

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room A

4730 Casa Cola Way

St. Augustine, Florida

on Monday, March 28, 2016

from 4:07 p.m. to 5:59 p.m.

\* \* \* \* \*

BOARD MEMBERS PRESENT:

CARL YOUMAN  
SUZANNE GREEN, Chairman  
RANDY BRUNSON  
BRUCE MAGUIRE

\* \* \* \* \*

ALSO PRESENT:

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

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

\* \* \* \* \*

JANET M. BEASON, RPR, RMR, CRR  
St. Augustine Court Reporters  
1510 N. Ponce de Leon Boulevard  
St. Augustine, FL 32084  
(904) 825-0570

	I N D E X	
		PAGE
1		
2		
3	PLEDGE OF ALLEGIANCE	3
4	MEETING MINUTES & FINANCIAL REPORT	3
5	AGENDA APPROVAL	3
6	EXECUTIVE DIRECTOR'S REPORT	5
7	BUSINESS PARTNERS UPDATES	13
8	BUSINESS ITEMS	
9	A. Port-a-Port Replacement Feasibility	16
	B. Resolution 2016-03	62
10	C. Review Insurance Broker Selection	65
11	PUBLIC COMMENT - GENERAL	91
12	AUTHORITY MEMBER COMMENTS AND REPORTS	92
13	ADJOURNMENT	106
14	REPORTER'S CERTIFICATE	107
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

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

2 CHAIRMAN GREEN: Call to order the meeting of  
3 the St. Augustine Air Force -- Air Force.  
4 Airport Authority board. Pledge of Allegiance.

5 (Pledge of Allegiance.)

6 MR. BRUNSON: Sorry. Get that bridge operator  
7 working more.

8 MEETING MINUTES & FINANCIAL REPORT

9 CHAIRMAN GREEN: All right. Our initial  
10 agenda, just it -- the meeting minutes from last  
11 meeting. You've had a chance to look at them. Any  
12 objection, exceptions?

13 MR. BRUNSON: I have none.

14 CHAIRMAN GREEN: I have none, either. Carl?

15 MR. YOUMAN: No problem.

16 MR. WUELLNER: Give you a --

17 CHAIRMAN GREEN: They'll be approved.

18 MR. WUELLNER: -- quick update on the audit.  
19 The -- apparently the -- really hot again now. The  
20 Auditor General has the actuarials that have been  
21 done for the state's FRS. We're expect -- we're  
22 being told they'll be in our hands within about two  
23 to three weeks.

24 So I see no reason right now we won't -- they  
25 won't finally be able to present the audit and be

1 done with it at the May meeting, so -- it's crazy.  
2 Hopefully it -- they keep telling us it won't be  
3 annual problem, but it caught -- for some reason  
4 caught them all offguard in getting them done.

5 CHAIRMAN GREEN: Well, we can't get other  
6 bills out of the Governor's office, so I'm --

7 MR. YOUMAN: Just as a comment, TPO's having  
8 the same problem.

9 CHAIRMAN GREEN: Are they?

10 MR. WUELLNER: Every --

11 CHAIRMAN GREEN: I think everybody in that --

12 MR. WUELLNER: Yeah, anybody under FRS is  
13 having this problem.

14 MR. YOUMAN: Can you hear me? Can you hear  
15 me?

16 MR. WUELLNER: I can hear now.

17 MR. YOUMAN: I mean, it's green.

18 CHAIRMAN GREEN: Well --

19 MR. YOUMAN: Can you hear me?

20 MR. WUELLNER: We got you.

21 MS. HOLLINGSWORTH: Yes, sir, I can hear you  
22 now.

23 CHAIRMAN GREEN: But I know a lot of people in  
24 that FRS that's -- that are having those problems.

25 Okay. Our financial report? Any exceptions?

1 We will -- our treasurer is not here right now. I  
2 read through it. I did not see any exceptions from  
3 last meeting.

4 MR. YOUMAN: I'd --

5 CHAIRMAN GREEN: Okay. Treasurer's report  
6 then is approved.

7 AGENDA APPROVAL

8 CHAIRMAN GREEN: Agenda approval? We have a  
9 few things on our -- the port-a-port, the  
10 resolution, and the reviewing the insurance  
11 brokerage selection process today.

12 And I know we had a difficult time getting  
13 this meeting, the time frame, so I thank everybody  
14 for adjusting their time schedules to do this. So  
15 the agenda can go forward as printed?

16 MR. YOUMAN: Yes.

17 CHAIRMAN GREEN: Okay. Then let's go to our  
18 reports. Ed?

19 EXECUTIVE DIRECTOR'S REPORT

20 MR. WUELLNER: Okay. First off, just a  
21 reminder that Frontier service begins on a daily  
22 basis beginning April 14th, and that will be an  
23 evening flight to start us off on that night to  
24 Chicago.

25 A quick restaurant update to give you an idea.

1 We have prepared the RFP, the request for proposals  
2 on that. That appeared first today in an  
3 advertisement in the -- in The Record this morning  
4 at -- in the paper. So that has a due date now of  
5 April 20th for those proposals to be back to us.

6 We are asking that if there's an  
7 Airport Authority member -- consistent with our  
8 purchasing policy, if there's anybody on the  
9 Airport Authority who would like to be a part of  
10 that review or evaluation committee for  
11 recommendations back to the Authority relative to  
12 selecting a new restaurant operator and working  
13 with us on that, we'd love to -- love to have your  
14 help if somebody wants to do that.

15 CHAIRMAN GREEN: I'd be glad to.

16 MR. WUELLNER: Okay. Obviously the lease,  
17 once it's negotiated and once selected, comes back  
18 to the Airport Authority for review anyway per  
19 policy, so...

20 A couple of updates. I hope --

21 CHAIRMAN GREEN: I'm sorry. Is that just in  
22 St. Augustine that it was published?

23 MR. WUELLNER: I think it is right now. We  
24 can expand that. We could probably get it out to  
25 Jacksonville if it's helpful.

1           CHAIRMAN GREEN: Well, I've had some inquiries  
2 from the Ponte Vedra Leader and the Recorder.

3           MR. WUELLNER: We can -- we can -- it's also  
4 on our web site, it's available. So I'll let her  
5 know.

6           CHAIRMAN GREEN: Okay.

7           MR. YOUMAN: Did you say you volunteered to do  
8 it? Is that what you said?

9           CHAIRMAN GREEN: I'd glad -- I'd like to look  
10 over the leases and see what we have with RFPs.

11          MR. BRUNSON: I would, too, but I'll defer to  
12 you. That's fine.

13          MR. YOUMAN: Yeah, so would I.

14          MR. WUELLNER: Okay. Navaid, a couple of  
15 updates. Hopefully you found of some value the  
16 pre-meeting briefing that we put together last or  
17 got to you last week or earlier than that. It kind  
18 of goes over the basic items that were out there  
19 left hanging or you just, you know, generally  
20 probably need to know.

21                 A couple of updates to the navaid. We're  
22 still -- the glideslope apparently went back out  
23 again this morning. They are due here tomorrow to  
24 evaluate what that is. We're not expecting  
25 anything major. It appears to be, believe it or

1 not, water related at this time, which is usually  
2 symptomatic of some kind of cable.

3 TVOR, they will be on-site tomorrow again  
4 looking at that. The problem at this point has  
5 been for the last several weeks iden -- finding the  
6 capacitor that's required for the transmitter on  
7 that.

8 There's two capacitors actually, both of which  
9 were damaged by lightning a while ago. They have  
10 finally identified or found those capacitors, and  
11 they are shipped and should be here by Friday. So  
12 I'm optimistic that maybe Friday but certainly by  
13 the first of the week we'll have that back up and  
14 running on the TVOR. And that's assuming that the  
15 lightning damage hasn't gone to somewhere else.  
16 But that appears to be the -- the last issue from  
17 the problems we had with it over the summer.

18 CHAIRMAN GREEN: Why so long?

19 MR. WUELLNER: Well, honestly, we have been  
20 unable to find the parts for this. Our -- these  
21 navaid techs have been scouring the country.

22 It's -- the VOR equipment is becoming and  
23 being decommissioned and is just being removed from  
24 inventory as a navigational aid, so it's  
25 increasingly difficult to find parts. The other is



1 the navaid, the particular TVOR we had was 15 or 18  
2 years old when I got here, making it almost 40  
3 years old, the equipment. So finding parts out  
4 there is becoming difficult.

5 We are assuming there's some compatibility  
6 with some FAA facilities that have come offline and  
7 are planned to come offline, some nationwide T --  
8 TV -- not TVORs, but VORs. We think there's some  
9 commonality of parts, but the trouble is FAA has  
10 apparently bundled all these as a package, won't  
11 release them domestically, and are sending these  
12 parts and equipment packages overseas for their use  
13 to foreign countries. So we don't know if we're  
14 going to be able to continue to get parts for this  
15 long term, and I -- I kind of mentioned that in the  
16 information I sent you.

17 So, the good news is we have found these  
18 particular capacitors and -- and they're running  
19 several hundred dollars apiece, the particular ones  
20 for this VOR. So we have identified them.  
21 Hopefully that will get us back into business.

22 We have not had -- this isn't a part that  
23 can -- has continually failed, that we've had to  
24 search that all the time. I think this is directly  
25 a result of the lightning strike we took last year.

1           MR. YOUMAN: Well, maybe I read this wrong,  
2 but there's nothing to replace this?

3           MR. WUELLNER: That technology is basically  
4 gone.

5           CHAIRMAN GREEN: That's --

6           MR. YOUMAN: I mean, is it --

7           MR. WUELLNER: Yeah.

8           MR. YOUMAN: I know it's gone, but what are  
9 other airports doing that -- where they've taken it  
10 out --

11          MR. WUELLNER: Well, the vast majority, north  
12 of 90 percent of the VORs were owned by the FAA.  
13 They were not owned privately or owned by  
14 individual airports. They were owned as part of a  
15 National Airspace System.

16          Majority of them have already been  
17 decommissioned or will be or are slated to be  
18 decommissioned by FAA over the coming years. So  
19 that -- that whole methodology of navigation is  
20 slowing disappearing domestically.

21          MR. YOUMAN: What I'm getting at, what's  
22 replacing them?

23          MR. BRUNSON: Yeah.

24          MR. WUELLNER: It's GPS.

25          CHAIRMAN GREEN: GPS.

1 MR. BRUNSON: GPS.

2 MR. YOUMAN: Why can't -- we can't we just  
3 replace it with GPS? Why are --

4 MR. WUELLNER: Well, we already have, and the  
5 FAA has already written approaches and the like for  
6 here. But it's being used -- because they still  
7 train pilots with that technology because they  
8 still run into it, it's used extensively in the  
9 flight training efforts on our airport. That's the  
10 reason it's --

11 MR. YOUMAN: Okay, okay.

12 MR. WUELLNER: That's the primary reason it's  
13 important here.

14 MR. YOUMAN: Okay. Because so many of the  
15 pilot trainees are from other countries which  
16 still --

17 MR. WUELLNER: And even here, yeah.

18 MR. YOUMAN: -- the FAA's stocking the world  
19 with all these parts except us.

20 MR. WUELLNER: Correct.

21 MR. YOUMAN: So we just keep it as a tool for  
22 the --

23 MR. WUELLNER: Training.

24 MR. YOUMAN: -- training mainly. Okay.

25 MR. WUELLNER: Yeah.

1           MR. YOUMAN: It didn't make sense why we kept  
2 it.

3           MR. WUELLNER: Yeah. At some point in the  
4 future we'll simply be unable to repair it. But  
5 hopefully that's down the road a while.

6           MR. YOUMAN: Okay.

7           MR. WUELLNER: Yeah, that's it for the navaid.  
8 But that kind of brings you up to speed on that. I  
9 would think within the week we should be back up  
10 and running with everything.

11           As a point of -- point of interest, FAA has in  
12 its recent publication of instrument approaches for  
13 the airport has already decommissioned the VOR  
14 approach to Runway 31, I believe it is. So  
15 they're -- they're slowly even pulling them out of  
16 the instrument -- without consultation to us, it's  
17 just disappeared.

18           MR. BRUNSON: Ed, is that going the NOTAMs,  
19 that -- that they've done that?

20           MR. WUELLNER: Well -- ADIZ. I mean, it would  
21 be on ADIZ. If there was a NOTAM on a -- the  
22 navaid being out, it's out there also, if that's  
23 what you're asking.

24           MR. BRUNSON: Yeah, that's what I'm asking.

25           MR. WUELLNER: Yeah. Okay. And I think

1 that's all I had for you. Everything else is --

2 CHAIRMAN GREEN: Right now?

3 BUSINESS PARTNER UPDATES

4 CHAIRMAN GREEN: Okay. I don't see  
5 Ms. Bennett. Anyone from the commission?

6 (None.)

7 CHAIRMAN GREEN: Okay. And Michelle?

8 MS. CROWNOVER: Nothing to report.

9 CHAIRMAN GREEN: That's from  
10 Atlantic Aviation. And Jim.

11 MR. GRUNDY: We had our Saturday meeting on  
12 March 12th and we had good participation. There  
13 were three of these Panthers that showed up, one  
14 flown by the owner of the company and two flown by  
15 builders that had purchased his kits. He tells us  
16 that he's sold 80 kits so far in two years. There  
17 were about 35, 40 SAAPA members at the meeting.

18 We have one scheduled for April 16th. Two  
19 presenters. Tammy Alvin is going to be one  
20 presenter talking about the tower and helping us  
21 understand current issues and opportunities. And  
22 the second one is John Leslie, a author and a naval  
23 aviator from St. Augustine, who has written a book  
24 about his father's career and his career. So it'd  
25 be great if some of you people could come out to

1 the meeting on Saturday, the 16th.

2 CHAIRMAN GREEN: 16th. Thank you. And  
3 Northrop?

4 MR. NEHRING: Nothing.

5 CHAIRMAN GREEN: Nothing? Okay. Thanks. And  
6 Mr. Burnett.

7 MR. BURNETT: Nothing really in particular to  
8 report other than we had a couple of lease issues  
9 that we dealt with over the last month or so. One  
10 related to a lease expire -- expiration on property  
11 that was rented from the airport on U.S. 1 South,  
12 and then also related to the Fly-By Cafe and  
13 getting that transitioned back to the  
14 Airport Authority.

15 CHAIRMAN GREEN: On the Fly-By, is there  
16 anything we are doing or can do to recoup the  
17 nonpayment of their --

18 MR. BURNETT: That's still --

19 CHAIRMAN GREEN: -- taxes and --

20 MR. BURNETT: That part is still pending.  
21 They did interestingly enough come in and pay a big  
22 portion of it.

23 CHAIRMAN GREEN: Okay.

24 MR. BURNETT: And -- but there is the more  
25 recent taxes and the one rent issue outstanding.

1           CHAIRMAN GREEN: Okay. So we're still trying  
2 to recoup as much as we can?

3           MR. BURNETT: Yes.

4           MR. BRUNSON: Did -- did we let them go too  
5 long without paying before we did something or --

6           MR. BURNETT: I guess --

7           MR. BRUNSON: In your opinion.

8           MR. BURNETT: Let me jump in and answer that  
9 if I could.

10           One thing that happened in that lease was they  
11 did get behind. At the time when they'd get  
12 behind, they promised that they would catch it up.  
13 And what we did as part of that process was get  
14 them to sign a personal guarantee to personally  
15 guarantee those funds, which we do have that  
16 process in place under -- in your policy. So  
17 ultimately the portion of it that they came back  
18 and personally guaranteed they did pay that portion  
19 of it. So, the rest of it's still outstanding.

20           So I guess the answer to your question is in  
21 part the airport has tried to help tenants get to  
22 where they're successful --

23           MR. BRUNSON: That part's good, but, you  
24 know --

25           MR. BURNETT: Yes, sir.

1 MR. BRUNSON: -- there comes a time.

2 MR. BURNETT: Yeah, we ultimately got there.

3 CHAIRMAN GREEN: I think it went smoother than  
4 it could have if we had to try and do an eviction  
5 and then get the lease timely terminated. So I  
6 think we tried to work with them as best as  
7 possible and the lease terminated itself.

8 MR. BRUNSON: Okay.

9 CHAIRMAN GREEN: Carl?

10 MR. YOUMAN: Did -- were we able to determine  
11 the basic reason for failure over there? Because  
12 they seemed to have a good theme, airport theme.  
13 The food was good overall. I mean, I'm just  
14 curious.

15 MR. WUELLNER: I'm sure there are a number of  
16 issues, one of which is obviously financial. We  
17 have anecdotal evidence of cleanliness of facility,  
18 food quality, some things of that nature that were  
19 of concern to visitors to that restaurant.

20 MR. YOUMAN: Okay.

21 CHAIRMAN GREEN: Okay. Then going to our  
22 first agenda item, the port-a-port replacement.

23 PORT-A-PORT REPLACEMENT FEASIBILITY REVIEW

24 MR. WUELLNER: Yeah. At -- at your request  
25 last meeting, we prepared a bit of an overview of



1 where we are with this. It's a topic that keeps  
2 coming up and -- and rightly so, on a fairly  
3 routine basis.

4 Where we -- this is -- this report is kind of  
5 designed to give you an overview of where we are,  
6 where it potentially is heading. In, you know, my  
7 capacity as airport director, I -- you know, it's  
8 always incumbent upon me to keep you aware of the  
9 pitfalls or potential pitfalls that are out there.  
10 So this is the topic that we need to just walk with  
11 caution and make informed decisions as we go  
12 forward.

13 As I've indicated to individuals who have  
14 spent time talking with me on this -- on this topic  
15 over the last year or two, you know, we're not --  
16 from a staff position, we're not -- we're not  
17 saying no to this at all, but there's -- there are  
18 things out there in the general or the big picture  
19 that are concerning as they relate to developing  
20 new T-hangars, not the least of which is the cost  
21 to develop those facilities. Some -- some trends  
22 that are concerning in general aviation as a whole  
23 that may or may not have any effect on how it plays  
24 here. We -- we internally from a staff perspective  
25 have tried to take the position that given the age

1 of our master plan, meaning it's in excess of 10  
2 years at this point of age, this is typically where  
3 things get into a very vague area of planning.

4 We have a master plan as you're well aware of  
5 that's schedule to begin here I would think by  
6 summer -- it's in the queue with FAA. As soon as  
7 they're able to commit projects, I think this one  
8 will kick out some time -- some time between June  
9 and September, is a best guess at this point.  
10 We'll allow that to get going at that point.

11 A part of any master plan is the analysis of  
12 the aviation forecast that are specific to the  
13 airport and then the translation of that data  
14 into -- the forecast into what we have existing in  
15 terms of inventory and needs, and then the next  
16 piece of that of course is identifying how those  
17 deficiencies if they're identified are addressed on  
18 the airport, and then giving a timeline suggested  
19 for development of those facilities and also a  
20 financial plan for getting there on the same  
21 facilities.

22 And hangars are just a piece of that overall  
23 planning picture, and virtually everything we do on  
24 the airport is -- is -- I wouldn't use the word  
25 governed, but certainly is covered by the

1 Airport Master Plan and recommendations that come  
2 out of it. So, in our opinion the master plan is  
3 certainly a -- a very important step.

4 The other piece of this you are probably aware  
5 of or -- from being on the board as long as y'all  
6 have, you know, our capital projects have to be  
7 identified in the Airport Master Plan in some form  
8 or fashion to remain eligible for funding under  
9 both FAA and Florida DOT. So we need to, you know,  
10 continually make sure that our master plan squares  
11 up with our capital program as we go forward.

12 As I mentioned with a 10-year-old master plan,  
13 we're now at the end of the -- you know, the high  
14 probability predictions that came out of the last  
15 master plan. We're now in that last 10-year phase  
16 of planning.

17 (Mr. Maguire enters the room.)

18 MR. WUELLNER: So it's important that we look  
19 at it cautiously.

20 We -- we currently have seven units that are  
21 out there and being leased on the -- on the  
22 port-a-port side. All of our port-a-ports that  
23 we're aware of are -- are more than 50 years old.  
24 Most of these were placed in the early to mid 1960s  
25 and have remained on the property since that time.

1 They were moved, most of them, from one area of the  
2 airport to the other, some of them more than once,  
3 many years ago. The most recent moves of any of  
4 those hangars is about 18 years ago.

5 Most of the units that are out here because  
6 they were primarily made of, you know, steel and --  
7 and older non-clad kind of exterior materials have  
8 been rebuilt many times over. Significant sections  
9 of the structural steel have been replaced over the  
10 years. We're really at a point, as we've pulled  
11 them out of inventory, there's really nothing left  
12 to weld on. It's -- it's really gotten to that  
13 point almost of the units.

14 As a point of reference also, we made the  
15 recommendation, "we" being staff made the  
16 recommendation over 10 years ago to remove the  
17 T-hangars from inventory and to replace that  
18 capacity. The board at the time felt that it was  
19 much more important to put additional units rather  
20 than look at a wholesale replacement of these  
21 port-a-ports, and that is sort of how the south  
22 T-hangar project was born, out of that -- out of  
23 that recommendation.

24 As a result, 42 additional T-hangars were  
25 built in the 2007 through 2009 timeline back here.

1           And those -- those are pretty much surrounding this  
2           building. They are the most recent T-hangars  
3           built. So the most recent ones are sitting at  
4           about 10 years old also. There we go. Maybe.  
5           Carl, would you mind bending your mic just down a  
6           little bit there? Thank you.

7                     When you look at our T-hangar waiting list,  
8           you know, we're sitting at approximately 125 people  
9           on -- on the hangar waiting list. We've identified  
10          probably 25 to 35 that are what we would refer to  
11          as list-sitters: They're always on the list, they  
12          never take a unit, they've come to the top of that  
13          list a number of times over -- over many years and  
14          many new hangar replacement cycles, typically do  
15          not -- or have not historically taken a hangar.

16                    Our frame of reference, and this is borne out  
17          through the last two hangar -- major hangar  
18          projects we've had here, we typically only place  
19          about 40 percent of the people on the hangar  
20          waiting list. And by that, I mean they're offered  
21          a hangar, but only 40 percent of the names on the  
22          list actually accept a hangar at the time it's  
23          available.

24                    We've taken the list down on two separate  
25          occasions to less than a handful of names, less

1 than 10 names. I think in one case we were down to  
2 about four names, and I think this most recent time  
3 we were at about eight or nine names before  
4 everything was filled up.

5 So -- and those had a wide -- I know Suzanne  
6 was on the board at the time, I think Randy might  
7 have been, too. But that entered a very lengthy  
8 discussion on the rate setting of those hangars  
9 when they came into play back in I think it was  
10 '08, '09.

11 And we've -- we've borne out also over the  
12 years that historically the level of interest in  
13 occupying hangars is still somewhat -- or I should  
14 say very price-dependent when it comes down to it.  
15 So, you know, obviously lesser-cost hangars are of  
16 more interest to more fliers than high-priced or  
17 higher-cost units.

18 Which kind of brings us to -- well, first let  
19 me -- let me pop the slide up quick and just  
20 refresh everybody's memory as to the area generally  
21 we're referring to on the airport. It's the area  
22 that sits between -- it's basically hangars rows D,  
23 E, and F are made up of port-a-ports.

24 Interestingly, those -- those hangars as I  
25 mentioned are nearly 50 years old.

1           Any replacement project over in that area  
2 carries with it some -- some -- some challenges,  
3 nothing -- nothing over the top. One would be to  
4 take the port-a-ports that are there and to bring  
5 the spacing of those units, by that I mean the rows  
6 of units, into compliance with FAA standards. They  
7 currently are -- the taxilane separating them is --  
8 is less than optimal for FAA design standards.  
9 That means that really to correct this, we'd take  
10 three partial rows of hangars and create two full  
11 rows of port-a-ports out of the same space and get  
12 the correct spacing.

13           It's sort of formed an artificial limit on the  
14 use of hangar row G as a result because the front  
15 spacing between F and the -- and the G row of  
16 hangars is -- we have -- if you recall, we have a  
17 50-foot door opening on the G row of hangars, and  
18 frankly it's a pretty narrow passage for aircraft  
19 that -- that do approach a 50-foot swing span in  
20 that area. There's really no room to really  
21 maneuver or park or turn your airplane around or  
22 anything like that.

23           Historically I would think that we build units  
24 that very much mirror or are similar to what we  
25 built in the past. That's going to end up in the

1           around 800 to 1000 square foot range per unit.  
2           That's about what a normal T-hangar square footage  
3           number sits. We have some on the low side, and  
4           frankly the port-a-ports are probably on the low  
5           side in terms of the square footage, and we have  
6           some that sit in the just under 1000 square foot.

7                     We also have a few in this newest development,  
8           because of the type of hangar that was built, there  
9           are a few when you -- that have extra space  
10          affiliated with unusable portions of the building  
11          that are created when you create a T-hangar design.  
12          That results in some additional square footage that  
13          some people like for additional storage or workshop  
14          area or -- or the like. And that raises some of  
15          the square footages up to around 1400 square foot  
16          on a -- on a few units out there. Those have --  
17          are quite pricey as a result of the cost per square  
18          foot.

19                    Anything we do in the -- in the D, E, and F  
20          row area, we need to deal with drainage  
21          appropriately. You may not be aware, but that area  
22          for whatever reason the T-hangars originally were  
23          placed over some old drain system that drained the  
24          Araquay neighborhood. We literally have storm  
25          sewers along Estrella Avenue that go directly under



1 the hangar development project and drain directly  
2 into the ditch or the canal, that little ditch that  
3 runs perpendicular to the hangars out there. That  
4 would need to be addressed in this project one way  
5 or the other.

6 Because of the fact they're port-a-port  
7 hangars, there's no single slab out there. In  
8 fact, some are on asphalt, some are on concrete  
9 slabs. There's real a hodgepodge of electrical  
10 that went there to support powering those hangars  
11 over the years. It's a very eclectic at best kind  
12 of layout; something that's fairly easy to fix, it  
13 just takes time and money. All of which influenced  
14 the cost of replacing the units.

15 There are -- as I mentioned, we'd be taking  
16 probably -- I think the dimensions would easily  
17 support two 10-unit T-hangars out there without any  
18 issue. There's a possibility that 12 units could  
19 be squeezed there. We have not done that  
20 evaluation, but there -- it really doesn't affect  
21 the metrics here in the big picture.

22 Based on recent bid opening experience, and  
23 this is just a few -- you know, about six months  
24 old data, you're looking at about a hundred  
25 thousand dollars a unit to build the T-hangars

1 themselves. So a 10-unit T-hangar is literally  
2 sitting at about a million dollars for the  
3 building. That's slab, electrical, door systems,  
4 the whole megillah. They're sitting at about a  
5 hundred thousand dollars a unit. When you add the  
6 site back in there, we're guessing you're looking  
7 at \$2.2 to \$2.6 million to put 20 T-hangar units  
8 out there in place.

9 We have put in a request with Florida DOT  
10 through the JACIP, the Joint Automated Capital  
11 Improvement Program, a request for their  
12 participation in developing T-hangars. That  
13 request moves to funded, if you will, in 2018,  
14 meaning in 2018 they'd be able to participate at a  
15 50/50 level in building these hangars.

16 A reminder that current policy would put the  
17 ROI that the Airport Authority was to expect out of  
18 this or any other hangar project that develops at 7  
19 percent. Right now there would be concerns about  
20 the long-term viability within the master plan.

21 And let me -- let me -- and again, I'm going  
22 to remind you that the price seems to dramatically  
23 affect interest in the hangars themselves. Let me  
24 run through a couple of sets of numbers real quick  
25 so you -- you understand the -- why we've -- we

1 meaning staff has this on the pace it is, and that  
2 pace being simply to wait on two things: The  
3 master plan to -- to identify or solidify the areas  
4 and the need long term for these hangars, and then  
5 secondarily waiting on Florida DOT's participation  
6 in the development of the hangars. And here's --  
7 here's the first reason as to why.

8 The -- if the Airport Authority were to build  
9 these, now this is -- these particular numbers, I'm  
10 going to point out it's up there at the top, but I  
11 want to make sure you understand. This would be  
12 the Authority paying the entire cost of the  
13 project. So these numbers are ugly and -- and  
14 would be ugly.

15 When you put the amount of -- you know,  
16 borrowing for 10 years or borrowing for 20 years --  
17 and yes, there are many ways to borrow in between  
18 there or even look out longer than that if the  
19 Authority wanted to consider that when you got to  
20 that point.

21 When you put in the ROI, the rent expected out  
22 of the standard T-hangar if we pay all of it and  
23 only borrow the money for 10 years, means that we  
24 need to have a rent equation that's nearly \$1200 a  
25 month. That is, you know, my opinion a complete

1 deal-killer for port -- for hangar tenants,  
2 T-hangar tenants. That is nowhere near and -- and  
3 very hard to -- to believe that we would find  
4 tenants for 10 or 20 or 22 or 24 T-hangar units  
5 despite the wait -- waiting list length.

6 The 20-year numbers of course get about 50  
7 percent better, as you would expect. Not quite,  
8 but about 50 percent better. That would bring the  
9 rent down to in the \$700 range. This is -- you  
10 know, as I said, we're using about a 4 percent -- I  
11 didn't say this yet, but the 4 percent RPR -- I'm  
12 sorry, APR and about a \$2.2 million principal. If  
13 you wouldn't mind advancing it, let's look at  
14 how -- this is affected by of course by putting  
15 Florida DOT money in the mix. You can see the  
16 numbers and feasibility start getting into a  
17 reasonable or more reasonable range.

18 The -- even with the Authority borrowing its  
19 50 percent share over 10 or 20 years, you can see  
20 the rent now gets down into \$600, and on a 20-year  
21 borrow gets down into the \$350 kind of range.  
22 Again, one -- this is a million, \$1.1 million kind  
23 of borrow at about 4 percent APR. So that's the  
24 reason at least financially and occupancy-wise why  
25 waiting until Florida DOT money is available

1           probably makes very good business sense from the  
2           front end.

3                       Even at \$350 a month, I'm not sure that's, you  
4           know, going to be the magic number that's going to  
5           allow it to -- to be occupied at a hundred percent.  
6           But there's some things we can do as we get close  
7           to -- if we were to get close to that decision,  
8           that we can help identify the reasonableness and  
9           the likelihood that we would have people that were  
10          willing to rent it at those rates.

11                      And there are things we could consider, we  
12          being the board, could consider to perhaps adjust  
13          the rental number to be closer to what others are  
14          paying, and that would involve I would suspect a  
15          reevaluation of the existing rent structure  
16          throughout all the T-hangar projects and coming up  
17          with something that's in a shared -- shared cost so  
18          that that's not being borne out entirely by the 20  
19          or 24 units that would be constructed at that  
20          location.   Okay.   If you'd hit me with the next one  
21          here.

22                      There's also the very real issue of we have  
23          tenants that occupy seven of those hangars.  
24          They're currently paying about \$215 a month with  
25          tax.   And they -- you know, I don't know that

1           you're going to see -- you -- you'd be absolutely  
2           relocating those tenants. And then, you know, I  
3           think in the most optimistic scenario, you're  
4           looking at almost doubling their rent if they wish  
5           to remain tenants here.

6           A couple of things I'd just point out. These  
7           get evaluated. They're not -- they're just  
8           anecdotal. They're -- the numbers are reliable and  
9           they're public-sourced numbers. But, you know,  
10          some of the GA trends are somewhat disturbing when  
11          you look at long-term viability.

12          And I'm -- I'm pointing out some of these.  
13          Again these get digested into the forecast for all  
14          the facilities at the airport, so it's -- it just  
15          needs to be -- you just need to be aware that the  
16          GA trends, especially light GA, are not  
17          particularly, you know, optimistic long term. And  
18          so we need to be aware of that when forecasting's  
19          done in the master plan and recommendations come  
20          forward when looking to borrow money perhaps to  
21          fund the share of building these.

22          U.S. aircraft building is down 33 percent.  
23          Just pick a few out. Aircraft delivery is down 64  
24          percent. You know, piston-driven airplanes that  
25          are active are down 11 percent. This is over the

1 last 10 years. You know, you look -- avgas  
2 production is down 29 percent. Some of that's  
3 owing to some more efficient airplanes out there,  
4 but it's certainly not accounted for at that level.  
5 Average age of pilots is up.

6 The only bright spot really out there is the  
7 use by experimental aircraft seems to be, probably  
8 from a cost of ownership standpoint, that's been  
9 up. That's an encouraging sign. Those are also  
10 the kind of people or aircraft users that typically  
11 occupy port-a-ports -- or, excuse me,  
12 port-a-ports -- T-hangars as a rule. So, you know,  
13 they're not all bad. ATC operations, you see GA,  
14 you know, not accounting for as big a percentage of  
15 total operations towered airports, too.

16 So, that's one of the reasons those --

17 MR. BRUNSON: Excuse me, Ed.

18 MR. WUELLNER: Uh-huh.

19 MR. BRUNSON: Where these did these figures  
20 on?

21 MR. WUELLNER: They came from the General  
22 Aviation Manufacturers Association.

23 MR. BRUNSON: Okay.

24 MR. WUELLNER: They have --

25 MR. MAGUIRE: Did they say why the numbers are

1 down?

2 MR. WUELLNER: They don't get into a whole lot  
3 of it, but I'm sure it kind -- over the last 10  
4 years, the economy has played a very large part of  
5 it.

6 MR. BRUNSON: Sure.

7 MR. WUELLNER: But frankly when you look at  
8 the -- they have numbers that go out way further  
9 than this. When you look at it, they were already  
10 trending downward. I think they've been  
11 exaggerated slightly for the last 10 years because  
12 of the economy.

13 MR. MAGUIRE: In the last five years have you  
14 seen a steady leveling or increase, or it continued  
15 to go down as the economy has slowly improved?

16 MR. WUELLNER: I think at best I've seen some  
17 stabilization the last two years. There's very  
18 little evidence of new growth.

19 But you -- if you look at the population as a  
20 whole, I mean, young people themselves are -- seem  
21 to be less interested over all in aviation. And,  
22 you know, kudos to the things like the Aerospace  
23 Academy and the Pilots Association and others who  
24 have really gone out of their way to engage youth.  
25 EAA and others -- I'm trying to get them all but,



1       you know, there are folks out there trying to get  
2       youth engaged in this. It's -- I'm an expensive  
3       quote, unquote hobby for young people who make --  
4       you know, are typically spending way more than they  
5       should even just being college educated.

6                You know, the generation currently flying many  
7       of which had benefit of things like GA Bill -- or,  
8       I'm sorry, GI Bill and things of that nature that  
9       helped them initially learn how to fly and develop  
10      that passion and -- and as they've approach later  
11      forms of their career, they've had a little more  
12      disposable income to really get involved in  
13      ownership and -- and occupancy -- or operation.

14               So I -- you know, is that going to replenish?  
15      I don't know. I mean, when you look at the  
16      statistics around finding pilots in the airline  
17      industry nowadays and coming up through the  
18      regional carriers, it's going to be -- you know,  
19      there's some really dark clouds that -- that have  
20      got to be cleared before aviation has any kind of  
21      renaissance here and meaningful recovery.

22               MR. BRUNSON: We need to think about some  
23      happy things now.

24               MR. WUELLNER: I know. But, you know, it's --  
25      you know, from my point of view, it's one of those

1           you've just got to be a little cautious. You want  
2           to go in there eyes wide open.

3           MR. BRUNSON: I'm curious. Have you noticed  
4           it seems like when I visit the flight schools --

5           MR. WUELLNER: Uh-huh.

6           MR. BRUNSON: -- most -- most of the students  
7           are coming from foreign countries, aren't they?

8           MR. WUELLNER: That's indeed true.

9           MR. BRUNSON: And I don't see a lot of young  
10          people hanging around here.

11          MR. WUELLNER: Well, you know, in some  
12          respects, you know, the United States and many  
13          European countries have very mature aviation  
14          markets.

15          You know, so the -- the -- they kind of have a  
16          system in our case that's set up to kind of build  
17          career paths for folks wanting those kind of  
18          careers. You know, foreign countries, many foreign  
19          countries are still very fledgling in their --  
20          their aviation businesses. The airlines that  
21          operate there are -- have been very dependent on  
22          foreign pilots to fly their airplanes around the  
23          world and, you know, they're slowly training enough  
24          pilots to build an aviation program that represents  
25          their own countries, which is great.

1           And the U.S. has stepped up and, you know,  
2           still has one of the better or more universally  
3           accepted pilot's licenses in the world. So it's --  
4           it's a great place to train. Florida in particular  
5           is a great place to train among a few other places  
6           in the U.S. And, you know, if you get the  
7           opportunity, they come over here to train.

8           CHAIRMAN GREEN: Carl? I guess you're okay  
9           with having board discussion, Ed?

10          MR. WUELLNER: Well, I've got just a couple of  
11          more things.

12          CHAIRMAN GREEN: Let him finish just the last  
13          bit of it because it might prompt more questions  
14          from the board. You have one more slide.

15          MR. WUELLNER: Thank you.

16          So anyway, you know, to summarize my  
17          recommendations related to this are just simply  
18          let's see what the master plan data suggests. We  
19          do not have to wait till the end of the master plan  
20          when it's adopted to make informed decisions.

21          But I think you need to definitely get through  
22          the forecasting piece of this and determine that  
23          indeed there's significant -- there are sufficient  
24          is a better word -- sufficient growth and  
25          likelihood that these are going to remain, that

1 T-hangar occupancies will remain high enough and  
2 able to support the financial equations that make  
3 the business decision. It's -- it's really a very  
4 simple matter if the forecasts support it.

