

[1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY
 [2] Regular Meeting
 [3] held at 4796 U.S. 1 North
 [4] St. Augustine, Florida
 [5] on Monday, February 26, 2001
 [6] from 4 p.m. to 5:35 p.m.
 [7] *****
 [8] BOARD MEMBERS PRESENT:
 [9] WILLIAM "BILL" ROSE, Chairman
 [10] CHARLES LASSITER
 [10] DENNIS R. WATTS, Secretary-Treasurer
 [11] JOSEPH CIRIELLO
 [11] *****
 [12] BOARD MEMBERS ABSENT:
 [13] BARBARA BOSANKO (Leave of Absence)
 [14] JIM BRYANT, County Commissioner/Airport Liaison
 [15] *****
 [16] ALSO PRESENT:
 [17] CINDY BARTIN, Esquire, Rogers, Towers, Bailey,
 [18] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
 [18] FL, 32084, Attorney for Airport Authority.
 [19] EDWARD WUELLNER, A.A.E., Executive Director.
 [20] BRYAN COOPER, Assistant Airport Director.
 [21] *****
 [22] St. Augustine Court Reporters
 [23] 1510 N. Ponce de Leon Blvd., Suite A
 [23] St. Augustine, FL 32084
 [24] (904) 825-0570
 [25]

[1] P R O C E E D I N G S
 [2] CHAIRMAN ROSE: Okay. I'll call this
 [3] meeting of the St. Augustine-St.Johns County
 [4] Airport Authority meeting to order. Looks like
 [5] we have a quorum. And the first order of
 [6] business is a pledge allegiance to our new flag,
 [7] thanks to Mr. Ciriello. I'll ask y'all to stand
 [8] and, Joe, if you'll lead us in the pledge.
 [9] (Pledge of Allegiance.)
 [10] APPROVAL OF MEETING MINUTES
 [11] CHAIRMAN ROSE: Okay. Gentlemen, you have
 [12] in your package the minutes of the last meeting.
 [13] Are there any additions or corrections to those
 [14] minutes?
 [15] (No additions or corrections.)
 [16] CHAIRMAN ROSE: If not, the minutes will
 [17] stand approved as they were distributed.
 [18] Financial reports, Dennis?
 [19] ACCEPTANCE OF FINANCIAL REPORTS
 [20] MR. WATTS: Mr. Chairman, I've reviewed the
 [21] statement which ended January 31st. Everything
 [22] looks to be in order, and I make a motion that we
 [23] accept it as submitted.
 [24] CHAIRMAN ROSE: Are there any comments?
 [25] (No comments.)

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[1] MR. CIRIELLO: I'll second.
 [2] CHAIRMAN ROSE: We have a motion and a
 [3] second. No discussion?
 [4] (No discussion.)
 [5] CHAIRMAN ROSE: All in favor of acceptance,
 [6] say aye. Aye.
 [7] MR. CIRIELLO: Aye.
 [8] MR. LASSITER: Aye.
 [9] MR. WATTS: Aye.
 [10] CHAIRMAN ROSE: Opposed?
 [11] (No opposition.)
 [12] CHAIRMAN ROSE: The financial reports are
 [13] accepted. And we'll move into our reports. Jim
 [14] Bryant's not here. And no one from the County
 [15] that I see.
 [16] Mr. Weaver?
 [17] 4.B - MR. WEAVER
 [18] MR. WEAVER: I no longer represent Aero
 [19] Sport. I have resigned as of last Friday, so I
 [20] think they have some people representing them
 [21] right over there.
 [22] 4.B. - AERO SPORT
 [23] MS. ANDERSON: I'm Tracine Anderson, general
 [24] manager.
 [25] MR. SLINGLUFF: And I'm Michael Slingluff,

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[1] president of Aero Sport.
 [2] CHAIRMAN ROSE: Okay. Do you have any
 [3] comment? Do you want to say anything?
 [4] MS. ANDERSON: I have nothing, unless
 [5] anybody has any questions for us.
 [6] CHAIRMAN ROSE: No. Will you be attending
 [7] to represent Aero Sport?
 [8] MS. ANDERSON: Yes, I will.
 [9] CHAIRMAN ROSE: We're going to miss you.
 [10] MR. WEAVER: Thank you. I'm going to miss
 [11] the airport very much.
 [12] CHAIRMAN ROSE: I'll bet you are. Northrop,
 [13] Northrop-Grumman?
 [14] 4.C. - NORTHROP GRUMMAN
 [15] MR. LESLIE: No report.
 [16] CHAIRMAN ROSE: No report? Pilots
 [17] Association?
 [18] MR. FLEMING: Mr. Fleming. I have none, but
 [19] I had understood that Mr. Wayne George was going
 [20] to be here, but I haven't seen him here.
 [21] CHAIRMAN ROSE: Do you expect Wayne to come?
 [22] MR. FLEMING: I spoke with him earlier today
 [23] and he said yes, possibility.
 [24] CHAIRMAN ROSE: Well, why don't we hold his
 [25] spot, and if he comes, we can maybe work him in

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[1] looking at the shortest time frame, probably two
 [2] months.
 [3] CHAIRMAN ROSE: Two months from now?
 [4] MS. BARTIN: Yeah, shortest time frame.
 [5] CHAIRMAN ROSE: Yeah, maybe --
 [6] MS. BARTIN: And that's a guess, so -- but
 [7] that's just to give you some sort of a ballpark
 [8] idea. Because each side has a certain amount of
 [9] time to file their briefs. So, there's time
 [10] taken up for that.
 [11] CHAIRMAN ROSE: Okay. All right. Let's
 [12] move into the action items. Mr. Wuellner?
 [13] MR. WUELLNER: Yes, sir. I think first I'd
 [14] like to seek your -- seek approval to go ahead
 [15] and amend the agenda under item 5.E., which was
 [16] to have been a capital projects priority
 [17] presentation.
 [18] In its place, I have a very brief
 [19] presentation on the strategic plan that was
 [20] adopted in 1996, basically review that plan
 [21] quickly with this board and seek input. This
 [22] will go a long way in the development of that
 [23] capital program. And that would be re-agendaed
 [24] (sic), the capital projects priority, for the
 [25] March meeting, if that's acceptable. And then I

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[1] later on, okay?
 [2] MR. FLEMING: Yes, thank you.
 [3] CHAIRMAN ROSE: All right. Cindy?
 [4] 4.E. - ATTORNEY
 [5] MS. BARTIN: Nothing to report.
 [6] CHAIRMAN ROSE: Do you have any update on
 [7] the -- on the appeal?
 [8] MS. BARTIN: I do have -- I'm not sure
 [9] exactly what y'all know, but as far as for the
 [10] record, on the Bosanko versus St. Augustine-St.
 [11] Johns County Airport Authority appeal, the Notice
 [12] of Appeal was filed and a Motion for Expedited
 [13] Review was sought, and we've agreed with that
 [14] expedited review.
 [15] I think that that -- and we actually did
 [16] file a response to the motion in agreement with
 [17] it. That will mean that the briefing schedule
 [18] will be compressed, you know, and there'll be an
 [19] expedited review.
 [20] We have not received an order as of yet
 [21] granting the Motion for Expedited Review. We
 [22] don't see that it will be denied, but we have not
 [23] received the order granting it. And once the --
 [24] the briefing has been completed, there'll be an
 [25] oral argument. So, I would suspect that we're

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[1] need to bring you up to date -- I'm sorry.
 [2] CHAIRMAN ROSE: What -- what are we going to
 [3] do under item 5.E., then?
 [4] MR. WUELLNER: The strategic plan --
 [5] CHAIRMAN ROSE: Okay.
 [6] MR. WUELLNER: -- review, as well as I need
 [7] to --
 [8] CHAIRMAN ROSE: Today.
 [9] MR. WUELLNER: Today.
 [10] CHAIRMAN ROSE: All right. And the capital
 [11] projects will be at a later meeting.
 [12] MR. WUELLNER: Be at the March meeting, yes,
 [13] sir. Would also like to be able to bring you up
 [14] to date on the ATC tower contract and the -- a
 [15] brief discussion on the FBO area corporate
 [16] hangars, and would like to also make you aware of
 [17] a meeting change, if that's at all possible, for
 [18] May.
 [19] CHAIRMAN ROSE: Okay.
 [20] 5.A. - ADOPTION OF RESOLUTION 2001-01
 [21] MR. WUELLNER: All right. First item I
 [22] have -- if that's agreeable. First item I have
 [23] is adoption of Resolution 2001-01, which is in
 [24] reference to a supplemental agreement with
 [25] Florida DOT.

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[1] This provided an additional \$225,000 of
[2] state money to facilitate the Phase 1
[3] construction of the terminal. This is the
[4] funding portion of the item you reviewed -- I
[5] believe it was at last meeting; it may have been
[6] the meeting before that -- which authorized the
[7] construction project in the terminal area, the
[8] Phase 1.

[9] This is just the funding part of it. The
[10] resolution authorizes the execution of the grant
[11] agreement with Florida DOT and obviously
[12] identifies our portion of the funding to match
[13] the Florida DOT Joint Participation Agreement.

[14] It is a supplemental agreement, and it is
[15] the second supplemental agreement to the original
[16] grant. It just provides money in this case. And
[17] it would be Staff's recommendation that the
[18] Authority adopt Resolution 2001-01 and authorize
[19] the Chairman and Secretary/Treasurer's signatures
[20] thereto.

[21] CHAIRMAN ROSE: Any member here have any
[22] questions of the director?

[23] MR. LASSITER: I have one. Ed, this is kind
[24] of housekeeping --

[25] MR. WUELLNER: Yes, sir.

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[1] MR. LASSITER: -- type affair from what we
[2] agreed upon as far as budgeting monies for FBO --
[3] MR. WUELLNER: Correct. This allows DOT to
[4] participate to full level of Phase 1.

[5] MR. CIRIELLO: Yeah. I -- when I read this,
[6] I must have misunderstood it. My question is:
[7] Why are we going after supplemental funding?
[8] When the project was put out for bid and the bids
[9] come in and accepted, are we going over the
[10] budget and need extra money, or is this standard,
[11] or what?

[12] MR. WUELLNER: This was after the -- this is
[13] just finalizing the financial arrangement with
[14] Florida DOT for the money for the Phase 1.
[15] There's no -- no additional money in the project,
[16] no additional expenditure envisioned for the
[17] project. It simply provides DOT funding up to
[18] the 50 percent level that they had agreed to
[19] originally.

[20] MR. CIRIELLO: Okay. I thought, the way I
[21] was reading it, that we needed more money for the
[22] project than --

[23] MR. WUELLNER: We need more money in order
[24] to move on with Phase 2 of the project. But
[25] Phase 1, is -- this is just putting the funds to

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[1] match the contract that was authorized.

[2] CHAIRMAN ROSE: Okay. Any public comment?

[3] (No public comment.)

[4] CHAIRMAN ROSE: Any further discussion of
[5] the Board?

[6] (No further discussion.)

[7] CHAIRMAN ROSE: Okay. I'll entertain a
[8] motion to approve, to accept Staff
[9] recommendation.

[10] MR. WATTS: I second it.

[11] MR. LASSITER: You need a motion.

[12] MR. WATTS: Oh, I'm sorry.

[13] MR. LASSITER: I make the motion that we
[14] accept Staff's recommendation for the approval of
[15] Resolution 2001-01.

[16] MR. WATTS: Now I second.

[17] CHAIRMAN ROSE: Now you second. Any
[18] discussion before we vote?

[19] (No discussion.)

[20] CHAIRMAN ROSE: All in favor, say aye. Aye.

[21] MR. CIRIELLO: Aye.

