonville. And I want  
16 to thank Grumman for their participation in this,  
17 because it's a big PR plus for us.

18 CHAIRMAN COX: Thanks, Grumman.

19 MR. WUELLNER: Okay. Airport leasing

20 activities. Currently there's nothing -- I've got

21 nothing new to report at this juncture.

22 CHAIRMAN COX: All right. Moving on to the

23 agenda items.

24 9.A. - T-HANGAR DESIGNS - PASSERO

25 MR. WUELLNER: The first item we've got is

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 Passero to present the iterations for the T-hangar  
2 layouts.

3 MR. HOLESKO: Am I going forward to the first  
4 sheet?

5 MR. WUELLNER: Yes.

6 MR. HOLESKO: Okay. Good evening. Andrew  
7 Holesco with Passero Associates. After last  
8 month's assort -- Authority meeting, we took a  
9 step back and really went back and looked at some  
10 additional T-hangar layouts. And I want to just  
11 give us all just a few minutes to talk about what  
12 you see on screen right here, which looks like a  
13 blank screen, but it's actually a very important  
14 screen. I'll take you a little bit through step  
15 by step to show you how we have arrived at the  
16 T-hangar layouts that you've seen today.

17 What you see here is the south GA area  
18 (indicating). This is our Taxiway F, which is  
19 going to be new, and our transient aircraft

20 parking apron.

21 Each one of these little circles throughout

22 the project site represents a tree. You have a

23 tree legend here (indicating), which is a color

24 coded legend. Each of the different tree species

25 is a different color, and the different size of

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 the circles, each tree is shown as a circle, tells  
2 you or corresponds to the different diameter.  
3 Obviously we have a large tree here (indicating).  
4 We have small little dots throughout which  
5 represent smaller trees.

6 So, what we did is we looked at not only the  
7 location of the trees, but walking through the  
8 site and looking at the quality of the trees. The  
9 trees you see here in green are high-quality trees  
10 (indicating).

11 We've gone through that site and we have  
12 looked at these areas to be protected. I've been  
13 through there numerous times with airport staff  
14 and an Authority member just to go back and look  
15 and see what does the site really represent in  
16 terms of trees and quality and what do we need to  
17 try and save.

18 There is an endless amount of iterations that  
19 we could go through to try and tweak the project

20 sites and still fit one in here and there, and we

21 can still do that even after today.

22 We have probably done in the vicinity of 20

23 to 25 T-hangar layouts, tweaking things back and

24 forth, moving taxi lanes, putting on end units,

25 things like that. Bryan Cooper has -- has

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 recommended a few times to even try some angled  
2 hangars. We really haven't tried too many of  
3 those. But there is an endless amount of choices  
4 in terms of how we could move a hangar at this  
5 point from five feet one side, ten feet to the  
6 other.

7 We're using the FAA's airport design book  
8 which pretty much tells us the areas that we have  
9 to keep clear on the sides of the T-hangar taxi  
10 lanes. That's the biggest challenge that we have,  
11 because if you look back on the project site here,  
12 you see a road. Well, if we turn that road into a  
13 taxiway, we've got to keep an area clear on both  
14 sides of that taxi lane. That was our greatest  
15 challenge.

16 We've looked at the absolute minimum that we  
17 can use for the clear areas of the taxi lanes and  
18 actually gone through a nonstandard design  
19 equation to use the absolute minimum that we can

20 use for clear -- clear areas.

21 So, here's our first concept. This is

22 alternate one. We have a total of 52 T-hangars.

23 Here we have five different T-hangars throughout

24 the area. These are the taxi lanes that we were

25 talking about and the clear areas on the side

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 (indicating).

2 We had tried to get between 50 and 60-plus  
3 T-hangars. We sat here at this conference table  
4 several times last month. We actually had sheets  
5 that were almost as large as this screen spread  
6 out across this conference table. We had clear  
7 acetate overlays of hangars, and we took them and  
8 we taped them over the paper. We made copies in  
9 the back. And then we did our best to draw what  
10 we could squeeze in all over. And I'll tell you,  
11 it was an interesting task. It's not the first  
12 time we had done it. We had done it several times  
13 before. But we wanted to make sure we get this  
14 right, and we know how important it is to  
15 everybody.

16 If you recall in the previous screen, I  
17 showed you where the important trees were. Well,  
18 there they are. Most of the trees that we  
19 identified as high-quality trees, as you can see,

20 are going to be protected, which means they don't  
21 have a building or a taxi lane over the top.  
22 You've got a gorgeous area here as a center  
23 (indicating). We've got trees here not impacted  
24 here. Throughout area here, maples here and here  
25 (indicating).

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1       The one area that we just couldn't get it  
2       worked out was the area here and the area here  
3       (indicating). There's a few trees inside there.  
4       We really had to work hard to get a central core  
5       through here, and there's about half a dozen trees  
6       here that we really couldn't get into this area  
7       with a building and taxi lanes without having some  
8       overlay into that half a dozen trees there.

9       But the rest of them, really what we've done  
10      is we've looked at these areas and we've worked  
11      backwards. That area had to be protected.  
12      There's a large stand of maples right there.  
13      Okay, how are we going to build around that area?

14      The area here (indicating) has, for lack of a  
15      better term, is a magnificent oak tree. It's one  
16      of the nicest you would see. It's probably  
17      several hundred years old. We had to make sure  
18      that we protected that large oak tree and his  
19      little brother to the west. This is alternate 1,

20 with a total of 52 hangars.

21 This is alternate 2 (indicating). It shows

22 53 hangars. Some of the hangars on this one are

23 shown in very similar locations, especially the --

24 the two to the north. These two are similar to

25 the others, except P extended further down.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1       We've got some area on the south here where  
2       the hangars are going actually north and south  
3       instead of east/west. And again, here's your  
4       trees (indicating).

5       Still did a little more tweaking on this one.  
6       As I said, we're at 53. You can see the same  
7       areas. We still could not really get into this  
8       area here without impacting those same half a  
9       dozen trees (indicating).

10      We think all the rest, you can see a tree  
11      like this one that's right on the border  
12      (indicating). We're going to try and save that  
13      tree and tweak it. We'll actually go out in the  
14      field and flag it. We'll actually put that line  
15      out there with a survey stake to make sure that we  
16      can try and save that tree.

17      We've got to move this taxi lane further to  
18      the east a foot, and these hangars to the east one  
19      foot. We'll do it so we can make sure that that

20 tree is able to stay.

21 So, that's where we are a today. As I

22 mentioned, we can still tweak things further. We

23 can still give you a little bit of a modified

24 option, but this is -- this is pretty close to the

25 best we can do so far.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1           And with that, I think we're seeking your  
2           input and questions and comments on what you've  
3           seen.

4           CHAIRMAN COX: Mr. -- go ahead.

5           MR. GORMAN: I'd like to say something  
6           briefly. We use the word "tree" a lot. The whole  
7           idea, the whole concept here is to provide  
8           something for the community, is to provide an  
9           elegant parklike setting for the community, rather  
10          than a military box presence. It's out-of-the-box  
11          design element thinking. And I'm hoping it makes  
12          a positive statement when we get this thing done.

13          The whole concept here is simple. I wish I  
14          had something I could talk and move around, too,  
15          but...

16          MR. WUELLNER: Get your mic.

17          MR. GORMAN: Yeah.

18          MR. WUELLNER: It's on the bottom.

19          MR. GORMAN: Oops. I pushed the wrong one.

20 I just needed a laser pointer. Too many buttons

21 for me. Just think, I fly airplanes.

22 MR. WUELLNER: Oh, you've got this.

23 MR. GEORGE: Think of the buttons as a tree.

24 MR. GORMAN: Yeah. Right. Give me -- give

25 me too complex an item there. Sorry. Just need a

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 laser pointer.

2 MR. WUELLNER: I'm not sure which one you  
3 want, but it's a real light touch on that, the --  
4 it's this right here. Just touch that.

5 MR. GORMAN: That's the pointer. The  
6 whole -- the whole idea behind this whole  
7 discourse is the fact that it's an alignment.

8 The design element we're doing here is you're  
9 using the same amount of space, but you're  
10 aligning the buildings and offsetting the  
11 buildings to -- to maximize the use of natural  
12 resources, rather than just cutting the resources  
13 down, clear-cutting it. And the object of the  
14 game is you don't spend any more money. It's all  
15 done here. It's all done now with a pencil. But  
16 the design element is the offsetting of the  
17 buildings and the alignment of the buildings to  
18 allow for these more valuable areas to be kept.

19 This area here looks like the Ball tree in

20 Jacksonville (indicating). It's -- it's a  
21 wonderful thing. It's very parklike. It's -- and  
22 this, to me, is -- is an elegant situation, versus  
23 what you would get without looking at the resource  
24 ahead of time.  
25 Both -- both of the layouts that Passero's

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1     come up with are good. They both have different  
2     things that are good about them, and both have  
3     different compromises. But that's the idea. But  
4     the -- the idea is -- is the alignment of these  
5     buildings, the offset of the buildings, and using  
6     what you've already got.

7             It provides -- it takes a lot more thought.  
8     It -- but it's not going to cost anymore. It --  
9     it's -- the only cost is probably in -- in the  
10    amount of engineering required, because Passero  
11    has done a lot of engineering to be able to do  
12    this, and it's just in the thought process behind  
13    it.

14            I've got one more thing to say here. Get  
15    this over with. I can talk loud.

16            CHAIRMAN COX: Sure. You can get that  
17    microphone, if you want.

18            Are you going to use this easel?

19            MR. GORMAN: Yeah, please. Should have done

20 this before, but...

21 MR. WUELLNER: Got a couple of clips.

22 MR. BRUNSON: Turn it around, Jack.

23 MR. GEORGE: It's upside down.

24 MR. GORMAN: Wouldn't make much of a

25 difference. It's still the same concept.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1       Okay. Here's a maximum density layout  
2       (indicating). This is right off the Master Plan  
3       Layout. In other words, you can see that every  
4       square foot is turned into T-hangars. This is 80  
5       T-hangars. The only problem with this is you  
6       can't build it. If -- you've got to have these  
7       green areas. You've got to have some of these  
8       green areas, because you've got to actually absorb  
9       water and you've got to absorb runoff. And I'll  
10      let the engineer expound on that after -- after I  
11      get done.

12      So since you've got these valuable areas that  
13      I feel at least are valuable -- they've valuable  
14      for the community -- the idea is to tweak, to  
15      offset, and to move things around.

16      For pure revenue, if you could build that,  
17      but -- but you can't build it because it's not  
18      physically possible to build it without building  
19      sewers to conduct all the -- all the rainwater

20 runoff. Since you have to have green areas, the  
21 object of the game is the green areas that you do  
22 keep, you keep them with mature growth.  
23 That sums up the whole thing. It's really a  
24 simple concept. But the idea is very out of the  
25 box to be able to do that.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 I'll give it back to Andrew, because he knows  
2 a lot more about this than I do.

3 CHAIRMAN COX: My first question, Andrew,  
4 would be is explain to me why we couldn't do the  
5 80-unit situation, just like Mr. Gorman described.

6 MR. HOLESKO: The -- the drawing that you see  
7 that's labeled Master Plan Layout, if you  
8 attempted to build at that density, somewhere  
9 there is going to be green space, whether it's on  
10 that footprint or the area next to it. You're  
11 simply displacing that -- that stormwater holding  
12 area.

13 So whether -- if you put the 80 there, then  
14 you'd be moving that water side to side. There  
15 would be another area that wouldn't be  
16 developable.

17 Could you put 80 there? Yes. But that would  
18 mean that there's some -- there's some area of  
19 green space that's giving you, I'll say an

20 equivalent of what we're showing you with a  
21 nonlinear layout. Somewhere there is going to be  
22 green space and a pond. Whether it's in your  
23 hangar area or next to your hangar area, which  
24 could have been an hangar area, somewhere there's  
25 going to be a green space. There's no -- there's

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 just no question about it.

2 MR. GEORGE: Why wasn't option 3 discussed?

3 Is that -- all you did was show 1 and 2.

4 MR. HOLESKO: Sorry. Is that -- is that

5 our --

6 MR. GORMAN: Good question.

7 MR. GEORGE: In my handout, I have a scheme

8 3.

9 MR. WUELLNER: I've got it.

10 MR. GEORGE: That one.

11 MR. HOLESKO: It was alternate 3?

12 MR. WUELLNER: It got hopped over, I think.

13 MR. GEORGE: Did what?

14 MR. WUELLNER: It got hopped over, I think.

15 MR. HOLESKO: I think I pressed the button

16 too quickly.

17 MR. GEORGE: Is there a reason for that?

18 MR. HOLESKO: No. Alternate 3 shows taxiway

19 up here coming from the tower and going along what

20 we're calling Taxiway Foxtrot North. We put in  
21 12 -- or 4, 12-unit T-hangars here (indicating) to  
22 simply show that you do have another area which is  
23 very efficient in terms of putting in a linear  
24 T-hangar layout.  
25 You can put almost 50 units right there. And

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 that was our alternative 3. We had a meeting  
2 here, and we agreed that we would show alternate 3  
3 and draw it and -- and put almost 50 T-hangars in  
4 that area. So, I'm sorry if I pushed the -- the  
5 button too quickly.

6 CHAIRMAN COX: Define for everybody the  
7 difference between group 1 and group 3 aircraft  
8 that's listed on it.

9 MR. HOLESKO: A design group 1 airplane is an  
10 airplane up to basically a single-engine aircraft,  
11 up to 49-foot wing span. A design group 3  
12 aircraft is up to a 119-foot wing span.

13 CHAIRMAN COX: Mr. Gorman?

14 MR. GORMAN: Might say one thing about this  
15 plan, although it, you know, looks simple enough.  
16 We're going to end up having to address -- see  
17 where it says "Alternate 3" over there? That  
18 whole area has got to be developed. I mean, we  
19 can't just take this land and buy this land and

20 not develop it. And so, we need to address the

21 issue.

22 The other two plans address that issue, and

23 they address it in an environmentally friendly

24 way.

25 That area there that you show those T-hangars

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 up there, it's my understanding that the  
2 administration here, both the director and -- and  
3 the manager, would like -- we need some area that  
4 if we do have to have an FBO, we've got to have  
5 some area to be able to develop it, if in fact in  
6 the future we need an FBO. And it would be  
7 somewhat nonsensical to place the FBO way over  
8 where the smaller T-hangars and designs -- the  
9 other designs would -- would be, in other words,  
10 where scheme 1 and 2 would show them.

11 It would be much more apropos to -- to use  
12 that area in the future for an FBO development,  
13 only because it's -- it's just more common sense  
14 to it.

15 CHAIRMAN COX: Mr. George?

16 MR. GEORGE: Not going to let Jack outdo me  
17 with one. Jack brings up a good point about  
18 worrying about where we're going to go FBO-wise.

19 Could I have alternative 2, please? One of

20 my big concerns is egress and ingress into the  
21 area. If you look at our existing hangars that we  
22 have now, there's a taxiway, you know, and then  
23 there is another one down, you know, by the -- you  
24 could get out of each one of these into this  
25 (indicating) before you actually get into the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 control space there. But look at the areas you've  
2 got for getting out there (indicating).

3 One of the things I'm concerned about is we  
4 have one egress and ingress to this whole south  
5 development area. And at some point in time, that  
6 could become a problem.

7 So, an alternative for you to consider is  
8 this area right here is the present maintenance  
9 facility (indicating). Come over here and we have  
10 five porta-hangars which are 60 years old. Take  
11 the porta-hangars and this area in here  
12 (indicating). Make the FBO here (indicating).

13 Maybe even take Bob's hangar as the FBO's -- I  
14 don't know. But -- but the FBO here has a way to  
15 get airplanes out. And we minimize the impact of  
16 it coming around this end back here.

17 So, if we're -- we're talking about  
18 T-hangars, I think we have to look at everything  
19 that's going to happen in the whole area. So,

20 that gives us an FBO and a flying school that  
21 those single-engine airplanes and transit  
22 airplanes are not coming back in here. It also  
23 gives us the ability to cut off -- what's this  
24 street?

25 MR. WUELLNER: Estrella.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. GEORGE: Estrella. And put our main  
2 entrance right there of having the FBO here so we  
3 don't have to have that street down this end here  
4 (indicating).

5 I like this one for this end. One thing I  
6 don't like is back to ingress and egress. I would  
7 prefer to see another taxiway back in here. That  
8 gives us three ways to get in and out of this area  
9 (indicating). On alternative 1, there are three  
10 taxiways to get in.