5 I think we also would -- would be well served  
6 that in the event it looks like that that the data  
7 supports it, that we take extra steps at that point  
8 to assure that there's real interest in those -- in  
9 T-hangars at the price point they're likely to end  
10 up and get commitments to that. Whether that's in  
11 the form of deposits or even getting lease  
12 agreements signed in advance of construction so  
13 that we -- we really know they're occupied before  
14 we commit to building.

15 And of course I don't see any way financially  
16 feasible that we can build these without continued  
17 support from Florida DOT in 50 percent match money  
18 to build these hangars. The -- the economics just  
19 simply price light GA out of building these hangars  
20 and occupying them. I don't think a thousand --  
21 800 to a thousand dollars rents are sustainable for  
22 the average GA pilot. It's just -- just not going  
23 to happen.

24 And of course as we get closer, we can look at  
25 what the real financing options and the real

1 numbers and the like -- and of course we'll have  
2 the advantage at that point of having bid a  
3 project, I would think to know what the real  
4 construction costs are and make decisions in that  
5 process that hopefully will keep the costs, you  
6 know, as low as possible in the project  
7 development. So that's where I am, and I'm sure --  
8 I'm sure others have --

9 CHAIRMAN GREEN: Various thoughts?

10 MR. WUELLNER: -- various thoughts and  
11 opinions and --

12 MR. BRUNSON: Suzanne?

13 CHAIRMAN GREEN: Well, Carl -- yeah?

14 MR. BRUNSON: What is the order of discussion  
15 with this now and -- with comment from the public?

16 CHAIRMAN GREEN: We'll have board discussion  
17 because we've already kind of started right that  
18 and I know Carl had some board comment, and then,  
19 yes, I have two that want public comment on it.

20 MR. BRUNSON: Okay.

21 MR. BURNETT: You may want to board -- hold  
22 the board discussion until after public comment,  
23 but --

24 CHAIRMAN GREEN: That's -- just know Carl  
25 had -- can you wait till after the public?

1 MR. YOUMAN: Yes.

2 CHAIRMAN GREEN: Okay. That's fine. Then I  
3 have Jim.

4 MR. GRUNDY: When will this be done?

5 MR. WUELLNER: I would -- I would --

6 CHAIRMAN GREEN: And you're pointing to the  
7 master plan data recommendations.

8 MR. WUELLNER: Thank you.

9 MR. GRUNDY: Yes.

10 MR. WUELLNER: I would -- as I mentioned  
11 earlier, I would expect the master plan to kick off  
12 in the June to September timeline. That's when  
13 funding is expected out of FAA. So it's one of the  
14 first three tasks, the forecasting is, in the  
15 master plan.

16 MR. GRUNDY: But when will it be finished?

17 MR. WUELLNER: My guess is -- and that -- give  
18 me a second. That -- it's the only item in the  
19 master plan that formally requires FAA's approval  
20 in order to go past it, is the forecasting piece.  
21 They have to buy in on the forecast.

22 Typically I would think that you are -- you  
23 probably are looking at about five to six months  
24 till they -- everything's signed off and those are  
25 the forecasts that will be used beyond there.

1           At that point you can move forward -- I think  
2           the -- once the data's solidified and accepted by  
3           FAA, then the rest is -- is pretty straightforward  
4           in determining their viability for it. And I don't  
5           think there's any real time involved in that.

6           It really lines up pretty well with where the  
7           funding sits because the funding will be -- begin  
8           to be available after July of next year. So, by  
9           the -- if you figure getting the -- getting  
10          engineering or anything pre -- you know, done ahead  
11          of that, you're probably looking at construction  
12          beginning September a year from now, you know, 18  
13          months, something like that as a kickoff. Plus  
14          construction is typically eight months, nine months  
15          on the Ts. I can't -- it's not a complicated  
16          project. It's more lead time on materials. The  
17          DOT match, again, is programmed, it's there, and  
18          it's there in '18, so --

19          MR. GRUNDY: Well, it's there in '17 if you  
20          change the priorities, frankly.

21          MR. WUELLNER: Well, if -- again, you want --

22          MR. GRUNDY: If the --

23          MR. WUELLNER: If the board choose to do  
24          that --

25          MR. GRUNDY: -- board changes the priorities,

1 it's available in '17.

2 MR. WUELLNER: Potentially.

3 MR. GRUNDY: The hundred thousand dollars for  
4 the hangar cost --

5 MR. WUELLNER: Keep --

6 MR. GRUNDY: -- how seriously --

7 CHAIRMAN GREEN: Jim, we need you up here.

8 MR. WUELLNER: I would just keep -- I would  
9 also just in mind '17 is July of this year.

10 MR. GRUNDY: No, I know that.

11 MR. WUELLNER: Okay. Just making sure.

12 MR. GRUNDY: But I know -- but I'm aware that  
13 you have until July of this year to change  
14 priorities and have an effect on where money is  
15 spent.

16 MR. WUELLNER: To change project descriptions  
17 we can possibly --

18 MR. GRUNDY: For '17 --

19 MR. WUELLNER: Uh-huh.

20 MR. GRUNDY: -- you could do that. You could  
21 have a project that at least dealt with the -- the  
22 demolition phase of the port-a-ports in '17 --

23 MR. WUELLNER: Uh-huh.

24 MR. GRUNDY: -- so that that was all done in  
25 '17. Then you're ready to begin construction in



1 '18.

2 MR. WUELLNER: Uh-huh.

3 MR. GRUNDY: But the hundred thousand dollars  
4 a hangar, how seriously have you pushed on that  
5 number to see if we could get that significantly  
6 lower?

7 MR. WUELLNER: I -- we -- we haven't. That's  
8 what T-hangars have bid in Northeast Florida. We  
9 haven't bid projects. We haven't -- we haven't  
10 built hangars since 2008.

11 CHAIRMAN GREEN: '08.

12 MR. GRUNDY: Okay.

13 MR. WUELLNER: So --

14 MR. GRUNDY: So I would really encourage you  
15 to look at ways to get that cost way down --

16 MR. WUELLNER: Sure.

17 MR. GRUNDY: -- because it makes a huge effect  
18 on those ROIs.

19 MR. WUELLNER: No question. No question.

20 MR. GRUNDY: Okay. That's all I have.

21 CHAIRMAN GREEN: Okay. And Reba?

22 MS. LUDLOW: No comment.

23 CHAIRMAN GREEN: All right. That's all I have  
24 for public comment. Then board comment?

25 MR. GRUNDY: I'm sorry, I have one more. For

1 the master plan, can SAAPA somehow be involved in  
2 the creation, the development of the SAAPA -- of  
3 the master plan?

4 MR. WUELLNER: Absolutely. There's a --

5 MR. GRUNDY: Okay.

6 MR. WUELLNER: -- public committee that we'll  
7 be forming as a part of the master plan study.

8 MR. GRUNDY: Okay.

9 MR. WUELLNER: And we've always had a SAAPA  
10 person on it.

11 MR. GRUNDY: Good.

12 MR. WUELLNER: Absolutely.

13 CHAIRMAN GREEN: Okay. Board comment. I  
14 know, Carl, you've been waiting patiently.

15 MR. YOUMAN: Are we -- some of these numbers  
16 of lack of pilots and lack of interest in flying,  
17 is this still a result of the administration when  
18 they first came out saying that business pilots,  
19 business ownership of planes is bad because it's --  
20 you're an elitist if you owned a plane, et cetera,  
21 et cetera? And that -- that -- that thinking has  
22 permeated for the last eight years.

23 MR. WUELLNER: If I recall what you're -- what  
24 you're referring to, it was -- that was -- appeared  
25 to be more targeted toward corporate --

1 MR. YOUMAN: Correct.

2 MR. WUELLNER: -- aviation, which is not a  
3 normal tenant of T-hangars.

4 MR. YOUMAN: I understand that.

5 MR. WUELLNER: So --

6 MR. YOUMAN: I'm talking about the general  
7 effect it had on aviation over all.

8 MR. WUELLNER: Well, the statistics that I'm  
9 citing are strictly related to single and light  
10 twin piston-driven airplanes. There are completely  
11 different statistics for turbojets, corporate  
12 aircraft, helicopters, you name it. They have  
13 other -- they have other forecasts, if you will, or  
14 historical data for it.

15 MR. YOUMAN: Is there any way of finding out  
16 some of the basis for the statistics?

17 MR. WUELLNER: Basis? I -- we can give you  
18 the web site reference. You can look at their --

19 MR. YOUMAN: Some of the whys.

20 MR. WUELLNER: -- all of those studies.  
21 There's one every year they put out.

22 MR. YOUMAN: Okay.

23 CHAIRMAN GREEN: Randy?

24 MR. BRUNSON: The only thing that I noticed  
25 here was the -- was the cost which, you know, when

1           it gets recommended and approved the funding.  
2           Because I'm doing a little study now of metal  
3           buildings.

4           MR. WUELLNER:   Uh-huh.

5           MR. BRUNSON:   And for about half this price.  
6           But is it -- these type hangars more expensive than  
7           a regular steel building?  I don't know that.  So  
8           that's something I would have to look at real  
9           close.

10          MR. WUELLNER:   Yeah.

11          MR. BRUNSON:   I think that anything we do  
12          needs to stand on its own and not be subsidized by  
13          something that might happen in our commercial  
14          aviation end of it.

15          MR. WUELLNER:   Uh-huh.

16          MR. BRUNSON:   And I -- I -- I too have been on  
17          the waiting list for hangars in various years for a  
18          long time, and when it comes down to somebody  
19          really needing hangars, sure, we have several  
20          people here that would take one just like that.

21          MR. WUELLNER:   No question.

22          MR. BRUNSON:   But having said that, these  
23          people that just stay on there and flip and flip  
24          and flip, I think we need to look at closely of  
25          these people if they're serious and we're going to

1 get serious, to make a commitment. Whether we can  
2 call it earnest money or deposit or whatever we  
3 want to.

4 But, Ed, your crystal ball, is there -- is  
5 there other land that if things picked up a little  
6 bit and we are doing something with the present  
7 hangars, is there any land available to do what we  
8 did several years ago, just to build outright new  
9 hangars if the economy is turned around? Do we  
10 have space or --

11 MR. WUELLNER: Well, we get back to that issue  
12 we were dealing with in '05 through '07, which is  
13 you have five property owners that are effectively  
14 keeping you from using three large blocks worth of  
15 property you own.

16 MR. BRUNSON: Uh-huh.

17 MR. WUELLNER: So you'd have to deal with  
18 that, either approaching them to -- to buy those --  
19 those interests out or consider eminent domain,  
20 which the board has steadfastly said we don't want  
21 to do. But that's -- you know, that's ultimately a  
22 board call as to how that would move past that  
23 obstacle.

24 But, yes, we have -- you know, absent that  
25 little roadblock across Second Street there at

1 Casa Cola, you have property all the way out to  
2 U.S. 1 that you could develop in this manner. Is  
3 it going to materially affect the numbers? I don't  
4 think so.

5 There are no taxiway access back there.  
6 There's no -- you've got the same utility issues.  
7 You've got Water -- you know, Water Management  
8 issues you're gonna deal with. It's -- you know,  
9 I -- do I -- I don't know that you're going to see  
10 material differences.

11 MR. BRUNSON: You know, when you -- when  
12 you're talking basic numbers, are we factoring in  
13 our land cost?

14 MR. WUELLNER: No, not at all. There's no --  
15 no buying new land in either scenario --

16 MR. BRUNSON: I know that --

17 MR. WUELLNER: -- with the exception of --

18 MR. BRUNSON: -- we need a return on our land  
19 that we paid for and has to be factored into the  
20 cost.

21 MR. WUELLNER: Historically we don't include  
22 land in our ROIs because we're not buying it for  
23 that purpose. It's overall airport land that was  
24 conveyed to us.

25 MR. BRUNSON: Maybe that needs to be looked

1 at.

2 CHAIRMAN GREEN: Bruce?

3 MR. MAGUIRE: My turn?

4 CHAIRMAN GREEN: Yep.

5 MR. MAGUIRE: First I apologize to the board  
6 members and everybody for being late. I have no  
7 excuse. It just completely went over my head. So  
8 I apologize for whatever I missed.

9 Now getting back to this -- so there's several  
10 issues. I think everybody pretty well hit all of  
11 the important issues, but when you said you -- you  
12 purged the list a couple of times and one time you  
13 went down below --

14 MR. WUELLNER: Uh-huh.

15 MR. MAGUIRE: -- why did you do it?

16 MR. WUELLNER: Oh. no, no, no.

17 MR. MAGUIRE: And why did it go down so low?

18 MR. WUELLNER: Okay. I didn't mean purge in  
19 that sense.

20 MR. MAGUIRE: Well, my word.

21 MR. WUELLNER: We exhausted the --

22 CHAIRMAN GREEN: Checked it off.

23 MR. WUELLNER: We exhausted the list by  
24 placing them in hangars.

25 MR. MAGUIRE: Okay. So you gave them --

1           MR. WUELLNER:  Every -- every -- we were down  
2 to only eight people out of -- at that time the  
3 list was nearly 200.

4           MR. MAGUIRE:  Right.

5           MR. WUELLNER:  We got down to the last nine  
6 people on the list before we finally filled all the  
7 hangars.

8           MR. MAGUIRE:  Oh, but you -- okay.

9           MR. WUELLNER:  So that's what I was trying  
10 to -- we didn't kick them off the list.

11          MR. MAGUIRE:  Well, I didn't mean it in that.  
12 So -- and I was curious how you got it down to four  
13 or below, how did you get it so low.

14          MR. WUELLNER:  Right.

15          MR. MAGUIRE:  Okay.  Looking at -- at purely  
16 the business aspects, taking away the personal  
17 aspirations of wanting a T-hangar, purely business,  
18 7 percent ROI is pretty good, you know, reasonable.  
19 I don't see how we can actually figure in the land  
20 cost because, you know, this piece may cost a  
21 little bit more than this piece over here.  So how  
22 do -- do you average that or what?

23          But a hundred thousand, Jim is right, we  
24 need -- and Randy both, we need to look at when the  
25 time comes, to -- to see a more accurate number.



1 MR. WUELLNER: Uh-huh.

2 MR. MAGUIRE: And I assume in this case you  
3 just took an average across the board, maybe high,  
4 maybe low when it comes down to it, we'll find out.

5 I don't see how we could possibly do it  
6 without 50 percent funding. I -- honestly looking  
7 at the numbers. And I hate to say this to the  
8 SAAPA members, but if we do this, prices are going  
9 to go up. And as prices go up, I've always -- I've  
10 never held back.

11 To have a 125 members on the list probably  
12 means we're not charging enough, okay? Which means  
13 we're going to have to raise money, which means  
14 people are going to get ticked off at us for doing  
15 that and this is going to be decreased. But it  
16 comes down to economics, you know?

17 MR. WUELLNER: Uh-huh.

18 MR. MAGUIRE: And you can either keep it at  
19 125 and rates low or you can raise the rates, get  
20 it down, looking at the economic side point.

21 We can look at the priorities to see if we can  
22 move -- I tend to agree with Jim. I don't see why  
23 we can't start demolishing things now and get that  
24 out of the way instead of having to wait, because  
25 then it's going to take another six months or

1           whatever beyond that.

2           I've already -- you've already talked about  
3           the stats. Another issue based on the stats that  
4           you presented, that's an eye opener to me, you  
5           know? We all know that in the business world  
6           everything is cyclical.

7           MR. WUELLNER: Uh-huh.

8           MR. MAGUIRE: It's going to go up, it's going  
9           to go down. It went down 2007 and I'll compare it  
10          to the housing market. We are just now in the last  
11          year seeing the housing market come back. But what  
12          we're seeing is people willing to buy, but they're  
13          not willing to pay the higher prices that they saw  
14          back in 2006, okay? So how's that going to effect  
15          the next couple of years?

16          And Jacksonville was really bad about the  
17          commercial market. For years they kept building  
18          offices, building offices because the market was  
19          there. The market collapsed and they went from  
20          like a 6 percent occupancy -- I mean, vacancy to  
21          almost a 30 percent vacancy because they overbuilt.  
22          They were following the market rather than leading  
23          the market.

24          We have to be very careful. Just because we  
25          have 125 people now and the market's going up, we

1 have to be prepared in 10 years when the market  
2 drops that we don't have that 30 percent oc --  
3 vacancy that's going to kill our ability to  
4 maintain them. And that's basic business and we  
5 all understand that.

6 So, we really have to look hard at the cost,  
7 the future market. And these numbers concern me a  
8 lot about the future of general aviation. You  
9 know, and I hate to see that. I love flying, we  
10 all do. I hate to see it go down.

11 MR. WUELLNER: I agree.

12 MR. MAGUIRE: So I would consider -- I would  
13 suggest following Jim's recommendation. Let's look  
14 at go ahead and demolishing what we can,  
15 prepping -- under the current financial  
16 capabilities we have, prepping for something in the  
17 future, even if it's nothing more than clearing it  
18 out, and then we can look at it with the 50 percent  
19 contribution.

20 MR. YOUMAN: I have a question about  
21 demolishing. If we demolish, then that would be  
22 borne -- the cost would be borne totally by the  
23 airport?

24 CHAIRMAN GREEN: That was part of my question.  
25 If we're coming up with our --

1 MR. YOUMAN: Or would --

2 CHAIRMAN GREEN: -- FDOT 50 percent  
3 contribution, are we now bearing the cost of  
4 demolishing that and then --

5 MR. YOUMAN: Not getting the 50 percent.

6 CHAIRMAN GREEN: -- we have to wait and we  
7 can't recoup that 50 percent back. We would bear  
8 that cost on our own.

9 MR. WUELLNER: Yeah, that's correct. The --  
10 we do have and one of the things we can explore at  
11 the time of getting it -- well, back up. Just  
12 basic -- basic grant fundamentals when we're  
13 dealing with the state.

14 You can't incur the cost before the date on  
15 the grant for -- for the state. You do have that  
16 ability to some degree with FAA grants, but you do  
17 not on the state. So the -- the date on that grant  
18 is the date that something first becomes eligible  
19 on the job. So, the lion's share of the money as  
20 it stands today becomes available July round  
21 numbers next year. So to incur costs before  
22 that --

23 (Mr. Brunson leaves the room.)

24 MR. WUELLNER: -- would be problematic with  
25 that grant.

1           Now, we do have -- there's a smaller grant we  
2           have for design of some corporate hangars that  
3           currently we don't have an act -- anything active  
4           going on. That could be, we -- I should say we  
5           could go to the state -- it's not -- I don't think  
6           it's going to trigger their threshold that it's  
7           going to be a problem. Perhaps repurpose that  
8           grant under the title, under the grant description,  
9           and make that money available to begin design on  
10          the hangar -- on the -- on the facility. That  
11          would perhaps put you in a much -- it's going to be  
12          accelerated --

13                         (Mr. Brunson reenters the room.)

14           MR. WUELLNER: -- but probably three- to  
15           six-month head start if you did nothing until July  
16           of next year. I -- that -- that in itself doesn't  
17           concern me. I don't see that being a problem.

18           I have two -- I have two small areas of  
19           concern relative to the existing hangars. One,  
20           tearing them down sooner rather than later isn't --  
21           I don't think there's enough money to materially  
22           change the speed that the project gets built gets.

23           The second smaller component of that is as  
24           soon as you begin that effort, you also eliminate  
25           that little bit of revenue source to the airport,

1 too, because those hangar -- those seven or --  
2 seven or eight tenants whatever -- whatever it was,  
3 you know, that revenue goes away.

4 CHAIRMAN GREEN: Well, you eliminate and you  
5 displace them.

6 MR. WUELLNER: And displace them.

7 MR. YOUMAN: And displace them.

8 MR. MAGUIRE: A good point.

9 MR. WUELLNER: So I -- I'm not sure -- I think  
10 there's time to be gained in the overall process by  
11 maybe pursuing the engineering if that's a decision  
12 that -- I still think you need to really get past  
13 the forecast piece of the master plan.

14 But assuming that, you could move quickly to  
15 get the engineering launched, get that piece all  
16 settled, the stuff that takes time, the permitting,  
17 Water Management issues, those kinds of things that  
18 eat up a lot of project time, get those put to bed  
19 or largely put to bed by the time the actual  
20 construction dollars became available in again July  
21 of '17 for this, so...

22 CHAIRMAN GREEN: How does that affect  
23 monetarily what we have discussed or have interest  
24 in with the land across U.S. 1?

25 MR. WUELLNER: Well, I think that's part of

1 the bigger budget discussion that --

2 CHAIRMAN GREEN: Right.

3 MR. WUELLNER: -- you know, will kick off here  
4 starting in May and June. So --

5 CHAIRMAN GREEN: I think we need to start --

6 MR. WUELLNER: -- you know, you've got to  
7 match --

8 CHAIRMAN GREEN: -- if we have funds that  
9 we're using over here, make sure we're still okay  
10 on our other side before we're stretching our  
11 dollars too thin.

12 I mean, if we could do some feasibility like  
13 you're saying with regards to the drainage -- I'm a  
14 little concerned with the Estrella. We'll probably  
15 have to look at that -- and not spend a lot of our  
16 dollars and not stretch our problem.

17 Because the land acquisition over here across  
18 U.S. 1 isn't going to happen all the time. It's  
19 very rare --

20 MR. WUELLNER: Correct.

21 CHAIRMAN GREEN: -- that you have that many  
22 pieces coming together with the Water Management  
23 District and with Flagler Development and  
24 everything. I thought that if we can hang on to it  
25 is just a very business-savvy purchase if it the

1 works the way we've looked at it. But I'd hate to  
2 lose our ability to do that because you're spending  
3 money over here maybe six months too early.

4 MR. WUELLNER: Right. Honestly, we have not  
5 even attempted to build the projected capital  
6 budget in the next year yet. So, you know, we'll  
7 know something very shortly. 30, 60 days kind of  
8 timeline we'll begin to be able to see meat on that  
9 bone and see where it's looking.

10 MR. YOUMAN: The other consideration, I don't  
11 know, of fairness I guess you would say it, tearing  
12 down these T-hangars now, there -- there's seven  
13 people currently in those hangars. We would  
14 displace them. Not only would we lose the revenue,  
15 but we've kicked somebody out to be able to maybe  
16 hasten the project by a month or something like  
17 that for the benefit of somebody on a list, and I  
18 don't think that's right. I absolutely don't think  
19 that's right. Because it can't take that long to  
20 tear down these hangars.

21 MR. WUELLNER: No. I don't think demolition  
22 material -- the actual demolition of the hangars is  
23 materially going to make any difference in this  
24 project.

25 MR. MAGUIRE: Okay.



1           MR. WUELLNER:  You're -- you're talking a  
2 week, if it's even that.

3           CHAIRMAN GREEN:  Well, you don't need any --

4           MR. WUELLNER:  A stiff wind between now and  
5 then may take care of it for us.

6           CHAIRMAN GREEN:  We are getting a hurricane  
7 this year.

8           MR. MAGUIRE:  And I --

9           MR. YOUMAN:  What would -- what would be the  
10 next step in this process?  What -- what is your  
11 recommendations on --

12          MR. WUELLNER:  Oh, I'd go back -- back to my  
13 original, which is just simply let's get through  
14 the data piece here and I think by -- you know,  
15 you're -- you're about the end of the calendar  
16 year, thereabouts, and we know whether this makes  
17 any sense from a forecast standpoint.

18          At which point we can -- we can develop  
19 whether we want to go ahead and petition DOT to  
20 reclass -- reclass if you will the -- the -- some  
21 design money and get started on design ahead of  
22 this, or wait till the money's available,  
23 whatever -- whatever -- whatever suits the board at  
24 that time.

25          CHAIRMAN GREEN:  What's our deadline for

1 reclassifying if we want to use some of that for --

2 MR. WUELLNER: Well, you -- you would be  
3 taking an open grant and simply just -- what they  
4 do is amend the project description and add this as  
5 an -- an eligible item under the grant. It's  
6 not -- you don't lose the original description, it  
7 just adds this as additional.

8 CHAIRMAN GREEN: But does it expire, is what  
9 I'm saying?

10 MR. WUELLNER: I'm sure it does, but I --  
11 honestly I think this one we -- the one I'm  
12 particularly talking about is through at least  
13 March of next year.

14 CHAIRMAN GREEN: Okay. So we have some --

15 MR. WUELLNER: Yeah. And then -- and as part  
16 of the rename, you can ask to extend it also, so...

17 MR. MAGUIRE: But that grant's already  
18 committed for something?

19 MR. WUELLNER: It --

20 CHAIRMAN GREEN: We could reclassify it.

21 MR. WUELLNER: It's out there. It was an  
22 or -- a grant of a couple of years ago that's  
23 sitting there for corporate hangar design.

24 MR. MAGUIRE: So we're not -- not --

25 MR. WUELLNER: It's not new money.

1           MR. MAGUIRE:  -- we're not moving anything out  
2 of the way to --

3           CHAIRMAN GREEN:  No.

4           MR. WUELLNER:  Correct.  Correct.

5           CHAIRMAN GREEN:  So you don't need any board  
6 direction; this is more of a --

7           MR. WUELLNER:  Well, I --

8           CHAIRMAN GREEN:  -- a discussion that we  
9 needed everybody --

10          MR. WUELLNER:  -- I think you collectively as  
11 a board and -- and with or without the concurrence  
12 of SAAPA thinking that, you know, there's a -- a  
13 reasonable process in place to move forward.

14           I mean, I think -- you know, I'd be  
15 hard-pressed today to go let's -- let's just go to  
16 the wall and get it done.  I mean, it's just --  
17 which is what I've been saying for better part of a  
18 year.

19          MR. BRUNSON:  My comment is that we've been  
20 saying the same thing for many months.

21          MR. WUELLNER:  Yeah.

22          MR. BRUNSON:  And -- and I think that we're  
23 getting close to the data plan, the recommendation,  
24 and I would say that we wait until we get that and  
25 then go full board.

1           MR. WUELLNER: Based on the results of that,  
2           yeah.

3           MR. BRUNSON: I think that's what we've all  
4           been saying.

5           CHAIRMAN GREEN: Yeah.

6           MR. WUELLNER: I know I just would like to  
7           feel more comfortable, I'm sure the board would,  
8           on --

9           CHAIRMAN GREEN: Sure.

10          MR. WUELLNER: -- on a fiduciary level.

11          MR. BRUNSON: And hope that we're making the  
12          right decision.

13          MR. WUELLNER: Well, and you still don't know,  
14          but I think you -- you know, you're going with what  
15          you have.

16          CHAIRMAN GREEN: Okay.

17          MR. WUELLNER: So are we generally all on the  
18          same page here?

19          CHAIRMAN GREEN: I think so. I wanted to see  
20          some -- I mean, it's a big fiscal decision and I  
21          wanted to get some of that forecasting --

22          MR. BRUNSON: Yeah.

23          MR. MAGUIRE: Yeah.

24          CHAIRMAN GREEN: -- so we know open eyes what  
25          we're getting into.

1           MR. BRUNSON: Especially juggling these seven  
2 people and putting them top of the list and putting  
3 the next -- you know.

4           MR. WUELLNER: Uh-huh. And -- and I think,  
5 you know, as we get to the budget process, you  
6 know, going through -- going in through the summer,  
7 you know, if we're able, we can allocate the match  
8 to that -- that grant that's open and have it  
9 waiting so that in the event the decision's a go  
10 after the first of the year, then --

11           CHAIRMAN GREEN: We're speaking of the next  
12 two or three meetings.

13           MR. WUELLNER: -- we're going.

14           MR. MAGUIRE: Well, I was -- I was incorrectly  
15 assuming that the T-hangars were empty. But if  
16 we're going to displace, that's not good. If we're  
17 going to lose revenue, that's not good. So if you  
18 can shift it to the design factor and get that out  
19 of the way, doesn't affect anybody really --

20           MR. WUELLNER: Right.

21           MR. MAGUIRE: -- on the negative side.

22           CHAIRMAN GREEN: Right.

23           MR. WUELLNER: Yeah.

24           CHAIRMAN GREEN: Okay. Next one is our  
25 Resolution 2016-03.

1 RESOLUTION 2016-03

2 MR. WUELLNER: As you -- we discussed at  
3 length last meeting, this is the first piece, and  
4 following the direction I got from you -- from  
5 y'all on moving this forward, this is the first --  
6 well, it's technically the second piece of funding  
7 related to the land acquisition on the west side.

8 The state has given us an additional \$1  
9 million of state DOT money in the current fiscal  
10 year, which you have a JPA resolution to accept.  
11 They have indicated, it's even in the language of  
12 the JPA you're considering today, that an  
13 additional \$900,000 will become available as the  
14 state enters its new fiscal year again July of this  
15 year. That would bring their share up on the front  
16 end to this full 75 percent funding expected for  
17 this acquisition. A reminder, just so you -- and  
18 you'll get tired of hearing it, but just a reminder  
19 that it's 75 percent on the front end but you will  
20 repay the 25 percent 10 years later at no -- no  
21 interest, but it is money that has to be repaid.

22 So we will need to begin accom -- if that's  
23 the decision, then we will need to begin  
24 accommodating that so -- in some sort of a sinking  
25 fund kind of mentality to be sure that it's there

1 and ready to just write a check when it becomes due  
2 and there's no big surprise for -- for future  
3 boards or future directors at that point.

4 The grant currently expires, the land  
5 acquisition grant, because they're -- this is a  
6 supplement -- let me back up a half second. This  
7 is a supplemental JPA, meaning they are adding  
8 money to an existing JPA. You have an existing  
9 grant sitting out there for land. This adds money  
10 to that. That's the most expedient way for DOT --  
11 DOT to do this.

12 The current expiration on that land  
13 acquisition money is September of this year. When  
14 they give us the new grant money in July, we will  
15 extend that out to probably the end of October or  
16 November to facilitate closing this with all the  
17 funds in place. So you're -- you're looking at  
18 maybe a month or two of total extension when we get  
19 down to it.

20 MR. MAGUIRE: Has anything changed since our  
21 last meeting with respect to this?

22 MR. WUELLNER: Other than we've -- it's firmed  
23 up and we now have the actual grant documents for  
24 it. But other than that, no.

25 MR. MAGUIRE: There's no factors that may have

1 changed?

2 MR. WUELLNER: No, sir. It's the same.

3 CHAIRMAN GREEN: I think those documents came  
4 right after our meeting.

5 MR. WUELLNER: Yeah, it was within about 10  
6 days of the meeting, as I recall. We just needed  
7 to let them know that that was the direction and  
8 they started -- they started moving it in  
9 Tallahassee for us.

10 CHAIRMAN GREEN: Okay.

11 MR. WUELLNER: So, to -- to facilitate this at  
12 this point you would be adopting  
13 Resolution 2016-03, which is your typical  
14 supplemental JPA resolution.

15 CHAIRMAN GREEN: I did not have any public  
16 comment. Is there any more board comment? I mean,  
17 we need the resolution read, but...

18 MR. BRUNSON: I think we've addressed this  
19 over and over.

20 CHAIRMAN GREEN: Yeah.

21 MR. YOUMAN: Yeah.

22 MR. WUELLNER: Historically we don't read it,  
23 but you can if you wish, you know?

24 CHAIRMAN GREEN: Oh, I'm sorry.

25 MR. BURNETT: Budget resolutions, yes. Not



1 this kind.

2 CHAIRMAN GREEN: Okay. Well, the resolution's  
3 in front of all of the board members, so you can  
4 peruse it, is there a motion then?

5 MR. BRUNSON: I make a motion that we  
6 accept --

7 CHAIRMAN GREEN: Yes, sir.

8 MR. BRUNSON: -- 2016-03 as --

9 CHAIRMAN GREEN: Is there a second?

10 MR. YOUMAN: Second.

11 CHAIRMAN GREEN: Hear a second. Any further  
12 board discussion.

13 (None.)

14 CHAIRMAN GREEN: Hearing none, all in favor of  
15 adopting the resolution, say aye.

16 MR. BRUNSON: Aye.

17 MR. YOUMAN: Aye.

18 MR. MAGUIRE: Aye.

19 CHAIRMAN GREEN: Aye. All opposed?

20 (None.)

21 CHAIRMAN GREEN: Passes.

22 REVIEW INSURANCE BROKER SELECTION PROCESS

23 MR. WUELLNER: Okay. Last -- the last item I  
24 have -- last item I have involves the process to  
25 moving forward on acquiring insurance services

1 for -- for foreseeably the next couple of years.  
2 Methodology anyway.

3 What we're suggesting is that instead of how  
4 we've done it in the past -- and how we've done it  
5 in the past is simply say, "Hey, would you quote  
6 insurance?" And even after putting together  
7 requests for bids, I guess is the way -- what you  
8 would call it. But putting out the data and saying  
9 "Hey, we want -- we want requests for this kind of  
10 coverage" and listing it and sending it out and  
11 seeing what we get and then it starts an elaborate  
12 evaluation process. If you've been in the  
13 insurance business or just been around it a lot,  
14 you -- you can appreciate that basically nobody  
15 quotes it the same way.

16 You know, what's in a policy or out of a  
17 policy is -- is varying by company that's  
18 underwriting the policy. And it created a -- a  
19 very difficult task of trying to dissect that  
20 internally and come to some recommendation back to  
21 the Authority for who, what, or how of insurance in  
22 many forms would be -- would be acquired.

23 We believe that the complexity of what we  
24 insure, how we insure it, the nature of the  
25 insurances we buy would be best served by

1 effectively hiring the broker for this on a  
2 qualifications and experience basis, and then at  
3 that point that broker would approach all sources  
4 of underwriting for the various lines of coverage  
5 and solicit that, do that evaluation, and make that  
6 recommendation back to the Airport Authority on  
7 those lines of coverage for a -- I say adoption,  
8 but for acceptance as insurance moving forward for  
9 the next year.

10 And then that process could be repeated on an  
11 annual basis, evaluate the coverages we have for  
12 sufficiency -- in some cases maybe we do have too  
13 much insurance in some areas or carrying coverage  
14 that we shouldn't have -- with somebody that  
15 understands completely what it is we do and how we  
16 do it and what our risks and exposures are I think  
17 would be of great benefit to the Airport Authority.

18 That's effectively what we did in a sense last  
19 time. We didn't do it based on brokerage services.  
20 We were still trying to do it by evaluating the  
21 actual policies, for lack of better terms, or  
22 proposals that we were getting based on different  
23 lines of coverage, which frankly, you know, is  
24 outside of my expertise to say the least. It's  
25 probably outside of your individual areas of

1 expertise. And, you know, they're I'm sure subject  
2 to substantial opinion by those who, you know,  
3 write insurance as to whether we have it or don't  
4 have what we need.

5 But I think finding a partner in this that is  
6 selected from -- in a professional services kind of  
7 environment would benefit the Airport Authority.  
8 And that's basically what we're asking.

9 You have a purchasing policy in place that  
10 basically mirrors Florida Statutes, the CCNA, the  
11 Consultants' Competitive Negotiation Act process.  
12 It involves, you know, putting the proposal out  
13 there for the services, getting the sol -- the  
14 responses to those, evaluating it, perhaps  
15 interviewing those firms with -- with the board  
16 here, and then ultimately selecting a firm to act  
17 on your behalf in approaching underwriters.

18 You know, we -- the underwriters available in  
19 certain lines of coverage here are very few. It  
20 could be one or two underwriters. And in some  
21 areas of coverage we have there are many  
22 underwriters. So, you know, knowing who to  
23 approach and how to approach it and what the  
24 correct level of coverage is, is a big part of  
25 what -- what I would expect a brokerage service to

1 do for us. So with that, there it is. And --

2 CHAIRMAN GREEN: Board --

3 MR. WUELLNER: And we would love, as our  
4 policy already provides, I think you missed this on  
5 the first item, but -- or not first item, but  
6 earlier just before you got here.

7 We -- we would love to have, as always, at  
8 least one -- actually really one Airport Authority  
9 member on that evaluation process. If -- depending  
10 on how many proposals we get, for lack of better  
11 words, evaluate that and make a recommendation back  
12 to the board. The board can -- could accept that  
13 or ask for interviews, bring those firms in, let --  
14 let you guys hammer them before you hire them,  
15 and -- and ultimately do this.

16 I think there's -- we've got plenty of time to  
17 do this. We don't need to -- to really work  
18 through the underwriting till August or in  
19 September before, you know, we need to look have  
20 insurances renewal on an October 1st timeline. So,  
21 there you go.

22 MR. MAGUIRE: Were you going to say anything?

23 MR. WUELLNER: He's just de --

24 CHAIRMAN GREEN: I think he's stretching his  
25 knee.

1 MR. WUELLNER: -- like his knee.

2 MR. YOUMAN: I'm just stretching.

3 MR. MAGUIRE: I don't blame you.

4 Well, if I could go first. The -- this was I  
5 guess really pushed by me for a reason. So -- just  
6 a quick history so you'll know where I'm coming  
7 from.

8 The two people in town that did the prior  
9 insurance policies, the two companies, which was  
10 Herbie Wiles Insurance and Baker Insurance  
11 companies, provided insurance for years and years I  
12 guess based upon whatever the airport said. Then  
13 the airport went to the other program where they  
14 had somebody come in and evaluate and make a  
15 recommendation and the board went with that  
16 recommendation.

17 I have several concerns. One, I am a firm  
18 believer that if the capability and the quality is  
19 in our county, we need to spend the money in the  
20 county. And Ed did point out something that the  
21 policy goes -- the money for the policy goes to the  
22 company, it doesn't really go to the broker except  
23 for a commission. And that's basically true, and  
24 the commission may be big, it may be little, but  
25 it -- there's a lot of perception here that the

1 airport needs to support the community, not  
2 somebody else. So if we have the capability and  
3 the quality, let's keep it local.

4 The -- I found out that after the policy was  
5 removed from Herbie Wiles and from Baker, that the  
6 guy who got the contract went to the companies that  
7 Herbie Wiles and who Baker -- the underwriters, and  
8 asked to transfer the policy to him. This is what  
9 I've been told. That he did not go out and seek  
10 new ground. He wanted to continue the existing  
11 policies.

