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[ 1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY  
 [ 2] Regular Meeting  
 [ 3] held at 4796 U.S. 1 North  
 [ 4] St. Augustine, Florida  
 [ 5] on Monday, February 28, 2000  
 [ 6] from 4:00 p.m. to 5:50 p.m.  
 [ 7]  
 [ 8]  
 [ 9] \*\*\*\*\*  
 [10] BOARD MEMBERS PRESENT:  
 [11] JAMES CARL DAVIS, SR., Chairman  
 [12] JOSEPH S. TAYLOR  
 [13] CHARLES LASSITER  
 [14] BILL ROSE  
 [15] CHARLES WATTS  
 [16] JIM BRYANT, County Commissioner/Airport Liaison  
 [17]  
 [18] \*\*\*\*\*  
 [19] ALSO PRESENT:  
 [20] CINDY BARTIN, Esquire, Rogers, Towers, Bailey,  
 [21] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,  
 [22] FL, 32084, Attorney for Airport Authority.  
 [23] EDWARD WUELLNER, A.A.E, Executive Director.  
 [24] BRYAN COOPER, Assistant Airport Director.  
 [25] \*\*\*\*\*  
 [26] St. Augustine Court Reporters  
 [27] 1510 N. Ponce de Leon Blvd., Suite A  
 [28] St. Augustine, FL 32084  
 [29] (904) 825-0570  
 [30]  
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[ 1] P R O C E E D I N G S  
 [ 2] CHAIRMAN DAVIS: Good afternoon, ladies and  
 [ 3] gentlemen. Welcome to our St. Augustine-St.  
 [ 4] Johns County Airport Authority meeting for  
 [ 5] February 28, 2000. I'll now call this meeting to  
 [ 6] order, and I have a brief statement prior to  
 [ 7] going into our business.  
 [ 8] At the last meeting, we were supposed to  
 [ 9] have a joint meeting today with the County  
 [10] Commission. Because of our extended agenda and  
 [11] other circumstances, this meeting was brought  
 [12] back to our own chambers.  
 [13] We will have a stipulation that if it is  
 [14] feasible and is needed, that the Commission will  
 [15] contact us, and we will probably try to do this  
 [16] at a later date. But it just was not feasible  
 [17] today because of the business that we had to  
 [18] conduct.  
 [19] APPROVAL OF MEETING MINUTES  
 [20] CHAIRMAN DAVIS: Our first order of business  
 [21] is the approval of the minutes from our regular  
 [22] meeting for January 24th, 2000. Gentlemen, is  
 [23] there any question?  
 [24] (No questions.)  
 [25] CHAIRMAN DAVIS: If not, I will entertain a

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[ 1] motion to approve the minutes from the January  
 [ 2] 24th meeting.  
 [ 3] MR. WATTS: I make that motion.  
 [ 4] CHAIRMAN DAVIS: Thank you, Mr. Watts. And  
 [ 5] a second?  
 [ 6] MR. ROSE: Second.  
 [ 7] CHAIRMAN DAVIS: Mr. Rose, thank you. All  
 [ 8] in favor of approving the minutes for the January  
 [ 9] 24th, 2000 meeting, signify by aye.  
 [10] MR. ROSE: Aye.  
 [11] MR. TAYLOR: Aye.  
 [12] MR. LASSITER: Aye.  
 [13] MR. WATTS: Aye.  
 [14] CHAIRMAN DAVIS: Aye. And opposed?  
 [15] (No opposition.)  
 [16] CHAIRMAN DAVIS: By your vote, you have  
 [17] accepted these minutes for the 24th.  
 [18] ACCEPTANCE OF FINANCIAL REPORTS  
 [19] CHAIRMAN DAVIS: The second order of  
 [20] business is our financial reports, which is  
 [21] two-fold. The first one will be the acceptance  
 [22] of the financial report for December 31st, 1999.  
 [23] Mr. Rose?  
 [24] MR. ROSE: Well, you said it all, Mr.  
 [25] Chairman.