11 As long as we're looking at this, you notice  
12 these are one-sided buildings, very expensive. I  
13 don't care about putting one right here with this.  
14 Make it a nice office space for one of our  
15 independent contractors, if you will. But we  
16 could maximize by putting more hangars, T-hangars  
17 down on that end. I'm not through, Jack.

18 MR. GORMAN: That's fine.

19 MR. GEORGE: If we're going to run a taxiway

20 back into here so that these feed into it, there's

21 also the ability, possibly, to put in another

22 three right there (indicating).

23 Could I have alternative 3? If I close

24 Estrella down here, I've got two roadways from the

25 other end of the existing hangars and Estrella.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1     So, this could be extended out to here  
2     (indicating), thereby taking up another couple of  
3     units. Or, if you want to keep aesthetics --  
4     aesthetics in there, you could go to the existing  
5     one -- buildings K, L, and M, and put two more  
6     units -- four -- two more units in each one of  
7     those buildings coming back, you know, down to  
8     here (indicating).

9         If you took the combination of the two, we  
10     have just exceeded our Master Plan as far as what  
11     we need, you know, for the whole -- for the whole  
12     facility 15, 20 years from now.

13         But if we started here (indicating), leaving  
14     this open -- you know, maybe we pick up one  
15     building here. One building is another 12 units,  
16     you know. Or two buildings. I think if we looked  
17     at all of that, we could easily take our initial  
18     phase up to mid-60s or something like that for  
19     hangars.

20 CHAIRMAN COX: Mr. Gorman?

21 MR. GORMAN: Let me come up there, because I

22 agree with Buzz on a couple of things. If we can

23 get 2 back up in a minute.

24 I agree with you on this (indicating), you

25 know, if we -- if we could possibly expand that.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 I mean, all you have to do is take this -- just  
2 don't build the building here and offset it all  
3 the way down to here --

4 MR. GEORGE: Exactly.

5 MR. GORMAN: -- and get -- and get more  
6 space. An idea that has been bandied around that  
7 is to take these and make these small commercial  
8 hangars (indicating), in other words, so that you  
9 might be able to get some small business in here.

10 And they would be -- still be T-hangars, but  
11 they'd be just of sufficient size to be able to be  
12 commercial.

13 MR. GEORGE: Okay.

14 MR. GORMAN: That was bandied around. The  
15 other -- I disagree with you on the one -- on the  
16 other side, though. I don't think it's that  
17 critical that we have -- right now, all of -- all  
18 of our hangars have dead ends. In other words,  
19 this is a dead end and this is a dead end here

20 (indicating). All of these have -- and it  
21 doesn't -- it hasn't created a problem, so I don't  
22 see that being as critical. I don't think it's as  
23 critical as you do, as far as the dead-end  
24 concept.  
25 But using the space is an excellent idea.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 And that idea of having that access in here makes  
2 some sense, too. But you're -- you're saying  
3 bring that access down, but then leave this still  
4 open for FBO development? Is that -- I'm trying  
5 to --

6 MR. GEORGE: I'm saying leave it open for  
7 our -- we don't have enough money to build 80  
8 hangars with the price of concrete going up. So,  
9 I'm saying let's start with the primary area here  
10 (indicating).

11 MR. GORMAN: Right.

12 MR. GEORGE: And if we can, throw another  
13 12-hangar unit on the end, then do that as we get  
14 into it. But at least have a Master Plan that  
15 says that's where I'm going.

16 MR. GORMAN: Yeah, because that -- that idea  
17 of -- because I remember -- Ed, I want you to say  
18 something before this is all over, as far as the  
19 director here.

20 MR. GEORGE: Ed's asleep.

21 CHAIRMAN COX: Here's -- here's an issue I

22 have, if you don't mind if I can --

23 MR. GORMAN: Yeah, sure. Here's a pencil.

24 CHAIRMAN COX: Now -- because a very valid

25 point was brought up to me this weekend by an

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 e-mail from one of our folks, and they are  
2 currently on the waiting list. But he passed  
3 along to me that he had been at an airport for  
4 quite a while and that he'd been in a hangar  
5 situation where they had dead ends, and it was a  
6 tremendous problem because airplanes would be  
7 taxiing in while other guys are starting up to  
8 taxi out.

9 And so, with the blind spots that you end up  
10 inevitably with, both airplanes on the ground  
11 taxiing between two metal buildings, you're going  
12 to have blind spots in radio calls. He had to get  
13 in and call and say, "Hi, I'm getting ready to  
14 taxi out." The other guy hopefully hears you.  
15 And there's -- and there's some real issues with  
16 having these -- as many blind dead ends as we have  
17 with the way the taxiway is set up. So we --

18 MR. GEORGE: Just a quick point.

19 MR. GORMAN: I'll just -- I'll make mine real

20 quick. There may be -- the smaller the aircraft,  
21 I think the less the problem. You know, when you  
22 get -- for instance, you're flying a small jet.  
23 That -- then that does -- that problem is -- is  
24 true. I -- that's just my own take out of this.  
25 The small aircraft --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 CHAIRMAN COX: You think there's enough room?

2 MR. GORMAN: I've never had -- I've never had

3 a problem as many years -- several years I've been

4 on these airports, but with the smaller aircraft.

5 When you get into the slightly larger aircraft,

6 like the box hangar-size aircraft, then I would

7 agree.

8 CHAIRMAN COX: At the very least, it's

9 something we need to consider and take into

10 account. Yes, sir.

11 MR. GEORGE: I just -- I want to avoid a

12 problem if there's going to be one. Right now,

13 you've got all of this area right in here that's

14 going to be fighting to get out here (indicating).

15 CHAIRMAN COX: Right.

16 MR. GEORGE: But if I open it up here, this

17 guy can come and go out or he can go that way

18 (indicating).

19 CHAIRMAN COX: Well, we can make it one way

20 for taxi out and one way for taxi in, either way

21 you go, however you do it.

22 MR. GORMAN: One.

23 CHAIRMAN COX: You want to go to 1?

24 MR. GORMAN: One has -- well, 1 has --

25 certainly solves that dilemma.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 CHAIRMAN COX: Can you switch to iteration 1,  
2 Ed, please?

3 MR. GORMAN: Okay. 1 has less of that  
4 dilemma that you two gentlemen are talking about  
5 than 2.

6 MR. GEORGE: Three -- three ways to get in.

7 CHAIRMAN COX: Well, I'm not sure that we  
8 could fix it on either. I mean -- but with scheme  
9 2, either. You know, but the taxiways between the  
10 hangars at this point, Andrew, are -- what -- what  
11 width are they?

12 MR. HOLESKO: The -- the full width is 71  
13 feet.

14 CHAIRMAN COX: Okay.

15 MR. WUELLNER: No.

16 MR. GEORGE: It's one airplane worth.

17 MR. WUELLNER: That's clear area.

18 MR. HOLESKO: That's the clear -- that's the  
19 taxi -- the taxi lane and the --

20 CHAIRMAN COX: Oh, I see. The concrete is

21 how wide?

22 MR. HOLESKO: Thirty-five feet.

23 CHAIRMAN COX: Thirty-five feet. Okay.

24 MR. GORMAN: The hangars are 45 feet, so the

25 maximum wingspan of most of the T-hangars can't

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 exceed 45 --

2 CHAIRMAN COX: Right.

3 MR. GORMAN: So --

4 CHAIRMAN COX: The point I was trying to get

5 across is two airplanes are not going to be able

6 to pass each other and taxi. No way.

7 MR. GORMAN: My point is it hasn't -- my own

8 take on it is it hasn't been that big of a

9 problem.

10 CHAIRMAN COX: Mr. George?

11 MR. GEORGE: The other comment about

12 alternative 2 is I've got all of the other hangars

13 that are presently one-sided that I can pick up

14 extra space there.

15 And the thing on alternative 1 that bothers

16 me the most is P. Those eight right in the

17 middle, the big one, you get two guys trying to

18 come out and going the wrong direction, and

19 you're -- have an impasse.

20 MR. GORMAN: You're saying that gives -- you

21 have an alternative method to get out.

22 MR. GEORGE: Right.

23 MR. GORMAN: Yeah.

24 MR. GEORGE: What I'm saying, with 2, the --

25 there's not 18 or 9 airplanes in one --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. GORMAN: Oh, I see.

2 MR. GEORGE: -- span.

3 CHAIRMAN COX: Ed, have you -- I'm sure you  
4 have. What are your thoughts on the issue of the  
5 problem of head-on issues with the dead ends --  
6 dead ends?

7 MR. WUELLNER: It -- it's not an issue.

8 CHAIRMAN COX: Not?

9 MR. WUELLNER: Nature of T-hangars are the  
10 low -- generally low activity. It's -- I mean,  
11 it's nice to have multiple entrances, but frankly,  
12 looking at the number of units, for the most part,  
13 2 is adequate, I would think.

14 My concern of tying another entrance into the  
15 apron is you've -- you've dedicated an access  
16 point on that apron from that -- from there on and  
17 limited how the apron could be laid out in terms  
18 of from a functional standpoint of placement of  
19 aircraft later on by creating another spot in the

20 center or somewhere near the center of the apron.

21 So, it can be done, but I think it creates some

22 issues longer term.

23 CHAIRMAN COX: Sir?

24 MR. GEORGE: If I have a big apron there, I

25 am definitely going to have airplanes coming to

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 the west side and turning and pointing the other  
2 way.

3 The taxiway that they have is for this one to  
4 feed into. So, I don't see that as being an  
5 impact at all.

6 MR. WUELLNER: If you'll point, I'll follow.

7 MR. GEORGE: Okay. If you turn like this as  
8 your big ramp area (indicating), okay? If I have  
9 an airplane coming in, those airplanes are going  
10 to come in and go this way (indicating). Well,  
11 the area that they have to come in and turn,  
12 that's the area that I would be using to go out.

13 So, I don't see where that's a -- other than  
14 congestion, I don't see where that requires any  
15 more concrete for taxiways by having the three of  
16 them in your big ramp area.

17 MR. WUELLNER: Well it may be you  
18 misunderstood my answer. I don't think it's an  
19 additional concrete issue. What I -- what I see

20 it as is an operational issue on the layout of the

21 apron long term.

22 You're -- you're correct in what an aircraft

23 would do to -- to approach that and park. But

24 you've -- you've now almost -- you've created --

25 at some point you're going to have to deal with a

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 continuing access corridor you're going to have to  
2 provide to that ramp into that additional taxiway  
3 location --

4 MR. GEORGE: And what I'm saying --

5 MR. WUELLNER: -- permanently.

6 MR. GEORGE: What I'm saying is you already  
7 have to have a continuing access ramp to get an  
8 airplane to come in to turn and face toward the  
9 east to park.

10 MR. WUELLNER: No. This -- this apron is --  
11 is huge. I mean, it is not -- it's deceiving the  
12 way it's laid down. I mean, it's hundreds and  
13 hundreds of feet in length. And literally, they  
14 can be pulled in under their own power to the edge  
15 of the apron. My concern is if you -- do you have  
16 your -- the laser pointer there?

17 If you -- if you were to align parking in a  
18 logical long length format --

19 MR. GEORGE: Right.

20 MR. WUELLNER: -- you could -- you could  
21 literally tail in through this area all the way up  
22 and down (indicating). By creating a corridor  
23 through here, you've bisected the apron's utility  
24 in some form. I mean, you could taxi-lane it  
25 around the back. There are lots of ways to

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 address it long term, but all of them require  
2 additional -- or I should say reduce the total  
3 available apron area in some version.

4 MR. GEORGE: Yeah. So, I could have  
5 airplanes with their tails hanging over here --

6 MR. WUELLNER: In theory.

7 MR. GEORGE: -- and not have any right there  
8 and still have them there (indicating). So,  
9 you've lost the ability to park two airplanes.

10 MR. WUELLNER: But I've lost -- no, it's more  
11 than that, because you've -- then you've impacted  
12 perhaps the next row and your next row, depending  
13 on how you -- how you do your layouts.

14 MR. GEORGE: How do I get an airplane in here  
15 to put the tail? I've got to have a taxiway to  
16 get it here to turn it around. All I'm saying is  
17 that taxiway is still used by these people coming  
18 out. If there's a problem with it, then we solve  
19 it down the road.

20 MR. WUELLNER: It can. I'm just saying the  
21 consequence of doing that is -- is a loss of the  
22 apron capacity. But it's not -- you know, in the  
23 scheme of things, it's not the biggest issue  
24 you're going to face by any means.

25 MR. GEORGE: Yeah.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. GORMAN: Do both of you gentlemen like  
2 one concept over another, though, 1 -- 1 or 2? I  
3 mean, alternate 1 or alternate 2?

4 MR. BRUNSON: Mr. Chairman?

5 CHAIRMAN COX: Yes, sir.

6 MR. BRUNSON: What I'd like to hear is  
7 Staff's recommendation.

8 MR. GORMAN: Exactly. There you go.

9 MR. BRUNSON: Of these three, or a  
10 modification of the three. And then I have some  
11 questions. But I've already looked at this, and I  
12 know what I want to talk about. But I'd like to  
13 hear --

14 MR. WUELLNER: I think an -- an ability to  
15 expand and be as flexible as possible, I think  
16 alternative 2 is probably your better of the -- of  
17 the two. But I think you can still do, even if  
18 you desire a third access point onto that apron,  
19 you could still do it with 2.

20           It also has -- some of these single-sided Ts  
21           could be converted to 50 x 60's. You could -- you  
22           could finish the other side of this building with  
23           minimal impact on trees or extend the length, all  
24           of which gain a net, you know, something larger  
25           than 53 units over time.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           So, I -- I think in terms of flexibility,  
2           it's probably got more potential than 1.

3           CHAIRMAN COX: I like 2.

4           MR. WUELLNER: 3, I hate.

5           CHAIRMAN COX: Yeah.

6           MR. BRUNSON: Mr. Chairman, may I ask one  
7           question?

8           CHAIRMAN COX: Yes, sir.

9           MR. BRUNSON: It seems like this tree --

10          MR. WUELLNER: I can give you the -- the next  
11          slide.

12          MR. BRUNSON: Put alternate 1 up there.

13          MR. WUELLNER: There you go.

14          MR. BRUNSON: Okay. Well, this is a major  
15          tree (indicating).

16          MR. GEORGE: It's a quality tree.

17          MR. BRUNSON: Quality tree. Major tree.

18          What percentages, without getting shot --

19          CHAIRMAN COX: Laser beam him out.

20 MR. BRUNSON: What if that tree went away?

21 John, I know we want to save a tree.

22 MR. RODERICK: I -- I'm not armed.

23 MR. WUELLNER: Somebody's targeting you now.

24 MR. BRUNSON: And also, my business mind says

25 the T-hangars generate the money. So, you know, I

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 would like to -- I would like for us to look at  
2 that and get the impact on that, adding more  
3 T-hangars and generating more. And you could do  
4 that with alternate --

5 MR. WUELLNER: One, also.

6 MR. BRUNSON: -- 1 or 2. Same deal. But  
7 anyway, that's just something to think about.

8 MS. GREEN: But 2's going give you more  
9 availability to add on your one-sided hangars.

10 MR. WUELLNER: I think -- I think alternate  
11 2, this area alone has a potential of netting 10  
12 additional T-hangars --

13 MS. GREEN: Right.

14 MR. WUELLNER: -- with minor impact.

15 CHAIRMAN COX: Yeah.

16 MR. WUELLNER: Or upwards of 10. It may not  
17 be exactly 10. But, you know, that gets you up to  
18 that 60 number that, you know --

19 MR. BRUNSON: Yeah.

20 MR. WUELLNER: -- is certainly -- that's --  
21 60, by the way, is probably realistically the  
22 upper limit of what we even, in any concept,  
23 expect to be able to maybe build. And that will  
24 be really a function of bidding after -- after we  
25 get through. But, you know, somewhere between the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 50- and 60-unit mark is what's really doable under  
2 available funds.

3 So, when you get up there and look at 75, 80,  
4 90 units and locations, you -- you simply aren't  
5 going to fund that anyway right now.

6 CHAIRMAN COX: Mr. Gorman?

7 MR. GORMAN: So, can we, to put this to bed,  
8 simply because I do trust Ed's judgment on, you  
9 know, matters of -- these -- to an extent, we've  
10 had to move things around here, but can we -- or  
11 can I make a motion that we accept alternate 2  
12 with his design parameter changes?

