

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 Wednesday, September 19, 2007

6 from 4:02 p.m. to 6:42 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

9 WAYNE GEORGE

RANDY BRUNSON

10 JOHN "JACK" GORMAN

SUZANNE GREEN, Chairman

11 KELLY BARRERA, Secretary-Treasurer

12 * * * * *

13 ALSO PRESENT:

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

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

17 BRYAN COOPER, Assistant Airport Director.

18 * * * * *

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20 JANET M. BEASON, RPR, RMR, CRR, FPR

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1 PROCEEDINGS

2 CHAIRMAN GREEN: Call to order the meeting of
3 the St. Augustine-St. Johns County Airport
4 Authority board. Stand for the Pledge, please.

5 (Pledge of Allegiance.)

6 3. - APPROVAL OF MINUTES

7 CHAIRMAN GREEN: All right. First order of
8 business is the approval of the minutes. Everyone
9 had a chance to review the minutes that were given
10 to us? Are there any exceptions, additions,
11 deletions to the minutes?

12 MR. BRUNSON: I make a motion we approve.

13 CHAIRMAN GREEN: All in favor?

14 MR. BRUNSON: Aye.

15 CHAIRMAN GREEN: Aye.

16 MR. GEORGE: Aye.

17 MS. BARRERA: Aye.

18 MR. GORMAN: Aye.

19 CHAIRMAN GREEN: They will be accepted as
20 presented.

21 4. - FINANCIAL REPORT

22 CHAIRMAN GREEN: Financial report, Kelly?
23 MS. BARRERA: I reviewed the financial report
24 and I found no exceptions, so I move that we
25 approve the financial report for the month of

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1 August.

2 CHAIRMAN GREEN: Any other exceptions or
3 additions, deletions?

4 (No additions or exceptions.)

5 CHAIRMAN GREEN: All right. We'll accept the
6 financial report as presented then.

7 5. - AGENDA APPROVAL

8 CHAIRMAN GREEN: Agenda approval. We have
9 the meeting agenda in front of us. I'll remind we
10 also have to adjourn for the budget hearing today.
11 So --

12 MR. BRUNSON: So, I recommend if anything's
13 on your mind, save it till next time.

14 CHAIRMAN GREEN: Okay. Well, do we have a
15 motion to accept the agenda as presented?

16 MR. BRUNSON: So move.

17 CHAIRMAN GREEN: Second?

18 MR. GEORGE: Second.

19 CHAIRMAN GREEN: We'll -- hearing nothing,
20 we'll accept the agenda as approved.

21 6. - COMMITTEE REPORTS
22 CHAIRMAN GREEN: Committee reports. MPO.
23 MR. BRUNSON: MPO met last Thursday.
24 Well-attended meeting with all the city and county
25 commissioners from around the northeast area. And

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1 St. Johns County, with our County Commissioner, is
2 pushing hard for the 312 and the extensions and so
3 I think we're in good shape in St. Johns County
4 with being prioritized in our road improvements.
5 But it's really a good -- as I keep saying, it's a
6 good committee and I think we need to stay a
7 member.

8 CHAIRMAN GREEN: Great. EDC?

9 MR. BRUNSON: EDC, General Doug Burnett gave
10 a speech at the EDC, and I hear it was well
11 received.

12 MR. GEORGE: Yes.

13 MR. BRUNSON: I did not attend, but it was, I
14 hear, a good EDC meeting.

15 (Mr. Burnett enters the room.)

16 MR. GEORGE: I also talked to --

17 CHAIRMAN GREEN: Doug...

18 MR. GEORGE: I also talked to Nick, and he

19 was saying that the project for analyzing the
20 industrial park location was proceeding.

21 CHAIRMAN GREEN: Across the way?

22 MR. GEORGE: Yes. And he was looking into
23 something early next year to be finalized.

24 CHAIRMAN GREEN: All right.

25 Intergovernmental?

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1 MR. BRUNSON: Intergovernmental.

2 MR. GEORGE: Randy, you sat on that.

3 MR. BRUNSON: I took -- I took the place of
4 Wayne on that meeting. And I tell you what; I
5 really was impressed with this meeting and the
6 knowledge we obtained by Airport Authority, the
7 City Council, the County Commission, the Sheriff's
8 Department, the Clerk of the Court, just everybody
9 that got some time to tell what was on their mind
10 at their particular departments and so forth. And
11 it was enlightening in a lot of ways, and you got
12 a chance to brag about your part of what you do.
13 And even Ron Sanchez did a good job.

14 COMMISSIONER SANCHEZ: Did I sound like I
15 knew what I was talking about?

16 MR. BRUNSON: And so -- but it was very
17 pleasant, very informative, and everybody was in a

18 good mood and humorous, and it was a nice meeting
19 with Intergovernmental.

20 CHAIRMAN GREEN: Did you brag for us?

21 MR. BRUNSON: Oh, boy, did we.

22 CHAIRMAN GREEN: All right. Aerospace
23 Academy. I know Kelly, Ed, and I attended that.

24 MR. WUELLNER: The next meeting is the 7th?

25 MS. BARRERA: Of November.

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1 CHAIRMAN GREEN: November 7th.

2 MR. WUELLNER: November 7th. And that will
3 be here.

4 CHAIRMAN GREEN: Yeah.

5 MS. BARRERA: We all attended the regular
6 meeting, and then we also attended the school
7 choice -- what was --

8 MR. WUELLNER: Choice, yeah, choice
9 committee, whatever it is.

10 MS. BARRERA: Committee meeting. I think
11 that the Aerospace Academy is moving along nicely.
12 They've got several programs planned where -- and
13 we're increasing our -- our partnership with them,
14 as far as that's concerned. And they elected new
15 officers. What else?

16 CHAIRMAN GREEN: I know we're looking for
17 some adjunct or some teachers within the academy.
18 Primarily, I know we're looking for someone that
19 has medical/flight background, like a flight
20 surgeon, retired or something, to teach the
21 physiology part of it. And eventually they'll be
22 looking for part-time and full-time director, so
23 if anybody, public, whatever, knows of anybody
24 that might want to fill that -- that void, they're
25 looking for teachers over there.

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1 MR. WUELLNER: Yeah, and because it's a
2 college course credit that goes with it, they've
3 got to -- and it's sanctioned through the
4 Accreditation of Southern Schools, I guess it is.
5 I'm not sure what the acronym is anymore. But it
6 does require a master's degree in order to teach
7 high school for those particular curriculum
8 classes offered through Embry-Riddle. So...

9 CHAIRMAN GREEN: For those particular ones,
10 right.

11 MR. WUELLNER: Yeah.

12 MS. BARRERA: The only thing I would add is
13 that they -- they've come up with some new
14 marketing brochures for the Aerospace Academy. In

15 case anybody's interested, I have a copy of it and
16 would be glad to share it.

17 CHAIRMAN GREEN: PR committee?

18 MS. BARRERA: The PR committee's been meeting
19 and working, trying to get everything ready for
20 the terminal dedication. It looks like it's
21 moving along well. I think we've gotten a lot of
22 things accomplished, and I think we are in the
23 final week or so of that. So, everything should
24 be coming together.

25 Again, the terminal dedication is going to be

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1 on the 29th at 10 a.m., and it's -- it's looking
2 to be a very positive experience. We're looking
3 to not only dedicate the terminal, but also
4 showcase a lot of what the airport is about as far
5 as it being the economic gateway to St. Johns
6 County, is our theme.

7 CHAIRMAN GREEN: All right. I received
8 something today from Carol about having
9 St. Augustine High School band there or parts
10 thereof that Passero's sponsoring?

11 MR. WUELLNER: Yes. They're doing some sort
12 of, what you would call it, a fanfare type of --

13 CHAIRMAN GREEN: Right. Yeah. So, that will
14 be nice for the dedication to have actually music,
15 too.

16 MS. BARRERA: Uh-huh.

17 CHAIRMAN GREEN: I just want to remind people
18 we have these pieces of paper, if anyone wants to
19 talk on a topic. And also, if you want to speak
20 at public comment, at the bottom, just write that
21 on this piece of paper, too, public comment, so we
22 have an idea on our time frame.

23 Okay. Reports? Mr. Sanchez?

24 7. - REPORTS

25 COMMISSIONER SANCHEZ: You don't have to call

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1 me Mister. I don't owe you any money, so...
2 Yeah. Okay. We had a question about the
3 insurance, and it was not the attorney's office
4 that was holding it up; it was the insurance
5 company, namely because they did not -- did not
6 really believe that it was anything serious behind
7 the inquiry, because a year ago, they did the same
8 exact thing in an in-depth report.
9 They were asked -- everyone took part in it.
10 All of the taxing districts and everything, the
11 County took part in it, and the report was all

12 mailed out, and absolutely no one sent a letter
13 back in that they were interested.

14 So, the insurance company does not want to
15 have to go through all that work again this time.
16 They sent me a copy of the report that's a year
17 old.

18 The big factors, I can tell you, is if you
19 join the County plan, it'd be \$8,145 a year per
20 person on the health. It would also bring into
21 line the fact that I don't believe you have health
22 insurance on your retired people set up now.

23 You would have to go in with the County's
24 plan. You would have to provide health insurance
25 for anyone that retires from the airport.

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1 If you ever separated from the County
2 insurance, you would have to set up a pool to
3 compensate the County for whatever that insurance
4 would cost to that retired person, because then
5 they would be obligated to pay it. A lot of
6 complications.

7 But anyway, this report is something -- and
8 I've left a copy of it. And I -- I would think
9 the best thing to do is kind of get your

10 administration to look it over and -- and see what
11 they think. Any other questions, we can certainly
12 go back and pursue it. I can have the insurance
13 people come here and talk with you, as far as that
14 goes.

15 It just didn't sound like it was really going
16 to be a big thing to save you a bunch of money, to
17 me. I mean, it sounded like it was going to cost
18 you money in the long run. There's some other
19 complications, too.

20 Right quick, I wanted to mention two things.
21 I also left a copy of these. Florida Association
22 of Counties has come out with a pretty much an
23 attack on the January 29th referendum. They are
24 dead set against it. And one reason they mention
25 that is something I don't think you'll see on the

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1 ballot because, you know, ballots are restricted
2 to a certain number of words.

3 But included in that -- now, the ballot's
4 going to say, "Do you believe people should have a
5 right to decide to come off the Save our Homes?"
6 So, if it passes, people will have that option to
7 where they can come off the Save Our Homes, they
8 can take the 75 percent discount on \$200,000, 15

9 percent on the balance. However, they are no
10 longer protected under Save Our Homes and they
11 cannot go back to that.

12 And it is estimated by the Florida
13 Association of Counties that within six to seven
14 years, they will be massacred with taxes. So,
15 this information I think is real important,
16 because it's certainly going to affect you, too.

17 The rest of it is, the 18 words they're
18 really concerned about that will be in the
19 referendum but probably not displayed on the
20 ballot, the State legislature will be required --
21 legislation will be required to limit the
22 authority of counties, municipalities, and special
23 districts to increase ad valorem taxes.

24 I don't know about you folks, but I don't
25 want the State controlling anything we do here.

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1 For years, they've been saying, okay, here's
2 something you need to do, and they mandate --
3 unfunded mandate, I might add -- because we want
4 your local people more in control of your
5 government.

6 Well, I couldn't agree with that more. But

7 that's not what this says. I mean, those folks
8 will basically be running this county because they
9 will be controlling the money. And I'm not in
10 favor of that.

11 So, I just wanted to bring that point up to
12 you. I also left a copy of that. So, you can
13 read it over and see if you want to talk to voters
14 about doing or not doing it. It's all designed to
15 get people off Save Our Homes.

16 It's my understanding it's only running about
17 45 percent in favor now. It dropped from 60-some
18 to 45 within a month. People are starting to
19 learn about the program. I don't think it's a
20 real good system. It can cause lots of problems.

21 The last thing I want to mention, and I
22 brought this up a couple of times with individuals
23 talking to, and I finally asked our staff at
24 County level to start monitoring very closely the
25 devaluation of real estate, because that, too, can

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1 be even worse than anything the State has thrown
2 at us, because real estate is dropping in value,
3 and as it drops, the assessed value drops. As
4 that drops, our income drops.

5 So, I asked them to monitor this -- monitor

6 this on a regular basis so that we will not be
7 sitting there caught totally surprised and all of
8 a sudden we lost another \$15 million. And this
9 could happen.

10 And The Wall Street Journal wrote an article,
11 and it's pretty much aimed at Florida. And I left
12 a copy of that, too. And that's exactly what is
13 in this report. It is already happening in a lot
14 of places. And that could be devastating on top
15 of what the State's already done.

16 So, anyway, if anyone's got any questions,
17 I'll answer. If not... Hmm. That's weird. Thank
18 you.

19 CHAIRMAN GREEN: Just well spoken today.
20 Galaxy, Michael?

21 MR. SLINGLUFF: Nothing new to report.

22 CHAIRMAN GREEN: Northrop?

23 MR. CHAMBERS: I'm for Dan Nehring.

24 Nothing -- nothing to report.

25 CHAIRMAN GREEN: Mike, SAAPA?

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1 MR. THOMPSON: Thank you. Nothing for SAAPA.
2 No complaints, problems, or compliments, as far as
3 that goes.

4 As the newly appointed commander of the
5 St. Augustine Civil Air Patrol Squadron, I do want
6 to thank everybody involved in arranging to get
7 gate access passes for our members, which makes
8 our life a lot easier on meeting nights. Thank
9 you very much.

10 CHAIRMAN GREEN: Bjorn, anyone?

11 (Not present.)

12 CHAIRMAN GREEN: I didn't see.

13 MR. WUELLNER: Didn't see him.

14 CHAIRMAN GREEN: Okay. Doug?

15 MR. BURNETT: Nothing really to report.

16 We've been working with Ed on a number of matters,
17 including a little bit of intergovernmental
18 relations, though, that have gone really
19 positively.

20 CHAIRMAN GREEN: And the chart.

21 MR. WUELLNER: The chart. And there it is.

22 I don't know what to tell you about it.

23 CHAIRMAN GREEN: Just a little bit under what
24 our forecast would be, '08?

25 MR. WUELLNER: Uh-huh. '08 forecast. Keep

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1 in mind, that's next year.