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[ 1] CHAIRMAN DAVIS: Is there any question,  
 [ 2] gentlemen?  
 [ 3] (No questions.)  
 [ 4] CHAIRMAN DAVIS: If not, I'll entertain a  
 [ 5] motion for acceptance of the December 31st,  
 [ 6] 1999 --  
 [ 7] MR. ROSE: I so-move.  
 [ 8] MR. LASSITER: Second.  
 [ 9] CHAIRMAN DAVIS: And a second? Thank you,  
 [10] sir. All in favor of accepting these minutes --  
 [11] these financial reports for December the 31st,  
 [12] 1999, signify by aye.  
 [13] MR. ROSE: Aye.  
 [14] MR. TAYLOR: Aye.  
 [15] MR. LASSITER: Aye.  
 [16] MR. WATTS: Aye.  
 [17] CHAIRMAN DAVIS: Aye. And opposed?  
 [18] (No opposition.)  
 [19] CHAIRMAN DAVIS: By your vote, you have  
 [20] accepted the financial report for December 31st.  
 [21] MR. ROSE: Mr. Chairman, I move we accept  
 [22] the January 31st financial report.  
 [23] CHAIRMAN DAVIS: Thank you, Mr. Rose. And a  
 [24] second, please?  
 [25] MR. LASSITER: Second.

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[ 1] that week. So -- we've been talking about it a  
 [ 2] long time, and now it's finally happening, so  
 [ 3] we're all pretty excited about it.  
 [ 4] We're going to be having some receptions and  
 [ 5] demo flights and so forth, probably have a lot of  
 [ 6] aviation press on the field over the next month  
 [ 7] or so. So, I'll keep you advised.  
 [ 8] CHAIRMAN DAVIS: Thank you very much.  
 [ 9] Mr. Leslie?  
 [10] 4.C. - MR. LESLIE  
 [11] MR. LESLIE: No report.  
 [12] CHAIRMAN DAVIS: Anyone from Aero Sport?  
 [13] MR. WUELLNER: You just did it.  
 [14] CHAIRMAN DAVIS: Excuse me. From the Pilots  
 [15] Association.  
 [16] 4.D. - PILOTS ASSOCIATION  
 [17] MR. UPCHURCH: Mr. Chairman and members of  
 [18] the Board, I'm Hamilton Upchurch, and I'm not the  
 [19] president of the Pilots Association, nor is Rick  
 [20] Lavoie, as shows on your agenda.  
 [21] CHAIRMAN DAVIS: Right.  
 [22] MR. UPCHURCH: He's been -- his term ended  
 [23] the first of the year, and Mr. Wayne George has  
 [24] been elected president of the Pilots Association.  
 [25] And he is in Atlanta today and asked me if I

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[ 1] CHAIRMAN DAVIS: Thank you. All in favor of  
 [ 2] accepting the financial report for January the  
 [ 3] 31st of 2000, our first financial report, signify  
 [ 4] by aye.  
 [ 5] MR. ROSE: Aye.  
 [ 6] MR. TAYLOR: Aye.  
 [ 7] MR. LASSITER: Aye.  
 [ 8] MR. WATTS: Aye.  
 [ 9] CHAIRMAN DAVIS: Aye. And opposed?  
 [10] (No opposition.)  
 [11] CHAIRMAN DAVIS: By your vote, you have  
 [12] accepted both of the financial reports for  
 [13] December 31st and January 31st of 2000.  
 [14] Our reports. Mr. Bryant?  
 [15] 4.A. - COMMISSIONER BRYANT  
 [16] MR. BRYANT: No report, sir.  
 [17] CHAIRMAN DAVIS: Mr. Weaver?  
 [18] MR. WEAVER: Mr. Freeman has something.  
 [19] CHAIRMAN DAVIS: Mr. Freeman?  
 [20] 4.B. - AERO SPORT  
 [21] MR. FREEMAN: I just wanted to announce that  
 [22] the long-awaited arrival of the Extra 400 that  
 [23] most of you have heard about is finally coming.  
 [24] It is arriving airfreight into Atlanta on  
 [25] March 5th and should be down here by the end of