12 If that's the case, then why did we change?  
13 If that's the case, where did the expertise and the  
14 experience of this guy come in that mandated a  
15 change away from where we are? I'm relying on what  
16 was told to me here, so I'm not going to say  
17 it's -- it was definitely true, but indications are  
18 it was.

19 I have problems with someone who -- who came  
20 in and did the study and then turned around and  
21 said, "I'll provide the -- provide it for you."  
22 And finally I -- it was a draft that y'all sent  
23 out --

24 MR. WUELLNER: Uh-huh.

25 MR. MAGUIRE: -- for this -- and I -- I'll

1 admit up front I am not an insurance expert by any  
2 means and I probably know probably about the same  
3 amount as you do at best, okay? So I can't point  
4 fingers at somebody and say this is bad for good.

5 But I have done a lot of RFPs in the military  
6 and as a county commissioner. And the RFPs that I  
7 see the draft to me looks like it's pointed  
8 directly at the existing policyholder. It's not  
9 designed as a generic in my mind draft for somebody  
10 to come in from the outside and say, "Here's what I  
11 can do." It -- it's heavily tilted for what's  
12 already in existence. That concerns me.

13 I understand the idea of a central single  
14 point of insurance provider, but to me the bottom  
15 line is not the provider so much as it is the  
16 policy that we're going to get from the provider.  
17 And if we can get a policy local that is better  
18 than or equal to what this provider gives us, it's  
19 the underwriting -- it's the policy itself that's  
20 the critical part. However, not to demean the  
21 policy, the broker, because the broker is a very  
22 important aspect.

23 So, I like the process. My only concern is --  
24 and if nobody else wants to take it on, I'll be  
25 happy to be the board member to do this, but I'll



1 be up front with everybody that my focus is going  
2 to be bring the money back to St. Johns County --  
3 well, change that. Number one, get a policy or two  
4 policies or five policies, whatever it is, that  
5 gives us the best protection. Number two, if  
6 possible, keep the money local. If it's not  
7 possible, you're not going to see me complain and  
8 gripe, and we'll take it out with somebody else.  
9 That's it.

10 CHAIRMAN GREEN: Any other board discussion?

11 MR. BRUNSON: Well, having said that, wasn't  
12 there some part of the policies that were omitted  
13 that needed to be in there, Ed, to meet the  
14 requirements of aviation that we were lacking?

15 MR. WUELLNER: Right. Just a bit of a --

16 CHAIRMAN GREEN: Yeah.

17 MR. WUELLNER: -- a bit of a recap.

18 When -- when we were notified that Frontier  
19 was going to start service, the nature of coverage  
20 for that kind of operation dramatically changed  
21 what the Airport Authority's requirements were.

22 Up to the point that we began handling the  
23 aircraft, the airport would almost -- I can think  
24 of no area frankly where we were not always going  
25 to be covered by the sovereign immunity kind of

1           clause the state has, so that our liability  
2           insurance purchases were strictly there to cover  
3           some alleged piercing of that governmental veil,  
4           which would be highly unusual.

5           The liability side the airport -- correct me  
6           if you remember the number, but it somewhere was in  
7           the \$5 to \$10 million, was all the liability  
8           insurance that the Airport Authority carried  
9           because the sovereign immunity clause was in place  
10          limiting actions against the Authority.

11          At the point we began to cross over to  
12          handling the aircraft and doing things of that  
13          nature, we began to in a sense step out of  
14          inherently governmental functions that the  
15          Airport Authority did up to that point and got into  
16          areas that have likely exposure to general  
17          liability things that aren't going to be covered by  
18          sovereign immunity.

19          In addition, as with anybody that handles  
20          airline-type aircraft, there's a significant  
21          liability insurance coverage that's required to  
22          even in any way touch airline operation, whether  
23          it's above or below wing kinds of handling.

24          We approached and began to ask questions at --  
25          at two places -- two or three places at this point.

1 Our liability coverage at the time was handled  
2 by --

3 MR. MAGUIRE: Herbie.

4 MR. BRUNSON: Greg Baker.

5 MR. WUELLNER: No. It was by Herbie Wiles at  
6 the time. We had an issue also about a provision  
7 of fire rescue services on the airport, how -- how  
8 that was going to be accomplished.

9 You may recall back in -- you know, I don't if  
10 any of you were back there, probably Suzanne  
11 maybe -- but when we had airline service prior to  
12 that, part of our ARFF response was through  
13 Northrop Grumman. Northrop Grumman handled our  
14 initial response with the county, providing  
15 essentially mutual aid kind of response to -- to  
16 anything. Which was perfectly satisfactory except  
17 as we moved into Frontier, Northrop Grumman, not  
18 because of Frontier, just simply did not want to do  
19 any outside fire rescue for anyone.

20 They have -- had dropped that ability  
21 company-wide at all their airports, no longer did  
22 it. They only handled their own airplanes and  
23 those of the Navy that they're contracted to deal  
24 with. So we simply had that option removed from  
25 us. So we were back to how do we get this -- this

1 covered?

2 We began to ask questions about that and got  
3 basically zero responsive meaning on how to get  
4 this kind of thing covered. No matter what we  
5 asked our two carriers, basically they were less  
6 than responsive with getting us real answers to the  
7 questions.

8 MR. BRUNSON: That's what I remember.

9 MR. YOUMAN: Uh-huh.

10 MR. WUELLNER: We -- we then approached a --  
11 an ab -- a group who does strictly aviation-related  
12 I'll call it brokerage kinds of services. They --  
13 they only do those kinds of things. They insure  
14 FBOs. They insure airports. They insure airline  
15 operations. They insure aviation kinds of uses.  
16 And we said what -- take a look at what we've got.  
17 What do we need? Where are we? We don't even --  
18 you know, the answers I'm getting are from a local  
19 agent asking another agent in some other state  
20 whether this is even coverage that covers what we  
21 have.

22 So the -- not to be -- not to be overly blunt,  
23 the appearance of any meaningful aviation-related  
24 expertise was nonexistent in St. Johns County.  
25 They had expertise in general liability, no

1 question. Property coverage, absolutely no  
2 question. No question they -- any one of those  
3 companies could do a bang-up job getting us  
4 property coverage and getting us general liability  
5 that was not aviation specific.

6 What we found were that our -- the policies  
7 that we've held for many, many, many years to  
8 include things around T-hangars, to include where  
9 we interface with fueling operations and self-fuel  
10 and -- and movement of vehicles, and flood  
11 insurance and property insurance, all of these  
12 things had -- or many of these things, that's not  
13 fair to say all, but many of these things had been  
14 uncovered for years, had never -- they had been  
15 dropped. They simply were not in coverage. So had  
16 something happened, and we were very fortunate  
17 nothing had, there was no -- no one going to be  
18 standing behind the Airport Authority from a --  
19 from a financial perspective, an insured.

20 So we made that -- brought that information  
21 back to this board back two years ago I guess  
22 now -- well, not quite two years, but about two  
23 years ago and --

24 CHAIRMAN GREEN: 2015.

25 MR. WUELLNER: -- provided them some

1 understanding, the board some understanding of what  
2 the holes were.

3 We were still working on a quote-by-quote  
4 basis, meaning the information we got from this  
5 firm, and at the time Baker Insurance was providing  
6 the -- the property-related insurance exclusively  
7 for the most part and some other smaller lines of  
8 coverage.

9 We began to explore other kinds of policy --  
10 not the coverage per se, but the form of policy  
11 that afforded us a broader spectrum of property  
12 insurance coverage -- and an aviation premises  
13 insurance policy broadened our scope across all our  
14 property interests to include things like vacant  
15 land and other unimproved things. It was familiar  
16 already with uses of hangars and ownership of  
17 hangars and the exposure we have there.

18 The form of policy was -- was largely a better  
19 form for the Airport Authority and what we do  
20 versus a standard commercial policy or even a  
21 standard -- because at the time Baker's -- the  
22 policy we had been under for a number of years was  
23 a general but more governmental-type insurance form  
24 issued by a trust here in Florida, which is a great  
25 company, we have no issues with the company. But

1 the form didn't cover the airport operations quite  
2 the way -- a broader form. The -- the method of  
3 coverage, instead of it being an 80/20 kind of  
4 reinsurance, this is actual -- actual loss kinds of  
5 policy.

6 So the ability to actually get a meaningful  
7 claim through, the method of making a claim is I  
8 think enhanced for the Authority by the type of  
9 policy we have currently. That doesn't mean it's  
10 the best form going forward. That's just where it  
11 is today.

12 Many of the aviation-specific insurances  
13 frankly, I think they were not here and available  
14 to the Authority because the Authority had never  
15 had recommendations to have any of these things  
16 covered, whether it's a -- you know, me falling  
17 down on the job and not knowing these things are  
18 things we ought to have covered, or our agents, I  
19 say that plural, over the years --

20 MR. BRUNSON: You know --

21 MR. WUELLNER: -- who had failed to make us  
22 aware of the exposure we had in certain areas. But  
23 I was very disturbed by the -- the things that were  
24 not covered.

25 CHAIRMAN GREEN: Our gaps.

1           MR. WUELLNER:  There were some huge things.  
2           And I know that was reviewed.  That's just a few  
3           months before you got on the board unfortunately.

4           MR. MAGUIRE:  And to go along with what you  
5           said, Baker and Herbie Wiles both --

6           MR. WUELLNER:  Great companies.

7           MR. MAGUIRE:  Baker said, for example, that  
8           they specialize in government policies and what  
9           they provided the airport was a government  
10          policy --

11          MR. WUELLNER:  Uh-huh.

12          MR. MAGUIRE:  -- okay?  And it covered the  
13          traditional government issues.  They felt like --  
14          of course they didn't know all the peculiarities,  
15          they admitted they didn't know all the  
16          peculiarities of having Frontier come in --

17          MR. WUELLNER:  Right.

18          MR. MAGUIRE:  -- but the policy covered all  
19          the physical aspects that governments face.  And in  
20          their mind, that was satisfactory because nothing  
21          had ever been presented otherwise to them.  And  
22          likewise with -- with Herbie.

23                 My point is, if it's the policy we're looking  
24                 for, then let's find the right one.  And I -- and  
25                 that's the critical issue, is find the right



1 policy.

2 MR. WUELLNER: Agreed.

3 MR. MAGUIRE: Once we find the policy, then  
4 let's find the broker to handle it, okay? Instead  
5 of the other way around. Let's don't go to the  
6 broker first and say "Provide us this policy."  
7 Let's find out what the policy we want and then  
8 here's --

9 MR. WUELLNER: Well --

10 MR. MAGUIRE: And that's what -- this is fine  
11 up here.

12 MR. BRUNSON: I don't think so.

13 MR. WUELLNER: Well, there -- there are a  
14 couple of issues with that.

15 One, I -- I fully agree that I think any firm,  
16 this county or anywhere else, could -- could  
17 structure property liability insurance that would  
18 be adequate -- you know, in many respects cover the  
19 Airport's -- Airport's property interest. I think  
20 where things break down very rapidly after that for  
21 us is the form of policy, that it's -- it's  
22 aviation specific. There are exposures across  
23 many, many, many, many, many lines of coverage.

24 MR. MAGUIRE: I don't disagree with that.

25 MR. WUELLNER: And we --

1           MR. MAGUIRE: That's why I'm saying the policy  
2 first --

3           MR. WUELLNER: We weren't getting that  
4 expertise.

5           MR. MAGUIRE: The policy first, okay?

6           CHAIRMAN GREEN: But who's going to  
7 determine --

8           MR. WUELLNER: No. You mean the --

9           CHAIRMAN GREEN: -- what that policy is?

10          MR. MAGUIRE: Well, that's what this process  
11 is.

12          MR. BRUNSON: Let me make two comments. I  
13 think what Ed has presented that we need a  
14 broker --

15          CHAIRMAN GREEN: Right.

16          MR. BRUNSON: -- that's a genius in aviation  
17 and he should tell us -- recommend a policy to us.  
18 Once you've screened them and -- and decided on  
19 that broker, they -- they're the ones that's  
20 supposed to tell us what's necessary and -- and  
21 where we're going to be covered.

22                 And one other comment I'll make is, this  
23 comment about doing business and keeping the money  
24 in the county, sure I'd like to buy insurance with  
25 my buddy Herbie Wiles and his son or Greg Baker.

1 I'd like to buy -- but I buy at Walmart. Where  
2 does that money go? And sure the local agent is  
3 going to make a commission, but the money goes to  
4 New York, to Wall Street. So -- but if it helps  
5 the county, I know what you're saying, we want to  
6 do business in --

7 MR. WUELLNER: Well, that's always the case.

8 MR. BRUNSON: Yeah. So those are my two  
9 comments.

10 CHAIRMAN GREEN: I think what we're asking is  
11 have someone like you, since you said you'd be  
12 willing, to do it -- I'm pointing out Bruce right  
13 now --

14 MR. WUELLNER: Yeah.

15 CHAIRMAN GREEN: -- to work with staff and  
16 prepare the Q and A. And it's not -- not a  
17 request. It's a -- like a request for  
18 qualifications like we do with law firms. Find a  
19 broker. So interview two or three or four that say  
20 "This is what we're looking for. You guys go out  
21 and find us what you think you can policy-wise."  
22 You can narrow down that broker or two.

23 MR. MAGUIRE: Well, if that's what you're  
24 saying, then we're in agreement. Here's --  
25 here's --

1 MR. WUELLNER: That is.

2 MR. MAGUIRE: -- what we want in terms of  
3 policy.

4 CHAIRMAN GREEN: That's exactly what we want.

5 MR. WUELLNER: That is exactly.

6 MR. MAGUIRE: That's what I said. This  
7 procedure is correct.

8 CHAIRMAN GREEN: Right. But I thought you  
9 were saying we need to find the policy first, and I  
10 don't think we're qualified for that.

11 MR. MAGUIRE: No, no.

12 CHAIRMAN GREEN: We need to get --

13 MR. MAGUIRE: No. We need -- we need to  
14 decide -- and if the policy that's in existence is  
15 the right kind of policy --

16 MR. WUELLNER: Agreed.

17 MR. MAGUIRE: -- let's start there. Let's  
18 assume that that is the right policy we want. And  
19 I think it needs scrutiny because when I read the  
20 policy with my, you know --

21 MR. WUELLNER: Yeah.

22 MR. MAGUIRE: -- unqualified mind, it looked  
23 to me like there was double coverage with immunity  
24 versus -- we're paying for extra over and above the  
25 immunity. Well, let's look at the policy and see.

1 But if it's the right policy --

2 MR. WUELLNER: Uh-huh.

3 MR. MAGUIRE: -- we have what we need in terms  
4 of criteria. Then we can take that --

5 MR. BRUNSON: I don't think we're qualified to  
6 look at that policy.

7 CHAIRMAN GREEN: Uh-huh. I think we need a  
8 broker who is qualified to say, "You're telling,  
9 staff, we need --"

10 MR. MAGUIRE: Okay. So you're --

11 CHAIRMAN GREEN: "-- this, this --"

12 MR. MAGUIRE: Then you're saying that the  
13 existing policy is not good.

14 CHAIRMAN GREEN: I don't know if it is or not.  
15 From what -- I looked at the minutes and read  
16 through it before I was on the board, and I  
17 understood we were losing a lot of the governmental  
18 immunity issues, which created gaps.

19 MR. MAGUIRE: Yes.

20 CHAIRMAN GREEN: That had to change.

21 MR. MAGUIRE: And it did.

22 CHAIRMAN GREEN: So what I'm saying is speak  
23 to Baker, Wiles, and -- and somebody else out there  
24 as brokers and say, "Guys, this is what we have.  
25 We have loss of governmental immunity, we have

1           this, we have this, we have this. You go out  
2           there, guys." They come back to you, Bruce, and  
3           staff and say, "This is what we found."

4           You look at the policies with the assistance  
5           of the experts who are the brokers, and then come  
6           to us and say, "All right. Wiles I think has come  
7           up with the best one. This is what we asked for,"  
8           or, "Wiles and X, Y, Z Company broker came back --"

9           MR. BRUNSON: And we still can turn that down.

10          CHAIRMAN GREEN: And we still can turn all of  
11          them down.

12          MR. MAGUIRE: Okay. What you described is  
13          what I was trying to describe. It's not based  
14          upon -- but it's not based upon going out to a  
15          broker and say, "Give to me." It's going to a  
16          broker and saying, "Here's what I want --"

17          CHAIRMAN GREEN: Right.

18          MR. MAGUIRE: "-- now give this to me."

19          CHAIRMAN GREEN: Right. But not just one  
20          broker.

21          MR. MAGUIRE: Not just one broker.

22          CHAIRMAN GREEN: And we're going to have to  
23          rely on their expertise because I think I want this  
24          pen --

25          MR. MAGUIRE: Because there may be a --

1           CHAIRMAN GREEN:  -- but I'm not sure it's got  
2           be lead -- a pencil, lead 2 or 3 or, you know, does  
3           it have to be this?

4           MR. MAGUIRE:  But there may be a guy in  
5           Jacksonville that's better than all of them.

6           MR. WUELLNER:  No argument.

7           MR. MAGUIRE:  Yeah.

8           CHAIRMAN GREEN:  Yeah.

9           MR. WUELLNER:  No argument.

10          MR. MAGUIRE:  So we're all saying the same  
11          thing.  We know what we want generally because we  
12          have an existing policy that covers the aviation  
13          aspects.  Take that policy and see if it lines up  
14          with the criteria here and give it to the different  
15          brokers that --

16          MR. WUELLNER:  That's -- that's what we're  
17          trying to do with this if you --

18          CHAIRMAN GREEN:  That's this.

19          MR. MAGUIRE:  Exactly.

20          MR. WUELLNER:  The back six or seven pages, I  
21          don't know how many it is --

22          MR. MAGUIRE:  I think you're all arguing  
23          against me and you're saying the same thing I am.

24          MR. BRUNSON:  But we have to keep --

25          MR. MAGUIRE:  Keep focus.

1           MR. WUELLNER: You know, I think -- I think  
2 the tweaks that will, you know, get you comfortable  
3 with the process are -- are surrounded by -- are --  
4 probably surround things that, you know, appear to  
5 be taking this RFP if you will out to -- or Q and  
6 E -- Q and A -- Q and E -- are things like the  
7 length of experience or expertise in aviation,  
8 things like that.

9           And, you know, this is a draft. It's intended  
10 to be a draft. It's intended to, you know -- I  
11 would hope it's you, but where we sit down, work  
12 through what level of experience or expertise in  
13 aviation is -- is minimally acceptable --

14          MR. MAGUIRE: Uh-huh.

15          MR. WUELLNER: -- to go out and ask for and,  
16 you know, how long have they been in business,  
17 those kind of questions. And then we solicit  
18 broadly firms willing -- or -- or meet that  
19 baseline qualification and then we'll -- I don't  
20 care. I don't care if it's the current company or  
21 Wiles, whoever is doing the best job for us.

22          MR. MAGUIRE: We're in agreement.

23          MR. WUELLNER: I mean -- and I'd love to have  
24 the money in St. Johns County, but --

25          CHAIRMAN GREEN: And I think Bruce should help



1           you.

2           MR. BRUNSON: I agree.

3           MR. WUELLNER: You're welcome.

4           MR. BRUNSON: Good luck, Bruce.

5           CHAIRMAN GREEN: I took the restaurant  
6 earlier, so you --

7           MR. MAGUIRE: You'd think in the military I'd  
8 learn to keep my mouth shut.

9           CHAIRMAN GREEN: Yes, Carl.

10          MR. YOUMAN: So -- so bottom line, Wiles and  
11 Baker weren't able to provide the specific policy  
12 even though they knew what the criteria were?

13          MR. WUELLNER: Well, no.

14          MR. MAGUIRE: No.

15          MR. WUELLNER: No, that's not fair to say.

16          MR. MAGUIRE: No.

17          MR. WUELLNER: Honestly, everything at -- for  
18 that four months was moving at a pace where we  
19 simply did not have the luxury to go out and -- and  
20 select brokers based on qualifications and  
21 experience. It just simply could not be done in  
22 the time.

23          MR. MAGUIRE: Thank you for saying that.

24          Because Herbie -- point blank Herbie and Baker both  
25 said the biggest grievance they had was they were

1 not provided the time opportunity to respond.

2 MR. YOUMAN: Okay.

3 MR. WUELLNER: It just simply didn't exist.

4 CHAIRMAN GREEN: In reading the minutes, it  
5 wasn't there.

6 MR. MAGUIRE: It wasn't -- it wasn't anything  
7 else. Time opportunity, they did it -- and we were  
8 sitting here, what just happened?

9 MR. WUELLNER: Yeah.

10 MR. MAGUIRE: Okay?

11 MR. YOUMAN: Okay. That's fair enough.

12 MR. MAGUIRE: That's their biggest grief.

13 MR. WUELLNER: Yeah. And -- and we -- we can  
14 eliminate that and consider them based on the  
15 merits of the brokerage services --

16 MR. BRUNSON: Now it's a new ballgame.

17 MR. WUELLNER: -- and let the -- and let the  
18 chips fall where they -- where they may.

19 MR. YOUMAN: That --

20 CHAIRMAN GREEN: I think the board's in  
21 consensus now with the action to go ahead and --

22 MR. YOUMAN: -- that makes more sense.

23 MR. WUELLNER: Okay. Perfect.

24 CHAIRMAN GREEN: -- kid of nip and tuck the  
25 draft --

1 MR. WUELLNER: Uh-huh.

2 CHAIRMAN GREEN: -- put it out there and have

3 Mr. Maguire help staff put it together.

4 MR. WUELLNER: Sounds good.

5 MR. MAGUIRE: So-so.

6 CHAIRMAN GREEN: Okay.

7 MR. MAGUIRE: All right.

8 PUBLIC COMMENT

9 CHAIRMAN GREEN: That's -- now I have public  
10 comment, right?

11 MR. WUELLNER: Uh-huh.

12 CHAIRMAN GREEN: I didn't have any others. So  
13 any other public comment?

14 MS. LUDLOW: No comment.

15 CHAIRMAN GREEN: No comment? All right.  
16 Board comment.

17 MR. GRUNDY: Sorry. I apologize.

18 CHAIRMAN GREEN: Oh, okay. Mr. Grundy.

19 MR. GRUNDY: I have a public question.

20 MR. BRUNSON: Could you talk --

21 MR. GRUNDY: On one of the slides about the  
22 funding for the land, you talked about a 75/25 DOT  
23 program.

24 MR. WUELLNER: Uh-huh.

25 MR. GRUNDY: Can there be a 75/25 DOT program

1 for a building?

2 MR. WUELLNER: That's a great question. No.  
3 It's specifically provided in statute for land  
4 acquisition. In fact, they don't even like doing  
5 it, they're just being nice.

6 MR. GRUNDY: Okay.

7 MR. WUELLNER: They got burned many years ago  
8 on them. Not by us, just --

9 MR. BRUNSON: SAAPA will help us with that,  
10 I'm sure.

11 CHAIRMAN GREEN: Okay. And we heard that in  
12 Tallahassee.

13 MEMBER COMMENTS AND REPORTS

14 CHAIRMAN GREEN: Mr. Maguire, you're up on  
15 TPO. Anything?

16 MR. MAGUIRE: I passed out -- I responded -- I  
17 haven't read this. I responded when I went to the  
18 TPO meeting.

19 It was -- it was a disappointing meeting at  
20 TPO. I hope it's more exciting when you go than  
21 when I went. Everybody just sort of nodded their  
22 heads and went home. It was one of the shortest  
23 TPO meetings I've ever been at.

24 MR. WUELLNER: Wow.

25 MR. YOUMAN: That was the February meeting he

1 took my place for.

2 MR. MAGUIRE: He said -- he said February  
3 meeting we nothing to talk about, everything starts  
4 in March.

5 CHAIRMAN GREEN: And March was two minutes  
6 longer.

7 MR. MAGUIRE: Yeah. So, passes. I've been  
8 invited to come out to the airport and I can't get  
9 on the airport. The little gate over here, I have  
10 to call somebody to say come check me in. Can we  
11 get passes? Are we authorized for passes? Are we  
12 prevented from having passes?

13 MR. WUELLNER: You are currently unlikely  
14 unless you amend your own policy, which you can do.

15 MR. MAGUIRE: I think we need a new policy,  
16 because I --

17 CHAIRMAN GREEN: I have Kevin on speed dial.

18 MR. MAGUIRE: Yeah, because I've had to call  
19 people and then I say I don't have phone numbers to  
20 call people.

21 MR. WUELLNER: Yeah.

22 MS. LUDLOW: Join SAAPA.

23 MR. BRUNSON: And getting --

24 MR. WUELLNER: An easy -- easy path is join  
25 SAAPA. That is true.

1           MR. BRUNSON: And get me a helmet that fits  
2 when I come.

3           CHAIRMAN GREEN: Join SAAPA.

4           MR. YOUMAN: Yeah, I was told that Homeland  
5 Security didn't allow us.

6           MR. WUELLNER: It is the process, the -- the  
7 need to control -- I should say legitimize access  
8 to the airport is strictly a TSA.

9           MR. MAGUIRE: How do we control access to the  
10 airport?

11          MR. WUELLNER: That's a good question. It's  
12 a -- it's a -- we use a card -- it's an access  
13 card.

14          MR. MAGUIRE: I mean, but what qualifications  
15 allow --

16          MR. WUELLNER: Oh, they're -- they're spelled  
17 out in a policy the Airport Authority has. But  
18 it's further defined in our airport -- approved  
19 airport security program with -- with TSA. And  
20 it's basically you've just got to present some  
21 legitimate need for access.

22                 Typically that comes down to tenants,  
23 operating agreements. We do make some -- some  
24 SAAPA badges available but, you know, that becomes  
25 with their meetings places inside.

1           But the process to actually get a -- a badge  
2 requires, depending on the level of access has a --  
3 what do you call it, a TSA -- a threat -- TA --  
4 threat assessment that's done by Homeland Security  
5 before allowed to actually provide the badge to  
6 someone.

7           And then there's also an additional level of  
8 badge access referred to as SIDA access, which is  
9 around the airline immediate terminal environment.  
10 That's highly restricted. It requires FBI  
11 clearances and the like to be able get badged to  
12 those areas. But by and large 98 percent of the  
13 airport just requires the threat assessment with  
14 TSA.

15           MR. BRUNSON: Might I say that I think Bruce  
16 has brought up a great point. We get the urge some  
17 time to really know what's going on here. Like  
18 Cindy did a great job taking me to the terminal and  
19 walking me through it, but I had to have her  
20 holding my hand the whole time.

21           CHAIRMAN GREEN: Oh, and you didn't like that?

22           MR. BRUNSON: Yeah, that was nice. But -- but  
23 there's times that I think we need access to it,  
24 and not taking up Kevin -- Kevin's time or Cindy's  
25 or yours, and -- because I always want to call and

1 get permission.

2 MR. WUELLNER: It -- it's your policy of  
3 course.

4 MR. BRUNSON: I know.

5 MR. WUELLNER: The second piece of this is we  
6 do need to make you aware of that -- that keeps you  
7 in non-movement areas.

8 MR. BRUNSON: But still I think --

9 MR. WUELLNER: I'm just saying, just as long  
10 as that's --

11 MR. BRUNSON: -- that we'll accept that, but I  
12 think all of us could -- could go through  
13 Homeland Security without even --

14 MR. WUELLNER: Yeah. I'm obviously not  
15 worried about that.

16 MR. BRUNSON: Okay. That's all I wanted to  
17 say.

18 CHAIRMAN GREEN: Will you take me to the tower  
19 next time?

20 MS. LUDLOW: Pardon me?

21 CHAIRMAN GREEN: You'll take me to the tower  
22 next time?

23 MS. LUDLOW: Yes.

24 CHAIRMAN GREEN: I was late today. I didn't  
25 get to go. I was going to hold Reba's hand.



1 MR. BRUNSON: What else?

2 MR. MAGUIRE: The -- I'm getting old because  
3 I'm doing things now and I can't remember what they  
4 are. Let's see. I'll probably think of it after  
5 the meeting.

6 CHAIRMAN GREEN: You snooze, you lose.

7 MR. MAGUIRE: I know.

8 CHAIRMAN GREEN: Mr. Youman, EDC and  
9 Intergovernmental?

10 MR. YOUMAN: Well, the EDC, I understand they  
11 had a yearly meeting. I never was apprised of the  
12 date of it, so I didn't go because I didn't even  
13 know it was going to happen. So I -- I see in the  
14 paper the EDC is going to have their quarterly  
15 breakfast April the 22nd. And if Cindy would get  
16 me a ticket, I would appreciate it and I'll be at  
17 that one and can report after that.

18 CHAIRMAN GREEN: It's from 8:00 to 9:30 at  
19 World Golf.

20 MR. YOUMAN: Right. And the EDC meeting way  
21 back, the one before that, the quarterly before,  
22 there was a presentation by a gentleman -- I forget  
23 his name. It's been, what, six months ago? But it  
24 was on the economy of St. Johns County, and the  
25 economy of St. Johns County is great. So that's

1 the report on that one.

2 TPO meeting on Thursday March the 10th, one  
3 thing they have, Item D, for year 2016-17 UPWP  
4 Candidate Study Tasks, Ed, that's that same program  
5 where we had that study done on the -- with the  
6 board approval for the intermodal --

7 MR. WUELLNER: Oh, and the access also? Yeah.

8 MR. YOUMAN: -- intermodal study.

9 Would this -- would -- would the hangars and  
10 that project be a candidate through the TPO where  
11 we get an outside consultant to take a look at the  
12 whole situation? Would it be appropriate to  
13 request the TPO to fund?

14 MR. WUELLNER: Yeah. I can't say  
15 definitively, but I -- I don't believe you're going  
16 to be allowed to cross aviation work program lines  
17 with general TPO planning dollars at DOT. They're  
18 going to require it to come out of the aviation  
19 work program instead of your -- what's the acronym  
20 you just used?

21 MR. YOUMAN: The what?

22 MR. WUELLNER: The funding acronym you were  
23 just using, H -- the --

24 MR. YOUMAN: UPWP.

25 MR. WUELLNER: UPWP, Unified Program (sic)

1 Work Program.

2 MR. YOUMAN: UPWP candidate.

3 MR. WUELLNER: Yeah. I don't think you're  
4 going to be allowed to do that crossed.

5 Secondary, the most you're going to be able  
6 to do would be planning or evaluation. It wouldn't  
7 facilitate engineering, construction, or anything  
8 like that. And what's driving this are going to be  
9 the aviation forecasts, which are definitely not  
10 going to cover there.

11 MR. YOUMAN: Do you see any other type study?

12 MR. WUELLNER: It might be time to relook at  
13 the access study that was done seven or eight years  
14 ago. In particular with the additional ownership  
15 of property out there, it might be a very good time  
16 to take a look at that again. Because that was  
17 originally an impediment to getting I-95 access on  
18 this end of the county.

19 CHAIRMAN GREEN: Uh-huh.

20 MR. YOUMAN: Can we put something together, or  
21 can you call --

22 MR. WUELLNER: Yeah, we should be able to  
23 resurrect what that last scope or description was.

24 MR. YOUMAN: Can you call Jeff and see, just  
25 throw it out to him?

1 MR. WUELLNER: Sure. Sure.

2 MR. YOUMAN: Because it doesn't cost us  
3 anything, I mean.

4 MR. WUELLNER: No guarantee -- I -- you know  
5 how he is. He may already have it committed and --

6 MR. YOUMAN: Yeah, I understand that.

7 MR. WUELLNER: -- but we can get in the queue  
8 for next year even if it's not.

9 CHAIRMAN GREEN: Okay. Randy?

10 MR. YOUMAN: Oh. No, wait a minute.

11 CHAIRMAN GREEN: Oh, I'm sorry. I thought  
12 that was -- what else do you have?

13 MR. YOUMAN: I didn't give you the floor back.

14 CHAIRMAN GREEN: I thought we did  
15 Intergovernmental and EDC, and you threw in TPO  
16 also.

17 MR. YOUMAN: Yeah. This -- this is a booklet  
18 that the TPO put out, a self-promotion book, and it  
19 gives a message from our chairman who was  
20 Nancy Sikes-Kline -- who is the departing chairman  
21 I should say. And you see my photograph there in  
22 the third column smiling diligently at everybody.  
23 And it gives us a synopsis of some of the  
24 activities of the TPO to justify their existence,  
25 which they're doing a good job, I guess.

1 MR. BRUNSON: Okay.

2 MR. YOUMAN: I'd turn over the floor.

3 MR. BRUNSON: First of all, I'd like to  
4 recognize a celebrity in the crowd tonight,  
5 Sacha Martin, who -- hey, seriously, she does so  
6 much for the community --

7 CHAIRMAN GREEN: Yes, she does.

8 MR. BRUNSON: -- keeping us informed of what  
9 goes on, and I invited her to come so that she can  
10 report on the good work that we're doing, and I  
11 know she'll have a lot of questions to ask.

12 I'm very pleased with the e-mails I'm getting  
13 from the staff of things that are happening, like  
14 the helicopter incident and different things, and I  
15 think this is a great idea of letting us know ahead  
16 of time little things that we -- we do need to  
17 know.

18 Other than that, I think we've had a good  
19 meeting and set a lot of things to rest. And I  
20 want to go on the record as saying I believe in  
21 keeping the attorney local because I know where  
22 that money's going. And that's all I have,  
23 Ms. Green.

24 CHAIRMAN GREEN: I like the attorney comment  
25 for a number of reasons, but thank you.

1           Aerospace Academy, we had -- it wasn't really  
2           an Aerospace Academy function; it was more of a  
3           business -- they have another academy called  
4           VyStar Business Partners. But a lot of aerospace  
5           people did go and speak to the kids about business  
6           partners and aerospace and trying to get an  
7           aviation flare to it. They had every period, and I  
8           think there are seven, but --

9           MR. WUELLNER: That's correct.

10          CHAIRMAN GREEN: -- is that correct? And 20  
11          to 30 kids from every class went to all of these  
12          booths and really got an earful of the business  
13          side of things. But aerospace was part of --  
14          aviation was part of it. So I want to thank the  
15          people that really participated. Warren RauHofer  
16          participated in it. My husband who is a pilot, he  
17          participated. So we had some aviation people  
18          there, which was really nice.

19          Then the next big thing is our Family Fun Day  
20          coming up Saturday April 30th. That date's been  
21          changed a couple of times, so make sure you write  
22          that down. And I think we start -- we start early  
23          though, Reba, right?

24          MS. LUDLOW: Yeah.

25          CHAIRMAN GREEN: 8:00?

1 MS. LUDLOW: Yeah. Well, SAAPA will do the  
2 statistic display --

3 CHAIRMAN GREEN: Right.

4 MS. LUDLOW: -- so we're out there by 8:00.

5 CHAIRMAN GREEN: 8:00? That's what I thought.  
6 But it's all day for people to come and enjoy it.

7 So other than that, we have on our calendar  
8 our next meeting for May 9th at 4:00. That's a  
9 Monday before TPC. It's the Monday of TPC, but you  
10 know Monday's kind of a --

11 MR. YOUMAN: Can I ask SAAPA a question?

12 CHAIRMAN GREEN: Yeah.

13 MR. YOUMAN: How are y'all doing on the park  
14 project?

15 MS. LUDLOW: We're working on it. Imagine  
16 that. And we just asked for more volunteers.  
17 It -- it's up and running again. It was not  
18 running through the winter --

19 MR. YOUMAN: Thank you.

20 MS. LUDLOW: -- but it's up and running again.

21 MR. YOUMAN: Great. Good news. Thank you.

22 MR. MAGUIRE: Two --

23 CHAIRMAN GREEN: Yes, Bruce?

24 MR. MAGUIRE: Two questions. Have you -- you  
25 may have already addressed it. The legislative

1 action, what's the status on that?

2 CHAIRMAN GREEN: We did.

3 MR. MAGUIRE: You did?

4 CHAIRMAN GREEN: We did address it. It's  
5 number one right there on your pre-meeting and I  
6 don't want to repeat it.

7 MR. MAGUIRE: Okay.

8 MR. BRUNSON: We don't want to talk about it.

9 CHAIRMAN GREEN: No.

10 MR. WUELLNER: It's not good --

11 CHAIRMAN GREEN: We'll talk about it next  
12 year.

13 MR. WUELLNER: It's not good, though.

14 MR. BRUNSON: By the way, I did -- at an event  
15 I was up at, I spoke to Cyndi Stevenson and told  
16 her how much we appreciated the hard work.

17 CHAIRMAN GREEN: They did an excellent job.

18 MR. WUELLNER: They did a great job of --

19 CHAIRMAN GREEN: Cyndi Stevenson --

20 MR. BRUNSON: And she's all ready to go for  
21 2018.

22 CHAIRMAN GREEN: Yeah. And -- and Paul and  
23 Travis, all of them did an excellent job for us --

24 MR. WUELLNER: They really did.

25 CHAIRMAN GREEN: -- and it just wasn't in the



1 Governor's shoebox this year.

2 MR. BRUNSON: Madam Chairman, may I ask a  
3 question? Does any of the board members know of  
4 any convention or anything you are interested in  
5 going to? Ed, are you going to any like this --

6 MR. WUELLNER: I -- I am not going to AAAE.  
7 That's probably the end of May. And I will  
8 probably do ACI, and that will be in September.

