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1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY\par

\par

2 Regular Meeting\par

\par

3 held at 4796 U.S. 1 North\par

\par

4 St. Augustine, Florida\par

\par

5 on Monday, December 9, 2002\par

\par

6 from 4:00 p.m. to 5:14 p.m.\par

\par

7 \* \* \* \* \*\par

\par

8 BOARD MEMBERS PRESENT:\par

\par

9 WILLIAM "BILL" ROSE, Chairman\par

CHARLES LASSITER\par

10 DENNIS R. WATTS, Secretary-Treasurer\par

JOSEPH CIRIELLO\par

11 SUZANNE GREEN\par

\par

12 \* \* \* \* \*\par

\par

13 ALSO PRESENT:\par

\par

14 SUSAN BLOODWORTH, Esquire, Rogers, Towers, Bailey,\par

Jones & Gay, P.A., 170 Malaga Street, St. Augustine,\par

15 FL, 32084, Attorney for Airport Authority.\par

\par

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

\par

17 BRYAN COOPER, Assistant Airport Director.\par

\par

18 \* \* \* \* \*\par

\par

19\par

\par

20\par

St. Augustine Court Reporters\par

21 1510 N. Ponce de Leon Blvd., Suite A\par

St. Augustine, FL 32084\par

22 (904) 825-0570\par

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\page 2\par

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1 I N D E X\par

\par

2 PAGE\par

\par

3 2. PLEDGE OF ALLEGIANCE 3\par

\par

4 3. APPROVAL OF MEETING MINUTES 3\par

\par

5 4. ACCEPTANCE OF FINANCIAL REPORTS 4\par

\par

6 5. APPROVAL OF MEETING AGENDA 5\par

\par

7 6. REPORTS:\par

\par

8 A. Mr. Bruce Maguire - County Commissioner 5/21\par

B. Mr. Michael Slingluff - Aero Sport, Inc. 5\par

9 C. Mr. John Leslie - Grumman St. Augustine 8\par

D. Mr. Wayne George - S.A.P.A. 8\par

10 E. Mr. Bjorn Otteson - F.A.C.T. 9\par

F. Ms. Susan Bloodworth - Attorney 10\par

11\par

7. ACTION ITEMS\par

12\par

A. Design/Build Project - Bulk Hangar 22\par

13 B. TVOR/ILS Status 41\par

C. Terminal Counter/Office Modifications 56\par

14 D. Project Updates 63\par

\par

15 8. AUTHORITY MEMBER REPORTS:\par

\par

16 A. Mr. William "Bill" Rose, Chairman 64\par

B. Mr. Dennis Watts, Secretary/Treasurer 67\par

17 C. Mr. Charles Lassiter 67\par

D. Mr. Joseph A. Ciriello 68\par

18 E. Mrs. Suzanne Green 70\par

\par

19 9. PUBLIC COMMENT 71\par

\par

20 10. NEXT BOARD MEETING 72\par

\par

21 11. ADJOURNMENT 75\par

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22\par

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24\par

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25\par

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\page 3\par

\par

\par

\par

1 PROCEEDINGS\par

\par

2 CHAIRMAN ROSE: Well, it's 4 o'clock. Call\par

\par

3 this meeting of the St. Augustine-St. Johns\par

\par

4 County Airport Authority to order, and begin with\par

\par

5 the pledge to the flag.\par

\par

6 (Pledge of allegiance.)\par

\par

7 3. - APPROVAL OF MINUTES\par

\par

8 CHAIRMAN ROSE: Okay. We have -- the\par

\par

9 minutes of the last meeting were distributed.\par

\par

10 That was the October 21st meeting. Are there\par

\par

11 any -- any comments or points on it? Yeah, Joe.\par

\par

12 MR. CIRIELLO: Mr. Chairman, on page 13 of\par

\par

13 the minutes, line 7 --\par

\par

14 CHAIRMAN ROSE: Wait a minute. Page 13?\par

\par

15 MR. CIRIELLO: Yeah. Line 7.\par

\par

16 CHAIRMAN ROSE: Okay.\par

\par

17 MR. CIRIELLO: It's a very picayune thing,\par

\par

18 but there's the word "face" is a misspelling. It\par

\par

19 should be "phase."\par

\par

20 MR. WUELLNER: "Phase."\par

\par

21 MR. CIRIELLO: And I just wanted to point\par

\par

22 that out.\par

\par

23 CHAIRMAN ROSE: You know, you're like my\par  
\par  
24 English teacher used to be.\par

25 MR. CIRIELLO: I am, because I flunked --\par  
\par  
\par  
\par  
page 4\par

1 CHAIRMAN ROSE: I had an English teacher\par  
\par  
2 just like that.\par

3 MR. CIRIELLO: I did. I flunked English in\par  
\par  
4 school.\par

5 CHAIRMAN ROSE: We have a whole -- whole\par  
\par  
6 report that was just perfect but one misspelled\par  
\par  
7 word. Okay. Any other comments on the minutes?\par

8 (No further comments.)\par

9 CHAIRMAN ROSE: They'll stand approved as\par  
\par  
10 they were distributed.\par

11 MR. WUELLNER: Corrected.\par

12 CHAIRMAN ROSE: As corrected, excuse me. As\par  
\par  
13 corrected. And, Mr. Treasurer, financial report.\par

14 4. - ACCEPTANCE OF FINANCIAL REPORTS\par

15 MR. WATTS: Mr. Chairman, due to the meeting\par  
\par  
16 being moved up a week, the financials -- the\par  
\par  
17 gentleman just picked them up today, and they\par  
\par  
18 will be ready at the next board meeting for --\par

19 CHAIRMAN ROSE: Okay. So, the January board\par  
\par  
20 meeting, you'll -- you'll have the financial --\par

21 MR. WATTS: They will.\par

22 CHAIRMAN ROSE: We don't.\par

\par 23 MR. WATTS: They will.\par

\par 24 CHAIRMAN ROSE: You and I won't.\par

\par 25 MR. WATTS: They will be here.\par

\par

\par

\par

\page 5\par

\par

\par

\par

1 MR. WUELLNER: And it will also have the\par

\par 2 annual audit results at January meeting, too.\par

\par 3 MR. WATTS: There you go.\par

\par 4 CHAIRMAN ROSE: All right. Okay.\par

\par 5 MR. WATTS: Yes, sir.\par

\par 6 5. - APPROVAL OF MEETING AGENDA\par

\par 7 CHAIRMAN ROSE: You have the agenda. Is\par

\par 8 there any -- any additions or corrections to\par

\par 9 the -- changes in the agenda?\par

\par 10 (No additions or corrections.)\par

\par 11 CHAIRMAN ROSE: It will stand approved then\par

\par 12 as it was distributed. And we'll begin with the\par

\par 13 reports.\par

\par 14 6.A. - COUNTY COMMISSIONER\par

\par 15 CHAIRMAN ROSE: Anybody here from the\par

\par 16 County? I don't see Bruce. Okay. Aero Sport?\par

\par 17 Here we go.\par

\par 18 6.B. - AERO SPORT\par

\par 19 MR. SLINGLUFF: Aero Sport and the rest of\par

\par 20 the commercial operators on the main ramp held\par

\par

21 another airport operations meeting just a few\par  
\par  
22 hours ago. We're trying to hold these on a\par  
\par  
23 monthly basis.\par

24 Again, the meetings are a forum for\par  
\par  
25 commercial operators at St. Augustine Airport to\par

\par  
\par  
\par  
\page 6\par

\par  
\par  
1 discuss basically airside facility operation\par  
\par  
2 issues. We also include the tower there.\par

\par  
3 We've had some very good discussions on\par  
\par  
4 interaction with the tower and problems people\par  
\par  
5 are having, FBO services, airport facility use,\par  
\par  
6 and the interaction between the operators. We\par  
\par  
7 feel that this can offer a greater safety level\par  
\par  
8 by bringing things to the forefront.\par

\par  
9 On to other -- other things, Aero Sport and\par  
\par  
10 the tenants on the main ramp continue to be\par  
\par  
11 frustrated by the lack of progress on the\par  
\par  
12 terminal expansion project. I think we all are.\par  
\par  
13 We've heard for several months that the project\par  
\par  
14 will resume shortly.\par

\par  
15 Last month, it had been reported that as\par  
\par  
16 soon as permits were pulled, the construction\par  
\par  
17 would resume and be complete within a hundred\par  
\par  
18 days. This really is now the height of our busy\par  
\par  
19 season. I'm sure you've all heard the jets\par

\par

20 coming and going. We have about 20 operations a\par  
\par  
21 day of just jets, let alone the -- the snowbirds\par  
\par  
22 that are coming through.\par

23 Many of these customers were here last year\par  
\par  
24 at the same time and basically are seeing the\par  
\par  
25 same view that they saw a year ago, which is\par

\par  
\par  
\par  
\page 7\par

\par  
\par  
1 frustrating.\par

\par  
2 What I'm really afraid of, because of the\par  
\par  
3 cramped parking areas and the construction\par  
\par  
4 disarray out there, that a lot of these\par  
\par  
5 customers, we're going to lose them; they're\par  
\par  
6 going to go back to Jacksonville, and there's\par  
\par  
7 quite a bit of talk going on out there now.\par

\par  
8 The sad thing is it doesn't impact only our\par  
\par  
9 business, but the entire county is directly\par  
\par  
10 impacted. You know, these -- a lot of the\par  
\par  
11 corporate jets that are coming in are not just\par  
\par  
12 coming in to play golf. They're business\par  
\par  
13 leaders, business groups that are coming in to\par  
\par  
14 conduct business here in St. Johns County. So,\par  
\par  
15 I'm really discouraged there.\par

\par  
16 The -- the -- the entire site area seems to\par  
\par  
17 be falling into quite a bit of disarray out\par  
\par  
18 there. We had some pictures at the operations\par

\par

19 meeting that really, as soon as we can get the  
20 contractor on there, the better, to get -- get it  
21 cleaned up.

22 Today, I learned that the project will  
23 resume in the next few days, but it's still going  
24 to take a hundred days from that point to finish  
25 Phase 1. I'm also very concerned now that there

page 8

1 is talk that Phase 2 may or may not happen, and  
2 we're not sure what the schedule is there.

3 Fuel prices have been fairly steady.  
4 There's been a slight increase in the past couple  
5 of weeks, again, just a seasonal adjustment. Our  
6 jet fuel now is up to \$2.84 a gallon and av --  
7 hundred low-lead avgas is \$2.65.

8 It's been six months now since the  
9 self-serve Airport Authority concession was  
10 started, and we're wondering how those sales are  
11 going and what the return of investment is on --  
12 on the self-serve facility there. So, we'd like  
13 to see some figures on that at some point.

14 Other than that, things are running smoothly  
15 over on the main ramp.

16 CHAIRMAN ROSE: Okay. Thank you. Northrop.  
17 Northrop Grumman.



18 6.C. - NORTHROP GRUMMAN\par

19 (Representative absent.)\par

20 CHAIRMAN ROSE: Pilots Association.\par

21 6.D. - ST. AUGUSTINE PILOTS ASSOCIATION\par

22 MR. GEORGE: Took my hat off. Wayne George,\par

23 Pilots Association. If any of you haven't seen\par

24 this flier (indicating), I would like to announce\par

25 it and get it into the minutes here.\par

\par  
\par  
\par  
\page 9\par

1 This year, the Pilots Association, Aero\par

2 Sport, Southeast Aero Services, and Patty\par

3 Wagstaff and Dale Snodgrass are all going\par

4 together for our Christmas holiday party, and\par

5 it's going to be Wednesday night. And the\par

6 members of the Airport Authority and the staff\par

7 are invited, and any friends of the -- of the\par

8 airport, the people that use the airport, please\par

9 come and -- you know, and break bread with us, if\par

10 you will.\par

11 Five o'clock is kind of our happy hour.\par

12 Bring your own booze. But at 6 o'clock, we will\par

13 eat and we will have a shrimp -- shrimp boil.\par

14 We'll have fried turkeys. We'll have steaks.\par

15 And everything is provided by the group, and some\par

16 song and dancing. So, all of our group would\par

\par

17 like to invite everybody to come.\par

\par

18 CHAIRMAN ROSE: Thank you, sir.\par

\par

19 MR. WATTS: Thank you.\par

\par

20 CHAIRMAN ROSE: Thank you. Let's see.\par

\par

21 Pilots -- the Aviation Career Training Center.\par

\par

22 Who -- here we go.\par

\par

23 6.E. - FLORIDA AVIATION CAREER TRAINING\par

\par

24 MR. OTTESON: I'd like -- just like to agree\par

\par

25 with Aero Sport in the frustration of the\par

\par

\par

\par

\page 10\par

\par

\par

\par

1 commercial operators, the condition of the ramp,\par

\par

2 our office situation, the access to our building,\par

\par

3 and would like to see something happening there\par

\par

4 soon. And also, the -- the lack of the VOR at\par

\par

5 the same time, as we don't have the ILS in -- in\par

\par

6 place. That really slows down the training for\par

\par

7 us. Thank you.\par

\par

8 CHAIRMAN ROSE: Thank you. Susan?\par

\par

9 6.F. - AIRPORT AUTHORITY ATTORNEY\par

\par

10 MS. BLOODWORTH: Yes. We've invited Greg\par

\par

11 Lunny from our Jacksonville office of Rogers,\par

\par

12 Towers to give us an update on the terminal\par

\par

13 project. Mr. Lunny?\par

\par

14 MR. LUNNY: Hello. Essentially just to give\par

\par

15 an update of where we are with everything, we\par

\par

16 have signed a settlement agreement with the\par  
\par 17 surety for Global. That settlement agreement\par  
\par 18 provides that the surety will complete all\par  
\par 19 construction on Phase 1 regardless of what that\par  
\par 20 final tab is, and the surety is also making a\par  
\par 21 substantial cash contribution towards the\par  
\par 22 completion of Phase 2 of the project, \$200,000.\par