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[ 1] would not -- make this presentation to you.  
 [ 2] On the 12th day of February, the Pilots  
 [ 3] Association, at its regular meeting, passed a --  
 [ 4] unanimously passed a resolution with reference --  
 [ 5] in honor of the Mosers. And with your  
 [ 6] permission, it's a very short resolution; I'd  
 [ 7] like to read it.  
 [ 8] CHAIRMAN DAVIS: Yes, sir.  
 [ 9] MR. UPCHURCH: It's:  
 [10] "WHEREAS, Ernest Hanley Moser and James  
 [11] Allen Moser were nationally-known aviators and  
 [12] promoters of aviation not only in St. Augustine  
 [13] but throughout the entire United States; and  
 [14] WHEREAS, Ernest Moser and Jim Moser for over  
 [15] thirty years endeavored to bring aviation-related  
 [16] development and industry to our county; and  
 [17] WHEREAS, both Mr. Mosers gave unselfishly of  
 [18] their time and talents to foster an interest in  
 [19] flying, especially for young persons of our  
 [20] community; and  
 [21] WHEREAS, the St. Augustine Airport fixed  
 [22] base operation continues to be carried on by  
 [23] members of the Moser family in the highest  
 [24] traditions of excellence in the manner  
 [25] established by Ernie Moser and perpetuated by Jim

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[ 1] Moser; and  
 [ 2] WHEREAS, the St. Augustine Pilots  
 [ 3] Association desires to recognize the efforts that  
 [ 4] Ernie and Jim Moser put forth to make the St.  
 [ 5] Augustine Airport a nationally recognized general  
 [ 6] aviation airport facility;  
 [ 7] NOW THEREFORE, be it resolved the St.  
 [ 8] Augustine Airport Pilots Association strongly  
 [ 9] urges that the St. Augustine Airport be  
 [10] permanently named and designated by the St.  
 [11] Augustine Airport Authority in such manner as to  
 [12] appropriately recognize Ernie and Jim Moser for  
 [13] their many contributions to aviation in St.  
 [14] Augustine and St. Johns County, Florida.  
 [15] PASSED UNANIMOUSLY this 12th day of  
 [16] February, 2000."  
 [17] And signed by Wayne George, the president.  
 [18] If I may, I'd like to give you the original and  
 [19] copies for persons here.  
 [20] CHAIRMAN DAVIS: Thank you, Mr. Upchurch.  
 [21] MR. UPCHURCH: I'll be glad to answer any  
 [22] questions that you -- any of you -- any of you  
 [23] members might have; otherwise, the resolution  
 [24] speaks for itself.  
 [25] CHAIRMAN DAVIS: Thank you, sir. Any

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[ 1] MR. ROSE: Does the staff have any comment?  
 [ 2] MR. WUELLNER: We did -- we did two things  
 [ 3] back in -- if my memory's correct, about May of  
 [ 4] last year.  
 [ 5] One, the question as to whether the  
 [ 6] Authority had the authority to rename the airport  
 [ 7] was brought up and researched by our folk -- by  
 [ 8] legal, and it was pretty apparent that the  
 [ 9] Authority had it -- had the authority to do  
 [10] whatever they wished with the name of the  
 [11] airport; that the only thing that needed to go  
 [12] back to the state legislature would be a -- a  
 [13] renaming of the Airport Authority itself, since  
 [14] that was established by statute.  
 [15] Further, I thought back in May of last year,  
 [16] when we were discussing the same topic, I think  
 [17] we -- I walked away with the impression that this  
 [18] Board had discussed many of those possibilities  
 [19] after the Chairman had been designated to meet  
 [20] with a group outside of here.  
 [21] And I thought there was a general consensus,  
 [22] and it was short of a motion in that it wasn't  
 [23] brought that way, but to take one of the terminal  
 [24] area buildings, either the terminal itself or a  
 [25] building that we were in the works of planning at