9 MR. BRUNSON: Where is that?

10 MR. WUELLNER: That is in Montreal, I believe.

11 MR. BRUNSON: Okay.

12 MR. WUELLNER: And will probably do  
13 Florida Airports Council, that's in Fort Myers in  
14 mid to late July. And, you know --

15 MR. BRUNSON: Has anybody else looked at that?

16 MR. WUELLNER: -- if anybody has any interest,  
17 let us -- let me know and we'll --

18 CHAIRMAN GREEN: I had made interest to the  
19 AC --

20 MR. BRUNSON: I'm looking at it --

21 CHAIRMAN GREEN: But the local is in Florida,  
22 I think. You're not going --

23 MR. BRUNSON: I would like to attend --

24 MR. WUELLNER: I do the Florida. I'm not  
25 going to Houston --

1           CHAIRMAN GREEN:   Okay.   Good.

2           MR. WUELLNER:   -- for AAAE.

3           MR. BRUNSON:   Seems like I get more out of it  
4           if we go as a group and kind of go to different  
5           things and you say, hey, I went to this and --

6           MR. WUELLNER:   I typically alternate years  
7           between the two.   I don't go to both usually.

8           CHAIRMAN GREEN:   I mean, the -- the Florida  
9           one is usually very interesting.   You can usually  
10          drive there and save cost.

11          MR. WUELLNER:   Oh, yeah.   And it's more  
12          oriented --

13          CHAIRMAN GREEN:   To Florida.

14          MR. WUELLNER:   -- to Florida.

15          MR. BRUNSON:   That's all I have.

16          MR. MAGUIRE:   That's all I've got.

17          CHAIRMAN GREEN:   All right.   So May 9th if not  
18          before.   All right.   The meeting's adjourned.

19                           (Meeting adjourned at 5:59 p.m.)

20

21

22

23

24

25

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

REPORTER'S CERTIFICATE

STATE OF FLORIDA        )  
COUNTY OF ST. JOHNS    )

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

Dated this 19th day of April, 2016.

---

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

<p><b>CHAIRMAN GREEN: [164]</b>  <b>MR. BRUNSON: [82]</b>  3/5 3/12 7/10 10/22  10/25 12/17 12/23 15/3  15/6 15/22 15/25 16/7  31/16 31/18 31/22 32/5  33/21 34/2 34/5 34/8  37/11 37/13 37/19  43/23 44/4 44/10 44/15  44/21 45/15 46/10  46/15 46/17 46/24  59/18 59/21 60/2 60/10  60/21 60/25 64/17 65/4  65/7 65/15 73/10 75/3  76/7 79/19 81/11 82/11  82/15 83/7 85/4 86/8  87/23 89/1 89/3 90/15  91/19 92/8 93/22 93/25  95/14 95/21 96/3 96/7  96/10 96/15 96/25  100/25 101/2 101/7  104/7 104/13 104/19  105/1 105/8 105/10  105/14 105/19 105/22  106/2 106/14  <b>MR. BURNETT: [11]</b>  14/6 14/17 14/19 14/23  15/2 15/5 15/7 15/24  16/1 37/20 64/24  <b>MR. GRUNDY: [28]</b>  13/10 38/3 38/8 38/15  39/18 39/21 39/24 40/2  40/5 40/9 40/11 40/17  40/19 40/23 41/2 41/11  41/13 41/16 41/19  41/24 42/4 42/7 42/10  91/16 91/18 91/20  91/24 92/5  <b>MR. MAGUIRE: [89]</b>  31/24 32/12 47/2 47/4  47/14 47/16 47/19  47/24 48/3 48/7 48/10  48/14 49/1 49/17 50/7  51/11 54/7 56/24 57/7  58/16 58/23 58/25  60/22 61/13 61/20  63/19 63/24 65/17  69/21 70/2 71/24 75/2  80/3 80/6 80/11 80/17  81/2 81/9 81/23 81/25  82/4 82/9 83/22 84/1  84/5 84/10 84/12 84/16  84/21 85/2 85/9 85/11  85/18 85/20 86/11  86/17 86/20 86/24 87/3  87/6 87/9 87/18 87/21  87/24 88/13 88/21 89/6  89/13 89/15 89/22 90/5  90/9 90/11 91/4 91/6  92/15 93/1 93/6 93/14  93/17 94/8 94/13 97/1</p>	<p>97/6 103/21 103/23  104/2 104/6 106/15  <b>MR. NEHRING: [1]</b>  14/3  <b>MR. WUELLNER: [216]</b>  <b>MR. YOUMAN: [68]</b>  3/14 4/6 4/13 4/16 4/18  5/3 5/15 7/6 7/12 9/25  10/5 10/7 10/20 11/1  11/10 11/13 11/17  11/20 11/23 11/25 12/5  16/9 16/19 37/25 42/14  42/25 43/3 43/5 43/14  43/18 43/21 51/19  51/25 52/4 54/6 56/9  57/8 64/20 65/9 65/16  70/1 76/8 89/9 90/1  90/10 90/18 90/21  92/24 94/3 97/9 97/19  98/7 98/20 98/23 99/1  99/10 99/19 99/23  100/1 100/5 100/9  100/12 100/16 101/1  103/10 103/12 103/18  103/20  <b>MS. CROWNOVER: [1]</b> 13/7  <b>MS. HOLLINGSWORTH: [1]</b> 4/20  <b>MS. LUDLOW: [10]</b>  41/21 91/13 93/21  96/19 96/22 102/23  102/25 103/3 103/14  103/19  <b>\$</b>  <b>\$1 [1]</b> 62/8  <b>\$1.1 [1]</b> 28/22  <b>\$10 [1]</b> 74/7  <b>\$1200 [1]</b> 27/24  <b>\$2.2 [2]</b> 26/7 28/12  <b>\$2.6 [1]</b> 26/7  <b>\$215 [1]</b> 29/24  <b>\$350 [2]</b> 28/21 29/3  <b>\$5 [1]</b> 74/7  <b>\$600 [1]</b> 28/20  <b>\$700 [1]</b> 28/9  <b>\$900,000 [1]</b> 62/13  <b>'</b>  <b>'05 [1]</b> 45/12  <b>'07 [1]</b> 45/12  <b>'08 [2]</b> 22/10 41/11  <b>'09 [1]</b> 22/10  <b>'17 [7]</b> 39/19 40/1 40/9  40/18 40/22 40/25  54/21  <b>'18 [2]</b> 39/18 41/1  <b>0</b>  <b>03 [5]</b> 2/9 61/25 62/1</p>	<p>64/13 65/8  <b>0570 [1]</b> 1/22  <b>1</b>  <b>10 [14]</b> 18/1 20/16 21/4  22/1 27/16 27/23 28/4  28/19 31/1 32/3 32/11  51/1 62/20 64/5  <b>10-unit [2]</b> 25/17 26/1  <b>10-year [1]</b> 19/15  <b>10-year-old [1]</b> 19/12  <b>1000 [2]</b> 24/1 24/6  <b>104 [1]</b> 1/15  <b>106 [1]</b> 2/13  <b>107 [1]</b> 2/14  <b>10th [1]</b> 98/2  <b>11 [1]</b> 30/25  <b>12 [1]</b> 25/18  <b>125 [4]</b> 21/8 49/11  49/19 50/25  <b>12th [1]</b> 13/12  <b>13 [1]</b> 2/7  <b>1400 [1]</b> 24/15  <b>14th [1]</b> 5/22  <b>15 [1]</b> 9/1  <b>1510 [1]</b> 1/21  <b>16 [1]</b> 2/9  <b>16th [3]</b> 13/18 14/1  14/2  <b>17 [1]</b> 98/3  <b>18 [3]</b> 9/1 20/4 39/12  <b>1960s [1]</b> 19/24  <b>19th [1]</b> 107/10  <b>1st [1]</b> 69/20  <b>2</b>  <b>20 [7]</b> 26/7 27/16 28/4  28/19 29/18 79/3  102/10  <b>20-year [2]</b> 28/6 28/20  <b>200 [1]</b> 48/3  <b>2006 [1]</b> 50/14  <b>2007 [2]</b> 20/25 50/9  <b>2008 [1]</b> 41/10  <b>2009 [1]</b> 20/25  <b>2015 [1]</b> 77/24  <b>2016 [2]</b> 1/6 107/10  <b>2016-03 [4]</b> 2/9 61/25  62/1 65/8  <b>2016-17 [1]</b> 98/3  <b>2018 [3]</b> 26/13 26/14  104/21  <b>20th [1]</b> 6/5  <b>22 [1]</b> 28/4  <b>22nd [1]</b> 97/15  <b>24 [2]</b> 28/4 29/19  <b>25 [4]</b> 21/10 62/20  91/22 91/25  <b>28 [1]</b> 1/6  <b>29 [1]</b> 31/2  <b>3</b>  <b>30 [4]</b> 50/21 51/2 56/7</p>	<p>102/11  <b>30th [1]</b> 102/20  <b>31 [1]</b> 12/14  <b>32080 [1]</b> 1/15  <b>32084 [1]</b> 1/21  <b>33 [1]</b> 30/22  <b>35 [2]</b> 13/17 21/10  <b>4</b>  <b>40 [4]</b> 9/2 13/17 21/19  21/21  <b>42 [1]</b> 20/24  <b>4730 [1]</b> 1/4  <b>4:00 [1]</b> 103/8  <b>4:07 [1]</b> 1/7  <b>5</b>  <b>50 [12]</b> 19/23 22/25  26/15 28/6 28/8 28/19  36/17 49/6 51/18 52/2  52/5 52/7  <b>50-foot [2]</b> 23/17 23/19  <b>50/50 [1]</b> 26/15  <b>5:59 [2]</b> 1/7 106/19  <b>6</b>  <b>60 [1]</b> 56/7  <b>62 [1]</b> 2/9  <b>64 [1]</b> 30/23  <b>65 [1]</b> 2/10  <b>7</b>  <b>75 [2]</b> 62/16 62/19  <b>75/25 [2]</b> 91/22 91/25  <b>8</b>  <b>80 [1]</b> 13/16  <b>80/20 [1]</b> 79/3  <b>800 [2]</b> 24/1 36/21  <b>825-0570 [1]</b> 1/22  <b>8:00 [4]</b> 97/18 102/25  103/4 103/5  <b>9</b>  <b>90 [1]</b> 10/12  <b>904 [1]</b> 1/22  <b>91 [1]</b> 2/11  <b>92 [1]</b> 2/12  <b>95 [1]</b> 99/17  <b>98 [1]</b> 95/12  <b>9:30 [1]</b> 97/18  <b>9th [2]</b> 103/8 106/17  <b>A</b>  <b>A.A.E [1]</b> 1/16  <b>AAAE [2]</b> 105/6 106/2  <b>ab [1]</b> 76/11  <b>ability [5]</b> 51/3 52/16  56/2 75/20 79/6  <b>able [13]</b> 3/25 9/14  16/10 18/7 26/14 36/2  56/8 56/15 61/7 89/11  95/11 99/5 99/22  <b>about [44]</b> 3/22 13/17</p>	<p>13/20 13/24 20/4 21/4  21/19 22/2 22/3 24/2  25/23 25/24 26/2 26/4  26/19 28/6 28/8 28/10  28/12 28/23 29/24  33/22 38/23 43/6 44/5  50/2 50/16 51/8 51/20  57/15 58/12 64/5 72/2  75/6 76/2 77/22 82/23  91/21 91/22 93/3 96/15  102/5 104/8 104/11  <b>above [2]</b> 74/23 84/24  <b>absent [1]</b> 45/24  <b>absolutely [5]</b> 30/1  42/4 42/12 56/18 77/1  <b>AC [1]</b> 105/19  <b>academy [4]</b> 32/23  102/1 102/2 102/3  <b>accelerated [1]</b> 53/12  <b>accept [5]</b> 21/22 62/10  65/6 69/12 96/11  <b>acceptable [1]</b> 88/13  <b>acceptance [1]</b> 67/8  <b>accepted [2]</b> 35/3 39/2  <b>access [12]</b> 46/5 94/7  94/9 94/12 94/21 95/2  95/8 95/8 95/23 98/7  99/13 99/17  <b>accom [1]</b> 62/22  <b>accommodating [1]</b>  62/24  <b>accomplished [1]</b> 75/8  <b>accounted [1]</b> 31/4  <b>accounting [1]</b> 31/14  <b>accurate [1]</b> 48/25  <b>ACI [1]</b> 105/8  <b>acquired [1]</b> 66/22  <b>acquiring [1]</b> 65/25  <b>acquisition [6]</b> 55/17  62/7 62/17 63/5 63/13  92/4  <b>acronym [2]</b> 98/19  98/22  <b>across [6]</b> 45/25 49/3  54/24 55/17 78/13  81/22  <b>act [3]</b> 53/3 68/11  68/16  <b>action [2]</b> 90/21 104/1  <b>actions [1]</b> 74/10  <b>active [2]</b> 30/25 53/3  <b>activities [1]</b> 100/24  <b>actual [6]</b> 54/19 56/22  63/23 67/21 79/4 79/4  <b>actually [7]</b> 8/8 21/22  48/19 69/8 79/6 95/1  95/5  <b>actuarials [1]</b> 3/20  <b>add [2]</b> 26/5 58/4  <b>adding [1]</b> 63/7  <b>addition [1]</b> 74/19  <b>additional [9]</b> 20/19  20/24 24/12 24/13 58/7</p>
---	---	--	---	--

<p><b>A</b></p> <p><b>additional...</b> [4] 62/8 62/13 95/7 99/14</p> <p><b>address</b> [1] 104/4</p> <p><b>addressed</b> [4] 18/17 25/4 64/18 103/25</p> <p><b>adds</b> [2] 58/7 63/9</p> <p><b>adequate</b> [1] 81/18</p> <p><b>ADIZ</b> [2] 12/20 12/21</p> <p><b>adjourned</b> [2] 106/18 106/19</p> <p><b>ADJOURNMENT</b> [1] 2/13</p> <p><b>adjust</b> [1] 29/12</p> <p><b>adjusting</b> [1] 5/14</p> <p><b>administration</b> [1] 42/17</p> <p><b>admit</b> [1] 72/1</p> <p><b>admitted</b> [1] 80/15</p> <p><b>adopted</b> [1] 35/20</p> <p><b>adopting</b> [2] 64/12 65/15</p> <p><b>adoption</b> [1] 67/7</p> <p><b>advance</b> [1] 36/12</p> <p><b>advancing</b> [1] 28/13</p> <p><b>advantage</b> [1] 37/2</p> <p><b>advertisement</b> [1] 6/3</p> <p><b>aerospace</b> [6] 32/22 102/1 102/2 102/4 102/6 102/13</p> <p><b>affect</b> [5] 25/20 26/23 46/3 54/22 61/19</p> <p><b>affected</b> [1] 28/14</p> <p><b>affiliated</b> [1] 24/10</p> <p><b>afforded</b> [1] 78/11</p> <p><b>after</b> [10] 37/22 37/25 39/8 61/10 64/4 66/6 71/4 81/20 97/4 97/17</p> <p><b>again</b> [13] 3/19 7/23 8/3 26/21 28/22 30/13 39/17 39/21 54/20 62/14 99/16 103/17 103/20</p> <p><b>against</b> [2] 74/10 87/23</p> <p><b>age</b> [3] 17/25 18/2 31/5</p> <p><b>agenda</b> [6] 2/5 3/10 5/7 5/8 5/15 16/22</p> <p><b>agent</b> [3] 76/19 76/19 83/2</p> <p><b>agents</b> [1] 79/18</p> <p><b>ago</b> [11] 8/9 20/3 20/4 20/16 45/8 58/22 77/21 77/23 92/7 97/23 99/14</p> <p><b>agree</b> [4] 49/22 51/11 81/15 89/2</p> <p><b>Agreed</b> [2] 81/2 84/16</p> <p><b>agreement</b> [2] 83/24 88/22</p> <p><b>agreements</b> [2] 36/12 94/23</p> <p><b>ahead</b> [6] 39/10 51/14 57/19 57/21 90/21 101/15</p>	<p><b>aid</b> [2] 8/24 75/15</p> <p><b>Air</b> [2] 3/3 3/3</p> <p><b>Air Force</b> [1] 3/3</p> <p><b>aircraft</b> [9] 23/18 30/22 30/23 31/7 31/10 43/12 73/23 74/12 74/20</p> <p><b>airline</b> [6] 33/16 74/20 74/22 75/11 76/14 95/9</p> <p><b>airline-type</b> [1] 74/20</p> <p><b>airlines</b> [1] 34/20</p> <p><b>airplane</b> [1] 23/21</p> <p><b>airplanes</b> [5] 30/24 31/3 34/22 43/10 75/22</p> <p><b>airport</b> [51] 1/1 1/15 3/4 6/7 6/9 6/18 11/9 12/13 14/11 14/14 15/21 16/12 17/7 18/13 18/18 18/24 19/1 19/7 20/2 22/21 26/17 27/8 30/14 46/23 51/23 53/25 67/6 67/17 68/7 69/8 70/12 70/13 71/1 73/21 73/23 74/5 74/8 74/15 75/7 77/18 78/19 79/1 80/9 93/8 93/9 94/8 94/10 94/17 94/18 94/19 95/13</p> <p><b>Airport Authority</b> [14] 3/4 6/7 6/9 14/14 26/17 27/8 67/6 67/17 69/8 74/8 74/15 77/18 78/19 94/17</p> <p><b>Airport Authority's</b> [1] 73/21</p> <p><b>Airport Master Plan</b> [1] 19/7</p> <p><b>Airport's</b> [2] 81/19 81/19</p> <p><b>airports</b> [6] 10/9 10/14 31/15 75/21 76/14 105/13</p> <p><b>Airspace</b> [1] 10/15</p> <p><b>all</b> [64] 3/9 4/4 9/10 9/24 11/19 13/1 17/17 19/22 25/13 27/22 29/16 30/13 31/13 32/21 32/25 40/24 41/20 41/23 41/23 43/7 43/20 46/1 46/14 47/10 48/6 50/5 51/5 51/10 54/15 55/18 60/3 60/17 63/16 65/3 65/14 65/19 67/3 74/7 75/21 77/11 77/13 78/13 80/14 80/15 80/18 86/6 86/10 87/5 87/10 87/22 91/7 91/15 96/12 96/16 101/3 101/22 102/11 103/6 104/20 104/23 106/15 106/16 106/17 106/18</p> <p><b>alleged</b> [1] 74/3</p> <p><b>ALLEGIANCE</b> [3] 2/3</p>	<p>3/4 3/5</p> <p><b>allocate</b> [1] 61/7</p> <p><b>allow</b> [4] 18/10 29/5 94/5 94/15</p> <p><b>allowed</b> [3] 95/5 98/16 99/4</p> <p><b>almost</b> [5] 9/2 20/13 30/4 50/21 73/23</p> <p><b>along</b> [2] 24/25 80/4</p> <p><b>already</b> [14] 10/16 11/4 11/5 12/13 32/9 37/17 50/2 50/2 58/17 69/4 72/12 78/16 100/5 103/25</p> <p><b>also</b> [19] 1/13 7/3 12/22 14/12 18/19 20/14 21/4 22/11 24/7 29/22 31/9 36/5 40/9 53/24 58/16 75/6 95/7 98/7 100/16</p> <p><b>alternate</b> [1] 106/6</p> <p><b>Alvin</b> [1] 13/19</p> <p><b>always</b> [8] 17/8 21/11 42/9 49/9 69/7 73/24 83/7 95/25</p> <p><b>am</b> [5] 37/7 70/17 72/1 87/23 105/6</p> <p><b>amend</b> [2] 58/4 93/14</p> <p><b>among</b> [1] 35/5</p> <p><b>amount</b> [2] 27/15 72/3</p> <p><b>analysis</b> [1] 18/11</p> <p><b>anecdotal</b> [2] 16/17 30/8</p> <p><b>annual</b> [2] 4/3 67/11</p> <p><b>another</b> [4] 49/25 50/3 76/19 102/3</p> <p><b>answer</b> [2] 15/8 15/20</p> <p><b>answers</b> [2] 76/6 76/18</p> <p><b>any</b> [37] 3/11 4/25 5/2 17/23 18/11 20/3 23/1 25/17 26/18 33/20 36/15 39/5 43/15 45/7 56/23 57/3 57/17 59/5 64/15 64/16 65/11 72/1 73/10 74/22 75/10 75/19 76/23 77/2 79/15 81/15 91/12 91/13 99/11 105/3 105/4 105/5 105/16</p> <p><b>anybody</b> [6] 4/12 6/8 61/19 74/19 105/15 105/16</p> <p><b>anyone</b> [2] 13/5 75/19</p> <p><b>anything</b> [16] 7/25 14/16 23/22 24/19 39/10 44/11 53/3 59/1 63/20 69/22 75/16 90/6 92/15 99/7 100/3 105/4 66/2</p> <p><b>anywhere</b> [1] 81/16</p> <p><b>apiece</b> [1] 9/19</p> <p><b>apologize</b> [3] 47/5 47/8</p>	<p>91/17</p> <p><b>apparently</b> [3] 3/19 7/22 9/10</p> <p><b>appear</b> [1] 88/4</p> <p><b>appearance</b> [1] 76/23</p> <p><b>appeared</b> [2] 6/2 42/24</p> <p><b>appears</b> [2] 7/25 8/16</p> <p><b>appreciate</b> [2] 66/14 97/16</p> <p><b>appreciated</b> [1] 104/16</p> <p><b>apprised</b> [1] 97/11</p> <p><b>approach</b> [6] 12/14 23/19 33/10 67/3 68/23 68/23</p> <p><b>approached</b> [2] 74/24 76/10</p> <p><b>approaches</b> [2] 11/5 12/12</p> <p><b>approaching</b> [2] 45/18 68/17</p> <p><b>appropriate</b> [1] 98/12</p> <p><b>appropriately</b> [1] 24/21</p> <p><b>approval</b> [5] 2/5 5/7 5/8 38/19 98/6</p> <p><b>approved</b> [4] 3/17 5/6 44/1 94/18</p> <p><b>approximately</b> [1] 21/8</p> <p><b>APR</b> [2] 28/12 28/23</p> <p><b>April</b> [6] 5/22 6/5 13/18 97/15 102/20 107/10</p> <p><b>Araquay</b> [1] 24/24</p> <p><b>are</b> [111]</p> <p><b>area</b> [10] 18/3 20/1 22/20 22/21 23/1 23/20 24/14 24/20 24/21 73/24</p> <p><b>areas</b> [9] 27/3 53/18 67/13 67/25 68/21 74/16 79/22 95/12 96/7</p> <p><b>aren't</b> [2] 34/7 74/17</p> <p><b>ARFF</b> [1] 75/12</p> <p><b>arguing</b> [1] 87/22</p> <p><b>argument</b> [2] 87/6 87/9</p> <p><b>around</b> [12] 23/21 24/1 24/15 33/16 34/10 34/22 45/9 66/13 71/20 77/8 81/5 95/9</p> <p><b>artificial</b> [1] 23/13</p> <p><b>as</b> [78] 4/7 5/15 8/24 9/10 10/14 11/21 12/11 15/2 15/2 15/13 16/6 16/6 17/7 17/11 17/13 17/19 17/22 18/4 18/6 18/6 19/5 19/5 19/11 19/12 20/10 20/14 20/24 21/11 22/20 22/24 23/14 24/17 25/15 27/7 28/7 28/10 29/6 31/12 31/14 32/15 32/19 33/10 36/24 37/6 37/6 38/10 39/13 42/7 45/22 49/9 52/19 53/23 53/24 58/4 58/7 58/15</p>	<p>59/10 61/5 62/2 62/13 64/6 65/8 67/8 68/3 69/3 69/7 72/3 72/6 72/9 72/15 74/19 75/17 85/24 95/8 96/9 96/10 101/20 106/4</p> <p><b>ask</b> [8] 58/16 69/13 74/24 76/2 88/15 101/11 103/11 105/2</p> <p><b>asked</b> [4] 71/8 76/5 86/7 103/16</p> <p><b>asking</b> [6] 6/6 12/23 12/24 68/8 76/19 83/10</p> <p><b>aspect</b> [1] 72/22</p> <p><b>aspects</b> [3] 48/16 80/19 87/13</p> <p><b>asphalt</b> [1] 25/8</p> <p><b>aspirations</b> [1] 48/17</p> <p><b>assessment</b> [2] 95/4 95/13</p> <p><b>assistance</b> [1] 86/4</p> <p><b>Association</b> [2] 31/22 32/23</p> <p><b>assume</b> [2] 49/2 84/18</p> <p><b>assuming</b> [4] 8/14 9/5 54/14 61/15</p> <p><b>assure</b> [1] 36/8</p> <p><b>ATC</b> [1] 31/13</p> <p><b>Atlantic</b> [1] 13/10</p> <p><b>Atlantic Aviation</b> [1] 13/10</p> <p><b>attempted</b> [1] 56/5</p> <p><b>attend</b> [1] 105/23</p> <p><b>attorney</b> [3] 1/15 101/21 101/24</p> <p><b>audit</b> [2] 3/18 3/25</p> <p><b>Auditor</b> [1] 3/20</p> <p><b>August</b> [1] 69/18</p> <p><b>AUGUSTINE</b> [8] 1/1 1/5 1/15 1/20 1/21 3/3 6/22 13/23</p> <p><b>author</b> [1] 13/22</p> <p><b>AUTHORITY</b> [28] 1/1 1/15 2/12 3/4 6/7 6/9 6/11 6/18 14/14 26/17 27/8 27/12 27/19 28/18 66/21 67/6 67/17 68/7 69/8 74/8 74/10 74/15 77/18 78/19 79/8 79/14 79/14 94/17</p> <p><b>Authority's</b> [1] 73/21</p> <p><b>authorized</b> [2] 93/11 107/7</p> <p><b>Automated</b> [1] 26/10</p> <p><b>available</b> [14] 7/4 21/23 28/25 39/8 40/1 45/7 52/20 53/9 54/20 57/22 62/13 68/18 79/13 94/24</p> <p><b>Avenue</b> [1] 24/25</p> <p><b>average</b> [4] 31/5 36/22 48/22 49/3</p> <p><b>avgas</b> [1] 31/1</p>
--	--	---	--	---

<p><b>A</b> <b>aviation [31]</b> 13/10 17/22 18/12 31/22 32/21 33/20 34/13 34/20 34/24 43/2 43/7 44/14 51/8 73/14 76/11 76/15 76/23 77/5 78/12 79/12 81/22 82/16 87/12 88/7 88/13 98/16 98/18 99/9 102/7 102/14 102/17 <b>aviation-related [2]</b> 76/11 76/23 <b>aviation-specific [1]</b> 79/12 <b>aviator [1]</b> 13/23 <b>aware [10]</b> 17/8 18/4 19/4 19/23 24/21 30/15 30/18 40/12 79/22 96/6 <b>away [3]</b> 48/16 54/3 71/15 <b>aye [5]</b> 65/15 65/16 65/17 65/18 65/19</p>	<p><b>be [118]</b> <b>bear [1]</b> 52/7 <b>bearing [1]</b> 52/3 <b>BEASON [3]</b> 1/20 107/6 107/13 <b>became [1]</b> 54/20 <b>because [45]</b> 11/6 11/7 11/14 16/11 20/5 23/14 24/8 25/6 32/11 35/13 37/17 39/7 41/17 42/19 44/2 46/22 48/20 49/24 50/18 50/21 50/24 54/1 55/17 56/2 56/19 63/5 72/21 74/9 75/18 78/21 79/14 80/20 84/19 86/23 86/25 87/11 89/24 93/16 93/18 95/25 97/2 97/12 99/16 100/2 101/21 <b>become [1]</b> 62/13 <b>becomes [4]</b> 52/18 52/20 63/1 94/24 <b>becoming [2]</b> 8/22 9/4 <b>bed [2]</b> 54/18 54/19 <b>been [28]</b> 3/20 8/5 8/19 8/21 10/16 20/8 20/9 22/7 31/8 32/10 34/21 42/14 44/16 59/17 59/19 60/4 66/12 66/13 71/9 77/13 77/14 78/22 80/21 88/16 92/23 93/7 97/23 102/20 <b>before [18]</b> 15/5 22/3 33/20 36/13 48/6 52/14 52/21 55/10 69/6 69/14 69/19 80/3 85/16 95/5 97/21 97/21 103/9 106/18 <b>began [6]</b> 73/22 74/11 74/13 74/24 76/2 78/9 <b>begin [8]</b> 18/5 39/7 40/25 53/9 53/24 56/8 62/22 62/23 <b>beginning [2]</b> 5/22 39/12 <b>begins [1]</b> 5/21 <b>behalf [1]</b> 68/17 <b>behind [3]</b> 15/11 15/12 77/18 <b>being [16]</b> 3/22 8/23 8/23 11/6 12/22 19/5 19/21 20/15 27/2 29/12 29/18 33/5 47/6 53/17 79/3 92/5 <b>believe [7]</b> 7/25 12/14 28/3 66/23 98/15 101/20 105/10 <b>believer [1]</b> 70/18 <b>below [3]</b> 47/13 48/13 74/23 <b>bending [1]</b> 21/5 <b>benefit [4]</b> 33/7 56/17 67/17 68/7</p>	<p><b>Bennett [1]</b> 13/5 <b>best [10]</b> 16/6 18/9 25/11 32/16 66/25 72/3 73/5 79/10 86/7 88/21 <b>better [10]</b> 28/7 28/8 35/2 35/24 59/17 67/21 69/10 72/17 78/18 87/5 <b>between [6]</b> 18/8 22/22 23/15 27/17 57/4 106/7 <b>beyond [2]</b> 38/25 50/1 <b>bid [4]</b> 25/22 37/2 41/8 41/9 <b>bids [1]</b> 66/7 <b>big [9]</b> 14/21 17/18 25/21 31/14 60/20 63/2 68/24 70/24 102/19 <b>bigger [1]</b> 55/1 <b>biggest [2]</b> 89/25 90/12 <b>Bill [2]</b> 33/7 33/8 <b>bills [1]</b> 4/6 <b>bit [8]</b> 16/25 21/6 35/13 45/6 48/21 53/25 73/15 73/17 <b>blame [1]</b> 70/3 <b>blank [1]</b> 89/24 <b>blocks [1]</b> 45/14 <b>blunt [1]</b> 76/22 <b>board [42]</b> 1/9 3/4 19/5 20/18 22/6 29/12 35/9 35/14 37/16 37/18 37/21 37/22 39/23 39/25 41/24 42/13 45/20 45/22 47/5 49/3 57/23 59/5 59/11 59/25 60/7 64/16 65/3 65/12 68/15 69/2 69/12 69/12 70/15 72/25 73/10 77/21 78/1 80/3 85/16 91/16 98/6 105/3 <b>boards [1]</b> 90/20 <b>boards [1]</b> 63/3 <b>bone [1]</b> 56/9 <b>book [2]</b> 13/23 100/18 <b>booklet [1]</b> 100/17 <b>booths [1]</b> 102/12 <b>born [1]</b> 20/22 <b>borne [5]</b> 21/16 22/11 29/18 51/22 51/22 <b>borrow [5]</b> 27/17 27/23 28/21 28/23 30/20 <b>borrowing [3]</b> 27/16 27/16 28/18 <b>both [6]</b> 8/8 19/9 48/24 80/5 89/24 106/7 <b>bottom [2]</b> 72/14 89/10 <b>Boulevard [1]</b> 1/21 <b>break [1]</b> 81/20 <b>breakfast [1]</b> 97/15 <b>bridge [1]</b> 3/6 <b>briefing [1]</b> 7/16 <b>bright [1]</b> 31/6 <b>bring [5]</b> 23/4 28/8 62/15 69/13 73/2</p>	<p><b>brings [2]</b> 12/8 22/18 <b>broadened [1]</b> 78/13 <b>broader [2]</b> 78/11 79/2 <b>broadly [1]</b> 88/18 <b>broker [19]</b> 2/10 65/22 67/1 67/3 70/22 72/21 72/21 81/4 81/6 82/14 82/19 83/19 83/22 85/8 86/8 86/15 86/16 86/20 86/21 <b>brokerage [5]</b> 5/11 67/19 68/25 76/12 90/15 <b>brokers [4]</b> 85/24 86/5 87/15 89/20 <b>brought [2]</b> 77/20 95/16 <b>BRUCE [8]</b> 1/11 47/2 83/12 86/2 88/25 89/4 95/15 103/23 <b>BRUNSON [3]</b> 1/11 52/23 53/13 <b>buddy [1]</b> 82/25 <b>budget [4]</b> 55/1 56/6 61/5 64/25 <b>build [9]</b> 23/23 25/25 27/8 34/16 34/24 36/16 36/18 45/8 56/5 <b>builders [1]</b> 13/15 <b>building [12]</b> 21/2 24/10 26/3 26/15 30/21 30/22 36/14 36/19 44/7 50/17 50/18 92/1 <b>buildings [1]</b> 44/3 <b>built [6]</b> 20/25 21/3 23/25 24/8 41/10 53/22 <b>bundled [1]</b> 9/10 <b>burned [1]</b> 92/7 <b>BURNETT [2]</b> 1/14 14/6 <b>business [21]</b> 2/7 2/8 9/21 13/3 29/1 36/3 42/18 42/19 48/16 48/17 50/5 51/4 55/25 66/13 82/23 83/6 88/16 102/3 102/4 102/5 102/12 <b>business-savvy [1]</b> 55/25 <b>businesses [1]</b> 34/20 <b>buy [7]</b> 38/21 45/18 50/12 66/25 82/24 83/1 83/1 <b>buying [2]</b> 46/15 46/22</p>	<p>99/24 <b>called [1]</b> 102/3 <b>came [8]</b> 15/17 19/14 22/9 31/21 42/18 64/3 71/19 86/8 <b>can [63]</b> 4/14 4/14 4/16 4/19 4/21 5/15 6/24 7/3 7/3 9/23 14/16 15/2 28/15 28/19 29/6 29/8 36/16 36/24 37/25 39/1 40/17 42/1 43/17 43/18 45/1 48/19 49/18 49/19 49/21 49/21 51/14 51/18 52/10 55/24 57/18 57/18 58/16 61/7 61/18 64/23 65/3 66/14 69/12 72/11 72/17 73/23 83/21 83/22 85/4 86/9 86/10 90/13 91/25 93/10 93/14 97/17 99/20 99/21 99/24 100/7 101/9 103/11 106/9 <b>can't [12]</b> 4/5 11/2 11/2 39/15 49/23 52/7 52/14 56/19 72/3 93/8 97/3 98/14 <b>canal [1]</b> 25/2 <b>candidate [3]</b> 98/4 98/10 99/2 <b>capabilities [1]</b> 51/16 <b>capability [2]</b> 70/18 71/2 <b>capacitor [1]</b> 8/6 <b>capacitors [3]</b> 8/8 8/10 9/18 <b>capacity [2]</b> 17/7 20/18 <b>capital [4]</b> 19/6 19/11 26/10 56/5 <b>card [2]</b> 94/12 94/13 <b>care [3]</b> 57/5 88/20 88/20 <b>career [4]</b> 13/24 13/24 33/11 34/17 <b>careers [1]</b> 34/18 <b>careful [1]</b> 50/24 <b>CARL [10]</b> 1/10 3/14 16/9 21/5 35/8 37/13 37/18 37/24 42/14 89/9 <b>carried [1]</b> 74/8 <b>carriers [2]</b> 33/18 76/5 <b>carries [1]</b> 23/2 <b>carrying [1]</b> 67/13 <b>Casa [2]</b> 1/4 46/1 <b>Casa Cola [1]</b> 46/1 <b>case [6]</b> 22/1 34/16 49/2 71/12 71/13 83/7 <b>cases [1]</b> 67/12 <b>catch [1]</b> 15/12 <b>caught [2]</b> 4/3 4/4 <b>caution [1]</b> 17/11 <b>cautious [1]</b> 34/1 <b>cautiously [1]</b> 19/19</p>
--	--	---	--	--