23 We are going to be allowed to issue a notice\par  
\par 24 to proceed to the completion contractor, which is\par  
\par 25 Asset Builders, Inc., this Wednesday, and the\par

\par  
\par  
\par  
\page 11\par

\par  
\par  
\par 1 hundred-day clock will start from there. So,\par  
\par 2 hopefully by the end of next March, plus or\par  
\par 3 minus, we'll be finished with Phase 1 of the\par  
\par 4 project.\par

5 With respect to Phase 2, the next step in\par  
\par 6 our strategy is to pursue the carrier for the\par  
\par 7 A & E firm we had on the job with the goal of the\par  
\par 8 Authority not having to come out of pocket any\par  
\par 9 funds to complete Phase 2.\par

10 CHAIRMAN ROSE: Okay. Any questions of --\par  
\par 11 thank you very much for the report. Did you --\par

12 MR. LASSITER: I had a quick question.\par

13 MR. LUNNY: Okay.\par

14 MR. LASSITER: Is there a time line on this\par

\par

15 Phase 2? Is there any kind of -- or is this one  
16 of these things that it's open-ended?

17 MR. LUNNY: The answer is unfortunately  
18 Phase 2 is going to be a little open-ended.

19 Insurance carriers for A & E firms are similar to  
20 some CGL carriers in that they say, "Sue us, file  
21 the lawsuit, and then we'll talk to you."

22 So, we have been told that. We will make  
23 one more attempt prior to filing the lawsuit, and  
24 that's later this week, to try to bring closure  
25 to that, try to get them to negotiate.

page 12

1 I do not think we will be successful in  
2 that, so I think we will be forced into filing  
3 suit as early as possible, and that's just to get  
4 them moving on Phase 2.

5 MR. LASSITER: If we do file suit, does that  
6 exclude the possibility of paralleling us moving  
7 ahead with the project through other funding  
8 sources and recouping?

9 MR. LUNNY: No, no.

10 MR. LASSITER: So, in other words, we can't  
11 proceed with Phase 2 if --

12 MR. LUNNY: Yes.

13 MR. LASSITER: -- and still recoup whatever

14 funding we lose?\par

\par  
15 MR. LUNNY: Yes. It's strictly a -- it'd\par  
\par  
16 strictly be a suit for money damages against the\par  
\par  
17 carrier of the A & E firm.\par

\par  
18 MR. LASSITER: Okay.\par

\par  
19 CHAIRMAN ROSE: Well, I think you get a\par  
\par  
20 sense of how frustrated we all are with -- with\par  
\par  
21 this. And you've heard from some of our --\par

\par  
22 MR. LUNNY: Right.\par

\par  
23 CHAIRMAN ROSE: -- some of our tenants and\par  
\par  
24 users out here. So, I know that the new people\par  
\par  
25 coming on the board are going to be anxious to\par

\par  
\par  
\par  
\par  
page 13\par

\par  
\par  
\par  
1 follow up.\par

\par  
2 MR. LUNNY: And -- and I did hear a couple\par  
\par  
3 of the comments about being frustrated, and I\par  
\par  
4 will tell you that the process, in order to get\par  
\par  
5 the entire job done and minimize the possibility\par  
\par  
6 of the Authority coming out of pocket extra\par  
\par  
7 dollars, the most difficult piece to get in place\par  
\par  
8 was negotiations with the surety, because we're\par  
\par  
9 trying to accomplish multiple things with the\par  
\par  
10 surety.\par

\par  
11 One was avoid a lawsuit with the surety for\par  
\par  
12 a variety of reasons. Two was to get them to\par

\par

13 take out Phase 1 and agree to take out Phase 1\par  
\par  
14 with unlimited liability, meaning they -- they\par  
\par  
15 have bid Phase 1. If Phase 1 goes over, that's\par  
\par  
16 their problem and not the Authority.\par

17 And the third issue, obviously, was to try\par  
\par  
18 to persuade them that they should come out of\par  
\par  
19 pocket a meaningful amount of funds to assist us\par  
\par  
20 on Phase 2.\par

21 So, that -- those are really three separate\par  
\par  
22 sort of items, and each of them took time. And\par  
\par  
23 it was from the surety's perspective almost an\par  
\par  
24 educational process, going up the food chain, so\par  
\par  
25 to speak, at the surety to get to where we are\par

\par  
\par  
\par  
\par  
\par  
page 14\par

1 now.\par

2 The negotiations with the carrier are going\par  
\par  
3 to be much more streamlined from the sense that\par  
\par  
4 we file a lawsuit, you tell the people what they\par  
\par  
5 need to do to settle it, and you go from there.\par

6 We won't have the same educational process.\par  
\par  
7 Also, obviously, the A & E firm has the benefit\par  
\par  
8 of having been out here and having records and so\par  
\par  
9 forth.\par

10 So, the most difficult part of the process\par  
\par  
11 was to get to where we were today. It did take a\par

12 long time. And I understand the frustration of\par  
\par 13 folks, especially when dirt's not being turned.\par

14 The good news is from this point going\par  
\par 15 forward, everything can happen at the same time.\par  
\par 16 Dirt can be turning on Phase 1. We can be\par  
\par 17 completing on the hundred-day calendar and still\par  
\par 18 moving forward against the A & E firm and\par  
\par 19 whatever plans we have to go forward with Phase 2\par  
\par 20 at the same time.\par

21 CHAIRMAN ROSE: Thank you.\par

22 MR. WATTS: Is there any chance of\par  
\par 23 retribution to -- to the FBO and the flight\par  
\par 24 school for any of the inconveniences that they\par  
\par 25 have gone through with this?\par

\par  
\par  
\par  
\page 15\par

\par  
\par  
\par  
1 MR. LUNNY: Directly from the contractor?\par  
\par 2 From the -- okay. As far as the Authority making\par  
\par 3 that decision, that's up to y'all to make. But\par  
\par 4 that's a -- that's a political decision.\par

5 Legally, the chance of an aggrieved party,\par  
\par 6 such as the flight school taking direct action\par  
\par 7 against the contractor, would be a real stretch.\par  
\par 8 They -- they are not a third-party beneficiary to\par  
\par 9 the contract, so legally it would be a tremendous\par  
\par 10 stretch for them to do it.\par

11 I -- I would suggest that the Authority do\par  
\par  
12 what it could to discourage such suits,\par  
\par  
13 especially because the surety has already stepped\par  
\par  
14 into the shoes of the contractor, so to speak,\par  
\par  
15 and has, believe me when I tell you, stood up to\par  
\par  
16 their obligations and then some.\par

17 I think that the surety's done a\par  
\par  
18 more-than-fair job of negotiating with us and\par  
\par  
19 stepping up to the plate in good faith.\par

20 MR. WATTS: Thank you.\par

21 MS. GREEN: I think Mr. Watts was asking\par  
\par  
22 whether that was not only in Phase 1 against the\par  
\par  
23 contractor, the surety, which I understand, but\par  
\par  
24 Phase 2, if there's recoupable damages with\par  
\par  
25 regards to the delay in Phase 2, especially if\par

\par  
\par  
\par  
\page 16\par

\par  
\par  
\par  
1 there's allegations of potential fraud,\par  
\par  
2 collusion, or -- I mean, we had even asked George\par  
\par  
3 to look into criminal activity or Construction\par  
\par  
4 Industry Licensing Board if viable for\par  
\par  
5 commercial.\par

\par  
6 I think you're looking at damages from any\par  
\par  
7 source. And I understand the contractor really\par  
\par  
8 shouldn't be there, they've come up to bat, but\par  
\par  
9 we've got a Phase 2 issue which has another\par



10 source with the -- the A & E carrier.\par

\par  
11 MR. LUNNY: Well, with respect to the\par  
\par  
12 original contractor and the folks that signed on\par  
\par  
13 for the original contractor, we can make -- I\par  
\par  
14 would recommend that we make that decision sort\par  
\par  
15 of at the end of the project when we have a very\par  
\par  
16 clear picture of what our exact liability with\par  
\par  
17 Phase 2 will be. The problem is, you'll be\par  
\par  
18 standing in line.\par

\par  
19 MS. GREEN: We understand. We just want to\par  
\par  
20 make sure if we don't do it, we're lost.\par

\par  
21 MR. LUNNY: Yeah. Well --\par

\par  
22 MS. GREEN: So, we might as well put some\par  
\par  
23 claim in.\par

\par  
24 MR. LUNNY: And there is a statute that's\par  
\par  
25 actually new that provides that if a contractor\par

\par  
\par  
\par  
page 17\par

\par  
\par  
1 and you, the Authority, qualifies as a -- defined\par  
\par  
2 as a customer under -- under that new statute, if\par  
\par  
3 you are harmed by the malfeasance of an\par  
\par  
4 unlicensed contractor, you get treble your\par  
\par  
5 damages.\par

\par  
6 MS. GREEN: Right.\par

\par  
7 MR. LUNNY: So, we certainly have a\par  
\par  
8 tremendous threat to make. The advisability of\par

\par

9 making that threat, of course, determines -- it's\par  
\par  
10 based on the collectibility of it. I would\par  
\par  
11 obviously advise against us spending money to --\par  
\par  
12 to get nothing.\par

13 MR. WATTS: Thanks, Suzanne.\par

14 CHAIRMAN ROSE: Any others?\par

15 MR. SLINGLUFF: Let me ask a question.\par

16 CHAIRMAN ROSE: Yeah.\par

17 MR. SLINGLUFF: What happens after 100 days?\par

18 I know we have a local reputable firm going in to\par

19 complete Phase 1. Given what they may find\par

20 there, and the surety is -- it's paying the\par

21 bills. But the time line is still very important\par

22 to all of us. What happens if they exceed that\par

23 100 days?\par

24 MR. LUNNY: The response to that is that the\par

25 surety -- a surety, when -- when they step in and\par

\par  
\par  
\par  
\par  
page 18\par

1 complete a project like this, is under a\par

2 radically different set of facts than an owner\par

3 building a project.\par

4 First off, they usually get raked over the\par

5 coals because completion contractors know that\par

6 they can get the absolute top dollar for the\par

7 surety.\par

8 Part of the reason that that exists is\par  
\par  
9 because they know there's an intense time\par  
\par  
10 pressure, and it is up -- the responsibility of\par  
\par  
11 the surety, and having negotiated with the\par  
\par  
12 lawyers for this particular surety for a long\par  
\par  
13 period of time, I can assure you that they have\par  
\par  
14 built into their contract sufficient delay\par  
\par  
15 damages, such that they will be under intense\par  
\par  
16 pressure to finish at a hundred days.\par

17 And we talked with them specifically about\par  
\par  
18 that time line and about the -- the desirability\par  
\par  
19 of shrinking it as much as possible.\par

20 MR. SLINGLUFF: But you have delay penalties\par  
\par  
21 built into the current contract?\par

22 MR. LUNNY: The surety has such penalties.\par  
\par  
23 From -- from the Authority's perspective, we are\par  
\par  
24 out of that process. We -- we have the ideal\par  
\par  
25 situation in that the surety is picking up all\par

\par  
\par  
\par  
\page 19\par

\par  
\par  
1 the tabs for Phase 1.\par

2 They have named a contractor who is\par  
\par  
3 acceptable to us, Asset Builders, and the surety\par  
\par  
4 is -- is on the hook to complete the job. They\par  
\par  
5 are, number one, politically sensitive to the\par  
\par  
6 time line; but, number two, more importantly,\par

7 they're very financially sensitive to the time\par

\par  
8 lines.\par

\par  
9 I would be surprised if it goes much over a\par  
\par  
10 hundred, to answer your question directly.\par

\par  
11 CHAIRMAN ROSE: Wayne?\par

\par  
12 MR. GEORGE: Question. Wayne George. Let\par  
\par  
13 me see if I've got this right. You are looking\par  
\par  
14 then for construction to start Wednesday.\par

\par  
15 MR. LUNNY: Wednesday is when we look to\par  
\par  
16 issue what's called a Notice to Proceed. That\par  
\par  
17 formally commences the hundred-day clock on the\par  
\par  
18 contractor. And whether or not the contractor is\par  
\par  
19 mobilized -- I doubt you're going to see anyone\par  
\par  
20 out there on Wednesday, but it will be very short\par  
\par  
21 until they get out there and mobilized.\par

\par  
22 MR. GEORGE: Okay. So, we can take a\par  
\par  
23 hundred days and add it to Wednesday, and there's\par  
\par  
24 the target that --\par