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[ 1] questions?  
 [ 2] (No questions.)  
 [ 3] CHAIRMAN DAVIS: Any comments?  
 [ 4] MR. ROSE: Are you going to -- are you going  
 [ 5] to entertain discussion on this issue now?  
 [ 6] CHAIRMAN DAVIS: Yes. Yes. Go ahead,  
 [ 7] Mr. Rose.  
 [ 8] MR. ROSE: Well, I recognize that -- what  
 [ 9] Mr. Upchurch has brought to us. I certainly  
 [10] agree with that resolution. And we owe -- we  
 [11] should make some -- some effort to recognize what  
 [12] the Mosers have -- have done here and the work  
 [13] that -- that they've done and what they've  
 [14] achieved for St. Augustine for this airport.  
 [15] So, I -- I'm interested to -- maybe for our  
 [16] staff to tell us, is there -- is there any -- any  
 [17] problem one way or the other with how we --  
 [18] MR. WUELLNER: I believe we --  
 [19] MR. ROSE: -- name the airport? You know,  
 [20] there's been discussion. I've had discussions,  
 [21] heard people comment on possibly naming the  
 [22] administration building for the Mosers or the  
 [23] airport or some other -- you know, there's been a  
 [24] lot of ideas.  
 [25] MR. WUELLNER: Well, I think we --

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[ 1] that very time, and dedicate that or name that  
 [ 2] after the Moser family.  
 [ 3] That's the impression I left of that  
 [ 4] meeting. Maybe that's not where the Board was  
 [ 5] going.  
 [ 6] CHAIRMAN DAVIS: That -- that was the  
 [ 7] impression that we had, that we could do either  
 [ 8] the terminal, or it would be more appropriate to  
 [ 9] take the new office building, which would be  
 [10] dedicated at -- at a date for them with a plaque.  
 [11] And there was some discussion of putting a  
 [12] statue up near that building, at the front of  
 [13] that building, with the Mosers' name on it, and  
 [14] it would either be the Moser Office Complex or  
 [15] Moser Office Building for the new glass building.  
 [16] That was the impression that I was left with.  
 [17] Gentlemen, if you have any other discussion  
 [18] about that --  
 [19] MR. ROSE: Well, Mr. Chairman, when you  
 [20] refer to the "Office Building," you're speaking  
 [21] of the administration building?  
 [22] CHAIRMAN DAVIS: I'm speaking of the new  
 [23] building that is going to be connected to the new  
 [24] modification of the terminal, the new glass-front  
 [25] building.

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[ 1] MR. ROSE: So, if -- we're going to look at  
 [ 2] those as two different -- it's not -- it's not  
 [ 3] the administration complex or the administration  
 [ 4] building.  
 [ 5] MR. WUELLNER: I -- I would assume this  
 [ 6] building --  
 [ 7] MR. ROSE: What do you call it?  
 [ 8] MR. WUELLNER: -- is the administration  
 [ 9] building.  
 [10] CHAIRMAN DAVIS: This is the administration  
 [11] building.  
 [12] MR. WUELLNER: If you mean the basic  
 [13] terminal, the terminal as it is?  
 [14] MR. ROSE: The terminal building.  
 [15] MR. WUELLNER: I think -- the terminal? The  
 [16] planned expansion of that later on, or this  
 [17] building that's now under design, I think any one  
 [18] of those three would -- would certainly be  
 [19] appropriate. Or, you know, if they want to  
 [20] consider naming the administration building, I  
 [21] mean, that's another alternative.  
 [22] MR. ROSE: No, I just want to be sure I knew  
 [23] what building --  
 [24] MR. WUELLNER: Which building's which.  
 [25] CHAIRMAN DAVIS: No, it was the -- it's the

