

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room A

4730 Casa Cola Way

St. Augustine, Florida

on Monday, June 19, 2017

from 4:00 p.m. to 5:18 p.m.

* * * * *

BOARD MEMBERS PRESENT:

- SUZANNE GREEN, Chairman
- RANDY BRUNSON
- BRUCE MAGUIRE
- STEVE KIRA

* * * * *

ALSO PRESENT:

DOUGLAS N. BURNETT, Esquire, St. Johns Law Group,
104 Sea Grove Main St., St. Augustine, FL, 32080,
Attorney for Airport Authority.

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

* * * * *

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1 P R O C E E D I N G S

2 CHAIRMAN GREEN: Call the meeting to order.

3 Stand for the Pledge of Allegiance, please.

4 (Pledge of Allegiance.)

5 MEETING MINUTES & FINANCIAL REPORT ACCEPTANCE6 CHAIRMAN GREEN: Okay. Our first is financial
7 report acceptance. Everyone get to review it?

8 MR. BRUNSON: I reviewed it.

9 CHAIRMAN GREEN: I did, and I did not see
10 any -- anything out of the ordinary.

11 MR. KIRA: I reviewed. No, nothing there.

12 CHAIRMAN GREEN: Okay. It will be accepted as
13 presented.

14 MR. MAGUIRE: Yeah.

15 AGENDA APPROVAL16 CHAIRMAN GREEN: And our agenda today.
17 Acceptable?

18 MR. MAGUIRE: Acceptable.

19 CHAIRMAN GREEN: Okay.

20 MR. WUELLNER: We did -- just -- just so it's
21 clear, we had an agenda item for T-hangars --

22 CHAIRMAN GREEN: Yes.

23 MR. WUELLNER: -- that didn't make it on the
24 version that went out to the board. We've inserted
25 it. It was always in there.

1 CHAIRMAN GREEN: Correct.

2 MR. WUELLNER: It ended up in a separate
3 PowerPoint, and for some reason it didn't make it
4 to the front page of the --

5 MR. MAGUIRE: Okay.

6 MR. WUELLNER: -- of the agenda.

7 CHAIRMAN GREEN: I saw it in there, though.

8 MR. WUELLNER: But it -- well, yeah. But
9 anyway there's a --

10 MR. MAGUIRE: Okay.

11 MR. WUELLNER: -- it's in there now, just
12 so --

13 CHAIRMAN GREEN: Okay. All right. So you
14 want to go forward with your --

15 MR. WUELLNER: Oh, yeah. Sorry.

16 EXECUTIVE DIRECTOR'S REPORT

17 MR. WUELLNER: A couple -- just a couple of
18 updates on operations. Well, actually Tammy's
19 here, so I'll let her do it for a change. We don't
20 usually -- I usually forget to do that.

21 But anyway, self-serve fuel about 17,000
22 gallons this month and we had a -- I think I'm
23 reading this right, 186,000 or 180,000 gallons of
24 jet fuel and another 8,000 out of the FBO for fuel.

25 I don't have a whole lot for you. We are

1 still wrestling with FEMA over the VOR and where
2 that's going. Unfortunately the state made a
3 decision to close down -- out of the emergency
4 management office at the state closed down the
5 independent consultant that was handling many of
6 the clients related to -- to the hurricane in this
7 area. As a result, we're dealing directly with
8 FEMA now. So you basically started all over again
9 with people who don't have any idea what you're
10 talking about or even where St. Augustine is. So
11 it's going much slower now. Where we were it
12 seemed like on a fast track to being done with
13 this, that is not the case right now.

14 We're just kind of -- I feel like we're
15 treading water, Kevin would probably agree, until
16 we get somebody educated on the topic up there.
17 That's probably where it's going to sit for a
18 little bit. Hopefully we'll be able to get that up
19 and running or get some decision out of them
20 relative to replacement.

21 We are still independently working with our --
22 our maintenance team. They are making at this
23 point, trying to re-create using windings the
24 transformer necessary to get the VOR back up and
25 working. There are no more parts out there for it.

1 So they're effectively trying to make a part to get
2 us up and running in the interim to -- towards
3 replacing it eventually with FEMA.

4 I have -- we don't really have a firm handle
5 on how long that will take. They're kind of -- how
6 do you describe it? We're doing that in the
7 evenings and our spare time. So I'm not sure what
8 that means in terms of a schedule, but we're
9 grateful they're trying at this point. No real
10 updates on Frontier or Via. Everything's moving
11 along pretty well on that end.

12 We had some -- some -- our consultants
13 representatives at JumpStart earlier this morning
14 had some productive meetings with five different --
15 four different carriers. Actually -- yeah, four
16 different carriers up there, and we were made aware
17 of another regional sort of -- I'll refer to it as
18 a speed dating event that is going to come up in
19 September ahead of ACI up in Halifax. But it
20 targets Canadian carriers and charter operators who
21 are interested in finding destinations particularly
22 into Florida.

23 So I have invited Richard Goldman. He's going
24 to attend with me, go up there with me. I think
25 it's a perfect partner to go up and do this -- do

1 this, what we call a little dog and pony show with
2 these carriers.

3 We are targeting carriers who are operating
4 and intend to operate out of what are call --
5 referred to as Customs preclearance airports.
6 Meaning you clear Customs in Canada for arrival
7 into the U.S. Because the Customs facility, while
8 we have one here and you must have one, is not
9 designed to do full-size airline aircraft. So --
10 but having Customs here allows us to take
11 precleared aircraft into the airport.

12 So anyway, we're going to be -- we're going to
13 be targeting some of those carriers whether
14 they're --

15 MR. MAGUIRE: How do they --

16 MR. WUELLNER: -- seasonal or less than --
17 less than daily, those kind of operators.

18 MR. MAGUIRE: How do they clear them in
19 Halifax? I mean, do --

20 MR. WUELLNER: It's really kind cool. It's --
21 I've done it a few times coming back to the U.S.
22 for different -- different little airport or air --
23 airline conferences.

24 They have basically space at that particular
25 airport and you go through Canada's version of

1 TSA --

2 MR. MAGUIRE: Uh-huh.

3 MR. WUELLNER: -- and you pop out the other
4 side. And if you're inbound to the U.S., you
5 basically pop into a room that's U.S. Customs and
6 they clear your luggage and -- and you personally
7 do the passport reading, do everything. They --
8 the airline has already presented the manifest to
9 U.S. Customs, and if you -- if you make the grade,
10 I think we just experienced that up in, what was
11 it, Montreal --

12 CHAIRMAN GREEN: Montreal.

13 MR. WUELLNER: -- last year, you know,
14 you're -- if you're fine, you board --

15 MR. KIRA: Pearson, Toronto is the same thing.

16 MR. WUELLNER: Yeah, exactly. Yeah, the
17 bigger airports in Canada that's the norm now so
18 you don't have to go into U.S. Customs kind of
19 airports.

20 It really speeds it along because they can
21 dump you in the domestic terminal when you get
22 to -- to the U.S. and you don't have to reclaim
23 your luggage and go recheck it if you're connecting
24 and doing all of those crazy things. So it really
25 speeds you up once you get out of Canada.

1 The deal with that is, though, if they were to
2 discover something of someone they've let in
3 through that Customs operation in Canada, that's
4 the reason they have to go to an airport with
5 U.S. Customs. Because if they discover a problem
6 while the aircraft's en route relative to someone
7 that's on that aircraft, they can be met at the
8 aircraft there and escorted or arrested or whatever
9 their -- whatever their intentions are.

10 CHAIRMAN GREEN: I.e. why we have to have our
11 Customs.

12 MR. WUELLNER: Which is why we have to -- they
13 will only go to airports with a Customs presence.
14 It doesn't have to be the full-blown, you know, FIS
15 facility, but it does have to be here. So anyway
16 we're going to target that in -- in September.

17 I think the -- they're doing some things --
18 some of these carriers are doing some things
19 seasonally. Interestingly, the time of year
20 they're really targeting is summer surprisingly.
21 Normally you would think that Canada's hitting us
22 hard in the winter, which they are, but these
23 carriers are looking for things to do with
24 airplanes in the summer months, which actually
25 plays very well into our wheelhouse here, so...

1 MR. MAGUIRE: Now, which airline's looking,
2 Halifax?

3 MR. WUELLNER: Honestly I'm not sure of some
4 of the names.

5 MR. MAGUIRE: Oh.

6 MR. WUELLNER: They have a bunch of little
7 charter operators, Apple, some of these other ones
8 that do almost contract carriage for other --

9 MR. MAGUIRE: Yeah.

10 MR. WUELLNER: -- for other ones. Plus,
11 we'll, you know, meet with Air Canada, their
12 spinoff -- I'm trying to think what the name of it
13 is real quick. But there's another one launched.
14 Porter's up there. Porter's flying stuff into the
15 U.S. now.

16 CHAIRMAN GREEN: Are you talking direct here
17 or --

18 MR. WUELLNER: It would be nonstop to here --

19 CHAIRMAN GREEN: Really?

20 MR. WUELLNER: -- whatever they did. Yeah.

21 MR. MAGUIRE: Wow.

22 MR. WUELLNER: Now -- and Porter's flying the
23 Q -- is it Q400 which is what, a 70 -- 70-seat
24 turboprop. It's actually a nice airplane, but
25 it's -- it's a three-hour flight depending on where

1 you're coming from. But pretty good deal. We'll
2 see what happens out of it. It's definite -- it's
3 not expensive, so it's I think definitely worth
4 going and see -- see if it's worth to keeping
5 pounding some carriers.

6 CHAIRMAN GREEN: Uh-huh.

7 MR. MAGUIRE: Yeah.

8 MR. WUELLNER: Certainly less expensive than
9 going to visit the operators within Canada. So --
10 and it's -- and it's hard to get -- there aren't
11 too many international flavor of these airline
12 speed-dating events that are out in the U.S.

13 MR. MAGUIRE: Yeah.

14 MR. WUELLNER: There's typically only one a
15 year that you even can access some foreign
16 carriers. So plays -- plays pretty well for us.

17 That kind of concludes what I've got, so thank
18 you.

19 BUSINESS PARTNER UPDATES

20 CHAIRMAN GREEN: Okay. All right. Anybody
21 seen Mr. Dean?

22 (Not present.)