\par  
25 MR. LUNNY: That is your targeted completion\par

\par  
\par  
\par  
\par  
page 20\par

\par  
\par  
1 date, correct.\par

\par  
2 MR. GEORGE: And one other thing you said\par  
\par  
3 about the -- getting started with Phase 2, you\par  
\par  
4 said you were going to make one more attempt to\par  
\par  
5 try and settle it without going --\par

\par

6 MR. LUNNY: Yes.\par

\par  
7 MR. GEORGE: And then you said "later this\par  
\par  
8 week." \par

\par  
9 Am I assuming that "later this week," you're\par  
\par  
10 actually going to file a lawsuit, provided\par  
\par  
11 there's no advantage coming out of your\par  
\par  
12 negotiation? \par

\par  
13 MR. LUNNY: Yeah. If -- if we do not make\par  
\par  
14 meaningful progress in the conference call we\par  
\par  
15 have scheduled for later this week, we will file\par  
\par  
16 suit. \par

\par  
17 MR. SLINGLUFF: With the original\par  
\par  
18 contractor? \par

\par  
19 MR. LUNNY: No. With -- that is the carrier\par  
\par  
20 of the A & E firm. \par

\par  
21 MR. GORMAN: Quick question. Jack Gorman. \par  
\par  
22 You had a \$200,000 amount there that was in\par  
\par  
23 addition or was applied to Phase 1. That is a\par  
\par  
24 negotiated? That's a finalized? What is that\par  
\par  
25 amount? \par

\par  
\par  
\par  
page 21 \par

\par  
1 MR. LUNNY: Yeah, the additional \$200,000 is\par  
\par  
2 the amount of money that the surety has given the\par  
\par  
3 Authority towards the completion of Phase 2. The\par  
\par  
4 surety's position throughout these negotiations \par

5 has been that it bonded Phase 1 and Phase 1 only.\par

\par 6 It has stepped up to the plate and agreed to\par

\par 7 complete Phase 1, assume all the financial\par

\par 8 liability for that, and that should be it at the\par

\par 9 end of the day.\par

\par 10 Obviously, we had a slightly different\par

\par 11 perspective and a different position. But the\par

\par 12 negotiated resolution of that is that the surety\par

\par 13 will give us \$200,000 cash to complete Phase 2.\par

\par 14 MR. GORMAN: That's negotiated at this point\par

\par 15 without further lawsuit.\par

\par 16 MR. LUNNY: That's correct. There will be\par

\par 17 no lawsuit with the surety.\par

\par 18 MR. GORMAN: Thank you.\par

\par 19 CHAIRMAN ROSE: Okay. Thank you very much.\par

\par 20 MR. LUNNY: Okay.\par

\par 21 6.A. - COUNTY COMMISSIONER\par

\par 22 CHAIRMAN ROSE: Bruce? You were number one\par

\par 23 on this agenda, but now you're going to be the\par

\par 24 last man on the report. Have you got anything to\par

\par 25 say to us?\par

\par 1 COMMISSIONER MAGUIRE: No, I don't.\par

\par 2 CHAIRMAN ROSE: Well --\par

\par 3 MR. MAGUIRE: Nothing really to report. So,\par

\par

\par

\par

\par

\par

\par

\par

\par

\par

\par

\par

\par

4 that wraps it up.\par

\par 5 CHAIRMAN ROSE: It's a pleasure to have you\par

\par 6 here. Ed, we're ready for the action items.\par

\par 7 7.A. - DESIGN/BUILD PROJECT - BULK HANGAR\par

\par 8 MR. WUELLNER: Okay. First item we have is\par

\par 9 relative to the bulk hangar project, and you have\par

\par 10 the information as we received it from the\par

\par 11 design/build firm relative to the project.\par

\par 12 We met extensively with them on -- on one\par

\par 13 day for many hours going over the project,\par

\par 14 walking the project with the architect, the\par

\par 15 contractor, engineering folks, and trying to get\par

\par 16 a firm handle on exactly what needed to be done\par

\par 17 with the bulk hangar in order to accomplish the\par

\par 18 intention. I'm going to kind of walk you through\par

\par 19 this, but then we can talk about where to go from\par

\par 20 here.\par

\par 21 You can see that the first -- after the\par

\par 22 first page here, you've got base budget pricing\par

\par 23 of \$236,000, which included replacing the roof\par

\par 24 and the siding, replacing the metal panels on the\par

\par 25 hangar doors, dealing with the doors and door\par

\par

\par

\par

\page 23\par 1 maintenance, replacing the gutter and the like,\par

\par 2 and replacing the ridge vents, the chain-operated\par

\par

3 ridge vents that are there, some curbing that\par  
\par  
4 needed to be done to correct some drainage in the\par  
\par  
5 area. This is particularly around the walls as\par  
\par  
6 they abut the ramp where overlays have been\par  
\par  
7 accomplished right up to the edge of the\par  
\par  
8 building, in fact over the edge of the building\par  
\par  
9 in some cases.\par

10 It included a small allowance to replace\par  
\par  
11 some -- some girders or purlins or whatever might\par  
\par  
12 be necessary. And if we needed more than that,\par  
\par  
13 then they gave us a unit price to go on at \$7 a\par  
\par  
14 foot if we needed to do more than just the \$5,000\par  
\par  
15 that's kind of a set-aside within that. There's\par  
\par  
16 some repairs to electrical within that and\par  
\par  
17 some -- some window work, also.\par

18 Now, in their initial discussion -- this is\par  
\par  
19 where it gets kind of ugly, is that in their\par  
\par  
20 discussions with the County relative to exactly\par  
\par  
21 how the County was going to view this project, it\par  
\par  
22 was determined I guess by Florida Statutes that\par  
\par  
23 when the project exceeds 50 percent of the\par  
\par  
24 appraised value, that it becomes subject to all\par  
\par  
25 the current rules in place for building code.\par

\par  
\par  
\par  
\page 24\par

\par  
\par  
\par  
1 This project will do that, will exceed the\par  
\par



2 tax roll value of the existing structure at\par  
\par  
3 \$236,000. It will exceed the 50 percent mark, I\par  
\par  
4 should -- to be clear.\par

5 As a result, it will be subject to all the\par  
\par  
6 new wind load ratings that have been recently\par  
\par  
7 adopted by the state, and as a result, the county\par  
\par  
8 must enforce.\par

9 It will also be subject to interpretation of\par  
\par  
10 NFPA 409 standards as it -- as it complies with\par  
\par  
11 hangars of this type and will likely be\par  
\par  
12 required -- according to the County, will be\par  
\par  
13 required to incorporate a new fire sprinkler\par  
\par  
14 system that will be, if our history with the\par  
\par  
15 County is correct, will end up being a foam\par  
\par  
16 deluge-type system that will greatly enhance the\par  
\par  
17 price. That is not it. These are items that are\par  
\par  
18 not included in \$236,000.\par

19 In addition to that, NFPA 409 requires that\par  
\par  
20 floor drains be incorporated into the hangar or a\par  
\par  
21 trench drain system at the entrance of the hangar\par  
\par  
22 and that the floor be modified to facilitate\par  
\par  
23 positive drainage to either the floor drains or\par  
\par  
24 the trench drains at the main door opening.\par

25 And they are likely going to require that\par

1 the electrical system be upgraded to the\par  
\par  
2 explosion-proof outlets. There may be a way\par  
\par  
3 around part of that, but it's still -- that's out\par  
\par  
4 there on the ground.\par

5 The other item is the electrical grounding\par  
\par  
6 will be -- will be required. It's a minor item\par  
\par  
7 in terms of dollars, but they will have to create\par  
\par  
8 grounding rods within the floor structure of the\par  
\par  
9 hangar in order to comply with NFPA for positive\par  
\par  
10 grounding of aircraft in the hangar, should a\par  
\par  
11 situation develop where they need to do that.\par

12 Normally this is done around fueling\par  
\par  
13 operations, but they don't give us the latitude\par  
\par  
14 of saying you can't -- we're just not fueling in\par  
\par  
15 hangars. They require it in all our hangars and\par  
\par  
16 always have.\par

17 Last item has to do with fire walls. And\par  
\par  
18 they have made preliminary determinations that\par  
\par  
19 the wall between the existing bulk hangar and the\par  
\par  
20 maintenance shop portion of that hangar will be\par  
\par  
21 required -- will require a four-hour fire wall\par  
\par  
22 and that one-hour fire walls will be required as\par  
\par  
23 a minimum between the avionics shop, which rests\par  
\par  
24 partly inside the existing bulk hangar, and also\par  
\par  
25 the lean-to element of that, the shop section of\par

1 the hangar will also require fire walls be  
2 developed.

3 For the most part, those prices are not  
4 included in the proposal. Experience that -- if  
5 my memory's correct, they were looking at  
6 200-plus thousand dollars to do the foam deluge  
7 system alone in the -- what is now the Phase I  
8 hangar in the terminal, just to do the -- so you  
9 could add that number on there conservatively.

10 I have absolutely no idea what you're up  
11 against in terms of what it would take to get the  
12 explosion-proof drains in there or a trench drain  
13 system in and adjust the floor elevations to  
14 provide the positive drainage that they're going  
15 to require to those -- one of those two systems.

16 Also, the fire wall issue, I remember that  
17 being at least a \$50,000 item when it was added  
18 during the project by County code requirements in  
19 the new project in the terminal, being the  
20 specific fire-resistant brick or block that's got  
21 to be used in the process.

22 So, I think conservatively you're up over  
23 \$500-, maybe as much as \$600,000, without looking  
24 at some of the à la carte kind of items that have  
25 been added beyond the first page or two, which

\page 27\par

\par

\par

\par

1 includes items such as painting the interior\par

\par

2 steel of the structure; insulation, as this\par

\par

3 hangar is currently uninsulated in any form or\par

\par

4 fashion; a more comprehensive repair or rehab of\par

\par

5 the hangar doors, which I think Aero Sport would\par

\par

6 agree is -- is something that certainly was\par

\par

7 envisioned in the first go-round of rehabbing the\par

\par

8 building.\par

\par

9 They do give you a four-hour block\par

\par

10 separating wall that is in here. I apologize.\par

\par

11 It's \$72,000 to do that. The one-hour wall\par

\par

12 enclosing the avionics shop which, you know, is\par

\par

13 Drywall and -- and is at \$21,000. The one-hour\par

\par

14 wall to the lean-to, which is identified here as\par

\par

15 a paint shop, at \$16,000.\par

\par

16 They do throw -- they do throw out a couple\par

\par

17 of alternatives that, you know, they're out for\par

\par

18 consideration. One is looking at, for \$19,500,\par

\par

19 in -- is doing the -- in lieu of replacing the\par

\par

20 siding, is repainting the siding on the -- or\par

\par

21 pressure washing and repainting the exterior\par

\par

22 siding of the hangar.\par

\par

23 Aero Sport mentioned that perhaps a rubber\par

\par

24 membrane-type seal over the hangar roof might be\par

\par

25 an alternative that's out there, too, versus\par

\par

\par  
\par  
\page 28\par

\par  
\par  
1 doing a complete reroof.\par

\par  
2 In our discussions, it might seem\par  
\par  
3 appropriate to do some repairs along that line to\par  
\par  
4 get by for another couple of years while we look\par  
\par  
5 at a -- a much larger project that would remove\par  
\par  
6 those buildings, construct a true maintenance\par  
\par  
7 facility that would meet all the codes and -- and\par  
\par  
8 fire codes as well as building codes in -- in the\par  
\par  
9 FBO area.\par

\par  
10 One of the items we were discussing in a\par  
\par  
11 very preliminarily way with -- with Aero Sport\par  
\par  
12 was whether we might want to look at using Phase\par  
\par  
13 2 of this project as a stopgap development to\par  
\par  
14 create a temporary maintenance facility that\par  
\par  
15 could be easily converted to just storage,\par  
\par  
16 aircraft hangar storage space, corporate storage,\par  
\par  
17 once a maintenance facility is up and running\par  
\par  
18 later on -- we're talking several years down the\par  
\par  
19 road -- is use Phase 2 to kind of create a\par  
\par  
20 temporary maintenance facility, again, that could\par  
\par  
21 be converted later on while we put together the\par  
\par  
22 money to facilitate a more permanent maintenance\par  
\par  
23 shop solution that met the needs of Aero Sport\par  
\par  
24 and Southeast Aero at this point.\par

\par

25 Obviously, we have not taken that to the\par

\par  
\par  
\par  
\page 29\par

\par  
\par  
\par  
1 point of looking at what the numbers would be to\par  
\par  
2 do that kind of thing. I'm fairly certain we\par  
\par  
3 could get a reasonable building in place within\par  
\par  
4 the Phase 2 budget that perhaps would serve as a\par  
\par  
5 stopgap and allow us to move through a Phase 2\par  
\par  
6 project as it -- as it develops to the point of\par  
\par  
7 being in construction.\par