2 CHAIRMAN GREEN: Yeah. Any questions?

3 (No questions.)

4 CHAIRMAN GREEN: All right. No questions.

5 Project updates?

6 8. - PROJECT UPDATES

7 MR. WUELLNER: Okay. Project updates. You

8 have several projects this month, south hangar

9 development area update; T-hangar development

10 update; terminal operations, which is a new title

11 for basically the airline service area of our

12 business; marketing and public relations; as well

13 as airport leasing activities.

14 And moving on to the first one, Taxiway F --

15 oop. Jumped out of that. Taxiway F, which

16 includes the apron project, is basically at a

17 punch list items stage. It's pretty well

18 complete. I would expect that by next month,

19 we'll be entertaining the request to release

20 retainage on that job. So, it's basically done.

21 It looks like it's striped. We're waiting on a

22 few sign panels to be delivered to replace some

23 change in legends that were out there on certain

24 taxiways and intersections.

25 Otherwise, it's -- it's basically complete

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1 and about ready to use, which kind of leads into
2 the T-hangar project.

3 At this point, the contract has been awarded,
4 as you're aware, for the T-hangars themselves.
5 The infrastructure element of that project is on
6 the agenda today to discuss, and we're still
7 looking early 2008 for completion. Right now, I
8 don't see any other obstacles out there that are
9 going to change the schedule at this point. So,
10 it looks pretty firm for that time of the year.
11 So, it's moving ahead.

12 MR. GEORGE: What does "early 2008" mean?

13 MR. WUELLNER: Well, it -- it's vague to this
14 extent: It's a function of when the actual work
15 can start, which is a function of the notice to
16 proceed, which is backed up against the delivery
17 time of the hangar buildings themselves. So,
18 we'll -- we'll -- we will be issuing notice to
19 proceed relative to physical construction in the
20 field within the next week or two. That's pretty
21 much run its course now with permitting and all
22 that. So, it's just a matter of starting the
23 formal clock on construction.

24 You have a six-month construction time.
25 Contractor is indicating they'll be able to do it

1 sooner than that, because the building delivery
2 right now is quicker than it has been with
3 building, in general, orders down a little bit
4 nationwide. So, there -- instead of 8, 10, 12
5 weeks on buildings, you're down six -- six-week
6 time lines.

7 MR. GEORGE: Is that six months from the date
8 of commencement?

9 MR. WUELLNER: Actually, technically, yes,
10 but it -- that's -- that's the drop-dead date on
11 it. They'll -- they'll be ahead of that schedule
12 for building.

13 MR. GEORGE: I just had a lot of people ask
14 me about the date, you know, and if I was able to
15 tell them --

16 MR. WUELLNER: I might -- I'll give you --
17 I'll be able to give you --

18 MR. GEORGE: -- end of March is part of early
19 2008, and that's the target that we're shooting
20 for.

21 MR. WUELLNER: That's probably as good a
22 guess right now as any. As soon as I have the --
23 the notice to proceed date, which is gonna be in
24 the next couple of weeks, that will have a
25 six-month duration. We'll be able to give you a

1 date certain on the contract. But it's working
2 around a two-week window right now.

3 MR. GORMAN: Since I'm sure Mr. George's
4 query is that this, you know, has a lot to do with
5 revenue, is there any penalty or clauses built
6 into these contracts for noncompletion of time?

7 MR. WUELLNER: There's always liquidated
8 damages in there.

9 MR. GORMAN: In other words, you've -- this
10 has been reviewed by Doug and so forth.

11 MR. WUELLNER: Yes.

12 MR. GORMAN: And errors and omissions has
13 been covered? Because we have an errors and
14 omissions --

15 MR. WUELLNER: It's always in there.

16 MR. GORMAN: You and I will get together on
17 errors and omissions and --

18 MR. WUELLNER: And it's bonded, also.

19 MR. GORMAN: All right. Thank you.

20 MR. BURNETT: It -- it's -- it's bonded,
21 Mr. Wuellner.

22 MR. GORMAN: With a big B?

23 MR. WUELLNER: With a big B.

24 MR. GORMAN: Not a little B.

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1 Terminal operations, by way of milestones,
2 remind you -- you'll get several other reminders
3 throughout this, but the terminal dedication is
4 the 29th. Details pertaining to the press release
5 are available on the web site now. You can click
6 that link from the front page and you'll be able
7 to read the press release itself.

8 The paved parking system has a startup date
9 right now of October 1st. So, that will begin
10 producing revenue at that point.

11 August traffic, you had a little more
12 outbound than inbound this month by, what was it,
13 115 people, something like that? Still averaging
14 80 percent full, in and out. Good solid numbers.

15 Let you know, we are beginning stages of
16 identifying additional parking options, and that
17 includes off-site parking options, as well as
18 exploring additional options with Northrop Grumman
19 at this point. And indeed met with Grumman last
20 week to begin opening that door for additional
21 parking spaces immediately adjacent to the -- to
22 the terminal.

23 Rental car facility, which I would call a

24 consolidated rental car facility, meaning it would
25 be a single location for all rental car activity

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1 to occur, we're beginning to look at a site and
2 determine the feasibility and the like. And once
3 that looks like it could become a project, it will
4 be coming back to you. That's part of those
5 terminal area improvements line item in the
6 proposed budget, so we'll be back to you to talk
7 numbers and locations and, you know, present that
8 as a -- as more of a refined project at this
9 point.

10 Would also let you know that if you're
11 interested, we'll probably be adding or looking at
12 adding additional flights in and out of here,
13 Skybus will be. From what I know now, and this is
14 very vanilla because it has to be, is that the
15 additional service would likely start in
16 mid-December and would involve two additional
17 flights daily, one more round trip to Columbus
18 through the course of the day, as well as one to a
19 new destination within their system, all of which
20 would be nonstop flights.

21 And that information is due out in a media

22 release from the airline next Tuesday, as well as
23 ticket sales would begin next Tuesday. So, if
24 you're interested in those flights or that
25 information, check their web site Tuesday.

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1 MR. BRUNSON: I want to go to that
2 destination we don't know about.

3 MR. WUELLNER: Early.

4 MR. GEORGE: You've been there all week.

5 COMMISSIONER SANCHEZ: He's still there.

6 MR. WUELLNER: That was an awfully big
7 opening.

8 MS. BARRERA: Ed, with that, what's the
9 status of -- on the PFCs?

10 MR. WUELLNER: It's --

11 MS. BARRERA: We're still moving along on
12 that?

13 MR. WUELLNER: I'm due to have a draft on the
14 PFC application itself by the end of the week
15 from -- from Passero. Yeah. I always want to
16 call them ALP. But LPA is updating the ALP, the
17 Airport Layout Plan, to reflect the commercial
18 service components on the airport so that those
19 projects are -- for the purposes of funding,
20 become eligible for PFC funding.

21 So, you've got -- we're doing the update of
22 the drawing. It's just simply a drawing update.
23 That'll tie to the PFC application. And then we
24 have to have our meeting with the airline to
25 satisfy the technical requirement, and then it can

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1 be submitted. They're developing cost
2 information, all -- all of those types of things
3 to get into the PFC.

4 So, then it -- then it's out of our hands
5 relative to approval. When DOT releases it
6 through FAA, it will -- it will be ready to go.
7 Oh, we have a -- I believe there's a public
8 hearing in that, too, isn't there?

9 MR. HOLESKO: Public hearing and airline
10 coordination meeting.

11 MR. WUELLNER: Yeah. The airline
12 coordination meeting, we'll be -- we'll either go
13 up there or they'll come down here. But the
14 public hearing, we'll have to do here and get it
15 schedule, which is usually pretty benign. But it
16 is on -- it is on track to get going to move the
17 major items forward on it, anyway.

18 Okay. Again, public relations, marketing.

19 You have terminal dedication on the 29th. That's
20 at -- the public portion of which is at 10
21 o'clock. Features speakers. President of the
22 airline will be down to briefly address. The
23 chairman of the Airport Authority will make some
24 remarks, as well as our more or less keynote
25 speaker, if you want to call it that. The --

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1 Representative Mica will be -- will be speaking
2 that day.

3 Those are really the only three speakers
4 to -- to say. I don't expect it to be a long
5 event relative to the public portion of it. And
6 it will culminate with basically a ribbon-cutting
7 that morning.

8 There's a -- a -- we will have displays
9 throughout the terminal, or throughout the front
10 area of the terminal in particular, related to the
11 airport, its relative importance in the economic
12 development of St. Johns County and its economic
13 impact, to include displays from I believe TDC, as
14 well as the EDC will have information there, as
15 well as the Airport Authority will, too. We are
16 working very closely right now with Glenn Hastings
17 at EDC?

18 MS. BARRERA: TDC.
19 MR. WUELLNER: TDC. Get those two mixed up
20 all the time. But TDC, and they are in the
21 process of developing a number of walled displays,
22 informational kiosks, or whatever you want to call
23 it, to be placed in the terminal area and the
24 baggage claim area to allow inbound and outbound
25 passengers to become acquainted with what's in St.

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1 Johns County.
2 And there'll be the same kind of opportunity
3 that EDC will have. It'll be a little more
4 benign. I think they don't want brochures out in
5 terms of the little kids, but it will have the
6 information and contact information in the
7 terminal.
8 And there will be some space -- we have yet
9 to identify what it is, but there'll be some space
10 opportunities there for some revenue production
11 advertising within the terminal, too. I think we
12 are going to dedicate some space, or attempting
13 to, for kind of an up -- continually updated-type
14 of public --
15 MS. BARRERA: Humanitarian.

16 MR. WUELLNER: What are you calling it?
17 MS. BARRERA: Humanitarian.
18 MR. WUELLNER: Humanitarian, kind of, where
19 different groups or nonprofit entities can -- can
20 place a display there that will be rotated
21 periodically and -- and just acquaint people with
22 what's -- what's really new --

23 MR. BRUNSON: Good news.

24 MR. WUELLNER: -- and good in our community.
25 So, it should represent a wide variety of

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1 interests.

2 We're going to try to limit the -- the
3 advertising part of it, I think, to -- to things
4 that are relative to St. Johns County and are, you
5 know, indeed related to tourist development or --
6 or travel or opportunities that are available in
7 St. Johns County. So, we're excited about it.
8 It's just taken a while to get there.

9 MS. BARRERA: It's just another way to show
10 the community that the airport is a part of that
11 community and -- and serves the entire community.

12 MR. WUELLNER: Right. Now, I point out again
13 the press release has gone out relative to
14 terminal dedication. And a reminder that Tuesday,

15 press releases will be out from the airline
16 relative to additional service here.
17 And as if the 29th weren't busy enough, the
18 29th and 30th is also when we host the MS 150 bike
19 ride, and that will be held out -- out of the
20 airport here. We'll have the launch at 7 a.m. on
21 the 29th, and recover typically starts about
22 10:00, 11 o'clock in the morning on the -- on the
23 Sunday and runs till, well, 3:00, 4:00 in the
24 afternoon. They're usually out of here by 4:00.
25 And they're already telling me they have over --

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1 shoot, forgot the number. Over 2,000 riders this
2 year?
3 CHAIRMAN GREEN: Wow.
4 MR. GEORGE: Don't hit one.
5 MR. WUELLNER: Which is -- is up almost 400
6 from last year. So, they're -- they're excited
7 about how that event is growing and the
8 opportunities they have here, because this is,
9 again, the only place they can find that -- that
10 lets it work well. And we're happy to have them.
11 They're a pleasure to work with.
12 They come almost entirely self-contained, so

13 it's not a huge staff effort to work with these
14 guys. We just kind of walk over the site plan
15 with them, meet with them a few times and, of
16 course, during setup, monitor what they're doing,
17 but largely they come entirely contained with all
18 their volunteers, all their signs, all their
19 activity. They do hire a parking company out of
20 Jacksonville to lay out the field, and they do all
21 that work on their own. So, it's kind of a neat
22 little -- neat little event to watch because you
23 don't have to do any of the work. So, we're
24 pleased to have them.

25 And last item I have for you is just leasing

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1 activities, and we don't have anything new right
2 now to report on leasing.

3 Which brings us to our first agenda item.

4 CHAIRMAN GREEN: Action item.

5 9.A. - HANGARS 8-9-10 FLOOR BID AWARD

6 MR. WUELLNER: First agenda item is the award
7 of the floor coating contract for hangars 8, 9,
8 and 10. As promised last meeting, we put that
9 specification out to bid. We had 13 bid
10 inquiries. People picked up specifications and
11 information as a result of the legal

12 advertisements.

13 Four bids were received, with Industrial
14 Flooring Specialists out of Jacksonville the low
15 bidder, at \$74,611.80. And it would be Staff's
16 recommendation to award that contract to
17 Industrial Flooring Specialists in that amount.

18 CHAIRMAN GREEN: Okay. Public discussion? I
19 had Reba to comment and Joe.

20 MR. JONES: Joe Jones, St. Augustine. I just
21 think it's a shame you have to pay to coat the
22 brand new floors all over again. It just don't
23 seem like it makes much sense. You know, if you
24 have a set of -- you have a contract with a set of
25 specifications, if it tells you in one set of

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1 specifications you're going to put a certain floor
2 finish down, it doesn't matter what the concrete
3 section says; it still has to be prepared with the
4 floor section.

5 So, it just seems like you must have gave out
6 your retainages a little too early. You might
7 want to think about that on your next ones.

8 CHAIRMAN GREEN: If no other public comment,
9 board comment?

10 MR. GORMAN: He's right.

11 CHAIRMAN GREEN: Uh-huh.

12 MR. GORMAN: I have to agree with him.

13 That's -- it's an error that is costing us money.

14 I would just like to know --

15 MR. WUELLNER: It's a specification error.

16 MR. GORMAN: Well, bottom line, who's going

17 to pay? We're still paying?