13 CHAIRMAN COX: We need to get public comment.

14 MR. BRUNSON: Public comment.

15 MR. GORMAN: Right after public comment but,  
16 I mean, that's -- that's fine.

17 MR. GEORGE: The public might say something  
18 and you change your mind.

19 MR. GORMAN: That's true. I'm sorry.

20 CHAIRMAN COX: But we will -- we will  
21 certainly entertain motions after we hear public  
22 comment.

23 MR. GORMAN: That's fine.

24 CHAIRMAN COX: Was there any more board  
25 discussion? Did you have any points?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 Let's open it up to public comment then.

2 Mr. Holiday. That's you, Dan. Wake up.

3 MR. GEORGE: Might give him the mic.

4 MR. HOLIDAY: No, I've got -- what you said,

5 sir --

6 MR. WUELLNER: We've got to get you on tape.

7 That's not --

8 MR. HOLIDAY: Okay. Dan Holiday,

9 St. Augustine. I've been called a lot of things,

10 but I came to ombudsman. Ombudsman.

11 CHAIRMAN COX: Buds.

12 MR. HOLIDAY: Budsman. Budsman. I'm really

13 thrilled, really thrilled. I see we finally got

14 our oars in the water and we're all pulling in the

15 same direction. I can see it here in this room.

16 There's a lot of interest in this. Not just

17 me anymore, but we're all interested in this. We

18 all want to see this be done and done right. And

19 I see a lot of -- a lot of cooperation here and a

20 lot of concern.

21 I came up with hangar scheme 1A just for the

22 fun of it. And could we go to the 1 on here?

23 This is 2.

24 MR. WUELLNER: Yeah.

25 CHAIRMAN COX: There you go.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           MR. HOLIDAY: I'd like to see a couple of  
2           more hangars in here (indicating). I'd like to  
3           see this be brought out here a little bit. I'd  
4           like to see this be brought out (indicating).

5           That's, as you say, the one tree that we  
6           could agree on. This would really -- would  
7           really -- and the way -- the reason -- the reason  
8           I like this is taxiing around. You've got exits  
9           in here all over the place. I like that.

10          I have never, in the 40 years I've flown out  
11          of here, run into another plane coming down a  
12          taxiway until we had a control tower. That's  
13          okay.

14          MR. GEORGE: And you did run into one?

15          MR. HOLIDAY: I didn't run into one, but it  
16          was -- it was close. He was coming around the  
17          corner.

18          CHAIRMAN COX: That explains it.

19          MR. GEORGE: Not much of your three minutes

20 left. I'm sorry.

21 CHAIRMAN COX: Go ahead.

22 MR. HOLIDAY: I really like a modified 1A,

23 but that's okay; I can handle it, because I can

24 see we're -- we're going in the right direction.

25 More -- more T-hangars, saving as many trees as we

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 can, and with a real positive feeling of everybody  
2 putting their oars in the water and pulling the  
3 same way. I don't see anybody here getting really  
4 upset today. Okay. Thank you.

5 MR. BRUNSON: Thank you, Dan.

6 CHAIRMAN COX: Andrew, just out of curiosity,  
7 if -- if we -- if we expanded on 1, would we still  
8 be able to get another 10 to a dozen units in  
9 there without too much impact, do you think?

10 MR. WUELLNER: If you --

11 MR. HOLESKO: Yes, you can. There's a few  
12 areas that -- I need a laser pointer. Laser  
13 pointer?

14 CHAIRMAN COX: Get a laser pointer and hook  
15 it to the thing there, you know?

16 MR. HOLESKO: There's a lot of discussion  
17 about this -- this white area right here on the  
18 back of the apron between the apron and the  
19 hangars (indicating).

20           We plan on this being a drainage corridor of  
21           green space to carry water from the site down to a  
22           future pond which will be down in this area  
23           (indicating). So, just want to highlight that to  
24           you.

25           It's not as though we just decided not to put

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 anything in this area. That is -- that is planned  
2 to be a drainage corridor, and you see that on all  
3 of the alternatives. But certainly --

4 MR. WUELLNER: But you could culvert that,  
5 correct? I mean, it's not --

6 MR. HOLESKO: Yes, we could. No, it's not --  
7 it's not a stopper. We -- we can still make that  
8 work. Yes, if you want to head into this -- this  
9 area to the southwest here on the end of P to the  
10 west of R and -- and make this available,  
11 certainly you can get more units in that area.

12 CHAIRMAN COX: Thank you very much.  
13 Mr. Roderick?

14 MR. RODERICK: I got the plan and I walked it  
15 before the meeting, and I like 1 and 2 without a  
16 doubt. They're very sincere. Those are accurate  
17 marks of the tree. These are -- this is 50  
18 Roderick paces from here to here (indicating).  
19 And that's the -- that's the center of gravity in

20 military fashion. I bring my own pointer. Thank

21 you very much.

22 CHAIRMAN COX: Good show, old boy.

23 Mr. Martinelli?

24 MR. MARTINELLI: All I can say is carry on.

25 You're doing fine work. And we're coming to

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 solutions that are satisfactory to everyone.

2 CHAIRMAN COX: Very good. All right,  
3 gentlemen. Anybody else have any further  
4 discussion? Mr. Ciriello. I didn't see your name  
5 here. Sorry about that.

6 MR. CIRIELLO: I'll fill one out.

7 CHAIRMAN COX: You will fill one out, right?

8 MR. CIRIELLO: Yeah. Joe Ciriello. I'm not  
9 a horticulturist (sic), but I'm just wondering --

10 CHAIRMAN COX: A what?

11 MR. CIRIELLO: A plant person.

12 CHAIRMAN COX: Just teasing you. Go ahead.

13 MR. CIRIELLO: I just wondered if it's  
14 possible, forgetting the money part of it, to take  
15 any of these special trees, uproot them, and  
16 replant them without them dying. I mean, if -- if  
17 it would be possible, you could relocate some of  
18 these trees that are in a touchy position, and  
19 then maybe you could position yourself with some

20 taxiways or a few more hangars a lot easier than

21 even destroying that one tree.

22 CHAIRMAN COX: Andrew might know something

23 about that.

24 MR. HOLESKO: When we worked on the Phase 1

25 of the -- of the apron project, we did quite a few

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 tree relocations. There's two ways to do it. You  
2 can use a spade or you can use what's known as a  
3 root ball, which means you're actually going to  
4 dig a very large area, in some cases almost as big  
5 as this room, and crane that and put that on a  
6 truck.

7 Most of the large green circles, these,  
8 these, these this (indicating), the oak would  
9 probably be economically just simply not possible,  
10 the cost. They would all be root ball trees. The  
11 root ball prices in the first bid for the first  
12 phase ranged between \$35,000 and \$75,000 per tree.

13 The spade, the smaller trees, for example,  
14 these four maples right here (indicating), even  
15 though we're showing them taxiing them over, they  
16 will most likely being spaded and relocated on the  
17 project site. And there's probably 30 more  
18 candidates like this, some of these little trees  
19 throughout the site, that would be spaded and

20 relocated somewhere on the project site.

21 MR. WUELLNER: And those are inexpensive.

22 MR. HOLESKO: Yes, they cost in the vicinity

23 of \$500, \$750 per tree. So, we -- we do assume

24 that some of this would occur. But some of the

25 large ones, that maple, that maple, these three

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 oaks, that maple, this oak (indicating), you'd  
2 simply be getting into very significant costs  
3 again.

4 CHAIRMAN COX: And there is no guarantee the  
5 tree would live.

6 MR. HOLESKO: No.

7 CHAIRMAN COX: Because it's a real shock to  
8 cut --

9 MR. HOLESKO: But the first phase was -- was  
10 very successful.

11 CHAIRMAN COX: Let me get public comment.

12 MR. GEORGE: Okay.

13 CHAIRMAN COX: Mr. Jones?

14 MR. JONES: Can I look at number 2? Are you  
15 trying to save this spot right here for a purpose  
16 (indicating)? Like if you put another one here,  
17 you would have hangars here and here (indicating)?

18 CHAIRMAN COX: I don't think so. I think  
19 we're --

20 MR. JONES: You can have here to here?

21 CHAIRMAN COX: Right now, it's not in the

22 iteration, but the suggestion is that we expand

23 out this way for another --

24 MS. GREEN: Right.

25 MR. JONES: That's what I was saying. Are

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 you saving that for later future --

2 CHAIRMAN COX: Right.

3 MR. JONES: That's all --

4 CHAIRMAN COX: It just hasn't been presented  
5 here right now.

6 MR. JONES: That's what I was wondering. I  
7 know you could get a lot more hangars that way.

8 CHAIRMAN COX: Yeah. And I think that's just  
9 exactly what we're talking about --

10 MS. GREEN: Right.

11 CHAIRMAN COX: -- is expanding that out so  
12 that that iteration comes up to 60 or so total  
13 hangars. Yes, sir.

14 MR. SESONA: Al Sesona, North Boulevard.

15 In -- in a project like this, there's -- there's  
16 hundreds of considerations. And from an  
17 engineering standpoint, I can understand that you  
18 folks have put hundreds and hundreds of hours  
19 into, you know, moving this, that, and the other.

20 And as far as I'm concerned, I see a well-balanced  
21 approach here as far as, you know, functions are  
22 concerned and as far as traffic patterns are  
23 concerned.

24 Out of all of these people that are going to  
25 be housed here, how many are going to be backing

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 up and going forward at the same time? Number  
2 one.

3 And number two, is there -- I don't hear any  
4 mention of some assisted lighting, like traffic  
5 lighting or something of that order. This might  
6 be helpful in getting pilots to coordinate as to  
7 ingress and egress. These are my comments.

8 CHAIRMAN COX: Okay. Thank you very much.  
9 Mr. RauHofer.

10 MR. RAUHOFER: Yeah, Warren RauHofer, Ponte  
11 Vedra. It's real simple, because I operated out  
12 of an airport like this; if I was -- just landed  
13 and was taxiing down Foxtrot -- I think everybody  
14 can hear me. I have no problem with it usually.

15 If I'm taxiing down Foxtrot inbound to my  
16 hangar, I just make a courtesy call on a  
17 designated frequency. "This is Papa 21 at  
18 whiskey. I'm going for hangar P4. And anybody in  
19 the P4 alley --"

20 CHAIRMAN COX: Get out of the way.

21 MR. RAUHOFER: Yeah, "...get the hell out of  
22 my way."

23 MR. RODERICK: He second time he --

24 MR. RAUHOFER: Yeah. I'll shoot. Yeah, it's  
25 a -- it's a -- I mean, I understand what -- where

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 Buzz is going, and I understand we have to look at  
2 all of these things, but it's -- ground  
3 communications is -- is the way to solve that  
4 problem.

5 And I -- I'll tell you, fellows and girls and  
6 guys, we -- I tell you, not -- there's not a lot  
7 of people that are talking about these things when  
8 they build things in the government, and -- and I  
9 really -- I'm really proud to be St. Johns County  
10 resident, and the fact that we're -- we're really  
11 talking about leaving something for our children  
12 and leaving something for the people behind us,  
13 and it looks good. The bottom line is one thing,  
14 but beauty is another.

15 Thanks, guys. Appreciate it.

16 CHAIRMAN COX: And -- and ladies.

17 MR. RAUHOFER: And ladies. Guys -- guys are  
18 ladies.

19 MR. GEORGE: Guys are ladies.

20 CHAIRMAN COX: Reba? Public comment? Any

21 other comments from the public side? Mr. George.

22 Oh, I'm sorry. Yes, sir.

23 MR. LYLES: My name's Benny Lyles from

24 St. Augustine. A couple of these trees in here

25 that could be moved, even if we lost this tree

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 right here (indicating), I don't see why this  
2 couldn't be extended all the way down with a  
3 double all the way down. That's going to give us  
4 probably up to 60 hangars.

5 MS. GREEN: Right.

6 CHAIRMAN COX: That's exactly right.

7 MS. GREEN: Right.

8 MR. LYLES: Yeah. I didn't hear anybody  
9 mention this part right here (indicating). I  
10 thought it was just going to double this  
11 (indicating).

12 MR. BRUNSON: I did.

13 MR. LYLES: You did? And another -- another  
14 thing here that I looked at was possibly moving  
15 these two trees and doing hangars all the way down  
16 here (indicating), I mean, for future use, because  
17 I know you're only going to do 60 now, but...

18 CHAIRMAN COX: Right. And I think that  
19 probably that area is -- is available for

- 20 expansion in the future for several rows of
- 21 hangars or some -- possibly some office space,
- 22 incubator space.
- 23 Further comments, public side?
- 24 (No further public comment.)
- 25 CHAIRMAN COX: Mr. George?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 MR. GEORGE: Andrew, could some of these  
2 trees at a low cost be moved to the existing part  
3 of the field to make the existing hangars look a  
4 little bit better over there?

5 MR. HOLESKO: Yes. I'm sure there's areas  
6 where you can relocate some of those.

7 MR. GEORGE: Good.

8 CHAIRMAN COX: Is that it for comments on the  
9 T-hangar agenda item? Did we get Staff's  
10 recommendation?

11 MR. WUELLNER: (Indicating.)

12 MR. BRUNSON: Yes, we did.

13 CHAIRMAN COX: Yes, we did. Okay.

14 MR. WUELLNER: 2 plus --

15 CHAIRMAN COX: The Chair will entertain --  
16 what?

17 MR. WUELLNER: I said 2 plus.

18 CHAIRMAN COX: 2 plus. Okay. The Chair will  
19 entertain motions.

20 MR. BRUNSON: Mr. Chairman, I'll make the  
21 motion. I'll make the motion that we adopt  
22 alternate 2 with the modification to allow  
23 Andrew's company to look at the possibility of  
24 extending R and with the possibility of relocating  
25 that one tree and to -- to -- to allow that we

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 have at least 60 hangars in this initial project.

2 And if there's no objection to that motion by the  
3 engineer, I would ask for a second.

4 MR. GORMAN: I'll second that. Easily. It's  
5 a good one.

6 CHAIRMAN COX: Okay. We have a motion on the  
7 table and a second. Any discussion? Sir?

8 MS. GREEN: I just want to make sure when you  
9 say "extending that," it also means to look on the  
10 two-sided, as well, whatever we can utilize.

11 MR. GORMAN: Yeah.

12 MR. GEORGE: I would like to see that third  
13 taxiway be put in there in between O and --

14 CHAIRMAN COX: Are you talking about  
15 alternate --

16 MR. GEORGE: Talking about a taxiway into --

17 CHAIRMAN COX: Right. I see what you're  
18 saying.

19 MR. GEORGE: -- here, you know, and even

20 extending maybe two of the hangars there

21 (indicating).

22 At the same time, I would like to see this

23 motion identify that we would like this row of

24 porta-hangars developed into a ramp space for

25 future use, and if we don't make 60, put one of

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 alternative 3's hangars in.

2 CHAIRMAN COX: So, you're --

3 MR. GEORGE: What I'm saying is I'd like to  
4 modify it --

5 CHAIRMAN COX: Modify it?

6 MR. GEORGE: -- especially with this right  
7 here (indicating). Because if we don't identify  
8 it now, we're going to be fighting over, you know,  
9 well, the FBO goes over here and over here. Then  
10 all of a sudden, you've got the traffic. But why  
11 don't you just -- we've all looked at it right  
12 now. Why just solve it and say that's where the  
13 ramp space is going to go for flight school or for  
14 an FBO?

15 CHAIRMAN COX: I don't think it will meet the  
16 standards of space that we set in our minimum  
17 standards issues that we're talking about. I  
18 don't know how many square feet that would be, but  
19 I'm not sure if we're coming close to it.

20 MR. WUELLNER: After he started talking, I  
21 did just a quick calculation of the area, and  
22 you've got as much as 2.75 acres there, maybe.

23 MR. GEORGE: How much?

24 MR. WUELLNER: About 2.75 acres. That's  
25 including trashing "I" row, basically.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. BURNETT: Time out one second.

2 MR. GEORGE: "I" row --

3 MR. WUELLNER: That's J.

4 MR. BURNETT: Time out one second.

5 COURT REPORTER: Go ahead.

6 MR. WUELLNER: That's J. The port-a-ports  
7 are in J.

8 MR. GEORGE: Okay.

9 MR. WUELLNER: "I" would be the first. Yes.  
10 Right there (indicating). That whole area -- I  
11 think that area could be made to better use than  
12 it is certainly right now.