\par  
8 I don't think that -- you know, in my\par  
\par  
9 opinion, we're nowhere -- you know, this kind of\par  
\par  
10 number at \$6- or \$700,000, this -- and I'll\par  
\par  
11 remind you this was a project to be funded a\par  
\par  
12 hundred percent by the Airport Authority, and as\par  
\par  
13 a reconstruction project, was not eligible for\par  
\par  
14 DOT funding. However, replacing that facility\par  
\par  
15 down the road would be eligible, and perhaps as\par  
\par  
16 much as it would be at least 50 percent eligible\par  
\par  
17 and perhaps as much as 80 percent eligible in\par  
\par  
18 building a new facility. But there is no State\par  
\par  
19 money available in repairing, if you will, or\par  
\par  
20 rehabbing this facility. So, it's something to\par  
\par  
21 think about.\par

\par  
22 I don't think it -- I don't think it would\par  
\par  
23 make a lot of sense to jump on this and just\par

\par

24 start -- start building. And, I mean, there --\par

\par 25 it looks to me like, if anything, the price is\par

\par

\par

\par

\page 30\par

\par

\par

\par

1 going to continue to go up dramatically from\par

\par

2 award of even \$236,000.\par

\par

3 I think we have reasonable guesstimate here\par

\par

4 that this will exceed \$600,000 by the time it's\par

\par

5 done, which I think for 10- or 12,000 square\par

\par

6 feet -- I'm not sure which it is for that hangar\par

\par

7 off the top of my head -- can largely be recon --\par

\par

8 we could literally rebuild it for that and solve\par

\par

9 most of the problems as a function of design\par

\par

10 versus trying to go in and make it work now.\par

\par

11 It also opens the door to better utilize\par

\par

12 what is left of the FBO leasehold over there,\par

\par

13 too, and maximize the building development and\par

\par

14 the operational layout of that facility, too.\par

\par

15 As I mentioned, we had a very brief\par

\par

16 discussion with Aero Sport on this. I think\par

\par

17 we're generally on the same page, as it probably\par

\par

18 doesn't make a lot of financial sense to dump\par

\par

19 \$600,000 into repairing an old building.\par

\par

20 We'd like to perhaps -- I don't know what\par

\par

21 the time line would be on our design/build firm,\par

\par

22 but I'm going to suggest as early as January,\par

\par

23 perhaps as late as February -- I wouldn't know\par  
\par  
24 why it would be any later than that -- spend some\par  
\par  
25 time with the design/build team, put Aero Sport\par

\par  
\par  
\par  
\page 31\par

\par  
\par  
1 in the room with them, with us, and see if we\par  
\par  
2 can't come up with some alternatives to bring\par  
\par  
3 back to the Authority on how to proceed with this\par  
\par  
4 project.\par

\par  
5 I think -- I think Aero Sport's on board\par  
\par  
6 with this, that it probably just doesn't make\par  
\par  
7 sense to spend this kind of money on just\par  
\par  
8 creating another storage hangar in the location\par  
\par  
9 it's in now, a roughly 25- or 30-year-old\par  
\par  
10 building.\par

\par  
11 It's -- that's kind of the news on it. They\par  
\par  
12 did -- I compliment Fannin Danis. They spent an\par  
\par  
13 incredible amount of time going through the\par  
\par  
14 facility. We walked it. We all discovered\par  
\par  
15 things we just had no idea, the relative shape of\par  
\par  
16 the building and the things going on on the\par  
\par  
17 structure and drainage and all the little issues\par  
\par  
18 that you don't necessarily hear. So, they did a\par  
\par  
19 great job of getting us some numbers on this.\par

\par  
20 CHAIRMAN ROSE: Have we got any public\par  
\par  
21 comment on --\par

\par



22 MR. SLINGLUFF: We -- we did meet with Ed  
\par  
23 and discuss the condition of the bulk hangar.\par  
\par  
24 And again, last year, we -- we voiced some  
\par  
25 concern about the deterioration in -- in the bulk\par

\par  
\par  
\par  
\page 32\par

\par  
1 hangar. And I do think we need to be -- apply  
\par  
2 common sense here.\par

\par  
3 You know, whether we reconstruct a 25 --\par  
\par  
4 25-plus year steel building, when the natural  
\par  
5 life of one of these buildings is about 25 years,\par  
\par  
6 or we begin to basically have an upgrade program  
\par  
7 on it where we membrane the roof and -- and  
\par  
8 slowly repair some of the side walls. A  
\par  
9 building -- basically a cold storage building  
\par  
10 like that can have an indefinite life.\par

\par  
11 Given the state of all the other projects,  
\par  
12 though, I would hate to all of a sudden get into  
\par  
13 another project. We'll literally be out in the  
\par  
14 parking lot, which is a concern of ours.\par

\par  
15 So, we would really like to push for, as  
\par  
16 soon as possible, because we're seeing a daily  
\par  
17 deterioration of the steel, some way of repairing  
\par  
18 the roof and then a schedule of some minor  
\par  
19 rehabilitation of -- of some area, then work into  
\par  
20 a longer term plan on what we do with the rest of  
\par

21 the leasehold space, whether we build more\par  
\par  
22 buildings on it and then replace the bulk hangar\par  
\par  
23 at -- at another time.\par

24 Actually, I think a cold-storage hangar\par  
\par  
25 would cost less to replace than -- than the\par

\par  
\par  
\par  
\page 33\par

\par  
\par  
1 rebuilding of this. Thank you.\par

2 CHAIRMAN ROSE: Okay. Thank you. Any other\par  
\par  
3 public comment?\par

4 (No further public comment.)\par

5 CHAIRMAN ROSE: How about our members elect?\par  
\par  
6 Any comment?\par

7 MR. COX: Bob Cox. I spent some time this\par  
\par  
8 week speaking with Ed and speaking with Aero\par  
\par  
9 Sport, and I strongly support -- I think it was a\par  
\par  
10 recommendation from Ed and -- and also with Aero\par  
\par  
11 Sport -- that we temporarily membrane that roof\par  
\par  
12 and try to find some other -- resolve the\par  
\par  
13 situation with that bulk hangar later on. It's\par  
\par  
14 going to take some time because it really is in\par  
\par  
15 sad shape.\par

16 So, I guess my feeling is, is that I\par  
\par  
17 would -- would ask you-all to not make any\par  
\par  
18 decision on throwing another \$700,000 into\par  
\par  
19 building a whole new hangar this evening and --\par

20 and let's explore a more temporary resolution for\par  
\par  
21 tonight, and membrane the roof --\par

\par  
22 CHAIRMAN ROSE: So, you -- you support Ed's\par  
\par  
23 comments.\par

\par  
24 MR. COX: Yes, sir. I support what Ed had\par  
\par  
25 to say. We spoke -- we have spoken at length\par

\par  
\par  
\par  
\par  
page 34\par

\par  
\par  
1 about the situation. And that's all I have to\par  
\par

2 say. Thank you.\par  
\par

3 CHAIRMAN ROSE: Okay. Anybody else? Board\par  
\par  
4 members?\par

\par  
5 MR. CIRIELLO: Yeah, I have a bunch of\par  
\par  
6 thoughts here. Basically, I'm a type of a guy\par  
\par  
7 that I hate throwing good money after bad. And\par  
\par  
8 what -- I guess that's what Ed's been saying,\par  
\par  
9 that when you mentioned paint shop with this bulk\par  
\par  
10 hangar, you're talking about the fabric place.\par

\par  
11 MR. WUELLNER: Yeah, the old fabric shop.\par

\par  
12 MR. CIRIELLO: Is that guy in business, or\par  
\par  
13 is he --\par

\par  
14 MR. WUELLNER: I don't think -- I don't --\par

\par  
15 MR. CIRIELLO: Is he doing much fabric work?\par

\par  
16 MR. WUELLNER: I think it's -- the space is\par  
\par  
17 being utilized by Southeast.\par

\par  
18 MR. CIRIELLO: I was just wondering if maybe\par

\par

19 there was somewhere else that he could be\par  
\par  
20 relocated on the airport for like a part-time job\par  
\par  
21 so to speak. But --\par

22 MR. WUELLNER: It's not a separate business.\par  
\par  
23 It's part of Southeast Aero.\par

24 MR. CIRIELLO: We haven't let out any bids\par  
\par  
25 on this yet, right?\par

\par  
\par  
\par  
\page 35\par

\par  
\par  
1 MR. WUELLNER: Any bids?\par

2 MR. CIRIELLO: For building this. I mean --\par

3 MR. WUELLNER: This -- this is your\par  
\par  
4 design/build number to -- to do what they've\par  
\par  
5 specified.\par

6 MR. CIRIELLO: Well, in other words, if we\par  
\par  
7 do it in paper and all, we don't have to put it\par  
\par  
8 out for bid in the newspapers.\par

9 MR. WUELLNER: You already have.\par

10 MR. CIRIELLO: Okay.\par

11 MR. WUELLNER: That's how you got Fannin\par  
\par  
12 Danis -- Danis (phonetic), or whatever it is.\par

13 MR. CIRIELLO: Yeah. I can't see almost\par  
\par  
14 refurbishing this old thing and still have a\par  
\par  
15 whole -- an old hangar for the money you're\par  
\par  
16 talking about. I'd just as soon tear it down to\par  
\par  
17 the bottom of the -- down to the base and build a\par

18 whole brand new one.\par

\par 19 But it's -- Aero Sport's been talking about\par

\par 20 time element, you know. And then somebody at the\par

\par 21 meeting last month mentioned temporary housing\par

\par 22 for them, whether we charge them or give it to\par

\par 23 them free. Or do we actually have something that\par

\par 24 we can offer them?\par

\par 25 MR. WUELLNER: Well, I think what we're --\par

\par

\par

\page 36\par

\par

\par

\par

1 what we're really talking about doing here is\par

\par 2 making some repairs to the -- to the existing\par

\par 3 bulk hangar --\par

\par 4 MR. CIRIELLO: Yeah.\par

\par 5 MR. WUELLNER: -- to make it dry and usable\par

\par 6 for a period of time of a few years at most, then\par

\par 7 exploring a replacement Phase 2 project of the\par

\par 8 original terminal project into something that\par

\par 9 could be used, whatever we come up with,\par

\par 10 something that could be used to house the\par

\par 11 maintenance operation at the appropriate time\par

\par 12 when we can construct a new facility.\par

\par 13 So, that new facility, the new Phase 2,\par

\par 14 would be the maintenance shop during construction\par

\par 15 of the new Phase 2 -- or of the replacement\par

\par 16 maintenance facility.\par

\par

17 MR. CIRIELLO: Well, if we did this like\par  
\par  
18 you're -- you're suggesting, just fix that roof\par  
\par  
19 up a little bit with that rubber coating or\par  
\par  
20 whatever, what kind of a time element is that\par  
\par  
21 that they would be without use of the hangar?\par

22 MR. WUELLNER: I don't know that they lose\par  
\par  
23 the use of the hangar in doing the rubber\par  
\par  
24 membrane approach.\par

25 MR. SLINGLUFF: We did a 8,000 square foot\par

\par  
\par  
\par  
\page 37\par

\par  
\par  
1 hangar last year, remembraned the roof, and\par  
\par  
2 Southeast operated while they were doing it.\par  
\par  
3 So...\par

4 MR. CIRIELLO: You mean, you wouldn't have\par  
\par  
5 to take the airplanes outside or anything?\par

6 MR. SLINGLUFF: No.\par

7 MR. CIRIELLO: So, there wouldn't be any\par  
\par  
8 couple of days or a week or anything.\par

9 MR. WUELLNER: That would redry the hangar.\par

10 MR. CIRIELLO: And you guys are agreeable\par  
\par  
11 with doing this right now?\par

12 MR. SLINGLUFF: Our luck so far with the\par  
\par  
13 Southeast hangar that we did was -- I think it\par  
\par  
14 was \$24,000 for 8,000 square feet, and it has a\par  
\par  
15 five- to six-year warranty on it. It bought us\par

16 that much time.\par

\par  
17 Again, that building was the same age, and\par  
\par  
18 we were looking at, do we replace, do we rebuild,\par  
\par  
19 or do we buy some time? And that's really the\par  
\par  
20 question here. Do we buy some time for all of us\par  
\par  
21 to then better plan a future facility?\par

\par  
22 MR. CIRIELLO: But you would be happy with\par  
\par  
23 that decision.\par

\par  
24 MR. SLINGLUFF: Yes.\par

\par  
25 MR. CIRIELLO: Okay.\par

\par  
\par  
\par  
\page 38\par

\par  
\par  
1 MR. LASSITER: Well, just looking at the --\par  
\par  
2 above and beyond the half value, and I don't know\par  
\par  
3 what your -- what is your value of your fair\par  
\par  
4 market appraised value now?\par

\par  
5 MR. WUELLNER: Well, the problem we have is\par  
\par  
6 we -- we don't know, because it's --\par

\par  
7 MR. LASSITER: You'd have to appraise it?\par

\par  
8 MR. WUELLNER: -- off the tax rolls as it\par  
\par  
9 sits now.\par

\par  
10 MR. LASSITER: Yeah. Well, I -- I don't\par  
\par  
11 want to belabor this point. I think everybody's\par  
\par  
12 saying the same thing.\par

\par  
13 The fact of the matter is if it was built 25\par  
\par  
14 years ago and we've got a wind loading problem\par