[22] MR. LASSITER: Aye.

[23] MR. WATTS: Aye.

[24] CHAIRMAN ROSE: Opposed?

[25] (No opposition.)

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[1] CHAIRMAN ROSE: The motion is carried and
[2] the recommendation is accepted.

[3] I noticed Mr. George came in. I think we'll
[4] move back. We skipped over -- over you, Wayne.

[5] MR. GEORGE: I appreciate that. I
[6] apologize.

[7] CHAIRMAN ROSE: And so we -- we'll put you
[8] on the agenda right now.

[9] 4.D. - S.A.P.A.

[10] MR. GEORGE: First of all, please accept my
[11] apologies for being late. We had a very
[12] interesting Pilots Association meeting on the
[13] 10th of February in this very room and we got a
[14] chance to bring up to spec, you know, a good
[15] portion of our membership on the projects that
[16] were going on at the airport.

[17] One of the things that disturbed the group
[18] very strongly was the recent increase in fuel
[19] prices for av gas on the field. There was some
[20] investigation that has been done by some of our
[21] members, and the membership at large asked me to
[22] formally put in a request to the Board. And if
[23] you'll bear with me, I'd like to read a letter
[24] that I'm presenting to Ed today.

[25] The St. Augustine Pilots Association

[1] it seems like a couple of months ago, but it must
[2] have been a year or two ago, where this board sat
[3] up here and debated putting in a self-service
[4] fuel entity on the field, and I sat out there at
[5] the time (indicating) and I was against it.

[6] I can sympathize with your problem, but I
[7] was against it because I didn't think that the
[8] Authority as a unit should be in competition with
[9] any of the people on the field.

[10] And I probably still feel that way, but I
[11] would feel as a board member that if some entity
[12] wanted to come in here -- and an FBO doesn't have
[13] to be a full-service thing to have sales and
[14] flying instructing, and everything. You can have
[15] just a single-purpose FBO who just does nothing
[16] but sell fuel. So, if some company wanted to
[17] come in here and set up a self-fuel system to
[18] sell fuel, I would be more inclined to think
[19] about that in that line.

[20] But for this board -- now, I'm just speaking
[21] for myself now. For this board to come up and
[22] say yes and make a motion and install a
[23] self-service and be responsible and go in
[24] competition with our FBO in the field, I don't
[25] know if I'd say it's morally right or wrong. I

[1] gallon. Three years ago it was \$2.05, \$2.05.
[2] That's a 30 percent increase. I think it
[3] warrants the board looking at it again. And
[4] maybe resurrect the notes. You know, here's the
[5] reason we were against it, and see if they're
[6] still valid.

[7] CHAIRMAN ROSE: Are you going to provide us
[8] with a copy of the --

[9] MR. GEORGE: Yes.

[10] CHAIRMAN ROSE: -- of the letter you just
[11] read for our minutes?

[12] MR. GEORGE: Yes.

[13] CHAIRMAN ROSE: Do you have a question?

[14] MR. LASSITER: Yes, Mr. Chairman. I -- I
[15] think what we need to do is also listen to the
[16] other side of the story. And that means maybe Ed
[17] can do a little research for us without all of us
[18] going over to Diane's office and sit down and
[19] asking.

[20] MR. SLINGLUFF: I'd be happy to respond now.

[21] CHAIRMAN ROSE: Would you like to respond
[22] now?

[23] MR. SLINGLUFF: Sure, sure. The --

[24] MR. GEORGE: And you are, sir?

[25] MR. SLINGLUFF: I'm Michael Slingsluff from

[1] just -- I just don't like that idea.

[2] But if somebody wants to come in here and
[3] approach the board and get permit to be an FBO
[4] for selling fuel or -- I would look at that real
[5] good. But for this -- for myself personally to
[6] get this board to be in competition with our FBO,
[7] I can't see it.

[8] MR. GEORGE: Well, I wasn't here three years
[9] ago, so I -- I was not privy to it.

[10] MR. CIRIELLO: Yeah, well, I didn't know
[11] that, see.

[12] MR. GEORGE: Okay. That's all right.

[13] MR. CIRIELLO: But it had been discussed and
[14] turned down before, but --

[15] MR. GEORGE: If -- if the board is not
[16] chartered to be in business to run competition, I
[17] agree with you a hundred percent.

[18] MR. CIRIELLO: Well, I don't know if they
[19] are or not.

[20] MR. GEORGE: If the other three counties are
[21] doing it --

[22] MR. CIRIELLO: Yeah.

[23] MR. GEORGE: -- then I think we need to take
[24] a look at it. All I'm saying is that things have
[25] changed in three years. Price is now \$2.95 a

[1] Aero Sport.

[2] MR. GEORGE: Okay, Mike. Yeah, you were
[3] busy when I was over there.

[4] MS. BOSANKO: Can you -- can you come up to
[5] the mic, Mike?

[6] MR. SLINGLUFF: Sure.

[7] CHAIRMAN ROSE: Mike, we need your name.

[8] MR. SLINGLUFF: It's Slingsluff.

[9] CHAIRMAN ROSE: Give us -- give us your name
[10] and position in the microphone so it's on our --

[11] MR. SLINGLUFF: It's Michael Slingsluff,
[12] president of Aero Sport. Yes, we have seen
[13] dramatic increases in even the cost of a barrel
[14] of oil over the past three years. It's been very
[15] dramatic. And prices seem to go up a lot more
[16] than they come back down.

[17] We have tried to maintain a very tight
[18] margin at Aero Sport. We've gone up pennies
[19] at -- at a time. This year, we've had
[20] considerable increases in the past four or five
[21] months.

[22] When looking at the comparison of fuel
[23] costs, I think it's justified to look at like
[24] airports and like fee structures at the airports.
[25] Also, one has to take into account the regional

[1] costs of state and local taxes. We've had, you
[2] know, people telling us that in Georgia, you can
[3] buy fuel at \$2.17 a gallon. The structures
[4] are -- are completely different.

[5] Also, it's the -- the quantity of fuel used
[6] and the replenishment of the inventory exposes
[7] you to greater price fluctuations. Prices change
[8] weekly. If an airport is buying fuel once every
[9] 120 days, they really only need to adjust their
[10] inventory cost once every 120 days. Most
[11] airports go up and down on the spot market every
[12] seven to ten days. We try to do it only when we
[13] take fuel in.

[14] Recently, we've had larger price increases,
[15] and then we've had a four cent settling on -- on
[16] the price. We've tried to pass this on and
[17] create a fee structure that really gives back to
[18] the community. We now have a 15 cent discount
[19] off the retail to based airplanes, plus a further
[20] 5 cent per gallon savings if it's put on an av
[21] fuel card, because there's no charge to us.

[22] Our fees, again, are -- are percentage fees,
[23] so as the fuel increases, our -- our cost of
[24] doing business increases dramatically, not just
[25] the straight 16 cents or so that we've seen being

[1] passed on at the wholesale level, but the
[2] percentage has increased accordingly.

[3] So, as -- you know, if we look at -- at the
[4] beginning of the month, we were at \$2.95. We
[5] have now settled back down to \$2.89 less a
[6] standing discount to the based airplanes here;
[7] it's \$2.69, current inventory.

[8] I believe if Palatka or some of the other
[9] airports were buying fuel today, their prices
[10] would be adjusted upwards to be fairly close to
[11] ours. We -- you know, we would like to be back
[12] down at -- at -- at lower cost. Everyone would
[13] fly more. That's what we're in business for.

[14] CHAIRMAN ROSE: Gentlemen, I'm -- I'm going
[15] to suggest that we take -- ask Ed Wuellner to
[16] look into this issue and put it on the agenda for
[17] a future meeting when he can let us know what our
[18] options are, and at that time, we'd be in a
[19] position, maybe, to ask some very specific
[20] questions.

[21] MR. SLINGLUFF: Sure. Sure. We're willing
[22] to provide whatever we can to -- to help with it.

[23] CHAIRMAN ROSE: Is that satisfactory with
[24] the board, let -- let Staff look into it and come
[25] back with a report for us and have it as an

[1] agenda item?

[2] MR. CIRIELLO: Well, Mr. Chairman --

[3] CHAIRMAN ROSE: Yes.

[4] MR. CIRIELLO: -- while the staff's doing
[5] that, could they -- probably they already know
[6] the question; I don't, but is it -- is it
[7] actually legal for this board to be a owner of a
[8] service on the field?

[9] CHAIRMAN ROSE: That's one of the issues
[10] we've got to --

[11] MR. CIRIELLO: Yeah. That -- we need to
[12] know that right off the top.

[13] CHAIRMAN ROSE: Okay.

[14] MR. SLINGLUFF: Thank you.

[15] CHAIRMAN ROSE: All right. That's what
[16] we'll do, then. Ed, we're going to give this
[17] issue to you to come back to us with a report,
[18] okay?

[19] MR. WUELLNER: Yes, sir.

[20] CHAIRMAN ROSE: Let's see. We were -- just
[21] finished on A. B., Adoption of Policy 2001-01.

[22] S.B. - ADOPTION OF POLICY 2001-01

[23] MR. WUELLNER: Yes. You have a -- we
[24] provided it with your agenda, a copy of draft
[25] Policy 2001-01, which related to Airport

[1] Authority meetings and conduct.

[2] I know you, Mr. Chairman, and myself spent
[3] quite a bit of time in developing this document,
[4] and other than it appears the fact that I can't
[5] add, which the only typo I found so far -- I
[6] should say found; was pointed out to me by our
[7] attorneys -- was that I mention we have four
[8] different classifications of meeting and then
[9] proceeded to define five for you. So, that first
[10] sentence there needs to be changed to five
[11] classifications.

[12] Other than that, I think it probably would
[13] be best served, rather than me reading it,
[14] because I'm sure you've all had a chance to look
[15] it over, would be to look for input as to where
[16] you think -- where you think it is and where you
[17] want it to go.

[18] CHAIRMAN ROSE: Well, Ed, just to add to
[19] what you've said, I -- I think this documents
[20] practices that we for the most part have been
[21] following all along. But it does give us
[22] something in black and white that gives us
[23] guidelines to how we are going to conduct our
[24] meetings and how we get items on the agenda and
[25] how we conduct ourselves.

[1] So, I -- I'm in favor of the board approving
[2] this or something similar to this. And we're
[3] interested in input from the other board members.
[4] Any comment?

[5] MR. LASSITER: Well, I just -- Mr. Chairman,
[6] I'd just like to say that I think we're following
[7] most of these now, just as you've indicated. And
[8] I think if it -- the formalization of the process
[9] is needed. Much of this is Roberts' Rules of
[10] Order --

[11] CHAIRMAN ROSE: Yeah.

[12] MR. LASSITER: -- which is traditionally
[13] what's followed at most of the meetings. With
[14] our own little twist -- I read it through pretty
[15] thoroughly -- there's a couple of small items,
[16] but I think it gives us a road map, shall we say,
[17] to follow in these meetings. And I think it's --
[18] you know, it's, again, a housekeeping item that
[19] we need to have in place.

[20] CHAIRMAN ROSE: Joe?

[21] MR. CIRIELLO: Mr. Chairman, I have no
[22] problem with this document, but I'd like a
[23] clarification, Ed. On the page 9, Board Member
[24] Statements to the Public; it says "Authority
[25] members shall not speak on behalf of the

[1] Authority" -- of course, that's clear enough --
[2] "on any matter when in public forum or media."
[3] Exactly how does that go? As some of you
[4] people might know, I am on a local radio station
[5] talk show quite often and there are questions
[6] brought up about the airport from other callers,
[7] and I'll get on and put my two cents' worth in.
[8] And I don't know if that's considered public
[9] forum or media.