18 MR. WUELLNER: Correct.

19 MR. GORMAN: No -- no recourse against any

20 of --

21 MR. WUELLNER: It is what -- and the

22 opportunity existed to review the bids -- or not

23 review the bids -- review the specifications, and

24 it was -- not knowing what we were looking at, it

25 didn't get -- didn't get picked up that the

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1 original concrete finish was not to what they call

2 warehouse finish, which simplifies the coating,

3 and nor was the coating specification in there,

4 what we normally expect out of our floors. So, we

5 got what we paid for in the sense that that's what

6 was specified, that was what we expected to be put

7 down. It's just what we thought that expectation

8 was, wasn't what was in there.

9 So, lesson learned in the sense that we
10 certainly in working forward -- it's well known
11 now within the design team what our expectations
12 are. I don't think you're going to see that kind
13 of mistake happen again relative to the type of
14 floor and the finish of the concrete. So, I don't
15 think you're going to see that. In fact, I'm very
16 certain you're not going to see it.

17 CHAIRMAN GREEN: Buzz?

18 MR. GEORGE: Ed, is -- is it appropriate to
19 have a checklist?

20 MS. BARRERA: I was thinking the same thing.

21 MR. GEORGE: Things that have been learned
22 from the past that every time we come up with some
23 drawings, there's a check you've got to, you know,
24 check off, okay, this was done, this was done.

25 MR. WUELLNER: It would.

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1 MR. GEORGE: Because we learned a lot with
2 the terminal, you know, across the way, you know,
3 with who signs off on what and some other things.
4 And this would be an ideal one. If that could --
5 if you could implement that, that would be great.
6 The other thing I'm concerned about is the --

7 the type of flooring that we have here and the
8 type of flooring that we have in the new hangar
9 area. Is there a difference, or what -- what are
10 the --

11 MR. WUELLNER: New hangar --

12 MR. GEORGE: -- potential tenants of the new
13 42 T-hangars and 11 corporates, or whatever it
14 is --

15 MR. WUELLNER: Yeah.

16 MR. GEORGE: -- what are they going to expect
17 flooring-wise?

18 MR. WUELLNER: Well, the T-hangars aren't --
19 we don't put flooring down. We never have. So,
20 they're the concrete floor. Those that have
21 floors in them put them down themselves and went
22 in and did that on their own.

23 MR. GEORGE: Okay.

24 MR. WUELLNER: Relative to how it interfaced
25 with hangar 11 or -- that was the correct flooring

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1 and was put down by -- you know, the finish of the
2 floor from a concrete standpoint was what it was
3 supposed to have been in hangars 8, 9, and 10.

4 So, we -- you know, we're back on track in
5 the sense that the most recently completed project

6 has the -- an appropriate floor down or the
7 flooring that we would expect.

8 CHAIRMAN GREEN: Mr. Gorman?

9 MR. WUELLNER: I don't think we've -- let
10 me --

11 MR. GEORGE: One other thing. Is there a
12 possibility of discussing with our contractor for
13 the new hangars that he might want to make an
14 option available to whoever the tenants are going
15 to be?

16 MR. WUELLNER: To put it down?

17 MR. GEORGE: In other words, it would seem to
18 me to do it while he's constructing it, because I
19 would imagine we have a good 10 to 15 percent of
20 the people that went in and spent a lot of money
21 on floorings, you know, and are still not that
22 pleased with it.

23 MR. WUELLNER: Are you -- we could certainly
24 include it as a bid item. I mean, of course it's
25 bid, but it would be a change order item to do

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1 flooring -- a flooring system through it.

2 MR. GEORGE: No, what I was -- what I was
3 saying was let him put together a package for a

4 T-hangar. And if we can come to grips with our
5 T-hangar list far enough in advance -- Joseph
6 Jones might want, you know, a better floor for his
7 hangar, so he could contract with the contractor.
8 We're out of it. But at least that gives them an
9 option. I'm sure --

10 MR. WUELLNER: Okay.

11 MR. GEORGE: -- you don't have anything else
12 to control.

13 MR. WUELLNER: I don't think it would be
14 within the confines of the T-hangar contract
15 itself, but we could certainly make contract --
16 contact with some of the flooring providers and
17 provide them a specification, and they could give
18 a -- you know, a quote that anybody could take
19 advantage of.

20 MR. GEORGE: Yeah.

21 MR. WUELLNER: But it wouldn't be directly
22 through us. You don't want to run that --

23 MR. GEORGE: No.

24 MR. WUELLNER: -- run that through us --

25 MR. GEORGE: No.

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1 MR. WUELLNER: -- unless we're doing it all.

2 So --

3 MR. BRUNSON: I think -- I think we should
4 even think about this and even allowing them to do
5 that and having one hangar this way and one that
6 way. That's something that really needs to be
7 thought out.

8 MR. GORMAN: Along -- along both of those
9 lines of thought is that, in other words, if you
10 put a finer finish on one of these T-hangar
11 floors, they're a lot easier to clean and they're
12 a lot easier to have stains not go into.

13 MR. GEORGE: Right.

14 MR. GORMAN: That's probably what Buzz is
15 thinking. But the standardization of it, I agree
16 with -- with Randy. In other words, you've got to
17 have them do it all. So, in other words, is
18 there -- or is there a large cost increase to just
19 have them put a finer finish on the floors?

20 And secondarily, is there some litigation
21 problem, because I've heard, you know, you put a
22 fine finish on the floor and somebody flops down,
23 it's a problem. But, I mean, it's the same thing
24 you two were thinking about.

25 MR. GEORGE: I was just thinking that if the

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1 contractor had someone that was finishing the
2 floors, if he wanted to offer it over and above
3 the contract with us, you know, to whoever the
4 tenant was, if that might be something the tenants
5 might be interested in.

6 MR. GORMAN: A neat idea, but Randy is -- is
7 worried about not having them standardized, so
8 that it just complicates this.

9 MR. GEORGE: Well, they aren't standardized
10 now.

11 MR. GORMAN: I agree with both, I mean, you
12 know. Right.

13 MR. BRUNSON: Madam Chairman, how long is my
14 lease for when you give me a T-hangar?

15 MR. WUELLNER: It's a one-year lease.
16 Automatically renews.

17 MR. BRUNSON: Yeah. And look at the cost.
18 And I've been --

19 MR. WUELLNER: My best guess is you're
20 looking at about \$43- to \$4800 a unit, is what --
21 now, that's in quantity --

22 MR. BRUNSON: And what makes that a better --
23 better floor with this \$4800 over concrete? Just
24 that it sweeps better?

25 MR. WUELLNER: And does control the concrete

1 continually as you --

2 MR. GORMAN: Forty-eight hundred just is the

3 changes, the finish, or are you talking about

4 \$4800 --

5 MR. WUELLNER: No. That would be --

6 MR. GORMAN: -- for the coating?

7 MR. WUELLNER: No, that would be coated.

8 MR. GORMAN: Yeah. You can just -- you can

9 just change the finish and it makes it easier to

10 sweep. Based on what that cost is, there probably

11 is a difference --

12 MR. WUELLNER: Well, we'll approach them

13 about what the difference would be.

14 MR. BRUNSON: But I think we're getting off

15 the subject of what we're doing.

16 CHAIRMAN GREEN: Right. And the only thing

17 I'd be concerned about would -- a question to

18 Doug, is I would not want, as the Authority, to

19 give out one particular name to do that. I'd want

20 to give out three and say you can choose whomever

21 so we're not pushing anybody on anything.

22 MR. GEORGE: That's a good point.

23 MR. WUELLNER: Well, what we've done in the

24 past is -- is just provide them a specification,

25 because what we have not wanted to do is mix types

1 of finish --

2 CHAIRMAN GREEN: Right.

3 MR. WUELLNER: -- all through the building

4 because in the event the Authority of the future

5 may decide they want to do a universal-type

6 coating in those and you're stuck with something

7 that's not compatible in two out of ten units or

8 something. So, we -- we provided for them, saying

9 this is what you need to put down and meet the

10 spec.

11 And we've even provided the name -- you know,

12 at the time, a few names of contractors we were

13 dealing with, you know, application people who

14 were -- who were doing floors, and I think most of

15 them used one of those.

16 CHAIRMAN GREEN: Well, for purposes of what's

17 on the table today, we're just looking to award

18 the bid for 8, 9, and 10, correct?

19 MR. WUELLNER: Right.

20 CHAIRMAN GREEN: And I missed -- excuse me.

21 I missed Mr. Hickox; he wanted to speak on that at

22 public comment, and he had given me a list. So,

23 Wayne?

24 MR. HICKOX: On this particular --

25 CHAIRMAN GREEN: On this one, right.

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1 MR. HICKOX: Well, maybe you -- save you a
2 problem, I wanted to discuss what Mr. Sanchez had
3 raised in part of his comments, so maybe this
4 isn't the place.

5 CHAIRMAN GREEN: Oh. Then public comment
6 would be --

7 MR. HICKOX: Thank you.

8 CHAIRMAN GREEN: Okay. Thanks.

9 MR. HICKOX: I'm sorry for the interruption.

10 CHAIRMAN GREEN: All right. So, we have a
11 proposal on the floor. Any more further board
12 discussion?

13 MR. BRUNSON: Let me get this straight now.
14 All we're voting on is who we award the bid to?

15 MR. WUELLNER: Correct.

16 CHAIRMAN GREEN: Right.

17 MR. BRUNSON: And so all this stuff about
18 whose fault it was, that -- that really doesn't
19 play into it. But I agree, if I build something
20 as a builder, no matter what's wrong, I have to
21 make it right. So, apparently this was wrong, but
22 the builder's not going to pay for it. So, now we
23 have to pay \$74,000 to make it right.

24 CHAIRMAN GREEN: No, that's not what I
25 understand. I understand it was a specification

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1 that the contract, the builder, contractor built
2 it according to what the specifications were in
3 the contract. So, if we were to withhold monies
4 or make him -- we wouldn't be able to enforce the
5 contract because he's built it according to what
6 the specifications were.

7 MR. BRUNSON: But if it was built to the
8 specifications, who says we need this additional
9 flooring?

10 CHAIRMAN GREEN: I think there's damage.
11 There was some cracking?

12 MR. GEORGE: You have tenants over there that
13 were told that that's what the flooring was going
14 to be, just like the one across the street.

15 MR. GORMAN: It's the quality of the flooring
16 versus the use of the hangar. In other words,
17 you've got to have it very --

18 MR. BRUNSON: The tenants have raised the
19 question.

20 MR. WUELLNER: Absolutely.

21 MS. BARRERA: They feel like they've gotten a

22 subpar product.

23 MR. WUELLNER: And I would agree that, you
24 know, relative to other flooring we've done,
25 what's there is -- is not the same caliber.

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1 MR. GORMAN: And I'll -- I'll stop after
2 this, but my question is, is it -- would it be
3 very inexpensive to just allow a little finer
4 finish than is normally spec'd out before -- on
5 all of these hangars, you know, and do we need to
6 do that now, or can we just award a bid and tell
7 them that's the finish we want without any further
8 discussion of costs?

9 MR. WUELLNER: Yeah. In fairness, ordinarily
10 in order to put that kind of coating down, you
11 would have to specify a finer finish on it,
12 whether you ever put the coating down or not. So,
13 we really should go ahead and take it to the
14 better concrete finish level --

15 MR. GORMAN: Okay. That's my point.

16 MR. WUELLNER: -- regardless of whether --

17 MR. GORMAN: That's my point.

18 MR. WUELLNER: -- we coat it or not, because
19 it leaves the opportunity in play. Otherwise,
20 you're into a system like this, which is

21 substantially more per square foot because it has
22 to create that finished floor first before it can
23 be coated.

24 MR. GORMAN: Right.

25 MR. WUELLNER: Which is why it's \$5-plus a

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1 square foot.

2 MR. GORMAN: I'm just pushing for a finer
3 finish.

4 MR. BRUNSON: Okay. I'd like to make a
5 motion --

6 CHAIRMAN GREEN: Yes, sir.

7 MR. BRUNSON: -- reluctantly.

8 MR. WUELLNER: We'll have that conversation.

9 MR. BRUNSON: I make a motion that we approve
10 the low bidder, Industrial Flooring Specialists,
11 to correct this floor.

12 CHAIRMAN GREEN: Is there a second?

13 MS. BARRERA: I'll second it.

14 CHAIRMAN GREEN: Any further board
15 discussion? Buzz?

16 MR. GEORGE: Ed, any possibility of going
17 back and opening up the grant that we built those
18 hangars under and putting this in so we at least

19 get, you know, matching funds on it?

20 MR. WUELLNER: It was at -- the grant was
21 closed on it. When we -- when we final billed it,
22 it was -- was at the grant amount. There was --
23 there were no funds left in the grant. And you
24 can't --

25 MR. GEORGE: I know sometimes before the

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1 grant, if we come back with an increased
2 specification and a justification for it, somehow
3 or another, the funds for the grant come in there.
4 I was just wondering if there was a possibility
5 after the fact of doing that.

6 MR. WUELLNER: In some cases, that can be
7 made to work. Either we didn't expend the grant
8 funds, or, as you said, the grant is still open
9 and you might be able to approach DOT for
10 additional funds.

11 MR. GEORGE: Yeah.

12 MR. WUELLNER: DOT does not work the way FAA
13 does relative to kind of creating more funding at
14 the end. FAA is open to adding more money at the
15 end of the job for things that came up during the
16 job.

17 FDOT, you -- you kind of take your money

18 and -- you don't take the money, but you create
19 the amount of money available at the front end,
20 and they're really slow and unable to react to
21 problems at the end because they're -- they're not
22 sitting on -- the way the funds are disbursed is
23 entirely different with the FAA -- FDOT side.
24 So, it's -- in the case of hangars, they're
25 always FDOT projects. So, it's one of those you

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1 need to know on the front end the dollar value you
2 need to match or as close as possible.

3 MR. GEORGE: Okay.

4 MR. WUELLNER: The FAA gives you some
5 latitude.

6 CHAIRMAN GREEN: Any further board
7 discussion?

8 (No further board discussion.)

9 CHAIRMAN GREEN: There's a motion on the
10 floor. All in favor of the motion as presented
11 and seconded?

12 MR. BRUNSON: Aye.

13 CHAIRMAN GREEN: Aye.

14 MR. GEORGE: Aye.

15 MS. BARRERA: Aye.

16 MR. GORMAN: Aye.

17 CHAIRMAN GREEN: All opposed?

18 (No opposition.)