\par

15 here, you're talking about the steel. We're\par  
\par  
16 already talking about the drain and slab, so\par  
\par  
17 that's the slab. You haven't got much left of\par  
\par  
18 that building without saying, "Where are you\par  
\par  
19 going with this thing?"\par

20 And if it is 25 years, I'm sure that the\par  
\par  
21 positioning of the building structure itself is\par  
\par  
22 not what you would consider to be the best, most\par  
\par  
23 efficient use of your square footage over there.\par

24 So, I think that whatever we -- we can do at\par  
\par  
25 a minimal cost to maintain a secure and dry\par

\par  
\par  
\par  
\page 39\par

\par  
\par  
\par  
1 environment for them to continue their business\par  
\par  
2 until we can work it out as you suggest, that\par  
\par  
3 would be the most logical process.\par

4 This -- this other is just way out of line\par  
\par  
5 for -- we're talking -- the numbers we've got\par  
\par  
6 here, \$50, \$60 a square foot for rehabbing an old\par  
\par  
7 building, and we're not into the other stuff.\par

8 MR. WUELLNER: And I think we can use the --\par  
\par  
9 the design/build contractor we have to facilitate\par  
\par  
10 the reroof as well as repainting it, if that's\par  
\par  
11 your desire, to get it back reasonably aesthetic.\par  
\par  
12 I mean, just, you know, a fresh coat of paint and\par  
\par  
13 repair the roof as necessary.\par



14 I think we can use these -- our contractor\par  
\par  
15 here to do that without the necessity of\par  
\par  
16 developing additional specifications and bidding\par  
\par  
17 that work separately. We'll just get that\par  
\par  
18 information together and try -- and my goal would\par  
\par  
19 be to bring that back in January, because I don't\par  
\par  
20 think that would take a whole lot of time to put\par  
\par  
21 together and get the numbers firmly back to the\par  
\par  
22 Authority.\par

23 MR. LASSITER: If my memory serves\par  
\par  
24 correctly, we have a line item in our capital\par  
\par  
25 budget for this.\par

\par  
\par  
\par  
\page 40\par

\par  
\par  
1 MR. WUELLNER: Yes, we do.\par

\par  
2 MR. LASSITER: So, those will be monies that\par  
\par  
3 we can just roll forward into the project --\par

\par  
4 MR. WUELLNER: Into the new project.\par

\par  
5 MR. LASSITER: -- and work towards FDOT\par  
\par  
6 providing their funding --\par

\par  
7 MR. WUELLNER: Correct.\par

\par  
8 MR. LASSITER: -- and therefore multiplying\par  
\par  
9 our already --\par

\par  
10 MR. WUELLNER: Correct.\par

\par  
11 MR. LASSITER: -- assigned. If we need a\par  
\par  
12 motion or anything, I'd be glad to make that.\par

\par



12 CHAIRMAN ROSE: Motion is carried.\par

\par 13 Okay. Ed?\par

\par 14 7.B. - TVOR/ILS STATUS\par

\par 15 MR. WUELLNER: Okay. I'm going to be the\par

\par 16 bearer of great news all day, I can see. The\par

\par 17 status of the TVOR. As we were directed at the\par

\par 18 last Authority meeting, we were told to\par

\par 19 essentially leave no rock unturned in getting the\par

\par 20 TVOR back and reestablished and get a flight\par

\par 21 check, I should say.\par

\par 22 We were able to do that very quickly with\par

\par 23 the assistance of Congressman Mica's office. In\par

\par 24 fact, within 40 minutes, we had a date and time\par

\par 25 certain of that flight check. So, that -- that\par

\par  
\par  
\par  
\page 42\par

\par 1 aspect was particularly helpful.\par

\par 2 However, the flight check, when it was\par

\par 3 accomplished, revealed that it's unlikely to be\par

\par 4 recertified in the location it is due to a number\par

\par 5 of problems that had developed in the signal as\par

\par 6 it's being used for the instrument approaches at\par

\par 7 the airport.\par

\par 8 It has, for whatever reason -- construction\par

\par 9 or power lines, as they told me, all those things\par

\par 10 influence how that signal gets out. It's not the\par

11 unit itself, but it's being influenced by\par

\par 12 structures in the vicinity of the VOR, that is,\par

\par 13 probably airport or surrounding --\par

\par 14 CHAIRMAN ROSE: So, it's the location. The\par

\par 15 location is the issue.\par

\par 16 MR. WUELLNER: Location is a problem. They\par

\par 17 are telling me we could spend the time and the\par

\par 18 money to attempt to identify the structure or\par

\par 19 structures or power lines or whatever that are\par

\par 20 creating the problem or the interference in using\par

\par 21 it.\par

\par 22 That process, assuming you could find\par

\par 23 someone to do that on short order, would take\par

\par 24 some time to -- because it's fairly detailed,\par

\par 25 analytical or something to work on it, from an\par

\par  
\par  
\par  
\page 43\par

\par 1 engineering side. Then you would need to get\par

\par 2 those problems corrected, whatever they are,\par

\par 3 assuming you're willing to do it.\par

\par 4 Then the next piece of the puzzle, of\par

\par 5 course, you'd have to get it reground-checked and\par

\par 6 reflight-checked again, all to be accomplished,\par

\par 7 you know, instantaneously in order to meet the\par

\par 8 goal prior to the ILS coming on board and\par

\par 9 assuming its duties while we relocate or consider\par

\par

10 relocation.\par

\par

11 Bottom line is it really just can't happen\par

\par

12 in the available time. There just simply is not\par

\par

13 enough time to develop an answer to the existing\par

\par

14 site, solve whatever problems are identified, and\par

\par

15 reground and reflight-check the navaid to allow\par

\par

16 it to be reused in its location.\par

\par

17 The navaid itself works fine. It appears to\par

\par

18 meet all the parameters and all the standards.\par

\par

19 It is broadcasting properly. It's just the\par

\par

20 signal is being bounced off of buildings and\par

\par

21 power lines and -- and the like and has greatly\par

\par

22 reduced its utility.\par

\par

23 As a result, and based on -- now, this is\par

\par

24 based on conversations, detailed conversations\par

\par

25 with FAA and the flight crew of the FAA aircraft\par

\par

\par

\par

\page 44\par

\par

\par

\par

1 that did the flight checks. You know, we don't\par

\par

2 see a whole lot of merit in attempting to salvage\par

\par

3 this.\par

\par

4 Even if it could get back on line, it's\par

\par

5 likely to be approximately the time the ILS will\par

\par

6 come in line, which is the only -- the period of\par

\par

7 time we were trying to cover is the period of\par

\par

8 time it would still be out.\par

\par

9 It's also, as you recall, holding up Taxiway\par  
\par  
10 B. So, if it can't be brought on line, we'd like\par  
\par  
11 to go ahead and release Taxiway B to construction\par  
\par  
12 so that they can be in and out,\par  
\par  
13 construction-wise, prior to the PGA event in\par  
\par  
14 March.\par

15 The ILS, not sure where we left it off\par  
\par  
16 with -- with y'all, but we -- the flight check\par  
\par  
17 was wrapped up I think right after the last\par  
\par  
18 Authority meeting within a couple of days. It\par  
\par  
19 passed flight -- flight check and everything was\par  
\par  
20 good to go until they discovered right the next\par  
\par  
21 day that the system has been built to the\par  
\par  
22 wrong -- was installed on the wrong frequency,\par  
\par  
23 not due to the contractor error, but on\par  
\par  
24 information that FAA provided the contractor\par  
\par  
25 relative to the frequency.\par

\par  
\par  
\par  
\page 45\par

1 That started a series of events within FAA.\par  
\par  
2 The FCC license calls for a frequency of 110.1.\par  
\par  
3 FAA had instructed everyone and indeed\par  
\par  
4 flight-checked the navaid at 111.1.\par  
\par  
5 FAA, after an internal review, admitted it\par  
\par  
6 was entirely their fault, that their spectrum\par  
\par  
7 management people had failed to communicate back\par  
\par

8 down to FAA as to the frequency change required.\par

\par 9 As a result, their recommendation to FCC was\par

\par 10 110.11, which is what the license reads.\par

\par 11 So, with their admission of guilt, so to\par

\par 12 speak, they have -- they had told us that they\par

\par 13 would, whatever it took, fearing again another\par

\par 14 phone call from Congressman Mica's office at this\par

\par 15 point, that they would do whatever was necessary\par

\par 16 using FAA people and FAA staff to bring the\par

\par 17 navaid on line and not miss the publication date\par

\par 18 that's scheduled for January 23rd.\par

\par 19 Since that time, they have, in their words,\par

\par 20 had favors due them by the United States Navy,\par

\par 21 which was the frequency conflict that was\par

\par 22 identified at -- for the 111.1.\par

\par 23 And allegedly the Navy has acquiesced and\par

\par 24 said they will change whatever frequency they\par

\par 25 have that conflicts with us, and as such, at this\par

\par

\par

\par

\par

\par

\par

\par

\par 5 CHAIRMAN ROSE: So, we'll be on 111 --\par

\par 6 MR. WUELLNER: We will be -- I'm unaware of\par

\par

\par

\page 46\par

7 anything at this point that will prevent\par  
\par  
8 publication on the 23rd of January, and it will\par  
\par  
9 be up and running at the original assigned\par  
\par  
10 frequency at 111.1. And FCC will simply modify\par  
\par  
11 their license back to us to 111.1.\par

12 CHAIRMAN ROSE: So, this is --\par

13 MR. WUELLNER: A big problem appears to have\par  
\par  
14 been --\par

15 CHAIRMAN ROSE: You're not asking for any\par  
\par  
16 action. You're just --\par

17 MR. WUELLNER: No, I'm --\par

18 CHAIRMAN ROSE: -- telling us --\par

19 MR. WUELLNER: -- just trying to tell you\par  
\par  
20 how interesting things get.\par

21 CHAIRMAN ROSE: -- that if anything can go\par  
\par  
22 wrong, it probably will.\par

23 MR. WUELLNER: Yeah. And that there's\par  
\par  
24 nothing at this point holding up the ILS.\par

25 CHAIRMAN ROSE: Public comment? Wayne, is\par

\par  
\par  
\par  
\page 47\par

\par  
\par  
1 your hand up, or are you scratching your head?\par

2 MR. GEORGE: Oh, just kind of disgusted.\par

3 MR. GORMAN: Just a short one. There was\par

4 a -- I'm not exactly sure that I can come up with\par

5 a -- there was a regional airport outside of\par



6 Atlanta that had the exact same problem with the  
\par  
7 VOR. And the simple solution was they just  
\par  
8 raised it in height, as all these frequencies are  
\par  
9 subject to the line of sight. It's completely  
\par  
10 line of sight. And that was the solution and it  
\par  
11 worked.\par

12 I know that as designed, and then with  
\par  
13 all -- everything that's been built, of course,  
\par  
14 to the west of it, it's -- it has probably  
\par  
15 compromised the signal. Has anyone looked at  
\par  
16 the -- at the simple solution of height line?\par

17 MR. WUELLNER: Well, there is no simple  
\par  
18 solution, given that it would only be there six  
\par  
19 weeks on the outside. So, solutions such as  
\par  
20 elevating the height, changing antennas, or even  
\par  
21 changing the type of VOR to a Doppler system are  
\par  
22 all solutions that are potential for a new site.\par

23 But any of those would require a complete  
\par  
24 reengineering and recertification through FCC and  
\par  
25 FAA in the case of changing the antenna height.\par

\par  
\par  
\par  
\page 48\par

\par  
1 All of those things would take more than the six  
\par  
2 weeks the navaid is -- residual life in it at  
\par  
3 this site.\par

4 So, the reality is, it's kind of dead where  
\par

5 it sits at that location. It has not necessarily\par  
\par  
6 shut the door on the -- on the new location,\par  
\par  
7 although we have residual concerns that will be\par  
\par  
8 addressed in the engineering looksee of that site\par  
\par  
9 to make sure that that situation doesn't develop\par  
\par  
10 again at the new site.\par

11 We want to make sure that if the Authority\par  
\par  
12 makes the investment on the new site, when those\par  
\par  
13 numbers become available, that we're not in for\par  
\par  
14 this same problem in, you know, two years due to\par  
\par  
15 the new construction again.\par

16 MR. GORMAN: Right.\par

17 MR. WUELLNER: So, the kind of things we've\par  
\par  
18 got to look at as -- at the new site location,\par  
\par  
19 the existing site is, for all intents and\par  
\par  
20 purposes, DOA where it sits and won't come back\par  
\par  
21 to life here because of the time line that its --\par  
\par  
22 you know, its residual life is gone here.\par

23 CHAIRMAN ROSE: Any other -- other comment?\par

24 Public?\par

25 (No public comment.)\par

\par  
\par  
\par  
\page 49\par

1 CHAIRMAN ROSE: Board?\par

2 MR. CIRIELLO: Ed.\par

3 MR. WUELLNER: Yes, sir.\par

4 MR. CIRIELLO: Have we actually move on the\par  
\par  
5 location of this thing yet up on the board --\par  
\par  
6 have we --\par

7 MR. WUELLNER: No, sir. That's -- hopefully\par  
\par  
8 we'll see this agreement in January to begin the\par  
\par  
9 engineering work on the new site.\par