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[ 1] MR. LASSITER: I --  
 [ 2] CHAIRMAN DAVIS: Mr. Lassiter?  
 [ 3] MR. LASSITER: I have a -- I agree with  
 [ 4] Dennis, in that I feel if we just take one small  
 [ 5] building and say this is the Moser building, 20  
 [ 6] years from now, that building is going to be  
 [ 7] there or not.  
 [ 8] I'd rather see the whole terminal complex --  
 [ 9] if we're going to do just this, not the field,  
 [10] then it needs to be the Moser terminal, whatever  
 [11] it is a hundred years from now, not just a  
 [12] specific building.  
 [13] I -- again, as far as the airport, and Jim  
 [14] was a very good friend of mine, I think that  
 [15] Staff needs to tell us what the ramifications are  
 [16] as far as, I don't know, expenses out there,  
 [17] identification in the aviation community, whether  
 [18] that's going to impact us at all, whatever. And  
 [19] I don't know. As being a nonaviator, I have to  
 [20] be led by that.  
 [21] MR. WUELLNER: Things that it wouldn't  
 [22] likely change are the identifier for the airport,  
 [23] things of that nature.  
 [24] The only experience that I've had about  
 [25] renaming an airport occurred, say, 20 years

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[ 1] building that -- on the modification, the new  
 [ 2] glass front that's going to have the offices on  
 [ 3] the first and second floor, that new building.  
 [ 4] Because of it being a new building and it  
 [ 5] being a lot easier to -- to decorate it or place  
 [ 6] the statue where it's supposed to be and the name  
 [ 7] on that building, was going to be a lot easier.  
 [ 8] But it's going to be up to the Board as to how  
 [ 9] they want to do that. That was the impression at  
 [10] the last -- the impression that I got.  
 [11] MR. WATTS: Mr. Chairman?  
 [12] CHAIRMAN DAVIS: Mr. Watts.  
 [13] MR. WATTS: I'd -- what I'd like to do, and  
 [14] I know Jim Moser had a great -- and the Moser  
 [15] family had a big stake in this airport on  
 [16] where -- the direction it was going, but I think  
 [17] as far as recognizing the airport as the St.  
 [18] Augustine-St. Johns County Airport, I just -- I  
 [19] feel like that needs to stay the way it is.  
 [20] But, I do feel like that the terminal  
 [21] building, and it's going to expand over the  
 [22] years, and I really feel that that would be -- to  
 [23] me, that would be the most appropriate thing to  
 [24] do, is name it after the Moser family, but  
 [25] highlighting, especially, Jim Moser.

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[ 1] before I got to the airport, and they were still  
 [ 2] chasing a name change that the airport made in  
 [ 3] the mid-60s when I left there in 1995. It -- it  
 [ 4] just -- it was still on records that were popping  
 [ 5] up from FAA and the like, as far as the name of  
 [ 6] the airport.  
 [ 7] My -- my personal opinion, if you even want  
 [ 8] it, but, you know, my -- I think we need to do --  
 [ 9] we need to do something to honor the Moser family  
 [10] and the contributions they've made to this  
 [11] airport and the community. I don't think there's  
 [12] much debate over that topic.  
 [13] You know, personally, I think the airfield  
 [14] itself proper -- I mean, I -- I have a preference  
 [15] toward keeping that named after the community  
 [16] that it serves, but I think that the terminal  
 [17] or -- and/or the office complex, that area, I  
 [18] think would be an appropriate and -- and  
 [19] wonderful gesture toward the Moser family.  
 [20] MR. ROSE: Mr. Chairman?  
 [21] CHAIRMAN DAVIS: Mr. Rose?  
 [22] MR. ROSE: I'd like to make a motion to  
 [23] focus the discussion, please.  
 [24] CHAIRMAN DAVIS: Go ahead, please.  
 [25] MR. ROSE: I'd like to move that we