[10] And what about a home improvement
[11] association that I belong to? If I gave a little
[12] report or told somebody at the meeting about the
[13] airport, what was going on, is that considered
[14] public forum or media, that I have to get
[15] permission from either you or Mr. Rose?

[16] MR. WUELLNER: I -- I think what we were
[17] trying to do here is not limit your ability to
[18] state as a matter of fact what's occurred at
[19] board meetings. I don't -- I don't think that's
[20] the intent. Nor is it the intent to limit your
[21] individual opinion about what might or might --
[22] you know, you might have on a particular topic.

[23] I think the only thing that was trying to be
[24] done was, in advance of Authority action, or in
[25] lieu of Authority action, that no individual

[1] member attempts to formulate or -- or make known
[2] to the public a position of the Airport Authority
[3] when indeed that has not occurred. And I think
[4] that's all that's really trying to be done here.

[5] MR. CIRIELLO: Yeah, okay. I can understand
[6] that. But this last sentence says, "of paramount
[7] importance that individual members make it
[8] clear," in parenthesis, "that their comments
[9] represent their own opinion."

[10] That more or less negates the paragraph
[11] above, because no matter where you was appearing
[12] as a -- like me as a board member, whether it's
[13] on the radio or to a reporter or an association
[14] or the Round Table -- I've even spoke up at the
[15] Round Table.

[16] MR. WUELLNER: Sure.

[17] MR. CIRIELLO: As long as I make it clear
[18] that this is just my opinion, has nothing to do
[19] with the board, then I'm not breaking any rules,
[20] right?

[21] MR. WUELLNER: I think that would be true.

[22] MR. CIRIELLO: Okay. Thank you.

[23] CHAIRMAN ROSE: Thank you, Joe. Any other
[24] comment?

[25] (No further comments.)

[1] CHAIRMAN ROSE: Are you ready -- any public
[2] comment on this issue?

[3] (No public comment.)

[4] MR. CIRIELLO: Well, I'll make a motion,
[5] Mr. Chairman, that we accept 5.B.

[6] CHAIRMAN ROSE: Do I have a second?

[7] MR. WATTS: Second.

[8] CHAIRMAN ROSE: Any further discussion?

[9] (No discussion.)

[10] CHAIRMAN ROSE: All in favor, say aye. Aye.

[11] MR. CIRIELLO: Aye.

[12] MR. LASSITER: Aye.

[13] MR. WATTS: Aye.

[14] CHAIRMAN ROSE: Opposed?

[15] (No opposition.)

[16] CHAIRMAN ROSE: Motion is carried and the
[17] policy is adopted. Item C., Mr. Wuellner?

[18] 5.C. - Supplemental Agreement with Earth Tech

[19] MR. WUELLNER: Item 5.C. deals with the --
[20] running out of names for some of these -- but the
[21] northeast development area that you saw and
[22] generally endorse the development plan of that
[23] northeast parcel of about 9 -- I think it was
[24] about 9 acres in total.

[25] This supplemental agreement, once concurred

[1] in by Florida DOT, would provide the engineering
[2] services for the civil and permitting
[3] requirements of that development area.

[4] This is currently a project that was
[5] budgeted for, I should -- and we also have a
[6] grant for the purposes of developing the
[7] engineering in this area. And the infrastructure
[8] that would be provided in this project would go
[9] to support the development of the SK Logistics
[10] hangar project which would go in this area, the
[11] engineering of which for the building is -- is
[12] ongoing at this time. It was addressed at a
[13] meeting prior by the Authority.

[14] It would be Staff's recommendation that the
[15] Board approve Supplemental Agreement 00-07, with,
[16] it's actually Earth Tech, in the amount of
[17] \$71,700 for the specified work, and authorize the
[18] Executive Director's signature to the required
[19] contract and any project-related documents. And,
[20] of course, the approval would be subject to the
[21] concurrence of Florida DOT's review of the
[22] engineering agreement.

[23] CHAIRMAN ROSE: Any questions from the
[24] board?

[25] (No questions.)

[1] MR. WUELLNER: May want to do public comment
[2] first, Mr. Chairman.

[3] CHAIRMAN ROSE: Well, I want to question you
[4] and then I'll get public comment.

[5] MR. CIRIELLO: Yes. Mr. Chairman, when I
[6] went over this thing, maybe to some people
[7] \$71,000 doesn't seem like much, but it seems like
[8] to me that we're reinventing the wheel.

[9] This airport is locked in. It's got a fence
[10] all the way around it. It's been developed.
[11] There's been numerous hangars put up. And every
[12] time hangars go up, you get approvals from the
[13] different environmental people and whatnot to get
[14] the approvals and to tell you how to put the
[15] structures up and everything.

[16] And I would think that this area, the 300
[17] and some acres or whatever would be a pretty --
[18] pretty standard thing that every time you go to
[19] dig one hole, you don't have to go out and get a
[20] hundred thousand dollar opinion from somebody to
[21] see how you go about digging that hole.

[22] And I -- I can't understand why this
[23] airport, in one big shot, didn't just have an
[24] approval from all of the different environmental
[25] people and all of the other stuff that you're

[1] talking about for developing and everything.

[2] I just don't know why every time you're
[3] going to put up something, that you have to go
[4] through this procedure. And I -- that's --
[5] that's an awful lot of money, to me, for doing
[6] something that's been done a hundred times
[7] already.

[8] CHAIRMAN ROSE: Any further comment?
[9] (No further comment.)

[10] CHAIRMAN ROSE: Any public comment?
[11] (No public comment.)

[12] MR. WUELLNER: Just --

[13] CHAIRMAN ROSE: Are we ready to vote on
[14] this?

[15] MR. WUELLNER: I would just, for the record,
[16] we did meet with Water Management four years ago
[17] or more about the possibility of doing master
[18] permitting for the entire property, and since at
[19] that time there was already some 30 permits
[20] issued to the Airport Authority relating to storm
[21] water, the District was absolutely not interested
[22] in developing a master permit that related to
[23] the -- to the entire property.

[24] What we have been able to do and what they
[25] have been interested in doing is larger single

[1] permits, which this would qualify for. This --
[2] this work here will largely cover potentially six
[3] different hangar developments there rather than
[4] doing each hangar individually and dealing with
[5] the drainage associated to it.

[6] The same way with project in the first
[7] phase, if you want to call it, of the -- of this
[8] on the south side. That was done under a general
[9] permit, too, that covered some 25 acres of
[10] airport property, and still all the work
[11] continues under that single permit.

[12] So, we've been trying to work with the
[13] district to do just as you suggested do. We
[14] tried with the first, doing the entire airport,
[15] but we've -- they're not interested in doing that
[16] because of all the permits that have been issued.
[17] And since that time, we've been doing as big a
[18] parcel as we possibly can with the district and
[19] doing then the single permits as we can.

[20] But the fact of the matter is, you still
[21] have to have those permits, one way or another,
[22] in order to be able to develop in any way.

[23] MR. CIRIELLO: There's no such thing as a
[24] ditto? I mean, if something has been done before
[25] and you're going to do the same thing over again,

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[1] why should you have to go through all that
 [2] paperwork, whether they like it or not? Why
 [3] can't it just be dittoed? I mean, are these
 [4] people that powerful that they can tell us to go
 [5] fly a kite?
 [6] MR. LASSITER: Yeah.
 [7] MR. WUELLNER: Basically.
 [8] MR. CIRIELLO: We don't have any pull with
 [9] our legislators that we elect and try and get
 [10] some relief here?
 [11] MR. WUELLNER: Largely, all this comes out
 [12] of those independent Water Management districts
 [13] that --
 [14] MR. CIRIELLO: I think we ought to get a
 [15] bucket of salt and put it in their water.
 [16] MR. LASSITER: Joe, they've got to have an
 [17] income stream, too, and that's what the
 [18] permitting fees are to them, an income stream.
 [19] MR. WUELLNER: Plus your ad valorem tax.
 [20] CHAIRMAN ROSE: We may appoint Joe as our
 [21] official representative to the St. Johns Water
 [22] Management District.
 [23] MR. WUELLNER: That may not be a good idea.
 [24] Okay. Any other questions or comments?
 [25] (No questions.)

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[1] that the -- all the bids that we received were
 [2] dramatically in excess of what the expected cost
 [3] for the clearing was, and it's Staff
 [4] recommendation that we reject all bids as having
 [5] failed to meet the budget test of the Airport
 [6] Authority.
 [7] And we will meet with engineers and attempt
 [8] to repackage that, plus we've had additional
 [9] information from the Water Management District
 [10] related to some specific clearing that was some
 [11] hand clearing that was in that project. So,
 [12] we're going to try and repackage that and will
 [13] rebid it and bring it back to you when it's been
 [14] redone if that's acceptable. But you will need
 [15] to formally reject all bids.
 [16] CHAIRMAN ROSE: So, that would be an agenda
 [17] item at the next meeting or subsequent meeting.
 [18] MR. WUELLNER: Well, the request to reject
 [19] would be at this meeting.
 [20] CHAIRMAN ROSE: Yeah.
 [21] MR. WUELLNER: Then we -- at a future
 [22] meeting probably two months from now.
 [23] CHAIRMAN ROSE: All right. Well, I'll
 [24] entertain a motion to reject all bids on this --
 [25] on this contract.

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[1] CHAIRMAN ROSE: I'll entertain a motion on
 [2] this.
 [3] MR. LASSITER: I make a motion that we
 [4] approve supplemental agreement number 00-07, as
 [5] presented by Staff.
 [6] MR. WATTS: I second.
 [7] CHAIRMAN ROSE: Okay. Any other comment?
 [8] (No comment.)
 [9] CHAIRMAN ROSE: All in favor say aye. Aye.
 [10] MR. LASSITER: Aye.
 [11] MR. WATTS: Aye.
 [12] CHAIRMAN ROSE: Opposed?
 [13] MR. CIRIELLO: No.
 [14] CHAIRMAN ROSE: Motion carries.
 [15] MR. WUELLNER: Item D., Mr. Wuellner.
 [16] 5.D. - BID AWARD - TREE CLEARING
 [17] MR. WUELLNER: You previously had an agenda
 [18] item related to the tree-clearing project, which
 [19] was largely the clearing necessary to accommodate
 [20] the ILS and this development project we were just
 [21] discussing, as a lot of the clearing is in the
 [22] area that would be associated with the project.
 [23] We solicited bids. The bids have been
 [24] evaluated by our engineers. They've been --
 [25] we've looked at them, also. And it's our belief

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[1] MR. WATTS: I'll make that motion,
 [2] Mr. Chairman.
 [3] CHAIRMAN ROSE: Do I hear a second?
 [4] MR. LASSITER: Second.
 [5] CHAIRMAN ROSE: Any discussion?
 [6] MR. CIRIELLO: Yes. I'd like to ask a
 [7] question. Mr. Wuellner, in this page I'm
 [8] reading, it mentions Northrop-Grumman's property,
 [9] approximately eight-acre tract or whatever, and
 [10] on ours. Is this property that's mentioned by
 [11] Grumman actually owned by us and they lease it
 [12] off of us, or is it theirs wholly?
 [13] MR. WUELLNER: It is theirs wholly.
 [14] MR. CIRIELLO: Well, why --
 [15] MR. WUELLNER: The seven-tenths of an acre
 [16] that we're talking about there is -- is wetland
 [17] area. And it also -- the reason for the clearing
 [18] is the line-of-sight requirements related to the
 [19] tower. It's a small little sliver on the edge,
 [20] back edge along Taxiway B that conflicts with the
 [21] line-of-sight requirements of the tower. That's
 [22] the only reason it's in there.
 [23] MR. CIRIELLO: Well, I have no --
 [24] MR. WUELLNER: And it had to be handled --
 [25] MR. CIRIELLO: -- problem with the clearing

[1] part.
[2] What I was ask -- what I was getting at is
[3] why Grumman isn't getting bids out on their own
[4] and paying their own cost for their own piece of
[5] property that they own and we put our bids?