<p><b>C</b></p> <p><b>CCNA [1]</b> 68/10</p> <p><b>celebrity [1]</b> 101/4</p> <p><b>Center [1]</b> 1/3</p> <p><b>central [1]</b> 72/13</p> <p><b>certain [2]</b> 68/19 79/22</p> <p><b>certainly [4]</b> 8/12 18/25 19/3 31/4</p> <p><b>CERTIFICATE [2]</b> 2/14 107/1</p> <p><b>certify [1]</b> 107/6</p> <p><b>cetera [2]</b> 42/20 42/21</p> <p><b>chairman [4]</b> 1/10 100/19 100/20 105/2</p> <p><b>challenges [1]</b> 23/2</p> <p><b>chance [1]</b> 3/11</p> <p><b>change [8]</b> 39/20 40/13 40/16 53/22 71/12 71/15 73/3 85/20</p> <p><b>changed [4]</b> 63/20 64/1 73/20 102/21</p> <p><b>changes [1]</b> 39/25</p> <p><b>charging [1]</b> 49/12</p> <p><b>check [2]</b> 63/1 93/10</p> <p><b>Checked [1]</b> 47/22</p> <p><b>Chicago [1]</b> 5/24</p> <p><b>chips [1]</b> 90/18</p> <p><b>choose [1]</b> 39/23</p> <p><b>Cindy [2]</b> 95/18 97/15</p> <p><b>Cindy's [1]</b> 95/24</p> <p><b>citing [1]</b> 43/9</p> <p><b>clad [1]</b> 20/7</p> <p><b>claim [2]</b> 79/7 79/7</p> <p><b>class [1]</b> 102/11</p> <p><b>clause [2]</b> 74/1 74/9</p> <p><b>cleanliness [1]</b> 16/17</p> <p><b>clearances [1]</b> 95/11</p> <p><b>cleared [1]</b> 33/20</p> <p><b>clearing [1]</b> 51/17</p> <p><b>close [4]</b> 29/6 29/7 44/9 59/23</p> <p><b>closely [1]</b> 44/24</p> <p><b>closer [2]</b> 29/13 36/24</p> <p><b>closing [1]</b> 63/16</p> <p><b>clouds [1]</b> 33/19</p> <p><b>Cola [2]</b> 1/4 46/1</p> <p><b>collapsed [1]</b> 50/19</p> <p><b>collectively [1]</b> 59/10</p> <p><b>college [1]</b> 33/5</p> <p><b>column [1]</b> 100/22</p> <p><b>come [23]</b> 9/6 9/7 13/25 14/21 19/1 21/12 30/19 35/7 50/11 66/20 70/14 71/14 72/10 80/16 86/2 86/5 86/6 93/8 93/10 94/2 98/18 101/9 103/6</p> <p><b>comes [8]</b> 6/17 16/1 22/14 44/18 48/25 49/4 49/16 94/22</p> <p><b>comfortable [2]</b> 60/7 88/2</p> <p><b>coming [9]</b> 10/18 17/2</p>	<p>29/16 33/17 34/7 51/25 55/22 70/6 102/20</p> <p><b>comment [22]</b> 2/11 4/7 37/15 37/18 37/19 37/22 41/22 41/24 41/24 42/13 59/19 64/16 64/16 82/22 82/23 91/8 91/10 91/13 91/14 91/15 91/16 101/24</p> <p><b>comments [4]</b> 2/12 82/12 83/9 92/13</p> <p><b>commercial [3]</b> 44/13 50/17 78/20</p> <p><b>commission [4]</b> 13/5 70/23 70/24 83/3</p> <p><b>commissioner [1]</b> 72/6</p> <p><b>commit [2]</b> 18/7 36/14</p> <p><b>commitment [1]</b> 45/1</p> <p><b>commitments [1]</b> 36/10</p> <p><b>committed [2]</b> 58/18 100/5</p> <p><b>committee [2]</b> 6/10 42/6</p> <p><b>commonality [1]</b> 9/9</p> <p><b>community [2]</b> 71/1 101/6</p> <p><b>companies [5]</b> 70/9 70/11 71/6 77/3 80/6</p> <p><b>company [8]</b> 13/14 66/17 70/22 75/21 78/25 78/25 86/8 88/20</p> <p><b>company-wide [1]</b> 75/21</p> <p><b>compare [1]</b> 50/9</p> <p><b>compatibility [1]</b> 9/5</p> <p><b>Competitive [1]</b> 68/11</p> <p><b>complain [1]</b> 73/7</p> <p><b>complete [1]</b> 27/25</p> <p><b>completely [3]</b> 43/10 47/7 67/15</p> <p><b>complexity [1]</b> 66/23</p> <p><b>compliance [1]</b> 23/6</p> <p><b>complicated [1]</b> 39/15</p> <p><b>component [1]</b> 53/23</p> <p><b>concern [5]</b> 16/19 51/7 53/17 53/19 72/23</p> <p><b>concerned [1]</b> 55/14</p> <p><b>concerning [2]</b> 17/19 17/22</p> <p><b>concerns [3]</b> 26/19 70/17 72/12</p> <p><b>concrete [1]</b> 25/8</p> <p><b>concurrence [1]</b> 59/11</p> <p><b>Conference [1]</b> 1/3</p> <p><b>consensus [1]</b> 90/21</p> <p><b>consider [6]</b> 27/19 29/11 29/12 45/19 51/12 90/14</p> <p><b>consideration [1]</b> 56/10</p> <p><b>considering [1]</b> 62/12</p>	<p><b>consistent [1]</b> 6/7</p> <p><b>constructed [1]</b> 29/19</p> <p><b>construction [7]</b> 36/12 37/4 39/11 39/14 40/25 54/20 99/7</p> <p><b>consultant [1]</b> 98/11</p> <p><b>Consultants' [1]</b> 68/11</p> <p><b>consultation [1]</b> 12/16</p> <p><b>continually [2]</b> 9/23 19/10</p> <p><b>continue [2]</b> 9/14 71/10</p> <p><b>continued [2]</b> 32/14 36/16</p> <p><b>contract [1]</b> 71/6</p> <p><b>contracted [1]</b> 75/23</p> <p><b>contribution [2]</b> 51/19 52/3</p> <p><b>control [2]</b> 94/7 94/9</p> <p><b>convention [1]</b> 105/4</p> <p><b>conveyed [1]</b> 46/24</p> <p><b>corporate [4]</b> 42/25 43/11 53/2 58/23</p> <p><b>correct [13]</b> 11/20 23/9 23/12 43/1 52/9 55/20 59/4 59/4 68/24 74/5 84/7 102/9 102/10</p> <p><b>cost [22]</b> 17/20 22/15 22/17 24/17 25/14 27/12 29/17 31/8 40/4 41/15 43/25 46/13 46/20 48/20 48/20 51/6 51/22 52/3 52/8 52/14 100/2 106/10</p> <p><b>costs [3]</b> 37/4 37/5 52/21</p> <p><b>could [28]</b> 6/24 13/25 15/9 16/4 25/18 29/11 29/12 40/20 40/20 41/5 46/2 49/5 53/4 53/5 54/14 55/12 58/20 67/10 68/20 69/12 70/4 77/3 81/16 81/16 89/21 91/20 96/12 96/12</p> <p><b>Council [1]</b> 105/13</p> <p><b>countries [7]</b> 9/13 11/15 34/7 34/13 34/18 34/19 34/25</p> <p><b>country [1]</b> 8/21</p> <p><b>county [15]</b> 1/1 70/19 70/20 72/6 73/2 75/14 76/24 81/16 82/24 83/5 88/24 97/24 97/25 99/18 107/4</p> <p><b>couple [13]</b> 6/20 7/14 7/21 14/8 26/24 30/6 35/10 47/12 50/15 58/22 66/1 81/14 102/21</p> <p><b>course [8]</b> 18/16 28/6 28/14 36/15 36/24 37/1 80/14 96/3</p> <p><b>Court [1]</b> 1/20</p>	<p><b>cover [4]</b> 74/2 79/1 81/18 99/10</p> <p><b>coverage [21]</b> 66/10 67/4 67/7 67/13 67/23 68/19 68/21 68/24 73/19 74/21 75/1 76/20 77/1 77/4 77/15 78/8 78/10 78/12 79/3 81/23 84/23</p> <p><b>coverages [1]</b> 67/11</p> <p><b>covered [11]</b> 18/25 73/25 74/17 76/1 76/4 79/16 79/18 79/24 80/12 80/18 82/21</p> <p><b>covers [2]</b> 76/20 87/12</p> <p><b>CP [2]</b> 107/6 107/13</p> <p><b>crazy [1]</b> 4/1</p> <p><b>create [2]</b> 23/10 24/11</p> <p><b>created [3]</b> 24/11 66/18 85/18</p> <p><b>creation [1]</b> 42/2</p> <p><b>criteria [3]</b> 85/4 87/14 89/12</p> <p><b>critical [2]</b> 72/20 80/25</p> <p><b>cross [2]</b> 74/11 98/16</p> <p><b>crossed [1]</b> 99/4</p> <p><b>crowd [1]</b> 101/4</p> <p><b>CRR [3]</b> 1/20 107/6 107/13</p> <p><b>crystal [1]</b> 45/4</p> <p><b>curious [3]</b> 16/14 34/3 48/12</p> <p><b>current [6]</b> 13/21 26/16 51/15 62/9 63/12 88/20</p> <p><b>currently [9]</b> 19/20 23/7 29/24 33/6 53/3 56/13 63/4 79/9 93/13</p> <p><b>cycles [1]</b> 21/14</p> <p><b>cyclical [1]</b> 50/6</p> <p><b>Cyndi [2]</b> 104/15 104/19</p>	<p><b>dealing [2]</b> 45/12 52/13</p> <p><b>dealt [2]</b> 14/9 40/21</p> <p><b>decide [1]</b> 84/14</p> <p><b>decided [1]</b> 82/18</p> <p><b>decision [6]</b> 29/7 36/3 54/11 60/12 60/20 62/23</p> <p><b>decision's [1]</b> 61/9</p> <p><b>decisions [3]</b> 17/11 35/20 37/4</p> <p><b>decommissioned [4]</b> 8/23 10/17 10/18 12/13</p> <p><b>decreased [1]</b> 49/15</p> <p><b>defer [1]</b> 7/11</p> <p><b>deficiencies [1]</b> 18/17</p> <p><b>defined [1]</b> 94/18</p> <p><b>definitely [3]</b> 35/21 71/17 99/9</p> <p><b>definitively [1]</b> 98/15</p> <p><b>degree [1]</b> 52/16</p> <p><b>delivery [1]</b> 30/23</p> <p><b>demean [1]</b> 72/20</p> <p><b>demolish [1]</b> 51/21</p> <p><b>demolishing [4]</b> 49/23 51/14 51/21 52/4</p> <p><b>demolition [3]</b> 40/22 56/21 56/22</p> <p><b>departing [1]</b> 100/20</p> <p><b>dependent [2]</b> 22/14 34/21</p> <p><b>depending [2]</b> 69/9 95/2</p> <p><b>deposit [1]</b> 45/2</p> <p><b>deposits [1]</b> 36/11</p> <p><b>describe [1]</b> 86/13</p> <p><b>described [1]</b> 86/12</p> <p><b>description [4]</b> 53/8 58/4 58/6 99/23</p> <p><b>descriptions [1]</b> 40/16</p> <p><b>design [8]</b> 23/8 24/11 53/2 53/9 57/21 57/21 58/23 61/18</p> <p><b>designed [2]</b> 17/5 72/9</p> <p><b>despite [1]</b> 28/5</p> <p><b>determine [3]</b> 16/10 35/22 82/7</p> <p><b>determining [1]</b> 39/4</p> <p><b>develop [4]</b> 17/21 33/9 46/2 57/18</p> <p><b>developing [2]</b> 17/19 26/12</p> <p><b>development [7]</b> 18/19 24/7 25/1 27/6 37/7 42/2 55/23</p> <p><b>develops [1]</b> 26/18</p> <p><b>dial [1]</b> 93/17</p> <p><b>did [43]</b> 5/2 7/7 14/21 15/4 15/4 15/5 15/11 15/13 15/18 16/10 31/19 31/25 45/8 47/15 47/17 48/13 53/15 64/15 67/18 70/8 70/20 71/9 71/12 71/13 71/20</p>
---	---	--	--	---

<p><b>D</b></p> <p><b>did...</b> [18] 74/15 75/18 75/21 85/21 89/19 90/7 95/18 100/14 102/5 104/2 104/3 104/4 104/14 104/17 104/18 104/23 104/24 107/7</p> <p><b>didn't</b> [17] 12/1 28/11 47/18 48/10 48/11 67/19 79/1 80/14 80/15 90/3 91/12 94/5 95/21 96/24 97/12 97/12 100/13</p> <p><b>difference</b> [1] 56/23</p> <p><b>differences</b> [1] 46/10</p> <p><b>different</b> [5] 43/11 67/22 87/14 101/14 106/4</p> <p><b>difficult</b> [4] 5/12 8/25 9/4 66/19</p> <p><b>digested</b> [1] 30/13</p> <p><b>diligently</b> [1] 100/22</p> <p><b>dimensions</b> [1] 25/16</p> <p><b>direction</b> [3] 59/6 62/4 64/7</p> <p><b>directly</b> [4] 9/24 24/25 25/1 72/8</p> <p><b>director</b> [2] 1/16 17/7</p> <p><b>DIRECTOR'S</b> [2] 2/6 5/19</p> <p><b>directors</b> [1] 63/3</p> <p><b>disagree</b> [1] 81/24</p> <p><b>disappeared</b> [1] 12/17</p> <p><b>disappearing</b> [1] 10/20</p> <p><b>disappointing</b> [1] 92/19</p> <p><b>discussed</b> [2] 54/23 62/2</p> <p><b>discussion</b> [9] 22/8 35/9 37/14 37/16 37/22 55/1 59/8 65/12 73/10</p> <p><b>displace</b> [5] 54/5 54/6 54/7 56/14 61/16</p> <p><b>display</b> [1] 103/2</p> <p><b>disposable</b> [1] 33/12</p> <p><b>dissect</b> [1] 66/19</p> <p><b>District</b> [1] 55/23</p> <p><b>disturbed</b> [1] 79/23</p> <p><b>disturbing</b> [1] 30/10</p> <p><b>ditch</b> [2] 25/2 25/2</p> <p><b>do</b> [69] 5/14 6/14 7/7 14/16 15/15 16/4 18/23 21/14 23/19 24/19 29/6 35/19 39/23 40/20 44/11 45/7 45/9 45/21 46/9 47/15 48/22 48/22 49/5 49/8 51/10 52/10 52/15 52/16 53/1 55/12 56/2 58/4 63/11 67/5 67/12 67/15 67/16 67/19 67/20 69/1 69/15 69/17 72/3 72/11 72/25 75/18 75/25 76/13</p>	<p>76/17 77/3 78/19 83/6 83/12 83/18 87/17 93/14 94/9 94/23 95/3 96/6 99/4 99/6 99/11 100/12 101/16 103/1 105/8 105/12 105/24</p> <p><b>documents</b> [2] 63/23 64/3</p> <p><b>does</b> [9] 54/22 58/8 58/10 76/11 83/2 87/2 101/5 101/7 105/3</p> <p><b>doesn't</b> [6] 25/20 53/16 61/19 70/22 79/9 100/2</p> <p><b>doing</b> [13] 10/9 14/16 44/2 45/6 49/14 74/12 82/23 88/21 92/4 97/3 100/25 101/10 103/13</p> <p><b>dollars</b> [11] 9/19 25/25 26/2 26/5 36/21 40/3 41/3 54/20 55/11 55/16 98/17</p> <p><b>domain</b> [1] 45/19</p> <p><b>domestically</b> [2] 9/11 10/20</p> <p><b>don't</b> [52] 9/13 13/4 29/25 32/2 33/15 34/9 36/15 36/20 39/4 44/7 45/20 46/3 46/9 46/21 48/19 49/5 49/22 51/2 53/3 53/5 53/17 53/21 56/10 56/18 56/18 56/21 57/3 58/6 59/5 60/13 64/22 68/3 69/17 70/3 75/9 76/17 81/5 81/12 81/24 84/10 85/5 85/14 87/21 88/19 88/20 92/4 93/19 98/15 99/3 104/6 104/8 106/7</p> <p><b>done</b> [17] 3/21 4/1 4/4 12/19 25/19 30/19 38/4 39/10 40/24 59/16 66/4 66/4 72/5 89/21 95/4 98/5 99/13</p> <p><b>door</b> [2] 23/17 26/3</p> <p><b>DOT</b> [13] 19/9 26/9 28/15 28/25 36/17 39/17 57/19 62/9 63/10 63/11 91/22 91/25 98/17</p> <p><b>DOT's</b> [1] 27/5</p> <p><b>double</b> [1] 84/23</p> <p><b>doubling</b> [1] 30/4</p> <p><b>DOUGLAS</b> [1] 1/14</p> <p><b>down</b> [39] 12/5 21/5 21/24 22/1 22/14 28/9 28/20 28/21 30/22 30/23 30/25 31/2 32/1 32/15 41/15 44/18 47/13 47/17 48/1 48/5 48/12 49/4 49/16 49/20 50/9 50/9 51/10 53/20 56/12 56/20 63/19 79/17 81/20 83/22 86/9</p>	<p>86/11 88/11 94/22 102/22</p> <p><b>downward</b> [1] 32/10</p> <p><b>draft</b> [6] 71/22 72/7 72/9 88/9 88/10 90/25</p> <p><b>drain</b> [2] 24/23 25/1</p> <p><b>drainage</b> [2] 24/20 55/13</p> <p><b>drained</b> [1] 24/23</p> <p><b>dramatically</b> [2] 26/22 73/20</p> <p><b>drive</b> [1] 106/10</p> <p><b>driven</b> [2] 30/24 43/10</p> <p><b>driving</b> [1] 99/8</p> <p><b>dropped</b> [2] 75/20 77/15</p> <p><b>drops</b> [1] 51/2</p> <p><b>due</b> [3] 6/4 7/23 63/1</p> <hr/> <p><b>E</b></p> <p><b>e-mails</b> [1] 101/12</p> <p><b>EAA</b> [1] 32/25</p> <p><b>earful</b> [1] 102/12</p> <p><b>earlier</b> [4] 7/17 38/11 69/6 89/6</p> <p><b>early</b> [3] 19/24 56/3 102/22</p> <p><b>earnest</b> [1] 45/2</p> <p><b>easily</b> [1] 25/16</p> <p><b>easy</b> [3] 25/12 93/24 93/24</p> <p><b>eat</b> [1] 54/18</p> <p><b>eclectic</b> [1] 25/11</p> <p><b>economic</b> [1] 49/20</p> <p><b>economics</b> [2] 36/18 49/16</p> <p><b>economy</b> [6] 32/4 32/12 32/15 45/9 97/24 97/25</p> <p><b>Ed</b> [10] 5/18 12/18 31/17 35/9 45/4 70/20 73/13 82/13 98/4 105/5</p> <p><b>EDC</b> [5] 97/8 97/10 97/14 97/20 100/15</p> <p><b>educated</b> [1] 33/5</p> <p><b>EDWARD</b> [1] 1/16</p> <p><b>effect</b> [5] 17/23 40/14 41/17 43/7 50/14</p> <p><b>effectively</b> [3] 45/13 67/1 67/18</p> <p><b>efficient</b> [1] 31/3</p> <p><b>effort</b> [1] 53/24</p> <p><b>efforts</b> [1] 11/9</p> <p><b>eight</b> [6] 22/3 39/14 42/22 48/2 54/2 99/13</p> <p><b>either</b> [4] 3/14 45/18 46/15 49/18</p> <p><b>elaborate</b> [1] 66/11</p> <p><b>electrical</b> [2] 25/9 26/3 58/5</p> <p><b>eligible</b> [3] 19/8 52/18 58/5</p> <p><b>eliminate</b> [3] 53/24 54/4 90/14</p>	<p><b>elitist</b> [1] 42/20</p> <p><b>else</b> [11] 8/15 13/1 71/2 72/24 73/8 81/16 85/23 90/7 97/1 100/12 105/15</p> <p><b>eminent</b> [1] 45/19</p> <p><b>empty</b> [1] 61/15</p> <p><b>encourage</b> [1] 41/14</p> <p><b>encouraging</b> [1] 31/9</p> <p><b>end</b> [12] 19/13 23/25 29/2 35/19 36/9 44/14 57/15 62/16 62/19 63/15 99/18 105/7</p> <p><b>engage</b> [1] 32/24</p> <p><b>engaged</b> [1] 33/2</p> <p><b>engineering</b> [4] 39/10 54/11 54/15 99/7</p> <p><b>enhanced</b> [1] 79/8</p> <p><b>enjoy</b> [1] 103/6</p> <p><b>enough</b> [6] 14/21 34/23 36/1 49/12 53/21 90/11</p> <p><b>entered</b> [1] 22/7</p> <p><b>enters</b> [2] 19/17 62/14</p> <p><b>entire</b> [1] 27/12</p> <p><b>entirely</b> [1] 29/18</p> <p><b>environment</b> [2] 68/7 95/9</p> <p><b>equal</b> [1] 72/18</p> <p><b>equation</b> [1] 27/24</p> <p><b>equations</b> [1] 36/2</p> <p><b>equipment</b> [3] 8/22 9/3 9/12</p> <p><b>especially</b> [2] 30/16 61/1</p> <p><b>Esquire</b> [1] 1/14</p> <p><b>essentially</b> [1] 75/15</p> <p><b>Estrella</b> [2] 24/25 55/14</p> <p><b>et</b> [2] 42/20 42/21</p> <p><b>et cetera</b> [2] 42/20 42/21</p> <p><b>European</b> [1] 34/13</p> <p><b>evaluate</b> [4] 7/24 67/11 69/11 70/14</p> <p><b>evaluated</b> [1] 30/7</p> <p><b>evaluating</b> [2] 67/20 68/14</p> <p><b>evaluation</b> [6] 6/10 25/20 66/12 67/5 69/9 99/6</p> <p><b>even</b> [21] 11/17 12/15 27/18 28/18 29/3 33/5 36/11 51/17 56/5 57/2 62/11 66/6 74/22 76/17 76/20 78/20 89/12 92/4 96/13 97/12 100/8</p> <p><b>evening</b> [1] 5/23</p> <p><b>event</b> [3] 36/6 61/9 104/14</p> <p><b>ever</b> [2] 80/21 92/23</p> <p><b>every</b> [6] 4/10 43/21 48/1 48/1 102/7 102/11</p>	<p><b>everybody</b> [8] 4/11 5/13 47/6 47/10 59/9 73/1 92/21 100/22</p> <p><b>everybody's</b> [1] 22/20</p> <p><b>everything</b> [8] 12/10 13/1 18/23 22/4 50/6 55/24 89/17 93/3</p> <p><b>everything's</b> [1] 38/24</p> <p><b>eviction</b> [1] 16/4</p> <p><b>evidence</b> [2] 16/17 32/18</p> <p><b>exactly</b> [3] 84/4 84/5 87/19</p> <p><b>exaggerated</b> [1] 32/11</p> <p><b>example</b> [1] 80/7</p> <p><b>excellent</b> [2] 104/17 104/23</p> <p><b>except</b> [3] 11/19 70/22 75/16</p> <p><b>exception</b> [1] 46/17</p> <p><b>exceptions</b> [3] 3/12 4/25 5/2</p> <p><b>excess</b> [1] 18/1</p> <p><b>exciting</b> [1] 92/20</p> <p><b>exclusively</b> [1] 78/6</p> <p><b>excuse</b> [3] 31/11 31/17 47/7</p> <p><b>Executive</b> [3] 1/16 2/6 5/19</p> <p><b>exhausted</b> [2] 47/21 47/23</p> <p><b>exist</b> [1] 90/3</p> <p><b>existence</b> [3] 72/12 84/14 100/24</p> <p><b>existing</b> [9] 18/14 29/15 53/19 63/8 63/8 71/10 72/8 85/13 87/12</p> <p><b>expand</b> [1] 6/24</p> <p><b>expect</b> [5] 3/21 26/17 28/7 38/11 68/25</p> <p><b>expected</b> [3] 27/21 38/13 62/16</p> <p><b>expecting</b> [1] 7/24</p> <p><b>expedient</b> [1] 63/10</p> <p><b>expensive</b> [2] 33/2 44/6</p> <p><b>experience</b> [6] 25/22 67/2 71/14 88/7 88/12 89/21</p> <p><b>experimental</b> [1] 31/7</p> <p><b>expert</b> [1] 72/1</p> <p><b>expertise</b> [9] 67/24 68/1 71/13 76/24 76/25 82/4 86/23 88/7 88/12</p> <p><b>experts</b> [1] 86/5</p> <p><b>expiration</b> [2] 14/10 63/12</p> <p><b>expire</b> [2] 14/10 58/8</p> <p><b>expires</b> [1] 63/4</p> <p><b>explore</b> [2] 52/10 78/9</p> <p><b>exposure</b> [3] 74/16 78/17 79/22</p> <p><b>exposures</b> [2] 67/16</p>
--	--	--	--	---



<p><b>E</b></p> <p>exposures... [1] 81/22  extend [2] 58/16 63/15  extension [1] 63/18  extensively [1] 11/8  exterior [1] 20/7  extra [3] 24/9 36/7 84/24  eye [1] 50/4  eyes [2] 34/2 60/24</p> <p><b>F</b></p> <p>FAA [13] 9/6 9/9 10/12 10/18 11/5 12/11 18/6 19/9 23/6 23/8 38/13 39/3 52/16  FAA's [2] 11/18 38/19  face [1] 80/19  facilitate [3] 63/16 64/11 99/7  facilities [5] 9/6 17/21 18/19 18/21 30/14  facility [2] 16/17 53/10  fact [3] 25/6 25/8 92/4  factor [1] 61/18  factored [1] 46/19  factoring [1] 46/12  factors [1] 63/25  failed [2] 9/23 79/21  failure [1] 16/11  fair [3] 77/13 89/15 90/11  fairly [2] 17/2 25/12  fairness [1] 56/11  fall [1] 90/18  falling [1] 79/16  familiar [1] 78/15  Family [1] 102/19  far [1] 13/16  fashion [1] 19/8  father's [1] 13/24  favor [1] 65/14  FBI [1] 95/10  FBOs [1] 76/14  FDOT [1] 52/2  feasibility [4] 2/9 16/23 28/16 55/12  feasible [1] 36/16  February [2] 92/25 93/2  feel [1] 60/7  felt [2] 20/18 80/13  few [9] 5/9 24/7 24/9 24/16 25/23 30/23 35/5 68/19 80/2  fiduciary [1] 60/10  figure [2] 39/9 48/19  figures [1] 31/19  filled [2] 22/4 48/6  finally [4] 3/25 8/10 48/6 71/22  financial [8] 2/4 3/8 4/25 16/16 18/20 36/2</p>	<p>51/15 77/19  financially [2] 28/24 36/15  financing [1] 36/25  find [12] 8/20 8/25 28/3 49/4 80/24 80/25 81/3 81/4 81/7 83/18 83/21 84/9  finding [5] 8/5 9/3 33/16 43/15 68/5  fine [3] 7/12 38/2 81/10  fingers [1] 72/4  finish [1] 35/12  finished [1] 38/16  fire [2] 75/7 75/19  firm [4] 68/16 70/17 78/5 81/15  firmed [1] 63/22  firms [4] 68/15 69/13 83/18 88/18  first [21] 5/20 6/2 8/13 16/22 22/18 27/7 38/14 42/18 47/5 52/18 61/10 62/3 62/5 69/5 69/5 70/4 81/6 82/2 82/5 84/9 101/3  fiscal [3] 60/20 62/9 62/14  fits [1] 94/1  five [4] 32/13 38/23 45/13 73/4  fix [1] 25/12  FL [2] 1/15 1/21  Flagler [1] 55/23  Flagler Development [1] 55/23  flare [1] 102/7  fledgling [1] 34/19  fliers [1] 22/16  flight [3] 5/23 11/9 34/4  flip [3] 44/23 44/23 44/24  flood [1] 77/10  floor [2] 100/13 101/2  Florida [18] 1/5 19/9 26/9 27/5 28/15 28/25 35/4 36/17 41/8 68/10 78/24 105/13 105/21 105/24 106/8 106/13 106/14 107/3  Florida Airports Council [1] 105/13  Florida Statutes [1] 68/10  flown [2] 13/14 13/14  fly [4] 14/12 14/15 33/9 34/22  Fly-By [2] 14/12 14/15  flying [3] 33/6 42/16 51/9  focus [2] 73/1 87/25  folks [2] 33/1 34/17</p>	<p>following [3] 50/22 51/13 62/4  food [2] 16/13 16/18  foot [6] 23/17 23/19 24/1 24/6 24/15 24/18  footage [3] 24/2 24/5 24/12  footages [1] 24/15  Force [2] 3/3 3/3  forecast [6] 18/12 18/14 30/13 38/21 54/13 57/17  forecasting [4] 35/22 38/14 38/20 60/21  forecasting's [1] 30/18  forecasts [4] 36/4 38/25 43/13 99/9  foregoing [1] 107/8  foreign [5] 9/13 34/7 34/18 34/18 34/22  foreseeably [1] 66/1  forget [1] 97/22  form [10] 19/7 36/11 78/10 78/18 78/19 78/23 79/1 79/2 79/10 81/21  formally [1] 38/19  formed [1] 23/13  forming [1] 42/7  forms [2] 33/11 66/22  Fort [1] 105/13  fortunate [1] 77/16  forward [10] 5/15 17/12 19/11 30/20 39/1 59/13 62/5 65/25 67/8 79/10  found [6] 7/15 8/10 9/17 71/4 77/6 86/3  four [4] 22/2 48/12 83/19 89/18  frame [2] 5/13 21/16  frankly [7] 23/18 24/4 32/7 39/20 67/23 73/24 79/13  Friday [2] 8/11 8/12  front [7] 23/14 29/2 62/15 62/19 65/3 72/1 73/1  Frontier [5] 5/21 73/18 75/17 75/18 80/16  FRS [3] 3/21 4/12 4/24  fuel [1] 77/9  fueling [1] 77/9  full [3] 23/10 59/25 62/16  fully [1] 81/15  Fun [1] 102/19  function [1] 102/2  functions [1] 74/14  fund [3] 30/21 62/25 98/13  fundamentals [1] 52/12</p>	<p>funded [1] 26/13  funding [10] 19/8 38/13 39/7 39/7 44/1 49/6 62/6 62/16 91/22 98/22  funds [3] 15/15 55/8 63/17  further [3] 32/8 65/11 94/18  future [6] 12/4 51/7 51/8 51/17 63/2 63/3</p> <p><b>G</b></p> <p>GA [7] 30/10 30/16 30/16 31/13 33/7 36/19 36/22  gained [1] 54/10  gaps [2] 79/25 85/18  gate [1] 93/9  gave [1] 47/25  general [12] 2/11 3/20 17/18 17/22 31/21 43/6 51/8 74/16 76/25 77/4 78/23 98/17  generally [4] 7/19 22/20 60/17 87/11  generation [1] 33/6  generic [1] 72/9  genius [1] 82/16  gentleman [1] 97/22  get [70] 3/6 4/5 6/24 9/14 9/21 15/11 15/11 15/13 15/21 16/5 18/3 18/10 23/11 28/6 29/6 29/7 30/7 30/13 32/2 32/25 33/1 33/12 35/6 35/21 36/10 36/24 41/5 41/15 45/1 45/11 48/13 49/14 49/19 49/23 54/12 54/15 54/15 54/18 57/13 57/21 59/16 59/24 60/21 61/5 61/18 62/18 63/18 66/11 69/10 72/16 72/17 73/3 75/25 76/3 79/6 84/12 88/2 93/8 93/11 94/1 95/1 95/11 95/16 96/1 96/25 97/15 98/11 100/7 102/6 106/3  gets [5] 28/20 28/21 44/1 53/22 53/22  getting [26] 4/4 5/12 10/21 14/13 18/20 28/16 36/11 39/9 39/9 47/9 52/5 52/11 57/6 59/23 60/25 67/22 68/13 76/6 76/18 77/3 77/4 82/3 93/23 97/2 99/17 101/12  GI [1] 33/8  give [10] 3/16 5/25 17/5 38/17 43/17 63/14</p>	<p>86/15 86/18 87/14 100/13  given [2] 17/25 62/8  gives [4] 72/18 73/5 100/19 100/23  giving [1] 18/18  glad [2] 6/15 7/9  glideslope [1] 7/22  go [47] 5/15 5/17 15/4 17/11 19/11 21/4 24/25 32/8 32/15 34/2 38/20 47/17 49/9 49/9 50/8 50/9 51/10 51/14 53/5 57/12 57/19 59/15 59/15 59/25 61/9 69/21 70/4 70/22 71/9 80/4 81/5 83/2 83/20 86/1 88/15 89/19 90/21 92/20 96/12 96/25 97/12 101/20 102/5 104/20 106/4 106/4 106/7  goes [6] 7/18 54/3 70/21 70/21 83/3 101/9  going [73] 9/14 12/18 13/19 16/21 18/10 23/25 26/21 27/10 29/4 29/4 30/1 33/14 33/18 35/25 36/22 44/25 46/3 46/9 49/8 49/13 49/14 49/15 49/25 50/8 50/8 50/14 50/25 51/3 53/4 53/6 53/7 53/11 55/18 56/23 60/14 61/6 61/6 61/13 61/16 61/17 69/22 71/16 72/16 73/1 73/7 73/19 73/24 74/17 75/8 77/17 79/10 82/6 82/21 83/3 86/14 86/15 86/22 95/17 96/25 97/13 97/14 98/15 98/18 99/4 99/5 99/8 99/10 101/22 105/5 105/5 105/6 105/22 105/25  Golf [1] 97/19  gone [4] 8/15 10/4 10/8 32/24  gonna [1] 46/8  good [24] 9/17 13/12 15/23 16/12 16/13 29/1 42/11 48/18 54/8 61/16 61/17 72/4 85/13 89/4 91/4 94/11 99/15 100/25 101/10 101/18 103/21 104/10 104/13 106/1  got [27] 4/20 7/17 9/2 16/2 27/19 33/20 34/1 35/10 46/6 46/7 48/5 48/12 55/6 62/4 69/6 69/16 71/6 74/15 76/2 76/16 78/4 80/3 87/1</p>
---	---	---	--	--