23 CHAIRMAN GREEN: By the way I met his son who
24 is interning at the clerk's office. Doing a good
25 job. Tammy? Well, do I -- I can skip over. Do we

1 have -- Tammy, go ahead. I'm not used to seeing
2 you here.

3 MS. ALBIN: Okay. For last month, so far the
4 airport air traffic is down again. We did not
5 break 10,000 again for last month.

6 As of yesterday, I went and crunched the
7 numbers again real quick, we're down over 8,000
8 operations so far this year. A lot of it we've
9 got -- had a lot of weather. This month we're way
10 down again. As of today, we're just over 5,000
11 operations for the month. And that's a lot of
12 weather, of course everybody's having the weather.
13 The weather is a big hamper right now. The flight
14 school operations are down quite a bit right now,
15 also.

16 So I don't know if it's in conjunction -- one
17 flight school's had several instructors move on to
18 the airlines so they don't quite have the
19 instructors they need just yet. So a lot of things
20 right now with the numbers being down.

21 Additionally, I talked to Ed about the FAA is
22 meeting later this week down in Orlando to discuss
23 the future of VORs, and I asked if they would
24 specifically inquire about St. Augustine since
25 y'all are thinking about the money aspects and what

1 to do with our VOR. So they're looking at that
2 aspect.

3 There's some questions as to the new Q-routes
4 that they're bringing in to do with away with jet
5 routes and everything. We happen to know that's
6 supposed to go into effect early fall, it's going
7 to be pushed to next year.

8 They said that that might affect our VOR, but
9 I pointed out it's not a -- you know, it's a
10 terminal VOR, it's not a national. And they said
11 yeah, but it would be a -- whether or not they will
12 support the approach itself, and that's what's
13 at -- the question right now. So I asked if they
14 would please specifically ask about St. Augustine
15 and what the thought process is for you-all to make
16 your budget decisions in the future --

17 CHAIRMAN GREEN: And that's when?

18 MS. ALBIN: -- in the master plan. It's some
19 time this week down in Orlando.

20 CHAIRMAN GREEN: Okay.

21 MS. ALBIN: And I've got both Jacksonville
22 approach and the -- one of the operations guys from
23 Southern Skies District, which is where we belong,
24 they're both going to make sure that somebody
25 addresses St. Augustine specifically.

1 CHAIRMAN GREEN: Thank you.

2 MS. ALBIN: And that's it right now.

3 CHAIRMAN GREEN: Thank you, very much.

4 Atlantic?

5 MR. BEYERS: No comments.

6 CHAIRMAN GREEN: SAAPA?

7 MR. HERNANDEZ: No comment.

8 CHAIRMAN GREEN: Northrop Grumman?

9 (Not present.)

10 CHAIRMAN GREEN: Okay. And Mr. Burnett?

11 MR. BURNETT: Nothing other than to say that
12 I'll have to staff at least and it may get
13 circulated after that revisions to the minimum
14 operating standards this week.

15 CHAIRMAN GREEN: Have we done something with
16 the leases, too, or --

17 MR. BURNETT: Yes, that's part of it.

18 CHAIRMAN GREEN: Okay.

19 MR. BURNETT: Yeah.

20 CHAIRMAN GREEN: All right. The first agenda
21 item then is Resolution 2017-01.

22 RESOLUTION 2017-01 - TAXIWAY D

23 MR. WUELLNER: Yes. Resolution 2017-01 is --
24 is a Florida DOT JPA, joint participation
25 agreement, resolution. This is how -- I think most

1 of you have been through the drill. We probably
2 have thrown one already at you at least. But this
3 is how Florida DOT -- we accept grant funds from
4 Florida DOT by adopting the resolution.

5 This is a resolution that specifically is
6 targeting funding for Taxiway Delta improvements.
7 The project is really not programmed with FAA until
8 2018, but it occurred in FDOT budgets earlier --
9 the funds are available now, so we'll commit them
10 in the JPA.

11 We really don't expect to do any expenditures
12 against this JPA probably through the entire next
13 budget year for us. And once the FAA money becomes
14 available, which will be October -- after October
15 of next year, I would expect that we'll --
16 actually, it's at -- we will see this late next
17 year. So I would say around somewhere between June
18 and October 1st is when the grant should appear on
19 the FAA side. And we don't -- we don't know quite
20 what that will be yet on the FAA side.

21 But anyway this supports that, provides the
22 DOT funding, and commits the Airport Authority once
23 we do spend the money to use it exclusively for
24 that project. And of course staff recommends the
25 approval of 2017-01 for that taxiway project.

1 CHAIRMAN GREEN: Okay. Board discussion?

2 (None.)

3 MR. MAGUIRE: I make a motion to approve.

4 CHAIRMAN GREEN: I have public -- do we have
5 any public comment?

6 (None.)

7 CHAIRMAN GREEN: Okay. Motion.

8 MR. KIRA: Second.

9 MR. BRUNSON: Second.

10 CHAIRMAN GREEN: Motion to approve staff's
11 recommendation and second. Okay. All in favor?

12 MR. BRUNSON: Aye.

13 MR. MAGUIRE: Aye.

14 MR. KIRA: Aye.

15 CHAIRMAN GREEN: Aye. Any opposed?

16 (None.)

17 CHAIRMAN GREEN: Motion passes.

18 CONDITIONAL RELEASE OF RETAINAGE - MALSR

19 MR. WUELLNER: All right. Next one is titled
20 conditional re -- release of retainage.

21 Your purchasing policy requires that at the
22 end of construction-related projects, that the
23 board specifically approve the release of retainage
24 for a construction job.

25 I can tell you at this point this job is

1 completely closed out. Everything's been received.
2 We've received final closeout documentation from
3 FAA and DOT and it's no longer a conditional. So
4 we would ask that you go ahead and release
5 retainage to Precision Approach, this is for the
6 approach lighting system, in the amount of
7 \$89,441.96.

8 CHAIRMAN GREEN: Board discussion.

9 (None.)

10 CHAIRMAN GREEN: Do we have all of the
11 certifications we need from the county and
12 everything else?

13 MR. WUELLNER: The county is really not
14 involved in this one.

15 CHAIRMAN GREEN: I just want to make sure
16 we've got everything. I know FAA and --

17 MR. WUELLNER: It's a bunch of lights stuck in
18 the marsh. It's --

19 CHAIRMAN GREEN: Environmental people?

20 MR. WUELLNER: We had to have that to start
21 sticking stuff in the marsh. Yes, we're in good
22 shape.

23 CHAIRMAN GREEN: Okay. Any public comment?

24 (None.)

25 CHAIRMAN GREEN: All right. I need a motion

1 to accept the conditional release of the retainage.

2 MR. BRUNSON: Release.

3 MR. KIRA: Second.

4 CHAIRMAN GREEN: I hear a motion to accept
5 staff's recommendation. All in favor?

6 MR. BRUNSON: Aye.

7 MR. MAGUIRE: Aye.

8 MR. KIRA: Aye.

9 CHAIRMAN GREEN: Aye. All opposed?

10 (None.)

11 CHAIRMAN GREEN: So we'll accept the release
12 of retainage.

13 BARGE/SEAPLANE RAMP REPAIRS - CONTRACT AWARD

14 MR. WUELLNER: Okay. Now, we -- you recall
15 during budgeting last year that we have a -- a
16 capital project from the Florida -- that we are a
17 partner with the Florida Inland Navigation
18 District.

19 This is for some rehabilitation work on the
20 seaplane/barge ramp out in the -- at the seaplane
21 basin area. This is really just to do some
22 removal, some restoration of some dirt, and create
23 some sort of a riprap material that allows water to
24 move safely underneath the slab. But this is a
25 platform that's -- it's not a platform, but a

1 slab -- a large slab in the vicinity of the
2 seaplane ramp that would be replaced as a result of
3 this project.

4 We solicited bids and we have three bids. The
5 low bid was J.D. Hinson Company out of Jacksonville
6 in the amount of \$283,673.34, and the bid and
7 construction services associated with Passero at
8 \$40,000 as a not-to-exceed number for this job.
9 And we would recommend the board approve both
10 contracts with Hinson and Passero.

11 CHAIRMAN GREEN: Board discussion?

12 MR. BRUNSON: Refresh my memory how that's
13 funded.

14 MR. WUELLNER: It's funded with the Florida
15 Inland Navigation District. That's --

16 MR. BRUNSON: May I ask, does anybody know if
17 the Governor's reported -- appointed anybody to
18 that chairmanship?

19 MR. WUELLNER: To that committee? I do not
20 know. I have not heard anything out of it. Our
21 good friend Carl Blow has been on that for a long
22 time, and I think he's still waiting reappointment,
23 too, based on the recommendation -- I remember we
24 wrote a recommendation for him, but I don't know
25 what -- what the status is of it. A great group of

1 folks. We've --

2 MR. BRUNSON: Oh, yeah.

3 MR. WUELLNER: We've done a number of projects
4 with them. This is the absolute last chance to do
5 this project. We will be out of grant compliance
6 in November, I believe it is. So this -- we've
7 deferred this project as long as we can. If you
8 don't wish to do it, then we need to notify them
9 and just --

10 MR. MAGUIRE: When you say out of grant
11 compliance --

12 CHAIRMAN GREEN: Time frame.

13 MR. WUELLNER: We have a time frame in which
14 to spend the money.

15 MR. MAGUIRE: Okay.

16 MR. WUELLNER: And it -- we've had this grant,
17 this is the end of the third year, which means --
18 and that's been extended one year already. And
19 they will not extend it any further. That's --
20 that's typical.

21 MR. KIRA: Let's spend it.

22 MR. WUELLNER: Yeah.

23 CHAIRMAN GREEN: Just -- just a question. I
24 don't know Hinson obviously.

25 MR. WUELLNER: I understand they were a more

1 general contractor, have recently branched out to
2 marine. They were -- our -- our consultant vetted
3 them very thoroughly on this --

4 CHAIRMAN GREEN: Okay.

5 MR. WUELLNER: -- and I got nothing but
6 glowing remarks on projects that they've start --
7 been doing over the last few -- I guess year or
8 two.