[6] In other words, it would be two different
[7] separate bids, one for us and one for them,
[8] rather than -- because it says that's one of the
[9] options we have down here. Another option,
[10] separately bid both projects in one bid, but --

[11] MR. WUELLNER: Yeah, the idea of separating
[12] the bids was they were very dissimilar work. In
[13] the existing wetlands area, it all has to be hand
[14] cut, and originally it was believed it had to be
[15] hand removed from the wetlands. In other words,
[16] no mechanical equipment was allowed in there to
[17] do that, much like you would take a big loader or
[18] something like that into an area of uplands and
[19] you could do that clearing relatively easy with
[20] heavy equipment.

[21] That would not be allowed on this site
[22] because it's designated a wetlands area by the
[23] Water Management District. But it's generating a
[24] great deal of the cost because it is obviously
[25] labor intrinsic because it has to be hand

[1] cleared.
[2] The reason they're not doing it is they have
[3] no requirement to remove those trees. That --
[4] that comes entirely because of the location of
[5] the tower, which it cannot be adjusted without
[6] creating other airspace problems under Part 77.

[7] MR. CIRIELLO: Well, are they going to pay
[8] anything for their share of it? I mean, have
[9] they agreed to that, or are we going to foot the
[10] bill for all of it even though it's some of their
[11] property?

[12] MR. WUELLNER: It's a tree-topping, and,
[13] yes, we are paying the bill for it.

[14] MR. CIRIELLO: Hmm.

[15] CHAIRMAN ROSE: Any other comment?
[16] (No comment.)

[17] CHAIRMAN ROSE: Any public comment?
[18] (No public comment.)

[19] CHAIRMAN ROSE: We have a motion on that --
[20] on the floor. All in favor, say aye. Aye.

[21] MR. WATTS: Aye.

[22] MR. LASSITER: Aye.

[23] MR. CIRIELLO: Aye.

[24] CHAIRMAN ROSE: Opposed?

[25] MR. CIRIELLO: Aye.

[1] CHAIRMAN ROSE: Motion carries. Okay. Ed,
[2] you modified item E. a little bit for us.

[3] 5.E. - STRATEGIC PLAN REVIEW

[4] MR. WUELLNER: Yes, sir. We put this on
[5] the, whatever you call this, the projector. We
[6] may want to -- Donna, if you can grab that first
[7] light switch to the right, would probably --

[8] MR. COOPER: Get the first two. You can sit
[9] there, Bill; we're just going to have to read it
[10] off your forehead.

[11] MR. WUELLNER: Basically, what you -- what
[12] you will have is a copy of the strategic plan
[13] which was included in your agenda package. This
[14] was adopted in June of 1996 and contains ten
[15] separate goals, ten separate goals with a varying
[16] number of objectives stated underneath each one.

[17] Basically, Goal Number I stated that it was
[18] the Airport Authority's desire to make the
[19] airport as self-sustaining as possible. Then
[20] there were some objective items listed under
[21] there that tried to spell out with some -- some
[22] clarity as to exactly how we were going to go
[23] about that.

[24] And it gives some specific things to be
[25] accomplished, including developing an overall

[1] lease revenue structure that got fair market
[2] value for all our stuff; review our airport rates
[3] and charges on an annual basis to make sure we're
[4] being competitive in our rates; develop
[5] public/private partnerships where possible;
[6] develop revenue-producing infrastructure for
[7] lease; develop commercial/industrial warehouse
[8] park infrastructure for long-term lease; maximize
[9] the lease opportunities through our
[10] land-acquisition programs; seek and utilize all
[11] grant funds for capital needs; pursue, implement
[12] revenue-enhancement programs, anything that can
[13] be done in short to reduce the ad valorem
[14] requirements; and conduct a performance audit of
[15] key revenue-producing areas.

[16] Is there anything in Goal I that the
[17] Authority would like to modify? I suspect it's
[18] probably best to go through them item by item,
[19] and if there are things you want modified or
[20] added or deleted, this would be a great time to
[21] do it, because they -- most of the capital
[22] projects -- in fact all capital projects proposed
[23] for the airport fit at least one of the goals as
[24] established in the strategic plan.

[25] (No comments.)

[1] MR. WUELLNER: Okay. Not hearing any, I'll
 [2] assume we're going to Goal II.

[3] MR. LASSITER: Mr. Chairman, I have just one
 [4] comment on the E. item. And I have talked to
 [5] people in the community that do developments of
 [6] commercial/industrial warehouse, I'm being one of
 [7] them, and their feelings are strongly that the
 [8] airport should serve the airport community and
 [9] the avionics industry, but to go out and develop
 [10] commercial warehouses to lease to the general
 [11] public is in essence taking unfair advantage of
 [12] the people who do this in the private sector, for
 [13] the simple reason that we are taxing them tax
 [14] dollars, to then take those tax dollars and turn
 [15] around and approve grants which only they have --
 [16] we have access to develop properties at an unfair
 [17] advantage to them. And therefore, they feel and
 [18] I feel that that is something that quite frankly
 [19] the airport needs to try to stay away from.

[20] We're not in competition with the taxpayer,
 [21] and that in essence E. item in fact does present
 [22] that as one of our objectives of this airport.

[23] MR. WUELLNER: The E. item, just so I can
 [24] clarify it, the E. item deals with strictly
 [25] infrastructure items. It was not a goal or a

[1] stated goal in the past of the Authority to
 [2] develop buildings. And frankly, at this point,
 [3] we have no grant ability or ability to get grants
 [4] for infrastructure for nonaviation industrial
 [5] park-type development projects.

[6] So, if it weren't specific to aviation, it
 [7] would have to be something that would have to
 [8] stand on its merits, on its own merits, and pass
 [9] muster with this board in terms of whether the
 [10] investment made any sense.

[11] And I don't suspect the Airport Authority
 [12] would, under most circumstances, even want to be
 [13] in the building development part of nonaviation
 [14] buildings, especially since there are no grant
 [15] funds available for those kind of buildings,
 [16] either.

[17] CHAIRMAN ROSE: Just to follow up, to follow
 [18] up on this issue, if we want to develop or want
 [19] to have developed an industrial area,
 [20] nonaviation, industrial, that might be using the
 [21] airport with the other, wouldn't it be
 [22] appropriate for us to accept proposals from
 [23] private developers to -- to handle that and make
 [24] some kind of arrangements for them to use our
 [25] land and --

[1] MR. WUELLNER: Absolutely.

[2] CHAIRMAN ROSE: But keep it in the private
 [3] sector.

[4] MR. WUELLNER: Sure.

[5] CHAIRMAN ROSE: Rather than having your
 [6] office or a separate office here at the airport
 [7] to handle it.

[8] MR. WUELLNER: Frankly, at this point, I'm
 [9] not sure it would make sense for the Airport
 [10] Authority to even invest in infrastructure, as it
 [11] stands today.

[12] MR. LASSITER: Well, if -- if the intent is
 [13] not there to do that, as I said, that objection
 [14] has been voiced to me, and if it -- if it's a
 [15] moot question, if there is not intent for
 [16] direction, I still have a little problem with the
 [17] wording of E., but -- because, again, it's the
 [18] word "develop," even if it is the infrastructure.

[19] At present, the attitude of the county
 [20] government is that infrastructure is to be paid
 [21] for by the developer in many cases, and in
 [22] essence, what we're doing is using ad valorem
 [23] taxes, if we ever do, to develop, whether it be
 [24] only the infrastructure.

[25] It still is something if we're -- we're

[1] making goals and objection -- objectives. If
 [2] clarification is needed, I think it still is
 [3] needed in that item E.

[4] CHAIRMAN ROSE: I think we've got to restate
 [5] item E. to more accurately reflect what our
 [6] position is.

[7] MR. LASSITER: The attitude -- exactly.

[8] MR. WUELLNER: And specifically that
 [9] position is?

[10] MR. LASSITER: If we're talking about
 [11] developing the infrastructure -- again, are you
 [12] relating only to avionics or if -- what are we
 [13] developing commercial/industrial warehouses
 [14] for -- park for?

[15] MR. WUELLNER: Ours would be simply for
 [16] revenue enhancement. I mean, that would be the
 [17] only reason we would get into nonaviation areas
 [18] in terms of infrastructure. It's a fair -- I
 [19] mean, it's not an unusual objection and such.

[20] Two -- two things kind of rule here: One,
 [21] the -- anything the Authority did would have to
 [22] generate its revenue at fair market value,
 [23] regardless of the investment. So, it's not a
 [24] case of us coming in and undercutting the market,
 [25] as such, because that would be largely governed

[1] by the area itself, not by the airport.
 [2] I don't -- I don't necessarily disagree with
 [3] you, but it is a very -- a relatively common
 [4] revenue-enhancement technique that airports do
 [5] use throughout the country. Whether it's
 [6] appropriate for St. Augustine is really a matter
 [7] of policy, which, you know, that's what you're
 [8] discussing now. And maybe it isn't. I mean,
 [9] that's -- as I said, it's been in there for the
 [10] last four years. We're literally where we were
 [11] four years ago in terms of developing the
 [12] infrastructure aspect.

[13] MR. LASSITER: Well, I don't know the -- the
 [14] attitude of the Board that was in -- seeing in
 [15] '96, I wasn't around, and I wasn't part and
 [16] parcel of the thought process that went into
 [17] developing this.

[18] If -- if they had a direction that they
 [19] wanted to go to develop these parks and all, what
 [20] I'm saying basically is I don't think that's a
 [21] direction we need to get into. We're -- we're
 [22] out there now competing with other commercial
 [23] developers in an area that is not in the aviation
 [24] area. That's my comments.

[25] MR. CIRIELLO: Well, what Mr. Lassiter is

[1] talking about makes some sense. I don't know if
 [2] Mr. Ed was here. A few years ago, there was
 [3] three gentlemen that came to the meeting. The
 [4] one of them you see out here was selling
 [5] property, McGuinness, or something like that.
 [6] And then this guy that puts bids in all the time
 [7] for construction, has a construction company.
 [8] What is that?

[9] MR. WUELLNER: DiMare? Frank DiMare, I
 [10] think?

[11] MR. CIRIELLO: Yeah, Maria (sic). And
 [12] another guy. They were specifically complaining
 [13] to the board about doing just what you're talking
 [14] about. At the time, we had some property --
 [15] well, still own the property -- out by the
 [16] racetrack, and they was going to put in a
 [17] storehouse or warehouse, I believe, in a -- in a
 [18] facility for repairing some electronic equipment
 [19] for Grumman, and they were objecting to the idea
 [20] that we were going to build something like that
 [21] and everything, you know, and then rent it back
 [22] out so far away from the airport, even though it
 [23] was going to be for Grumman. And I think Grumman
 [24] changed their mind and built the facility over
 [25] here out in the parking lot.

[1] But in any case, this board has been
 [2] approached by citizens about how far we are
 [3] expanding and developing. And I think that
 [4] Mr. Lassiter's statements make sense.

[5] We need a -- we need a boundary, I guess,
 [6] because at one time a few years back, when the
 [7] board was getting their 20-year master plan,
 [8] right across the street over here, across the
 [9] railroad track, they was thinking of an
 [10] industrial park.