19 CHAIRMAN GREEN: Motion carries.

20 9.B. - ARFF FACILITY DISCUSSION

21 MR. WUELLNER: Okay. Next item I have for

22 you is ARFF facility discussion. This came up --

23 I broached the topic with y'all at the last budget

24 hearing relative to what could be done.

25 What we have done, just to kind of wrap this

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1 up, is the ARFF facility, you have a grant today

2 with FDOT for a total amount of about \$575,000

3 project, of which 50 percent is funded by FDOT.

4 That amount of money in itself will not build a

5 significant fire station or structure to -- to

6 deal with that long term. It -- it could create a

7 stopgap kind of shelter, but it may not -- in

8 fact, I know it will not get the whole facility

9 built or a facility that's a long-term permanent

10 solution.

11 In talking to fire officials with St. Johns

12 County, we got a ballpark number from them of what

13 they're paying for stations. And that million and

14 a half dollar number is pretty close,

15 understanding you already own the property.
16 So, they're paying more, but it includes
17 property on -- on some of their sides. But the
18 station is about a million and a half dollars
19 ordinarily. With increased airline service, we're
20 going to need to pursue what's called an Index B
21 vehicle. We're going to have to meet the
22 standards of ARFF Standard B, which is -- involves
23 two vehicles for air carrier fire protection or
24 rescue and firefighting.
25 So, we've rapidly evolved through what we

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1 originally programmed with FDOT. We have gone to
2 FAA and are working, and I believe we're pretty
3 close to done, with getting their agreement,
4 because it has to come through the air carrier,
5 the airport certification side of the house in --
6 in Atlanta. You have to get a recommendation from
7 your airport compliance inspector relative to the
8 Index B vehicle, as well as the need for a
9 station. Then they plug that into the FAA grant
10 program, and it becomes a priority kind of funded
11 project with FAA.
12 Bottom line is, you can do this project

13 correct one time and get the vehicle you need all
14 under FAA programs, which increase your funding
15 from 50 percent up to 95 percent with FAA, and in
16 addition, you get to split the 5 percent you have
17 with FDOT. So, the end of the day, you're --
18 you're purchasing a station and a vehicle with
19 two-and-a-half-cent-per-dollar type of input from
20 the Airport Authority.

21 So, it's -- at the end of the day, it's much
22 less expenditure directly out of the Airport
23 Authority's budget, and you get a much more -- you
24 know, a better solution for the problem.

25 So, our suggestion is we abandon the F --

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1 FDOT grant in favor of going and pursuing the FAA
2 line of -- of funding for this and that we
3 convert -- and DOT had no issues with this --
4 convert the original ARFF station grant over to a
5 development grant to build a facility, what I call
6 a convertible facility, something in character to
7 what we did for the terminal, not as big, but can
8 be converted to a hangar use at the end to put
9 U.S. Customs in.

10 Then at the -- when -- when and if we end up
11 building a long-term terminal permanent solution

12 someplace, we'll likely need to incorporate at
13 that point a permanent Customs facility that's
14 associated with a port of entry, not a user fee
15 scenario.

16 That's a lot of information, I know. But
17 bottom line, it's cheaper for you to do it my way,
18 if that makes sense.

19 CHAIRMAN GREEN: Okay. I only have one
20 public comment. Reba, did you have -- okay. Now
21 board discussion, Mr. Gorman?

22 MR. GORMAN: Does -- if we're going to allow
23 this, or this idea to use the grant to build a
24 convertible U.S. Customs facility, okay, fine,
25 then you get more bang for your buck with the

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1 ARFF. Fine. We've already bought one. We need
2 to trade in already. But --

3 MR. WUELLNER: It's not a trade-in. It's a
4 supplement to.

5 MR. GORMAN: I understand. So anyway, does
6 that whole thing going to tie in with this Customs
7 discussion I had heard about before where they're
8 going to build a marine facility --

9 MR. WUELLNER: No.

10 MR. GORMAN: -- and do all that?
11 MR. WUELLNER: It's independent.
12 MR. GORMAN: That's not -- does not tie in.
13 MR. WUELLNER: No.
14 MR. GORMAN: In other words, we're not going
15 to behoove ourselves or commit ourselves to this
16 large Customs structure by just building a
17 convertible one.
18 MR. WUELLNER: Honestly, I haven't had a
19 discuss with Customs on that project --
20 MR. GORMAN: Okay.
21 MR. WUELLNER: -- since we were last here
22 four our five months ago, whenever that was.
23 MR. GORMAN: Okay. So, that isn't --
24 MR. WUELLNER: That's not --
25 MR. GORMAN: That's not an issue.

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1 MR. WUELLNER: No, that is not.
2 MR. GORMAN: Thank you for the clarification.
3 MR. WUELLNER: This is strictly related to
4 the user fee airport and then maybe long term
5 converting that to a port-of-entry facility.
6 CHAIRMAN GREEN: Any other board discussion?
7 MR. BRUNSON: No, but I did talk to Ed on
8 this a little more at length today and -- and it

9 makes sense to me.

10 CHAIRMAN GREEN: I did earlier, too, so...

11 MS. BARRERA: We actually save money by doing
12 it.

13 CHAIRMAN GREEN: Oh, absolutely.

14 MS. BARRERA: Substantially.

15 CHAIRMAN GREEN: All right. I'll entertain a
16 motion for Staff's recommendation --

17 MR. BRUNSON: So move.

18 CHAIRMAN GREEN: -- to conversion of the
19 FDOT.

20 MR. BRUNSON: So move.

21 CHAIRMAN GREEN: Is there a second?

22 MS. BARRERA: I second it.

23 CHAIRMAN GREEN: Okay. There's a motion on
24 the floor to accept Staff's recommendation. All
25 in favor?

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1 MR. BRUNSON: Aye.

2 CHAIRMAN GREEN: Aye.

3 MR. GEORGE: Aye.

4 MS. BARRERA: Aye.

5 MR. GORMAN: Aye.

6 CHAIRMAN GREEN: All opposed?

7 (No opposition.)

8 CHAIRMAN GREEN: Motion carries.

9 MR. WUELLNER: The grant conversion will
10 require a supplemental agreement. That'll
11 probably be at your October meeting. It just
12 simply will be a change in the project
13 description. It won't be a funding change, but
14 it -- in order to be eligible. So, you'll see
15 that coming.

16 MR. GEORGE: Can we clean some floors up with
17 that grant?

18 MR. WUELLNER: Well, keep trying.

19 MR. GEORGE: If you don't ask, you don't get.

20 MR. WUELLNER: That's true.

21 9.C. - FDOT JPA RESOLUTIONS

22 MR. WUELLNER: Next item I have relates to a
23 series of Joint Participation Agreements. And I
24 have to say I have good news for Kelly.

25 We were engaged in a conversation which I was

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1 working with her on relative to how to facilitate
2 the infrastructure costs related to the T-hangars,
3 because the scope of that project, as you
4 recall -- I'm kind of combining this item with the
5 next because I think you need the explanation of

6 it. But the infrastructure costs associated with
7 the T-hangars were, you know, in round numbers
8 about three times what originally was programmed
9 with FDOT. And the reason they were three times
10 is because the size of the project expanded
11 likewise. It wasn't just the cost went higher.

12 Originally, that infrastructure's programmed
13 to support one, maybe two T-hangar buildings, and
14 obviously we're -- we're far exceeding that in
15 terms of the scope of the south hangar area.

16 We had a grant that was due to be issued by
17 FDOT within the next couple of weeks for a project
18 we weren't really preparing to move forward, but
19 it was a lot of money. And it is -- was the
20 infrastructure -- industrial park infrastructure
21 related to across the street. And it was just
22 generically tagged that. We didn't even have a
23 project developed against it at this point.

24 FDOT agreed to, before the grant was issued,
25 to change the description of that grant to airport

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1 infrastructure, thereby freeing that money up to
2 be used for any infrastructure-related project or
3 projects on the airport.

4 So, that grant totaled -- well, the total
5 project value is a million dollars, so it's a
6 \$500,000 grant from FDOT that we would match
7 dollar for dollar. But it provides funding for --
8 some FDOT funding support for the balance of the
9 infrastructure needed for T-hangars.

10 So, at this point, moving on to the next item
11 and such, that project will now be funded with --
12 would be funded, if you accept the grants, with
13 two FDOT grants. And it would now, in -- in this
14 case, work out to about 60 percent funding from
15 FDOT for that infrastructure.

16 And we'll talk about approving that in the
17 next item. But that's the first grant related
18 Resolution 07-03 up there.

19 Next was a fuel farm grant due to be issued
20 for \$625,000. We have been able to append to that
21 grant, again before it was issued, aircraft wash
22 rack that we would propose be built at some point
23 down in the south hangar area, also to augment the
24 one up here.

25 There was also a grant in there for a

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1 corporate hangar, a 50/50 grant at total of
2 \$500,000 project.

3 There's also a rehabilitate taxiways project
4 amounting to \$312,500 at 80 percent grant. This
5 would go toward any of the -- the taxiways out
6 there that we need some either shoulders rehab,
7 GRIP-FLEX, you name it; we can apply that to it as
8 we go forward.

9 Yes, sir.

10 MR. BRUNSON: Ed, how is that GRIP-FLEX
11 working so far?

12 MR. WUELLNER: By and large have been very
13 pleased with it.

14 MR. BRUNSON: I thought so.

15 MR. WUELLNER: We now know a lot more about
16 the product than we did the initial time and
17 understand some of the difficulties. So, it --
18 it's a product we definitely need to watch when we
19 put down seasonally, which really affects how
20 quickly it cures and is usable in a meaningful
21 way.

22 Putting it down in the winter last year was a
23 great idea from a contract value, but it also
24 doesn't cure until you have significant time above
25 80 degrees. So, we had a three-month period there

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1 where it was usable but not going to stand up to
2 hard wear until it got warmer, and then it cured
3 and everything was great. But a lesson learned
4 there, and we'll know when to do it seasonally so
5 that we can get utilization right away.

6 Our recommendation is that you adopt -- you
7 can do this simultaneously, if you wish, but
8 Resolutions 07-03, 07-04, 07-05, and 07-06, which
9 is your authorization of my signature by
10 resolution to the actual grant agreements, like
11 we've been doing forever, I guess. But it will
12 require your adoption of those four resolutions in
13 order to facilitate acceptance of those grants.

14 CHAIRMAN GREEN: Yeah. I have some public
15 comment. Victor Martinelli?

16 MR. MARTINELLI: I'll pass.

17 CHAIRMAN GREEN: Okay. Reba, you -- okay.
18 Board discussion.

19 MR. WUELLNER: I think I gave you a copy of
20 the four resolutions.

21 CHAIRMAN GREEN: Yes.

22 MR. WUELLNER: I didn't mention that.

23 CHAIRMAN GREEN: Board discussion?

24 MR. BRUNSON: I'm still thinking. I'm --

25 CHAIRMAN GREEN: Okay. So, the airport

1 infrastructure, what we have already, the grant is
2 still labeled industrial.

3 MR. WUELLNER: No, that -- that grant will
4 convert to airport --

5 CHAIRMAN GREEN: Has that already been
6 switched over? Okay.

7 MR. WUELLNER: This is the new language.
8 These resolutions reflect the changes in language
9 we requested from FDOT.

10 CHAIRMAN GREEN: Okay. So, we can use
11 that --

12 MR. WUELLNER: And they are new grants.

13 CHAIRMAN GREEN: -- for our hangar
14 infrastructure.

15 MR. WUELLNER: Yes. And these are new
16 grants.

17 CHAIRMAN GREEN: How much more money does
18 this give us to work with the infrastructure?

19 MR. WUELLNER: It gives you \$1 million. You
20 had --

21 CHAIRMAN GREEN: As compared to what we
22 had --

23 MR. WUELLNER: You had about \$625,000, I
24 believe.

25 CHAIRMAN GREEN: Out of pocket for us?

1 MR. WUELLNER: Originally, we were going to
2 have a discussion today about how you were going
3 to fund the \$1 million shortfall on
4 infrastructure, which was going to be a very
5 painful and tedious conversation we were going to
6 have.

7 But with this funding being available, I
8 think the decision gets a whole lot easier on how
9 you -- how you deal with the infrastructure dollar
10 shortfall for that.

11 CHAIRMAN GREEN: So, instead of us
12 painstakingly trying to figure out how we're going
13 to fund a million, now we have to just budget the
14 \$500-.

15 MR. WUELLNER: Correct.

16 CHAIRMAN GREEN: Okay. Buzz, any comment?

17 MR. WUELLNER: Takes a motion to take their
18 money.

19 CHAIRMAN GREEN: Yeah.

20 MR. BRUNSON: You know what? I'm trying to
21 think of a reason to question anything here.

22 MR. GORMAN: Too good to be true, hmm?

23 MR. BRUNSON: Yeah. It's --

24 CHAIRMAN GREEN: Well, the credit should be

25 given to Staff and Kelly or whoever actually came

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1 up -- or found it, is that we found it.

2 MR. BRUNSON: Yeah.

3 CHAIRMAN GREEN: And that's what helps with

4 all this capital --

5 MR. BRUNSON: What -- what prompted them to

6 give this in airport industrial --

7 MR. WUELLNER: You got -- you've got to

8 understand, DOT's, you know, you can say in the

9 business of issuing the grants -- but in a sense,

10 they are. They're there to help support what the

11 individual airport needs are. And the individual

12 airport needs -- unfortunately, you're programming

13 three to five years in advance. And -- and as you

14 get into sharp focus, you know, at the time of

15 grant issuance, it's a perfect time to make

16 adjustments. You know, you can use those to some

17 degree as placeholders. And, you know, we just

18 happened to have this project that we programmed

19 five years ago, anticipating something going on in

20 the industrial park that's not currently going on,

21 or at least not on a short fuse. And it was an

22 opportunity to just convert the language over from

23 something specific to the industrial park to

24 something a little more general related to airport

25 industrial --

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1 CHAIRMAN GREEN: Which we need now.

2 MR. WUELLNER: Excuse me, airport

3 infrastructure. Which you do need now. And in

4 the event there's surplus funding here, you could

5 apply it to developing parking lot or other

6 infrastructure needs you identify on the airport

7 that would normally be grant eligible, which is

8 pretty much anything of a capital nature.