13 My -- my suggestion would be we look at what  
14 the feasibility -- because I think it's a bit  
15 expensive. I don't think it's astronomical, but I  
16 think it's a great next phase to look at taking  
17 the port-a-ports that are in that location in J  
18 row, moving them over to vacated areas that are  
19 currently in the D, E, and F rows, and create --

20 replacing that with a centered, perhaps as much as  
21 a 10-unit T-hangar that -- that could be placed  
22 there for additional T-hangars.

23 I think dimensionally, you're going to have  
24 problems with almost any other high traffic use  
25 because of the dimensions of it. I'd rather look

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 at some other spots with you and find a place to  
2 do a flight school or some of these others.

3 MR. GEORGE: I think that the staff is  
4 predisposed to putting an FBO out here  
5 (indicating).

6 MR. WUELLNER: I am. You're right.

7 MR. GEORGE: And I am trying my best to get  
8 that killed to get some -- I think we're going to  
9 have a lot -- a flight school and an FBO back  
10 here, the traffic is going to be horrendous coming  
11 in here.

12 If we can use this for a flight school  
13 ramp -- it doesn't have to be for a total FBO.  
14 All of that traffic which is in and out every day  
15 is not back into this area.

16 So, while all of the board members are on top  
17 of everything that's going on, I'd like that added  
18 to the -- to the motion.

19 CHAIRMAN COX: Go ahead.

20 MR. BRUNSON: Go ahead. He --

21 CHAIRMAN COX: Yes, sir.

22 MR. HOLESKO: I just want to add one -- one

23 comment. It is very important to note on the

24 concept of bringing in another taxi lane in this

25 area, to bring this taxi lane in, you're talking

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 about a width, once again, the 72 feet that you  
2 see right here between building and building  
3 (indicating).

4 To bring that taxi lane in here, I just want  
5 to let you know, one of two things would happen:  
6 You would -- you would probably begin to almost  
7 lose the end units here, or you would use this --  
8 this stand of maple trees (indicating).

9 And in terms of the quality of what you see  
10 out there, you've got this stand of oak and maple  
11 here and this one here (indicating) that are  
12 really the -- the most mature and nicest trees  
13 that you have. And I just -- if you -- if you  
14 direct to come in this area, you would just have  
15 to understand one of those things would go, that  
16 you would either lose hangars or you would lose  
17 those trees. I just want to make sure we're clear  
18 on that.

19 CHAIRMAN COX: All right.

20 MR. GEORGE: Adding a taxiway in that area

21 can always be done later.

22 MR. HOLESKO: Yes.

23 MR. GEORGE: So, let's go ahead with -- with

24 it without the taxiway, but keeping in mind that

25 if we have a traffic tie-up in there, there's our

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 solution.

2 CHAIRMAN COX: Well, here's -- here's what  
3 I'd like to suggest.

4 MR. GEORGE: Okay.

5 CHAIRMAN COX: Is instead of trying to modify  
6 that particular motion with add-ons and trying to  
7 break this up, let's -- let's agree on a basic  
8 scheme that we all agree -- you know, just  
9 basically. And then I don't disagree with your  
10 idea, but let's -- let's --

11 MR. GEORGE: Sounds good.

12 CHAIRMAN COX: -- table it till -- to the  
13 next meeting as a separate agenda item and move  
14 forward with it on that. Then we could attach it  
15 to this. You see what I'm saying?

16 MR. GEORGE: Okay. Mr. Chairman, can we not  
17 have two motions on one --

18 CHAIRMAN COX: Oh, absolutely.

19 MR. GEORGE: -- agenda item?

20 CHAIRMAN COX: Yeah.

21 MR. GEORGE: I agree with you; let's go ahead

22 and put this one to bed.

23 CHAIRMAN COX: Okay. There we go. So, we

24 have a motion on the table and a second. Any

25 further discussion?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 (No further discussion.)

2 CHAIRMAN COX: All in favor, say aye.

3 MR. BRUNSON: Aye.

4 MR. GEORGE: Aye.

5 MS. GREEN: Aye.

6 CHAIRMAN COX: Aye.

7 MR. GORMAN: Aye.

8 CHAIRMAN COX: All opposed?

9 (No opposition.)

10 CHAIRMAN COX: The ayes have it. The motion  
11 passes. It's hangar scheme number 2.

12 MS. GREEN: 2 -- 2A. 2 option.

13 CHAIRMAN COX: 2A, modified.

14 MR. GEORGE: Modified, R row modified.

15 MR. WUELLNER: Did Mr. George have another  
16 motion?

17 CHAIRMAN COX: You have another motion.

18 MR. GEORGE: Yes. Mr. Chairman, I would like  
19 to make a motion that we identify the area where

20 the porta-hangars are now as a needed public ramp  
21 area that could be used for a flying school, an  
22 FBO, or just transient parking right now that we'd  
23 get out. I'd like to see that added --

24 CHAIRMAN COX: Taxiway, transient parking,  
25 whatever it is. Access one way or the other.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 It's access or parking.

2 MR. GEORGE: Yes.

3 MR. GORMAN: This is a motion of yours?

4 MR. GEORGE: Yes.

5 MR. GORMAN: Can I modify that motion to make

6 it a study by the engineers? Because it's a bit

7 quick to finalize it unless it's doable.

8 MR. BRUNSON: Mr. Chairman --

9 CHAIRMAN COX: We need to see if there's a

10 second first so -- then we'll discuss it.

11 We have a motion on the table. Do I hear a

12 second?

13 (No second to the motion.)

14 CHAIRMAN COX: No second. The motion dies.

15 But let's -- I would like to ask Andrew about

16 that, anyway. What -- Mr. Gorman's question...

17 MR. HOLESKO: Yes, sir. We could bring back

18 an alternative layout of how to use that area.

19 MS. GREEN: Mr. Chairman, that would be -- as

20 the nonpilot here, I would like to know  
21 dimensions. I mean, I'd just want to know, if  
22 there's an overlay on there, what we actually can  
23 fit, if we need four acres or two acres or  
24 whatever.

25 CHAIRMAN COX: The director had a -- had a

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 good point, which was move the -- that section of  
2 hangar rows, and we could certainly utilize that  
3 space much better than it is being utilized right  
4 now. So, your -- your suggestion was to move  
5 those down to --

6 MR. WUELLNER: Yeah. I think if you got rid  
7 of J row, if you took the individual port-a-ports  
8 and moved them down to the D, E, F area --

9 CHAIRMAN COX: Yeah.

10 MR. GEORGE: You're saying take the  
11 individuals here and fill in where --

12 MR. WUELLNER: Fill in there, correct.

13 MR. GEORGE: -- where we pull those out.

14 MR. WUELLNER: Then you could place -- you  
15 could place a standard T-hangar there with  
16 dual-sided access, I think in what's left of the  
17 space. I think you could still make that work  
18 there. So, you could pick up ten additional  
19 locations for T-hangars.

20 MR. THOMPSON: Twelve.

21 MR. WUELLNER: Well, I think you've got -- I

22 understand what you're saying, but you've got a

23 limitation that would -- that would probably be

24 somewhat cumbersome to deal with, and that's that

25 location of that FAA -- they call it a BUEC

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 facility, but it's largely a -- and en route air  
2 traffic control relay facility that sits there in  
3 that other building, an antenna down there. It --  
4 it can be moved, but it -- that's a much bigger  
5 effort. I'm not sure it would be worth all of the  
6 hoopla to get it moved. But you certainly could  
7 get almost -- I think ten in there, probably.

8 CHAIRMAN COX: Was -- with all of that  
9 information in mind, I think maybe we could ask  
10 Passero to -- to study the issue. And if you  
11 wouldn't mind working with them closely on that,  
12 we can bring it back to the board maybe in  
13 September and move forward with that.

14 MR. GEORGE: Sounds good.

15 CHAIRMAN COX: All right. Andrew, thanks  
16 very much, sir. Appreciate it.

17 9.B. - ARFF STATION

18 CHAIRMAN COX: And I think we've got the next  
19 agenda item, is the -- is it the ARFF station?

20 MR. WUELLNER: ARFF station, yeah. Following  
21 the discussions we've had in the last few months  
22 over liability and indemnification related to the  
23 provision of ARFF services by Northrop Grumman to  
24 the airport, we began some discussions with  
25 Grumman about what they would like to see or what

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 would be most beneficial at this point in -- in  
2 dealing with the issue of all these fire rescue  
3 vehicles that -- that would be required on the  
4 airport being outside. And we've -- you've known  
5 for quite a while, we've had a grant project with  
6 Florida DOT to develop a fire station on the  
7 airport directly related to airport rescue and  
8 firefighting.

9 We're -- we're suggesting -- and the -- and  
10 the total budget, as the slide indicates, is  
11 approximately \$575,000 in construction. And we  
12 would -- we would like to suggest that maybe we  
13 approach this project as a design/build. It's  
14 been a while since we've done any design/build.  
15 It would -- it would move the project forward a  
16 little quicker, develop the project as a  
17 design/build. We're not approving \$575,000 to  
18 build anything at this point. It would simply be  
19 brought back to you for contract approval at some

20 point in the future when they get a chance to get

21 their arms around the numbers.

22 What we are suggesting the facility be at

23 this point is simply a garage facility. It would

24 not have offices or any other kinds of things with

25 it, other than perhaps some restrooms integrated

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 into it and maybe some, you know, storage inside  
2 the -- the unit. But basically, it's strictly a  
3 garage.

4 The feeling is that that would be adequate  
5 for everything we need to do in the foreseeable  
6 future. And in the event the airport's needs  
7 change related to fire rescue, it would likely be  
8 as a result of a change in the use of the airport,  
9 and any modifications that would be needed in the  
10 future would be eligible for federal funding at a  
11 rate of 97 1/2 percent again.

12 So, we would accomplish the short-term goal  
13 of putting everything under roof, and then if  
14 later on, you know, if something matures, we can  
15 go in there and -- and do it under a federal grant  
16 project. It's all, again, at 97 1/2, adding  
17 offices or training or any other thing that needs  
18 to be in -- in a building. And it can be located  
19 adjacent. They don't have to be contiguous

20 buildings.

21 CHAIRMAN COX: Staff's recommendation is that

22 we go with the design/build.

23 MR. WUELLNER: Go with the design/build.

24 CHAIRMAN COX: Right.

25 MR. WUELLNER: Pursue it as a design/build at

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 this point.

2 CHAIRMAN COX: Pursue --

3 MR. WUELLNER: In the event it can't be made  
4 to fit the budget or we need to do some wholesale  
5 changes, we'll -- we'll regroup at that point and  
6 do it as a -- as a bid/build approach at that  
7 point, so...

8 CHAIRMAN COX: Board discussion?

9 MR. BRUNSON: And -- and this -- this  
10 location that is shown --

11 MR. WUELLNER: I'm sorry. I could have shown  
12 you that.

13 MR. BRUNSON: -- above it, the seaplane  
14 agenda item is the location.

15 MR. WUELLNER: Yeah. I'm sorry. I didn't  
16 advance the slide. You're correct. It's --  
17 basically, this is the extreme north end of -- of  
18 the Grumman complex on U.S. 1 (indicating). This  
19 is the north end of 13/31, Taxiway Bravo 1 and

20 Bravo here (indicating). And it would be located  
21 generally in this area. We're still internally  
22 debating whether we need to construct a road cross  
23 there or not. My gut feeling is, no, we don't.  
24 But we would certainly need access here  
25 (indicating).

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           In the future -- just the reason that  
2           location was good is that in the future, should  
3           the County jump on board and -- and provide ARFF  
4           services, it does have a fairly easy way to  
5           connect to U.S. 1 and -- and make that a community  
6           station, should that change of direction occur in  
7           a couple of years.

8           CHAIRMAN COX: Or any other kind of support  
9           for the airport.

10          MR. WUELLNER: Exactly. At this point, it  
11          wouldn't require road access at all because of the  
12          nature of it, so...

13          MR. BRUNSON: That was my question, is that  
14          when's the last discussions with the County and  
15          Bobby Hall on that facility?

16          MR. WUELLNER: I've spoken to the County  
17          Administrator in the last -- Commissioner Bryant  
18          put us together. And the general feeling of the  
19          County is that they're not -- they're so dealing

20 with other growth matters in the county, that  
21 they're -- they're about two -- two years or more  
22 from being able to meaningfully discuss how they  
23 could -- could help us.

24 MR. BRUNSON: Okay.

25 MR. WUELLNER: So, we need to deal with it

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1       sooner than that or risk all the grant money

2       that's involved.

3           CHAIRMAN COX: Mr. George?

4           MR. GEORGE: I think it -- my first thought

5       is that the location of it is about as far away

6       from where all the air traffic is and where the

7       landing is that we could possibly get it.

8           MR. WUELLNER: That's a -- that's a great

9       question. And -- and in order to -- to site a

10       station, one of the key components of that is what

11       they call time of response. And it's a

12       requirement under Part 139 to be able to do

13       certain things. And one of the -- the major

14       component of that is from time of alarm to time of

15       reaching the midpoint of the longest runway and

16       being able to put -- put chemical out has to be

17       accomplished within three minutes of that alarm.

18           And literally we ran those test runs with

19       Northrop Grumman, and they're approximately

20 two-minute intervals. So, the -- the time is  
21 great. It meets the standards for 139.  
22 And -- and I think in terms of ease of site  
23 development, there are some other sites that would  
24 be great, but there are no utilities serving it,  
25 no nothing. And when you -- you look at those --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 those wholesale extensions of utility lines at  
2 this point for water, sewer, electric out to the  
3 infield locations, you could argue are much  
4 better. You're -- you're eating a budget. You  
5 may not even get a building built for those kind  
6 of dollars. So, that's -- that's why.

7 If FAA determines in a few years a better  
8 location, they'll build a station. So, you know,  
9 I like the sound of 97 1/2 percent funding.

10 CHAIRMAN COX: Yeah, me, too. Any further  
11 board discussion?

12 (No further board discussion.)

13 CHAIRMAN COX: Any public comments on this  
14 agenda item?

15 (No public comments.)

16 CHAIRMAN COX: I will entertain a motion.

17 MS. GREEN: Make a motion to accept Staff's  
18 recommendation for the design/build.

19 CHAIRMAN COX: Have a motion.

20 MR. GEORGE: Second.

21 CHAIRMAN COX: We have a second. Any further

22 discussion?

23 (No further discussion.)

24 CHAIRMAN COX: All in favor, say aye.

25 MS. GREEN: Aye.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. BRUNSON: Aye.

2 MR. GEORGE: Aye.

3 CHAIRMAN COX: Aye.

4 MR. GORMAN: Aye.

5 CHAIRMAN COX: All opposed?

6 (No opposition.)

7 CHAIRMAN COX: The ayes have it.

8 9.C. - SEAPLANE - BID AWARD

9 MR. WUELLNER: Okay. Next item I've got for

10 you is the seaplane ramp or seaplane area

11 improvements.

12 You're probably all aware from some of the

13 budget discussions we had in the -- over the last

14 few months that we're running out of time to deal

15 with the issue of the seaplane project and the

16 grant. We have successfully convinced FDOT on the

17 merits of this project, that we can -- we need

18 another five -- five minutes -- five months to

19 complete this project. The project as bid is

20 about a 30- to 45-day project.

21 We have developed the project. Passero did  
22 the design. We have bid the project. We had one  
23 bidder. The bid came in at almost \$600,000. We  
24 have worked with that contractor and negotiated a  
25 reduced scope of the project that includes quite

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 simply a small amount of docking and a single lift  
2 capability for a seaplane; the provision of water  
3 to the site, fresh water for the ability to rinse  
4 a seaplane; and the ability to get fuel to an  
5 aircraft that's out there.

6 That reduced scope of work brings the project  
7 to about \$322,010 with a company called Worth  
8 Contracting in Jacksonville. It certainly fits in  
9 the maximum project allowance of \$350,000 at this  
10 point.

11 And it would be our recommendation to at this  
12 point go ahead and award the project. Let's  
13 get -- get that underway and get this project  
14 completed and -- and closed out with FDOT within  
15 this five-month deadline that we have.

16 Otherwise, that money is going back to FDOT.  
17 And I'm not trying to force a project down you.  
18 But the understanding here is if you don't do the  
19 project under this, that money will go back to

20 Florida DOT generically. It will not be made  
21 available back to this airport again. It will go  
22 to fill some other need in -- in the state.

23 CHAIRMAN COX: All right.

24 MR. WUELLNER: So, it's do it or lose it at  
25 this point. We're out of time. We've dragged

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 this project for I think five years now, it's  
2 been -- it's been under grant. So, we're -- we're  
3 at the end.