[11] And at that time, I thought well, that makes
 [12] sense. You've got the railroad. You can put a
 [13] spur in for the railroads and trucks, and it
 [14] wouldn't be any trouble for anybody to -- if you
 [15] had a little truck or something to haul freight
 [16] back and forth to the airport, and it would make
 [17] maybe a profitable thing.

[18] But I don't know if he's thinking about
 [19] that. You know, that's not very far from the
 [20] airport. But I think that those ideas are shot
 [21] down.

[22] But I think we do need to get away from so
 [23] much development and buying a lot of property
 [24] that's not near the airport, you know, and even
 [25] when it is near the airport, some of it I don't

[1] agree with. But we need to stay with aviation.

[2] MR. WUELLNER: If it simplifies, if it -- if
 [3] I'm hearing where you're generally going, if
 [4] that's where you're going, perhaps the addition
 [5] of the word "aviation" in front of the word
 [6] "commercial" there or "aviation-related."

[7] CHAIRMAN ROSE: Aviation-oriented,
 [8] commercial --

[9] MR. LASSITER: Yes. That keeps us more of
 [10] a -- centralized into what we are.

[11] CHAIRMAN ROSE: Ed, why don't we -- why
 [12] don't we rework that statement and bring it back
 [13] next meeting with the -- with the "aviation"
 [14] adjective in there?

[15] MR. WUELLNER: Okay.

[16] MR. WATTS: Good idea.

[17] CHAIRMAN ROSE: Ed, do you have anything
 [18] else?

[19] MR. WUELLNER: Well, you have -- you're
 [20] through I out of IX now.

[21] Goal II dealt with safety on the airport.
 [22] They're much fewer in terms of objectives here,
 [23] basically follow FAA and DOT planning standards.
 [24] And requirements of the certification manual deal
 [25] with repair and replacement programs, educational

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[1] programs, and preventive-maintenance programs.
 [2] Largely these items have been implemented. Are
 [3] there other items you want to include in this or
 [4] decline -- or delete from it?

[5] CHAIRMAN ROSE: Ed, do you want us to
 [6] confirm these objectives?

[7] MR. WUELLNER: It's -- it's in place as far
 [8] as --

[9] CHAIRMAN ROSE: I mean, this is what you're
 [10] going to be using --

[11] MR. WUELLNER: It's in place, as far as I'm
 [12] concerned, unless modified by the board --
 [13] modified by this board.

[14] CHAIRMAN ROSE: Okay.

[15] MR. WUELLNER: This has been in place and
 [16] was adopted in '96.

[17] CHAIRMAN ROSE: I don't think it requires
 [18] any additional action unless --

[19] MR. WUELLNER: Unless you want to change it.

[20] CHAIRMAN ROSE: Unless we want to change the
 [21] wording in one. Yeah.

[22] MR. WUELLNER: Exactly. All right. Move on
 [23] to Goal III. Provide for preservation and
 [24] maintenance of capital assets, objectives being
 [25] to, again, preventive maintenance; employee

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[1] training; do an accurate and detailed inventory
 [2] of the buildings, facilities owned by the
 [3] Authority; and implement repair and replacement
 [4] programs for certain capital assets.

[5] One of those might -- or, you know, is
 [6] approaching to be, the port-a-port facilities are
 [7] rapidly approaching the end of their useful life
 [8] on the airport and are indeed scheduled to be
 [9] replaced over the next two or three years with
 [10] more standard-type T-hangar buildings, as an
 [11] example under that.

[12] And I'm sure we'll see others that fall into
 [13] their -- pavement overlays, things of that nature
 [14] fall in that. Basically, I'll leave it to you
 [15] guys to speak up if you want to change something.
 [16] Otherwise, I'll keep moving.

[17] Goal V (sic), assure adequate capacity of
 [18] facilities and infrastructure.

[19] CHAIRMAN ROSE: IV.

[20] MR. WUELLNER: I skipped over IV? III to V;
 [21] see, I do have a counting problem. Provide an
 [22] operationally-efficient facility is Goal IV.
 [23] Look at an operational review every year;
 [24] determine areas that are problematic on the
 [25] airfield, as well as even traffic issues; develop

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[1] capital items to mitigate those deficiencies; try
 [2] not to, with our projects, impede operational
 [3] activities out there; conduct informal user
 [4] surveys related to improvements that would like
 [5] to be seen here; and try to keep closures to a
 [6] minimum throughout the year. And that could
 [7] apply to anything from maintenance to new
 [8] construction.

[9] Goal V, assure adequate capacity facilities
 [10] and infrastructure; an annual review of the
 [11] airside, landside facilities; identify those
 [12] deficiencies. Obviously, they plug into a
 [13] five-year capital program that you'll be
 [14] addressing next week -- or next month. And
 [15] again, do informal surveys to develop input into
 [16] those facilities, things that need to be done.

[17] Goal VI, support community transportation
 [18] needs and goals. Basically it's an integration
 [19] of the Airport's planning with the County's
 [20] comprehensive plan, the MPO's long-range
 [21] transportation improvement plan, and any other
 [22] community transportation-related programs.
 [23] Conduct needs assessments related to aviation
 [24] services; conduct air market surveys.

[25] The only proposal I would have would be to

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[1] eliminate the year time lines in some of these.

[2] MR. LASSITER: Ed, we're talking about a
 [3] commuter connection? Is that what you're --

[4] MR. WUELLNER: Air service market? Yes,
 [5] that would be -- those are the types of things
 [6] that would play into a project being qualified
 [7] under this goal, would be community's expressed a
 [8] desire for commercial service, for instance. If
 [9] that were the case, then that might trigger a
 [10] project, a capital project in support of it.

[11] MR. LASSITER: So, your suggestion is that
 [12] we eliminate the two years?

[13] MR. WUELLNER: Two years. We're going to
 [14] build elements of that into the new master plan
 [15] study when it's conducted, so it will be a part
 [16] of that description, rather than a stand-alone
 [17] study. It should save some -- save some money
 [18] overall. And obviously provide any kind of forum
 [19] related to air transportation needs.

[20] Goal VII, develop and maintain an
 [21] environmentally-compatible facility. That's
 [22] largely done through proper permitting and the
 [23] regulatory agencies; review of programs that
 [24] might be creating a problem environmentally for
 [25] the airport.

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[1] Also pulls into this is the MPDES permitting
 [2] and the coordination with airport tenants to
 [3] assure that they're complying with those rules
 [4] and best management practices developed for the
 [5] airport. And then adjust annually any areas that
 [6] need to be done in order to assure that we are
 [7] remaining environmentally compatible.

[8] Goal VIII, maintain functional
 [9] organizational structure. These -- structure and
 [10] procedures. These pertain less to the -- to
 [11] capital programs but basically maintain a
 [12] personnel policy; develop policies related to
 [13] investments, purchasing, accounts payable and
 [14] receivable, and administration resources.

[15] Most of those have been done. In fact all
 [16] of those in B. have been done. And again, these
 [17] are items that would typically show up as
 [18] deficient in your annual audit as management
 [19] comments, management letter comments.

[20] Goal IX, market, promote, and enhance
 [21] awareness; develop a newsletter for the airport;
 [22] tour and educational outreach programs, that does
 [23] happen; prepare and distribute airport marketing
 [24] brochure aimed at attracting nonaviation
 [25] development. Obviously, that conflicts with the

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[1] removal of Goal, was it I E.? So, if it's your
 [2] pleasure, we'll remove C. as it relates to
 [3] nonaviation development?

[4] MR. LASSITER: I think that would be in line
 [5] with the other.

[6] CHAIRMAN ROSE: Well, yeah, except that we
 [7] want to promote the development. We just want it
 [8] to be done by private developers.

[9] MR. LASSITER: Yeah.

[10] MR. CIRIELLO: I have a question.

[11] MR. WUELLNER: Aimed at attracting
 [12] private -- public, private --

[13] CHAIRMAN ROSE: Excuse me, Joe.

[14] MR. WUELLNER: Or private partnerships?
 [15] We'll come up with some language here. Go ahead.
 [16] I'm sorry.

[17] MR. CIRIELLO: Under this Goal IX, Mr. Ed,
 [18] I've been asked a few times by some people about
 [19] whether or not we had a web page at the airport
 [20] so people with computers can get on and find out
 [21] what's going on out here. Would that be
 [22] appropriate for this -- in this Goal IX to get a
 [23] web page?

[24] MR. WUELLNER: I think it would. And it's
 [25] been under development for a while, but there --

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[1] yeah, I think that would be an excellent addition
 [2] to it.

[3] MR. CIRIELLO: Well, could we add that as E.
 [4] in there?

[5] MR. WUELLNER: If there's no objection,
 [6] we'll do that.

[7] MR. LASSITER: I think actually C. and D.
 [8] needs a little tweaking.

[9] MR. WUELLNER: C. and D.?

[10] MR. LASSITER: Yeah.

[11] MR. WUELLNER: Yeah, actually, I'm almost
 [12] hesitant of leaving D. in there, only because
 [13] that's the least of our problems, is finding
 [14] new --

[15] MR. LASSITER: Right.

[16] MR. WUELLNER: It's almost the opposite
 [17] right now. So, is it your desire to take D. out,
 [18] then, or do you have other wording you want to
 [19] use?

[20] MR. LASSITER: I would -- I would propose
 [21] that we go ahead and strip D. out. If you have
 [22] no problem attracting, there's surely no reason
 [23] to spend money on an advertising campaign to
 [24] attract.

[25] MR. WUELLNER: Yeah.

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[1] CHAIRMAN ROSE: But would be a web page --

[2] MR. LASSITER: Web page speaks over D.

[3] MR. WUELLNER: We still only have through D.

[4] now. Okay. Goal X, which is the last one, I'm
 [5] sure you're relieved to know, is to assure proper
 [6] intergovernmental coordination. Those of you
 [7] that follow the history of the Authority, a lot
 [8] of that was not being done prior to '96. That, I
 [9] don't think could be said today, but it was
 [10] certainly a problem back then.

[11] Largely, we're involved in, day to day, with
 [12] the local governmental agencies in coordinating
 [13] our efforts with theirs, everything from
 [14] permitting to planning. We do meet quarterly
 [15] with FDOT and FAA, have periodic informational
 [16] meetings as necessary with other governmental
 [17] officials, and are integrating the Airport Master
 [18] Plan with the Comprehensive Plan and the regional
 [19] MPO plans and will continue to do so, if there's
 [20] no objection.