9 So, it -- you know, it's not just that

10 infrastructure, if there is extra -- I say "extra"

11 money, like that exists. But, you know, you --

12 you do have other project alternatives you can put

13 in with this grant when it -- when it gets time to

14 expend it.

15 CHAIRMAN GREEN: Mr. Gorman?

16 MR. GORMAN: Can I ask just one simple

17 question of both you and Kelly? Is there any

18 downside?

19 MR. WUELLNER: Other than you keep the

20 airport open for 20 years, which is true with

21 every grant you take. So...

22 MS. BARRERA: My issue was expending the
23 money in the -- in the first place and trying to
24 come up with the extra. And this was a wonderful,
25 wonderful solution.

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1 MR. WUELLNER: Yeah.

2 CHAIRMAN GREEN: Windfall.

3 MR. WUELLNER: This did not exist 24 hours
4 ago.

5 CHAIRMAN GREEN: Yeah. Okay. I'll entertain
6 a motion.

7 MR. BRUNSON: Well, I think it's Christmas.

8 MR. WUELLNER: Feels like it.

9 CHAIRMAN GREEN: Is that a motion?

10 MR. BRUNSON: I'll let somebody else -- I'll
11 be glad to make the motion that we adopt all four
12 resolutions as written.

13 CHAIRMAN GREEN: Second?

14 MR. GORMAN: Second.

15 CHAIRMAN GREEN: Any further board
16 discussion?

17 (No further discussion.)

18 CHAIRMAN GREEN: All in favor?

19 MR. BRUNSON: Aye.

20 CHAIRMAN GREEN: Aye.

21 MR. GEORGE: Aye.
22 MS. BARRERA: Aye.
23 MR. GORMAN: Aye.
24 CHAIRMAN GREEN: All opposed?
25 (No opposition.)

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1 CHAIRMAN GREEN: Hearing none opposed, the
2 resolutions will be adopted.

3 We're going to need to close the board
4 meeting.

5 MR. WUELLNER: Yeah. And we'll reconvene for
6 the last item there.

7 CHAIRMAN GREEN: Right. And I'll reopen at
8 5:01 for -- not reopen. We'll close that and open
9 the budget meeting at 5:01.

10 (Regular hearing suspended at 4:59 p.m. and
11 resumed at 5:47 p.m. as follows:)

12 CHAIRMAN GREEN: Our meeting is open. So,
13 Mr. Sanchez, did you need to --

14 COMMISSIONER SANCHEZ: I'm going to ask to be
15 excused. I'm heading to another meeting. I just
16 wanted to very quickly mention, if I may, we
17 settled the independent funding last night in a
18 very, very conversational session, but anyway, it

19 was, as I put it, very unprofessionally
20 accomplished. So, that's done with.
21 You know, when you open a can of paint and
22 you want a nice paint job, you've got to stir it.
23 So, you know, if you see or hear some of our votes
24 that sound kind of silly, I can tell you the
25 method behind that is to stir it up so we can get

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1 a good coat of paint when it's finished.
2 And that's what we did with the independents.
3 That's what we're going to accomplish with the
4 health clinics that is going to come forth soon.
5 It is very, very good shape right now.
6 Don't fall asleep on a park bench downtown,
7 because you may end up in the horse stable. But I
8 just want to -- and that's not going to happen,
9 either. So, anyway... If it's okay, I'm going to
10 take on off.
11 CHAIRMAN GREEN: Thank you, sir, very much.
12 Buzz?
13 COMMISSIONER SANCHEZ: Thank you.
14 MR. GEORGE: I have a comment to make. I
15 wanted to -- to publicly thank you for diving into
16 the medical thing, because that had been on our
17 agenda for a couple of years, and -- and I

18 appreciate your diligence in remembering to report

19 back to us. Thank you very much.

20 COMMISSIONER SANCHEZ: I wish the results

21 were better. I am proud to say that it was not

22 our attorney's office.

23 MR. GEORGE: Yeah.

24 COMMISSIONER SANCHEZ: And he had moved on it

25 very quickly; it's just the insurance company

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1 said, ah, we've been through this once, and no one

2 did anything.

3 MR. GEORGE: Yeah. Well --

4 COMMISSIONER SANCHEZ: So, they didn't put

5 any effort forward, but --

6 MR. GEORGE: -- there's a lot of good ideas

7 that come out, and we have to investigate them to

8 find out what color paint we want to use. So...

9 COMMISSIONER SANCHEZ: All right. And

10 there's still a possibility that there might be a

11 larger scope -- they're looking at it in the

12 Northeast Florida Regional Planning organization,

13 if they can pool several counties into one policy,

14 would it help. But we don't know. We'll just

15 have to see. But...

16 MR. GEORGE: Well, thank you very much.

17 COMMISSIONER SANCHEZ: Thank you. I
18 appreciate it. Thanks.

19 CHAIRMAN GREEN: Ed, we're at the T-hangar
20 infrastructure discussion?

21 9.D. - T-HANGAR INFRASTRUCTURE DISCUSSION

22 MR. WUELLNER: There it is. Yes, ma'am.

23 The -- this is a bit of a follow-on to the
24 previous agenda item when we were talking about
25 the JPAs.

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1 Revised engineer's estimate is about
2 \$1,734,000 to do the infrastructure supporting the
3 T-hangar back there. And that's actually down
4 from where this started. It was about almost \$2.2
5 million when -- when the infrastructure finally
6 made its way out of engineering and we had a
7 chance to review what was in it and -- and make
8 some tweaks and work with some of the contractors
9 in how to put this project together.

10 Now, to remind you of how we were approaching
11 this project in terms of getting it awarded, you
12 recall many months ago, I approached you about
13 attaching this as a change order to current
14 contract versus bidding it.

15 And we solicited that from at least three
16 different contractors at this point that were
17 engaged in work on the airport that could be used
18 to add the work as a change order. And that
19 included Danis Construction. That included BGCO,
20 who was the contractor for Taxiway F and the
21 apron. And it also included Nooney Construction,
22 who is the actual bidder for the T-hangar project.
23 So, there's sort of a natural follow-on to that as
24 somebody who could do the work.

25 We have talked and met extensively with those

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1 three firms relative to the project scope.
2 Have -- I can tell you that the meetings got very
3 interesting. We basically have gotten that down
4 to approximately \$1.5 million right now. And that
5 is -- I'm going to tell you, short of rebidding
6 that, that is the best number you're going to get
7 by doing this as a change order.

8 You have the ability to go out and do this as
9 a -- you know, as bid this work and see where it
10 comes. The expense side of bidding it is largely
11 related to time. It will cost a minimum of two
12 months to bid this and get it back under contract

13 and award the infrastructure. That will delay the
14 occupancy of the T-hangars, because some of this
15 has to be done before they can begin to build
16 buildings the way the two contracts are linked.

17 I honestly believe, after looking at all
18 three contractors' information, and working with
19 the engineer on this, that \$1.5 million is -- is
20 probably the absolute best number you're going to
21 get after losing 60 days in rebidding it.

22 The cost, if you've been paying attention to
23 the commodities side out there right now, the cost
24 of aggregate has gone up and is going up fairly
25 rapidly within the State of Florida as -- almost

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1 as we speak.

2 While there are a lot of contractors that are
3 hungry, the material costs are going to keep them
4 from making dramatic changes to what's out there
5 on the bid side. So, our feeling is the \$1.5
6 million is -- is a good -- is a good price and can
7 be awarded.

8 We are about three days short, actually till
9 Tuesday of next week, I will have a final number
10 from Nooney. They are working two contractors,
11 actually three, simultaneous, two subs, getting a

12 final and revised number for -- for a site work
13 component and will give us a final number. I am
14 very confident that number will be at or below
15 \$1.5 million. And I believe at this point, we
16 would be awarding that work to Nooney
17 Construction, who was the T-hangar contractor.

18 By putting it under that contractor, we make
19 them entirely responsible for the outcome of the
20 whole project. We don't have two contractors
21 involved, also. Not only that, it ends up
22 being -- it does end up being the best price we
23 get for it.

24 Our two other prices are above \$1.5 million.
25 In fact, they're in the -- one is 1.6 range and

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1 the other is getting really close to \$1.7 million.

2 So, I think we're going to get there on a 1.5
3 number. I'm going -- unless you tell me you want
4 to rebid this, then my recommendation to you would
5 be to allow me to go ahead and award the job at or
6 below \$1.5 million to whichever one of the three
7 firms presents that lowest bid and to get it under
8 contract and get it rolling.

9 CHAIRMAN GREEN: Okay.

10 MR. WUELLNER: So we do not impact the
11 T-hangar development schedule. So, if you've got
12 comments or issues, it is now funded -- just to
13 recap that, all of that work is now funded, a
14 million of which is at 50/50, the balance of which
15 is at an 80/20 grant with FDOT. So, it is -- it
16 all does have match. Probably aggregate's out to
17 about 60, 63 percent or something like that of
18 matching grant funds in the project. So, that's
19 kind of a quick recap of that.

20 CHAIRMAN GREEN: Okay. I have public
21 comment. Joe?

22 MR. JONES: Well, the biggest comment, I just
23 can't believe when you have 15 bidders on the
24 T-hangars to start with, you didn't put it out
25 with that at the get-go. Fifteen or eighteen

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1 contractors bid on the T-hangars? You know, it
2 should have been bid --

3 MR. WUELLNER: I don't remember, but it was
4 quite a few, yeah.

5 MR. JONES: Seems like you would have put it
6 out for bid at that time. You would have probably
7 got your best price, the best shot at that time.

8 And I still can't see how you can write a

9 contract for one and a half million dollars to
10 somebody that's only doing two and a half million
11 dollars worth of work. I've never heard you could
12 give a change order, that much, in the state of
13 Florida. I mean, I thought there was -- I know we
14 do a lot of government work and a lot of county
15 work, and it's always 10 percent max is the change
16 order -- is all the change order can be on a
17 contract.

18 I just don't want to see no one get in no
19 trouble or anything like that because it just
20 don't -- it seems like an awful lot to give as a
21 change order. Almost seems like you're giving
22 somebody a job. You know, you're -- you're just
23 giving them a job. It just don't seem right.

24 MS. BARRERA: Doug?

25 MR. BURNETT: I'll -- for what it's worth

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1 I'll address part of that. I think part of that
2 is a self-imposed change order limitation that's
3 within the county's purchasing policy and not
4 something that's necessarily a statutory creation.

5 The only comment that I have is one part
6 that's in this agenda item relates to potentially

7 going to bids, as Mr. Jones referenced, and I -- I
8 guess the way that's contemplated is if Ed's
9 unsuccessful with negotiating something with one
10 of these three the way it's proposed, that then it
11 would be bid out.

12 If it's bid out in a manner that then those
13 bids come back to Ed for Ed to select the low
14 bidder and actually move forward with the low
15 bidder, and you're authorizing him to do that, if
16 that's what the direction is, because of that,
17 you're shifting the power that you have in some
18 regards under the statute to Ed, and because of
19 that, it may be -- and I'll talk to Ed and we'll
20 make sure we get it covered, but it may be that
21 the sunshine law's implicated, in that although Ed
22 is not the elected person --

23 MR. WUELLNER: Yeah.

24 MR. BURNETT: -- for the selection process,
25 it would need to be noticed and have a meeting

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1 like this.

2 MR. WUELLNER: Really good points, but
3 what -- I wasn't proposing to do that --

4 MR. BURNETT: Okay.

5 CHAIRMAN GREEN: Right.

6 MR. WUELLNER: -- to that extent. My -- what
7 I was asking you is award based on the change
8 order method at that level. If -- if it needs to
9 go out to bid -- of course, in the event we don't
10 get to that number if it's your direction today,
11 we'll prepare it and get it out to bid. But bid
12 award would come back to the Authority here for
13 award, and it would be based on whoever low bidder
14 is at that point. But that would not be -- I'm
15 not asking to do that or have that -- that
16 discretion there. Simply related to the change
17 order method.

18 In fact, if we don't get a bid under 1.5,
19 then -- then we're going -- we're going to go out
20 and -- and put it on the street, understanding the
21 implications would be 60 days, and you would have
22 approval of who the contractor is at that point,
23 too. I'm very confident we can get 1.5 or below.

24 CHAIRMAN GREEN: Victor Martinelli? Did you
25 have any comment?

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1 MR. MARTINELLI: Just for my own edification,
2 the earlier finding of a million to fund this
3 project -- am I on the right --

4 MR. WUELLNER: Yeah. Yes.

5 MR. MARTINELLI: Okay. But initially, this
6 was budgeted at somewhere around \$600,000, \$650-,
7 somewhere in there.

8 MR. WUELLNER: Yes, sir.

9 MR. MARTINELLI: Okay. So, we're looking at
10 a revised engineer estimate of roughly three times
11 the original cost.

12 CHAIRMAN GREEN: Uh-huh.

13 MR. MARTINELLI: And if I remember correctly,
14 one of the reasons for that was the expanded
15 scope, expanded number of hangars. And that is
16 what I'm puzzled over, because I think, going
17 back, way back to when all of this was initially
18 planned and laid out, we were talking somewhere
19 around \$52-, and then it got to \$47- and then it
20 went around, up, down, up, down. And so I -- I --
21 well, question: What were the number of hangars
22 that you actually got this \$600,000 figure on?

23 MR. WUELLNER: It was actually based on a 12-
24 to 24-unit scenario when it was programmed, which
25 predates getting to 50 or 60 or whatever numbers

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1 we dealt with over the last couple of years. It
2 had to do with when it was programmed five years

3 ago with FDOT.

4 MR. MARTINELLI: I see.

5 MR. WUELLNER: We -- we didn't envision

6 building 48 of them at one time five years ago.

7 It would have simply been the infrastructure to

8 support us, a building or two.

9 MR. MARTINELLI: Well, the urgency to build

10 as many as you can for the cash flow that you'll

11 get as soon as they're built, I think basically

12 says you've got to do it as quickly as possible.

13 And so that then says all of the other

14 alternatives, the funding alternatives, that's all

15 gone.