4 CHAIRMAN COX: Yes, ma'am.

5 MS. GREEN: I don't remember off the top of  
6 my head. What is our contribution to this?

7 MR. WUELLNER: There again, keep forgetting  
8 to put the...

9 Basically, it's a pier here --

10 MS. GREEN: Right.

11 MR. WUELLNER: -- and -- and a finger  
12 extension and a lift at this location  
13 (indicating). It includes rehabbing the center  
14 section of the seaplane ramp; demoing the two  
15 wings that are out here, using that riprap  
16 material to stabilize -- if you've been out to  
17 that location, that is a fairly eroded area around  
18 the ramp. Restabilizes that area. We'd use the  
19 Grip-Flex product to just reseal the original

20 concrete area, which will eliminate all the extra  
21 pavement markings and sealing and all that that  
22 was out there. Our contribution, I believe this  
23 is an 80/20 project.

24 MS. GREEN: Grant 80, us 20?

25 MR. WUELLNER: Yes. I'd have to check. I'm

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1       sorry. I don't know that.

2           MR. BRUNSON: That's what you told me today.

3           MR. WUELLNER: I usually put that on my

4       slide. Is that what it is, 80/20? I believe it

5       is 80/20.

6           CHAIRMAN COX: If -- if any of the members

7       haven't been out to that site, I would urge them

8       to go take a look at it. It's an interesting

9       situation. You have a comment?

10          MR. WUELLNER: We have also substituted --

11       I'm sorry. One more second. We have also

12       substituted, there were a few wooden -- wooden

13       deck components or wooden dock components in the

14       original. All of that has been substituted in

15       that price to a concrete pier with aluminum

16       structure to -- to provide for a longer use

17       facility than it would have been in wood.

18          CHAIRMAN COX: Mr. George?

19          MR. GEORGE: How many seaplane operations do

20 we have in a given time period?

21 MR. WUELLNER: I'm told currently, because of

22 the lack of facilities, it's in the neighborhood

23 of a dozen a year.

24 MR. GEORGE: A dozen a year?

25 MR. WUELLNER: But that's only because you

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 have a seaplane -- a saltwater seaplane location  
2 and a lack of facilities to get the aircraft out  
3 of the water to service the aircraft. Because  
4 currently you're going through sensitive marsh  
5 area to do anything with that aircraft.

6 So, it -- part of the lack of business has --  
7 has been attributed to the -- to saltwater and  
8 inability to get to the aircraft.

9 MS. GREEN: Well, the closest operations we  
10 have, how many do they have?

11 MR. WUELLNER: Well, the only salt --

12 MS. GREEN: Daytona --

13 MR. WUELLNER: Correct me if I'm wrong; the  
14 closest saltwater location is Miami?

15 MR. COOPER: Yeah.

16 MR. WUELLNER: There are a couple of  
17 freshwater locations. Flagler has one. It's a  
18 very busy flight school location for that.

19 MR. GEORGE: Yeah, but only flight school.

20 It's on a lake.

21 MR. COOPER: Can I make a comment about that?

22 MR. WUELLNER: Like to try and stop you.

23 MR. COOPER: You know that works. I never

24 pass up those opportunities. I put the seaplane

25 operation in at Flagler, and at the time I put it

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 in, there was zero seaplane operations. I  
2 expected to get something in the 20 to 30 a month.  
3 I put it in, and within three months, I had two  
4 seaplane schools operating there that became my  
5 biggest customer, my biggest fuel customers, and  
6 the operations were over 500 ops per month. It  
7 went from 0 to 500 per month in less than six  
8 months.

9 And so, I would urge you not to base a  
10 decision based on how many ops you have now. I go  
11 out and talk to all the seaplane operators, and  
12 they all complain about -- in fact, I have  
13 actually taken some from the seaplane to the  
14 hospital that stepped off the floats into an  
15 oyster bed, because that's the closest they could  
16 get to the -- to the shore, and cut their feet all  
17 open.

18 So, we need to either improve the facility or  
19 close the facility. We -- we don't want to

20 operate it like it is.

21 CHAIRMAN COX: Go ahead.

22 MR. BRUNSON: Ed, was that -- Flagler, was

23 that freshwater?

24 MR. COOPER: That was freshwater.

25 MR. GORMAN: Two short comments. One, the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 ability for the larger seaplanes to use saltwater  
2 is there. In other words, because they have a  
3 tremendous length to the Intracoastal Waterway so  
4 that you can land some of the larger seaplanes  
5 there.

6 Two is this has been a seaplane base for  
7 years and years and years, ever since the  
8 inception of the airfield.

9 CHAIRMAN COX: I've got just a minor comment.  
10 I've got -- I am continually asked about when the  
11 seaplane ramp will be in position to be utilized  
12 by seaplane or floatplane operators. So, you  
13 know, you can't -- can't utilize it if it's not  
14 really in the shape to use. Your comment?

15 MR. GEORGE: I have used the seaplane ramp  
16 that you have down in Flagler, and I used it for  
17 lessons and all of that sort of stuff, and I will  
18 bet you that it did not cost 10 percent of  
19 \$322,000 to put that ramp in. It's basically a --

20 I don't need any comments, okay? But it's  
21 basically a wooden dock that's floating there, you  
22 know, and -- and a ramp space.  
23 I would think that any -- that if we're going  
24 to spend \$322,000 for somebody to come in, 45  
25 days' work, I think we're just overbuilding this

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 thing.

2 For instance, why put the -- why put the  
3 hoist in until we know what the traffic is? Maybe  
4 it could be because the grant money's available  
5 now. But I'm -- I'm not really gung-ho about  
6 spending, you know, the Department of  
7 Transportation's money just because it's  
8 available.

9 CHAIRMAN COX: Well, you get into that which  
10 came first, the chicken or the egg argument.

11 MR. WUELLNER: This is one of those.

12 MR. BRUNSON: Ed, I think everybody on the  
13 board knows my thoughts on it. This is an  
14 extremely hard one, because this is kind of like  
15 adding to our infrastructure. And -- and it's a  
16 real plus. But I just do not support spending  
17 this money with what I think will be the  
18 operations for this saltwater ramp. That's just  
19 how I feel.

20           And it's a hard one, because I know it would  
21           be nice to have seaplanes come in here, and it  
22           would be nice to say that we have a seaplane ramp.  
23           And I know it would be nice to say this to all my  
24           pilot buddies that I voted for it, but I'm not  
25           going to support this.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 CHAIRMAN COX: Jack?

2 MR. GORMAN: One last comment. Is it  
3 possible to combine the two? Because both  
4 Mr. Brunson and Mr. George have -- have serious  
5 concerns of what these things cost. Is it  
6 possible to just make a decent dock out there  
7 using the grant money and let it be? Saving --  
8 saving overall federal tax dollars? I mean, as  
9 long as we have a usable dock --

10 MR. BRUNSON: State.

11 MR. GORMAN: We have nothing now.

12 MR. WUELLNER: We'll have to let --

13 CHAIRMAN COX: Have you been out to it?

14 MR. GEORGE: Needs to be trashed or fixed.

15 MR. GORMAN: Yeah. Exactly.

16 MR. HOLESKO: The actual floating pad  
17 components are approximately \$30,000, which is a  
18 manual lift that would bring the aircraft out of  
19 the water. The other cost is really a very

20 fixed -- you're talking obviously tidal location,  
21 very different than a freshwater location. And  
22 really, you are putting in concrete and pilings  
23 similar to a marina. You're building very similar  
24 dockage to what you'd be building on a marina.  
25 So, there's not a lot to be saved, other than the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 cost of the floating dock system, approximately  
2 \$30,000. Of their estimate, \$290-, \$290,000 would  
3 still -- would still be there.

4 MR. GEORGE: I have three neighbors that are  
5 in the process of putting docks in right now with  
6 concrete pilings, and they didn't spend a hundred  
7 thousand dollars on their docks.

8 MR. HOLESKO: I understand.

9 CHAIRMAN COX: I'm -- I'm a strong proponent  
10 of improving the seaplane ramp, and I -- and I  
11 think in following what Ed had to say about the  
12 next closest, saltwater anyway, seaplane  
13 availability is Miami.

14 I think in fact that what would happen when  
15 we do this, and also keeping with Bryan's  
16 position, is once we put it in and it becomes  
17 available to -- it will serve -- be able to  
18 service seaplanes all the way up to the Pan Am  
19 Clipper type, almost. So -- and they've got the

20 long length of the intracoastal to land on it  
21 and -- and get over here and taxi up to. It'd be  
22 a nice dock to be able to come in and fuel and get  
23 water.

24 I think we would realize, at the very least,  
25 several hundred operations a month once it gets up

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 and running, everybody knows that it's there and  
2 it's advertised on the charts and -- and in AirNav  
3 and all of those other places of yours.

4 Go ahead, Ed.

5 MR. WUELLNER: A couple of points. It's --  
6 the scope here is a little beyond just the dock.

7 CHAIRMAN COX: Right.

8 MR. WUELLNER: So, you've got to understand  
9 that part. If we do nothing out there and  
10 basically return the grant funds as they are  
11 today, you're still left with the erosion problem  
12 that's going on around the existing seaplane ramp,  
13 whether -- you know, if you're giving up the idea  
14 of the seaplanes completely, that's -- that's one  
15 thing. But if you're intending to continue to use  
16 what you have, you're going to have a problem.

17 MS. GREEN: And that --

18 MR. WUELLNER: You really already have one.

19 MS. GREEN: For repair, there's going to be a

20 cost, too.

21 MR. WUELLNER: There's a cost to that.

22 MS. GREEN: Right.

23 MR. WUELLNER: There might -- I'm kind of

24 putting him on the spot, because he probably

25 didn't even bring those kind of -- that kind of

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1     breakdown.  But I'm -- I'm a little curious, or  
2     maybe it would help them understand, how much is  
3     related to the improvement related to dock,  
4     dockage, walkway, lift, as compared to rehabbing  
5     the core structure of the seaplane, the -- the  
6     demolition, the riprap, the resealing, the -- the  
7     clean-off of the -- of the ramp itself?

8           MR. HOLESKO:  Some of the -- some of the  
9     actual upland rehabilitation items were taken out  
10    when we negotiated from \$600- down to \$300-.

11          MR. WUELLNER:  Right.

12          MR. HOLESKO:  And I simply don't have those  
13    figures in front of me.  But they're -- they're  
14    both significant figures.  The seaplane figures  
15    and the rehabilitation figures are both several  
16    hundred thousand dollars each.  I don't know  
17    the -- the numbers off the top of my head.

18          MR. WUELLNER:  Okay.

19          CHAIRMAN COX:  Go ahead.

20 MR. GORMAN: And just to clarify, what's our

21 cost?

22 CHAIRMAN COX: Sixty-four thousand dollars.

23 MR. GORMAN: Okay.

24 CHAIRMAN COX: Sixty-four thousand dollars

25 for \$350,000 worth of work to -- I think it

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 would -- it would be a tremendous improvement to  
2 the infrastructure to the airport. Go ahead.

3 MR. GEORGE: Is there some way that we can go  
4 back and relook at the modifications to this paint  
5 shop -- I'm sorry, this dock, to maybe cut the  
6 scope of it down? But also, what about the guys  
7 that are building docks with concrete pilings in  
8 St. Augustine? Did they -- were they requested to  
9 bid?

10 MR. WUELLNER: Yeah.

11 MR. HOLESKO: And not only requested, but  
12 we -- we met with them. We stood on those same  
13 private docks that you talked about and looked at  
14 what construction was in the area. Matt and other  
15 people from our staff literally met with them,  
16 showed them what we were doing. They were all  
17 invited to bid. And simply what they would  
18 install a private dock for is not what they're  
19 going to bid on for a municipal project. The

20 costs are higher.

21 MR. GORMAN: Did that upland rehabilitation

22 scenario consider what -- what they are bidding,

23 though? In other words, if it was put out for bid

24 again without the upland rehab, would that --

25 MR. HOLESKO: Yes.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. GORMAN: -- be totally different?

2 MR. HOLESKO: But this particular contractor  
3 is -- is very experienced and very, very good at  
4 both. We have done work with the contractor  
5 before.

6 CHAIRMAN COX: Any further board discussion?  
7 I need to open up to public discussion.  
8 Ms. Ludlow? Yes, ma'am.

9 MS. LUDLOW: Hi. My name is Reba Ludlow, and  
10 I was not going to speak; however, I want to say  
11 that I totally disagree with Randy Brunson and  
12 Buzz George. I think a seaplane ramp would be  
13 very, very beneficial to our airport. I don't  
14 believe in just propping it up. I think that's a  
15 waste of time.

16 I am of the belief that if you build it, they  
17 will come. We are a unique airport. We need  
18 this. We will bring everybody in. We will close  
19 up Flagler. We will close up everybody, because

20 they'll all come here. We have more here to offer

21 at this airport than anybody has for a seaplane

22 ramp.

23 And it just -- \$64,000? Big deal, you know?

24 And we get -- we get the government money, spend

25 it. Use it for something good to benefit the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 airport.

2 CHAIRMAN COX: Thank you, dear.

3 MS. LUDLOW: That's all I have to say. But I  
4 will say more.

5 CHAIRMAN COX: You guys just got spanked.  
6 Further public comment, please. Yes, sir.

7 MR. THOMPSON: Hard act to follow. Mike  
8 Thompson. I live in Fruit Cove. Many of you know  
9 I'm pretty heavily involved with AOPA. And last  
10 year an issue came up, and someone wrote our mail  
11 list and said we need to have a gathering where we  
12 can have land planes and seaplanes by association.  
13 Approximately 60 aircraft come each year, yada,  
14 yada, yada. Well, boy, I jumped up with my -- big  
15 kid on the back row, "Have I got the place for  
16 you." And I hadn't any more than proposed that  
17 than somebody else jumped in and said, "I've been  
18 to that seaplane base and it sucks."

19 CHAIRMAN COX: Yeah.

20 MR. THOMPSON: So, I don't know anything  
21 about it. Never seen it. Probably wouldn't  
22 recognize one if I had to. But it did cost us the  
23 ability to compete for what could have been a very  
24 nice gathering and would have spilled far beyond  
25 the airport border. Thank you.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 CHAIRMAN COX: Thank you very much, sir.

2 Mr. Jones?

3 MR. JONES: Yeah, I was just curious. When  
4 you were talking about the Intracoastal Waterway,  
5 how is that that you use that with the planes? I  
6 mean, you just land it there? You don't have to  
7 police it?

8 CHAIRMAN COX: Once you get into the air  
9 traffic control space, of course, you have to get  
10 up with the tower. They have to --

11 MR. JONES: Right. What I'm talking about,  
12 is there any policing with the boaters or boater  
13 traffic going through there?

14 CHAIRMAN COX: You become a boat once you get  
15 on the water.

16 MR. WUELLNER: See and avoid.

17 MR. JONES: See and avoid. Okay. I was just  
18 curious how that operated.

19 MR. GORMAN: It's a huge area. It really is

20 a big area.

21 CHAIRMAN COX: It's very -- yeah, it's wide.

22 Yes, sir.

23 MR. SESONA: I've lived at the end of 13/31

24 since 1974. I don't think there's anything that

25 takes off or lands that I don't hear or see.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           In all this time, without any stretch of my  
2           imagination, if I had seen 30 seaplanes land in  
3           that entire length of time, I'd be very generous.  
4           Furthermore, I'm of the opinion that most  
5           seaplanes, smaller-type seaplanes can land either  
6           on water or land, can't they?

7           CHAIRMAN COX: About a 50/50 deal now.

8           MR. SESONA: Fifty/fifty? I think the  
9           large-type aircraft that solely lands on water,  
10          you might see down around the Miami area, it goes  
11          island to island and handles that kind of  
12          transportation.

13          I don't want to sound totally negative, but  
14          one of my biggest beefs about the airport is  
15          careless spending, and I think this would be one  
16          of those projects. The money isn't that much, but  
17          if you wanted to show our community in general  
18          that you're just not going after grant money for  
19          the sake of going after grant money, this would

20 probably be one of those that you give back.

21 Thank you.

22 CHAIRMAN COX: Sir?

23 MR. MARTINELLI: If -- I don't know if any of

24 you folks have been up to Anchorage, Alaska at the

25 Anchorage airport up there, but that's an

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 excellent example of a very, very busy seaplane  
2 base right next to an international airport.