[21] So, if it's all right with you, we'll just
 [22] take the comments we got today; we'll revise this
 [23] and get it back to you and it will be -- we'll
 [24] have copies available at next -- prior to next
 [25] meeting so that you can have that to look at the

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[1] actual project list next time.
 [2] CHAIRMAN ROSE: So, that will be in our
 [3] agenda packet next month then.
 [4] MR. WUELLNER: Yes, sir.
 [5] CHAIRMAN ROSE: Okay. Ed, do you have
 [6] anything else?
 [7] MR. WUELLNER: Yes, actually.
 [8] 5.F. - AIR TRAFFIC CONTROL TOWER CONTRACT
 [9] MR. WUELLNER: Donna, you can hit those
 [10] lights, if you want. The air traffic control
 [11] tower contract, I need to kind of bring you up to
 [12] speed on that. The original proposal or the
 [13] proposal made by the number two firm to us was
 [14] for \$1.57 million. We had Staff -- or
 [15] authorization to Staff at the last meeting up to
 [16] \$1.2 million. We have been able to get to \$1.4
 [17] million as a result of negotiations between the
 [18] parties.
 [19] There's largely about nowhere else to go and
 [20] keep it moving. I'm very satisfied. We've
 [21] looked at the options available. They have
 [22] assured us they will work with us through the
 [23] construction phase and help us to identify any
 [24] areas where we can effectively cut back on the
 [25] overall cost of the facility. And I think

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[1] was felt that we could come down to at least 135
 [2] kW, kilowatts, in terms of the size of the
 [3] generator in the facility without compromising a
 [4] single thing. Do the landscaping and irrigation
 [5] in-house. There's not that much to it.
 [6] Fencing, it's since been discovered that the
 [7] facility did not need to be independently fenced
 [8] from the airport. It's already inside the
 [9] airport fence.
 [10] The DCS system, which was a touch-screen
 [11] technology that allowed the traffic controllers
 [12] to turn on and off lights, individual lighting
 [13] circuits on the airport, that can be done using
 [14] a -- a less-advanced technology, but also
 [15] preserving in the design the ability to go to
 [16] that system at some time in the future, providing
 [17] the conduits and ducts and things like that to
 [18] connect the tower to the vault properly so that
 [19] it could be facilitated should the airport want
 [20] to go that way in the future. Provide the access
 [21] to the tower through the south T-hangar project,
 [22] versus constructing yet another access through
 [23] the fence.
 [24] The last item was the facade balcony there.
 [25] If you remember, the architectural design had

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[1] they're -- and they're indicating there are going
 [2] to be some other opportunities. But short of
 [3] fully designing the facility and identifying
 [4] those, they're just simply not available today.
 [5] I gave you a sheet that had three options
 [6] out there, the first option being the original --
 [7] I use the term "original bid." It was not a bid,
 [8] but that was the original price quoted by the --
 [9] by Fannin Danis, and included everything you see
 [10] on the list, and again was \$1.57 million. Option
 [11] two allowed or provided for the deduction of
 [12] certain items within that project, as did item
 [13] option three.
 [14] It's Staff recommendation that option three
 [15] be endorsed by the Board, which would -- several
 [16] things would need to occur or be endorsed by the
 [17] board in order for that to occur. One would be
 [18] the elimination of performance and payment bonds,
 [19] the purchase of the beacon, the rotating beacon
 [20] to be placed on top of the air traffic control
 [21] tower be done by the Airport Authority, thereby
 [22] saving markup and sales tax. Same way with the
 [23] reduction of the size of the backup generator
 [24] capability of the facility.
 [25] Without doing the detailed engineering, it

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[1] a -- kind of a fake balcony as you went up the
 [2] tower. That would still be there; you'd still
 [3] see that, but it would not be the ornate railed
 [4] version that was depicted in the architectural
 [5] drawings. You'd get the same effect but save
 [6] some money on it. And that's how we got to \$1.4
 [7] million on the project.
 [8] And if that's agreeable, we -- we will
 [9] attempt -- we have some -- I'll know a lot more
 [10] later this week, but I believe we'll have
 [11] participation from DOT for the additional funds
 [12] to get to the \$1.4 million level at 80 percent
 [13] still, and if that looks agreeable, we'll --
 [14] we'll move that direction. And if you're all
 [15] right with that, we'll move the contract through
 [16] at that value or not to exceed \$1.4. I'd be
 [17] happy to try and address any questions you have.
 [18] CHAIRMAN ROSE: Yeah, I think -- I think
 [19] you -- we need to take some board action on
 [20] option three to give you some -- a firm answer.
 [21] Are there any comments or questions by the board
 [22] members?
 [23] MR. LASSITER: I just have one. On the 135
 [24] w --
 [25] MR. WUELLNER: Yes.

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[1] MR. LASSITER: -- kW backup, is that going
 [2] to be sufficient of a safety factor in that to --
 [3] for now and future instead of having a future
 [4] board coming back and saying, "It's too small;
 [5] we're going to have to spend more money"?

[6] MR. WUELLNER: Largely, the sizing will come
 [7] out of the hard engineering that's done to
 [8] finalize the spec. And that number will be
 [9] confirmed. It may be that it actually can come
 [10] down even a little bit further when it comes
 [11] right down to it, but I'm very comfortable that
 [12] 135 is more than adequate for the tower.

[13] And it -- it includes the future development
 [14] plan for the vault, which would be the only
 [15] other -- I mean, that's probably the key item
 [16] that's in the generating capacity requirements.

[17] And that includes more regulators than we
 [18] currently have and it probably in effect doubles
 [19] the capacity we have, and it should be included
 [20] in the generating calculations. So, I'm very
 [21] comfortable we'll have adequate power for well
 [22] into the future.

[23] CHAIRMAN ROSE: Any comment from the public?
 [24] (No public comment.)

[25] CHAIRMAN ROSE: Any further questions or

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[1] comments by the Board?

[2] (No questions.)

[3] CHAIRMAN ROSE: I'll entertain a motion to
 [4] approve option three as presented by
 [5] Mr. Wuellner.

[6] MR. CIRIELLO: I'll make a motion.

[7] CHAIRMAN ROSE: We have a motion. Do we
 [8] have a second?

[9] MR. LASSITER: Second.

[10] CHAIRMAN ROSE: All in favor? Aye.

[11] MR. CIRIELLO: Aye.

[12] MR. LASSITER: Aye.

[13] MR. WATTS: Aye.

[14] CHAIRMAN ROSE: Opposed?

[15] (No opposition.)

[16] CHAIRMAN ROSE: Motion carries.

[17] MR. WUELLNER: FBO area corporate hangars.

[18] We've been advised by the contractor -- you know,
 [19] they've been on hold for Phase 2 of that work.

[20] If we can find, I say "find" the money, but
 [21] arrange with DOT for the remainder of that funds
 [22] which we'll -- would update you at the next

[23] meeting, would this board be interested in moving
 [24] Phase 2 to a construction mode?

[25] The reason we're asking at this point is

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[1] that the contractor has identified about \$20,000
 [2] worth of items that are currently funded under
 [3] Phase 1 that could -- we could avoid having to
 [4] pay for if you could move into Phase 2 in a
 [5] timely manner.

[6] There's some temporary paving and some
 [7] things like that that are facilitated in Phase 1,
 [8] just waiting on Phase 2. So they could be
 [9] eliminated if we can move into Phase 2.

[10] Would you like me to explore with DOT a way
 [11] to tie up that grant funds if at all possible and
 [12] make that presentation to you next month, if
 [13] indeed it's available or if we're able to do it
 [14] with DOT?

[15] MR. LASSITER: Which area is this, now?

[16] MR. WUELLNER: This is Phase 2. It's the
 [17] four corporate hangars that were originally
 [18] designed into the terminal expansion project of
 [19] there. There are four -- I don't remember the
 [20] exact numbers -- but approximately 60 x 60
 [21] hangars with a little office.

[22] CHAIRMAN ROSE: We're going to move up Phase
 [23] 2?

[24] MR. WUELLNER: Well, yeah. I -- basically,
 [25] we'd try to get the funding identified more in

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[1] advance.

[2] CHAIRMAN ROSE: We'll have what we wanted?

[3] MR. WUELLNER: Ultimately, yes.

[4] MR. CIRIELLO: Mr. Chairman?

[5] CHAIRMAN ROSE: Yes.

[6] MR. CIRIELLO: Ed, is there any legal
 [7] ramifications about hopscotching around? I mean,
 [8] is there anything legal we might get stuck in by
 [9] jumping from one to the other before one phase is
 [10] completed or not?

[11] MR. WUELLNER: Nothing we know of at this
 [12] point, and if there is something, it would be
 [13] brought back at next meeting when we update you
 [14] on where we got with DOT on the -- on the topic.

[15] MR. CIRIELLO: Well, if we can gain some
 [16] benefits by hopscotching around, we might as well
 [17] do it.

[18] MR. LASSITER: That's a -- 50 percent of
 [19] that's our savings, right?

[20] MR. WUELLNER: Yeah.

[21] MR. LASSITER: Definitely.

[22] CHAIRMAN ROSE: You get --

[23] MR. WUELLNER: Okay. The last -- okay.

[24] Then the last thing I have is those of you

[25] interested in the AAEE meeting, the annual

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[1] meeting this year, I need to have some idea who
 [2] wants to go to that.
 [3] And that meeting, as it happens every once
 [4] in a while, conflicts with your third Monday of
 [5] May meeting, and it would be our request to move
 [6] the May meeting to the 14th from the 21st. I
 [7] thought about moving it back, but that conflicts
 [8] with the holiday. That's the -- the April
 [9] meeting would be the 16th of April. You still
 [10] have approximately a month between meetings, if
 [11] that's acceptable.
 [12] CHAIRMAN ROSE: All right. So, we'll move
 [13] the May meeting to the 14th.
 [14] MR. WUELLNER: If that's acceptable, yes,
 [15] sir.
 [16] CHAIRMAN ROSE: Oh, you'll be going to that
 [17] meeting, won't you?
 [18] MR. WUELLNER: Right. And as one or two of
 [19] you have gone in the past to it.
 [20] MR. LASSITER: So, we're moving the May
 [21] meeting till --
 [22] CHAIRMAN ROSE: May meeting on the 14th.
 [23] MR. WUELLNER: Be a week earlier.
 [24] MR. LASSITER: Okay.
 [25] CHAIRMAN ROSE: Is that okay with everybody?

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[1] I'd set up a workshop with some of the older past
 [2] board members, and then I got to realizing that I
 [3] didn't have a subject for that meeting and I
 [4] didn't have the concurrence of the rest of the
 [5] board, and I decided I'd wait until we could have
 [6] a meeting here. And if you still want to have
 [7] that, why we could discuss it.
 [8] MR. CIRIELLO: Oh, definitely.
 [9] CHAIRMAN ROSE: And finally, is Jim Bryant
 [10] still our --
 [11] MR. WUELLNER: Yes, sir.
 [12] CHAIRMAN ROSE: -- contact with the county
 [13] commissioners?
 [14] MR. WUELLNER: Yes, sir.
 [15] CHAIRMAN ROSE: Normally, we would expect
 [16] him to be here then.
 [17] MR. WUELLNER: Yes, sir.
 [18] CHAIRMAN ROSE: Okay. That's all I have.
 [19] Let's see.
 [20] 6.B. - MR. DENNIS R. WATTS
 [21] CHAIRMAN ROSE: Mr. Watts?
 [22] MR. WATTS: Nothing at this time.
 [23] 6.D. - MR. JOSEPH CIRIELLO
 [24] CHAIRMAN ROSE: Joe?
 [25] MR. CIRIELLO: Yes, I've got quite a few.