10 MR. CIRIELLO: Which will be that little\par  
\par  
11 island.\par

12 MR. WUELLNER: Well -- and they're going to\par  
\par  
13 look at several sites and -- and whatever is\par  
\par  
14 recommended out of there will --\par

15 MR. CIRIELLO: We're not going to find out\par  
\par  
16 this until January?\par

17 MR. WUELLNER: Right.\par

18 MR. CIRIELLO: Okay. When you took me out\par  
\par  
19 to look at that site, and correct me if I'm\par  
\par  
20 wrong, but I believe I mentioned to you about\par  
\par  
21 putting that thing up on stilts. And we haven't\par  
\par  
22 made any applications for any FCC papers for\par  
\par  
23 location or anything.\par

24 MR. WUELLNER: No, sir. That wouldn't\par  
\par  
25 happen until we identify a site, because you've\par

\par  
\par  
\par  
page 50\par

1 got to give the geographic coordinates for it.\par

2 MR. CIRIELLO: Yeah. And that's going to\par

3 take some time.\par

\par

4 MR. WUELLNER: Yes, sir.\par

\par

5 MR. CIRIELLO: And I -- I understand there's\par

\par

6 a quick way of putting in for a temporary thing\par

\par

7 or something, and it's almost instantaneous. So\par

\par

8 we don't --\par

\par

9 MR. WUELLNER: Well, we may be able to\par

\par

10 simply transfer the existing -- because we're not\par

\par

11 going to change at this point any frequency or\par

\par

12 anything.\par

\par

13 MR. CIRIELLO: Yeah.\par

\par

14 MR. WUELLNER: So, it may be simply an\par

\par

15 amended application with them to change location\par

\par

16 and antenna.\par

\par

17 MR. CIRIELLO: I -- other airports have\par

\par

18 these things on them and they're not all brand\par

\par

19 new. Has anybody been down to Gainesville\par

\par

20 lately? I don't recall.\par

\par

21 It seems to me that last Sunday, when I was\par

\par

22 down at Gainesville, I saw their VOR right on the\par

\par

23 field, and it -- unlike the -- the way they used\par

\par

24 to say it, a Mexican hat, you know, the big top\par

\par

25 point and the big brim, this was a round one.\par

\par

\par

\par

\page 51\par

\par

\par

\par

1 But it seemed like that each one of the radials\par

\par

2 going out had like a ball on it. And I thought\par

\par 3 to myself, that's an odd-looking VOR.\par

\par 4 MR. WUELLNER: There are --\par

\par 5 MR. CIRIELLO: I'm just wondering if that\par

\par 6 has anything to do with --\par

\par 7 MR. WUELLNER: There are different -- there\par

\par 8 are different antenna systems out there, and --\par

\par 9 and the vast majority, almost all of the\par

\par 10 remaining VORs are FAA facilities. They're not\par

\par 11 locally owned like ours is.\par

\par 12 Ours is what, as you know, a terminal VOR or\par

\par 13 a low-power version of the big guy. And it's\par

\par 14 really designed to facilitate instrument\par

\par 15 approaches into that airport. It's not a part of\par

\par 16 airway development or airways that are out there.\par

\par 17 It can't be used for that purpose.\par

\par 18 MR. CIRIELLO: Well, is there anything that\par

\par 19 we can do as a board to speed this thing up?\par

\par 20 MR. WUELLNER: It's more informational and\par

\par 21 to see if there's any objection to us, you know,\par

\par 22 based -- you know, if there's another avenue one\par

\par 23 of you have to plug in the six weeks here. We\par

\par 24 don't see it. FAA didn't have anything in their\par

\par 25 back pocket that, you know, would miraculously\par

\par  
\par  
\par  
\page 52\par

\par  
\par  
\par

1 solve it on a temporary basis.\par

\par 2 You know, if not, we'll -- we'll go ahead\par

\par 3 and issue notice to proceed on Taxiway B and let\par

\par 4 them get started on that project, and we'll\par

\par 5 continue with the resiting of TVOR on the -- on a\par

\par 6 new site and kind of plug through that and make\par

\par 7 the decisions as they -- as they need to be made.\par

\par 8 MR. CIRIELLO: Okay.\par

\par 9 MR. SLINGLUFF: Is there any way of speeding\par

\par 10 up the ILS January 23rd date?\par

\par 11 MR. WUELLNER: That's the only date they\par

\par 12 publish it. That's the next scheduled\par

\par 13 publication, and they don't have any way of\par

\par 14 publishing sooner than that. They won't publish\par

\par 15 new approaches on the -- the change publication\par

\par 16 that comes out.\par

\par 17 MR. GEORGE: The FAA told me about a NOTAM\par

\par 18 coming out. They told me about a five-degree\par

\par 19 variance in the ILS in St. Augustine. I said,\par

\par 20 "You mean the ILS is open?" He said, "I'm just\par

\par 21 telling you what the NOTAM is saying."\par

\par 22 MR. WUELLNER: The -- yeah, the NOTAM has to\par

\par 23 do with -- it's a technical NOTAM that won't be\par

\par 24 out for normal dissemination once it's -- once\par

\par 25 it's completed.\par

\par

\par

\par

\par

\par  
\par  
1 MR. GEORGE: Yeah, but what I'm saying is I,\par  
\par  
2 as a normal pilot flying an instrument approach,\par  
\par  
3 they gave it to me, so my thought was, does that\par  
\par  
4 mean I can use it?\par

\par  
5 MR. WUELLNER: Technically -- technically\par  
\par  
6 yes. The trouble is there's nothing published.\par  
\par  
7 So, you have no legal procedure to use it as\par  
\par  
8 such.\par

\par  
9 MR. GEORGE: Okay.\par

\par  
10 MR. WUELLNER: That's -- that's the\par  
\par  
11 dissemination point, is publication. As soon as\par  
\par  
12 they finish flight-check and it's satisfactory,\par  
\par  
13 it's commissioned for purposes of use.\par

\par  
14 CHAIRMAN ROSE: But the -- but the January\par  
\par  
15 23rd date is the date --\par

\par  
16 MR. WUELLNER: Is when it will show up in\par  
\par  
17 print to every pilot.\par

\par  
18 MR. LASSITER: You're -- you're fully\par  
\par  
19 functional, fully --\par

\par  
20 MR. WUELLNER: It's on. It's on.\par

\par  
21 MR. LASSITER: So the only thing is --\par

\par  
22 MR. WUELLNER: It's broadcasting.\par

\par  
23 MR. LASSITER: -- the public just doesn't\par  
\par  
24 know we're here.\par

\par  
25 MR. WUELLNER: That's essentially it.\par  
\par  
\par

\page 54\par

\par

\par

\par

1 Doesn't know how to use it legally.\par

\par

2 MR. LASSITER: Yeah.\par

\par

3 MR. WUELLNER: Even though it's --\par

\par

4 MR. SLINGLUFF: The sensitivity is that\par

\par

5 right now from November to the end of January,\par

\par

6 it's sort of gray around here, as we all know.\par

\par

7 If this happened in July, I think -- some\par

\par

8 sensitivity --\par

\par

9 MR. WUELLNER: Let me -- let us look into\par

\par

10 one other thing, because what -- what may be out\par

\par

11 there is an ability to get advance copy of the\par

\par

12 approach plate and -- because I know that exists;\par

\par

13 it's existed for a year, and see if we are\par

\par

14 allowed to distribute that in advance of the\par

\par

15 23rd, even though it wouldn't be in general\par

\par

16 publication.\par

\par

17 MR. SLINGLUFF: They have a fax service --\par

\par

18 MR. WUELLNER: Exactly. You might be able\par

\par

19 to provide that in advance to somebody.\par

\par

20 MR. LASSITER: Get on those list.\par

\par

21 CHAIRMAN ROSE: Are you going to check that\par

\par

22 out?\par

\par

23 MR. WUELLNER: We'll -- we'll ask that\par

\par

24 question. I just -- I don't think anybody --\par

\par

25 MR. SLINGLUFF: Right now, on an overcast\par

\par



\par  
\par  
\par  
1 day, you just --\par

\par  
2 MR. WUELLNER: We're dead. Other than the\par  
\par  
3 GPS, yeah.\par

\par  
4 MR. SLINGLUFF: That's -- 1,200 feet is\par  
\par  
5 completely unacceptable in a maritime air system.\par

\par  
6 MR. WUELLNER: Sure it is.\par

\par  
7 MR. COX: The only thing I'd be concerned\par  
\par  
8 about, Ed, would be liability to the airport if\par  
\par  
9 we distribute that and it hasn't been\par  
\par  
10 flight-checked while off --\par

\par  
11 MR. WUELLNER: Well, it has been. I think\par  
\par  
12 the only thing that's --\par

\par  
13 MR. COX: It's been flight-checked?\par

\par  
14 MR. WUELLNER: It's totally ready to go.\par  
\par  
15 It's just -- it's lead time that's always there\par  
\par  
16 for publication.\par

\par  
17 MR. COX: We wouldn't have --\par

\par  
18 MR. WUELLNER: And the tightest you can ever\par  
\par  
19 do it is 30 days. I mean, that's -- that's\par  
\par  
20 assuming you hit the cycle just perfect.\par

\par  
21 MR. COX: So there's no liability to the\par  
\par  
22 airport if somebody had an accident or an\par  
\par  
23 incident.\par

\par  
24 MR. WUELLNER: We'd be using their\par  
\par

25 publication. It's their approach procedure that\par

\par  
\par  
\par  
\page 56\par  
\par  
\par  
\par

1 will be out in print, publicly, on the 23rd of\par

\par

2 January.\par

\par

3 MR. SLINGLUFF: And they're monitoring\par

\par

4 signal now?\par

\par

5 MR. WUELLNER: Yeah. It's -- the facility\par

\par

6 itself works fine.\par

\par

7 MR. LASSITER: So, we'd be doing our own FYI\par

\par

8 to the --\par

\par

9 MR. WUELLNER: Exactly.\par

\par

10 MR. LASSITER: -- whatever -- whatever\par

\par

11 sources that you need to get that to.\par

\par

12 MR. WUELLNER: If it can be done. We'll ask\par

\par

13 the question. I don't know if they'll let us do\par

\par

14 that. I wouldn't know why they wouldn't at this\par

\par

15 point since it's -- it's passed.\par

\par

16 CHAIRMAN ROSE: Then I don't think this\par

\par

17 requires any action.\par

\par

18 MR. WUELLNER: No. We'll make that call.\par

\par

19 CHAIRMAN ROSE: You've apprised us of the\par

\par

20 situation and you're going to follow up on it\par

\par

21 with FAA on the --\par

\par

22 MR. WUELLNER: Okay. And no objection to\par

\par

23 going in and going through Taxiway B at this\par

\par

24 point? I think that will most assuredly get it\par

25 done before the PGA event, so...\par

1 CHAIRMAN ROSE: Okay.\par

2 MS. GREEN: Yeah. If it can't be used,\par

3 let's go ahead.\par

4 MR. LASSITER: Yeah, absolutely. I agree\par

5 with Suzanne.\par

6 7.C. - TERMINAL COUNTER/OFFICE MODIFICATIONS\par

7 MR. WUELLNER: Okay. The last item for the\par

8 most part I have for you, other than some\par

9 updates, we handed out a copy of a blueprint or a\par

10 piece of a blueprint, and it depicts -- what we'd\par

11 like to do is proposed modification of the\par

12 terminal. A couple of meetings back, we\par

13 mentioned about being able to extend counter\par

14 space and the like in the terminal.\par

15 The yellow area, as it's shown here, would\par

16 be the general location and length of proposed\par

17 extension of and replacement of the existing\par

18 counter, would extend the counter, available\par

19 length to 36 feet and would remove what is the\par

20 old baggage claim area that's to my knowledge\par

21 never been used -- if it has, I'm not aware of\par

22 it -- that was built as a part of the original\par

23 terminal, and block that wall up and create two\par  
\par  
24 offices in what is that waiting area back by the\par  
\par  
25 baggage claim. That would be available to lease.\par

\par  
\par  
\par  
\par  
\page 58\par

\par  
\par  
\par  
1 Approximate estimates on the cost is a total\par  
\par  
2 cost of about \$15,000, but the majority of that\par  
\par  
3 being in the reconstruction of the exterior wall\par  
\par  
4 around the baggage claim.\par

\par  
5 CHAIRMAN ROSE: Did I -- when is this going\par  
\par  
6 to take place? Or are we just talking about it?\par

\par  
7 MR. WUELLNER: We're just talking about that\par  
\par  
8 right now.\par

\par  
9 CHAIRMAN ROSE: Okay.\par

\par  
10 MR. WUELLNER: We kind of promised you we'd\par  
\par  
11 get back after we had it looked at a little bit.\par

\par  
12 CHAIRMAN ROSE: Any public comment? Wayne?\par

\par  
13 MR. GEORGE: What's the lead time on making\par  
\par  
14 this happen at the same time? Do you have any\par  
\par  
15 prospects for that space? Because if you don't\par  
\par  
16 have any prospects, well, don't do it until you\par  
\par  
17 get a prospect.\par