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[ 1] designate the terminal complex the Moser Terminal  
 [ 2] Complex and that we honor both Ernie and Jim  
 [ 3] Moser with an appropriate, I say a bronze plaque,  
 [ 4] maybe something else, or a statue, but  
 [ 5] appropriately identify them and highlight in  
 [ 6] the -- the face of that plaque some of the -- the  
 [ 7] things that they've done to -- to foster aviation  
 [ 8] in this community.  
 [ 9] CHAIRMAN DAVIS: Do I hear a second?  
 [10] MR. LASSITER: I'll --  
 [11] MR. WATTS: I'll second that.  
 [12] CHAIRMAN DAVIS: Thank you, Mr. Watts.  
 [13] As I understand your motion, to rename the  
 [14] terminal and the terminal complex the Moser  
 [15] Terminal Complex --  
 [16] MR. ROSE: Yes.  
 [17] CHAIRMAN DAVIS: -- is that correct? All in  
 [18] favor --  
 [19] MR. ROSE: I want to be sure that we have an  
 [20] appropriate plaque or statue identifying it so  
 [21] that the transients that come through see that  
 [22] that is the Moser Complex that they're walking  
 [23] through.  
 [24] CHAIRMAN DAVIS: With -- with the addition  
 [25] to his -- to his motion, do you have a second on

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[ 1] MR. UPCHURCH: Mr. Taylor, I -- I  
 [ 2] endeavored -- I drafted this thing; that's why I  
 [ 3] got the duty to come over and try to defend it.  
 [ 4] That's why in the NOW -- if you have it  
 [ 5] before you, the last paragraph, "NOW THEREFORE,  
 [ 6] be it resolved" paragraph, where the wording is  
 [ 7] that it be "designated by the St. Augustine  
 [ 8] Airport Authority in such manner as to  
 [ 9] appropriately recognize," leaving to your good  
 [10] judgment, not trying to trespass on that  
 [11] discretion, but just getting the matter before  
 [12] you, but leaving it to your discretion as to what  
 [13] you deemed appropriate.  
 [14] But I think that the longer something is  
 [15] delayed, a recognition, it's -- it's diluted.  
 [16] And I think it -- it should be acted -- and  
 [17] that's a personal opinion -- should be acted on  
 [18] as soon as possible.  
 [19] MR. ROSE: That's true.  
 [20] MR. UPCHURCH: Thank you.  
 [21] MR. TAYLOR: Okay.  
 [22] CHAIRMAN DAVIS: Any other comments?  
 [23] MR. LASSITER: I would also like to say that  
 [24] we -- we do want to make this thing to where it's  
 [25] a community input, because Jim served the whole

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[ 1] the addition to make sure that we have a -- a  
 [ 2] bronze plaque attached?  
 [ 3] MR. WATTS: I'll make that -- I second that,  
 [ 4] please.  
 [ 5] CHAIRMAN DAVIS: Okay.  
 [ 6] MR. TAYLOR: I think he's saying more than  
 [ 7] a --  
 [ 8] CHAIRMAN DAVIS: More than.  
 [ 9] MR. TAYLOR: Appropriate.  
 [10] CHAIRMAN DAVIS: Appropriate. All in favor,  
 [11] signify by aye.  
 [12] MR. TAYLOR: Don't we get to discuss that?  
 [13] CHAIRMAN DAVIS: You can discuss it if you  
 [14] want to.  
 [15] MR. TAYLOR: Okay.  
 [16] MR. ROSE: The Chairman's going to railroad  
 [17] it with --  
 [18] MR. TAYLOR: Well, if it's in order, I'd  
 [19] like to -- we've worked pretty hard to get a  
 [20] reasonably congenial, happy family out here, and  
 [21] I certainly don't want to make every pilot on  
 [22] this airport get up and leave or be mad at us, so  
 [23] I'd like to ask Mr. Ham Upchurch if he feels that  
 [24] we can have a reasonable comfort factor with this  
 [25] motion that's on the table.