16 Basically, looking very practically at it,

17 you're going to say it will take a million dollars

18 from the change of grant monies and -- and fund

19 the other \$700,000 as quickly as possible. And if

20 you lose time going out to bid, et cetera, et

21 cetera, you're losing cash flow. So, to me, it's

22 a slam dunk.

23 MR. WUELLNER: That's true. And one of the

24 reasons we -- we've approached it this way and

25 they're not just recommending a rebid on it, is

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1 that unless we can anticipate a real reduction in
2 the bid amount of -- in the neighborhood of
3 probably a hundred thousand dollars or better
4 in -- in bidding it, which would offset the lost
5 revenue for 60 days by -- by far, it didn't -- it
6 didn't make sense to not take it as a change
7 order, because you -- you are losing money for
8 every month you -- you're not on line with the
9 units. That -- that's a certainty in the deal.

10 So, we'd rather, from a continuity
11 standpoint, from feasibility -- this is a
12 complicated project only in that we are trying to
13 do, you know, the environmental right thing
14 through this.

15 So, there's actually I think a synergy that
16 develops in putting this under one contractor if
17 it ends up -- ends up being feasible under, at the
18 \$1.5 million. But, you know, there's just --
19 there's just a lot to be paying attention to
20 because of the -- the preservation efforts y'all
21 have done up to this point. You don't want to
22 just now turn somebody willy-nilly through there
23 and ruin everything you've done up to this point.

24 CHAIRMAN GREEN: Reba, did you have -- okay.

25 All right. That's all I have for public comment.

1 Any further board discussion? If not, then I'll
2 entertain a motion. I'm sorry, Buzz.

3 MR. GEORGE: Ed, I think the board, I know
4 for in fact myself, has a very high priority on
5 the park --

6 MR. WUELLNER: Okay.

7 MR. GEORGE: -- the place for the public to
8 come and watch airplanes take off, et cetera. I
9 would really be concerned and possibly upset if
10 the infrastructure for that park was not included
11 in this infrastructure. And the reason I'm
12 concerned is we mentioned that six months ago,
13 three months ago, and we come up with a \$25,000
14 budget for the entire 2008 to be spent on the
15 park.

16 MR. WUELLNER: The -- if -- if you're --
17 don't want to split hairs here with you. But if
18 you're talking about the infrastructure related to
19 dealing with any drainage associated with that, it
20 is included in this. This essentially covers all
21 the drainage for this project area, which includes
22 the -- the adjacent areas.

23 MR. GEORGE: Conduits for electricity, for
24 lighting, potties?

25 MR. WUELLNER: To a point. To a point, it

1 brings it to the edge of the T-hangar development,
2 so you're looking at minor extensions of a few
3 lines, depending on how the design lays out of
4 that building, because we don't know that.

5 MR. GEORGE: So, the answer is no.

6 MR. WUELLNER: But that's the -- that's easy
7 utility extension. That's inexpensive relative to
8 creating the drainage infrastructure that goes
9 with all of those kinds of efforts. They have
10 built in a, what'd they use, an 80 percent, I
11 think is the kind of number for drainage?
12 Drainage, 80 percent build ability for the
13 permitting purposes.

14 So, there's the ability to put roads, parking
15 lots, building that -- that go back, and they're
16 already accommodated in the drainage plan, other
17 than the site-related -- you know, you've got to
18 move it from this corner of the building to the
19 other.

20 But the capability or capacity for the
21 drainage ponds, that kind of thing, are all in
22 this infrastructure job. And since we don't know
23 exactly where the building goes or any of those
24 details, you know, the level of detail for

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1 build.

2 MR. GEORGE: Well, I know where the roads are
3 going to go.

4 MR. WUELLNER: Well, I don't even know that
5 we do that. You know, we have that layout, but I
6 don't -- you know, we haven't collectively done
7 that effort. I think the -- the next piece that
8 we're -- you know, in fact, Mr. Gorman mentioned
9 it last meeting, what we're wanting to do now is
10 now do that park planning. Let's -- let's know
11 what that really is.

12 All we've done is throw it on a drawing
13 conceptually, that this is the general area. But
14 it's not necessarily the final layout. And I
15 think we need to do that in concert with the
16 building if we're still going to move that
17 forward.

18 You've got money now in -- going into October
19 to do that planning, to do that design, to do that
20 engineering, and to move it forward into a
21 construction project in the next year. So, you
22 know, you've -- you've set the table real well.
23 You've handled the -- the drainage. That part's

24 covered. Now you're down to planning out what
25 that park is and -- and what, you know, is

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1 included in it. We -- we've never collectively
2 had those discussions yet.

3 And my hope was to -- to, as early as next
4 month, I'd like to bring a recommendation to form
5 a small little committee that includes some
6 residents back in the neighborhood and let's --
7 let's talk through what that park is and everybody
8 kind of collectively come to some understanding
9 what it is and what it needs to be and then get it
10 released for design. Let's get it out there.

11 MR. BRUNSON: Madam Chairman?

12 CHAIRMAN GREEN: Yes, sir.

13 MR. BRUNSON: Just real simply, this revised
14 engineer's estimate strictly deals with the
15 additional cost. It doesn't -- of -- of doing
16 this infrastructure.

17 MR. WUELLNER: It's the collective cost of
18 the infrastructure.

19 MR. BRUNSON: It's not changing what we
20 originally -- the layout?

21 MR. WUELLNER: No, no. Does not change the

22 layout.

23 MR. BRUNSON: Okay. So, it's no County

24 implications involved?

25 MR. WUELLNER: No, sir.

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1 MR. BRUNSON: Okay. Now, the only concern I

2 have, Doug, is legally, with this much money, can

3 we use a change order?

4 MR. BURNETT: Yeah. And I went back, and

5 even your own purchasing policy manual has the 10

6 percent in it. So, essentially what -- what Ed --

7 Ed's -- in your purchasing policy, it says over 10

8 percent has got to come back to the Authority.

9 It's your own policy.

10 There's -- there's nothing statutorily -- and

11 I'll check and make sure when I go home tonight

12 and send Ed an e-mail. But I don't think there's

13 a problem when you're exercising a change order

14 when you've already got contractors on the field

15 doing work under existing contracts. But I'll

16 make absolutely certain.

17 That was some of my finger tapping over here

18 on the BlackBerry, was I was e-mailing one of my

19 partners some questions as we were going through,

20 and I got the sunshine law manual and we were --

21 during the meeting to check on the one part,
22 because I did know about the transmitting the
23 power to Ed if -- if y'all were to go out for bid.
24 So, anyways, yeah, I'll make absolutely sure.
25 I understand the issue. But I don't think it's a

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1 problem.

2 It may get out of proportion if you had a
3 contract that wasn't for very much money when you
4 went out for bids and you did a change order and
5 it far exceeded or greatly exceeded the contract
6 and someone could say that was essentially a
7 farce. But it's not really here. You've got
8 multimillion dollar contracts in place right now
9 for existing work that's being done to do a change
10 order to them.

11 The only thing we'll want to make sure,
12 Mr. Gorman, is that we have a separate bond or the
13 bond's modified to reflect this additional work,
14 obviously.

15 MR. WUELLNER: That -- that's why a change
16 order versus executing another contract, also.

17 MR. BURNETT: Yeah.

18 CHAIRMAN GREEN: Okay. I have a motion?

19 MR. BRUNSON: If we make a motion to accept
20 this, would, in your opinion, it have to be
21 contingent on your research or is that --

22 MR. WUELLNER: That's fine.

23 MR. BRUNSON: -- how you would do it?

24 MR. BURNETT: I don't know that it's
25 necessary to do that, because Ed's not going to go

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1 forward, I don't think, based on what we've said
2 here, and if I give him the advice that we can.

3 MR. BRUNSON: You're our -- you're our
4 attorney. Then we'll --

5 MR. BURNETT: Yeah, I understand.

6 MR. WUELLNER: He keeps me out of trouble,
7 too.

8 MR. GEORGE: This week.

9 MR. WUELLNER: Ooh.

10 MR. BRUNSON: Well, you are this year.

11 MR. BURNETT: Since I sat in the seat.

12 CHAIRMAN GREEN: Do we have a motion?

13 MR. GORMAN: I'll make that motion.

14 CHAIRMAN GREEN: To...

15 MR. GORMAN: Accept Staff's recommendation.

16 CHAIRMAN GREEN: Is there a second?

17 MR. GEORGE: Second.

18 MS. BARRERA: I can second.

19 CHAIRMAN GREEN: Any further board discussion
20 on accepting Staff's recommendation?

21 (No further discussion.)

22 CHAIRMAN GREEN: Okay. All in favor of
23 accepting Staff's recommendation to allow the
24 award at or below 1.5 million, all in favor, say
25 aye.

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1 MR. BRUNSON: Aye.

2 CHAIRMAN GREEN: Aye.

3 MR. GEORGE: Aye.

4 MR. GORMAN: Aye.

5 MS. BARRERA: Aye.

6 CHAIRMAN GREEN: All opposed?

7 (No opposition.)

8 CHAIRMAN GREEN: None opposed. Then Staff's
9 recommendation is accepted.

10 10. - HOUSEKEEPING

11 MR. WUELLNER: The last item, just to -- we
12 promised to bring back one more time the hangar
13 signage update, if you will. I know this gets --
14 I had originally threatened to make her get up and
15 present this, but...

16 MR. GEORGE: I was looking forward to it.

17 MR. WUELLNER: She's still over there
18 worrying I might. But basically, Cindy met with
19 St. Johns County 911 people, as well as made the
20 contacts to Jacksonville Airport Authority and I
21 believe two others. I'm sorry, who were they
22 again?

23 MS. HOLLINGSWORTH: Ft. Lauderdale and
24 Ft. Pierce.

25 MR. WUELLNER: And Ft. Pierce. About how

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1 they go about signing the buildings and the like.
2 And, basically, St. Johns County's recommendation
3 was that we generally follow the E-911 addressing
4 requirements, which we have to do anyway from a
5 code standpoint so every -- everything has an
6 address.

7 We are not -- we are saying use the street
8 address of 911. We'll stop referring to it --
9 projects in meetings by the FDOT references, so
10 that we'll all begin to learn and begin to use the
11 actual street addresses for these projects, which
12 will -- will certainly help in everybody's
13 understanding, because I know we're most of the
14 problem in that I go and refer to it as hangar 8,

15 9, and 10, and that's all you ever know and you
16 don't know where it is. And later on, the tenants
17 show up and nobody knows where those things are
18 anymore. And we use that for grant purposes. Has
19 nothing to do with addressing.

20 We are proposing to leave the T-hangar
21 numbering system intact the way it is, because
22 basically -- because that's a reference for people
23 to find the buildings and the like. It -- it's
24 not a street address issue. So, our
25 recommendation is in the -- did we give them the

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1 copy of the memo?

2 MS. HOLLINGSWORTH: Yes, and you have one,
3 too.

4 MR. WUELLNER: You have a copy of the memo.
5 And on the second page of that is a really good
6 sketch that I made for you, that I'm sure is the
7 highest quality. Involves some sticky tape and a
8 pencil and alleged ruler.

9 MR. BRUNSON: Madam Chairman, when you're
10 ready, I'm ready to make a motion.

11 CHAIRMAN GREEN: About the drawing or --

12 MR. WUELLNER: Don't let me draw anything?

13 That's a good resolution. But basically, what
14 we're suggesting is keep the hangar numbering
15 system. We'll augment the signage to make sure
16 that every building end has the hangar building
17 number -- or I guess it's a letter in this case.
18 Just like K, L, and M and J row has, it will say
19 "M" building on it.

20 The individual units will have the associated
21 1, 2, 3, 4, et cetera, on it. And we will augment
22 the street sides of all our T-hangars with the
23 physical address, the E-911 address so that it's
24 viewable from the street. And those have distinct
25 building addresses. They do not have unit

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1 addresses, but they have a building address going
2 down. And we'll augment that with a separate sign
3 on -- on the buildings, so that for purposes of
4 emergency response, it's clear for 911 people.
5 For purposes of internal use with our T-hangars
6 and our already familiar system that's out there,
7 it'll continue in that method.

8 Basically found out from Jacksonville,
9 theirs -- they started out with a great numbering
10 system, too, and as they developed, it's totally
11 messed up, too. And it appears to be a pretty

12 common problem on airports, that -- that nothing
13 works forever on the signage or the numbering.

14 MR. GORMAN: One quick question.

15 MR. WUELLNER: Sure.

16 MR. GORMAN: Used to taxi around on this
17 airport, and there were nothing identifying the
18 hangars from the taxiway. There will be
19 identification from the taxiway.

20 MR. WUELLNER: Both sides. It will not have
21 the street address on the airside, but it will on
22 the land side. It will now have a big letter B or
23 whatever's appropriate.

24 MR. GEORGE: And you're saying that that
25 sign, the big letter "B," is only for the

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1 T-hangars.

2 MR. WUELLNER: Correct.

3 MR. GEORGE: In this attachment there's EC1,
4 EC2, EC -- what does "EC" stand for?

5 MR. WUELLNER: As it's used here, east
6 corporate. It's the area over -- the original
7 corporate hangar development area next to Grumman.

8 MR. GEORGE: Well, what's wrong with EC1 over
9 there, just like the "B" over here?

10 MR. WUELLNER: We're fine with that. It's
11 just nobody uses it. The tenants are using only a
12 street address. You know, other than for -- to be
13 blunt, other than for your use, I'm not sure
14 what -- where anybody else would use it.

15 The tower refers to them, if you listen to
16 their conversation, by the tenant name. You know,
17 it's clear hangar, it's Southeast Aero. It's
18 whatever -- they -- they know where they are based
19 on your -- your request for where to go. So...

20 MR. GEORGE: Yeah.

21 MR. WUELLNER: Other than an internal
22 control, I don't know what we'd use it for. I'm
23 not -- I'm not opposed to it; it's just a sign.
24 But I'm just not sure it's -- it's not routinely
25 referred to that.

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1 MR. GEORGE: I just can't see me ever --
2 somebody mentioning 449. Well, where the hell is
3 449? And I have to look up on my record to say
4 it's the Hawkeye View Lane. It's the same thing
5 as saying it's hangar right next to Bob Cox.