9 CHAIRMAN GREEN: Okay. So no history with
10 any --

11 MR. WUELLNER: No problems at all.

12 CHAIRMAN GREEN: -- lien problems or anything?

13 MR. WUELLNER: Not at all.

14 MR. MAGUIRE: Do you remember who the other
15 two bidders were? One of -- I'm going to have
16 to -- Mr. Mike?

17 MR. CORNELL: The other bidders were OTAK out
18 of Fernandina and I can't remember the other one.

19 MR. WUELLNER: Okay.

20 CHAIRMAN GREEN: I'm familiar with OTAK, yeah.
21 I've just -- way way back in history, I've just --
22 we've had some issues with contractors. I just
23 want to make sure.

24 MR. WUELLNER: That's quite a while ago,
25 thankfully.

1 CHAIRMAN GREEN: I know.

2 MR. MAGUIRE: Yeah.

3 CHAIRMAN GREEN: But I'm old, so I remember in
4 2000 when we had the issues.

5 MR. WUELLNER: You were on the board.

6 CHAIRMAN GREEN: I just want to make sure
7 we've done our homework on it. Okay. Any public
8 comment?

9 (None.)

10 CHAIRMAN GREEN: Okay. Need a motion with
11 regards to the repairs.

12 MR. KIRA: So moved.

13 MR. MAGUIRE: Make the motion to approve.

14 CHAIRMAN GREEN: For the contract award.
15 Second?

16 MR. KIRA: Second.

17 CHAIRMAN GREEN: All in favor?

18 MR. BRUNSON: Aye.

19 MR. MAGUIRE: Aye.

20 MR. KIRA: Aye.

21 CHAIRMAN GREEN: Aye. Any opposed?

22 (None.)

23 CHAIRMAN GREEN: No.

24 MR. WUELLNER: That's for both agreements?
25 Just for clarification.

1 CHAIRMAN GREEN: Correct. The contract award
2 and the supplemental. Is that correct?

3 MR. MAGUIRE: Correct.

4 CHAIRMAN GREEN: As staff approved -- staff
5 recommended.

6 MR. WUELLNER: Make sure everybody's
7 understanding the same thing.

8 CHAIRMAN GREEN: Yes. T-hangars. You wanted
9 to --

10 FUTURE MEETINGS PREVIEW

11 MR. WUELLNER: Okay. I'm going to insert that
12 right after this future meeting preview. I do -- I
13 wanted to -- I prepared this at last meeting just
14 to walk you through what looks like a pretty busy
15 summer, to give you an idea what was coming up. I
16 made a few tweaks based on we got -- you know,
17 we -- after looking at some of the scope of these
18 efforts, we're -- we've made a few little tweaks in
19 terms of when they apply.

20 First, this month we're going to hit you with
21 T-hangars Part 1 here in just a minute. We have
22 really three meetings planned relative to T-hangars
23 over the summer. This one will deal basically with
24 the idea of what's -- you know, what's going on
25 with our existing hangars out there, the ones that

1 we -- we need to have kind of a serious
2 conversation of. I will give you a little bit of
3 information on that.

4 The Airport Master Plan has some -- some
5 preliminary information coming out of it that we've
6 got included in this, too, so you get a feel for
7 it. It's got some preliminary information about
8 hangar rates, what we currently charge across our
9 different products. That will help you later on.
10 Then I think that's it for this -- this meeting.
11 And then next month we'll hit Part 2.

12 That will focus primarily on the financial
13 side of the decision to build or not build
14 T-hangars down the road. We're going to look at
15 the available grant funds. It will -- it will hint
16 at it today a little bit, but you'll -- you'll get
17 an idea of how expensive repairs are to existing
18 hangars versus replacing some of these. You also
19 get a feel for how old some of these are.

20 But next month we'll hit the financial piece
21 of this a lot harder so you get a feel for where --
22 where rates and charges are in Northeast Florida
23 for hangars, where we compare, where our different
24 products on the property compare. I think you sat
25 through that.

1 CHAIRMAN GREEN: Uh-huh.

2 MR. WUELLNER: Gosh it's been almost 10 years
3 ago, believe it or not, since we last looked at
4 hangar rates across the property. Anyway, and that
5 will kind of allow you to move into August, I
6 believe, and we'll start making some decisions.
7 We'll be making some policy recommendations related
8 to hangars and the like as well as we'll be in a
9 position to start moving -- you know, of course
10 we'll have the information to plug into budget as
11 we get into September for approval, too.

12 MR. BRUNSON: In this June, July, August,
13 where does the -- your advisory board fit into any
14 of this?

15 CHAIRMAN GREEN: The master plan? Yeah, we're
16 meeting when?

17 MR. WUELLNER: They're going to -- they'll be
18 meeting Wednesday, actually, of this week is the
19 next meeting.

20 MR. MAGUIRE: But in terms of meeting
21 previews, where does your reports fit into there?
22 Are you going to report on each one, each monthly
23 meeting that we have, or are you going to have a
24 special report?

25 CHAIRMAN GREEN: They wanted our input on what

1 we're looking at, which is hangars and other
2 things. And I sent out requests. I haven't really
3 heard back from anybody as to what --

4 MR. WUELLNER: Yeah. You -- I think the input
5 point will likely -- there'll be some actionable
6 kinds of inputs at the -- probably your July
7 meeting --

8 CHAIRMAN GREEN: Right.

9 MR. MAGUIRE: Okay.

10 MR. WUELLNER: -- I would think. The
11 committee will finish just -- it's just sort of a
12 review and input session for the, you know, broader
13 aviation and non-aviation spectrum on Wednesday.
14 And then that will solidify --

15 MR. BRUNSON: I'm anxious to start seeing --

16 MR. WUELLNER: You'll start seeing some
17 paperwork --

18 CHAIRMAN GREEN: It will start --

19 MR. WUELLNER: -- like it or not. The staff
20 will start hitting you pretty quick here. And then
21 of course, you know, however you want -- whatever
22 you want to discuss at board meetings within --

23 MR. BRUNSON: Let me ask you this, Ed. Would
24 it be appropriate that you supply the board with
25 some of the things that we possibly could do in

1 this master plan that are -- or we can't do or --
2 as far as doesn't meet the guidelines? Is that --
3 just a simple thing that --

4 MR. WUELLNER: Yeah, I think we've already
5 probably produced some things like that. So I
6 think it's just a matter of making sure they get
7 into your hands.

8 MR. BRUNSON: Uh-huh.

9 MR. WUELLNER: You know, of course from a
10 staff perspective and your consultant, too, we're
11 not going to let you deviate too far from what's
12 getting funded because you don't want to -- from --
13 in terms of the study on that side. And then the
14 other side, you know, you can dream big, but it
15 doesn't mean there's a source of money to do it.

16 MR. BRUNSON: That's what I meant.

17 MR. WUELLNER: And the financial planning of
18 this is -- comes towards the end of course when
19 we -- once we figure out exactly what you want to
20 do over 20 years, or it looks like we will want to
21 do over 20 years.

22 MR. BRUNSON: Because in the meetings we've
23 had, you have said that's not out of the
24 possibility of having a hotel that's not high
25 scale.

1 MR. WUELLNER: Yeah. We're just a little
2 ahead of those kinds of things. We're wrapping up
3 from a -- from a group perspective the forecasting.
4 They've looked at the existing facility, you know,
5 what's here, counted the hangars, the square
6 footage, the things like that. Kind of redocument
7 the existing condition.

8 The next piece is coming up with the --
9 actually where the deficiencies are. You know,
10 what do the forecasts say we ought to have based on
11 those numbers, how many square feet, how many
12 hangars, how many things like that?

13 Then the next thing is, well, all right.
14 That's great. We know how many -- what the
15 deficiencies are and what we need to plan for. How
16 do we make it fit on the airport property and where
17 makes the most sense?

18 And that -- that's when the fun actually kind
19 of starts because you start playing with layouts on
20 the field and, you know, start -- again af --
21 toward the end of this, we begin building work
22 programs with Florida DOT and the FAA so that as we
23 expect demand to be there for projects, we have the
24 funding at least identified somewhere in that
25 timeline.

1 CHAIRMAN GREEN: And that new property that we
2 have.

3 MR. WUELLNER: And the new property. That's a
4 part of, you know -- this will be first pen on
5 paper for a lot of that property. So it will be
6 very interesting to see what some of those concepts
7 come out. We're not there yet, but those -- that's
8 coming up very soon. I would say in the next three
9 or four months you're going to see some really cool
10 stuff, I would expect.

11 Anyway, moving through this, July we'll hit
12 that T-hangars Part 2 -- looks like I still managed
13 to drop that off the list when I redid it again.
14 Anyway, Part 2 will hit us -- oh, it moved all the
15 way down to September. That's nice. That
16 should -- I don't know. Anyway.

17 CHAIRMAN GREEN: It's up there.

18 MR. WUELLNER: It looks like it's right up
19 there; it's just not right on my paper. Anyway
20 I'll read it off the screen. Maybe we can get
21 there.

22 Initial budget presentation we're going to hit
23 you with that next month. That will be your
24 normal, you know, first read of staff recommend --
25 or not recommended, but --

1 MR. BRUNSON: Did you --

2 MR. WUELLNER: -- first staff-prepared budget.

3 MR. BRUNSON: Did you skip over the TRIM?

4 MR. WUELLNER: That's next.

5 MR. MAGUIRE: That's next.

6 MR. WUELLNER: TRIM. After we have looked at
7 the budget, we'll set the TRIM in July. That's the
8 month required by statute to do that.

9 Don't expect any surprises. So unless you're
10 really planning to really make a motion or run at
11 reestablishing taxes here, that will be a pretty
12 simple exercise. Then T-hangars Part 2 will hit
13 next month in addition to any business items we
14 have to hit on the agenda.

15 Moving into August, we'll finish up the
16 T-hangars and finish up budget. In terms of if you
17 have input or things we want to, you know, keep
18 hammering ahead of September, that's what we'll do.

19 And then last we'll probably make a first jab
20 at minimum commercial operating standards, a
21 presentation on the thinking on that and the like.
22 That may end up taking a couple of meetings. We'll
23 see how complicated that gets or how it -- we're
24 going to make an effort to keep it very simple.

25 But we'll want to wrap something up probably

1 in September on that because we're going to want to
2 allow our -- a time to redo our leases with our
3 commercial tenants, if there's something worth
4 doing, to allow them to take advantage of perhaps
5 the -- the change in philosophy on ad valorem taxes
6 if that comes out of all this.

7 Those are decisions that have got to be made
8 ahead of it. But that gives them a chance to get
9 the paperwork done, so to speak, ahead of the -- is
10 it value adjustment board or whatever the filing
11 you have to do by March relative to whether
12 something is taxable for the following year.