<p><b>G</b></p> <p><b>got...</b> [4] 92/7 94/20 102/12 106/16</p> <p><b>gotten</b> [1] 20/12</p> <p><b>governed</b> [1] 18/25</p> <p><b>government</b> [3] 80/8 80/9 80/13</p> <p><b>governmental</b> [5] 74/3 74/14 78/23 85/17 85/25</p> <p><b>governmental-type</b> [1] 78/23</p> <p><b>governments</b> [1] 80/19</p> <p><b>Governor's</b> [2] 4/6 105/1</p> <p><b>GPS</b> [4] 10/24 10/25 11/1 11/3</p> <p><b>grant</b> [16] 52/12 52/15 52/17 52/25 53/1 53/8 53/8 58/3 58/5 58/22 61/8 63/4 63/5 63/9 63/14 63/23</p> <p><b>grant's</b> [1] 58/17</p> <p><b>grants</b> [1] 52/16</p> <p><b>great</b> [14] 13/25 34/25 35/4 35/5 67/17 78/24 80/6 92/2 95/16 95/18 97/25 101/15 103/21 104/18</p> <p><b>green</b> [3] 1/10 4/17 101/23</p> <p><b>Greg</b> [2] 75/4 82/25</p> <p><b>grief</b> [1] 90/12</p> <p><b>grievance</b> [1] 89/25</p> <p><b>gripe</b> [1] 73/8</p> <p><b>ground</b> [1] 71/10</p> <p><b>group</b> [3] 1/14 76/11 106/4</p> <p><b>Grove</b> [1] 1/15</p> <p><b>growth</b> [2] 32/18 35/24</p> <p><b>Grumman</b> [3] 75/13 75/13 75/17</p> <p><b>Grundy</b> [1] 91/18</p> <p><b>guarantee</b> [3] 15/14 15/15 100/4</p> <p><b>guaranteed</b> [1] 15/18</p> <p><b>guess</b> [11] 15/6 15/20 18/9 35/8 38/17 56/11 66/7 70/5 70/12 77/21 100/25</p> <p><b>guessing</b> [1] 26/6</p> <p><b>guy</b> [3] 71/6 71/14 87/4</p> <p><b>guys</b> [4] 69/14 83/20 85/24 86/2</p>	<p>77/12 77/13 77/14 77/14 77/15 77/17 78/22 79/14 79/15 79/21 79/22 80/21 85/20 89/25 93/18 95/19 97/11 98/5 101/18 102/1 102/7 102/17 105/18</p> <p><b>half</b> [2] 44/5 63/6</p> <p><b>hammer</b> [1] 69/14</p> <p><b>hand</b> [2] 95/20 96/25</p> <p><b>handful</b> [1] 21/25</p> <p><b>handle</b> [1] 81/4</p> <p><b>handled</b> [3] 75/1 75/13 75/22</p> <p><b>handles</b> [1] 74/19</p> <p><b>handling</b> [3] 73/22 74/12 74/23</p> <p><b>hands</b> [1] 3/22</p> <p><b>hang</b> [1] 55/24</p> <p><b>hangar</b> [30] 20/22 21/7 21/9 21/14 21/15 21/17 21/17 21/19 21/21 21/22 23/14 24/2 24/8 24/11 25/1 26/1 26/7 26/18 27/22 28/1 28/2 28/4 29/16 36/1 40/4 41/4 48/17 53/10 54/1 58/23</p> <p><b>hangars</b> [51] 17/20 18/22 20/4 20/17 20/24 21/2 22/8 22/13 22/15 22/22 22/24 23/10 23/16 23/17 24/22 25/3 25/7 25/10 25/17 25/25 26/12 26/15 26/23 27/4 27/6 29/23 31/12 36/9 36/18 36/19 41/8 41/10 43/3 44/6 44/17 44/19 45/7 45/9 47/24 48/7 53/2 53/19 56/12 56/13 56/20 56/22 61/15 77/8 78/16 78/17 98/9</p> <p><b>hanging</b> [2] 7/19 34/10</p> <p><b>happen</b> [4] 36/23 44/13 55/18 97/13</p> <p><b>happened</b> [3] 15/10 77/16 90/8</p> <p><b>happening</b> [1] 101/13</p> <p><b>happy</b> [2] 33/23 72/25</p> <p><b>hard</b> [4] 28/3 51/6 59/15 104/16</p> <p><b>hard-pressed</b> [1] 59/15</p> <p><b>has</b> [30] 3/20 6/4 8/4 9/9 9/23 11/5 12/11 12/13 13/23 15/21 27/1 32/4 32/15 33/20 35/1 35/2 42/21 45/20 46/19 62/8 62/21 63/20 74/1 82/13 86/6 94/17 95/2 95/16 105/15 105/16</p> <p><b>hasn't</b> [1] 8/15</p> <p><b>hasten</b> [1] 56/16</p>	<p><b>hate</b> [4] 49/7 51/9 51/10 56/1</p> <p><b>have</b> [172]</p> <p><b>haven't</b> [5] 41/7 41/9 41/9 41/9 92/17</p> <p><b>having</b> [10] 4/7 4/13 4/24 35/9 37/2 44/22 49/24 73/11 80/16 93/12</p> <p><b>he</b> [10] 13/15 71/9 71/10 82/17 92/25 93/2 93/2 100/5 100/5 102/16</p> <p><b>he's</b> [3] 13/16 69/23 69/24</p> <p><b>head</b> [2] 47/7 53/15</p> <p><b>heading</b> [1] 17/6</p> <p><b>heads</b> [1] 92/22</p> <p><b>hear</b> [6] 4/14 4/14 4/16 4/19 4/21 65/11</p> <p><b>heard</b> [1] 92/11</p> <p><b>hearing</b> [2] 62/18 65/14</p> <p><b>heavily</b> [1] 72/11</p> <p><b>held</b> [3] 1/3 49/10 77/7</p> <p><b>helicopter</b> [1] 101/14</p> <p><b>helicopters</b> [1] 43/12</p> <p><b>helmet</b> [1] 94/1</p> <p><b>help</b> [6] 6/14 15/21 29/8 88/25 91/3 92/9</p> <p><b>helped</b> [1] 33/9</p> <p><b>helpful</b> [1] 6/25</p> <p><b>helping</b> [1] 13/20</p> <p><b>helps</b> [1] 83/4</p> <p><b>her</b> [4] 7/4 95/19 101/9 104/16</p> <p><b>Herbie</b> [10] 70/10 71/5 71/7 75/3 75/5 80/5 80/22 82/25 89/24 89/24</p> <p><b>Herbie Wiles</b> [1] 82/25</p> <p><b>here</b> [40] 5/1 7/23 8/11 9/2 11/6 11/13 11/17 17/24 18/5 20/5 20/25 21/18 25/21 29/21 30/5 33/21 34/10 35/7 40/7 43/25 44/20 48/21 55/3 55/9 55/17 56/3 57/14 60/18 68/16 68/19 69/6 70/25 71/16 78/24 79/13 81/11 87/14 90/8 93/9 95/17</p> <p><b>here's</b> [7] 27/6 27/7 72/10 81/8 83/24 83/25 86/16</p> <p><b>hey</b> [4] 66/5 66/9 101/5 106/5</p> <p><b>high</b> [4] 19/13 22/16 36/1 49/3</p> <p><b>high-priced</b> [1] 22/16</p> <p><b>higher</b> [2] 22/17 50/13</p> <p><b>higher-cost</b> [1] 22/17</p> <p><b>highly</b> [2] 74/4 95/10</p>	<p><b>him</b> [3] 35/12 71/8 99/25</p> <p><b>hire</b> [1] 69/14</p> <p><b>hiring</b> [1] 67/1</p> <p><b>his</b> [7] 13/15 13/24 13/24 69/24 70/1 82/25 97/23</p> <p><b>historical</b> [1] 43/14</p> <p><b>historically</b> [5] 21/15 22/12 23/23 46/21 64/22</p> <p><b>history</b> [1] 70/6</p> <p><b>hit</b> [2] 29/20 47/10</p> <p><b>hobby</b> [1] 33/3</p> <p><b>hodgepodge</b> [1] 25/9</p> <p><b>hold</b> [2] 37/21 96/25</p> <p><b>holding</b> [1] 95/20</p> <p><b>holes</b> [1] 78/2</p> <p><b>home</b> [1] 92/22</p> <p><b>Homeland</b> [3] 94/4 95/4 96/13</p> <p><b>Homeland Security</b> [1] 96/13</p> <p><b>honestly</b> [5] 8/19 49/6 56/4 58/11 89/17</p> <p><b>hope</b> [4] 6/20 60/11 88/11 92/20</p> <p><b>hopefully</b> [5] 4/2 7/15 9/21 12/5 37/5</p> <p><b>hot</b> [1] 3/19</p> <p><b>housing</b> [2] 50/10 50/11</p> <p><b>Houston</b> [1] 105/25</p> <p><b>how</b> [31] 17/23 18/16 20/21 28/14 33/9 40/6 41/4 45/22 48/12 48/13 48/19 48/21 49/5 54/22 66/3 66/4 66/21 66/24 67/15 68/23 69/10 75/7 75/7 75/25 76/3 87/21 88/16 94/9 100/5 103/13 104/16</p> <p><b>how's</b> [1] 50/14</p> <p><b>However</b> [1] 72/20</p> <p><b>huge</b> [2] 41/17 80/1</p> <p><b>huh</b> [23] 31/18 34/5 40/19 40/23 41/2 44/4 44/15 45/16 47/14 49/1 49/17 50/7 61/4 71/24 76/9 80/11 85/2 85/7 88/14 91/1 91/11 91/24 99/19</p> <p><b>hundred</b> [7] 9/19 25/24 26/5 29/5 40/3 41/3 48/23</p> <p><b>hurricane</b> [1] 57/6</p> <p><b>husband</b> [1] 102/16</p>	<p><b>I'll</b> [11] 7/4 7/11 50/9 71/21 71/25 72/24 72/25 76/12 82/22 97/4 97/16</p> <p><b>I'm</b> [52] 4/6 6/21 8/12 10/21 12/24 16/13 16/15 26/21 27/9 28/11 29/3 30/12 30/12 32/3 32/25 33/2 33/8 34/3 37/7 37/8 40/12 41/25 43/6 43/8 44/2 54/9 55/13 58/9 58/10 58/11 60/7 64/24 68/1 70/2 70/6 71/15 71/16 76/18 82/1 83/12 85/22 87/1 92/10 96/9 96/14 97/2 97/3 100/11 101/12 101/12 105/20 105/24</p> <p><b>I've</b> [13] 7/1 17/13 32/16 35/10 49/9 49/9 50/2 59/17 71/9 92/23 93/7 93/18 106/16</p> <p><b>I-95</b> [1] 99/17</p> <p><b>idea</b> [3] 5/25 72/13 101/15</p> <p><b>iden</b> [1] 8/5</p> <p><b>identified</b> [5] 8/10 9/20 18/17 19/7 21/9</p> <p><b>identify</b> [2] 27/3 29/8</p> <p><b>identifying</b> [1] 18/16</p> <p><b>Imagine</b> [1] 103/15</p> <p><b>immediate</b> [1] 95/9</p> <p><b>immunity</b> [7] 73/25 74/9 74/18 84/23 84/25 85/18 85/25</p> <p><b>impediment</b> [1] 99/17</p> <p><b>important</b> [6] 11/13 19/3 19/18 20/19 47/11 72/22</p> <p><b>improved</b> [1] 32/15</p> <p><b>Improvement</b> [1] 26/11</p> <p><b>incident</b> [1] 101/14</p> <p><b>include</b> [4] 46/21 77/8 77/8 78/14</p> <p><b>income</b> [1] 33/12</p> <p><b>incorrectly</b> [1] 61/14</p> <p><b>increase</b> [1] 32/14</p> <p><b>increasingly</b> [1] 8/25</p> <p><b>incumbent</b> [1] 17/8</p> <p><b>incur</b> [2] 52/14 52/21</p> <p><b>indeed</b> [2] 34/8 35/23 62/11</p> <p><b>indicated</b> [2] 17/13 62/11</p> <p><b>indications</b> [1] 71/17</p> <p><b>individual</b> [2] 10/14 67/25</p> <p><b>individuals</b> [1] 17/13</p> <p><b>industry</b> [1] 33/17</p> <p><b>influenced</b> [1] 25/13</p> <p><b>information</b> [3] 9/16 77/20 78/4</p> <p><b>informed</b> [3] 17/11 35/20 101/8</p>
<p><b>H</b></p> <p><b>had</b> [50] 3/11 5/12 7/1 8/17 9/1 9/22 9/23 13/1 13/11 13/12 13/15 14/8 16/4 21/18 22/5 33/7 33/11 37/18 37/25 42/9 43/7 70/14 75/6 75/11 75/20 75/24 76/25</p>			<p><b>I</b></p> <p><b>I'd</b> [14] 5/4 6/15 7/9 7/9 30/6 56/1 57/12 59/14 82/24 83/1 88/23 89/7 101/2 101/3</p>	

<p><b>I</b></p> <p><b>inherently [1]</b> 74/14  <b>initial [2]</b> 3/9 75/14  <b>initially [1]</b> 33/9  <b>inquiries [1]</b> 7/1  <b>inside [1]</b> 94/25  <b>instead [5]</b> 49/24 66/3  79/3 81/4 98/19  <b>instrument [2]</b> 12/12  12/16  <b>insurance [28]</b> 2/10  5/10 65/22 65/25 66/6  66/13 66/21 67/8 67/13  68/3 70/9 70/10 70/10  70/11 72/1 72/14 74/2  74/8 74/21 77/11 77/11  78/5 78/6 78/12 78/13  78/23 81/17 82/24  <b>insurances [3]</b> 66/25  69/20 79/12  <b>insure [6]</b> 66/24 66/24  76/13 76/14 76/14  76/15  <b>insured [1]</b> 77/19  <b>intended [2]</b> 88/9  88/10  <b>interest [11]</b> 12/11  22/12 22/16 26/23 36/8  42/16 54/23 62/21  81/19 105/16 105/18  <b>interested [2]</b> 32/21  105/4  <b>interesting [1]</b> 106/9  <b>interestingly [2]</b> 14/21  22/24  <b>interests [2]</b> 45/19  78/14  <b>interface [1]</b> 77/9  <b>Intergovernmental [2]</b>  97/9 100/15  <b>intermodal [2]</b> 98/6  98/8  <b>internally [2]</b> 17/24  66/20  <b>interview [1]</b> 83/19  <b>interviewing [1]</b> 68/15  <b>interviews [1]</b> 69/13  <b>inventory [4]</b> 8/24  18/15 20/11 20/17  <b>invited [2]</b> 93/8 101/9  <b>involve [1]</b> 29/14  <b>involved [3]</b> 33/12 39/5  42/1  <b>involves [2]</b> 65/24  68/12  <b>is [192]</b>  <b>isn't [3]</b> 9/22 53/20  55/18  <b>issue [8]</b> 8/16 14/25  25/18 29/22 45/11 50/3  75/6 80/25  <b>issued [1]</b> 78/24  <b>issues [12]</b> 13/21 14/8</p>	<p>16/16 46/6 46/8 47/10  47/11 54/17 78/25  80/13 81/14 85/18  <b>it'd [1]</b> 13/24  <b>it's [121]</b>  <b>item [8]</b> 16/22 38/18  58/5 65/23 65/24 69/5  69/5 98/3  <b>items [2]</b> 2/8 7/18  <b>its [4]</b> 12/12 28/18  44/12 62/14  <b>itself [3]</b> 16/7 53/16  72/19</p> <p><b>J</b></p> <p><b>JACIP [1]</b> 26/10  <b>Jacksonville [3]</b> 6/25  50/16 87/5  <b>JANET [3]</b> 1/20 107/6  107/13  <b>Jeff [1]</b> 99/24  <b>Jim [5]</b> 13/10 38/3 40/7  48/23 49/22  <b>Jim's [1]</b> 51/13  <b>job [9]</b> 52/19 77/3  79/17 88/21 95/18  100/25 104/17 104/18  104/23  <b>John [1]</b> 13/22  <b>JOHNS [8]</b> 1/1 1/14  73/2 76/24 88/24 97/24  97/25 107/4  <b>join [3]</b> 93/22 93/24  94/3  <b>Joint [1]</b> 26/10  <b>JPA [5]</b> 62/10 62/12  63/7 63/8 64/14  <b>juggling [1]</b> 61/1  <b>July [9]</b> 39/8 40/9  40/13 52/20 53/15  54/20 62/14 63/14  105/14  <b>jump [1]</b> 15/8  <b>June [3]</b> 18/8 38/12  55/4  <b>just [79]</b> 3/10 4/7 5/20  6/21 7/19 8/23 11/2  11/21 12/17 16/13  17/10 18/22 21/5 22/19  24/6 25/13 25/23 30/6  30/7 30/14 30/15 30/23  33/5 34/1 35/10 35/12  35/17 36/18 36/22  36/22 37/24 40/8 40/9  40/11 44/20 44/23 45/8  47/7 49/3 50/10 50/24  52/11 55/25 57/13 58/3  58/7 59/15 59/16 60/6  62/17 62/18 63/1 64/6  66/13 69/6 69/23 70/2  70/5 73/15 75/18 79/10  80/2 86/19 86/21 89/21  90/3 90/8 92/5 92/8</p>	<p>92/21 94/20 95/13 96/9  96/9 98/20 98/23 99/24  103/16 104/25  <b>justify [1]</b> 100/24</p> <p><b>K</b></p> <p><b>keep [12]</b> 4/2 11/21  17/8 37/5 40/5 40/8  49/18 71/3 73/6 87/24  87/25 89/8  <b>keeping [4]</b> 45/14  82/23 101/8 101/21  <b>keeps [2]</b> 17/1 96/6  <b>kept [2]</b> 12/1 50/17  <b>Kevin [2]</b> 93/17 95/24  <b>Kevin's [1]</b> 95/24  <b>kick [4]</b> 18/8 38/11  48/10 55/3  <b>kicked [1]</b> 56/15  <b>kickoff [1]</b> 39/13  <b>kid [1]</b> 90/24  <b>kids [2]</b> 102/5 102/11  <b>kill [1]</b> 51/3  <b>killer [1]</b> 28/1  <b>kind [31]</b> 7/17 8/2 9/15  12/8 17/4 20/7 22/18  25/11 28/21 28/22  31/10 32/3 33/20 34/15  34/16 34/17 37/17 56/7  62/25 65/1 66/9 68/6  73/20 73/25 75/15 76/4  79/3 84/15 88/17  103/10 106/4  <b>kinds [7]</b> 54/17 74/23  76/12 76/13 76/15 78/9  79/4  <b>kits [2]</b> 13/15 13/16  <b>Kline [1]</b> 100/20  <b>knee [2]</b> 69/25 70/1  <b>knew [1]</b> 89/12  <b>know [139]</b>  <b>knowing [2]</b> 68/22  79/17  <b>kudos [1]</b> 32/22</p> <p><b>L</b></p> <p><b>lack [4]</b> 42/16 42/16  67/21 69/10  <b>lacking [1]</b> 73/14  <b>land [17]</b> 45/5 45/7  46/13 46/15 46/18  46/22 46/23 48/19  54/24 55/17 62/7 63/4  63/9 63/12 78/15 91/22  92/3  <b>language [1]</b> 62/11  <b>large [3]</b> 32/4 45/14  95/12  <b>largely [2]</b> 54/19 78/18  <b>last [29]</b> 3/10 5/3 7/16  7/17 8/5 8/16 9/25 14/9  16/25 17/15 19/14  19/15 21/17 31/1 32/3</p>	<p>32/11 32/13 32/17  35/12 42/22 48/5 50/10  62/3 63/21 65/23 65/23  65/24 67/18 99/23  <b>late [3]</b> 47/6 96/24  105/14  <b>later [3]</b> 33/10 53/20  62/20  <b>launched [1]</b> 54/15  <b>law [2]</b> 1/14 83/18  <b>layout [1]</b> 25/12  <b>lead [3]</b> 39/16 87/2  87/2  <b>Leader [1]</b> 7/2  <b>leading [1]</b> 50/22  <b>learn [2]</b> 33/9 89/8  <b>lease [7]</b> 6/16 14/8  14/10 15/10 16/5 16/7  36/11  <b>leased [1]</b> 19/21  <b>leases [1]</b> 7/10  <b>least [6]</b> 17/20 28/24  40/21 58/12 67/24 69/8  <b>leaves [1]</b> 52/23  <b>left [2]</b> 7/19 20/11  <b>legislative [1]</b> 103/25  <b>legitimate [1]</b> 94/21  <b>legitimize [1]</b> 94/7  <b>length [3]</b> 28/5 62/3  88/7  <b>lengthy [1]</b> 22/7  <b>Leon [1]</b> 1/21  <b>Leslie [1]</b> 13/22  <b>less [5]</b> 21/25 21/25  23/8 32/21 76/5  <b>lesser [1]</b> 22/15  <b>lesser-cost [1]</b> 22/15  <b>let [18]</b> 7/4 15/4 15/8  22/18 22/19 26/21  26/21 26/23 35/12 63/6  64/7 69/13 69/14 82/12  90/17 90/17 105/17  105/17  <b>let's [16]</b> 5/17 28/13  35/18 51/13 57/13  59/15 59/15 71/3 80/24  81/4 81/5 81/7 84/17  84/17 84/25 97/4  <b>letting [1]</b> 101/15  <b>level [8]</b> 22/12 26/15  31/4 60/10 68/24 88/12  95/2 95/7  <b>leveling [1]</b> 32/14  <b>liability [9]</b> 74/1 74/5  74/7 74/17 74/21 75/1  76/25 77/4 81/17  <b>licenses [1]</b> 35/3  <b>light [3]</b> 30/16 36/19  43/9  <b>lightning [3]</b> 8/9 8/15  9/25  <b>like [41]</b> 6/9 7/9 11/5  23/22 24/13 24/14</p>	<p>32/22 33/7 34/4 36/6  37/1 39/13 44/20 50/20  55/12 56/16 60/6 70/1  72/7 72/23 78/14 80/13  82/24 83/1 83/11 83/17  83/18 84/23 88/6 88/8  92/4 95/11 95/17 95/21  99/8 101/3 101/13  101/24 105/5 105/23  106/3  <b>likelihood [2]</b> 29/9  35/25  <b>likely [2]</b> 36/9 74/16  <b>likewise [1]</b> 80/22  <b>limit [1]</b> 23/13  <b>limiting [1]</b> 74/10  <b>line [2]</b> 72/15 89/10  <b>lines [9]</b> 39/6 67/4 67/7  67/23 68/19 78/7 81/23  87/13 98/16  <b>lion's [1]</b> 52/19  <b>list [18]</b> 21/7 21/9  21/11 21/11 21/13  21/20 21/22 21/24 28/5  44/17 47/12 47/23 48/3  48/6 48/10 49/11 56/17  61/2  <b>list-sitters [1]</b> 21/11  <b>listering [1]</b> 66/10  <b>literally [2]</b> 24/24 26/1  <b>little [14]</b> 21/6 25/2  32/18 33/11 34/1 44/2  45/5 45/25 48/21 53/25  55/14 70/24 93/9  101/16  <b>local [7]</b> 71/3 72/17  73/6 76/18 83/2 101/21  105/21  <b>location [1]</b> 29/20  <b>long [12]</b> 8/18 9/15  15/5 19/5 26/20 27/4  30/11 30/17 44/18  56/19 88/16 96/9  <b>long-term [2]</b> 26/20  30/11  <b>longer [3]</b> 27/18 75/21  93/6  <b>look [31]</b> 3/11 7/9  19/18 20/20 21/7 27/18  28/13 30/11 31/1 32/7  32/9 32/19 33/15 36/24  41/15 43/18 44/8 44/24  48/24 49/21 51/6 51/13  51/18 55/15 69/19  76/16 84/25 85/6 86/4  98/11 99/16  <b>looked [5]</b> 46/25 56/1  84/22 85/15 105/15  <b>looking [15]</b> 8/4 25/24  26/6 30/4 30/20 38/23  39/11 48/15 49/6 49/20  56/9 63/17 80/23 83/20  105/20</p>
--	--	---	--	---

<p><b>L</b></p> <p><b>looks [2]</b> 36/6 72/7</p> <p><b>lose [5]</b> 56/2 56/14 58/6 61/17 97/6</p> <p><b>losing [1]</b> 85/17</p> <p><b>loss [2]</b> 79/4 85/25</p> <p><b>lot [13]</b> 4/23 32/2 34/9 51/8 54/18 55/15 66/13 70/25 72/5 85/17 101/11 101/19 102/4</p> <p><b>love [6]</b> 6/13 6/13 51/9 69/3 69/7 88/23</p> <p><b>low [7]</b> 24/3 24/4 37/6 47/17 48/13 49/4 49/19</p> <p><b>lower [1]</b> 41/6</p> <p><b>luck [1]</b> 89/4</p> <p><b>luxury [1]</b> 89/19</p>	<p>50/17 50/18 50/19 50/22 50/23 51/1 51/7</p> <p><b>market's [1]</b> 50/25</p> <p><b>markets [1]</b> 34/14</p> <p><b>Martin [1]</b> 101/5</p> <p><b>master [22]</b> 18/1 18/4 18/11 19/1 19/2 19/7 19/10 19/12 19/15 26/20 27/3 30/19 35/18 35/19 38/7 38/11 38/15 38/19 42/1 42/3 42/7 54/13</p> <p><b>match [4]</b> 36/17 39/17 55/7 61/7</p> <p><b>material [2]</b> 46/10 56/22</p> <p><b>materially [3]</b> 46/3 53/21 56/23</p> <p><b>materials [2]</b> 20/7 39/16</p> <p><b>matter [2]</b> 36/4 76/4</p> <p><b>mature [1]</b> 34/13</p> <p><b>may [21]</b> 4/1 17/23 17/23 24/21 37/21 48/20 55/4 57/5 63/25 70/24 70/24 75/9 86/25 87/4 90/18 100/5 103/8 103/25 105/2 105/7 106/17</p> <p><b>maybe [12]</b> 8/12 10/1 21/4 46/25 49/3 49/4 54/11 56/3 56/15 63/18 67/12 75/11</p> <p><b>me [41]</b> 4/14 4/15 4/19 15/8 17/8 17/14 22/19 22/19 26/21 26/21 26/23 29/20 31/11 31/17 38/18 50/4 51/7 53/17 63/6 70/5 71/16 72/7 72/12 72/14 73/7 74/5 79/16 82/12 84/23 86/15 86/18 87/23 93/10 94/1 95/18 95/19 96/18 96/20 96/21 97/16 105/17</p> <p><b>mean [22]</b> 4/17 10/6 12/20 16/13 21/20 23/5 32/20 33/15 47/18 48/11 50/20 55/12 59/14 59/16 60/20 64/16 79/9 82/8 88/23 94/14 100/3 106/8</p> <p><b>meaning [6]</b> 18/1 26/14 27/1 63/7 76/3 78/4</p> <p><b>meaningful [3]</b> 33/21 76/23 79/6</p> <p><b>means [6]</b> 23/9 27/23 49/12 49/12 49/13 72/2</p> <p><b>meat [1]</b> 56/8</p> <p><b>meet [2]</b> 73/13 88/18</p> <p><b>meeting [31]</b> 1/2 1/3 2/4 3/2 3/8 3/10 3/11 4/1 5/3 5/13 7/16 13/11</p>	<p>13/17 14/1 16/25 62/3 63/21 64/4 64/6 92/18 92/19 92/25 93/3 97/5 97/11 97/20 98/2 101/19 103/8 104/5 106/19</p> <p><b>meeting's [1]</b> 106/18</p> <p><b>meetings [3]</b> 61/12 92/23 94/25</p> <p><b>megillah [1]</b> 26/4</p> <p><b>member [5]</b> 2/12 6/7 69/9 72/25 92/13</p> <p><b>members [7]</b> 1/9 13/17 47/6 49/8 49/11 65/3 105/3</p> <p><b>memory [1]</b> 22/20</p> <p><b>mentality [1]</b> 62/25</p> <p><b>mentioned [5]</b> 9/15 19/12 22/25 25/15 38/10</p> <p><b>merits [1]</b> 90/15</p> <p><b>message [1]</b> 100/19</p> <p><b>metal [1]</b> 44/2</p> <p><b>method [2]</b> 79/2 79/7</p> <p><b>methodology [2]</b> 10/19 66/2</p> <p><b>metrics [1]</b> 25/21</p> <p><b>mic [1]</b> 21/5</p> <p><b>Michelle [1]</b> 13/7</p> <p><b>mid [2]</b> 19/24 105/14</p> <p><b>might [6]</b> 22/6 35/13 44/13 95/15 99/12 99/15</p> <p><b>military [2]</b> 72/5 89/7</p> <p><b>million [7]</b> 26/2 26/7 28/12 28/22 28/22 62/9 74/7</p> <p><b>mind [6]</b> 21/5 28/13 40/9 72/9 80/20 84/22</p> <p><b>minimally [1]</b> 88/13</p> <p><b>minute [1]</b> 100/10</p> <p><b>minutes [6]</b> 2/4 3/8 3/10 85/15 90/4 93/5</p> <p><b>mirror [1]</b> 23/24</p> <p><b>mirrors [1]</b> 68/10</p> <p><b>missed [2]</b> 47/8 69/4</p> <p><b>mix [1]</b> 28/15</p> <p><b>Monday [3]</b> 1/6 103/9 103/9</p> <p><b>Monday's [1]</b> 103/10</p> <p><b>monetarily [1]</b> 54/23</p> <p><b>money [29]</b> 25/13 27/23 28/15 28/25 30/20 36/17 40/14 45/2 49/13 52/19 53/9 53/21 56/3 57/21 58/25 62/9 62/21 63/8 63/9 63/13 63/14 70/19 70/21 73/2 73/6 82/23 83/2 83/3 88/24</p> <p><b>money's [2]</b> 57/22 101/22</p> <p><b>month [7]</b> 14/9 27/25</p>	<p>29/3 29/24 53/15 56/16 63/18</p> <p><b>months [11]</b> 25/23 38/23 39/13 39/14 39/14 49/25 56/3 59/20 80/3 89/18 97/23</p> <p><b>Montreal [1]</b> 105/10</p> <p><b>more [32]</b> 3/7 14/24 19/23 20/2 20/19 22/16 22/16 28/17 31/3 33/4 33/11 35/2 35/11 35/13 35/14 39/16 41/25 42/25 44/6 48/21 48/25 51/17 59/6 60/7 64/16 78/23 90/22 92/20 102/2 103/16 106/3 106/11</p> <p><b>morning [2]</b> 6/3 7/23</p> <p><b>most [13]</b> 19/24 20/1 20/3 20/5 21/2 21/3 22/2 30/3 34/6 34/6 63/10 78/7 99/5</p> <p><b>motion [2]</b> 65/4 65/5</p> <p><b>mouth [1]</b> 89/8</p> <p><b>move [5]</b> 39/1 45/22 49/22 54/14 59/13</p> <p><b>moved [2]</b> 20/1 75/17</p> <p><b>movement [2]</b> 77/10 96/7</p> <p><b>moves [2]</b> 20/3 26/13</p> <p><b>moving [6]</b> 59/1 62/5 64/8 65/25 67/8 89/18</p> <p><b>Mr [3]</b> 19/17 52/23 53/13</p> <p><b>Mr. [5]</b> 14/6 91/3 91/18 92/14 97/8</p> <p><b>Mr. Burnett [1]</b> 14/6</p> <p><b>Mr. Grundy [1]</b> 91/18</p> <p><b>Mr. Maguire [2]</b> 91/3 92/14</p> <p><b>Mr. Youman [1]</b> 97/8</p> <p><b>Ms. [2]</b> 13/5 101/23</p> <p><b>Ms. Bennett [1]</b> 13/5</p> <p><b>Ms. Green [1]</b> 101/23</p> <p><b>much [9]</b> 15/2 20/19 21/1 23/24 53/11 67/13 72/15 101/6 104/16</p> <p><b>mutual [1]</b> 75/15</p> <p><b>my [25]</b> 17/6 27/25 33/25 35/16 38/17 47/3 47/7 47/20 51/24 57/12 59/19 67/24 72/9 72/23 73/1 80/23 82/25 83/8 84/20 89/8 93/1 95/20 100/21 102/16 107/9</p> <p><b>Myers [1]</b> 105/13</p>	<p><b>National [1]</b> 10/15</p> <p><b>nationwide [1]</b> 9/7</p> <p><b>nature [5]</b> 16/18 33/8 66/24 73/19 74/13</p> <p><b>navaid [5]</b> 7/14 8/21 9/1 12/7 12/22</p> <p><b>navais [1]</b> 7/21</p> <p><b>naval [1]</b> 13/22</p> <p><b>navigation [1]</b> 10/19</p> <p><b>navigational [1]</b> 8/24</p> <p><b>Navy [1]</b> 75/23</p> <p><b>near [1]</b> 28/2</p> <p><b>nearly [3]</b> 22/25 27/24 48/3</p> <p><b>necessary [1]</b> 82/20</p> <p><b>need [42]</b> 7/20 17/10 19/9 24/20 25/4 27/4 27/24 30/15 30/18 33/22 35/21 40/7 44/24 46/18 48/24 48/24 54/12 55/5 57/3 59/5 62/22 62/23 64/17 68/4 69/17 69/19 70/19 76/17 82/13 84/9 84/12 84/13 84/13 85/3 85/7 85/9 93/15 94/7 94/21 95/23 96/6 101/16</p> <p><b>needed [3]</b> 59/9 64/6 73/13</p> <p><b>needing [1]</b> 44/19</p> <p><b>needs [6]</b> 18/15 30/15 44/12 46/25 71/1 84/19</p> <p><b>negative [1]</b> 61/21</p> <p><b>negotiated [1]</b> 6/17</p> <p><b>Negotiation [1]</b> 68/11</p> <p><b>neighborhood [1]</b> 24/24</p> <p><b>never [5]</b> 21/12 49/10 77/14 79/14 97/11</p> <p><b>new [13]</b> 6/12 17/20 21/14 32/18 45/8 46/15 58/25 62/14 63/14 71/10 83/4 90/16 93/15</p> <p><b>New York [1]</b> 83/4</p> <p><b>newest [1]</b> 24/7</p> <p><b>news [2]</b> 9/17 103/21</p> <p><b>next [20]</b> 18/15 29/20 39/8 50/15 52/21 53/16 56/6 57/10 58/13 61/3 61/11 61/24 66/1 67/9 96/19 96/22 100/8 102/19 103/8 104/11</p> <p><b>nice [3]</b> 92/5 95/22 102/18</p> <p><b>night [1]</b> 5/23</p> <p><b>nine [3]</b> 22/3 39/14 48/5</p> <p><b>nip [1]</b> 90/24</p> <p><b>no [53]</b> 3/15 3/24 17/17 23/20 25/7 40/10 41/19 41/19 41/22 44/21 46/5 46/6 46/14 46/14 46/15 47/6 47/16 47/16 47/16</p>
--	--	--	--	--

<p><b>N</b></p> <p><b>no...</b> [34] 56/21 59/3 62/20 62/20 63/2 63/24 63/25 64/2 73/24 75/5 75/21 76/4 76/25 77/1 77/2 77/17 77/17 78/25 82/8 84/11 84/11 84/13 87/6 87/9 89/13 89/14 89/15 89/16 91/14 91/15 92/2 100/4 100/10 104/9</p> <p><b>nobody</b> [2] 66/14 72/24</p> <p><b>nodded</b> [1] 92/21</p> <p><b>non</b> [2] 20/7 96/7</p> <p><b>non-clad</b> [1] 20/7</p> <p><b>non-movement</b> [1] 96/7</p> <p><b>none</b> [6] 3/13 3/14 13/6 65/13 65/14 65/20</p> <p><b>nonexistent</b> [1] 76/24</p> <p><b>nonpayment</b> [1] 14/17</p> <p><b>normal</b> [2] 24/2 43/3</p> <p><b>north</b> [1] 10/11</p> <p><b>Northeast</b> [1] 41/8</p> <p><b>Northrop</b> [4] 14/3 75/13 75/13 75/17</p> <p><b>not</b> [98] 5/1 5/2 7/24 8/1 9/8 9/22 10/13 17/15 17/16 17/16 17/20 17/23 21/15 21/15 24/21 25/19 28/7 29/3 29/18 30/7 30/16 31/4 31/13 31/14 35/19 36/22 39/15 43/2 44/12 46/14 46/22 49/12 50/13 52/5 52/17 53/5 54/9 55/15 55/16 56/4 56/14 58/6 58/24 58/24 58/25 59/1 61/16 61/17 64/15 64/25 69/5 71/1 71/9 71/16 72/1 72/8 72/15 72/20 73/6 73/7 73/24 75/17 75/18 76/22 76/22 77/5 77/12 77/15 77/22 78/10 79/13 79/17 79/24 83/16 83/16 85/13 85/14 86/13 86/14 86/19 86/21 87/1 89/15 89/19 89/21 90/1 92/8 95/24 96/14 99/9 100/8 103/17 104/10 104/13 105/6 105/22 105/24 106/17</p> <p><b>NOTAM</b> [1] 12/21</p> <p><b>NOTAMs</b> [1] 12/18</p> <p><b>notes</b> [1] 107/9</p> <p><b>nothing</b> [13] 10/2 13/8 14/4 14/5 14/7 20/11 23/3 23/3 51/17 53/15 77/17 80/20 93/3</p> <p><b>noticed</b> [2] 34/3 43/24</p>	<p><b>notified</b> [1] 73/18</p> <p><b>November</b> [1] 63/16</p> <p><b>now</b> [33] 3/19 3/24 4/16 4/22 5/1 6/4 6/23 13/2 19/13 19/15 26/19 27/9 28/20 33/23 37/15 39/12 44/2 47/9 49/23 50/10 50/25 52/3 53/1 56/12 57/4 63/23 77/22 83/13 86/18 90/16 90/21 91/9 97/3</p> <p><b>nowadays</b> [1] 33/17</p> <p><b>nowhere</b> [1] 28/2</p> <p><b>number</b> [13] 16/15 21/13 24/3 29/4 29/13 41/5 48/25 73/3 73/5 74/6 78/22 101/25 104/5</p> <p><b>numbers</b> [17] 26/24 27/9 27/13 28/6 28/16 30/8 30/9 31/25 32/8 37/1 42/15 46/3 46/12 49/7 51/7 52/21 93/19</p> <hr/> <p><b>O</b></p> <p><b>objection</b> [1] 3/12</p> <p><b>obstacle</b> [1] 45/23</p> <p><b>obviously</b> [4] 6/16 16/16 22/15 96/14</p> <p><b>oc</b> [1] 51/2</p> <p><b>occasions</b> [1] 21/25</p> <p><b>occupancies</b> [1] 36/1</p> <p><b>occupancy</b> [3] 28/24 33/13 50/20</p> <p><b>occupancy-wise</b> [1] 28/24</p> <p><b>occupied</b> [2] 29/5 36/13</p> <p><b>occupy</b> [2] 29/23 31/11</p> <p><b>occupying</b> [2] 22/13 36/20</p> <p><b>October</b> [2] 63/15 69/20</p> <p><b>off</b> [8] 5/20 5/23 38/11 38/24 47/22 48/10 49/14 55/3</p> <p><b>offered</b> [1] 21/20</p> <p><b>offguard</b> [1] 4/4</p> <p><b>office</b> [1] 4/6</p> <p><b>offices</b> [2] 50/18 50/18</p> <p><b>offline</b> [2] 9/6 9/7</p> <p><b>Oh</b> [11] 47/16 48/8 57/12 64/24 91/18 94/16 95/21 98/7 100/10 100/11 106/11</p> <p><b>old</b> [9] 9/2 9/3 19/12 19/23 21/4 22/25 24/23 25/24 97/2</p> <p><b>older</b> [1] 20/7</p> <p><b>omitted</b> [1] 73/12</p> <p><b>on-site</b> [1] 8/3</p> <p><b>once</b> [6] 6/17 6/17 20/2 39/2 81/3 82/18</p>	<p><b>one</b> [50] 13/13 13/18 13/19 13/22 14/9 14/25 15/10 16/16 18/7 20/1 22/1 23/3 25/4 28/22 29/20 31/16 33/25 35/2 35/14 38/13 41/25 43/21 44/20 47/12 52/10 53/19 58/11 58/11 61/24 68/20 69/8 69/8 70/17 73/3 77/2 77/17 80/24 81/15 82/22 86/7 86/19 86/21 91/21 92/22 97/17 97/21 98/1 98/2 104/5 106/9</p> <p><b>ones</b> [3] 9/19 21/3 82/19</p> <p><b>only</b> [11] 21/18 21/21 27/23 31/6 38/18 43/24 48/2 56/14 72/23 75/22 76/13</p> <p><b>open</b> [4] 34/2 58/3 60/24 61/8</p> <p><b>opener</b> [1] 50/4</p> <p><b>opening</b> [2] 23/17 25/22</p> <p><b>operate</b> [1] 34/21</p> <p><b>operating</b> [1] 94/23</p> <p><b>operation</b> [3] 33/13 73/20 74/22</p> <p><b>operations</b> [5] 31/13 31/15 76/15 77/9 79/1</p> <p><b>operator</b> [2] 3/6 6/12</p> <p><b>opinion</b> [4] 15/7 19/2 27/25 68/2</p> <p><b>opinions</b> [1] 37/11</p> <p><b>opportunities</b> [1] 13/21</p> <p><b>opportunity</b> [3] 35/7 90/1 90/7</p> <p><b>opposed</b> [1] 65/19</p> <p><b>optimal</b> [1] 23/8</p> <p><b>optimistic</b> [3] 8/12 30/3 30/17</p> <p><b>option</b> [1] 75/24</p> <p><b>options</b> [1] 36/25</p> <p><b>order</b> [3] 3/2 37/14 38/20</p> <p><b>oriented</b> [1] 106/12</p> <p><b>original</b> [2] 57/13 58/6</p> <p><b>originally</b> [2] 24/22 99/17</p> <p><b>other</b> [29] 4/5 8/25 10/9 11/15 14/8 19/4 20/2 25/5 26/18 35/5 43/13 43/13 45/5 55/10 56/10 63/22 63/24 70/13 73/10 76/19 78/7 78/9 78/15 81/5 82/22 91/13 99/11 101/18 103/7</p> <p><b>others</b> [5] 29/13 32/23 32/25 37/8 91/12</p>	<p><b>otherwise</b> [1] 80/21</p> <p><b>ought</b> [1] 79/18</p> <p><b>our</b> [55] 3/9 3/22 4/25 5/1 5/9 5/17 6/7 7/4 8/20 11/9 13/11 16/21 18/1 19/2 19/6 19/10 19/11 19/22 21/7 21/16 34/16 44/13 46/13 46/18 46/22 51/3 51/25 52/8 55/10 55/10 55/15 55/16 56/2 57/25 61/24 63/20 64/4 67/16 69/3 70/19 74/1 75/1 75/12 75/13 76/5 77/6 78/13 78/13 79/18 79/25 94/18 100/19 102/19 103/7 103/8</p> <p><b>out</b> [87] 4/6 6/24 7/18 7/22 9/3 10/10 12/15 12/22 12/22 13/25 17/9 17/18 18/8 19/2 19/14 19/21 20/5 20/11 20/22 20/22 21/16 22/11 23/11 24/16 25/3 25/7 25/17 26/8 26/17 27/10 27/18 27/21 29/18 30/6 30/12 30/23 31/3 31/6 32/8 32/24 33/1 36/19 38/13 42/18 43/15 43/21 45/19 46/1 48/2 49/4 49/24 51/18 56/15 58/21 59/1 61/18 63/9 63/15 66/8 66/10 66/16 68/12 70/20 71/4 71/9 71/23 73/8 74/13 81/7 83/12 83/20 85/23 86/1 86/14 88/5 88/15 89/19 91/2 92/16 93/8 94/17 98/18 99/15 99/25 100/18 103/4 106/3</p> <p><b>outright</b> [1] 45/8</p> <p><b>outside</b> [5] 67/24 67/25 72/10 75/19 98/11</p> <p><b>outstanding</b> [2] 14/25 15/19</p> <p><b>over</b> [35] 7/10 7/18 8/17 10/18 14/9 16/11 17/15 20/8 20/9 20/16 21/13 21/13 22/11 23/1 23/3 24/23 25/11 28/19 30/25 32/3 32/21 35/7 43/7 47/7 48/21 55/9 55/17 56/3 64/19 64/19 74/11 79/19 84/24 93/9 101/2</p> <p><b>overall</b> [4] 16/13 18/22 46/23 54/10</p> <p><b>overbuilt</b> [1] 50/21</p> <p><b>overly</b> [1] 76/22</p> <p><b>overseas</b> [1] 9/12</p> <p><b>overview</b> [2] 16/25 17/5</p> <p><b>owing</b> [1] 31/3</p>	<p><b>own</b> [6] 34/25 44/12 45/15 52/8 75/22 93/14</p> <p><b>owned</b> [5] 10/12 10/13 10/13 10/14 42/20</p> <p><b>owner</b> [1] 13/14</p> <p><b>owners</b> [1] 45/13</p> <p><b>ownership</b> [5] 31/8 33/13 42/19 78/16 99/14</p> <hr/> <p><b>P</b></p> <p><b>p.m</b> [3] 1/7 1/7 106/19</p> <p><b>pace</b> [3] 27/1 27/2 89/18</p> <p><b>package</b> [1] 9/10</p> <p><b>packages</b> [1] 9/12</p> <p><b>page</b> [2] 2/2 60/18</p> <p><b>pages</b> [1] 87/20</p> <p><b>paid</b> [1] 46/19</p> <p><b>Panthers</b> [1] 13/13</p> <p><b>paper</b> [2] 6/4 97/14</p> <p><b>Pardon</b> [1] 96/20</p> <p><b>park</b> [2] 23/21 103/13</p> <p><b>part</b> [20] 6/9 9/22 10/14 14/20 15/13 15/21 18/11 32/4 42/7 51/24 54/25 58/15 59/17 68/24 72/20 73/12 75/12 78/7 102/13 102/14</p> <p><b>part's</b> [1] 15/23</p> <p><b>partial</b> [1] 23/10</p> <p><b>participate</b> [1] 26/14</p> <p><b>participated</b> [3] 102/15 102/16 102/17</p> <p><b>participation</b> [3] 13/12 26/12 27/5</p> <p><b>particular</b> [7] 9/1 9/18 9/19 14/7 27/9 35/4 99/14</p> <p><b>particularly</b> [2] 30/17 58/12</p> <p><b>partner</b> [2] 13/3 68/5</p> <p><b>partners</b> [3] 2/7 102/4 102/6</p> <p><b>parts</b> [7] 8/20 8/25 9/3 9/9 9/12 9/14 11/19</p> <p><b>passage</b> [1] 23/18</p> <p><b>passed</b> [1] 92/16</p> <p><b>passes</b> [5] 65/21 93/7 93/11 93/11 93/12</p> <p><b>passion</b> [1] 33/10</p> <p><b>past</b> [6] 23/25 38/20 45/22 54/12 66/4 66/5</p> <p><b>path</b> [1] 93/24</p> <p><b>paths</b> [1] 34/17</p> <p><b>patiently</b> [1] 42/14</p> <p><b>Paul</b> [1] 104/22</p> <p><b>pay</b> [4] 14/21 15/18 27/22 50/13</p> <p><b>paying</b> [5] 15/5 27/12 29/14 29/24 84/24</p> <p><b>peculiarities</b> [2] 80/14</p>
--	--	--	--	--