6 MR. BRUNSON: Where is Bob Cox?

7 CHAIRMAN GREEN: You don't need any action on
8 this, right?

9 MR. WUELLNER: You know, I don't. You want

10 to tell us to do something else --

11 CHAIRMAN GREEN: I think if this complies

12 with what the 911 -- if it's good for them,

13 then...

14 MR. GEORGE: It's great, yeah, for the 911.

15 MR. WUELLNER: As a minimum, you're going to

16 put the address on it. The newer buildings all

17 have to have that before you can even get a CO.

18 So...

19 MR. GEORGE: I would like to see the EC

20 identification on all the corporates and the other

21 ones, too, but that's why --

22 MR. WUELLNER: I have no problem doing it

23 if -- if it somehow helps.

24 MR. GEORGE: Yeah. I'm good.

25 CHAIRMAN GREEN: As long as we keep the cost

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1 down, that's fine.

2 MS. BARRERA: Agreed.

3 CHAIRMAN GREEN: I have public comment.

4 11. - PUBLIC COMMENT

5 MR. HICKOX: I already did mine.

6 CHAIRMAN GREEN: Did yours. Bob, did you

7 have anything?

8 MR. COX: In fact, I do.

9 CHAIRMAN GREEN: It said "possibly."

10 MR. WUELLNER: Possibly or posthumously?

11 MR. COX: Bob Cox, Ponte Vedra, Florida.

12 With the board's indulgence, I'd like to speak to
13 just two points very quickly.

14 We spent the last four years trying to create
15 the perception or alleviate the negative
16 perception of the public that this airport was a
17 private pilots club, and I am somewhat
18 disconcerted that a member includes an analogy in
19 his comments that the public's tax money has
20 anything to do with him directly flying his
21 airplane out of this airport.

22 It goes -- it's just an apothegm to the good
23 work that this board has done and the good will
24 and the revenue that this airport creates towards
25 negative perception that the public has about this

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1 airport.

2 Moving on. Over a year ago, we wanted to
3 move forward with discussions on second FBO. It's
4 over a year ago. For whatever reason, we continue
5 to push this back, push this back, study the

6 study, get more surveys, whatever it is. We need
7 to move forward on an FBO or just pull it off the
8 table and say we don't want one, a second FBO, I'm
9 sorry.

10 And rhetorically -- and maybe legal counsel
11 could -- could help me here, because I may be back
12 in this fray again to begin with in a while.

13 If we have one of the interested parties that
14 wrote a formal letter of interest complain to the
15 FAA that we weren't allowing them to come in here
16 and compete and allow the monopoly that we have
17 here to go on, would we be liable to lose federal
18 grant money? No? Wouldn't?

19 MR. WUELLNER: Not even close.

20 MR. COX: They wouldn't? Okay. They
21 wouldn't --

22 MR. WUELLNER: That's why we're actually
23 going through the process. You're -- you're
24 perfectly within your rights as the airport owner
25 to create a process to allow that to be done

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1 fairly. You don't have to allow -- if you don't
2 have the space readily available, you don't have
3 to allow anybody else on the airport.

4 MR. COX: We don't have the space readily
5 available?

6 MR. WUELLNER: We're just now bringing
7 that -- we're just now opening Taxiway Foxtrot.

8 MR. COX: Okay.

9 MR. WUELLNER: There's interest in a second
10 FBO, and we're out there soliciting and trying to
11 make the best decision for the airport.

12 MR. COX: Well, I know it --

13 MR. BURNETT: I'll respond very quickly. It
14 gets gray. The no-brainer is if you've got the
15 building sitting there --

16 MR. COX: Okay. I see what you're saying.

17 MR. BURNETT: -- and the facility sitting
18 there.

19 MR. COX: Sure.

20 MR. WUELLNER: And nobody's using it.

21 MR. BURNETT: And nobody's using it, it gets
22 closer. But right now, it's -- you know.

23 MR. COX: Okay. The letters of interest that
24 we have, what's -- where are we at with moving
25 forward to hear these people make their

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1 presentations?

2 I won't ask any individual board member to

3 respond to that, but rhetorically, if we could
4 take that into consideration, please, I'd like to
5 see, I mean, just as a request from citizen, if we
6 could put that on the agenda for next -- next
7 meeting.

8 MR. WUELLNER: I think it was already going
9 to be on next meeting.

10 MR. COX: Was it? That's all.

11 MR. WUELLNER: We're waiting on the survey
12 results. I neglected to mention under
13 Housekeeping that the light general aviation
14 survey is out there.

15 It was e-mailed through the SAAPA. It also
16 has a link off our web site, and it was also put
17 on individual hangar billing notices that went out
18 just a couple of days ago, a reference to the link
19 also to do the survey. So, had a great response,
20 50 some responses already. So, I'm real -- real
21 pleased with the results so far. Good results.

22 MR. COX: Thank you, Madam Chair.

23 CHAIRMAN GREEN: Reba, you would -- okay.

24 MS. LUDLOW: Imagine that. Yes.

25 CHAIRMAN GREEN: I've been asking.

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1 MS. LUDLOW: Hi, Bob. Reba Ludlow, 46
2 Village Walk Drive, Ponte Vedra Beach, Florida,
3 and president of SAAPA. And as I recall, I
4 thought the FBO thing has been tabled for a while.
5 I mean, I missed last meeting. It's not tabled.
6 So, I mean, you're shaking your head so it's not
7 tabled.

8 MR. WUELLNER: It's not formally tabled.

9 MS. LUDLOW: Then is it -- it's not dependent
10 upon this survey that you've just put out, right?

11 MR. WUELLNER: No, ma'am.

12 MS. LUDLOW: Okay. But your survey really
13 says nothing about a second FBO.

14 MR. WUELLNER: It wasn't a survey about the
15 second FBO.

16 MS. LUDLOW: Okay.

17 MR. WUELLNER: It was a survey of the --

18 MR. GEORGE: Services --

19 MR. WUELLNER: -- overall needs of general
20 aviation on the airport.

21 MS. LUDLOW: Okay. Then tell me again why
22 the discussion about the second FBO is not an
23 issue now.

24 CHAIRMAN GREEN: It is an issue.

25 MR. GEORGE: We can get you a copy of the

1 minutes from the last meeting that you missed.

2 MS. LUDLOW: Got them. Just read them.

3 MR. WUELLNER: I'm not -- I'm not sure I
4 understand the question.

5 MS. LUDLOW: Okay. Well, what I understand,
6 from reading the minutes of the last meeting that
7 I missed, because I was in Hawaii --

8 MR. GEORGE: Awe.

9 MS. LUDLOW: I know. Poor me. At -- I
10 understand it to say that the second FBO question
11 has been set aside for a while.

12 MR. WUELLNER: Till the results of the
13 survey. I mean --

14 MS. LUDLOW: But the survey has nothing to do
15 with the second FBO.

16 MR. GEORGE: Let me -- let me address that,
17 if you don't mind.

18 CHAIRMAN GREEN: Yeah, go ahead.

19 MS. LUDLOW: I should have been here, right?

20 MR. GEORGE: Right. We were looking at a
21 second FBO as a possibility of the growth of the
22 airport --

23 MS. LUDLOW: Yes.

24 MR. GEORGE: -- and some of the needs of the
25 tenants.

1 MS. LUDLOW: Yes.

2 MR. GEORGE: We were concerned that a second
3 FBO would come in just to cut into Galaxy's jet
4 fuel and the poor prop guys would -- would still
5 suffer. So therefore, we said what are the rules
6 for an FBO? What are the requirements? What do
7 they do?

8 Ed came back to that. We then said, what do
9 we need on the airport?

10 MS. LUDLOW: Oh.

11 MR. GEORGE: And the conclusion to that, that
12 should be in the minutes there, is why don't we
13 send out a survey to get other people, other than
14 the five of us saying what we need on this
15 airport. So, all of that's part of the second FBO
16 analysis that it's ongoing.

17 MR. BURNETT: And -- and if I could just say
18 one thing, and I think that's what, from my
19 understanding, would help the Airport Authority to
20 evaluate what criteria is going to be important to
21 them when they actually officially solicit
22 requests for proposals from FBOs, to be able to
23 figure out which -- what criteria's going to be
24 important to them and help them select an FBO.

25 MR. WUELLNER: Right.

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1 MR. BURNETT: If they --

2 MR. WUELLNER: And the other piece was the
3 financial.

4 CHAIRMAN GREEN: And some of the interested
5 parties that were here before requested that.
6 What are you looking for? What do you want? So,
7 we were fine-tuning that as well. That's what
8 part of that survey is.

9 MR. WUELLNER: And the concurrent piece was,
10 as Mr. George pointed out, I think it was last
11 meeting, may have been the one before, but the
12 secondary and concurrent piece was a plan in place
13 by the Authority of how they were going to
14 facilitate that and what requirements they would
15 have relative to financial commitment of the
16 future tenant and/or the Airport Authority toward
17 that project. And we'll be doing that
18 concurrently starting next month.

19 CHAIRMAN GREEN: Right.

20 MS. BARRERA: So, that will be available for
21 the October meeting.

22 MR. WUELLNER: Yeah. I think the survey
23 results will be. We'll be moving the discussion

24 forward relative to what that means in the context
25 of development of a proposal. And we will also

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1 have a discussion relative to what the numbers are
2 likely to represent in terms of cost, whether the
3 Authority will be doing that solely in leasing it
4 or some combination of that, or simply a developer
5 cost. That's the other critical piece in this.

6 CHAIRMAN GREEN: Reba, did you have anything
7 else?

8 MS. LUDLOW: Yes.

9 CHAIRMAN GREEN: Okay. Go ahead.

10 MS. LUDLOW: Well, actually, I think the
11 survey is very, very vague.

12 I -- I understand where you're getting -- I
13 understand you want everyone to say what they
14 would like or not like about the airport or what
15 they would like to have or not like to have at our
16 airport. I understand that. But there are a lot
17 of people that don't come to these meetings and
18 they don't know all this discussion we've been
19 having about the second FBO. And even though, you
20 know, we can all try to enlighten our groups, more
21 or less, and let them know that this has -- that

22 this survey has a lot to do, a mighty, mighty lot
23 to do with a second FBO. And even if they
24 write -- I mean, there's no compunction to write
25 at the bottom of it, you know, of your survey,

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1 yeah -- I mean, you could say, yes, I want green
2 grass here, I want this road to go over here, I
3 want this over here, but it never -- you don't
4 ever lead them to say -- which that's good, you
5 don't lead them to say that's good -- you don't
6 ever say that this survey has been brought to a
7 head because of the discussion of a second FBO.
8 That way, at least people could -- could address
9 the -- their thoughts about a second FBO.

10 They don't know. I mean, I'm talking about
11 we have 200 members in SAAPA. You know, how many
12 come to these meetings? Not many. Yes, we do
13 have the minutes. Yes, everybody can get those
14 things. It's hard to educate everyone with -- you
15 know, about the issues at hand. The issues that
16 led to your survey are the second FBO. Right?

17 CHAIRMAN GREEN: I think we've said that, and
18 that's in the minutes. That's where it all came
19 up.

20 MS. LUDLOW: Okay. But the survey doesn't

21 indicate that that is -- was the impetus in any
22 way.
23 All right. All I'm saying is that -- let me
24 see. I am referring, I guess, and responding to
25 what Bob Cox said, you know, either put something

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1 in about the FBO or is there -- is this monopoly
2 going to go on, or pull it off the table? So, is
3 that what your survey is supposed to do?

4 MR. WUELLNER: Well, it will assist in the
5 decision-making process of the Authority. It is
6 not the end-all. The survey was never designed to
7 make the decision for the Airport Authority.

8 MS. LUDLOW: Okay. So, if all these people,
9 like these surveys have been sent to, show up at
10 the meeting because maybe they don't understand
11 that the survey has 90 percent to do with a second
12 FBO, all right, 80, to do with a second FBO, then
13 would they get clarification after they got here?
14 Or would it be already a predetermined --

15 MR. WUELLNER: My suspicion is the Airport
16 Authority is going to look at the results of the
17 survey. They will be in a position to discuss
18 that openly at the next meeting when there's an

19 Authority -- an agenda item to that, and then will
20 make conclusions --

21 MR. GEORGE: With public comment.

22 MR. WUELLNER: -- based on that with public
23 comment.

24 MS. LUDLOW: Public comment.

25 CHAIRMAN GREEN: And we've had FBO as an

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1 agenda item almost every meeting.

2 MS. LUDLOW: I know. That's why I'm so
3 surprised that the survey has nothing to do with a
4 second FBO. And if people out there in
5 wherever --

6 MR. WUELLNER: I think you need to reread the
7 introductory paragraph to it, because it does
8 speak toward the Authority's making decisions
9 relative future development of the south hangar
10 area.

11 MS. LUDLOW: That does not say FBO.

12 MR. WUELLNER: It doesn't necessarily imply
13 there would be. I -- I don't -- they haven't made
14 a decision there will be a second FBO. So, to ask
15 about what that second FBO is would be premature.

16 CHAIRMAN GREEN: Our purpose in the survey,
17 which I think was in the minutes, we were looking

18 at supply and demand: What do the people on the
19 airport, the tenants need? What services would a
20 second FBO provide? So --

21 MR. WUELLNER: Where are the deficiencies?
22 Where -- what is being done well or being handled
23 well by existing tenants? So that a scope of
24 services that you're going to ask an FBO to
25 develop a proposal toward doesn't create an undue

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1 surplus of a particular service when a whole area
2 of general aviation services may be being
3 overlooked and not being specified in that second
4 FBO.

5 So, we want -- I think they want to try and
6 develop as -- as comprehensive a scope to go out
7 and solicit proposals and -- and also have a sound
8 financial plan of how they're going to accomplish
9 that task in the event they decide to have a
10 second FBO.

11 And they're just gathering data to help that
12 decision-making process. And certainly at the
13 next meeting, I think would be highly appropriate
14 for tenants, people with strong opinions one way
15 or the other relative to establishment of a second

16 FBO, or criteria for services that aren't provided
17 or we have too much of, if that exists, to get
18 that in the form of public comments to the
19 Authority here.