13 So, no matter what happens, there's at least
14 one more year of ad valorem in the mix for tenants.
15 But we hopefully will be in a position by the March
16 timeline to file that paperwork so that it would
17 potentially come off the tax rolls for -- for those
18 purposes in '19, I guess it would be.

19 So anyway, that's the -- that's the kind of
20 high level, if you will, what we see hitting you.
21 It's going to be a very busy summer, a very unusual
22 summer in terms of kind of the things we're trying
23 to get accomplished. Usually this is a pretty
24 quiet time and we end up actually dispensing with
25 the meeting during the summer. That's not going to

1 happen this year.

2 MR. BRUNSON: Good.

3 MR. WUELLNER: We'll see -- we'll see what
4 happens in the fall. But with the master plan
5 ongoing and the like -- and we've got some pretty
6 ambitious things going on with policy. And you're
7 going to be knee deep in some -- I'll be very
8 curious to see where you guys end up on some of
9 these things.

10 CHAIRMAN GREEN: Speaking of knee deep, do we
11 have any word from the Governor?

12 MR. WUELLNER: Nothing of course. It's only
13 been seven months, so it's -- he runs for
14 reelection in about a year, so --

15 MR. KIRA: Running for senator.

16 MR. WUELLNER: -- we should have some action
17 out of that, I would think.

18 MR. BRUNSON: I tell you, since John
19 Thrasher's at FSU now, we don't have an in.

20 MR. WUELLNER: Just not coming out of it for
21 some reason.

22 Anyway -- and so if you'll indulge me, that's
23 it -- that's all I have on that item. But I'd like
24 to hit you with Part 1 of the T-hangars --

25 CHAIRMAN GREEN: Yes, sir.

1 MR. WUELLNER: -- if you're willing. It's not
2 too terribly long, but it may spur some questions
3 and certainly will likely spur some conversation I
4 would think at the end. But -- as soon as Cindy
5 gets this up here. Just take a second. Good.

6 T-HANGARS PART 1

7 MR. WUELLNER: I probably went a little crazy
8 with the animations, so Cindy's going to try and
9 keep up with me. I -- I keep forgetting she has to
10 press the button these days. I used to be able to
11 with a clicker kind of walk through it, so I kind
12 of set it up like I was doing it, but now she's got
13 to try to keep up with me.

14 Anyway, we're looking at trying to do an
15 evaluation and kind of a review of existing
16 conditions, and these are the topics we're kind of
17 hitting today. Existing T-hangars conditions
18 report. Waiting -- talking about the waiting list
19 and some particulars related to that. And lastly,
20 we'll deal with some early master plan forecasting
21 numbers and some early planning layout kind of
22 concept -- concepts for T-hangars.

23 Since T-hangars are a light general aviation
24 area kind of use of the -- of the property, they're
25 for the most part going to be combined -- confined

1 to one area of airport property. So we've got to
2 figure out how to make that work with the within
3 the land envelope we have.

4 That being said, let's look at port-a-ports.
5 What I did was grab a -- we had Kevin nicely went
6 through and grabbed some photographs. These are
7 actually from today so you have a -- you know,
8 these aren't some things that we fixed a while
9 back. This is where it's going rapidly from
10 port-a-ports.

11 These are hangar rows D, E, and F out on the
12 property as well as row J. Row J is -- represents
13 the newest of port-a-ports on the property. Now,
14 those are 20 years roughly in our hands, and they
15 existed in their previous location at New Smyrna
16 Beach airport probably 20 or more years prior to
17 that when we got them.

18 The ones that are in D, E, and F rows are
19 original port-a-ports on the property. They date
20 back to the 1960s here. This was not a product
21 that was ever designed to be a, you know, rugged
22 long-term kind of project -- or product.

23 We have nine units remaining when combining
24 all four rows of hangars. We typically end up
25 pulling a few out every year as a minimum. They

1 just become completely unable to be rehabilitated
2 and maintained any longer. I think you get a feel
3 for why. There's just simply nothing to weld onto
4 in many cases.

5 I will tell you in 2000 -- I think it was the
6 year 2000, don't quote me exactly, but when we
7 brought the units up from New Smyrna Beach, we were
8 at that point subject to St. Johns County building
9 department rules.

10 About the year I got here, so about 1995, '96,
11 the Airport Authority became kind of subject to
12 building code review, building plan review, if you
13 will. By St. Johns County prior to that the
14 Airport Authority simply did their own thing,
15 St. Johns County left them alone. It was just kind
16 of the way it was.

17 We combined -- again, as government entities
18 slug it out -- and this really wasn't much of a
19 brawl, but we have to jointly petition the
20 Attorney General's Office for opinions on how we
21 work with each other from time to time.

22 Back in '96-ish the Airport Authority and the
23 County agreed to ask the Attorney General as to
24 whether the Airport Authority, because it pushed
25 back a little bit, whether they were subject to

1 building codes, for lack of better words, building
2 reviews by St. Johns County. They took that to the
3 Attorney General. The ultimate ruling was, absent
4 language to the contrary in your charter, the
5 Airport Authority's charter, you are subject to
6 that and zoning kinds of things.

7 CHAIRMAN GREEN: Ooh.

8 MR. WUELLNER: So, that's how we got to
9 purview by St. Johns County. We have operated that
10 way pretty -- as long as I've been here, anyway.
11 So at least 20 years or about 20 years. In fact, I
12 got here just as the Attorney General Opinion was
13 walking out the door. So -- so we have been
14 running our plans.

15 Now, the plus side to that since then is that
16 we have had building code reviews for things of
17 wind codes and things like that. Prior to that,
18 the Airport Authority generally put out the
19 cheapest possible building specification and that's
20 what we built and, you know, we're taking our lumps
21 in some places because that's how we built things.
22 On the cheap, to be blunt.

23 Since going to codes and since my arrival and
24 I'm taking none of the credit, but we've definitely
25 looked at our -- how we build things with an eye on

1 value long term and are there decisions in the
2 building of the building originally that we can
3 make that give us a product that lasts, 20, 30, 50
4 years with minimal maintenance?

5 This is an example. You look at our corporate
6 hangars. Most of them are coming up on 20 years
7 old, believe it or not now, and they're very nice
8 on the inside still. We don't have the rusting
9 steel. We don't have holes in metal. It -- some
10 of it's products that have changed. Some of it's
11 our insistence back in 1996 through 2000 that all
12 structural steel be double painted before we place
13 sheet metal over the top of it. So we have good,
14 you know, not a shop coating that came from the
15 manufacturer but real paint. And it's amazing what
16 a coat of paint does for -- for steel in Florida.

17 But to keep going, the port-a-ports are kind
18 of that 1960s our best guess is they might have
19 been as high a wind code as 60 miles an hour.
20 Might have been. When we put those new hangars in
21 in 2000 -- or I say new, but put those on our
22 property, we were required to do an analysis, a
23 structural engineering analysis of those buildings
24 and then make the upgrades, if you will, some
25 additional steel and cross-membering and the like

1 in those buildings to get us to the wind code of
2 the day, which I think at the time was 90 miles an
3 hour.

4 So the J row hangars, we've had some
5 modifications to get a 90-mile-an-hour wind load
6 out of those four hangars or five hangars over
7 there. But the older ones had none of that.

8 Our maintenance staff frankly has done an
9 exceptional job over the last -- more than 20 years
10 keeping these things still standing. We are -- we
11 are just simply -- I -- James has welded stuff to
12 stuff out there that I just can't even believe is
13 still here. And it just -- it's just the nature
14 these buildings and the type of steel used and the
15 like that they're -- they've had it. They're in
16 poor condition.

17 Our recommendation with these without question
18 is they need to go. We're down to a few. We --
19 these pictures don't -- it's hard to kind of get a
20 feel, but you can see on the right side photograph
21 a 4 x 4 holding the roof up. And if you can look
22 closely, you'll see simultaneously a chain holding
23 the roof down to the ground.

24 The -- the hurricane last fall really did a
25 number on how these things were anchored. The

1 original anchors approved by the -- by the county
2 were -- it's like a mobile home anchor, it's bigger
3 than that, but they put those around the perimeter
4 and basically there were tabs welded to the hangars
5 to get enough uplift to meet the building codes.
6 Well, you saw during this last storm those anchors
7 pull. We -- we really -- the building has now come
8 up off of its original placement on most -- many of
9 these slabs.

10 So I won't beat it up too bad. The pictures
11 as I say, you know, a thousand words. I've put
12 5000 into this already. But, it -- they've had it.
13 Any real questions about where -- where we are with
14 port-a-ports? Again, they're -- it's not a great
15 scenario.

16 MR. KIRA: How many units? You say only nine
17 units?

18 MR. WUELLNER: There are only nine left.

19 MR. KIRA: To be replaced?

20 MR. WUELLNER: Well, they need to --

21 CHAIRMAN GREEN: Well --

22 MR. WUELLNER: Nine that need to go. The
23 space they occupy really I think you could say hold
24 three to four rows of port-a-ports -- or
25 port-a-port -- I mean of T-hangars potentially.

1 CHAIRMAN GREEN: That's kind of the question.
2 Do we replace --

3 MR. WUELLNER: They're spread out.

4 CHAIRMAN GREEN: What do we do with that
5 property?

6 MR. WUELLNER: Yeah. That -- and that's kind
7 of the stuff we're going to lead to here. You'll
8 get a -- kind of a feel for where they are, I'll
9 make sure I point them out for you.

10 CHAIRMAN GREEN: How much do the units bring
11 in revenue?

12 MR. WUELLNER: Well, getting to that, too. I
13 tell you what, if you'll hang in with me for a
14 couple of slides, I think you'll have it all in
15 front of you.

16 MR. MAGUIRE: Okay.

17 MR. WUELLNER: We have some standard T-hangars
18 out there. These are the earlier generation
19 T-hangars. They're rows A through C, so A, B, and
20 C. These are the last T-hangars built before I got
21 here in 2 -- in '96.

22 They were built in the 1980s. We're a little
23 unclear as to exactly when. We have one row, A
24 row, that it was side -- built to be for light twin
25 aircraft. And the only real distinction in the

1 building is that the -- where the wing box in a T
2 hits is a little deeper, so that you can push the
3 airplane a little further in and get a light twin
4 in there versus a single engine. Other than that,
5 they're pretty much the same size. These are again
6 1980s. Looks like all three were built within
7 maybe five or six years of each other.