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[1] (Affirmative responses.)
 [2] CHAIRMAN ROSE: Okay. Let's do that.
 [3] MR. WUELLNER: That's the last item I have,
 [4] Mr. Chairman.
 [5] CHAIRMAN ROSE: Is that it?
 [6] MR. WUELLNER: Yes, sir.
 [7] CHAIRMAN ROSE: Okay. Any other business to
 [8] come before us? All right.
 [9] 6.A. - MR. WILLIAM "BILL" ROSE
 [10] CHAIRMAN ROSE: I have just a couple of
 [11] quick comments. I noticed Ms. Bosanko is listed
 [12] as a board member on our agenda, and I think I
 [13] know the answer, but I want to be sure that she's
 [14] getting copies of the agenda and copies of all
 [15] correspondence that -- that come to us.
 [16] MR. WUELLNER: Yes, sir, she is.
 [17] CHAIRMAN ROSE: So, she'll be -- she'll be
 [18] up to date on any issues that -- that we've
 [19] discussed. She gets the minutes every week when
 [20] they're done.
 [21] MR. WUELLNER: Yes, sir. She gets the same
 [22] thing you do.
 [23] CHAIRMAN ROSE: Yeah. Okay. Mr. Ciriello,
 [24] I owe you an apology, and I'm going to do it
 [25] publicly right now. At the last meeting, I said

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[1] Nobody get up and go.
 [2] First of all, last meeting when we was
 [3] talking about the control tower, I made a
 [4] statement about Jackson Hole, Wyoming not having
 [5] a control tower and they have airline service and
 [6] everything in there as one of my reasons for not
 [7] thinking we needed a control tower. Of course, I
 [8] still think that.
 [9] But I looked in my AOPA airport book when I
 [10] went home, and lo and behold, they have a control
 [11] tower. Now, I don't know how long it's been. It
 [12] might be a year, two years or three, but the last
 [13] time I remember looking, they didn't. So now
 [14] they do, and so they put in -- putting in a
 [15] control tower made me look bad. So I'm going to
 [16] have to write Jackson Hole a letter.
 [17] Anyhow, the web page, you've already
 [18] answered that. And the meeting, when I asked for
 [19] the meeting last time, I got a letter from
 [20] Mr. Wuellner, that you and he discussed it. And
 [21] I think you -- I don't know if you misunderstood
 [22] what I wanted. I think you guys thought I wanted
 [23] a history of the airport more or less just to
 [24] know what's going on. That really wasn't what I
 [25] wanted. I wanted to discuss the past, present,

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[1] and future of the airport, the directions it's
 [2] going in. That's why I wanted the meeting, Ed.
 [3] I still want the meeting, because even
 [4] though I can touch on it real quick here, some
 [5] years back, when people were either on the
 [6] airfield or on this board, envisioned into the
 [7] future trying to guess what the future's going to
 [8] be like. They envisioned this airport being like
 [9] Daytona and growing and growing and growing, and
 [10] eventually becoming a -- not an international
 [11] airport, but a commercial airport served mainly
 [12] by airlines.

[13] Well, in all these years, since somebody
 [14] envisioned that and started buying property,
 [15] things changed. There's been a lot of
 [16] communities put in right next to the airport.

[17] If you take a look at the airport layout,
 [18] this airport is right now, compared to 25 years
 [19] ago, locked in. You can't go east because of the
 [20] Intracoastal; you can't go west because of the
 [21] road and the railroad; and the way that airport
 [22] runway, the main one is lined up, the only way to
 [23] make it longer to handle big airliners like, you
 [24] know, 10,000-foot runways that the commercial
 [25] airports have, you'd have to swing that runway

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[1] around, and I still don't know if you could get
 [2] it long enough.
 [3] So, you can't go north and you can't go --
 [4] well, south as far as the runway's concerned.
 [5] The only thing they're doing south is buying up a
 [6] lot of homes in Araquay Park and they're going to
 [7] put in some things, and I'm not really in favor
 [8] of that.

[9] But in general, this airport right now,
 [10] because of the situation, is locked in, and in
 [11] the future, I can't see it getting unlocked. I
 [12] can't see this airport physically expanding
 [13] anywhere other than what it is right now, I mean,
 [14] as far as runways and all of that kind of stuff.
 [15] So, I wanted to talk about that.

[16] I wanted to get a consensus. The -- you're
 [17] getting ready to come up with your budget, and in
 [18] there, there's going to be a few hundred thousand
 [19] dollars for buying property and everything. And
 [20] the Authority keeps talking, everybody but me,
 [21] about getting this thing self-sustaining and off
 [22] the tax rolls, and as long as you put stuff in
 [23] the budget buying things that you don't really
 [24] need, things that this airport can live with --
 [25] in fact, if it ever got crowded some day to where

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[1] we couldn't accommodate any more airplanes, no
 [2] more hangars or anything like that, that's fine.
 [3] Somebody's going to have to go somewhere else,
 [4] because when you get to the saturation point,
 [5] that's where you're at.

[6] So, I don't see this airport in the future,
 [7] not because I don't have a vision or anything,
 [8] but because it's locked in, going anywhere. And
 [9] I wanted this big meeting with people in the past
 [10] who knew why property was bought originally and
 [11] where it's at right now and where it would go or
 [12] could go.

[13] I'm not in favor of buying up all kind of
 [14] property and getting in the real estate business.
 [15] And I wanted this big workshop or meeting or
 [16] something to get all kinds of opinions in there
 [17] to see if we could do something about that. And
 [18] that's what I wanted the meeting for. Still want
 [19] it.

[20] CHAIRMAN ROSE: Is that it?

[21] MR. CIRIELLO: Yeah, I have Jackson Hole,
 [22] web page. We already did that, and the
 [23] meeting -- oh, oh, no, I'm sorry. The other day,
 [24] I got a call from a Mr. John Newsome. Does he
 [25] happen to be here?

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[1] (Not present.)

[2] MR. CIRIELLO: Okay. Mr. Newsome, now,
 [3] unless I misunderstood him, I thought he had
 [4] talked to somebody here at the airport about
 [5] selling three pieces of property he has right
 [6] over here on Avenue C that's really not within
 [7] the bounds of our airport right now unless we
 [8] moved to this other runway that you want across
 [9] the road.

[10] But he's -- he's telling me that he'll sell
 [11] his property dirt cheap to get to the airport
 [12] rather than have somebody come in there and put a
 [13] trailer park in next door to him. He owns two
 [14] other lots, but one of them he lives on.

[15] And I told him to come to the board and talk
 [16] to the board, because when you want to approach
 [17] the board to sell, you know, buy your property,
 [18] you need to do that. And he said he couldn't
 [19] make it. And I thought he said he sent a letter
 [20] with some maps and everything to the Authority,
 [21] describing what he had in mind. Donna said she
 [22] didn't get it -- didn't get that. Do you
 [23] remember talking to this guy?

[24] MR. WUELLNER: We didn't get it recently.
 [25] This has been at least six months ago, maybe

[1] longer, when he sent the stuff. We responded to
 [2] him and told him it was outside of the Airport
 [3] Authority's area and there wasn't a whole lot we
 [4] could do for it.

[5] MR. CIRIELLO: Well, in any case, I told him
 [6] that just to be a -- well, a servant, I'm really
 [7] a servant of the people. When they ask me to do
 [8] things and I say I'll do it, it doesn't
 [9] necessarily mean it's going to happen. But I
 [10] just told him I would get it on the minutes and
 [11] on the public record that he's approached the
 [12] board about buying some property.

[13] And I did tell him honestly that this
 [14] meeting I want to have and everything, that I'm
 [15] going to be a thorn in the board's side when it
 [16] comes to buying a lot of properties and
 [17] everything like that. And I said, "I probably
 [18] might not be in favor of buying your property, to
 [19] start with." I told him that in honesty.

[20] But just to get it on the record, and I
 [21] wanted to mention that Mr. John Newsome at 4657
 [22] Avenue C has wanted to approach the board about
 [23] buying three lots of his property. Now that's
 [24] it, Mr. Chairman. Thank you.

[25] CHAIRMAN ROSE: All right. I'm going to

[1] adopted in '96, I believe it was, and as the
 [2] direction the airport -- I mean, from a staff
 [3] perspective as well as the board's perspective
 [4] has been moving since that time. And every five,
 [5] seven years' time line, another master plan has
 [6] been developed and adopted with all those inputs
 [7] again.

[8] You are coming up on that horizon again. I
 [9] think you're going to see in this strategic plan
 [10] discussion next month a project for the Airport
 [11] Master Plan for getting in the funding cycle for
 [12] that. We anticipate that in, you know,
 [13] approximately 18 months, maybe a little longer
 [14] than that, that it will be a funded project. And
 [15] at that point, you know, obviously all those
 [16] inputs go into considering the future development
 [17] of the airport.

[18] The other opportunity you have in front of
 [19] you is that thing next month, the -- when you're
 [20] looking at the capital projects that are being
 [21] proposed, you're going to be asked to basically
 [22] adopt the projects as well as indicate the
 [23] priority of those projects or the relative
 [24] importance to the Authority in terms of funding.
 [25] It's another great opportunity to provide that

[1] come back to your -- to the workshop meeting, but
 [2] Mr. Lassiter?

[3] 6.E. - MR. CHARLES LASSITER

[4] MR. LASSITER: Then I'll make it real quick.
 [5] I have no comment.

[6] CHAIRMAN ROSE: Okay. Joe, I -- I assume
 [7] that you are officially asking the board to set
 [8] up a workshop to meet with past members of the --
 [9] of this board to discuss growth plans and growth
 [10] options for the airport.

[11] MR. CIRIELLO: Well, to get their ideas,
 [12] yeah.

[13] CHAIRMAN ROSE: What is the pleasure of the
 [14] board? Do you -- are you interested in holding a
 [15] workshop? We need to -- if we're going to have a
 [16] workshop, we need to agree that we're going to
 [17] have one. We need to confirm the subject, and we
 [18] need to set a time when we can have it.

[19] MR. WUELLNER: If I could interject, you
 [20] have two opportunities on the horizon, and
 [21] largely what I -- what I'm hearing the topic to
 [22] be is largely what is referred to as the Airport
 [23] Master Plan document, which was that compilation
 [24] of direction of the community as well as the
 [25] Airport Authority members themselves, and was

[1] input and get a general direction of this board
 [2] toward future projects.

[3] I'm not -- whether you have the meeting
 [4] makes little difference to staff; we're going to
 [5] be here one way or the other. But I'm not sure
 [6] that a lot of that really hasn't -- the first
 [7] phase of it hasn't been done, and you're also on
 [8] the cusp of doing it again, the full-blown
 [9] effort.

[10] CHAIRMAN ROSE: Any other comment?

[11] MR. LASSITER: Yeah. Mr. Chairman, maybe
 [12] I -- let me try to verbalize what Joe is looking
 [13] for. And if it is, maybe we can, instead of
 [14] having a separate meeting, we can wrap it in and
 [15] maybe have an extended meeting on a normal
 [16] business meeting.

[17] Joe, what you're looking for is a -- a
 [18] direction for this board of where this airport's
 [19] going to be as far as serviceability to the
 [20] aviation community and the growth to provide that
 [21] service. Is that what you're looking for, is
 [22] some kind of past and present coming together and
 [23] coming up with some kind of, as Ed has said,
 [24] vision, for lack of a better term?

[25] MR. CIRIELLO: Let me put it this way: Not

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[1] just this last time, but every time I've
 [2] campaigned for this job, I went with budgets and
 [3] money and stuff like that, and I just don't like
 [4] spending money on stuff we don't need.

[5] And buying a lot of property that's really
 [6] we don't need -- now that this airport is locked
 [7] in. If this was 25 years ago, I might be going
 [8] along with everybody else and buying everything
 [9] you can. But you're never going to move that
 [10] highway and that railroad track, and you can't do
 [11] nothing with that runway right now. It's as long
 [12] as it's going to get.

[13] And the only thing you're going to do in
 [14] Araquay Park, is -- well, most of it, but the
 [15] only thing you're going to do over there is put
 [16] up some hangars. You're going to tear down some
 [17] nice homes to build up a steel beam,
 [18] aluminum-siding building to hang -- put in
 [19] airplanes. And, of course, it will make you a
 [20] little bit of money, but, I mean, I -- I don't
 [21] look at that as growth.

[22] To me, growth is putting in a runway from
 [23] 7,000 feet to 12,000 feet and maybe parallel
 [24] runways and bringing in airliners and everything
 [25] like that. And I'm not talking monetary growth.

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[1] MR. CIRIELLO: What's your definition of
 [2] "capital project"?

[3] MR. LASSITER: Capital projects are anything
 [4] such as the warehouses, the corporate hangars,
 [5] the -- the new tower, the vault, the runway
 [6] lighting. All of those are capital projects.