3 And if you stop and think about it, the  
4 only -- the only place in Florida right now is  
5 either Miami or here for that kind of an activity.

6 And talking about going to the islands, we're --  
7 we're seeing a migration. It's a slow migration  
8 of activity, of population, of style of homes,  
9 style of living from South Florida right to our  
10 own backyard here.

11 And I think that we would be ahead of the  
12 game if we had this seaplane facility, because  
13 down the road, there'll be seaplane activity from  
14 here to the islands, because the islands can't  
15 afford to have the runways and -- and the  
16 facilities for land-based airplanes that we have.  
17 So, a true multimodal operation could exist right  
18 here.

19 CHAIRMAN COX: Mr. Holiday?

20 MR. HOLIDAY: Ditto. Walker Key, I believe  
21 right now, is our closest Bahamian thing, and I  
22 think that airport's - I don't know if it's closed  
23 now or not, but to my knowledge, is it closed? Do  
24 you know if it's closed? Walker?  
25 MR. GEORGE: No, it's not closed.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. HOLIDAY: It's not closed? Okay.  
2 Because Daytona Beach right now, and New Smyrna,  
3 have regular vintage aviation running down to the  
4 Abacos.

5 CHAIRMAN COX: Right.

6 MR. HOLIDAY: And you really don't -- I mean,  
7 I do, because I do it all the time. But you can  
8 lit out of here and I can be in Marsh Harbour in a  
9 couple of hours in my plane. So, you can imagine  
10 what commercial aviation can do. There's a  
11 very -- I think there's a need for it. I'm not --  
12 you know. Anyway, thank you.

13 CHAIRMAN COX: Mr. RauHofer?

14 MR. RAUHOFER: Real quick. Real quick, we're  
15 spending a miniscule amount of money for a  
16 possible quite a bit a lot of money, income coming  
17 in. And we're talking about income, revenue  
18 coming into the airport. And look what the  
19 airport -- I mean, the defense rests.

20 MS. GREEN: Yeah.

21 MR. RAUHOFER: Or the offense, whichever I

22 was.

23 CHAIRMAN COX: Do we have another?

24 MS. BARRERA: Hi. My name is Kelly Barrera,

25 and I'm from Ponte Vedra. One thing I'd like to

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 ask for all of you to consider is from the  
2 research I've done, St. Augustine is a tourist  
3 destination. And as such, from the research I've  
4 done, the amount of tourists that we get in Ponte  
5 Vedra is 48 times the population. As a tourist  
6 destination, tours and air tours are very popular,  
7 as we have with the helicopter tours here on the  
8 field.

9 I'm wondering, not only from the flight  
10 instruction that you would get from Jacksonville,  
11 how much more tourism you'd get if you offered  
12 seaplane tours. Just a thought.

13 CHAIRMAN COX: Reba?

14 MS. LUDLOW: Do I get to talk twice?

15 CHAIRMAN COX: You can talk as long as you  
16 want. Three minutes.

17 MS. LUDLOW: I did. Do I have to sign up  
18 again? All I want to say is we did -- we did --  
19 who looked at the feasibility study? We have

20 \$50,000 in this feasibility study that has proven  
21 what it will do for our airport, I mean, has  
22 proven. We don't need to give the money back. If  
23 you haven't seen any planes in how many years, 30  
24 years or whatever, they can't get there. I mean,  
25 they cannot get in here.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           So, we know people that would like to come in  
2           here, and they cannot get in here. That's why you  
3           have not seen any planes coming in. That's all I  
4           have to say. Maybe.

5           CHAIRMAN COX: Any further public discussion?  
6           Any other public comments?

7           (No further public discussion.)

8           CHAIRMAN COX: Back to the board. Further  
9           board discussion?

10          MR. BRUNSON: The only thing I'll --

11          CHAIRMAN COX: Yes, sir. Go ahead.

12          MR. BRUNSON: One thing I'll say is that  
13          \$330,000 is -- is a lot of money. Sixty thousand  
14          is a lot money. And -- and I just truly believe  
15          that we will get seaplanes landing here, but I  
16          don't think it will -- I think it will be a losing  
17          proposition. And that's just the way I feel about  
18          it.

19          I think that most of the people that come in

20 here with seaplanes can land on the runway. Sure,  
21 it would be nice to have. But that's just the way  
22 I feel about it. And I know that my close friends  
23 are -- are against me on this, but that's just how  
24 I feel.

25 CHAIRMAN COX: You mean your used-to-be close

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 friends.

2 MR. BRUNSON: Used-to-be close friends.

3 Yeah.

4 CHAIRMAN COX: Did you have another comment?

5 MR. GEORGE: I make a motion that we accept

6 the bid.

7 MS. GREEN: I second.

8 CHAIRMAN COX: There is a motion on the table

9 and a second. Any discussion on the motion?

10 (No discussion.)

11 CHAIRMAN COX: Okay. All in favor, say aye.

12 MS. GREEN: Aye.

13 MR. GEORGE: Aye.

14 CHAIRMAN COX: Aye.

15 MR. GORMAN: Aye.

16 CHAIRMAN COX: All opposed?

17 MR. BRUNSON: No.

18 CHAIRMAN COX: The ayes have it, and we move

19 forward with Staff's recommendation.

20 Next agenda item, budget discussion. We're

21 up to budget discussion.

22 MR. WUELLNER: Just a second.

23 CHAIRMAN COX: Budget discussion?

24 MR. WUELLNER: Apparently I'm not smart

25 enough.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. BRUNSON: Mr. Chairman, I apologize. As

2 I said, I have to leave.

3 CHAIRMAN COX: Yes, sir. All right. Thank

4 you very much. Appreciate your time. You need to

5 have another phone with you, don't you?

6 (Whereupon, Mr. Brunson leaves the meeting.)

7 9.D. - BUDGET DISCUSSION

8 MR. WUELLNER: I'm sorry. I was bringing up

9 the spreadsheet for the budget and I grabbed the

10 wrong one. I was in the wrong year. Story of my

11 life.

12 All right. All Staff was intending to try

13 and get accomplished today were last-minute inputs

14 into the budget while it's still in a largely

15 draft form and prior to the two public hearings

16 scheduled for next month. This is your last

17 regular meeting where input could be provided to

18 Staff related to budget.

19 In summary of where I think we are at this

20 point in the year is we have made the adjustments  
21 as y'all have provided the information earlier in  
22 the -- in the budget process. We have held -- or  
23 we're showing ad valorem proceeds in the budget  
24 now at the current millage rate, which escalates  
25 the ad valorem component from \$3.37- current year

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 to \$4.456 million. Total budget, as anticipated  
2 right now, is about \$13.5 million.

3 Largely, there have been no significant  
4 changes. I did point out to the treasurer, and I  
5 have not shared that with you, that the iteration  
6 before this had an error in what would have been  
7 the carry-forward money from this year to next  
8 year of about, round numbers, about \$700,000. It  
9 was not in our favor. It was just simply a  
10 calculation error where, when we did these column  
11 summary and the worksheet, it failed to grab a  
12 particular cell and add it in there, and upon  
13 checking later, we've made that correction, so  
14 it's been reflected or, you know, properly stated  
15 within the budget now.

16 The -- at the end of the day, this provides  
17 approximately \$1.2 million in reserves at the  
18 conclusion of the -- of next fiscal year, would  
19 provide for approximately \$325,000 in capital

20 equipment, and about \$10 million in capital

21 construction over the period.

22 There was a small adjustment based on

23 information we've gotten since the last iteration,

24 and we made that adjustment in the -- under the

25 personnel side under benefits. It was a change in

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 the rate of -- I believe it was workers' comp.  
2 It's about a \$5,000 increase over the previous  
3 year. So, it's -- it's been updated to reflect  
4 that.

5 Right now, total budget, as we -- we have it  
6 now, would reflect about \$13.5 million at ad  
7 valorem rate, continuing ad valorem rate of this  
8 year of .2055. So, if there are details or  
9 specific things you want to look at, this is a  
10 great time to do that.

11 We're hoping to have a cleaner -- begin to  
12 see a cleaner version of this beginning for the  
13 budget hearing on September 11th. You have -- at  
14 5:01. So, that will begin one of the two, first  
15 of two public hearings that will lead eventually  
16 to the final adoption of a budget.

17 CHAIRMAN COX: There is a comment that I  
18 would like to make concerning the budget, but more  
19 specifically the millage rate and the TRIM millage

20 rate that we voted on or adopted at the last,  
21 what, two meetings ago?  
22 I've gotten several phone calls recently,  
23 because people received their tax bills, and it  
24 says on their tax bill that the airport increased  
25 their taxes, which is not true by any stretch of

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 the imagination.

2 I'd just like to make a comment on that so  
3 that everybody understands and that in the record,  
4 it's -- it's focused as to what the airport  
5 actually has done. In an attempt to clarify TRIM  
6 notices that indicate double digit tax increases  
7 for the Airport Authority, we would like you to  
8 please understand that the Authority is  
9 maintaining the same rate as last year of .2055  
10 mills, maintaining the same rate as last year.

11 The Airport Authority is not raising taxes to  
12 individual residents of St. Johns County. The tax  
13 increase as identified in the TRIM notices reflect  
14 two local phenomenons. One is the tax base  
15 expansion due to the new construction and the  
16 increase in the appraised tax value of each of our  
17 homes and businesses.

18 Keep in mind that the airport hosts state and  
19 local law enforcement air units, facilitates the

20 requirements of emergency medical evacuations, and  
21 serves as a base of operation for emergency  
22 response units called to service in situations  
23 such as hurricanes, search and rescue missions,  
24 and brush and forest fires.

25 The airport is essential to the county's

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 largest for-profit company, Northrop Grumman  
2 Company, or Corporation, and in providing for  
3 local economic impacts, Northrop Grumman provides  
4 for local economic impact in excess of 1,500 jobs  
5 and \$150 million in revenue.

6 The airport serves as a vital link and  
7 gateway for the business base of St. Johns County.  
8 As we continue to reach our financial independence  
9 goals, working together, we will have an airport  
10 that serves all of St. Johns County without the  
11 need for property taxes.

12 We appreciate your support in moving forward  
13 to implement a sound strategic financial plan for  
14 the airport.

15 So, any other comments on this particular  
16 agenda item from the board?

17 MR. GORMAN: Yes, the way it's listed, it  
18 shows a 27 percent increase.

19 CHAIRMAN COX: I know.

20 MR. GORMAN: And that's just -- if you read  
21 it, just blatantly read it and skim right through  
22 it, you see 27 percent, you throw your pencil  
23 down. That's true.

24 CHAIRMAN COX: Or you come out here with a  
25 gun or something.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 MR. GORMAN: It -- I might say on the  
2 negative side of it --

3 MR. GEORGE: Glad you're the chairman.

4 MR. GORMAN: As a public statement, as a  
5 statement to the public, I would like to see this  
6 board actually decrease the amount of taxes that  
7 we receive by -- even if it's a small amount, as a  
8 statement amount, period.

9 CHAIRMAN COX: Well, that will be a  
10 consideration, you know. That's something to  
11 consider.

12 MS. GREEN: I just wanted to question,  
13 because I know that insurance costs are one of  
14 these variables that you said that workers'  
15 comp -- have we solidified or at least got an idea  
16 of our proposed insurance cost?

17 MR. WUELLNER: I -- I will have the estimated  
18 renewal number before the first public hearing.

19 MS. GREEN: Okay.

20 MR. WUELLNER: We have on the agenda, or will  
21 have on the agenda for the 19th, we'll have the  
22 insurance folks back in to talk about some options  
23 and all that. It really -- at the end of the day,  
24 you've got to create a budget number for it at  
25 this point without enough detail, and hopefully at

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 the end of the day, we'll come to a solution  
2 that's actually less expensive than what we're  
3 having to budget for.

4 MS. GREEN: Because I would like to know that  
5 before we take the actual --

6 CHAIRMAN COX: Before we --

7 MS. GREEN: -- final vote.

8 CHAIRMAN COX: Okay. Yeah. After the final.

9 MS. GREEN: -- because that's a huge number  
10 for us.

11 CHAIRMAN COX: Sometime between hearings and  
12 stuff.

13 MS. GREEN: Right.

14 MR. WUELLNER: Yeah, you have about an hour's  
15 worth of regular meeting before the public hearing  
16 on the 9 -- it's 18th.

17 MS. GREEN: 18th.

18 MR. WUELLNER: And --

19 CHAIRMAN COX: 11th and 18th.

20 MR. WUELLNER: -- we'll make that agenda the  
21 first -- or the first item on the agenda.

22 MR. BURNETT: That was the only point I was  
23 going to make, is we do have the two budget  
24 hearings coming up, September the 11th and  
25 September the 18th.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 CHAIRMAN COX: Right.

2 MR. BURNETT: Both after 5 o'clock.

3 CHAIRMAN COX: Okay.

4 MR. WUELLNER: When I get the budget -- the  
5 number for renewal, assuming it's more than what's  
6 in here -- or, I hope it's not, but I'm assuming  
7 it will be -- we'll make that adjustment and it  
8 will reflect that number, and then we can move  
9 from there on the discussion side, because at that  
10 point we'll have a real number.

11 CHAIRMAN COX: Good.

12 MR. GEORGE: I was involved in trying to get  
13 us on the County's health care plan, and that's to  
14 come up in January. But what they suggested that  
15 we do is continue with our budgeting process and  
16 put in what we think the increases are going to  
17 be. And then in January, you can only get on the  
18 plan starting in something like September, so they  
19 would approve us, but we couldn't get on it until

20 September. So, we're going to be stuck with the

21 increases one more year.

22 MR. WUELLNER: Related to health insurance,

23 yes.

24 MR. GEORGE: Health insurance.

25 MS. GREEN: Right.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. GEORGE: Right. Yeah.

2 CHAIRMAN COX: Any public comment on this  
3 agenda item?

4 (No public comment.)

5 CHAIRMAN COX: You're not looking for any  
6 action, so I guess we'll move on to --

7 MR. WUELLNER: Well, if you've got input,  
8 this -- this would be a great time to do it, or  
9 get with me on the side or something. But,  
10 otherwise, this is, you know, 99 --

11 MS. GREEN: Yeah.

12 MR. WUELLNER: -- percent of what you'll see  
13 on the 11th for -- to move through the public  
14 hearing process.

15 CHAIRMAN COX: Very good.

16 9.E. - EXECUTIVE DIRECTOR'S PERFORMANCE REVIEW

17 CHAIRMAN COX: Next agenda item is the  
18 performance review for all of the Authority  
19 members and -- the Executive Director's

20 performance review. Authority discussion.

21 Mr. George, you'll open it.

22 MR. GEORGE: At the last meeting, we had some

23 concern and I agreed to go back and -- and update

24 some of the numbers that I had done before.

25 Don't -- don't put them up there yet.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 MR. WUELLNER: I've got to do that, don't I?

2 MR. GEORGE: This is my folder from this year

3 and last year (indicating). And some of the

4 things you go through is, you know, an executive

5 director here is not the same as an executive

6 directory there. You can look at it by total ops,

7 total employee, total budget, number of airports

8 managed. Do we report to the city, to the county?

9 Do we have accounting responsibility? Do we not

10 have it?

11 We ran into the problems of trying to do a

12 comparison when we tried to do the budget for

13 twelve airports. And I think the workshops, we

14 just basically threw up our hands, because there's

15 too many options, too many variables that are

16 there.

17 Well, you're going to find the same thing

18 with the executive compensation. You know, is

19 there a car? Is there this? Is there not, you

20 know, this?

21 I've updated some of the numbers. And -- and

22 some of them you're going to say, well, Tucson

23 International is not equivalent to us because

24 they've got so and so. I'm not after that. I

25 just want to show you these numbers to show you

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 what kind of increases and what kind of  
2 compensation that other executive directors are  
3 getting.

4 So, would you show up the -- where it says  
5 various salary comparisons? I don't have a  
6 pointer, so...

7 This is what we said in 2004, October of 2004  
8 when we reviewed the executive director's salary  
9 since then (indicating). This is what it was the  
10 next year, and then this is 2006 from various  
11 places (indicating). Like Naples does a survey of  
12 about seven or eight different airports, and they  
13 were nice enough to send me the survey.

14 Asheville, North Carolina. The reason I  
15 picked Asheville, we had used them last year, but  
16 David Edwards is kind of a friend of ours we've  
17 been to -- all been to conferences with when he  
18 down in Titusville. So, we picked up that, and  
19 they had started, you know, doing an analysis with

20 this one year.