8 We've had tons of issues with these hangars on
9 wind code-related things. These are all pre wind
10 code for us. We literally -- I think it's C row, B
11 row or C row, probably all of them, we have to go
12 in prior to storms --

13 MR. HARVEY: A row.

14 MR. WUELLNER: A row, thank you. We have to
15 cable the roof down on the inside of the hangar to
16 anchor points to keep the wind -- the building from
17 lifting at the door locations and the door falling
18 in on the hangars.

19 We actually had that happen in a much smaller
20 storm. It did not happen this time thankfully.
21 The cables appear to have kept it intact in the
22 last several events. But we did have a door come
23 down, I want to say it was Dorothy or something
24 back in -- I think it was about 10 years ago.

25 But the big issue with this is while we have

1 done some extensive maintenance back about 15 years
2 ago -- well, actually it's when we opened K, L, and
3 M row, so approximately 2000, the year 2000.

4 We went in there as -- because we had a lot of
5 people relocate out of these hangars into the new
6 ones in K, L, M. All of those vacant units our
7 staff went through, scraped, painted, did all the
8 hard steel, upgraded the electric, you know, put a
9 new light in there, did repairs to the doors.
10 Anything that needed to be done that could be done
11 at that time, we did in the units we got back. And
12 we did that for a couple of years. Any time a
13 hangar was vacant and that work had not been done,
14 we did that. So we got quite a few extra years out
15 of these -- these hangars.

16 So the big issue right now is the roof system
17 on these three buildings. It has had it. We
18 have -- for many years every three or four years,
19 we've put a new elastomeric coat over it. It would
20 buy us some additional time. But, you know,
21 hangars back in those days used -- you know,
22 today's -- let's put it that way.

23 Today's steel and types of steel used in metal
24 buildings, much better on corrosion resistance.
25 It's got a zinc alloy in it. It does much better

1 in terms of wear and rust through. When these were
2 built, that was not really an option. You just --
3 you got a steel and when the paint scratched, you
4 had rust. It was just the way it was.

5 Well, the roof system on these is gone.
6 They -- they -- it's ready to be replaced. Could
7 have been replaced for several years. We have no
8 sources of funding for this other than internal
9 Airport Authority revenues for these kinds of
10 repairs.

11 It's kind of the scenario we were in with the
12 airline terminal. You know, if we're going to put
13 our dollars in it, we probably want to get the most
14 bang for a buck, and we -- that's kind of a future
15 conversation. But it's significant.

16 So you can see where some of the exposed
17 structural steel, these are units we probably
18 didn't get into or units that are on corners and
19 places where water naturally finds a way in. You
20 know, that's -- that's pretty rough heavy steel.
21 I'm not going to tell you it couldn't be salvaged,
22 but it's -- it's seen better days and it's going to
23 require a lot of quote, unquote elbow grease to try
24 and bring that back.

25 Our recommendation of course would be to

1 either remove or replace these hangars. You know,
2 we've got to either do a lot of maintenance or do
3 this kind of heavy rehab or look to replace the
4 units. So --

5 MR. BRUNSON: Excuse me just a minute.

6 MR. WUELLNER: Uh-huh.

7 MR. BRUNSON: Redoing the roofs and
8 maintenance and so forth, that won't change that --
9 the -- the wind speed.

10 MR. WUELLNER: Correct. And in fact, you
11 bring up a really really excellent point.

12 One thing we're not completely clear on yet,
13 we will try to get clarity before we get to
14 decision-making, by replacing the roof on these
15 buildings, are we triggering a requirement to bring
16 these buildings up to current wind code?

17 By -- if that indeed is the case, then you're
18 looking at paying for three different buildings'
19 complete structural evaluation as well as
20 implementing the recommendations of that evaluation
21 at the end.

22 MR. BRUNSON: That's our scariest thing.

23 MR. WUELLNER: That's really expensive -- can
24 be expensive. Some of it's simple, just some cross
25 bracing and the like. We don't know what that is.

1 Every one of the doors out there on those
2 three buildings need to be replaced. They're
3 rolling doors that literally they ride on the
4 bottom and are guided at the top. So every time
5 the roof lifts up, the door falls in. It's the
6 design of the buildings back then. It was -- that
7 was status quo.

8 The new buildings we've built here, the more
9 preferred methods are things like bifold doors and
10 the hydraulically operated doors. Hydraulically
11 operated doors in particular literally hold the
12 door -- hold tight to the building compared to this
13 which does nothing structurally for the building.
14 And we all know hurricanes; when the doors goes,
15 you now have a whole new dynamic going on in the
16 building.

17 CHAIRMAN GREEN: Back to Mr. Maguire's
18 question, though, the revenue that we have from
19 these now, which I -- is minimal.

20 MR. WUELLNER: Well, it's -- I mean, it's 30
21 units and I'm about to --

22 CHAIRMAN GREEN: Total.

23 MR. WUELLNER: I'm about to tell you that
24 right after I tell you how much it costs to do the
25 work. I promise.

1 CHAIRMAN GREEN: I'm just getting down to the
2 numbers here.

3 MR. WUELLNER: Your question is perfect. You
4 know, you guys are spot on with these questions you
5 need to know.

6 So here's the rehab best guess for -- this is
7 just for the 30 -- the two -- excuse me, the three
8 10-unit T-hangars A, B, and C. The new -- the
9 other -- the port-a-ports are not salvageable in
10 our mind. They need to be -- if you're going to
11 replace them, they're going to be with new units no
12 matter how you do it.

13 MR. MAGUIRE: And there are 30 of them?

14 MR. WUELLNER: There are 30 of these.

15 MR. MAGUIRE: 10, 10, and 10.

16 MR. WUELLNER: 10, 10, and 10. And there are
17 some end units. We're not going to get into that,
18 but there are some end locations that have been
19 used for aircraft in one row and there's some
20 storage in some others, and it's just not -- it's
21 in the scheme of things not worth -- it comes with
22 the building. It's extra space in a sense.

23 All right. So roof replacement. Best guess
24 we know we've got \$90,000 worth of metal and -- on
25 just the roofs alone, and another 130 or more -- I

1 know my math's off there, but we know we've got
2 that kind of money in just doing the roof. That
3 does not touch anything the roof attaches to, which
4 you can imagine is probably, you know, with
5 purloins and -- and the roof joists, all of that
6 has issues we can almost guarantee you.

7 Looking at structural upgrades, you know,
8 whatever it would take to take it to wind code,
9 I'm -- I mean, I'm probably way low, but we're
10 wagging it at about \$150,000.

11 There's not much skin left other than what is
12 held by a door. When you start walking around the
13 perimeter of the building, you know, these are huge
14 openings in a building. But there's another
15 hundred thousand dollars probably between all three
16 buildings.

17 Electrical upgrades, if you move to either
18 hydraulic or HydroSwing, which is a hydraulic door,
19 or a bifold door solution, those all require
20 electrical upgrades to these hangars. These
21 hangars all have typically two to three hangars on
22 a single 20-amp outlet that includes their light.
23 So just about anything plugged into these hangars
24 is instantly a circuit breaker going just because
25 that's what they put into the building.

1 So you're looking at a pretty good size
2 electrical upgrade no matter what we do to change
3 doors out. The doors themselves run about \$30,000
4 a unit. And that's for a HydroSwing or a
5 hydraulically operated door.

6 MR. BRUNSON: Is that right?

7 MR. WUELLNER: Yeah. They -- and that's
8 installed, but that's -- that's the cost.

9 MR. KIRA: That's hydraulic. I mean, you're
10 paying for the guts --

11 MR. WUELLNER: Oh, yeah.

12 MR. KIRA: It's not just sheet metal, it's --

13 CHAIRMAN GREEN: That's what we just did at 8,
14 9, and 10.

15 MR. KIRA: Yeah.

16 MR. WUELLNER: Yeah. And these are the
17 hangar -- basically the hangar doors that are on N
18 through O, P, and S --

19 MS. HOLLINGSWORTH: S.

20 MR. WUELLNER: S, I think it is. The newest
21 T-hangars we did all have the HydroSwing or the
22 hydraulically-operated door on them. The K, L, and
23 M rows have the bifold, electric bifold doors,
24 which is more of a cable. Both systems have
25 performed very well for us. But that's the kind of

1 number you're looking there.

2 We know that no matter how we play this out,
3 you need to -- you're going to have to fix the
4 paving between them. This is the -- it's more of a
5 rehab kind of thing just to put an inch of stuff on
6 there and do some recontouring or the like, maybe a
7 little milling. But you're looking at \$1.5
8 million, \$1.6 million. That's pretty -- that's
9 close. That's not far off from what I think.

10 All right. Hit me next. Per-unit cost going
11 to be about \$53,000. It won't take you long when
12 we get to the next meeting to figure out how much
13 that is in rent and how long it takes to recover
14 \$53,000 at a few hundred dollars a month. A long
15 time is the answer.

16 Replacement. Engineer estimates, these are
17 based -- these estimates are based on several
18 projects done in Northeast Florida now putting new
19 T-hangars in in the last several years. So this is
20 kind of a guess of what you'd expect results to be
21 coming out of bid.

22 So you're looking a -- for 30 units, it's
23 about \$3.45 million. 36 of course it's just going
24 up on a unit cost basis as you can imagine. So
25 you're looking at about \$115,000 a unit to build

1 brand new. And that -- I believe those numbers
2 include putting a new slab down, which is probably
3 going to be required. It would certainly be
4 required for the -- the areas where port-a-ports
5 once were. But I'm pretty sure you're going to
6 want to do that.

7 MR. MAGUIRE: Does it include demolition?

8 MR. WUELLNER: That's a really good question.
9 I don't know. That's a really good question.

10 CHAIRMAN GREEN: Or replacement?

11 MR. WUELLNER: But interestingly when you look
12 at the cost to build new and what it would cost us
13 direct out of pocket, you're almost at that 50
14 percent mark of where if I match Florida DOT
15 dollars, I can build brand new and we don't --
16 we're not still babysitting a 40- or 50-year-old
17 unit. So it may make --

18 MR. KIRA: If you're going to guarantee --

19 MR. WUELLNER: Now I'm not presupposing an
20 answer cause that's just kind of how it's playing
21 out right now.

22 MR. KIRA: By replacing, you're guaranteeing a
23 40- to 50-year life span --

24 MR. WUELLNER: You are. And new materials and
25 everything.

1 MR. KIRA: -- versus on a rehab, you're going
2 to have to re -- relook at this every two, three
3 years.

4 MR. WUELLNER: Yeah.

5 MR. KIRA: It's just what happens.

6 MR. WUELLNER: The only good thing about the
7 rehab is you're like -- you know, today's -- again,
8 you'd be putting today's materials in place of old
9 materials in terms of the type, so you're -- you
10 know, I think you're going to get a good life out
11 of them. But it -- you know, it's still the
12 original structural steel, it's still -- my concern
13 is what are we into when we hit the building code
14 piece of this?