[7] MR. CIRIELLO: Okay. Some --

[8] MR. LASSITER: Purchase --

[9] MR. CIRIELLO: Some projects are absolutely
 [10] needed. You have to repair runways. You have to
 [11] repair taxiways. They don't bring any income to
 [12] the airport.

[13] Now I'm thinking, I don't only just
 [14] represent the airport to do the best I can to
 [15] make this -- continue this great airport. I've
 [16] also got to consider the taxpayers, that they're
 [17] subsidizing this airport.

[18] Now, I've been flying since 1950 -- well,
 [19] not in the last few years because I -- but
 [20] anyhow, for a long time I've been around
 [21] airplanes. And, yes, control towers are nice.
 [22] You can sit here and give me all the arguments
 [23] you want that they're safety factors. I've got
 [24] some literature in my book right now that tells
 [25] you they're not.

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[1] I don't care how big the airport grows with
 [2] businesses coming in making money and such.

[3] But it's just logic; this airport cannot
 [4] physically grow and go in any direction because
 [5] it's locked in. And I don't want to be spending
 [6] money on things we can't really absolutely need
 [7] or use. And I want to try to stop that. Is
 [8] that -- is what I want to do.

[9] MR. LASSITER: Okay. Well, then -- then I
 [10] think what Ed has proposed is that we do the
 [11] capital, which is literally with no money, we
 [12] don't do anything. And if the money is not
 [13] forwarded to the projects, the projects don't
 [14] happen. And my understanding now, what you're
 [15] saying is, is your concern is that the money that
 [16] we're spending, in your view, we don't need to
 [17] continuously spend for these capital projects.

[18] And so, therefore, really, to have a
 [19] workshop to talk about something which basically
 [20] comes down to a capital project budget or the
 [21] lack of monies available for these projects is
 [22] doing the same thing as having a workshop, to
 [23] talk about -- is that -- is that not -- am I
 [24] making too much of a leap here to -- to get you
 [25] covered?

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[1] An ILS is nice to have, but only a certain
 [2] number of people can use it. Of all the years
 [3] I've been flying, and even though I took some
 [4] dueling, IFR flying, I can't use the system. And
 [5] it's nice to have, but we don't have that much
 [6] bad better weather. So, in my estimation, those
 [7] are two big items you're spending money on that
 [8] will not bring money into this Authority. Not
 [9] the airport.

[10] Now I'm concerned about the FBO and your
 [11] restaurants and motels and everything up to a
 [12] point, but as a board member, when I talk about
 [13] bringing in money to the airport, I'm strictly
 [14] talking about bringing money into this Authority,
 [15] and not -- some of these capital projects won't
 [16] do it. Building hangars brings in money.
 [17] Warehouses, if they're aviation-related, can
 [18] bring in money, but --

[19] MR. LASSITER: Well, that's what I'm talking
 [20] about. This is -- the capital budget is where
 [21] you can decide, instead of discussion, because I
 [22] can tell you, the item that you don't consider to
 [23] be something worthwhile for the airport to
 [24] proceed is -- it may or may not be.

[25] What I perceive is what needs to be done for

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[1] it, whether it's safety, driven by safety or
 [2] economics on the thing. And I think that's where
 [3] the capital budget area in that meeting is where
 [4] we need to really thrash it out and come to
 [5] either concurrence or agree not to agree.

[6] MR. CIRIELLO: Well, I was hoping by --

[7] MR. LASSITER: Or agree to disagree, I
 [8] should say.

[9] MR. CIRIELLO: -- having this meeting, that
 [10] somebody else beside me could see that this
 [11] airport is locked in and logics tells you that
 [12] it's not going anywhere, and we don't need to get
 [13] in the real estate business and go out and buy
 [14] everybody's property up and take their homes away
 [15] from them for something that's not going to
 [16] really benefit us that much.

[17] And I'll -- I'll just go ahead and say it.
 [18] Maybe I'll get somebody mad at me. But the other
 [19] day, I talked to a person about these five
 [20] properties that you're talking about taking.
 [21] You're even talking -- and I say "you," I'm --
 [22] you guys was on the board, and I wasn't at the
 [23] time -- but taking these five particular
 [24] properties by eminent domain. And I found out in
 [25] the last few days -- I was thinking these five

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[1] homes were going to be torn down to put in some
 [2] hangars. And at least it would bring in a little
 [3] bit of income.

[4] These five homes are going to be torn down
 [5] to put in a mud hole, a retention pond, because
 [6] of that water management company says it's got to
 [7] be done. You're not even going to build anything
 [8] there. You're taking homes away from people to
 [9] put in a water retention pond, and that really
 [10] infuriated me.

[11] Now, I'm not infuriated enough to want to
 [12] start a fight; but, to me, that made absolutely
 [13] no sense. And this is what I'm talking about.
 [14] We're wasting money and spending money and doing
 [15] things like that that makes no sense to me. And
 [16] I want to try to do something about it. And if
 [17] that means getting a special meeting and get in
 [18] here and screaming at each other, then so be it.

[19] CHAIRMAN ROSE: All right. Ed, we're going
 [20] to have our capital priority list next week.

[21] MR. WUELLNER: Next month, yes, sir.

[22] CHAIRMAN ROSE: I mean next month. And I
 [23] think we should set aside enough time at that
 [24] meeting to move into this discussion that Joe
 [25] feels like we should have.

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[1] MR. WUELLNER: Okay.

[2] CHAIRMAN ROSE: Let's let that be our next
 [3] step. Does anybody have a problem with that?

[4] MR. CIRIELLO: No. Thank you.

[5] CHAIRMAN ROSE: Let's do that. What?

[6] MR. CIRIELLO: I said no, thank you.

[7] CHAIRMAN ROSE: Okay. Let's don't have an
 [8] agenda that's going to fill up -- I think this
 [9] will take a little time to discuss.

[10] MR. WUELLNER: Okay. Yes, sir.

[11] CHAIRMAN ROSE: And if we have anyone that
 [12] we should invite to come and -- and provide any
 [13] information on decisions that have been made in
 [14] the past, we should let them know that we're
 [15] having this meeting.

[16] MR. WUELLNER: Okay.

[17] CHAIRMAN ROSE: Okay.

[18] 7. - PUBLIC COMMENT

[19] CHAIRMAN ROSE: Do I have any public
 [20] comment?

[21] MR. SANDERS: Mr. Chairman, I'm president of
 [22] S & D Land Clearing.

[23] CHAIRMAN ROSE: Do you want to come up?
 [24] Please state your name again and into the
 [25] microphone.

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[1] MR. SANDERS: I'm David Sanders. I'm
 [2] president of S & D Land Clearing. I was one of
 [3] the -- apparent low bidder on the clearing
 [4] project.

[5] I will -- I would entertain, if -- if the
 [6] Board would go along with it, I would entertain a
 [7] negotiation on reduction of the bid price,
 [8] because I'm low bidder, if the board would
 [9] entertain that before closing this.

[10] I'm prepared to move forward with this
 [11] clearing, almost immediately, if -- if that's of
 [12] any consequence here. But if not, I won't -- I
 [13] don't feel like that I would be interested in
 [14] putting it off until the board meets again
 [15] another month, you know, and coming back and
 [16] rehashing it and all.

[17] I -- the clearing is pretty extensive. I
 [18] can offer some ideas and ways to reduce the cost,
 [19] if anyone would like to entertain that in a
 [20] negotiation format. I think it would be, you
 [21] know, in the board's best interest, you know, and
 [22] mine to negotiate this thing, if the board's
 [23] willing.

[24] CHAIRMAN ROSE: Have you discussed this at
 [25] all with Mr. Wuellner?

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[1] MR. SANDERS: No, sir. I just -- I'm from
 [2] out of town, and I drove in to attend this
 [3] meeting, but I have not had an opportunity to
 [4] meet with him.

[5] But I would like to do that, you know, if
 [6] the board would entertain the thought of us
 [7] making a decision one way or the other without
 [8] waiting until this board meets again, because
 [9] when I drive off from here today, I'm not going
 [10] to come back over here for any reduction or any
 [11] talks of any reduction in my price or even
 [12] interest in resubmitting.

[13] There was, I don't know, the way I counted
 [14] them, you know, just rough-house counting, there
 [15] was 20 or 25 different parties interested at the
 [16] prebid meeting, and there was only 3 of us that
 [17] actually went as far as being interested enough
 [18] in this project to turn in a bid.

[19] So, I heard some talk about, you know,
 [20] splitting the projects and all. And to me, it
 [21] doesn't matter one way or the other if you want
 [22] to split it or not, but I -- I would caution that
 [23] if you do split the projects, you're going to get
 [24] absolutely next to no invitations for bids over
 [25] there on that hand clearing if you don't add that

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[1] in.

[2] CHAIRMAN ROSE: I understand -- did I
 [3] understand you to say that you wanted to have
 [4] that discussion today, that you -- you're not
 [5] coming back for any discussions?

[6] MR. SANDERS: That's what I said, yes, sir.

[7] CHAIRMAN ROSE: Yeah. And you haven't
 [8] talked to Mr. Wuellner? I don't think we can
 [9] have those discussions today. Ed?

[10] MR. WUELLNER: I'm going to have to defer a
 [11] little bit to Cindy of what our challenges are
 [12] related to the bid.

[13] What we are talking about doing in
 [14] repackaging it is materially changing the
 [15] specifications and requirements attached to the
 [16] bid, which I'm not sure we can administratively
 [17] amend in fairness to all parties that bid.

[18] That was one of the reasons we were
 [19] trying -- we were going to approach it from a
 [20] rebid, was that with the changes we think we can
 [21] do, it will dramatically change the ability of
 [22] folks to bid on it. And that goes all across
 [23] everything from the Water Management District
 [24] permit to --

[25] CHAIRMAN ROSE: I think we're going to

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[1] readvertise --

[2] MR. WUELLNER: -- to insurance.

[3] CHAIRMAN ROSE: -- and rebid it. We've
 [4] already taken that action, and I think we'll
 [5] stick with that.

[6] MR. SANDERS: Okay. Thank you for your
 [7] time.

[8] CHAIRMAN ROSE: Yes. Thank you, sir. Any
 [9] other public comment?

[10] (No public comment.)

[11] 8. - NEXT BOARD MEETING

[12] CHAIRMAN ROSE: If not, the meeting is
 [13] adjourned. Next meeting, what is it, the 20 --
 [14] 19th, 19th of March.

[15] MR. WUELLNER: We also have a cake and the
 [16] like honoring Richard Weaver's departure from the
 [17] airport clan, so we invite you all to please
 [18] stick around and enjoy that. Appreciate his many
 [19] years of service to the airport.

[20] (Whereupon, the meeting adjourned.)

[21]
 [22]
 [23]
 [24]
 [25]

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[1] REPORTER'S COURT CERTIFICATE

[2]

[3] STATE OF FLORIDA)

[4] COUNTY OF ST. JOHNS)

[5]

[6] I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I
 [7] was authorized to and did stenographically report the
 [8] foregoing proceedings and that the transcript is a true
 [9] record of my stenographic notes.

[10]

[11] Dated this 6th day of March, 2001.

[12]

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Janet M. Beason
 JANET M. BEASON, RPR-CP, RMR, CRR
 Notary Public - State of Florida
 My Commission No.: CC 705710
 Expires April 30, 2002

\$	4		ADJOURNMENT 2/19 adjust 21/9, 53/5 adjusted 22/10, 38/5 administration 53/14 administratively 86/16 adopt 9/18, 75/22 adopted 7/20, 28/17, 39/14, 49/16, 75/1, 75/6 Adoption 2/10, 8/20, 8/23, 23/21, 23/22 advance 26/24, 64/1 advantage 41/11, 41/17 advertising 55/23 advised 62/18
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