20 MS. LUDLOW: Okay. Well, I guess -- and
21 thank you for your comments. I think the survey
22 is very vague. No -- all right. Not very vague.

23 MR. WUELLNER: That's fine.

24 MS. LUDLOW: I understand your, you know --

25 MR. WUELLNER: You're entitled to your

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1 opinion.

2 MS. LUDLOW: -- your body language on that.

3 MR. WUELLNER: I just think you're trying to
4 read way too much into what was trying to be
5 accomplished.

6 MS. LUDLOW: You know what? I don't want
7 this FBO thing slid under a rock, and then -- and
8 then something comes out with, well, we did a
9 survey. I'm sorry, the survey said nothing about
10 a second FBO.

11 I mean, you know, I kind of have strong
12 feelings about that, as I did about the seaplane
13 ramp. Thank goodness we have that. That's all I
14 have to say.

15 CHAIRMAN GREEN: Thank you. I have other
16 people that have filled out cards already. Patty?

17 MS. WAGSTAFF: Hello. These are designed for
18 tall people. I'm Patty Wagstaff. I'm a resident.
19 I live just down the street. And I have a
20 plane -- actually, two planes, three planes
21 sometimes, based here. And I've been based here
22 for about ten years or so.

23 I'm here to encourage your support of a
24 second FBO, and in particular, the one that has
25 already given a proposal, which is by Mike Mickel

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1 of Dominion Aviation. This FBO, we would propose
2 to call Patty Wagstaff Aviation. And we haven't
3 really publicly discussed this yet because we had
4 to come to our own terms as far as our business
5 relationship, but it's something we've -- we've
6 been discussing for a long time.

7 Patty Wagstaff Aviation would be very
8 inclusive of not just jet fuel, but GA. We
9 envision a very beautiful, modern facility that
10 would enhance the airport and enhance the economic
11 development aspects of the airport and of the
12 community.

13 Mike Mickel -- you know, I travel a lot.
14 I -- I probably go to more FBOs and more airports
15 than everybody in the entire room, no offense, but
16 it's true, as an air show pilot, in a year than
17 everybody here goes to in, you know -- I'm -- I
18 mean, I really can't even compare how many FBOs I
19 see.

20 And a couple of things occur to me about it
21 that -- that I want to just bring to your
22 attention. I'm kind of looking at these airport
23 diagrams from the early days to -- and I don't
24 even see the latest one because I don't see the
25 whole taxiway on it yet. But -- or the rest of

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1 the taxiway. But this is one of the larger
2 airports that I've done to that doesn't have two
3 FBOs. In fact, a lot of airports this size would
4 have three, and a lot of smaller airports have two
5 FBOs.

6 And I'm -- and partly because I was in
7 competition for so long and I have a competition
8 background, but I am strongly in favor of
9 competition. I think Galaxy does a good job.
10 They treat me really well. Mike's always been
11 gracious to me. And they take care of my planes.

12 I have them fuel my planes because I ask them to
13 put them in the hangar, so I don't always use
14 self-serve. And I haven't had any problems with
15 them myself, personally.

16 But I do think competition is good. I think
17 it would make Galaxy better. I think it would be
18 good for the airport. And I think it would make
19 Patty Wagstaff Aviation better, being in an
20 airport that, you know, that had another FBO like
21 a Galaxy that's already established and that's --
22 that's really good.

23 So, I see a lot of talk about economic
24 development for this airport, with this airline,
25 you know, with board minutes that I've seen,

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1 things like that with SAAPA and so on and so
2 forth. And to me, this would be nothing but good
3 for economic development for the airport.

4 Mike, just to give you a little bit of
5 background -- I know he's tried to talk here and
6 has probably addressed the group -- I'm not
7 exactly sure of all the history because I sort of
8 stayed out of it to this point -- has very strong
9 ties to Jacksonville and to St. Augustine.

10 His wife's family and he own a -- own some
11 property at Serenata. They spend a lot of time
12 here. They want to spend more time here.
13 Margaret, Mike's wife, is from, like I said, from
14 Jacksonville. Her father is pretty prominent in
15 the business community. So, they have very strong
16 ties here. And they love this area.

17 I also love this area, and I want to see it
18 grow. And I've been very happy with all the
19 growth. I have to say I was kind of frightened
20 when, you know, everything started expanding and
21 the gates came in and -- because I guess I first
22 came here about 15 years ago and there were no
23 fences, no tower, and it was all -- you know,
24 every time a change came from, you know, expanding
25 the FBO to taxiways, to the tower, it was all

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1 terrifying. I thought the box was -- the
2 aerobatic box was going to go away, all the little
3 guys were going to be pushed out. And I haven't
4 seen that. I've seen really, really good things.

5 So, I think that -- that the more we expand
6 and do it the right way and, you know, continue to
7 do it the right way, the better.

8 So, I envision a beautiful facility. And be

9 happy to answer any questions that I can answer.

10 My role in the FBO, as Mike's partner, would be

11 PR. I'm not a business person except that I've

12 run my own business for 25 years or so. But I'm

13 not an MBA. But I am a PR person.

14 I probably fly in front of about, I don't

15 know, 5 to 10 million people a year, and every

16 time I fly, I give the announcer, the narrator at

17 the show, a sheet that tells them what to say

18 about my act. And they say pretty much whatever I

19 ask them to say.

20 And if we have Patty Wagstaff Aviation here,

21 I will say at every air show I go to in front of

22 millions of people, "Buy your fuel at Patty

23 Wagstaff Aviation. Come to St. Augustine." They

24 may go to Galaxy, Mike. But they might come to

25 us, too.

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1 But -- but in any case, the point is they're

2 going to come to St. Augustine, hopefully. You

3 know, and hopefully that will include military

4 contracts. Who knows? You know, I'm thinking --

5 I'm thinking big. And I know that you guys do,

6 too.

7 So, if you have any -- any other questions
8 about my involvement, please ask. And if not, I
9 hope that you put it on the agenda again next
10 month, and I'll be here if I can. And I know that
11 Mr. Mickel would like to be here as well. Thank
12 you.

13 CHAIRMAN GREEN: Thank you. I didn't have
14 any more public comment cards. And I know we've
15 been really long at the meeting. So, I think
16 that's all I have public comment cards, unless
17 there's something --

18 MR. CIRIELLO: I'll fill out a card if you
19 let me say something.

20 CHAIRMAN GREEN: If you can make it short,
21 Joe, go ahead. That's why we have these, so we
22 can budget our time. I'd just appreciate it. I
23 announced it at the beginning of the meeting, too.
24 Please go ahead.

25 MR. CIRIELLO: Joe Ciriello, 5318 Shore

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1 Drive. I didn't know that second FBO was going to
2 be on the agenda. That's why I didn't fill out a
3 card. Now that it came up...

4 As the lady said before, there are a lot of
5 airports a lot smaller than this that has more

6 than one FBO. I remember in a discussion with Ed
7 a long time ago what definition of an FBO. And it
8 all depends on what your definition is.

9 I don't know if you could go and bid it and
10 say St. Augustine Airport has room for more FBOs,
11 anybody interested, you know, whatever. But I
12 don't see what the big deal is in having more than
13 one FBO on the airport. It comes down to business
14 and competition.

15 Another FBO coming in would be arguably
16 smaller than Galaxy, maybe just a maintenance
17 facility would be in competition with this guy
18 over here, Southeast. Instead of paying him 50
19 bucks an hour to do maintenance, this guy will
20 come in and charge 40 and make some business. But
21 that's what it comes down to, business and
22 competition.

23 And the size of the airport, sending out
24 what -- what'd you guys say?

25 MR. GEORGE: Surveys.

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1 MR. CIRIELLO: Comments from other airports
2 and how they do it, you don't need all that.

3 CHAIRMAN GREEN: It wasn't from other

4 airports. Our tenants. Our people on -- on the
5 airport. Our tenants.

6 MR. CIRIELLO: Well, I've known personally
7 people who had airplanes here that took them to
8 other airports, namely Palatka and down at
9 Flagler, because they could get work done cheaper
10 on their airplanes than they could here. So,
11 they're based here, they have airplanes here, and
12 they go somewhere else to get work done on their
13 plane.

14 CHAIRMAN GREEN: Well, I understand that. I
15 just meant the surveys were given to the people.

16 MR. CIRIELLO: You don't need a survey. If
17 you've got the business and somebody wants to be a
18 competitor, let them on.

19 CHAIRMAN GREEN: Vic?

20 MR. MARTINELLI: I'll try to be brief. Is
21 this on?

22 CHAIRMAN GREEN: Yeah.

23 MR. MARTINELLI: At the last meeting, maybe
24 it was the meeting before last, when the whole
25 idea of the survey came up, I'd like to remind you

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1 of the comments I made at that meeting which were,
2 one, why the haste? Why the haste? Do it right.

3 Take your time and do it right. Because if you
4 don't, you're going to live with this thing,
5 however you mold it, for many, many years into the
6 future.

7 That's not to say you don't need a second FBO
8 or you shouldn't have a second FBO. All I said at
9 that time was be sure that you fit it into the
10 St. Augustine picture.

11 And if you recall, Mr. George, you asked our
12 attorney -- your attorney here whether or not you
13 could limit the services that were to be provided
14 by a second FBO. I don't know what his response
15 to that question was, or if you made a response,
16 but the whole idea of that question was as a
17 result of this survey, if there were deficiencies
18 on the airport, those deficiencies you want
19 specifically filled by the second FBO, and if it's
20 determined that there is not enough business at
21 this time for a full-service FBO, and as a result
22 of bringing a second FBO on board you'd end up
23 with two FBOs going belly up instead of
24 harmoniously growing together and fulfilling the
25 needs of the tenants on the field. And so that's

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1 where I thought all of this was going.

2 And I'd just like to remind you of that
3 because I thought that's where your whole
4 objective was when you decided to make the survey.

5 And again, I say don't rush into it. There's no
6 need to rush into it.

7 And just for your benefit, Bob, what was
8 really lacking on this field was a good
9 maintenance facility. We now have a good
10 maintenance facility. We do have competitive
11 fuel. We have a self-fuel. I'm talking about for
12 the light airplane recips, okay? We have Michael
13 to provide services if you want it, or you can
14 self-fuel. So, we do have that choice.

15 So, there -- and there's no urgent need to
16 put a second FBO in here tomorrow and -- and do it
17 without thinking it through. Maybe there's enough
18 business here now to support another second FBO or
19 full-service FBO, but please examine it carefully
20 first. Don't jump into the thing and then decide
21 after you do, golly we made a terrible mistake.

22 CHAIRMAN GREEN: Thanks, Vic.

23 12. - AUTHORITY MEMBERS' COMMENTS

24 CHAIRMAN GREEN: Okay. Authority members'
25 comments. Kelly, do you have any?

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1 MS. BARRERA: No comment.

2 CHAIRMAN GREEN: Randy?

3 MR. BRUNSON: I wrote down two comments about
4 an hour ago, and now I've added a third.

5 The first comment was that I just wanted to
6 thank Kelly for this unbelievable work you've done
7 on this terminal dedication, along with Sacha
8 Martin. So, we appreciate that so much. Nobody
9 knows the hours and the --

10 MS. BARRERA: Sacha has to be credited for
11 most of that.

12 MR. BRUNSON: Yeah. The second thing I have
13 here is I can't help it, but I am just so proud of
14 these board members that are seated here now. We
15 do things in a positive manner. And we disagree,
16 but we don't chastise each other. And this is so
17 refreshing from past board members. And I am so
18 happy to say that we can say what we want without
19 being criticized. And thank you so much.

20 The third thing's the FBO. And I have
21 visited some FBOs to -- in looking in the future,
22 and I've checked with Doug Burnett about this,
23 visiting these FBOs, not to be swayed either way.
24 But I have visited Dominion and -- and some other
25 ones, and I think all of them are quality people.

1 We're not there yet. So, a lot of times people
2 say that we're not doing -- going forward with
3 things; we're doing more than people think we are.
4 Thank you.

5 CHAIRMAN GREEN: Jack?

6 MR. GORMAN: I think this board evolves. It
7 does -- does more faster and better. I just --
8 I've been on this board now -- this is my second
9 term. I do think we get a lot done and we're --
10 we're honing our skills at being a board. That's
11 good. I just -- I know that's a pretty generic
12 comment, but --

13 CHAIRMAN GREEN: Buzz?

14 MR. GEORGE: I've already thanked Mr. Sanchez
15 for his comments. I want to thank Randy for going
16 to the Intergovernmental meeting for me.

17 When I go back and look at the -- Ed called
18 it the Wayne George chart one time of --

19 MR. WUELLNER: Oh.

20 MR. GEORGE: You can't have it.

21 MR. BRUNSON: I'm sorry. Ma'am, I have to
22 go.

23 (Mr. Brunson leaves.)

24 MR. GEORGE: The chart of traffic count, you

25 know, I see the traffic count for the forecast,

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1 you know, and the last three years all right there
2 in line with each other. And I ask myself, when
3 we talk about a second FBO is, is that coming in
4 for the same business or is that coming in for new
5 business?

6 And I think that what's begging to be asked
7 is that we spend some time just in a discussion
8 group of what can we do to increase the traffic
9 flow in here, be it PR, be it through
10 advertisements, you know, in conjunction with Sun
11 'n Fun, invite flying schools down, or maybe the
12 second FBO is going to bring additional traffic in
13 here. But it's funny it's just all right there in
14 one line and we keep growing, but I don't see the
15 planes growing. Thank you.

16 CHAIRMAN GREEN: Okay. The only comment I
17 have is to thank all the board members and the
18 public for coming out and going through all these
19 public hearings on the budget. It takes a long
20 process for -- a couple of months to do all that.

21 13. - NEXT MEETING DATE

22 CHAIRMAN GREEN: Our next meeting is October
23 15th at 4:00? That's our regular meeting?

24 MR. WUELLNER: Yes.

25 CHAIRMAN GREEN: And other than that, we are

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1 adjourned.

2 (Meeting adjourned at 6:42 p.m.)

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

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

7 certify that I was authorized to and did

8 stenographically report the foregoing proceedings

9 and that the transcript is a true record of my

10 stenographic notes.

11

12 Dated this 2nd day of October, 2007.

13

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

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