15 Because you -- I can tell you we spent \$10,000
16 analyzing two different port-a-port models back in
17 2000, the year 2000, to come up with -- because
18 they have to -- there are no plans anymore for
19 these buildings, so no wind loading. So they have
20 to take the building, re-create it from an
21 engineering perspective, determine what the
22 value -- the wind code value is of it, and then
23 plan what's the improvement need to be to get it to
24 wind code? Today's wind code is significant for
25 us. It's going to be what, 120, 130 at least.

1 MR. MAGUIRE: Uh-huh.

2 MR. BRUNSON: Yeah.

3 MR. WUELLNER: It's not going to be an easy
4 upgrade from 60 miles -- 60 mile an hour, assuming
5 that was even what it was built to.

6 MR. KIRA: The other thing is, under
7 replacement are we talking about building from
8 scratch --

9 MR. WUELLNER: Yes.

10 MR. KIRA: -- or are there prefab units that
11 you can order and have them thrown in on the spot?

12 MR. WUELLNER: The -- the world of port-a-port
13 kind of product is pretty much gone. I'm not aware
14 of anybody doing that anymore. It lost luster, and
15 I think people -- it was very expensive to do. And
16 I -- and frankly the maintenance of these -- it
17 looked like a great idea in the 60s --

18 MR. BRUNSON: Yeah.

19 MR. WUELLNER: -- and it turned out to be
20 maintenance nightmare for most airports.

21 MR. BRUNSON: We live in an area that --

22 MR. WUELLNER: That's not a great product for
23 us.

24 MR. BRUNSON: Let me ask you a question --

25 MR. WUELLNER: Sure.

1 MR. BRUNSON: -- about this replacement. And
2 don't read anything into this question, but go back
3 in time, Susan and -- how much money a year were we
4 bringing in in taxes?

5 MR. WUELLNER: Oh, back in the day?

6 MR. BRUNSON: Back in the day.

7 MR. WUELLNER: When we got off the tax rolls,
8 I think the last year was about \$3.7, \$3.8 million.

9 MR. BRUNSON: Yeah. I --

10 MR. WUELLNER: That's -- and that was at about
11 a .113 kind of millage rate.

12 MR. BRUNSON: Okay.

13 MR. WUELLNER: So 13/100ths of a mill.

14 MR. BRUNSON: Thank you.

15 MR. WUELLNER: Uh-huh. Okay. Let me throw
16 this out to you. We're done talking about the
17 condition of the hangars because the -- because
18 then we get into analysis of money and we're going
19 to kick that to the next meeting.

20 Current waiting list. We're sitting at --
21 this is the people that are on the waiting list for
22 first time occupancy at the airport. So we have
23 167 names on our hangar waiting list as of Friday,
24 unless she took one today. But that's where we
25 sit.

1 35 on the list have been contacted by us at
2 least once, and there are quite a few on there that
3 have been contacted at least five times. They've
4 been on this list since 2009, they've been through
5 at least one whole T-hangar project here, and
6 they've chosen not to take hangars for a variety of
7 reasons and asked to have -- asked to remain on the
8 list. Your policy currently allows that. We're
9 going to be of course making some recommendations
10 that maybe that's not such a hot idea in terms
11 of --

12 MR. MAGUIRE: When you say contacted, you mean
13 offered?

14 MR. WUELLNER: Offered the hangar.

15 CHAIRMAN GREEN: Yeah, offered.

16 MR. MAGUIRE: Okay.

17 MR. WUELLNER: We had a vacancy and they were
18 the next guy on the list and chose not to take it,
19 so we moved on. And that's happened quite a few
20 times. But -- but it's certainly not the
21 preponderance of people on the waiting list.

22 The waiting list itself, when you don't
23 consider those 35 people that are perpetual
24 list-sitters, the oldest on there dates back to
25 August of 2013 and the newest is like last week.

1 So it typically takes three to five years to work
2 your way through the list and get a hangar.

3 When you're offered a hangar here,
4 statistically I would tell you your odds are north
5 of 80 or 90 percent that your first offer of a
6 hangar here will be a port-a-port. Meaning anybody
7 who's in a port-a-port, not everyone, most of them
8 seek to escape to a different product on the
9 airport. So that when a vacancy occurs in an A, B,
10 C or a K, L, M on up, they will usually take that
11 hangar. That creates the vacancy back down to a
12 port-a-port hangar and that's where they start
13 because we have -- our waiting list policy
14 currently allows those who are existing tenants to
15 move before we offer to new people.

16 So, you know, that's just kind of the -- I'll
17 use the term that's the dues you pay to get a
18 hangar. That's not -- I don't mean it to sound
19 quite as harsh as that is, but that's kind of where
20 you enter into the airport hangar business right
21 now, is through a port-a-port.

22 The waiting list. I want to talk about the
23 tenant relocation. We've always maintained this
24 list. It's not terribly big, as you can see. We
25 have four people. But I think there's some things

1 you can -- some conclusions you can draw out of
2 this.

3 You have four people in A through C trying to
4 get into K, L, and M. That will help you
5 understand why. Four in O through S, which is the
6 newest development, trying to get to K, L, M, which
7 is the -- K, L, and M were built in roughly 2000.
8 Came on line in 2000.

9 And then we have the D, E, F, J. These are
10 our port-a-port tenants. We have four of those,
11 keeping in mind we only have nine hangars anyway.
12 Half of those if you will are trying to get into K,
13 L and M, also. Now we have a few people on that
14 list who only want a hangar, only want to change
15 hangars if it's facing east on a Tuesday in
16 November.

17 MR. KIRA: Feng shui.

18 MR. WUELLNER: You know -- you know, whatever.
19 But there are a few of those people. But these
20 people are people who have no, you know, real
21 ascribed problems with taking a hangar. If it's
22 offered, I guarantee you all of those take it.
23 That's kind of how it is.

24 Now, what's -- you can draw the conclusion
25 quick, what's so fascinating about K, L, and M?

1 And here's -- help you understand. Obviously A, B,
2 C, D, E, F, J all have substandard hangars. I
3 mean, they're -- you have condition issues,
4 particularly D, E, F, and J right now. These are
5 not great condition hangars. The size, anywhere
6 from 847 for a port-a-port up to about 1300 in Row
7 A. Rental rates currently \$2.46 to \$2.90 for --
8 for the A through J kind of stuff.

9 O through S, these are the newest hangars on
10 the property. These opened up in 2009, let's call
11 it. This is the last time we also dealt with the
12 issue of rent. We talked about tackling the
13 disparity across hangars, but not -- the board
14 deferred, kind of kicked it down a little bit, we
15 set a rate that got us -- you know, got us whole,
16 if you will on the rental structure for O through S
17 as a per square foot, and then we've seen -- and we
18 did make an adjustment across the board, but it
19 wasn't -- wasn't dramatic and it now relies --
20 since 2009 has relied on a CPI adjustment each
21 year. That's the change in rent. So that's why
22 there's some really weird numbers there.

23 MR. MAGUIRE: All of them are adjusted?

24 MR. WUELLNER: They're all CPIs adjusted
25 annually going into October every year.

1 And keep in mind since 2009, probably two to
2 three years there's been no CPI. So you've
3 basically had three years in this mix that were
4 flatlined at no rental increase because there's
5 been no -- there was no increase. That's finally
6 starting to move a little bit, so we would normally
7 have an uptick going say into this next October.
8 So that gives you an idea of what's going on out
9 there in disparity.

10 So we have those who want to pay less trying
11 to get into K, L, and M and then we have those
12 wanting to escape a really bad hangar situation
13 trying to get into K, L, and M, and unfortunately
14 there are only 36 K, L, and M hangars.

15 And K, L, and M was also built in 2 -- when it
16 was built in 2000, that was also a real sweet spot
17 in building. We could build hangars for -- for
18 really kind amount of money. They probably were
19 \$30- or \$40,000 a unit. That's now north of a
20 hundred, \$115,000. So the return on investment
21 kind of equation going on in 2000 is nothing like
22 it is today. Nothing like it is.

23 Okay. What have we got next?

24 MR. MAGUIRE: The price you put up there, does
25 that include real estate taxes?

1 MR. WUELLNER: It does not include taxes.
2 This is just the per square foot. They pay tax on
3 top of that.

4 MR. MAGUIRE: Yeah.

5 MR. WUELLNER: These are considered short-term
6 hangar rentals, so these are -- these are the
7 hangars we spoke of a couple of months back that at
8 least to this point have never been subject to
9 ad valorem taxes also. So they don't pay property
10 tax on these units because they're short term and
11 available to the public, but they do pay sales tax.

12 All right. Now, here we -- this is kind of
13 the scenario -- I'm going to stand up a little bit
14 because... These are your port-a-port locations,
15 here -- go back again. You're moving there -- one
16 more. All right. Thank you.

17 These 1 and 2 here are your port-a-ports.
18 This is D, E, F, and J. Give you an idea where
19 they are on the property. Spacing between these
20 units is substandard from an FAA perspective.
21 There's not enough space in the row between the
22 hangars. Again, these were placed many, many,
23 many, many years ago, probably even before FAA
24 decided that 75 feet would be the great number to
25 use there.

1 But you can see that some of the slabs are
2 still there, but when you -- if you get up close to
3 it, you see there's very few buildings left in
4 there, too. A, B, and C rows -- that's A, B, and
5 C. And then you K, L, and M's down here. And then
6 we pick up from N through whatever down in this
7 area. Somehow we just can't remember where it
8 ends. Ah. So, you get an idea.

9 One of the suggestions coming out of the
10 preliminary master plan look at this area --
11 because I asked them to kind of expedite a look at
12 this so that we could get -- kind of get ahead on
13 this topic because we -- we've been really beating
14 it to death for more than a year waiting on some
15 results.