\par  
18 MR. WUELLNER: Well, we -- as we've been\par  
\par  
19 kind of waiting to finalize our agreement with a\par  
\par  
20 tenant who would occupy one of the two offices, I\par  
\par  
21 think there's some discussion that there's some\par

\par

22 office space that Hertz over in the terminal\par  
\par  
23 would be interested in leasing, too. So,\par  
\par  
24 essentially the space would be gone. So, it's\par  
\par  
25 not just --\par

\par  
\par  
\par  
\page 59\par

\par  
\par  
1 MR. GEORGE: Got an idea what kind of money\par  
\par  
2 with the space --\par

\par  
3 MR. WUELLNER: The current terminal rate,\par  
\par  
4 which is something in the neighborhood of 17\par  
\par  
5 bucks a square foot.\par

\par  
6 MR. GEORGE: Okay.\par

\par  
7 CHAIRMAN ROSE: Okay. Any other comment?\par

\par  
8 MR. SLINGLUFF: We -- we would just be\par  
\par  
9 sensitive to when it's done, given that the March\par  
\par  
10 crunch that we have.\par

\par  
11 MR. COX: PGA.\par

\par  
12 MR. WUELLNER: The only lead time on the\par  
\par  
13 counter, as I'm being told, is approximately 30\par  
\par  
14 days, so -- and we also, in the discussions,\par

\par  
15 wanted to be sure that there would be no\par  
\par  
16 interruption with the existing counter user.\par

\par  
17 Kind of set them to the side and make it work for\par  
\par  
18 a day or so. They said they can do that after\par  
\par  
19 hours.\par

\par  
20 MR. CIRIELLO: I'm trying to picture this\par

\par

21 thing in my mind, and I can't quite do it.\par

\par  
22 MR. WUELLNER: The yellow part, if you look\par  
\par  
23 on the bottom of the page where the -- at the\par  
\par  
24 area of the yellow, you'll see the two rectangles\par  
\par  
25 within the yellow. That represents the existing\par

\par  
\par  
\par  
\par  
page 60\par

\par  
\par  
\par  
1 counters in the terminal. This would literally\par  
\par  
2 remove the old -- the two old counters and\par  
\par  
3 replace it with a 36-foot version and incorporate\par  
\par  
4 two additional offices within the first floor of\par  
\par  
5 the terminal.\par

\par  
6 MR. CIRIELLO: Is this whole yellow area\par  
\par  
7 going to be all counter?\par

\par  
8 MR. WUELLNER: Yes, it would be, be 30 --\par  
\par  
9 about -- approximately 36 feet long.\par

\par  
10 MR. CIRIELLO: And this is almost like a --\par  
\par  
11 would be a false wall here, block that big door\par  
\par  
12 in the back.\par

\par  
13 MR. WUELLNER: The false -- the false\par  
\par  
14 wall --\par

\par  
15 MR. CIRIELLO: The baggage door.\par

\par  
16 MR. WUELLNER: I didn't highlight where\par  
\par  
17 the -- where the false wall there is. But if you\par  
\par  
18 look where it says -- in the purple area, it says\par  
\par  
19 "baggage rack" --\par

\par

20 MR. CIRIELLO: Yeah.\par  
\par  
21 MR. WUELLNER: -- it points to that area\par  
\par  
22 that's got two red Xs on it.\par  
\par  
23 MR. CIRIELLO: Yeah.\par  
\par  
24 MR. WUELLNER: Well, that red X area is the\par  
\par  
25 baggage claim. That would come out. The wall\par

\par  
\par  
\par  
\page 61\par

\par  
\par  
1 would be -- the hole in the wall that the baggage\par  
\par  
2 claim occupies would be made solid, would be\par  
\par  
3 reblocked.\par

\par  
4 And then the purple area represents a\par  
\par  
5 Drywall interior wall that would create the two\par  
\par  
6 offices in there.\par

\par  
7 MR. CIRIELLO: Oh, I see. They -- those\par  
\par  
8 would be the two offices. Well, back here,\par  
\par  
9 you're not going to take that door out, though,\par  
\par  
10 just the racks.\par

\par  
11 MR. WUELLNER: No, the baggage claim itself\par  
\par  
12 would be removed, but the stainless monster in\par  
\par  
13 there, it's not going to be thrown away, but it\par  
\par  
14 will be removed from that site.\par

\par  
15 CHAIRMAN ROSE: Okay?\par

\par  
16 MR. CIRIELLO: Yeah.\par

\par  
17 CHAIRMAN ROSE: Charlie?\par

\par  
18 MR. LASSITER: What's your construction\par  
\par

19 time?\par

\par  
20 MR. WUELLNER: They can start within the\par  
\par  
21 next week or two, if they want to -- you want to\par  
\par  
22 get it done.\par

\par  
23 MR. LASSITER: And you're --\par

\par  
24 MR. WUELLNER: And you're looking at being\par  
\par  
25 done by the end of January, I would think, if we\par

\par  
\par  
\par  
\par  
page 62\par

\par  
\par  
\par  
1 want to get going on it now. If we want to wait\par  
\par  
2 until after the holidays, you still could wrap it\par  
\par  
3 up by the end of February. Can actually get\par  
\par  
4 started on the counter part of it now so that\par  
\par  
5 it's ready to go.\par

\par  
6 MR. LASSITER: And your potential occupant,\par  
\par  
7 when is he ready to go?\par

\par  
8 MR. WUELLNER: Well, we'll bring the lease\par  
\par  
9 hopefully when we have the space to be able to\par  
\par  
10 define within the lease, and I'm sure we can sit\par  
\par  
11 down next week and get it hammered out for the\par  
\par  
12 additional office space and bring them back in\par  
\par  
13 January, so...\par

\par  
14 MR. LASSITER: It's unused, not producing\par  
\par  
15 income. So, I see no reason why we shouldn't\par  
\par  
16 produce income.\par

\par  
17 MS. GREEN: I think he said 30 days build\par

\par



18 time or --\par

\par 19 MR. WUELLNER: Roughly. Really, it's more a\par

\par 20 function of lead time on the counter space.\par

\par 21 There's not much to the other. And they assured\par

\par 22 us they can partition that off a bit so it's not\par

\par 23 obvious to -- I mean, unless I'm going on, but it\par

\par 24 won't be an additional mess in the terminal.\par

\par 25 CHAIRMAN ROSE: Well, you probably need a\par

\par

\par

\par

\page 63\par

\par

\par

\par

1 motion for us to --\par

\par

2 MR. WUELLNER: I think she needs to flip --\par

\par

3 did you get it already?\par

\par

4 COURT REPORTER: Yes.\par

\par

5 MR. WUELLNER: Thanks.\par

\par

6 CHAIRMAN ROSE: Are you ready?\par

\par

7 MR. WUELLNER: Yes.\par

\par

8 CHAIRMAN ROSE: Need a motion to -- to\par

\par

9 authorize you to move ahead. Any further\par

\par

10 discussion on the issue? I'll entertain a\par

\par

11 motion.\par

\par

12 MR. LASSITER: Okay. I'll move that we\par

\par

13 proceed with the conversion of the baggage-hold\par

\par

14 area into two office spaces with extended\par

\par

15 counter.\par

\par

16 CHAIRMAN ROSE: Second?\par

\par

17 MR. CIRIELLO: Second.\par  
\par  
18 CHAIRMAN ROSE: Discussion?\par  
\par  
19 (No discussion.)\par  
\par  
20 CHAIRMAN ROSE: All in favor, say aye.\par  
\par  
21 MR. CIRIELLO: Aye.\par  
\par  
22 CHAIRMAN ROSE: Aye.\par  
\par  
23 MR. LASSITER: Aye.\par  
\par  
24 MR. WATTS: Aye.\par  
\par  
25 MS. GREEN: Aye.\par  
\par  
\par  
\par

\page 64\par

\par  
\par  
\par  
1 CHAIRMAN ROSE: Opposed?\par  
\par  
2 (No opposition.)\par  
\par  
3 CHAIRMAN ROSE: Motion carries.\par  
\par  
4 7.D. - PROJECT UPDATES\par  
\par  
5 MR. WUELLNER: All right. Last item I have,\par  
\par  
6 Mr. Chairman, is the update of projects. Brought\par  
\par  
7 you up to speed on the ILS. You now know where\par  
\par  
8 we are with the terminal-related project, as well\par  
\par  
9 as the bulk hangar rehab.\par  
\par  
10 The only other ongoing project, other than\par  
\par  
11 Taxiway B, which we just kind of talked about,\par  
\par  
12 too, is northeast area. That appears to be fully\par  
\par  
13 engaged in construction, and at this point, on\par  
\par  
14 schedule. So, if you haven't been out there, I\par  
\par  
15 encourage you to take a look at it. Some of you\par  
\par

16 that are involved with the Gun Club have already\par  
\par  
17 had the advantage of the new section of road that\par  
\par  
18 was required, so...\par

19 CHAIRMAN ROSE: Yeah. Nice road.\par

20 MR. WUELLNER: Yeah.\par

21 CHAIRMAN ROSE: Why don't you do it all the\par  
\par  
22 way back into the Gun Club?\par

23 MR. WUELLNER: I don't think we can quite do\par  
\par  
24 that.\par

25 CHAIRMAN ROSE: That was a design/build\par

\par  
\par  
\par  
\page 65\par

\par  
\par  
\par  
1 project.\par

2 MR. WUELLNER: No, it was not.\par

3 CHAIRMAN ROSE: It wasn't. Okay.\par

4 MR. WUELLNER: That was a traditional\par  
\par  
5 method.\par

6 CHAIRMAN ROSE: Traditional. Any public\par  
\par  
7 comment?\par

8 (No public comment.)\par

9 CHAIRMAN ROSE: Board comment?\par

10 (No board comment.)\par

11 CHAIRMAN ROSE: Do you have anything else to\par  
\par  
12 say?\par

13 MR. WUELLNER: No, sir.\par

14 8.A. - MR. WILLIAM "BILL" ROSE, CHAIRMAN\par

15 CHAIRMAN ROSE: Well, let's see. We're now\par  
\par  
16 down to the Authority members' comments.\par

17 Since I'm first on the list, I'll tell you\par  
\par  
18 that it's just been a pleasure working with all\par  
\par  
19 of you folks over the last four years. I'm going\par  
\par  
20 to miss being here, but I'm going to follow, come\par  
\par  
21 up to your meetings every once in a while. I\par  
\par  
22 might even maintain my membership in the Pilots\par  
\par  
23 Association and go to the Christmas party. Can\par  
\par  
24 ex-members come to the Christmas party?\par

25 MR. GEORGE: Absolutely.\par

\par  
\par  
\par  
page 66\par

\par  
\par  
1 CHAIRMAN ROSE: You know what? I'm a --\par  
\par  
2 we're has-beens. I'm a -- I'm an elder statesman\par  
\par  
3 now.\par

4 MR. GEORGE: That doesn't make you a\par  
\par  
5 has-been.\par

6 CHAIRMAN ROSE: That's what a politician is\par  
\par  
7 when he gets voted out of office.\par

8 Anyway, it's been a pleasure working, Ed,\par  
\par  
9 with you and with your staff and all of the\par  
\par  
10 people here. It's just very, very accommodating.\par  
\par  
11 And I think -- think highly of all of you. And\par  
\par  
12 I've enjoyed working with all of you board\par  
\par  
13 members, and --\par

14 MR. WUELLNER: We will still need you here\par  
\par  
15 on the 7th, so...\par

16 CHAIRMAN ROSE: Do I have to come on the\par  
\par  
17 7th?\par

18 MR. WUELLNER: Yes, you do. For a few\par  
\par  
19 minutes.\par

20 CHAIRMAN ROSE: One more -- one more time.\par

21 MR. WUELLNER: For a few minutes.\par

22 CHAIRMAN ROSE: Okay. Okay. Well, anyway.\par  
\par  
23 Thanks a lot and so long.\par

24 MR. GEORGE: Don't you get a watch or\par  
\par  
25 something?\par

\par  
\par  
\par  
\page 67\par

\par  
\par  
\par  
1 CHAIRMAN ROSE: What?\par

2 MR. GEORGE: Don't you get a watch or\par  
\par  
3 something?\par

4 CHAIRMAN ROSE: Oh, I have a watch, so they\par  
\par  
5 scratched it off.\par

6 MR. WUELLNER: Yeah, I think traditionally\par  
\par  
7 the new members buy them one.\par

8 MR. GEORGE: Oh, is that what it is? That\par  
\par  
9 would be a January 7th item.\par

10 MR. WATTS: You just take advantage of that\par  
\par  
11 big retirement fund.\par

12 MR. WUELLNER: That's your current salary\par

13 for the rest of your life.\par

\par 14 CHAIRMAN ROSE: Well, we doubled the salary\par

\par 15 for the new members. Yeah. Okay. Mr. Watts?\par

\par 16 8.B. - MR. DENNIS WATTS, SECRETARY/TREASURER\par

\par 17 MR. WATTS: I, too, would like to reiterate\par

\par 18 what Mr. Rose just said. It has really been a\par

\par 19 pleasure working with this board, all of the\par

\par 20 members, Ed Wuellner and his staff. What a --\par

\par 21 and Bryan and the FBO people.\par

\par 22 It's just -- it's been a real pleasure.\par

\par 23 I've enjoyed the past four years, learned a lot,\par

\par 24 and hopefully contributed some to the -- to the\par

\par 25 airport. And I know it's really come a long way\par

\par

\par

\par

\page 68\par

\par

\par

\par

1 in the past four years, and I'm just glad to have\par

\par

2 been a part of it.\par

\par

3 And I just hope the -- the new members that\par

\par

4 are coming on, I just hope you guys -- and which\par

\par

5 I know you will -- continue the work that's --\par

\par

6 that's going on here in a positive way.\par

\par

7 So, again, thanks -- thank you all.\par

\par

8 CHAIRMAN ROSE: Charlie?\par

\par

9 8.C. - MR. CHARLES LASSITER\par

\par

10 MR. LASSITER: I'm the last one of the\par

\par

11 leaving, so I guess I will repeat just about\par

\par

12 everything. But again, I'd like to reiterate the\par  
\par  
13 appreciation for the support and the hard work\par  
\par  
14 that the staff has -- has presented to this board\par  
\par  
15 and -- month in, month out.\par