21 But what I'd like to direct you to is our

22 compensation plan for our executive director was

23 October of 2004. We're basically two years.

24 And where I had the numbers, I put down what

25 the percentage was 2006 to 2005. As you're

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 looking at some of these percentages, you know,  
2 some of these are -- you know, I don't know why  
3 that one's the way it is but, you know, that's the  
4 way it is, you know?

5 And then if you take where we had numbers  
6 back for 2004, I tried to put together what a  
7 two-year increase was.

8 You'll notice down at the bottom that  
9 Mr. Burnett was nice enough to provide me some  
10 analysis that -- that showed that St. Johns County  
11 employees, you know, for these years, 3 percent, 5  
12 percent, and a 10 percent increase across the  
13 board this year.

14 The St. Johns County Board of Education, the  
15 executive director, Joyner, I think is his name,  
16 he -- he got his raise, plus they gave him an  
17 additional 1 percent bonus. And I had talked  
18 about bonuses, you know, before, because I think  
19 that's a good way of not raising the base, but

20 it's a good way of compensating for exceptional

21 accomplishments in that particular year. But,

22 keep this -- keep this in mind.

23 The next chart I'm going to show you is what

24 Mr. -- what our executive director is presently

25 making. But look at some of these numbers here

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 and -- can we go to the next chart.

2 This is a continuation of a chart. I put it

3 in Excel so we could play with it a little bit,

4 but it's a chart we had last year. Shows from his

5 original date of hire back in November of '95,

6 with a starting date of January, he got standard

7 benefits, you know. And then along came June of

8 '98, the board required him to live on-site.

9 So, what they did is they said, okay, let's

10 take this three-bedroom, two-bath house that we've

11 got, and what is the -- what can you rent a

12 three-bedroom two-bath house, you know, on a

13 canal? I can't use it back -- if anybody's been

14 there. But that's what it was. We figured \$800 a

15 month times twelve months of the year. So, that

16 was \$9,600. And you'll notice that the

17 compensation we gave him, we gave percentages on

18 the base. So, I kept this here.

19 So, if we were going to put this in his

20 salary and let him pay for his own house, then  
21 those percentages, all those years back there  
22 should have been added into this and it would have  
23 cost us more money, you know -- and taxwise.

24 In '03, they provide him a \$900-a-month  
25 automobile allowance. That includes all

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 insurance, all maintenance, all gasoline, you  
2 know, everything from, you know, concerning his  
3 car. You notice they gave him that, but they  
4 didn't give him a raise that year.

5 So, if I look at this as an increase to the  
6 base, no raise here, no raise here (indicating).  
7 We didn't give him anything last year. And if you  
8 look at it as an increase to the total, you've  
9 still got those zeros. Oh, because it added this  
10 car on.

11 From my analysis and looking at all of it, I  
12 feel very comfortable in recommending to this  
13 group a 12 percent increase of his base, which  
14 will take him to \$100,800 for the base, or a grand  
15 total of \$121,000. And overall that's a 9 percent  
16 increase for two years.

17 CHAIRMAN COX: Can you go back to the other  
18 slide, Ed?

19 MR. WUELLNER: Sure.

20 CHAIRMAN COX: That was tremendous work. I'm

21 dead serious. I'm very serious.

22 MR. GEORGE: Did you hear that, Reba?

23 CHAIRMAN COX: I've been into every one of

24 these airports, every single one of these

25 airports, and there's only about three on here

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 that are not analogous to this airport in some way  
2 or other. Tucson's bigger. Bradley International  
3 has a lot more flights going in to it. Louisville  
4 has a lot more flights going in. And Jacksonville  
5 International, of course, has a lot more flights  
6 going in. Palm Beach, Tucson, just a little bit  
7 bigger. But Naples, Orlando Sanford is somewhat  
8 typical. Roanoke, Newport News, South Bend, Vero  
9 Beach, Melbourne, Titusville, Stuart, Asheville.

10 Look at the salaries that these guys are  
11 getting for say Naples, Orlando Sanford, Roanoke,  
12 Newport News, South Bend. Vero Beach is a little  
13 bit low there on that scale. Melbourne.

14 MR. GEORGE: Melbourne, the executive  
15 director left in 2005, and they promoted the  
16 assistant. So, that's why you see it dropping  
17 from \$121- to \$115-. And the same thing happened  
18 at Titusville.

19 CHAIRMAN COX: You've got Asheville, and I

20 guess --

21 MR. GEORGE: That's Asheville, North

22 Carolina.

23 CHAIRMAN COX: Yeah. Right.

24 MR. GEORGE: They are -- the notes over there

25 say that they are doing the salary review for

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 November of this year. So, he has not had an  
2 increase --

3 CHAIRMAN COX: They've got -- Asheville has  
4 one runway, one FBO, and a lot of jet traffic,  
5 corporate jet traffic going in there because  
6 they've got Signature or Million Air. I can't  
7 remember which one it is.

8 But anyway, what you are suggesting is on the  
9 low side, actually, of what all of these guys are  
10 getting at airports that are comparable, if not  
11 smaller than -- than this airport and that have  
12 less managing issues, management issues to deal  
13 with.

14 My point is that you're -- you're right in  
15 line with, if not on the low side, of -- of where  
16 we should be.

17 MR. GEORGE: I'll repeat a comment I made in  
18 October of '94 in my last slide. Said, "We've got  
19 a lot of work to do over the next five to ten

20 years, including getting off the tax rolls,  
21 putting 60 to 70 new T-hangars up," blah, blah,  
22 blah. "Do we want it to be run by an average  
23 CEO?"  
24 I don't think the answer is -- is yes. So, I  
25 think we need to make sure that we compensate

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 Mr. Wuellner for his work that he's doing. And I  
2 would like to see his salary review put on a  
3 schedule so that it gets done every year as  
4 opposed to every two years. And unfortunately,  
5 you know, people, he had to bring it up, so...

6 CHAIRMAN COX: I'm sure you have a comment.

7 MR. GORMAN: Ed, you need to buy these guys  
8 pompoms, because this is the best cheerleading  
9 squad I ever heard.

10 CHAIRMAN COX: It's not cheerleading, Jack.

11 Look at it.

12 MR. GORMAN: I have one comment. Do those  
13 figures reflect all compensation? In other words,  
14 is that a summation of compensation or just  
15 straight salary?

16 MR. GEORGE: They're straight salary. The  
17 standard benefits and everything. A lot of these  
18 other guys are getting life insurance, five times,  
19 compensation and stuff. And I don't know what --

20 MR. GORMAN: In other words, what do -- what  
21 do these figures reflect? Do they reflect total  
22 compensation, including medicals, including --

23 MR. GEORGE: Some places give a car  
24 allowance. That's not in there. Some places give  
25 a car that's owned by the county, and he takes it

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 back and forth. And some places don't give cars.

2 I'd be glad to make my files available to you.

3 CHAIRMAN COX: The point is it's right --

4 it's right there in the middle, you know, on

5 either side of what we're seeing there. If you

6 averaged that out, you'd probably come somewhere

7 close to what Buzz is suggesting. Maybe -- that's

8 what I said, on the low side. Have you averaged

9 it out yet, Ed?

10 MR. WUELLNER: No.

11 CHAIRMAN COX: Anyway... Did you have any

12 more discussion?

13 MR. GORMAN: No. I was tasked with this idea

14 of what this house was worth. And it -- it

15 depends. You can't actually -- if you took

16 this -- that house now and did a market analysis

17 and then sold it to him, you know, it would be --

18 that wouldn't be fair, because in fact, he's been

19 here for a while, and the house costs would be

20 much less because he'd have a fixed mortgage and  
21 everything else, than they would be right now,  
22 because the house has gathered in value so  
23 rapidly.

24 So -- but basically, just to sum it all up,  
25 without that wonderful Excel spreadsheet, I just

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 don't work at that level. I'm sorry, Buzz. You  
2 know, it looks like the house is worth about 25K a  
3 year on a very conservative basis, because you're  
4 going to have -- you can't get a house for less  
5 than that. Call it \$1,500. Call it \$250 for  
6 taxes and call it \$150 for maintenance. You've  
7 got \$1,850. Okay. So, that's that. And you add  
8 that to his -- to his salary now and so you're  
9 coming out at about the hundred thousand range  
10 right now, is where he's at in compensation.

11 Everybody in America has to pay for their own  
12 house. So, house is compensation. So, he's at  
13 about \$102-, \$118-.

14 MR. GEORGE: If we compensate him for the  
15 house, the money out of this, you know, group, we  
16 have to pay more money out to get the same thing.  
17 We already own the house. So, why not take  
18 advantage of it?

19 MR. GORMAN: My own thought is it's just a

20 cleaner deal to -- to compensate him, because I've  
21 never -- I don't see a lot of precedent in people  
22 getting houses. I'm not going to beat that to  
23 death. I mean, originally I was going to beat it  
24 to death. I just -- you guys have worn me out.  
25 I'm not going to.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           But basically, he's at \$102,000, it looks  
2           like to me, in his compensation level right now,  
3           and that does not include medicals, you know. And  
4           then you're going to go to \$106-. And so, he's --  
5           he's a little less than \$110- real money, a little  
6           more than \$102- real money right now. Without the  
7           Excel spreadsheet. I apologize for my lack of  
8           Excelism.

9           CHAIRMAN COX: And this is retroactive.  
10          Your -- your position was this is retroactive back  
11          to two years ago, right?

12          MR. GEORGE: No. I said that the increase  
13          would be -- what did I say?

14          Next chart. I said it would be effective  
15          this year. In other words, we're getting 12  
16          percent, if you look at everybody else over a one  
17          year. So, the 12 percent would be for two years.  
18          Make it effective September the 1st, which is in  
19          three weeks, for this year.

20 CHAIRMAN COX: You had a comment?

21 MS. GREEN: Can I borrow a pompom? Just one

22 question I had, because you've been to all of

23 these airports. Do any of them, except maybe your

24 big international airports, have a capital

25 improvement and the grant problems and the

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 construction problems and concerns that we have  
2 going on here? We have a lot.

3 MR. GEORGE: Nor the trees.

4 CHAIRMAN COX: Well, you make a very good  
5 point. They all have capital improvement  
6 problems. They all have grant issues that they  
7 have to deal with. But -- but for whatever  
8 reason -- and we have this litany of issues going  
9 on -- St. Augustine has -- is more complicated  
10 than most airports I've flown into just because  
11 we've got Northrop Grumman on two sides of the  
12 field; we've got the seaplane ramp; we've got, you  
13 know, issues with approaches on either end; the  
14 highway; the rail; I mean, all of these issues  
15 that we talk about here all the time. Just  
16 don't -- the other airports just don't have --  
17 they're more straightforward; I'll put it that  
18 way.

19 MS. GREEN: Well, that's my concern. Because

20 I think our executive director's been multitasking

21 so much --

22 CHAIRMAN COX: Absolutely.

23 MS. GREEN: -- trying to deal with all of our

24 issues of us trying to move forward rapidly and

25 get off the tax rolls with all these expenditures.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 Plus the research, the little research I've done  
2 about executive directors, and the Asheville  
3 director I've met, too, about his knowledge of  
4 availability of funds is imperative. I mean, you  
5 can't find that. That's hard to find.

6 CHAIRMAN COX: You make -- you make an  
7 extremely good point, that almost no other  
8 airports have to deal with -- they're not their  
9 own taxing authorities.

10 The director deals with that on the tax rolls  
11 and all of the -- the litany of issues that we  
12 deal with and the taxes and ad valorem issues,  
13 situations that most other airport directors  
14 simply don't deal with. It's either at the county  
15 or the city and it's just not there. So, that's  
16 another -- it's a very good point you made.

17 MS. GREEN: Well, I'm in support of the --  
18 with your spreadsheet.

19 CHAIRMAN COX: So --

20 MS. GREEN: Mr. Burnett has --

21 CHAIRMAN COX: Sir?

22 MR. BURNETT: I just wanted to bring up one

23 issue, and -- and -- and that's this, to make sure

24 it's clear. As I understand it, and from what

25 I've looked at from -- and I wasn't around in 1998

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 representing the Authority, but what I've looked  
2 at related to the house issue is that the  
3 Authority has wanted the executive director to  
4 live at the property so that he was available in  
5 case of an emergency or to address issues or those  
6 kinds of things, and not live in distant places of  
7 the county.

8 CHAIRMAN COX: Right.

9 MR. GEORGE: Absolutely.

10 MR. BURNETT: So, that's -- that's the only  
11 thing I wanted to just address is, you know, is to  
12 that one issue. That was something that the  
13 Authority has always wanted, was the executive  
14 director to live at the property.

15 MR. GEORGE: And -- and that issue, if you  
16 will, needs to be documented in his compensation  
17 plan. You know, I went through a compensation  
18 plan very similar to this last year. And I've had  
19 people coming out of the woodwork saying, "Well,

20 what does he make? What does he make? Nobody

21 knows what he makes."

22 So, here's what he makes, you know, right

23 there. And so if anybody wants copies of it...

24 CHAIRMAN COX: And I agree strongly with my

25 distinguished -- extinguished colleague --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 distinguished colleague; it needs to be

2 documented.

3 MR. GEORGE: Extinguished...

4 CHAIRMAN COX: Documented in his compensation

5 profile or package. Any other comment? I'm going

6 to open it up to the public if no other board

7 members have comment.

8 MR. GORMAN: It's obvious Ed knows the game.

9 He knows it very well. And that's obvious that

10 his compensation package, according to his

11 cheerleader squad, is -- is slightly less than --

12 than normal.

13 There's also been -- you know, there's been a

14 learning curve Ed's had to go through. A large

15 raise I think is a bit premature. However, I

16 think he does, you know, overall tries to do an

17 excellent job.

18 CHAIRMAN COX: Wait. You're on a positive

19 note here. I want to make sure it's recorded.

20 MR. GORMAN: He tries to do an excellent job.

21 There's been mistakes made, and I just think it's

22 a bit premature for a large raise. I'm not trying

23 to cut his salary in half or anything else. I

24 mean, that's it. I think you gentlemen are a bit

25 premature.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 I think he's got one huge negotiation to do,  
2 and then I may be on -- you may have to give me a  
3 set of pompoms. But that is some costs that are  
4 coming up that will have to be negotiated.

5 MR. GEORGE: I think that -- that we've all  
6 had a learning curve, you know, over the last four  
7 years, you know, just the knowledge that all of us  
8 have of the airport operations. A lot of people  
9 say, well, Ed gets to do what he wants to do. You  
10 know, we've come right out and -- and Randy and  
11 myself, you know, on the seaplane. No. You know?  
12 Of course, I reversed mine after Reba got me.

13 But also the thing about this predisposed,  
14 you know, attitude of having to put an FBO at the  
15 end of that, you know, street, I don't agree with  
16 it and -- but at least it's been surfacing.

17 So, I think that Ed's learning to deal with  
18 us. He's probably making campaign contributions  
19 to other people because of that.

20 MR. MARTINELLI: Strike that. Strike that.

21 CHAIRMAN COX: Any public comments on this

22 particular agenda item? Yes, sir.

23 MR. MARTINELLI: I've got one.

24 MR. JONES: Well, I think --

25 CHAIRMAN COX: It records much better if

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 you're at the microphone.

2 MR. JONES: I think you should just forget  
3 about talking about the house anymore or cars or  
4 anything. That's just part of the job. Minimum,  
5 you always get a raise every year just for  
6 inflation. If it's 5 or 6 percent, like everybody  
7 else, that shouldn't be nothing you even talk  
8 about every year. That's just something you  
9 should get. I mean, that's just -- and did you  
10 ever ask the man what he was really looking for?  
11 Because that's the best place to start. Because  
12 if you talk about losing him, you better talk to  
13 him about staying.

14 CHAIRMAN COX: Very good point. I'm not sure  
15 I want to ask him what he'd want. John Roderick,  
16 please.

17 MR. RODERICK: I filled out a...  
18 I remember two years ago, when you went  
19 through the drill with Ed, I was really upset,

20 because he was forced to sit here in all that  
21 discussion. And I feel the same today as I did  
22 then. He does an outstanding job. He's easy to  
23 work with. He listens to people on all levels of  
24 intelligence, Bob and I.

25 CHAIRMAN COX: On the low side.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 MR. RODERICK: I didn't say that. He gets a  
2 lot of things done. He has lots of talent. And  
3 I, like Mr. Jones, think we ought to worry about  
4 keeping him.