16 So, with that, taking J row out of play,
17 replacing J row with a standard row of T-hangars,
18 we can get a 10-unit T-hangar kind of in the place
19 of five port-a-ports, so there's a net gain of like
20 six units at that point. It starts washing out
21 real quick when we get to this end. But anyway,
22 there's six units to be had there that would be
23 brand new units or could be brand new units.

24 Some interesting features from a site
25 perspective. The back side of this row is largely

1 currently a drainage retention area. It's an area
2 that's just designed to catch water from the I row
3 hangar here. But it's not really a big deal in
4 today's environment to find another home for the
5 stormwater and fill it. And it's -- you're talking
6 about a four-foot buildup of dirt. It's not a
7 big -- you know, it's not a big deal.

8 The only downside is there's no access to this
9 hangar row. This is -- the openings to these
10 hangars only face toward the -- I guess you call it
11 the west.

12 CHAIRMAN GREEN: Oh.

13 MR. WUELLNER: So these do not open both ways.
14 But the new -- these would open both ways, so you'd
15 be building new pavement in that case.

16 It would also -- we have a block building out
17 there that came with a piece of property we
18 acquired when we acquired that property. It's
19 basically an old garage that sits out there that
20 would -- would go away in this also and there'd
21 be -- it looks like they're proposing a taxiway
22 connection out to Taxiway Delta, also. So there'd
23 be taxiway access out there.

24 Okay. Next one. We -- taking out the three
25 rows of port-a-ports, basically replacing them with

1 two rows of standard T-hangars, so we get
2 adequate -- the correction separation now between
3 the units. We get rid of the last -- what is that,
4 get my math right -- four units of port-a-ports
5 left out there and potentially can put 20 -- 20
6 more units of port -- of standard T-hangars out
7 there. Pretty good setup.

8 Now, we get into the A, B, and C rows. You
9 know, one of the areas from the last master plan
10 had this corner down toward the wash rack, as we
11 needed an area to stage some commercial businesses,
12 this is a much smaller version of what was in the
13 last master plan.

14 This would let us place we see activities like
15 our sightseeing, the helicopter, the -- what is
16 it -- the biplane and the like down at that end in
17 a facility in their own building, a place where the
18 customers can actually go to the location and do
19 the flying. And we've got some crazy stuff going
20 around with people in golf carts moving -- it's
21 kind of a crazy setup. We've got a biplane
22 operating between here out.

23 This puts an area in place to do that that we
24 think would work very well. Also adds another -- I
25 think that's a 12-unit isn't it? I didn't look at

1 it quick. It looks like a 12-unit T-hangar that
2 could be placed in the -- where it looks like
3 Building C was at one time.

4 So -- but you're still losing A and B in this,
5 so you're losing say a negative of 20 units. At
6 the end of the day, what's our plus; do you
7 remember Chris?

8 MR. JOHNSON: It's a net gain of five.

9 MR. WUELLNER: It's a net gain -- if you do
10 all this work, the net gain of new hangars on the
11 property is five. That's all -- all you do. But
12 we've gotten rid of all the -- you know, now
13 everything's up to code, up to snuff, you've got
14 good maintainable product across the property.

15 But there's only a net gain of five, which
16 does put one more thing on the table. I didn't
17 really put it in the slide, but you do have a
18 circumstance out here where you have, what, 39
19 people who potentially are displaced out of a
20 hangar while you do this work for at least a year
21 and then when they do find themselves back in a
22 hangar, you're looking at probably something that's
23 doubled or tripled their hangar rental rate because
24 that's what it cost to replace it.

25 So you've got a -- you know, you've got a

1 business decision, you've got a -- almost a moral
2 decision to make relative to how you're going to
3 treat some of your -- some of your tenants that
4 have been here quite a while.

5 The A, B, and C row in particular have been a
6 pretty affordable option, especially for -- I'm
7 going to probably get beat up for this but, you
8 know, some of our more senior people flying at the
9 airport, that's an affordable option to be able to
10 still keep an airplane and be on property and hang
11 out.

12 So I -- you know, I don't know their ability,
13 their individual ability to absorb, you know, two
14 or three times the rent and still be able to
15 actively participate on the airport any longer. I
16 don't know.

17 My suggestion is as we move forward, perhaps
18 doing some survey kinds of things with our -- with
19 these tenants, the affected tenants, as well as I
20 think we're already working toward creating a
21 survey of those on our hangar waiting list so that
22 when we finally get to a point where we're thinking
23 what the rental rate would need to be to get an ROI
24 out of it of some sort, that we'll be able to go to
25 those folks and see if they'd even rent them.

1 Because there's no point in building them if we
2 can't find people to rent them for -- I'm making up
3 a number, this is made up -- you know, for \$500 a
4 month. I mean, that's -- that's an expensive
5 T-hangar.

6 Is it expensive in terms of what it cost to
7 build? You know, we're not looking to make a
8 killing on them, but, you know, you've still got --
9 you've got to still overcome at least what it costs
10 to keep our money in the bank. So, have we got one
11 more? Is that it?

12 So this just kind of takes it one more level.
13 You get a feel for how the T-hangar development
14 could ultimately develop. There's -- what was the
15 number, 300 -- the net 20-year T-hangar demand
16 number's like 300 and --

17 MR. JOHNSON: Yeah, like 323.

18 MR. WUELLNER: -- 323 units potentially over
19 20 years of total on the property, not -- not new.
20 So you can see there's -- this is property we own,
21 almost all of it. There are a few in there that we
22 do not yet. But it gives you an idea how it could
23 lay out on the property.

24 One of the more interesting features. To make
25 this work, we kind of have to put Araquay Avenue as

1 the adjusted entrance here in order to keep
2 airfield connected on both sides. It's actually a
3 pretty -- pretty nice layout. It ends up -- and we
4 can -- we'd do an improved intersection at U.S. 1
5 with that of some sort. And it does still keep
6 some commercial, just general commercial highway
7 frontage property available right directly on
8 U.S. 1.

9 Now, you still own a lot of property down this
10 way still. So this is not chewing up everything
11 you own along U.S. 1 by any means. I think you
12 would probably have 10 to 15 acres of U.S. 1
13 accessible property that's not even shown on here.
14 But you get a feel for it.

15 The layout's -- I'm real happy with how it's
16 laid out. It actually function -- looks like it
17 would function and flow very well from a user
18 standpoint. It doesn't cut anything off, but
19 allows some adjustments for public access and
20 parking for the commercial business piece of it.

21 CHAIRMAN GREEN: I know we have a big waiting
22 list. Is the demand that high?

23 MR. WUELLNER: I think that's the big unknown
24 at the price point. I think --

25 CHAIRMAN GREEN: Right.

1 MR. WUELLNER: -- that's the piece that, you
2 know, we've got to solve. We know what it would
3 coast to build, but is there somebody willing to
4 rent it because of the cost to build?

5 MR. MAGUIRE: You did an excellent job of
6 laying it all out, and the bottom line is when
7 you're in business, it boils down to you do what
8 you've got to do and you -- based on the market.

9 MR. WUELLNER: Uh-huh.

10 CHAIRMAN GREEN: Right.

11 MR. MAGUIRE: And -- and -- instead of the
12 other way around. But looking here. Wouldn't our
13 first step be the business plan? Where do we
14 expect to be in 20 years? Are we going to be
15 general aviation with a little bit of commercial,
16 or are we going to be commercial with a little bit
17 of general aviation?

18 MR. WUELLNER: Yeah.

19 MR. MAGUIRE: Where are we going? Because I
20 think that's a lot of T-hangars 20 years down the
21 road.

22 MR. WUELLNER: Yeah. Now, to kind of capture
23 that thought as to where we are in the master plan
24 process, you know, we've been -- what we've been
25 doing up to this point is we're at the point of

1 forecasting now.

2 So when we look at forecasting based on what
3 we know, the only data that we have lots of data of
4 is related to general aviation. And --

5 MR. MAGUIRE: Yeah.

6 MR. WUELLNER: -- when you look at it, you
7 know, we're going to continue to be a big GA
8 airport with a little bit of commercial service. I
9 just don't see anything in the stars that says
10 you're going to be, you know, challenging
11 Jacksonville in a big way or Daytona and any reason
12 to do that, to be honest with you.

13 I think some level of service will be here and
14 be appropriate, but this is just not -- there's
15 just not the mass here to -- and that's
16 investment's already been made and you're just not
17 going to -- it's not going to make sense to do it
18 again.

19 MR. KIRA: I heard somewhere that Craig
20 Airport is going out of business.

21 MR. WUELLNER: No.

22 MR. KIRA: I --

23 MR. WUELLNER: It -- yes, it comes up.

24 MR. KIRA: I keep hearing that.

25 MR. WUELLNER: Yeah.

1 MR. MAGUIRE: That's because they want more
2 money.

3 MR. WUELLNER: The real challenge at Craig has
4 been the ability to get a little more runway length
5 and --

6 CHAIRMAN GREEN: And that comes back to
7 their --

8 MR. WUELLNER: That shows up about --

9 CHAIRMAN GREEN: -- change of director and --

10 MR. WUELLNER: Almost every 10 years it shows
11 up.

12 MR. KIRA: And they're in the middle of a city
13 which means that the noise pollution and
14 everything, I could see them having a limited
15 lifespan, okay?

16 MR. WUELLNER: Long term? Potentially.
17 There's not -- I'm not aware of anybody planning
18 for its demise currently other than adjacent
19 neighbors perhaps.

20 MR. KIRA: That's --

21 MR. WUELLNER: But also they've had no luck in
22 the 21 years I've been here getting any traction on
23 getting the extra thousand feet of runway that
24 would really turn the corner for that.

25 CHAIRMAN GREEN: I just met with them a month

1 ago and there -- it's not --

2 MR. WUELLNER: It's just not going to happen.
3 There's no appetite for that politically or even
4 local.

5 MR. KIRA: Right.

6 MR. WUELLNER: That's kind of where it is.

7 So anyway, I think when we start pulling all
8 of these things, next month's version we'll try to
9 make sense of the numbers. We'll get an idea of
10 where -- you know, we're going to have to -- I'll
11 try -- I'm trying to build a little interactive ROI
12 model for us so we can plug in a desired ROI and
13 kind of forecast what the rates, rental rates would
14 need to be based on what it costs us to build
15 things.