<p><b>P</b></p> <p><b>peculiarities...</b> [1] 80/16</p> <p><b>pen</b> [1] 86/24</p> <p><b>pencil</b> [1] 87/2</p> <p><b>pending</b> [1] 14/20</p> <p><b>people</b> [27] 4/23 13/25 21/8 21/19 24/13 29/9 31/10 32/20 33/3 34/10 44/20 44/23 44/25 48/2 48/6 49/14 50/12 50/25 56/13 61/2 70/8 93/19 93/20 102/5 102/15 102/17 103/6</p> <p><b>per</b> [4] 6/18 24/1 24/17 78/10</p> <p><b>percent</b> [29] 10/12 21/19 21/21 26/19 28/7 28/8 28/10 28/11 28/19 28/23 29/5 30/22 30/24 30/25 31/2 36/17 48/18 49/6 50/20 50/21 51/2 51/18 52/2 52/5 52/7 62/16 62/19 62/20 95/12</p> <p><b>percentage</b> [1] 31/14</p> <p><b>perception</b> [1] 70/25</p> <p><b>Perfect</b> [1] 90/23</p> <p><b>perfectly</b> [1] 75/16</p> <p><b>perhaps</b> [5] 29/12 30/20 53/7 53/11 68/14</p> <p><b>period</b> [1] 102/7</p> <p><b>permeated</b> [1] 42/22</p> <p><b>permission</b> [1] 96/1</p> <p><b>permitting</b> [1] 54/16</p> <p><b>perpendicular</b> [1] 25/3</p> <p><b>person</b> [1] 42/10</p> <p><b>personal</b> [2] 15/14 48/16</p> <p><b>personally</b> [2] 15/14 15/18</p> <p><b>perspective</b> [2] 17/24 77/19</p> <p><b>peruse</b> [1] 65/4</p> <p><b>petition</b> [1] 57/19</p> <p><b>phase</b> [2] 19/15 40/22</p> <p><b>phone</b> [1] 93/19</p> <p><b>photograph</b> [1] 100/21</p> <p><b>physical</b> [1] 80/19</p> <p><b>pick</b> [1] 30/23</p> <p><b>picked</b> [1] 45/5</p> <p><b>picture</b> [3] 17/18 18/23 25/21</p> <p><b>piece</b> [13] 18/16 18/22 19/4 35/22 38/20 48/20 48/21 54/13 54/15 57/14 62/3 62/6 96/5</p> <p><b>pieces</b> [1] 55/22</p> <p><b>piercing</b> [1] 74/3</p> <p><b>pilot</b> [3] 11/15 36/22 102/16</p> <p><b>pilot's</b> [1] 35/3</p> <p><b>pilots</b> [8] 11/7 31/5</p>	<p>32/23 33/16 34/22 34/24 42/16 42/18</p> <p><b>piston</b> [2] 30/24 43/10</p> <p><b>piston-driven</b> [2] 30/24 43/10</p> <p><b>pitfalls</b> [2] 17/9 17/9</p> <p><b>place</b> [10] 15/16 21/18 26/8 35/4 35/5 59/13 63/17 68/9 74/9 93/1</p> <p><b>placed</b> [2] 19/24 24/23</p> <p><b>places</b> [4] 35/5 74/25 74/25 94/25</p> <p><b>placing</b> [1] 47/24</p> <p><b>plan</b> [24] 18/1 18/4 18/11 18/20 19/1 19/2 19/7 19/10 19/12 19/15 26/20 27/3 30/19 35/18 35/19 38/7 38/11 38/15 38/19 42/1 42/3 42/7 54/13 59/23</p> <p><b>plane</b> [1] 42/20</p> <p><b>planes</b> [1] 42/19</p> <p><b>planned</b> [1] 9/7</p> <p><b>planning</b> [5] 18/3 18/23 19/16 98/17 99/6</p> <p><b>play</b> [1] 22/9</p> <p><b>played</b> [1] 32/4</p> <p><b>plays</b> [1] 17/23</p> <p><b>pleased</b> [1] 101/12</p> <p><b>PLEDGE</b> [3] 2/3 3/4 3/5</p> <p><b>plenty</b> [1] 69/16</p> <p><b>plural</b> [1] 79/19</p> <p><b>Plus</b> [1] 39/13</p> <p><b>point</b> [34] 8/4 12/3 12/11 12/11 18/2 18/9 18/10 20/10 20/13 20/14 27/10 27/20 30/6 33/25 36/7 36/9 37/2 39/1 49/20 54/8 57/18 63/3 64/12 67/3 70/20 72/3 72/14 73/22 74/11 74/15 74/25 80/23 89/24 95/16</p> <p><b>pointed</b> [1] 72/7</p> <p><b>pointing</b> [3] 30/12 38/6 83/12</p> <p><b>policies</b> [9] 67/21 70/9 71/11 73/4 73/4 73/12 77/6 80/8 86/4</p> <p><b>policy</b> [56] 6/8 6/19 15/16 26/16 66/16 66/17 66/18 68/9 69/4 70/21 70/21 71/4 71/8 72/16 72/17 72/19 72/21 73/3 78/9 78/10 78/13 78/18 78/20 78/22 79/5 79/9 80/10 80/18 80/23 81/1 81/3 81/6 81/7 81/21 82/1 82/5 82/9 82/17 83/21 84/3 84/9 84/14 84/15 84/18 84/20 84/25 85/1</p>	<p>85/6 85/13 87/12 87/13 89/11 93/14 93/15 94/17 96/2</p> <p><b>policy-wise</b> [1] 83/21</p> <p><b>policyholder</b> [1] 72/8</p> <p><b>Ponce</b> [1] 1/21</p> <p><b>Ponte</b> [1] 7/2</p> <p><b>Ponte Vedra</b> [1] 7/2</p> <p><b>pop</b> [1] 22/19</p> <p><b>population</b> [1] 32/19</p> <p><b>port</b> [22] 2/9 2/9 5/9 5/9 16/22 16/22 16/23 16/23 19/22 19/22 19/22 19/22 20/21 22/23 23/4 23/11 24/4 25/6 25/6 28/1 31/11 31/12 40/22</p> <p><b>port-a-port</b> [6] 2/9 5/9 16/22 16/23 19/22 25/6</p> <p><b>port-a-ports</b> [9] 19/22 20/21 22/23 23/4 23/11 24/4 31/11 31/12 40/22</p> <p><b>portion</b> [3] 14/22 15/17 15/18</p> <p><b>portions</b> [1] 24/10</p> <p><b>ports</b> [9] 19/22 20/21 22/23 23/4 23/11 24/4 31/11 31/12 40/22</p> <p><b>position</b> [2] 17/16 17/25</p> <p><b>possibility</b> [1] 25/18</p> <p><b>possible</b> [4] 16/7 37/6 73/6 73/7</p> <p><b>possibly</b> [2] 40/17 49/5</p> <p><b>potential</b> [1] 17/9</p> <p><b>potentially</b> [2] 17/6 40/2</p> <p><b>powering</b> [1] 25/10</p> <p><b>pre</b> [3] 7/16 39/10 104/5</p> <p><b>pre-meeting</b> [2] 7/16 104/5</p> <p><b>predictions</b> [1] 19/14</p> <p><b>premises</b> [1] 78/12</p> <p><b>prepare</b> [1] 83/16</p> <p><b>prepared</b> [3] 6/1 16/25 51/1</p> <p><b>prepping</b> [2] 51/15 51/16</p> <p><b>present</b> [5] 1/9 1/13 3/25 45/6 94/20</p> <p><b>presentation</b> [1] 97/22</p> <p><b>presented</b> [3] 50/4 80/21 82/13</p> <p><b>presenter</b> [1] 13/20</p> <p><b>presenters</b> [1] 13/19</p> <p><b>pressed</b> [1] 59/15</p> <p><b>pretty</b> [6] 21/1 23/18 39/3 39/6 47/10 48/18</p> <p><b>prevented</b> [1] 93/12</p> <p><b>price</b> [5] 22/14 26/22 36/9 36/19 44/5</p> <p><b>price-dependent</b> [1] 22/14</p>	<p><b>priced</b> [1] 22/16</p> <p><b>prices</b> [3] 49/8 49/9 50/13</p> <p><b>priced</b> [1] 24/17</p> <p><b>primarily</b> [1] 20/6</p> <p><b>primary</b> [1] 11/12</p> <p><b>principal</b> [1] 28/12</p> <p><b>printed</b> [1] 5/15</p> <p><b>prior</b> [2] 70/8 75/11</p> <p><b>priorities</b> [4] 39/20 39/25 40/14 49/21</p> <p><b>privately</b> [1] 10/13</p> <p><b>probability</b> [1] 19/14</p> <p><b>probably</b> [23] 6/24 7/20 19/4 21/10 24/4 25/16 29/1 31/7 38/23 39/11 49/11 53/14 55/14 63/15 67/25 72/2 72/2 75/10 88/4 97/4 105/7 105/8 105/12</p> <p><b>problem</b> [8] 3/15 4/3 4/8 4/13 8/4 53/7 53/17 55/16</p> <p><b>problematic</b> [1] 52/24</p> <p><b>problems</b> [3] 4/24 8/17 71/19</p> <p><b>procedure</b> [1] 84/7</p> <p><b>proceedings</b> [1] 107/8</p> <p><b>process</b> [19] 5/11 15/13 15/16 37/5 54/10 57/10 59/13 61/5 65/22 65/24 66/12 67/10 68/11 69/9 72/23 82/10 88/3 94/6 95/1</p> <p><b>production</b> [1] 31/2</p> <p><b>professional</b> [1] 68/6</p> <p><b>program</b> [12] 19/11 26/11 34/24 70/13 91/23 91/25 94/19 98/4 98/16 98/19 98/25 99/1</p> <p><b>programmed</b> [1] 39/17</p> <p><b>project</b> [18] 20/22 23/1 25/1 25/4 26/18 27/13 37/3 37/6 39/16 40/16 40/21 53/22 54/18 56/16 56/24 58/4 98/10 103/14</p> <p><b>projected</b> [1] 56/5</p> <p><b>projects</b> [5] 18/7 19/6 21/18 29/16 41/9</p> <p><b>promised</b> [1] 15/12</p> <p><b>promotion</b> [1] 100/18</p> <p><b>prompt</b> [1] 35/13</p> <p><b>property</b> [14] 14/10 19/25 45/13 45/15 46/1 77/1 77/4 77/11 78/6 78/11 78/14 81/17 81/19 99/15</p> <p><b>property-related</b> [1] 78/6</p> <p><b>proposal</b> [1] 68/12</p> <p><b>proposals</b> [4] 6/1 6/5 67/22 69/10</p>	<p><b>protection</b> [1] 73/5</p> <p><b>provide</b> [5] 71/21 71/21 81/6 89/11 95/5</p> <p><b>provided</b> [5] 70/11 77/25 80/9 90/1 92/3</p> <p><b>provider</b> [4] 72/14 72/15 72/16 72/18</p> <p><b>provides</b> [1] 69/4</p> <p><b>providing</b> [2] 75/14 78/5</p> <p><b>provision</b> [1] 75/6</p> <p><b>public</b> [13] 2/11 30/9 37/15 37/19 37/22 37/25 41/24 42/6 64/15 91/8 91/9 91/13 91/19</p> <p><b>public-sourced</b> [1] 30/9</p> <p><b>publication</b> [1] 12/12</p> <p><b>published</b> [1] 6/22</p> <p><b>pulled</b> [1] 20/10</p> <p><b>pulling</b> [1] 12/15</p> <p><b>purchase</b> [1] 55/25</p> <p><b>purchased</b> [1] 13/15</p> <p><b>purchases</b> [1] 74/2</p> <p><b>purchasing</b> [2] 6/8 68/9</p> <p><b>purely</b> [2] 48/15 48/17</p> <p><b>purge</b> [1] 47/18</p> <p><b>purged</b> [1] 47/12</p> <p><b>purpose</b> [1] 46/23</p> <p><b>pursuing</b> [1] 54/11</p> <p><b>pushed</b> [2] 41/4 70/5</p> <p><b>put</b> [15] 7/16 20/19 26/7 26/9 26/16 27/15 27/21 43/21 53/11 54/18 54/19 91/2 91/3 99/20 100/18</p> <p><b>putting</b> [6] 28/14 61/2 61/2 66/6 66/8 68/12</p>
			<p><b>Q</b></p> <p><b>qualification</b> [1] 88/19</p> <p><b>qualifications</b> [4] 67/2 83/18 89/20 94/14</p> <p><b>qualified</b> [3] 84/10 85/5 85/8</p> <p><b>quality</b> [3] 16/18 70/18 71/3</p> <p><b>quarterly</b> [2] 97/14 97/21</p> <p><b>question</b> [14] 15/20 41/19 41/19 44/21 51/20 51/24 77/1 77/2 77/2 91/19 92/2 94/11 103/11 105/3</p> <p><b>questions</b> [7] 35/13 74/24 76/2 76/7 88/17 101/11 103/24</p> <p><b>queue</b> [2] 18/6 100/7</p> <p><b>quick</b> [5] 3/18 5/25 22/19 26/24 70/6</p> <p><b>quickly</b> [1] 54/14</p> <p><b>quite</b> [4] 24/17 28/7</p>	

<p><b>Q</b> quite... [2] 77/22 79/1 quote [4] 33/3 66/5 78/3 78/3 quote-by-quote [1] 78/3 quotes [1] 66/15</p> <p><b>R</b> raise [2] 49/13 49/19 raises [1] 24/14 RANDY [5] 1/11 22/6 43/23 48/24 100/9 range [4] 24/1 28/9 28/17 28/21 rapidly [1] 81/20 rare [1] 55/19 rate [1] 22/8 rates [3] 29/10 49/19 49/19 rather [3] 20/19 50/22 53/20 RauHofer [1] 102/15 read [7] 5/2 10/1 64/17 64/22 84/19 85/15 92/17 reading [1] 90/4 ready [3] 40/25 63/1 104/20 real [10] 25/9 26/24 29/22 36/8 36/25 36/25 37/3 39/5 44/8 76/6 really [32] 3/19 14/7 20/10 20/11 20/12 23/9 23/20 23/20 25/20 31/6 32/24 33/12 33/19 36/3 36/13 39/6 41/14 44/19 50/16 51/6 54/12 61/19 69/8 69/17 70/5 70/22 95/17 102/1 102/12 102/15 102/18 104/24 reason [9] 3/24 4/3 11/10 11/12 16/11 24/22 27/7 28/24 70/5 reasonable [4] 28/17 28/17 48/18 59/13 reasonableness [1] 29/8 reasons [2] 31/16 101/25 Reba [2] 41/21 102/23 Reba's [1] 96/25 rebuilt [1] 20/8 recall [4] 23/16 42/23 64/6 75/9 recap [1] 73/17 recent [7] 12/12 14/25 20/3 21/2 21/3 22/2 25/22 reclass [2] 57/20 57/20 reclassify [1] 58/20 reclassifying [1] 58/1 recognize [1] 101/4</p>	<p>recommend [1] 82/17 recommendation [10] 20/15 20/16 20/23 51/13 59/23 66/20 67/6 69/11 70/15 70/16 recommendations [7] 6/11 19/1 30/19 35/17 38/7 57/11 79/15 recommended [1] 44/1 record [3] 6/3 101/20 107/9 Recorder [1] 7/2 recoup [3] 14/16 15/2 52/7 recovery [1] 33/21 reenters [1] 53/13 reevaluation [1] 29/15 refer [1] 21/10 reference [3] 20/14 21/16 43/18 referred [1] 95/8 referring [2] 22/21 42/24 refresh [1] 22/20 regards [1] 55/13 regional [1] 33/18 regular [2] 1/2 44/7 reinsurance [1] 79/4 relate [1] 17/19 related [9] 8/1 14/10 14/12 35/17 43/9 62/7 76/11 76/23 78/6 relative [2] 6/11 53/19 release [1] 9/11 reliable [1] 30/8 relocating [1] 30/2 relook [1] 99/12 rely [1] 86/23 relying [1] 71/15 remain [4] 19/8 30/5 35/25 36/1 remained [1] 19/25 remember [3] 74/6 76/8 97/3 remind [1] 26/22 reminder [4] 5/21 26/16 62/17 62/18 remove [1] 20/16 removed [3] 8/23 71/5 75/24 renaissance [1] 33/21 rename [1] 58/16 renewal [1] 69/20 rent [8] 14/25 27/21 27/24 28/9 28/20 29/10 29/15 30/4 rental [1] 29/13 rented [1] 14/11 rents [1] 36/21 repaid [1] 62/21 repair [1] 12/4 repay [1] 62/20 repeat [1] 104/6</p>	<p>repeated [1] 67/10 replace [3] 10/2 11/3 20/17 replaced [1] 20/9 replacement [6] 2/9 16/22 16/23 20/20 21/14 23/1 replacing [2] 10/22 25/14 replenish [1] 33/14 report [13] 2/4 2/6 3/8 4/25 5/5 5/19 13/8 14/8 17/4 97/17 98/1 101/10 107/7 REPORTER'S [2] 2/14 107/1 Reporters [1] 1/20 reports [3] 2/12 5/18 92/13 represents [1] 34/24 repurpose [1] 53/7 request [8] 6/1 16/24 26/9 26/11 26/13 83/17 83/17 98/13 requests [2] 66/7 66/9 require [1] 98/18 required [2] 8/6 74/21 requirements [2] 73/14 73/21 requires [4] 38/19 95/2 95/10 95/13 rescue [2] 75/7 75/19 resolution [9] 2/9 5/10 61/25 62/1 62/10 64/13 64/14 64/17 65/15 Resolution 2016-03 [1] 64/13 resolution's [1] 65/2 resolutions [1] 64/25 respect [1] 63/21 respects [2] 34/12 81/18 respond [1] 90/1 responded [2] 92/16 92/17 response [3] 75/12 75/14 75/15 responses [1] 68/14 responsive [2] 76/3 76/6 rest [3] 15/19 39/3 101/19 restaurant [4] 5/25 6/12 16/19 89/5 restricted [1] 95/10 result [5] 9/25 20/24 23/14 24/17 42/17 results [2] 24/12 60/1 resurrect [1] 99/23 return [1] 46/18 revenue [4] 53/25 54/3 56/14 61/17 review [5] 2/10 6/10</p>	<p>6/18 16/23 65/22 reviewed [1] 80/2 reviewing [1] 5/10 RFP [2] 6/1 88/5 RFPs [3] 7/10 72/5 72/6 right [41] 3/9 3/24 5/1 6/23 13/2 26/19 37/17 41/23 48/4 48/14 48/23 55/2 56/4 56/18 56/19 60/12 61/20 61/22 64/4 73/15 80/17 80/24 80/25 82/15 83/12 84/8 84/15 84/18 85/1 86/6 86/17 86/19 91/7 91/10 91/15 97/20 102/23 103/3 104/5 106/17 106/18 rightly [1] 17/2 risks [1] 67/16 RMR [3] 1/20 107/6 107/13 road [1] 12/5 roadblock [1] 45/25 ROI [3] 26/17 27/21 48/18 ROIs [2] 41/18 46/22 room [5] 1/3 19/17 23/20 52/23 53/13 round [1] 52/20 routine [1] 17/3 row [4] 23/14 23/15 23/17 24/20 rows [4] 22/22 23/5 23/10 23/11 RPR [4] 1/20 28/11 107/6 107/13 RPR-CP [2] 107/6 107/13 rule [1] 31/12 run [2] 11/8 26/24 running [6] 8/14 9/18 12/10 103/17 103/18 103/20 runs [1] 25/3 Runway [1] 12/14 Runway 31 [1] 12/14</p> <p><b>S</b> SAAPA [13] 13/17 42/1 42/2 42/9 49/8 59/12 92/9 93/22 93/25 94/3 94/24 103/1 103/11 Sacha [1] 101/5 said [16] 7/8 28/10 44/22 45/20 47/11 70/12 71/21 73/11 76/16 80/5 80/7 83/11 84/6 89/25 93/2 93/2 same [12] 4/8 18/20 23/11 46/6 59/20 60/18 64/2 66/15 72/2 87/10 87/23 98/4</p>	<p>satisfactory [2] 75/16 80/20 Saturday [3] 13/11 14/1 102/20 save [1] 106/10 savvy [1] 55/25 saw [1] 50/13 say [34] 7/7 22/14 28/11 31/25 49/7 53/4 56/11 59/24 65/15 66/5 67/7 67/24 69/22 71/16 72/4 72/10 77/13 79/19 81/6 83/19 85/8 85/24 86/3 86/6 86/15 89/15 93/10 93/19 94/7 95/15 96/17 98/14 100/21 106/5 saying [20] 17/17 42/18 55/13 58/9 59/17 59/20 60/4 66/8 82/1 83/5 83/24 84/9 85/12 85/22 86/16 87/10 87/23 89/23 96/9 101/20 scenario [2] 30/3 46/15 schedule [1] 18/5 scheduled [1] 13/18 schedules [1] 5/14 schools [1] 34/4 scope [2] 78/13 99/23 scouring [1] 8/21 screened [1] 82/18 scrutiny [1] 84/19 se [1] 78/10 Sea [1] 1/15 search [1] 9/24 second [10] 13/22 38/18 45/25 53/23 62/6 63/6 65/9 65/10 65/11 96/5 secondarily [2] 27/5 99/5 sections [1] 20/8 security [4] 94/5 94/19 95/4 96/13 see [33] 3/24 5/2 7/10 13/4 28/15 28/19 30/1 31/13 34/9 35/18 36/15 41/5 46/9 48/19 48/25 49/5 49/21 49/22 51/9 51/10 53/17 56/8 56/9 60/19 72/7 73/7 84/25 87/13 97/4 97/13 99/11 99/24 100/21 seeing [3] 50/11 50/12 66/11 seek [1] 71/9 seem [1] 32/20 seemed [1] 16/12 seems [4] 26/22 31/7 34/4 106/3 seen [2] 32/14 32/16 select [1] 89/20</p>
---	---	--	---	--

<p><b>S</b></p> <p><b>selected [2]</b> 6/17 68/6</p> <p><b>selecting [2]</b> 6/12 68/16</p> <p><b>selection [3]</b> 2/10 5/11 65/22</p> <p><b>self [2]</b> 77/9 100/18</p> <p><b>self-fuel [1]</b> 77/9</p> <p><b>self-promotion [1]</b> 100/18</p> <p><b>sending [2]</b> 9/11 66/10</p> <p><b>sense [7]</b> 12/1 29/1 47/19 57/17 67/18 74/13 90/22</p> <p><b>sent [2]</b> 9/16 71/22</p> <p><b>separate [1]</b> 21/24</p> <p><b>separating [1]</b> 23/7</p> <p><b>September [6]</b> 18/9 38/12 39/12 63/13 69/19 105/8</p> <p><b>serious [2]</b> 44/25 45/1</p> <p><b>seriously [3]</b> 40/6 41/4 101/5</p> <p><b>served [2]</b> 36/5 66/25</p> <p><b>service [4]</b> 5/21 68/25 73/19 75/11</p> <p><b>services [7]</b> 65/25 67/19 68/6 68/13 75/7 76/12 90/15</p> <p><b>set [2]</b> 34/16 101/19</p> <p><b>sets [1]</b> 26/24</p> <p><b>setting [1]</b> 22/8</p> <p><b>settled [1]</b> 54/16</p> <p><b>seven [9]</b> 19/20 29/23 54/1 54/2 56/12 61/1 87/20 99/13 102/8</p> <p><b>several [6]</b> 8/5 9/19 44/19 45/8 47/9 70/17</p> <p><b>sewers [1]</b> 24/25</p> <p><b>share [4]</b> 28/19 30/21 52/19 62/15</p> <p><b>shared [2]</b> 29/17 29/17</p> <p><b>she [3]</b> 101/5 101/7 101/9</p> <p><b>she'll [1]</b> 101/11</p> <p><b>she's [1]</b> 104/20</p> <p><b>shift [1]</b> 61/18</p> <p><b>shipped [1]</b> 8/11</p> <p><b>shoebox [1]</b> 105/1</p> <p><b>shortest [1]</b> 92/22</p> <p><b>shortly [1]</b> 56/7</p> <p><b>should [10]</b> 8/11 12/9 22/13 33/5 53/4 82/17 88/25 94/7 99/22 100/21</p> <p><b>shouldn't [1]</b> 67/14</p> <p><b>showed [1]</b> 13/13</p> <p><b>shut [1]</b> 89/8</p> <p><b>sic [1]</b> 98/25</p> <p><b>SIDA [1]</b> 95/8</p> <p><b>side [9]</b> 19/22 24/3 24/5 49/20 55/10 61/21 62/7 74/5 102/13</p>	<p><b>sign [2]</b> 15/14 31/9</p> <p><b>signed [2]</b> 36/12 38/24</p> <p><b>significant [3]</b> 20/8 35/23 74/20</p> <p><b>significantly [1]</b> 41/5</p> <p><b>Sikes [1]</b> 100/20</p> <p><b>Sikes-Kline [1]</b> 100/20</p> <p><b>similar [1]</b> 23/24</p> <p><b>simple [1]</b> 36/4</p> <p><b>simply [13]</b> 12/4 27/2 35/17 36/19 57/13 58/3 66/5 75/18 75/24 77/15 89/19 89/21 90/3</p> <p><b>since [4]</b> 19/25 41/10 63/20 83/11</p> <p><b>single [3]</b> 25/7 43/9 72/13</p> <p><b>sinking [1]</b> 62/24</p> <p><b>sir [4]</b> 4/21 15/25 64/2 65/7</p> <p><b>sit [2]</b> 24/6 88/11</p> <p><b>site [4]</b> 7/4 8/3 26/6 43/18</p> <p><b>sits [3]</b> 22/22 24/3 39/7</p> <p><b>sitters [1]</b> 21/11</p> <p><b>sitting [7]</b> 21/3 21/8 26/2 26/4 58/23 63/9 90/8</p> <p><b>situation [1]</b> 98/12</p> <p><b>six [7]</b> 25/23 38/23 49/25 53/15 56/3 87/20 97/23</p> <p><b>six-month [1]</b> 53/15</p> <p><b>slab [2]</b> 25/7 26/3</p> <p><b>slabs [1]</b> 25/9</p> <p><b>slated [1]</b> 10/17</p> <p><b>slide [2]</b> 22/19 35/14</p> <p><b>slides [1]</b> 91/21</p> <p><b>slightly [1]</b> 32/11</p> <p><b>slowing [1]</b> 10/20</p> <p><b>slowly [3]</b> 12/15 32/15 34/23</p> <p><b>small [1]</b> 53/18</p> <p><b>smaller [3]</b> 53/1 53/23 78/7</p> <p><b>smiling [1]</b> 100/22</p> <p><b>smoother [1]</b> 16/3</p> <p><b>snooze [1]</b> 97/6</p> <p><b>so [136]</b></p> <p><b>So-so [1]</b> 91/5</p> <p><b>sol [1]</b> 68/13</p> <p><b>sold [1]</b> 13/16</p> <p><b>solicit [2]</b> 67/5 88/17</p> <p><b>solidified [1]</b> 39/2</p> <p><b>solidify [1]</b> 27/3</p> <p><b>some [67]</b> 4/3 7/1 7/15 8/2 9/5 9/6 9/7 9/8 12/3 13/25 16/18 17/21 17/21 18/8 18/8 19/7 20/2 23/2 23/2 23/2 24/3 24/6 24/12 24/13 24/14 24/23 25/8 25/8 29/6 30/10 30/12 31/2</p>	<p>31/3 32/16 33/19 33/22 34/11 37/18 42/15 43/16 43/19 52/16 53/2 55/12 57/20 58/1 58/14 60/20 60/21 62/24 66/20 67/12 67/13 68/20 73/12 74/3 76/19 77/25 78/1 78/7 80/1 94/20 94/23 94/23 95/16 100/23 102/17</p> <p><b>somebody [12]</b> 6/14 44/18 56/15 56/17 67/14 70/14 71/2 72/4 72/9 73/8 85/23 93/10</p> <p><b>somehow [1]</b> 42/1</p> <p><b>someone [3]</b> 71/19 83/11 95/6</p> <p><b>something [15]</b> 15/5 25/12 29/17 39/13 44/8 44/13 45/6 51/16 52/18 56/7 56/16 58/18 70/20 77/16 99/20</p> <p><b>somewhat [2]</b> 22/13 30/10</p> <p><b>somewhere [2]</b> 8/15 74/6</p> <p><b>son [1]</b> 82/25</p> <p><b>soon [2]</b> 18/6 53/24</p> <p><b>sooner [1]</b> 53/20</p> <p><b>sorry [8]</b> 3/6 6/21 28/12 33/8 41/25 64/24 91/17 100/11</p> <p><b>sort [4]</b> 20/21 23/13 62/24 92/21</p> <p><b>Sounds [1]</b> 91/4</p> <p><b>source [1]</b> 53/25</p> <p><b>sourced [1]</b> 30/9</p> <p><b>sources [1]</b> 67/3</p> <p><b>south [2]</b> 14/11 20/21</p> <p><b>sovereign [3]</b> 73/25 74/9 74/18</p> <p><b>space [3]</b> 23/11 24/9 45/10</p> <p><b>spacing [3]</b> 23/5 23/12 23/15</p> <p><b>span [1]</b> 23/19</p> <p><b>speak [2]</b> 85/22 102/5</p> <p><b>speaking [1]</b> 61/11</p> <p><b>specialize [1]</b> 80/8</p> <p><b>specific [5]</b> 18/12 77/5 79/12 81/22 89/11</p> <p><b>specifically [1]</b> 92/3</p> <p><b>spectrum [1]</b> 78/11</p> <p><b>speed [3]</b> 12/8 53/22 93/17</p> <p><b>spelled [1]</b> 94/16</p> <p><b>spend [2]</b> 55/15 70/19</p> <p><b>spending [2]</b> 33/4 56/2</p> <p><b>spent [2]</b> 17/14 40/15</p> <p><b>spoke [1]</b> 104/15</p> <p><b>spot [1]</b> 31/6</p> <p><b>square [8]</b> 24/1 24/2 24/5 24/6 24/12 24/15</p>	<p>24/15 24/17</p> <p><b>squares [1]</b> 19/10</p> <p><b>squeezed [1]</b> 25/19</p> <p><b>ST [9]</b> 1/1 1/1 1/5 1/14 1/15 1/15 1/20 1/21 107/4</p> <p><b>St. [8]</b> 3/3 6/22 13/23 73/2 76/24 88/24 97/24 97/25</p> <p><b>St. Augustine [3]</b> 3/3 6/22 13/23</p> <p><b>St. Johns County [5]</b> 73/2 76/24 88/24 97/24 97/25</p> <p><b>stabilization [1]</b> 32/17</p> <p><b>staff [9]</b> 17/16 17/24 20/15 27/1 83/15 85/9 86/3 91/3 101/13</p> <p><b>stand [1]</b> 44/12</p> <p><b>standard [3]</b> 27/22 78/20 78/21</p> <p><b>standards [2]</b> 23/6 23/8</p> <p><b>standing [1]</b> 77/18</p> <p><b>standpoint [2]</b> 31/8 57/17</p> <p><b>stands [1]</b> 52/20</p> <p><b>start [9]</b> 5/23 28/16 49/23 53/15 55/5 73/19 84/17 102/22 102/22</p> <p><b>started [4]</b> 37/17 57/21 64/8 64/8</p> <p><b>starting [1]</b> 55/4</p> <p><b>starts [2]</b> 66/11 93/3</p> <p><b>state [10]</b> 52/13 52/15 52/17 53/5 62/8 62/9 62/14 74/1 76/19 107/3</p> <p><b>state's [1]</b> 3/21</p> <p><b>States [1]</b> 34/12</p> <p><b>statistic [1]</b> 103/2</p> <p><b>statistics [4]</b> 33/16 43/8 43/11 43/16</p> <p><b>stats [2]</b> 50/3 50/3</p> <p><b>status [1]</b> 104/1</p> <p><b>statute [1]</b> 92/3</p> <p><b>Statutes [1]</b> 68/10</p> <p><b>stay [1]</b> 44/23</p> <p><b>steadfastly [1]</b> 45/20</p> <p><b>steady [1]</b> 32/14</p> <p><b>steel [3]</b> 20/6 20/9 44/7</p> <p><b>stenographic [1]</b> 107/9</p> <p><b>stenographically [1]</b> 107/7</p> <p><b>step [3]</b> 19/3 57/10 74/13</p> <p><b>stepped [1]</b> 35/1</p> <p><b>steps [1]</b> 36/7</p> <p><b>Stevenson [2]</b> 104/15 104/19</p> <p><b>stiff [1]</b> 57/4</p> <p><b>still [20]</b> 7/22 11/6 11/8 11/16 14/18 14/20 15/1 15/19 22/13 34/19 35/2</p>	<p>42/17 54/12 55/9 60/13 67/20 78/3 86/9 86/10 96/8</p> <p><b>stocking [1]</b> 11/18</p> <p><b>storage [1]</b> 24/13</p> <p><b>storm [1]</b> 24/24</p> <p><b>straightforward [1]</b> 39/3</p> <p><b>Street [2]</b> 45/25 83/4</p> <p><b>stretch [1]</b> 55/16</p> <p><b>stretching [3]</b> 55/10 69/24 70/2</p> <p><b>strictly [4]</b> 43/9 74/2 76/11 94/8</p> <p><b>strike [1]</b> 9/25</p> <p><b>structural [1]</b> 20/9</p> <p><b>structure [2]</b> 29/15 81/17</p> <p><b>students [1]</b> 34/6</p> <p><b>studies [1]</b> 43/20</p> <p><b>study [8]</b> 42/7 44/2 71/20 98/4 98/5 98/8 99/11 99/13</p> <p><b>stuff [1]</b> 54/16</p> <p><b>subject [1]</b> 68/1</p> <p><b>subsidized [1]</b> 44/12</p> <p><b>substantial [1]</b> 68/2</p> <p><b>successful [1]</b> 15/22</p> <p><b>sufficiency [1]</b> 67/12</p> <p><b>sufficient [2]</b> 35/23 35/24</p> <p><b>suggest [1]</b> 51/13</p> <p><b>suggested [1]</b> 18/18</p> <p><b>suggesting [1]</b> 66/3</p> <p><b>suggests [1]</b> 35/18</p> <p><b>suits [1]</b> 57/23</p> <p><b>summarize [1]</b> 35/16</p> <p><b>summer [3]</b> 8/17 18/6 61/6</p> <p><b>supplement [1]</b> 63/6</p> <p><b>supplemental [2]</b> 63/7 64/14</p> <p><b>support [6]</b> 25/10 25/17 36/2 36/4 36/17 71/1</p> <p><b>supports [1]</b> 36/7</p> <p><b>supposed [1]</b> 82/20</p> <p><b>sure [25]</b> 16/15 19/10 27/11 29/3 32/3 32/6 37/7 37/8 40/11 41/16 44/19 54/9 55/9 58/10 60/7 60/9 62/25 68/1 82/24 83/2 87/1 92/10 100/1 100/1 102/21</p> <p><b>surprise [1]</b> 63/2</p> <p><b>surround [1]</b> 88/4</p> <p><b>surrounded [1]</b> 88/3</p> <p><b>surrounding [1]</b> 21/1</p> <p><b>suspect [1]</b> 29/14</p> <p><b>sustainable [1]</b> 36/21</p> <p><b>SUZANNE [4]</b> 1/10 22/5 37/12 75/10</p> <p><b>swing [1]</b> 23/19</p>
---	--	--	--	---