16 The one little sore spot of the whole tenure\par  
\par  
17 of four years has been our little problem that\par  
\par  
18 hopefully we've got under control and moving\par  
\par  
19 ahead.\par

20 But, again, I wish all of y'all the best,\par  
\par  
21 the newcoming board the best of luck in pursuing\par  
\par  
22 what I think has been a very successful four-year\par  
\par  
23 period of seeing this airport deliver to the\par  
\par  
24 public what it's here for. And I hope you and\par  
\par  
25 wish you the best of luck to continue the\par

\par  
\par  
\par  
\page 69\par

\par  
\par  
1 development of this airport into what it's\par  
\par  
2 turning out to be, I think just a real showplace\par  
\par  
3 in the southeast.\par

4 And, again, to my fellow board members, I\par  
\par  
5 know we're leaving it in good hands here, very --\par  
\par  
6 very apt and able people and very concerned, so I\par  
\par  
7 know it will do well.\par

8 And to the other two that are going off, I\par  
\par  
9 think we've done a good job, and I appreciate\par  
\par  
10 being with y'all and serving and putting my\par

11 tenure during your tenures. So, I thank everyone\par  
\par  
12 concerned.\par

13 CHAIRMAN ROSE: Joseph A. Ciriello.\par

14 8.D. - MR. JOSEPH A. CIRIELLO\par

15 MR. CIRIELLO: Well --\par

16 CHAIRMAN ROSE: You're coming back next\par  
\par  
17 year.\par

18 MR. CIRIELLO: Yeah, if I don't get thrown\par  
\par  
19 out sooner. But I was going to save my speech\par  
\par  
20 until the 7th, but since you guys are all doing\par  
\par  
21 it now, why I'll go along with it.\par

22 Personally, I find that you three gentlemen\par  
\par  
23 are very fine gentlemen. I like you all. I've\par  
\par  
24 enjoyed working with you. I must say that there\par  
\par  
25 were times I got a little indignant because you\par

\par  
\par  
\par  
\page 70\par

\par  
\par  
\par  
1 didn't agree with me. I have an ego like anybody\par  
\par  
2 else, and I always think I'm right. My wife\par  
\par  
3 tells me I'm never right.\par

4 But I really enjoyed working with you guys.\par  
\par  
5 And I think that the citizens of St. Johns County\par  
\par  
6 and the board and the staff and everybody should\par  
\par  
7 be appreciative of anybody that gives of their\par  
\par  
8 time freely because, as you know, we get no pay\par  
\par  
9 and it takes some time to do this job. And I\par



10 think that anybody that is volunteering to work\par  
\par  
11 in the public's interest needs a pat on the back\par  
\par  
12 and a good thank you from everybody, because it's\par  
\par  
13 a sacrifice out of your personal lives, I know\par  
\par  
14 that.\par

15 And so, I want to thank you all for putting\par  
\par  
16 up with me for two years. I've -- didn't just\par  
\par  
17 work with you for two on the board because I've\par  
\par  
18 been to meetings before, so I've observed you\par  
\par  
19 guys for four years. And if you keep up with\par  
\par  
20 what's going on afterwards, I'd appreciate it,\par  
\par  
21 and wish you good luck.\par

22 CHAIRMAN ROSE: Thank you, Joe. Suzanne?\par

23 8.E. - MRS. SUZANNE W. GREEN\par

24 MS. GREEN: Well, as the young guy on the\par  
\par  
25 block, I guess I just want to thank you for the\par

\par  
\par  
\par  
page 71\par

1 short time I had with y'all. Your insight and\par  
\par  
2 camaraderie has been very helpful to a new person\par  
\par  
3 coming on the board. I appreciate it.\par  
\par  
4 Especially someone that does not have any flight\par  
\par  
5 experience or background; you've been a wealth of\par  
\par  
6 information as board members.\par

7 So -- and I also was very thankful to see\par  
\par  
8 Mr. Cox not ask for all that -- or make your\par

\par

9 input about all of that money up front on that\par  
\par  
10 hangar and put it off till when you'll be on the\par  
\par  
11 board and make that decision, so that's great --\par

12 MR. COX: Can I change what I said?\par

13 MS. GREEN: -- that the new members are\par  
\par  
14 willing to jump in -- willing to jump in there\par  
\par  
15 and start helping us out with all these projects.\par

16 So, I look forward to meeting all of you and\par  
\par  
17 working with you, as I'm sure Mr. Ciriello does,\par  
\par  
18 too.\par

19 Mr. Rose, we will definitely miss you and\par  
\par  
20 your direction. And we'll see you around here,\par  
\par  
21 I'm sure. Thanks.\par

22 CHAIRMAN ROSE: Is there any public comment?\par

23 Mr. George?\par

24 9. - PUBLIC COMMENT\par

25 MR. GEORGE: I'll stand just right here. I\par

\par  
\par  
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\page 72\par

1 moved to St. Augustine a little over five years\par  
\par  
2 ago, and I became actively involved in the\par  
\par  
3 airport, and let me tell you, there's a lot of\par  
\par  
4 things that have changed at this airport,\par  
\par  
5 primarily due to this board and these three\par  
\par  
6 gentleman here that have been here, you know,\par  
\par  
7 during the last four.\par

8           Regardless of whether we have a problem\par  
\par  
9           with -- with the existing terminal building, if\par  
\par  
10          you sit back and look at all the good things that\par  
\par  
11          you guys have done, you've got to feel good about\par  
\par  
12          it, because we all feel good about you being\par  
\par  
13          there, and we're going to miss you, but we'll try\par  
\par  
14          to carry on with your tradition. Thank you.\par

15          MR. WATTS: Thank you.\par

16          CHAIRMAN ROSE: Any other comment? Yeah.\par

17          MR. SLINGLUFF: From the FBO, thank you for\par  
\par  
18          your services. I think it's all been said. But\par  
\par  
19          thank you very much.\par

20          CHAIRMAN ROSE: Thank you.\par

21          10. - NEXT REGULAR BOARD MEETING\par

22          CHAIRMAN ROSE: The next board meeting is\par  
\par  
23          January 7th. What time, Ed?\par

24          MR. WUELLNER: That's a good question. What\par  
\par  
25          time do y'all want to have it?\par

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\page 73\par

\par  
\par  
1          CHAIRMAN ROSE: This is -- the purpose of\par  
\par  
2          this meeting is strictly --\par

3          MR. WUELLNER: No, it's going to be a\par  
\par  
4          regular meeting, also. We will do installation\par  
\par  
5          and take a short break for some refreshments and\par  
\par  
6          then convene a regular meeting shortly\par

7 thereafter.\par

\par  
8 MS. GREEN: Because we have that holiday\par  
\par  
9 conflict in January.\par

\par  
10 MR. WUELLNER: Right.\par

\par  
11 MR. CIRIELLO: Free food.\par

\par  
12 MR. COX: Mr. Chairman, I spoke with Ed\par  
\par  
13 earlier in the week about it, and I suggested\par  
\par  
14 possibly -- and I don't know if the guys want to\par  
\par  
15 chime in on this here, but I suggested we start\par  
\par  
16 possibly at 3 o'clock with the swearing, give us\par  
\par  
17 a little bit of break in between, and we'll take\par  
\par  
18 a break and we have little goodies in the back\par  
\par  
19 for -- until the regular meeting starts, and then\par  
\par  
20 give us some breathing time after the swearing-in\par  
\par  
21 to just -- to stand around a few minutes instead\par  
\par  
22 of launching right into a meeting right after the\par  
\par  
23 swear -- the swearing-in.\par

\par  
24 CHAIRMAN ROSE: Ed, at that meeting, the\par  
\par  
25 existing board will come to that meeting.\par

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page 74\par

\par  
\par  
\par  
1 MR. WUELLNER: Yes, to be -- to be\par  
\par  
2 recognized.\par

\par  
3 CHAIRMAN ROSE: The new board will take over\par  
\par  
4 for the regular meeting part.\par

\par  
5 MR. WUELLNER: Essentially your job is over\par  
\par

6 at the conclusion of swearing in.\par

\par 7 CHAIRMAN ROSE: Okay. Well, 3 o'clock is\par

\par 8 all right with me. Is it all right with\par

\par 9 everybody else --\par

\par 10 MR. GEORGE: Fine with me.\par

\par 11 CHAIRMAN ROSE: -- that's going to be\par

\par 12 involved?\par

\par 13 MR. GORMAN: Certainly.\par

\par 14 CHAIRMAN ROSE: How about your schedule? Is\par

\par 15 it okay?\par

\par 16 MR. COX: Any other ideas?\par

\par 17 MR. GORMAN: No.\par

\par 18 MR. WUELLNER: Three o'clock, and we'll --\par

\par 19 we'll advertise the meeting regular to commence\par

\par 20 at --\par

\par 21 CHAIRMAN ROSE: All right. Three o'clock.\par

\par 22 MR. WUELLNER: -- approximately 4:00? Does\par

\par 23 that sound reasonable?\par

\par 24 CHAIRMAN ROSE: Bruce.\par

\par 25 MR. MAGUIRE: Tuesday, the County\par

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\par  
\par  
\page 75\par

\par  
\par

\par 1 Commissioners will be running -- may be running\par

\par 2 past 3 o'clock. We'd have to coordinate to see\par

\par 3 if we can --\par

\par 4 CHAIRMAN ROSE: Well, the business meeting\par

\par

5 won't start until 4:00, probably.\par

\par  
6 COMMISSIONER MAGUIRE: I'll see if I can get  
\par  
7 away at 3 o'clock.\par

\par  
8 CHAIRMAN ROSE: What they're trying to do is  
\par  
9 set it up so that we have -- we swear in the new  
\par  
10 board at 3:00 and then have a little break and  
\par  
11 then start the business meeting at 4:00. Is that  
\par  
12 the idea?\par

\par  
13 MR. WUELLNER: Yes, sir.\par

\par  
14 CHAIRMAN ROSE: Bob, that's what you had in  
\par  
15 mind, wasn't it?\par

\par  
16 MR. COX: Yes, sir. Yes, sir. And then  
\par  
17 Buzz was going to bring all of the goodies --\par

\par  
18 CHAIRMAN ROSE: Okay.\par

\par  
19 MR. WATTS: Left over from the party.\par

\par  
20 CHAIRMAN ROSE: All right.\par

\par  
21 MR. WATTS: One thing I wanted to ask Ed and  
\par  
22 clear it; I know Donna and I talked about it. On  
\par  
23 the certificate I have, it says my -- I guess you  
\par  
24 go by January 6th at 12:00 midnight, and I had  
\par  
25 spoken with Donna about signing checks on  
\par

\par  
\par  
\par  
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page 76\par

\par  
\par  
\par  
1 Monday --\par

\par  
2 CHAIRMAN ROSE: Okay.\par

\par  
3 MR. WATTS: -- and I just wanted to clear  
\par

4 that to make sure --\par

\par

5 MR. WUELLNER: It's probably a good idea.\par

\par

6 MR. WATTS: -- that it was all right to do\par

\par

7 that.\par

\par

8 CHAIRMAN ROSE: Sign my paycheck.\par

\par

9 MR. WATTS: And your retirement -- your\par

\par

10 retirement fund. I have to make sure we get that\par

\par

11 in.\par

\par

12 CHAIRMAN ROSE: All right. Three o'clock\par

\par

13 then on January 7th. Meeting's adjourned.\par

\par

14 (Thereupon, the meeting adjourned.)\par

\par

15\par

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16\par

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\page 77\par

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1 REPORTER'S CERTIFICATE\par

\par

2\par

\par

3 STATE OF FLORIDA )\par

\par

4 COUNTY OF ST. JOHNS )\par

\par

5\par

\par

6 I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I\par

\par

7 was authorized to and did stenographically report the\par

\par

8 foregoing proceedings and that the transcript is a true\par

\par

9 record of my stenographic notes.\par

\par

10\par

\par

11 Dated this 17th day of December, 2002.\par

\par

12\par

\par

13 \_\_\_\_\_\par

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

14 Notary Public - State of Florida\par

My Commission No.: DD102224\par

15 Expires: April 30, 2006\par

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