16 I can assure you at this point our look ahead
17 has us if -- not if we don't build T-hangars this
18 current -- well, this next fiscal year, that puts
19 the Airport Authority in a position to match the
20 available DOT funding that will be on -- available
21 to us that following year.

22 So we can match, you know, without hitting
23 reserves or doing anything else, with -- we just --
24 we basically put money away next year for the
25 purpose of matching the next year's money that we'd

1 have and then using that against the DOT money. So
2 we can get there with minimal -- minimal input.

3 CHAIRMAN GREEN: I think our port-a-ports are
4 the main thing first.

5 MR. WUELLNER: Port-a-ports are in the dire
6 straits. They need to go quickly. And that's
7 minimal impact even if we take them out tomorrow.
8 Certainly it's important to nine people, but its --
9 at the end of the day, its impact is small.

10 Where we're getting concerned -- I'm not -- he
11 can speak if he wishes, but we're really at a
12 maintenance, you know, what do we do here? We've
13 now got water coming into hangars on the other --
14 the conventional hangars.

15 You know, they held up for the most part
16 during the last storm. We've got corners bent up
17 in some spots. We, you know, have some metal that,
18 you know, ended up exposed and the like. Are they
19 going to last another one? Your guess is as good
20 as mine. It's as good as the cable holding the
21 building down during those storms, to be -- to be
22 frank.

23 So that's where it is. I think we'll be able
24 to plug -- Cindy's already started on the hangar
25 rate survey. I think there's seven or eight or

1 nine airports that we're surveying currently. So
2 you'll have an idea what everybody else is
3 charging.

4 CHAIRMAN GREEN: Yeah.

5 MR. WUELLNER: We are -- the sad -- the hard
6 part here is this is a very desirable location. It
7 will be a desirable location for aviation for a
8 long time. Those are all great things. The
9 trouble is you're competing with some perimeter
10 airports who qualify for different kinds of funding
11 that we don't qualify for because of the nature of
12 this airport.

13 They are able to go out in some cases and get
14 100 percent funding from the state. Meaning they
15 can literally charge whatever they want because
16 there's no obligation -- they have no money in the
17 kitty so to speak.

18 You, you know, you've got to look at your
19 money from a business perspective and go, what's an
20 acceptable rate of return? You know, is it one
21 percent right now? Actually one percent is pretty
22 reasonable. Your policy currently says it's seven
23 percent.

24 MR. BRUNSON: The problem I --

25 MR. WUELLNER: We're going to need to work on

1 that a little bit.

2 MR. BRUNSON: The biggest problem we have is
3 that cost of construction now and --

4 MR. WUELLNER: Of course the longer we wait --

5 MR. BRUNSON: -- we don't have a crystal ball
6 of what all these pilots can afford.

7 MR. WUELLNER: And that's -- I think that rate
8 survey, especially among the hangar waiting list,
9 is going to be a critical piece of this.

10 MR. BRUNSON: Yeah. We need to know.

11 MR. WUELLNER: I think we need to know what
12 those existing 39 people think. You know, are
13 they -- you know, are we losing them?

14 CHAIRMAN GREEN: Are they really --

15 MR. WUELLNER: You know, is that really what
16 we want to do? Is there an alternative? I'm not
17 aware of one, but you can't -- you can't let them
18 stay in a dangerous building, either.

19 MR. MAGUIRE: Okay.

20 MR. WUELLNER: So that's where that is. And
21 that's all I've got on T-hangars, and I think that
22 completes the agenda per se for us.

23 MR. BRUNSON: That's enough.

24 CHAIRMAN GREEN: Yeah. Well, the money's
25 going to be the big issue --

1 MR. WUELLNER: I can see --

2 CHAIRMAN GREEN: -- at the next meeting.

3 MR. WUELLNER: -- us here for six hours trying
4 to -- even if it was all sitting here, you know,
5 it's just too much to --

6 CHAIRMAN GREEN: Well, we have to address it,
7 so...

8 MR. WUELLNER: And when we get it all
9 together, my intent is to consolidate all the
10 PowerPoints for it and we'll make that available
11 that -- you know --

12 MR. HERNANDEZ: A presentation.

13 MR. WUELLNER: -- I'll be happy to do that,
14 too. I mean, nobody -- nobody will be happy to see
15 me, but it is what it is, you know.

16 MR. HERNANDEZ: Some will. I'll be happy.

17 MR. WUELLNER: But then, you know, hopefully
18 the logic trail is sound --

19 MR. BRUNSON: If there's no tomatoes in the
20 room.

21 MR. WUELLNER: Yeah, no fruit or vegetables.

22 MEMBER COMMENTS & REPORTS

23 CHAIRMAN GREEN: Okay. To authority members.
24 Mr. Maguire, anything to report?

25 MR. MAGUIRE: Nothing.

1 CHAIRMAN GREEN: Okay. Mr. Kira?

2 MR. KIRA: All right. Here it goes.

3 Since the last time had a real meeting, I
4 attended two North Florida TPO meetings. On
5 April 21 to 23, I attended the Orlando training
6 session run by MPOAC. On 5/2, I visited EDC
7 headquarters, met with Greg Voss and -- about my
8 participation in EDC events.

9 On 5/25 there was an EDC quarterly breakfast
10 at the Renaissance I intended. On 6/5 there was an
11 event, EDC event, with John Rutherford at the
12 Haven Hospice round table event. Very nice.

13 And again board meeting just this past
14 Thursday. And Ed was able to give me a bunch of
15 items I was able to present and I felt very nice
16 having presented those items. It felt very good.
17 So that's the extent of it. Thank you.

18 CHAIRMAN GREEN: Okay. Mr. Brunson?

19 MR. BRUNSON: I'll pass this out to you.

20 This is -- Henry Green, who's on the advisory
21 board, has a friend in Jacksonville that has a very
22 successful restaurant that has an interest maybe in
23 coming here. Pinegrove Market and Deli.
24 Unbelievable place. Quality stuff and he does
25 catering and stuff. So what we're trying to do

1 that's -- find some time when we can all get
2 together with Ed or Kevin or somebody and walk
3 through this facility and see.

4 MR. WUELLNER: Whenever you're ready.

5 MR. BRUNSON: And just as soon as Henry can
6 get him to come down, we're ready to look at it.

7 CHAIRMAN GREEN: That was one of my questions
8 on my end of it. So he might be interested?

9 MR. BRUNSON: Say again?

10 CHAIRMAN GREEN: He might be interested?

11 MR. BRUNSON: Oh, yeah.

12 CHAIRMAN GREEN: Excellent.

13 MR. BRUNSON: He might be. And he's great
14 reputation. Check it out.

15 CHAIRMAN GREEN: Okay.

16 MR. BRUNSON: Go on his web site and look at
17 what they do.

18 MR. WUELLNER: I will do that.

19 CHAIRMAN GREEN: Absolutely.

20 MR. KIRA: Great.

21 MR. WUELLNER: Thank you. Awesome.

22 CHAIRMAN GREEN: Okay. Mine's
23 Aerospace Academy. We have -- we're on summer
24 break, so the academy is quiet for now. But a lot
25 of new kids coming in. It's a very sought after

1 academy.

2 I went to a meeting with some FSU people and
3 they're talking about the St. Augustine
4 Aerospace Academy. It's just amazing. We'll be
5 kicking back up in --

6 MR. WUELLNER: In case you didn't -- in case
7 you missed it, number one district again.

8 CHAIRMAN GREEN: Yep. Yep. St. Johns.

9 MR. WUELLNER: Just came out end of the week,
10 so it's good news.

11 MR. HARVEY: If I may?

12 CHAIRMAN GREEN: Yes, sir. Kevin.

13 MR. HARVEY: And part of the Aerospace
14 Academy, our intern is here.

15 CHAIRMAN GREEN: I was -- go ahead.

16 MR. HARVEY: Do you have it?

17 CHAIRMAN GREEN: I have it.

18 MR. HARVEY: I didn't know you did.

19 CHAIRMAN GREEN: Mitchell.

20 MR. HARVEY: Oh, very good. You take it.

21 CHAIRMAN GREEN: Mitchell Caban, our intern
22 from the Aerospace Academy.

23 MR. BRUNSON: Here here.

24 MR. WUELLNER: Awesome young man.

25 CHAIRMAN GREEN: And I'm telling you that I

1 spoke with people from Emory and FSU just because,
2 but they hear about this academy and it is very
3 well sought after. So you are in a very good
4 place, and thank you for being with us.

5 MR. HARVEY: I'd like to say he's trying to
6 fast track to become Ed's assistant, by the way.

7 CHAIRMAN GREEN: Oh, Bruce. Don't put that
8 down.

9 MR. WUELLNER: We've got to get him through
10 four years of college first.

11 CHAIRMAN GREEN: I got that FSU --

12 MR. WUELLNER: I think he's willing.

13 CHAIRMAN GREEN: Well, good luck. I hope you
14 enjoy.

15 MR. CABAN: I really enjoy it.

16 MR. WUELLNER: Just a super young man.

17 MR. CABAN: It's one of my favorite things.

18 CHAIRMAN GREEN: This is a very good group.
19 I'm old. I've been here not as much as Ed, but
20 since 2000, and a very good group to work with and
21 hope you enjoy it.

22 MR. CABAN: Yes, ma'am.

23 CHAIRMAN GREEN: Soak up everything you can.

24 MR. WUELLNER: Yep.

25 CHAIRMAN GREEN: Okay. We have it on our

1 agenda for July 10th. Is that --

2 MR. WUELLNER: I'm good with that.

3 CHAIRMAN GREEN: July 10, 4:00.

4 MR. BRUNSON: Great.

5 CHAIRMAN GREEN: All right.

6 MR. WUELLNER: Another busy as you probably
7 already figured out.

8 CHAIRMAN GREEN: Yeah. All right. Guys.

9 We're adjourned.

10 MR. WUELLNER: Thank you.

11 CHAIRMAN GREEN: And please call the Governor.

12 (Meeting adjourned at 5:18 p.m.)

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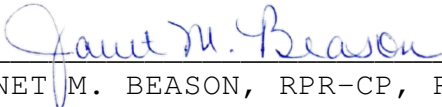
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REPORTER'S CERTIFICATE

STATE OF FLORIDA)
COUNTY OF ST. JOHNS)

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

Dated this 9th day of July, 2017.



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

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