<p><b>S</b>  <b>symptomatic [1]</b> 8/2  <b>synopsis [1]</b> 100/23  <b>system [3]</b> 10/15 24/23 34/16  <b>systems [1]</b> 26/3</p> <p><b>T</b>  <b>T-hangar [12]</b> 20/22 21/7 24/2 24/11 26/1 26/7 27/22 28/2 28/4 29/16 36/1 48/17  <b>T-hangars [15]</b> 17/20 20/17 20/24 21/2 24/22 25/17 25/25 26/12 31/12 36/9 41/8 43/3 56/12 61/15 77/8  <b>TA [1]</b> 95/3  <b>take [18]</b> 17/25 21/12 23/4 23/9 36/7 44/20 49/25 56/19 57/5 72/24 73/8 76/16 85/4 87/13 96/18 96/21 98/11 99/16  <b>taken [3]</b> 10/9 21/15 21/24  <b>takes [2]</b> 25/13 54/16  <b>taking [6]</b> 25/15 48/16 58/3 88/5 95/18 95/24  <b>talk [4]</b> 91/20 93/3 104/8 104/11  <b>talked [2]</b> 50/2 91/22  <b>talking [6]</b> 13/20 17/14 43/6 46/12 57/1 58/12  <b>Tallahassee [2]</b> 64/9 92/12  <b>Tammy [1]</b> 13/19  <b>targeted [1]</b> 42/25  <b>task [1]</b> 66/19  <b>tasks [2]</b> 38/14 98/4  <b>tax [1]</b> 29/25  <b>taxes [2]</b> 14/19 14/25  <b>taxilane [1]</b> 23/7  <b>taxiway [1]</b> 46/5  <b>tear [1]</b> 56/20  <b>tearing [2]</b> 53/20 56/11  <b>technically [1]</b> 62/6  <b>technology [2]</b> 10/3 11/7  <b>techs [1]</b> 8/21  <b>tell [2]</b> 82/17 82/20  <b>telling [2]</b> 4/2 85/8  <b>tells [1]</b> 13/15  <b>tenant [1]</b> 43/3  <b>tenants [9]</b> 15/21 28/1 28/2 28/4 29/23 30/2 30/5 54/2 94/22  <b>tend [1]</b> 49/22  <b>term [5]</b> 9/15 26/20 27/4 30/11 30/17  <b>terminal [2]</b> 95/9 95/18  <b>terminated [2]</b> 16/5 16/7</p>	<p><b>terms [5]</b> 18/15 24/5 67/21 84/2 85/3  <b>than [26]</b> 7/17 14/8 16/3 19/23 20/2 20/20 21/25 22/1 22/16 23/8 27/18 32/9 33/4 44/6 48/21 50/22 51/17 53/20 63/22 63/24 72/18 76/6 87/5 92/20 101/18 103/7  <b>thank [10]</b> 5/13 14/2 21/6 35/15 38/8 89/23 101/25 102/14 103/19 103/21  <b>Thanks [1]</b> 14/5  <b>that [479]</b>  <b>that's [106]</b> 4/24 7/12 8/6 8/14 10/5 11/9 11/12 12/5 12/7 12/22 12/24 13/1 13/9 14/18 18/5 23/25 24/2 25/12 26/3 27/24 28/23 29/3 29/4 29/17 29/18 31/2 31/8 31/9 31/16 34/8 34/16 36/10 37/7 37/24 38/2 38/12 41/7 41/20 41/23 44/8 45/21 45/21 48/9 50/4 51/3 51/4 52/9 54/11 54/25 56/18 56/19 58/22 60/3 61/8 61/16 61/17 62/22 63/10 66/17 67/18 68/8 70/23 71/12 71/13 72/19 73/9 74/21 76/8 77/12 79/10 80/2 80/25 81/10 82/1 82/10 82/16 82/19 83/7 83/23 84/4 84/6 84/14 87/5 87/16 87/16 87/18 89/15 90/11 90/12 91/9 92/2 94/11 95/4 95/10 96/10 96/16 97/25 98/4 101/22 102/9 103/5 103/8 105/7 105/13 106/15 106/16  <b>their [24]</b> 5/14 9/12 14/17 26/11 30/4 32/24 33/11 34/19 34/20 34/22 34/25 39/4 43/18 53/6 62/15 75/21 75/22 80/20 86/23 90/12 92/21 94/25 97/14 100/24  <b>them [40]</b> 3/11 4/4 4/4 9/11 9/20 10/16 10/22 12/15 15/4 15/14 16/6 20/1 20/2 20/11 23/7 32/25 33/9 36/20 45/18 47/24 47/25 48/10 51/4 53/20 54/5 54/6 54/7 56/14 61/2 64/7 69/14 69/14 77/25 80/21 82/18 86/11 87/5 90/14</p>	<p>92/8 104/23  <b>theme [2]</b> 16/12 16/12  <b>themselves [3]</b> 26/1 26/23 32/20  <b>then [45]</b> 5/6 5/17 14/12 16/5 16/21 18/13 18/15 18/18 27/4 30/2 37/18 38/2 39/3 40/25 41/24 49/25 51/18 51/21 52/4 57/5 58/15 59/25 61/10 62/23 65/4 66/11 67/2 67/10 68/16 70/12 71/12 71/20 76/10 80/24 81/3 81/7 83/24 85/4 85/12 86/5 88/17 88/19 93/19 95/7 102/19  <b>there [97]</b> 7/18 9/4 12/21 12/22 13/12 13/16 14/15 14/24 16/1 16/2 16/11 16/15 17/9 17/17 17/18 18/20 19/21 21/4 21/6 23/4 24/8 24/16 25/3 25/7 25/10 25/15 25/17 25/19 25/20 26/6 26/8 26/19 27/10 27/17 27/18 29/11 31/3 31/6 33/1 33/1 34/2 34/21 35/23 38/25 39/17 39/18 39/19 43/10 43/15 44/23 45/4 45/5 45/7 45/25 46/5 46/5 50/19 56/12 58/21 58/23 62/25 63/9 64/16 65/4 65/9 68/13 68/21 69/1 69/21 73/12 73/13 74/2 75/10 77/17 78/17 80/1 81/13 81/13 81/22 84/17 84/23 85/23 86/2 86/25 87/4 90/5 91/2 91/25 97/22 99/10 99/15 100/21 102/8 102/18 103/4 104/5 106/10  <b>there's [36]</b> 6/6 6/8 8/8 9/5 9/8 10/2 17/17 20/11 23/20 25/7 25/9 25/18 29/6 29/22 32/17 33/19 35/23 36/8 39/5 42/4 43/21 46/6 46/14 47/9 53/1 53/21 54/10 56/12 59/12 63/2 63/25 69/16 70/25 74/20 95/7 95/23  <b>thereabouts [1]</b> 57/16  <b>these [37]</b> 8/20 9/10 9/11 9/17 11/19 13/13 19/24 20/20 26/15 27/4 27/9 27/9 27/13 30/6 30/12 30/13 30/21 31/19 31/19 35/25 36/16 36/18 36/19</p>	<p>42/15 44/6 44/22 44/25 51/7 56/12 56/20 61/1 77/11 77/12 77/13 79/15 79/17 102/11  <b>they [94]</b> 3/24 4/2 4/9 7/23 8/3 8/9 8/11 10/13 10/14 11/6 11/7 14/21 15/10 15/12 15/12 15/17 15/18 16/12 17/19 20/1 20/6 21/2 21/11 22/9 23/6 29/25 30/4 31/21 31/24 31/25 32/2 32/8 32/9 33/4 34/7 34/15 35/7 38/21 38/24 42/18 43/12 43/13 43/21 50/13 50/17 50/19 50/21 50/22 58/3 62/11 63/7 63/14 64/8 64/8 70/13 75/20 75/22 76/5 76/12 76/13 76/13 76/14 76/14 76/15 76/25 77/2 77/14 77/15 79/13 80/8 80/9 80/13 80/14 80/15 80/15 82/19 86/2 88/16 89/12 89/25 89/25 90/7 90/18 90/18 92/4 92/7 97/3 97/10 98/3 102/3 102/7 104/17 104/18 104/24  <b>they'd [2]</b> 15/11 26/14  <b>they'll [2]</b> 3/17 3/22  <b>they're [30]</b> 9/18 12/15 12/15 15/22 18/7 18/17 21/11 21/20 25/6 26/4 29/24 30/7 30/7 30/8 30/9 31/13 34/23 36/9 36/13 44/25 50/12 63/5 68/1 75/23 82/19 92/5 94/16 94/16 98/17 100/25  <b>they've [6]</b> 10/9 12/19 21/12 32/10 33/10 33/11  <b>thin [1]</b> 55/11  <b>thing [8]</b> 15/10 43/24 59/20 76/4 87/11 87/23 98/3 102/19  <b>things [42]</b> 5/9 16/18 17/18 18/3 27/2 29/6 29/11 30/6 32/22 33/7 33/8 33/23 35/11 45/5 49/23 52/10 54/17 74/12 74/17 76/13 77/8 77/12 77/12 77/13 78/14 78/15 79/15 79/17 79/18 79/23 80/1 81/20 88/4 88/6 88/8 97/3 101/13 101/14 101/16 101/19 102/13 106/5  <b>think [89]</b> 4/11 6/23 9/8 9/24 12/9 12/25 16/3</p>	<p>16/6 18/5 18/7 22/1 22/2 22/6 22/9 23/23 25/16 30/3 32/10 32/16 33/22 35/21 36/5 36/20 37/3 38/22 39/1 39/5 44/11 44/24 46/4 47/10 53/5 53/21 54/9 54/12 54/25 55/5 56/18 56/18 56/21 57/14 58/11 59/10 59/14 59/22 60/3 60/14 60/19 61/4 64/3 64/18 67/16 68/5 69/4 69/16 69/24 73/23 79/8 79/13 81/12 81/15 81/19 82/13 83/10 83/21 84/10 84/19 85/5 85/7 86/6 86/23 87/22 88/1 88/1 88/25 89/7 90/20 93/15 95/15 95/23 96/8 96/12 97/4 99/3 101/15 101/18 102/8 102/22 105/22  <b>thinking [2]</b> 42/21 59/12  <b>third [1]</b> 100/22  <b>this [142]</b>  <b>those [47]</b> 4/24 6/5 8/10 15/15 17/21 18/16 18/19 20/4 21/1 21/1 22/5 22/8 22/24 22/24 23/5 24/16 25/10 29/10 29/23 30/2 31/9 31/16 33/25 34/17 36/8 38/24 41/18 43/20 45/18 45/19 54/1 54/1 54/17 54/18 56/13 64/3 67/7 68/2 68/14 68/15 69/13 75/23 76/13 77/2 83/8 88/17 95/12  <b>though [3]</b> 89/12 102/23 104/13  <b>thought [5]</b> 55/24 84/8 100/11 100/14 103/5  <b>thoughts [2]</b> 37/9 37/10  <b>thousand [7]</b> 25/25 26/5 36/20 36/21 40/3 41/3 48/23  <b>threat [3]</b> 95/3 95/4 95/13  <b>three [9]</b> 3/23 13/13 23/10 38/14 45/14 53/14 61/12 74/25 83/19  <b>threshold [1]</b> 53/6  <b>threw [1]</b> 100/15  <b>through [21]</b> 5/2 20/25 21/17 26/10 26/24 33/17 35/21 45/12 57/13 58/12 61/6 61/6 69/18 75/12 79/7 85/16 88/12 95/19 96/12 98/10 103/18</p>
---	--	--	--	--

<p><b>T</b></p> <p>throughout [1] 29/16  throw [1] 99/25  Thursday [1] 98/2  ticked [1] 49/14  ticket [1] 97/16  till [5] 35/19 37/25  38/24 57/22 69/18  tilted [1] 72/11  time [46] 5/12 5/13  5/14 8/1 9/24 15/11  16/1 17/14 18/8 18/8  19/25 20/18 21/22 22/2  22/6 25/13 39/5 39/16  44/18 47/12 48/2 48/25  52/11 54/10 54/16  54/18 54/19 55/18  57/24 67/19 69/16 75/1  75/6 78/5 78/21 89/22  90/1 90/7 95/17 95/20  95/24 96/19 96/22  99/12 99/15 101/16  <b>timeline [5]</b> 18/18  20/25 38/12 56/8 69/20  <b>timely [1]</b> 16/5  <b>times [5]</b> 20/8 21/13  47/12 95/23 102/21  <b>tired [1]</b> 62/18  <b>title [1]</b> 53/8  <b>today [7]</b> 5/11 6/2  52/20 59/15 62/12  79/11 96/24  <b>together [5]</b> 7/16 55/22  66/6 91/3 99/20  <b>told [5]</b> 3/22 71/9 71/16  94/4 104/15  <b>tomorrow [2]</b> 7/23 8/3  <b>tonight [1]</b> 101/4  <b>too [9]</b> 7/11 15/4 22/7  31/15 44/16 54/1 55/11  56/3 67/12  <b>took [4]</b> 9/25 49/3 89/5  93/1  <b>tool [1]</b> 11/21  <b>top [4]</b> 21/12 23/3  27/10 61/2  <b>topic [3]</b> 17/1 17/10  17/14  <b>total [2]</b> 31/15 63/18  <b>totally [1]</b> 51/22  <b>touch [1]</b> 74/22  <b>toward [1]</b> 42/25  <b>tower [3]</b> 13/20 96/18  96/21  <b>towered [1]</b> 31/15  <b>town [1]</b> 70/8  <b>TPC [2]</b> 103/9 103/9  <b>TPO [11]</b> 92/15 92/18  92/20 92/23 98/2 98/10  98/13 98/17 100/15  100/18 100/24  <b>TPO's [1]</b> 4/7  <b>traditional [1]</b> 80/13</p>	<p><b>train [4]</b> 11/7 35/4 35/5  35/7  <b>trainees [1]</b> 11/15  <b>training [4]</b> 11/9 11/23  11/24 34/23  <b>transcript [1]</b> 107/8  <b>transfer [1]</b> 71/8  <b>transitioned [1]</b> 14/13  <b>translation [1]</b> 18/13  <b>transmitter [1]</b> 8/6  <b>Travis [1]</b> 104/23  <b>treasurer [1]</b> 5/1  <b>Treasurer's [1]</b> 5/5  <b>trending [1]</b> 32/10  <b>trends [3]</b> 17/21 30/10  30/16  <b>tried [3]</b> 15/21 16/6  17/25  <b>trigger [1]</b> 53/6  <b>trouble [1]</b> 9/9  <b>true [5]</b> 34/8 70/23  71/17 93/25 107/8  <b>trust [1]</b> 78/24  <b>try [1]</b> 16/4  <b>trying [9]</b> 15/1 32/25  33/1 48/9 66/19 67/20  86/13 87/17 102/6  <b>Ts [1]</b> 39/15  <b>TSA [4]</b> 94/8 94/19  95/3 95/14  <b>tuck [1]</b> 90/24  <b>turbojets [1]</b> 43/11  <b>turn [5]</b> 23/21 47/3  86/9 86/10 101/2  <b>turned [2]</b> 45/9 71/20  <b>TV [1]</b> 9/8  <b>TVOR [3]</b> 8/3 8/14 9/1  <b>TVORs [1]</b> 9/8  <b>tweaks [1]</b> 88/2  <b>twin [1]</b> 43/10  <b>two [36]</b> 3/22 8/8 13/14  13/16 13/18 17/15  21/17 21/24 23/10  25/17 27/2 32/17 37/19  53/18 53/18 61/12  63/18 68/20 70/8 70/9  73/3 73/5 74/25 74/25  76/5 77/21 77/22 77/22  82/12 83/8 83/19 83/22  93/5 103/22 103/24  106/7  <b>type [6]</b> 24/8 44/6  74/20 78/23 79/8 99/11  <b>typical [1]</b> 64/13  <b>typically [9]</b> 18/2 21/14  21/18 31/10 33/4 38/22  39/14 94/22 106/6</p> <p><b>U</b></p> <p><b>U.S [3]</b> 30/22 35/1 35/6  <b>U.S. [4]</b> 14/11 46/2  54/24 55/18  <b>U.S. 1 [4]</b> 14/11 46/2</p>	<p>54/24 55/18  <b>ugly [2]</b> 27/13 27/14  <b>Uh [23]</b> 31/18 34/5  40/19 40/23 41/2 44/4  44/15 45/16 47/14 49/1  49/17 50/7 61/4 71/24  76/9 80/11 85/2 85/7  88/14 91/1 91/11 91/24  99/19  <b>Uh-huh [23]</b> 31/18 34/5  40/19 40/23 41/2 44/4  44/15 45/16 47/14 49/1  49/17 50/7 61/4 71/24  76/9 80/11 85/2 85/7  88/14 91/1 91/11 91/24  99/19  <b>ultimately [5]</b> 15/17  16/2 45/21 68/16 69/15  <b>unable [2]</b> 8/20 12/4  <b>uncovered [1]</b> 77/14  <b>under [10]</b> 4/12 15/16  19/8 24/6 24/25 51/15  53/8 53/8 58/5 78/22  <b>understand [8]</b> 13/21  26/25 27/11 43/4 51/5  72/13 97/10 100/6  <b>understanding [2]</b>  78/1 78/1  <b>understands [1]</b> 67/15  <b>understood [1]</b> 85/17  <b>underwriters [5]</b> 68/17  68/18 68/20 68/22 71/7  <b>underwriting [4]</b> 66/18  67/4 69/18 72/19  <b>unfortunately [1]</b> 80/3  <b>Unified [1]</b> 98/25  <b>unimproved [1]</b> 78/15  <b>unit [6]</b> 21/12 24/1  25/17 25/25 26/1 26/5  <b>United [1]</b> 34/12  <b>United States [1]</b>  34/12  <b>units [14]</b> 19/20 20/5  20/13 20/19 22/17 23/5  23/6 23/23 24/16 25/14  25/18 26/7 28/4 29/19  <b>universally [1]</b> 35/2  <b>unless [1]</b> 93/14  <b>unlikely [1]</b> 93/13  <b>unqualified [1]</b> 84/22  <b>unquote [1]</b> 33/3  <b>until [5]</b> 28/25 37/22  40/13 53/15 59/24  <b>unusable [1]</b> 24/10  <b>unusual [1]</b> 74/4  <b>up [48]</b> 8/13 12/8 12/9  13/13 15/12 17/2 19/11  22/4 22/19 22/23 23/25  24/15 27/10 29/16 31/5  31/9 33/17 34/16 35/1  36/10 39/6 40/7 45/5  49/9 49/9 50/8 50/25  51/25 52/11 54/18</p>	<p>62/15 63/6 63/23 72/1  73/1 73/22 74/15 77/3  81/11 86/7 87/13 92/14  95/16 95/24 102/20  103/17 103/20 104/15  <b>update [2]</b> 3/18 5/25  <b>updates [5]</b> 2/7 6/20  7/15 7/21 13/3  <b>upon [4]</b> 17/8 70/12  86/14 86/14  <b>UPWP [4]</b> 98/3 98/24  98/25 99/2  <b>urge [1]</b> 95/16  <b>us [43]</b> 4/2 5/23 6/5  6/13 9/21 11/19 12/16  13/15 13/20 22/18  46/24 49/14 57/5 62/8  63/14 64/9 69/1 72/18  73/5 75/25 76/6 77/3  77/4 78/11 79/21 81/6  81/21 82/17 82/17  82/20 83/21 86/6 88/21  92/8 92/9 94/5 96/12  100/2 100/23 101/8  101/15 104/23 105/17  <b>use [6]</b> 9/12 18/24  23/14 31/7 58/1 94/12  <b>used [4]</b> 11/6 11/8  38/25 98/20  <b>users [1]</b> 31/10  <b>uses [2]</b> 76/15 78/16  <b>using [4]</b> 28/10 45/14  55/9 98/23  <b>usually [4]</b> 8/1 106/7  106/9 106/9  <b>utility [1]</b> 46/6</p> <p><b>V</b></p> <p><b>vacancy [3]</b> 50/20  50/21 51/3  <b>vacant [1]</b> 78/14  <b>vague [1]</b> 18/3  <b>value [1]</b> 7/15  <b>various [4]</b> 37/9 37/10  44/17 67/4  <b>varying [1]</b> 66/17  <b>vast [1]</b> 10/11  <b>Vedra [1]</b> 7/2  <b>vehicles [1]</b> 77/10  <b>veil [1]</b> 74/3  <b>versus [2]</b> 78/20 84/24  <b>very [28]</b> 18/3 19/3  22/7 22/14 23/24 25/11  28/3 29/1 29/22 32/4  32/17 34/13 34/19  34/21 36/3 50/24 55/19  55/25 56/7 66/19 68/19  72/21 77/16 79/23  81/20 99/15 101/12  106/9  <b>viability [3]</b> 26/20  30/11 39/4  <b>view [1]</b> 33/25</p>	<p><b>virtually [1]</b> 18/23  <b>visit [1]</b> 34/4  <b>visitors [1]</b> 16/19  <b>volunteered [1]</b> 7/7  <b>volunteers [1]</b> 103/16  <b>VOR [3]</b> 8/22 9/20  12/13  <b>VORs [2]</b> 9/8 10/12  <b>VyStar [1]</b> 102/4</p> <p><b>W</b></p> <p><b>wait [9]</b> 27/2 28/5  35/19 37/25 49/24 52/6  57/22 59/24 100/10  <b>waiting [9]</b> 21/7 21/9  21/20 27/5 28/5 28/25  42/14 44/17 61/9  <b>walk [1]</b> 17/10  <b>walking [1]</b> 95/19  <b>wall [2]</b> 59/16 83/4  <b>Walmart [1]</b> 83/1  <b>want [25]</b> 27/11 34/1  37/19 37/21 39/21 45/3  45/20 57/19 58/1 66/9  66/9 75/18 81/7 83/5  84/2 84/4 84/18 86/16  86/23 87/11 95/25  101/20 102/14 104/6  104/8  <b>wanted [5]</b> 27/19 60/19  60/21 71/10 96/16  <b>wanting [2]</b> 34/17  48/17  <b>wants [2]</b> 6/14 72/24  <b>Warren [1]</b> 102/15  <b>was [90]</b> 6/22 9/1  12/21 14/11 15/10  15/13 16/13 20/18  20/22 22/4 22/6 22/9  24/8 26/17 40/24 42/24  42/24 43/25 43/25  46/23 48/3 48/9 48/12  50/16 50/18 51/24 54/2  58/21 61/14 61/14 64/5  64/7 70/4 70/9 71/4  71/16 71/17 71/18  71/22 73/19 74/6 74/7  74/9 75/1 75/5 75/8  75/12 75/16 76/24 77/5  77/17 78/5 78/15 78/18  78/18 78/22 79/23 80/2  80/9 80/20 84/23 85/16  86/13 89/18 89/25  92/19 92/19 92/22  92/25 93/5 94/4 95/22  96/24 96/25 97/11  97/13 97/22 97/24  99/13 99/16 99/23  100/12 100/19 102/2  102/13 102/14 102/18  103/17 104/15 107/7  <b>wasn't [6]</b> 73/11 90/5  90/6 90/6 102/1 104/25</p>
--	---	---	--	--

<p><b>W</b></p> <p><b>water [5]</b> 8/1 46/7 46/7 54/17 55/22</p> <p><b>way [21]</b> 1/4 25/4 32/8 32/24 33/4 36/15 41/15 43/15 46/1 49/24 56/1 59/2 61/19 63/10 66/7 66/15 74/22 79/2 81/5 97/20 104/14</p> <p><b>ways [2]</b> 27/17 41/15</p> <p><b>we [339]</b></p> <p><b>we'd [3]</b> 6/13 23/9 25/15</p> <p><b>we'll [15]</b> 8/13 12/4 18/10 37/1 37/16 42/6 49/4 55/14 56/6 56/8 73/8 88/19 96/11 104/11 105/17</p> <p><b>we're [55]</b> 3/21 3/21 7/21 7/24 9/13 15/1 17/15 17/16 17/16 19/13 19/15 19/23 20/10 21/8 22/21 26/6 28/10 44/25 46/22 49/12 49/13 50/12 51/25 52/12 55/9 55/9 55/10 58/24 59/1 59/22 60/11 60/25 61/7 61/11 61/13 61/16 61/16 66/3 68/8 72/16 80/23 82/21 83/10 83/20 83/24 84/10 84/24 85/5 86/22 87/10 87/16 88/22 101/10 103/4 103/15</p> <p><b>we've [22]</b> 9/23 20/10 21/9 21/18 21/24 22/11 22/11 26/25 37/17 42/9 56/1 56/15 59/19 60/3 63/22 64/18 66/4 66/4 69/16 76/16 77/7 101/18</p> <p><b>web [2]</b> 7/4 43/18</p> <p><b>web site [1]</b> 7/4</p> <p><b>week [4]</b> 7/17 8/13 12/9 57/2</p> <p><b>weeks [2]</b> 3/23 8/5</p> <p><b>welcome [1]</b> 89/3</p> <p><b>weld [1]</b> 20/12</p> <p><b>well [45]</b> 4/5 4/18 7/1 8/19 10/1 10/11 11/4 12/20 18/4 22/18 34/11 35/10 36/5 37/13 39/6 39/19 39/21 43/8 45/11 47/10 47/20 48/11 52/11 54/4 54/25 57/3 58/2 59/7 60/13 61/14 62/6 65/2 70/4 73/3 73/11 77/22 81/9 81/13 82/10 83/7 83/23 84/25 89/13 97/10 103/1</p> <p><b>went [15]</b> 7/22 16/3 25/10 47/7 47/13 50/9 50/19 70/13 70/15 71/6</p>	<p>92/17 92/21 92/22 102/11 106/5</p> <p><b>were [50]</b> 7/18 8/9 10/12 10/13 10/14 13/13 13/17 16/10 16/18 19/24 20/1 20/6 20/24 22/1 22/3 24/22 27/8 29/7 29/9 32/9 45/12 48/1 50/22 61/15 67/20 67/22 69/22 73/12 73/14 73/18 73/21 73/24 74/2 75/10 75/25 76/5 77/6 77/15 77/16 78/2 78/3 79/13 79/23 80/1 84/9 85/17 89/12 89/25 90/7 98/22</p> <p><b>weren't [2]</b> 82/3 89/11</p> <p><b>west [1]</b> 62/7</p> <p><b>what [102]</b> 7/8 7/10 7/24 10/8 10/21 12/23 12/24 15/13 18/14 21/10 23/24 24/2 29/13 35/18 36/25 37/3 37/14 41/8 42/23 42/23 45/7 48/9 48/22 50/11 51/14 54/23 57/9 57/9 57/10 57/10 58/3 58/8 59/17 60/3 60/14 60/24 66/3 66/7 66/11 66/21 66/23 67/15 67/16 67/18 68/4 68/8 68/23 68/25 68/25 71/8 71/15 72/10 72/18 73/21 76/4 76/8 76/16 76/16 76/17 76/20 77/6 78/1 78/19 80/4 80/8 81/7 81/10 82/9 82/10 82/13 83/5 83/10 83/20 83/21 83/23 84/2 84/4 84/6 85/3 85/15 85/22 85/24 86/3 86/7 86/12 86/13 86/16 87/11 87/16 88/12 89/12 90/8 94/14 95/3 97/1 97/3 97/23 98/21 99/23 100/12 101/8 103/5</p> <p><b>what's [9]</b> 10/21 57/25 66/16 72/11 82/20 95/17 98/19 99/8 104/1</p> <p><b>whatever [11]</b> 24/22 45/2 47/8 50/1 54/2 54/2 57/23 57/23 57/23 70/12 73/4</p> <p><b>when [43]</b> 9/2 15/11 21/7 22/9 22/14 24/9 24/11 26/5 27/15 27/19 27/21 30/10 30/18 30/20 32/7 32/9 33/15 34/4 35/20 38/4 38/12 38/16 42/17 43/25 44/18 46/11 46/11 47/11 48/24 49/4 51/1 52/12 63/1 63/13 63/18 73/18 73/18 75/11</p>	<p>84/19 92/17 92/20 92/21 94/2</p> <p><b>where [31]</b> 10/9 15/22 17/1 17/4 17/5 17/6 18/2 31/19 37/7 39/6 40/14 56/9 70/6 70/13 71/13 71/15 73/24 76/17 77/8 79/10 81/20 82/21 83/1 88/11 89/18 90/18 90/18 98/5 98/10 101/21 105/9</p> <p><b>whether [8]</b> 36/10 45/1 57/16 57/19 68/3 74/22 76/20 79/16</p> <p><b>which [32]</b> 8/1 8/8 11/15 15/15 16/16 17/20 22/18 25/13 33/7 34/25 43/2 43/25 45/12 45/20 49/12 49/13 57/13 57/18 59/17 62/10 64/13 67/23 70/9 74/4 75/16 78/24 85/18 93/14 95/8 99/9 100/25 102/18</p> <p><b>while [2]</b> 8/9 12/5</p> <p><b>who [20]</b> 6/9 13/23 17/13 32/23 33/3 66/21 68/2 68/22 71/6 71/7 71/19 71/19 76/11 79/21 85/8 86/5 100/19 100/20 101/5 102/16</p> <p><b>who's [1]</b> 82/6</p> <p><b>whoever [1]</b> 88/21</p> <p><b>whole [7]</b> 10/19 17/22 26/4 32/2 32/20 95/20 98/12</p> <p><b>wholesale [1]</b> 20/20</p> <p><b>why [13]</b> 8/18 11/2 11/3 12/1 26/25 27/7 28/24 31/25 47/15 47/17 49/22 71/12 82/1</p> <p><b>whys [1]</b> 43/19</p> <p><b>wide [3]</b> 22/5 34/2 75/21</p> <p><b>Wiles [11]</b> 70/10 71/5 71/7 75/5 80/5 82/25 85/23 86/6 86/8 88/21 89/10</p> <p><b>will [29]</b> 5/1 5/22 8/3 9/21 10/17 18/8 26/13 36/1 37/5 38/4 38/16 38/25 39/7 43/13 55/3 57/20 62/13 62/19 62/22 62/23 63/14 88/2 88/5 92/9 96/18 103/1 105/7 105/8 105/12</p> <p><b>willing [5]</b> 29/10 50/12 50/13 83/12 88/18</p> <p><b>wind [1]</b> 57/4</p> <p><b>wing [1]</b> 74/23</p> <p><b>winter [1]</b> 103/18</p> <p><b>wise [2]</b> 28/24 83/21</p> <p><b>wish [2]</b> 30/4 64/23</p>	<p><b>within [4]</b> 3/22 12/9 26/20 64/5</p> <p><b>without [7]</b> 12/16 15/5 25/17 36/16 49/6 59/11 96/13</p> <p><b>won't [4]</b> 3/24 3/25 4/2 9/10</p> <p><b>word [3]</b> 18/24 35/24 47/20</p> <p><b>words [1]</b> 69/11</p> <p><b>work [9]</b> 16/6 69/17 83/15 88/11 98/16 98/19 99/1 101/10 104/16</p> <p><b>working [4]</b> 3/7 6/12 78/3 103/15</p> <p><b>works [1]</b> 56/1</p> <p><b>workshop [1]</b> 24/13</p> <p><b>world [5]</b> 11/18 34/23 35/3 50/5 97/19</p> <p><b>worried [1]</b> 96/15</p> <p><b>worth [1]</b> 45/14</p> <p><b>would [80]</b> 6/9 7/11 7/13 12/9 12/20 15/12 18/5 21/5 21/10 23/3 23/23 25/4 25/16 26/16 26/19 27/11 27/14 28/3 28/7 28/8 29/9 29/14 29/14 29/19 36/5 36/5 37/3 38/5 38/5 38/10 38/11 38/22 40/8 40/8 41/14 44/8 44/20 45/22 51/12 51/12 51/21 51/22 52/1 52/7 52/24 53/11 56/11 56/13 56/14 57/9 57/9 58/2 59/24 60/6 60/7 62/15 64/12 66/5 66/8 66/22 66/22 66/25 67/3 67/17 68/7 68/25 69/3 69/7 73/23 74/4 81/17 88/11 97/15 97/16 98/9 98/9 98/9 98/12 99/6 105/23</p> <p><b>wouldn't [3]</b> 18/24 28/13 99/6</p> <p><b>Wow [1]</b> 92/24</p> <p><b>write [3]</b> 63/1 68/3 102/21</p> <p><b>written [2]</b> 11/5 13/23</p> <p><b>wrong [1]</b> 10/1</p> <p><b>WUELLNER [1]</b> 1/16</p>	<p>87/8 90/9 90/13 93/7 93/18 93/21 94/4 95/22 96/14 98/7 98/14 99/3 99/22 100/6 100/17 102/24 103/1 103/12 104/22 106/11</p> <p><b>year [29]</b> 9/25 17/15 19/12 19/15 28/6 28/20 39/8 39/12 40/9 40/13 43/21 50/11 52/21 53/16 56/6 57/7 57/16 58/13 59/18 61/10 62/10 62/14 62/15 63/13 67/9 98/3 100/8 104/12 105/1</p> <p><b>yearly [1]</b> 97/11</p> <p><b>years [45]</b> 9/2 9/3 10/18 13/16 18/2 19/23 20/3 20/4 20/10 20/16 21/4 21/13 22/12 22/25 25/11 27/16 27/16 27/23 28/19 31/1 32/4 32/11 32/13 32/17 42/22 44/17 45/8 50/15 50/17 51/1 58/22 62/20 66/1 70/11 70/11 77/7 77/14 77/21 77/22 77/23 78/22 79/19 92/7 99/13 106/6</p> <p><b>Yep [1]</b> 47/4</p> <p><b>yes [16]</b> 4/21 5/16 15/3 15/25 27/17 37/19 38/1 38/9 45/24 64/25 65/7 85/19 89/9 96/23 101/7 103/23</p> <p><b>yet [2]</b> 28/11 56/6</p> <p><b>York [1]</b> 83/4</p> <p><b>you [297]</b></p> <p><b>you'd [5]</b> 29/20 30/1 45/17 83/11 89/7</p> <p><b>you'll [3]</b> 62/18 70/6 96/21</p> <p><b>you're [40]</b> 12/23 18/4 25/24 26/6 30/1 30/3 35/8 38/6 39/11 40/25 42/20 42/23 42/24 46/8 46/9 46/12 55/13 56/2 57/1 57/1 57/15 57/15 60/14 62/12 63/17 63/17 73/7 83/5 83/23 85/8 85/10 85/12 87/22 87/23 89/3 92/14 98/15 99/3 99/5 105/22</p> <p><b>you've [10]</b> 3/11 34/1 42/14 46/6 46/7 50/2 55/6 66/12 82/18 94/20</p> <p><b>YOUMAN [2]</b> 1/10 97/8</p> <p><b>young [3]</b> 32/20 33/3 34/9</p> <p><b>your [16]</b> 6/13 15/7 15/16 15/20 16/24 21/5 23/21 45/4 57/10 64/13 67/25 68/17 93/14 96/2</p>
--	--	---	---	--

{PLAINTIFF} v.  
{DEFENDANT}

{WITNESSNAME}  
{DATE}

**Y**

your... [2] 98/19 104/5  
yours [1] 95/25  
youth [2] 32/24 33/2

**Z**

zero [1] 76/3