5 CHAIRMAN COX: Right.

6 MR. RODERICK: And he deserves a raise for  
7 sure. Cost of living has gone up more than 5  
8 percent a year. So, he's just been eating it, as  
9 far as I can see. So, that's a minimum. And I  
10 like the bonus idea, too, Mr. George. That's --  
11 that's an excellent idea.

12 MR. MARTINELLI: Can I have the microphone?  
13 Stay here.

14 MR. RODERICK: Delivery service.

15 MR. MARTINELLI: Thank you. Is that on?

16 CHAIRMAN COX: It's on.

17 MR. MARTINELLI: Two comments. One, when you  
18 stop learning, you're dead or you die. So, we all  
19 are learning as we go through life.

20           And I can tell you from personal experience  
21           this airport needed and still needs Ed's talents,  
22           because any company, whether it's a commercial  
23           company or a government entity or an airport,  
24           needs to have the farsightedness, the vigor, and  
25           certainly the intelligence and experience and

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 knowledge of a guy like Ed. And so, this airport  
2 needs him more than it will need an executive  
3 director five or ten years from now when  
4 presumably many of the things you're working on  
5 now will be in place. So, I wholeheartedly  
6 support your action.

7 CHAIRMAN COX: Thank you, sir. We'll  
8 entertain comments from Reba.

9 MS. LUDLOW: Yes. I'm Reba Ludlow. And I  
10 only was going to talk about hangars today, but  
11 since I didn't get a chance to talk about those, I  
12 just happened to be here when the seaplane thing  
13 came up, and now I just happen to be here when  
14 Ed's salary comes up. And, boy, little did I know  
15 this was going to come up today.

16 However, what I do want to say is, even  
17 clerical, anybody, everybody that works out in the  
18 public get a yearly review, an annual review. I  
19 think that should be automatic. It should be

20 documented. It should happen. He should get a  
21 review and he should get the cost-of-living raise,  
22 if nothing else, and bonuses, if that's above and  
23 beyond.

24 And if we amortize the hours he spends for  
25 us, he's -- he's below minimum wage, for goodness

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1     sakes, you know, if he charged us by the hour or  
2     whatever.

3             And the other thing is a hundred thousand  
4     dollars? My daughter just went to work and  
5     started -- her starting salary was a hundred  
6     dollars -- I mean, a hundred thousand dollars. A  
7     hundred dollars...

8             CHAIRMAN COX: Does she need an assistant?

9             MS. LUDLOW: Starting salary was a hundred  
10    thousand dollars, you know? And Ed's been here a  
11    long time with us. And he didn't know I was going  
12    to say these nice things about him. But, yeah, I  
13    do think we need him. And my pompom.

14            CHAIRMAN COX: Thank you. Public comments?

15            (No further public comments.)

16            CHAIRMAN COX: Anybody want to offer a  
17    motion?

18            MR. GEORGE: I have heard the term that cost  
19    of living has gone up 5 percent per year. I think

20 I heard that from Mr. Burnett, but I didn't have  
21 any facts and figures. And if you do look at cost  
22 of living going up at 5 percent per year, you  
23 know, then a 10 percent raise just keeps him even.  
24 So, maybe we should adjust my 12 percent up  
25 somewhat --

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 CHAIRMAN COX: My --

2 MR. GEORGE: -- and consider a 1 percent  
3 bonus.

4 CHAIRMAN COX: Okay. My feeling was 15  
5 percent. I don't know. What's in your mind?

6 MR. GEORGE: Higher than 12.

7 CHAIRMAN COX: Pardon me?

8 MR. GEORGE: Higher than 12.

9 CHAIRMAN COX: Okay. That's just my feeling.  
10 Kick in on this?

11 MR. GORMAN: I would certainly think he  
12 needs, at a minimum, a standard cost-of-living  
13 wage increase, as -- and that would be the only  
14 fair thing. Now you're saying that there was no  
15 wage increase last year and this is why you want  
16 to make this retroactive.

17 MS. GREEN: No, it's not retroactive.

18 MR. GEORGE: I'm not making it retroactive.

19 MR. GORMAN: Fine. So in other words, that

20 would be for one. So in other words --

21 MR. GEORGE: But if you made it retroactive,  
22 then that would benefit him.

23 MR. GORMAN: And I -- and I don't have a  
24 tearing problem with that, either. I do think  
25 that there is some situation with learning curve

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 and -- and extrapolating, and then the two years

2 would be a lot. I do think he's a talented man.

3 So, I'm trying to compromise the issue just

4 to make somewhat of a statement, not too negative.

5 MS. GREEN: Cash flow-wise, I would prefer to

6 do the higher percentage but make it effective

7 September so we're not going back and coming up

8 with a lump sum.

9 MR. GEORGE: Right.

10 MS. GREEN: And what's the 1 percent based

11 upon? Based upon what performance, what goals?

12 And I think we need -- I'm not saying let's not do

13 it, but I think I'd like to know what it's -- what

14 it's predicated on.

15 So, I'm somewhere around the 13, 14 percent

16 to keep the cost of living and to give it the

17 increase that he needs, but I want to know a

18 little bit about -- I'm not against the bonus

19 structure. I just want to know, is it 1 percent

20 of a million dollars, 1 percent of if he reaches a

21 certain --

22 MR. GEORGE: Of his base salary. I'm just

23 trying to say that the Board of Education, you

24 know, thought that their executive director, or

25 their head guy, had accomplished so much with -- I

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1     guess with all the developers around, getting  
2     schools and everything, they said, you know, in  
3     addition to giving you a 6 percent raise, we'll  
4     give you a 1 percent of your base salary as a  
5     bonus.

6           MS. GREEN: So, that would be something that  
7     the board would review every year to see if it's  
8     determined.

9           MR. GEORGE: I'm just it saying for this  
10    year.

11          MS. GREEN: Okay.

12          MR. GEORGE: Next year would be -- you know,  
13    I'm not saying that we need to do that to change  
14    his contract, because I don't want to get into  
15    changing his contract. He's got another three  
16    years left on it.

17          MS. GREEN: Okay. That's what I was  
18    wondering --

19          MR. GEORGE: Two years left on it.

20 MS. GREEN: -- if it was something you wanted  
21 that was an annual thing, because as lawyers, when  
22 we were young, if we had to bill 2,000 hours or  
23 something, if you billed over, then you'd get a  
24 percentage of whatever you billed over. Okay.

25 CHAIRMAN COX: Can I make a suggestion? On

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 the issue --

2 MR. GEORGE: How about a motion?

3 CHAIRMAN COX: Okay. On the issue of the

4 bonus, let's -- let's take that and set that aside

5 and decide on what percentage we want to move

6 towards and -- and see if we can't hammer out

7 something that we can agree on right now that

8 becomes effective September 1. Because we can

9 discuss the bonus --

10 MR. GEORGE: Right.

11 CHAIRMAN COX: -- beyond -- after that fact.

12 Because I'd like to get this off top dead center

13 and move forward both for Ed's sake and our sake,

14 get it off our plate.

15 MR. GEORGE: I'd like to make a motion we

16 give Ed a 15 percent increase on the base salary

17 here effective September the 1st and that we give

18 him a 1 percent of the base, which the base right

19 now is \$90,000. That would be a \$900 one-time

20      bonus for an excellent job.

21           CHAIRMAN COX: I have a motion on the table.

22      Do I hear a second?

23           MS. GREEN: Okay. For those of us that don't

24      have a calculator in our head, 15 percent of

25      \$90,000?

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 MR. GEORGE: Right.

2 MS. GREEN: Plus 900 bucks.

3 MR. GEORGE: Plus 1 percent.

4 MS. GREEN: Okay.

5 CHAIRMAN COX: She wants to know what it is.

6 MS. GREEN: No, I've got it.

7 CHAIRMAN COX: Oh, you do?

8 MS. GREEN: I just want to make sure we're

9 doing it off --

10 CHAIRMAN COX: Okay.

11 MR. GEORGE: She's just making sure we're

12 doing it the same.

13 MS. GREEN: Off the base, right.

14 CHAIRMAN COX: Is there a second?

15 MS. GREEN: I'll second.

16 CHAIRMAN COX: There is a second on the

17 table. Any discussion?

18 (No discussion.)

19 CHAIRMAN COX: There's a motion on the table

20 with a second. All in favor?

21 MR. GEORGE: Aye.

22 CHAIRMAN COX: Aye.

23 MS. GREEN: Aye.

24 CHAIRMAN COX: All opposed?

25 MR. GORMAN: I apologize, Ed. Nay.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 CHAIRMAN COX: Do what?

2 MR. GORMAN: I said I apologize to Ed, but  
3 I'm saying nay.

4 CHAIRMAN COX: Okay. Well, the ayes have it,  
5 so that particular --

6 MR. GEORGE: Housekeeping?

7 CHAIRMAN COX: Do what? Housekeeping?  
8 Moving forward to housekeeping. You better have a  
9 smile on your face as you move forward into  
10 housekeeping.

11 MR. WUELLNER: Other than the frustration of  
12 the computer.

13 MS. LUDLOW: You're buying, right?

14 MS. GREEN: Next time, I get invited to the  
15 baseball game with the rest of the board.

16 CHAIRMAN COX: Good work, by the way.

17 MR. WUELLNER: All right.

18 MS. GREEN: No, it's just nice to see a slide  
19 on -- everything on paper, just in front of you.

20 CHAIRMAN COX: Yeah. It's great. Very good

21 research.

22 MR. WUELLNER: First of all, thank you for

23 your confidence.

24 CHAIRMAN COX: Do what?

25 MR. WUELLNER: Thank you for your confidence.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 And appreciate it.

2 CHAIRMAN COX: You're quite welcome.

3 MR. GORMAN: That's quite a squad. I have  
4 to -- you've got to be impressed.

5 MR. WUELLNER: I am. I'm always blown away  
6 by the comments.

7 MR. RODERICK: When's the party?

8 MS. GREEN: His duty of care just rose very  
9 high, so he's up to a different standard now.  
10 He's got to perform.

11 10 - HOUSEKEEPING

12 MR. WUELLNER: Housekeeping, I mentioned the  
13 insurance already, that we'll have him in, because  
14 it came up during the budget.

15 I did want to make you aware that we have  
16 established an FTP site, for those of you that  
17 have never used one of those. We do have an FTP  
18 site available to us for large documents, perhaps  
19 the agenda stuff and the like. It is -- we have

20 set it up. It is able to be password protected so  
21 we can put larger files or things pertaining to  
22 Airport Authority business on there, agenda  
23 packages, things of that nature, rather than  
24 the -- the limitations that come with e-mail  
25 sometimes.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           So, if we -- if we get in a situation where  
2           we need to use that, we'll e-mail you the  
3           instructions on where to get that and how to get  
4           ahold of it if it becomes necessary. I just  
5           wanted to make sure you knew that was out there.

6           And I think that's all I had on housekeeping.

7           11. - PUBLIC COMMENT

8           CHAIRMAN COX: Well, moving forward then to  
9           just general public comments. Any public comments  
10          of a general type?

11          MS. GREEN: They've spoken.

12          (No public comments.)

13          CHAIRMAN COX: Okay. Then we'll move on  
14          to -- seeing no public comments, we'll move on to  
15          Authority members. Mr. Brunson's not available.  
16          Ms. Green?

17          12.B. - SUZANNE GREEN

18          MS. GREEN: I have no comment other than I am  
19          so glad that we're all analyzing and working on

20 this capital improvement, trying to get this --

21 the T-hangars and everything together.

22 I was not available to be at the workshop

23 before the meeting, and when I got home, I had a

24 plethora of e-mails and everything else, and I was

25 a little concerned after reading those minutes

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1 what we were up against. So, I think the whole  
2 board and the public did -- and Passero &  
3 Associates did a tremendous -- tremendous job just  
4 trying to take everyone's thoughts into  
5 consideration.

6 CHAIRMAN COX: Mr. Gorman?

7 12.C. - JACK GORMAN

8 MR. GORMAN: I think we're doing some good  
9 work. We're working together as a board better.  
10 I'd like to make sure that that gets built as  
11 voted on, because I thought it was an awful lot of  
12 work and effort that goes into it.

13 I have some chagrin about voting against the  
14 pay raise for Mr. Wuellner. But things are  
15 progressing pretty nicely here.

16 CHAIRMAN COX: Mr. George?

17 12.D. - WAYNE GEORGE

18 MR. GEORGE: I was very pleased with what we  
19 got accomplished on the T-hangars. I'm glad that

20 we're at 60-plus. I'm -- I would have liked to  
21 have seen for us to do something to cover the  
22 other areas and basically giving instruction to,  
23 you know, possibly add another 12 to take it up to  
24 72, providing the money's there. But we still  
25 have that option, you know, that as we get down

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1 the road and we find out how many people of our  
2 165 waiting list, you know, is there, you know, we  
3 can go at it from there.

4 I think I -- I owe a comment about the  
5 seaplane. I still think \$322,000 is high, okay?  
6 I still think that taking federal money for taking  
7 federal money is -- is, you know, immaterial.

8 But a couple of good points that came up was,  
9 you know, our heritage here is we're a tourist  
10 town. And one more, you know, ability to attract,  
11 you know, tourists, put some money in the -- in  
12 the pockets of the -- you know, of all the  
13 county -- and we're trying to run a first-class  
14 operation. And the \$322,000, that's got to be a  
15 first-class dock that's there.

16 As far as pay raises go, I had an  
17 opportunity -- and I wish Mr. Brunson was here --  
18 to sit in on the MPO about a year ago when they  
19 were looking at their executive director. And

20 they were all sitting there -- and this is my  
21 impression, okay? They were sitting there saying  
22 what a wonderful job this lady had done, and then  
23 they quickly railroaded, in my opinion, a  
24 cost-of-living-only raise in, and somebody made  
25 the comment of, "Where's she going to go?"

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1       That -- that is just totally not a way to  
2       treat an individual. You know, if they do a good  
3       job, they need to be compensated. If you have a  
4       need for them in the future, and they're the best  
5       ones to -- to drive the boat, you know, then you  
6       need to keep them there. Retraining somebody is  
7       very, very costly. Thank you.

8               12.E. - CHAIRMAN BOB COX

9       CHAIRMAN COX: Thanks very much. I'm really  
10      tremendously happy that we moved forward on the  
11      T-hangar issue and got to a point where everybody  
12      agrees, and we worked very well together on that.  
13      And I think we're moving forward and we're going  
14      to have a lot of good hangars over there.

15      I'm really happy that we got -- we moved  
16      forward with Ed's compensation package. And  
17      hopefully he's happy with it, too.

18      I really want to thank everybody in the  
19      audience here for all your input today. It's been

20 a very interesting meeting. I really rather  
21 enjoyed it, because everybody worked very well  
22 together, and we had a lot of good input from the  
23 audience.

24 So, with that, I don't have any other further  
25 comments.

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006

1           13. - NEXT MEETING DATES

2           CHAIRMAN COX: Just to go over the next  
3 meeting dates, the first public hearing on the  
4 budget will be September 11th at 5:01. It has to  
5 be after 5 o'clock. The regular meeting then  
6 will -- on September 18th at 4 p.m. And the final  
7 public hearing, budget hearing is September 18th  
8 at 5:01.

9           MR. GEORGE: Just for --

10          CHAIRMAN COX: Go ahead.

11          MR. GEORGE: -- anybody's information, I will  
12 not be here on September the 18th. I will be  
13 celebrating my 44th wedding anniversary.

14          CHAIRMAN COX: I thought you said 44th  
15 birthday. I was going to say --

16          MR. GEORGE: No, no, no. But I will be here  
17 with plenty of comments on September 11th, as you  
18 would expect.

19          MR. GORMAN: How are we going to get to

20 Catalina Island, seaplane?

21 MR. GEORGE: No, it's a hydrofoil.

22 MR. GORMAN: Sorry.

23 CHAIRMAN COX: All right, folks. Meeting is

24 adjourned.

25 (Thereupon, the meeting concluded.)

AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006



1           REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA    )

4 COUNTY OF ST. JOHNS )

5

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

7 that I was authorized to and did stenographically

8 report the foregoing proceedings and that the

9 transcript is a true record of my stenographic

10 notes.

11

12       Dated this 2nd day of September, 2006.

13

14

\_\_\_\_\_  
JANET M. BEASON, RPR-CP, RMR, CRR  
Notary Public - State of Florida  
My Commission No.: DD531390  
Expires: April 30, 2010

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AIRPORT AUTHORITY REGULAR MEETING - AUGUST 21, 2006