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[ 1] community, and his efforts were not just at this  
 [ 2] airport; they radiated out from the airport all  
 [ 3] around. And I want to make sure there's a  
 [ 4] comfort level out there with the community that  
 [ 5] we're doing something that is appropriate for his  
 [ 6] efforts in this community.  
 [ 7] I don't know how else to do it unless it's  
 [ 8] some kind of feedback, but I do agree with Ham in  
 [ 9] that we may have been a little bit tardy in  
 [10] getting this done a little quicker, but if we  
 [11] need some more time for input from the community  
 [12] on this, I would not be against that.  
 [13] MR. TAYLOR: May I discuss it?  
 [14] CHAIRMAN DAVIS: Mr. Taylor.  
 [15] MR. TAYLOR: Charlie, I know we're buddies,  
 [16] but I think this time, I think we're better off  
 [17] to do it. I feel that to talk about it a lot  
 [18] longer is not necessarily good. I hear Ed's  
 [19] concern, and I'm pleased to hear what Mr. Ham  
 [20] Upchurch said. I think I'm ready for the motion.  
 [21] CHAIRMAN DAVIS: Gentlemen, the question has  
 [22] been called. All in favor of the motion of  
 [23] Mr. Rose to rename the terminal complex after the  
 [24] Moser family with a plaque that's suitable for  
 [25] designating it, signify by aye.

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[ 1] MR. TAYLOR: Sir? I think we're not quite  
 [ 2] right on that motion yet. I'm looking for more  
 [ 3] than a plaque, and I want more than a plaque in  
 [ 4] that motion. I think -- let me make sure we got  
 [ 5] the motion right.  
 [ 6] MR. ROSE: Well, let me --  
 [ 7] CHAIRMAN DAVIS: Was it -- was it a bronze  
 [ 8] plaque that you were saying?  
 [ 9] MR. ROSE: I think -- I think --  
 [10] CHAIRMAN DAVIS: Is that what you said?  
 [11] MR. ROSE: No, I think the motion should  
 [12] read that the -- we name the terminal complex the  
 [13] Moser Terminal Complex and that we recognize Jim  
 [14] Moser and Ernie Moser by placing an appropriate  
 [15] plaque and other --  
 [16] MR. WUELLNER: Signage?  
 [17] MR. ROSE: What's the word I want?  
 [18] MR. WUELLNER: Signage?  
 [19] CHAIRMAN DAVIS: Signage?  
 [20] MR. TAYLOR: By appropriate recognition.  
 [21] MR. ROSE: Appropriate recognition. Then if  
 [22] the -- appropriate recognition to the -- to Jim  
 [23] and Ernie Moser.  
 [24] CHAIRMAN DAVIS: You have restated your  
 [25] motion. Is that amenable with -- with the rest

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[ 1] Moser family. They have been here a long time  
 [ 2] since I was younger, and I remember his father.  
 [ 3] And I think that this will -- is something that  
 [ 4] is needed so that it can be recognized by his  
 [ 5] family members whenever they come through.  
 [ 6] Gentlemen, I'm glad that you -- you posed  
 [ 7] this motion and that we rename this terminal, and  
 [ 8] we know that the community will go along with  
 [ 9] whatever we have done. Thank you.  
 [10] MR. WUELLNER: And furthering that, we'll go  
 [11] ahead and --  
 [12] CHAIRMAN DAVIS: Mr. Ed?  
 [13] MR. WUELLNER: -- research the details of it  
 [14] and get back to you, and hopefully we'll schedule  
 [15] some sort of a date here in the not too distant  
 [16] future to perhaps do some sort of a ceremony  
 [17] formally redoing it.  
 [18] MR. ROSE: Yeah. And you'll probably have  
 [19] some kind of a sketch that will give us an idea  
 [20] what -- what the appropriate recognition's going  
 [21] to look like.  
 [22] MR. WUELLNER: Will do it.  
 [23] MR. TAYLOR: More than a plaque.  
 [24] CHAIRMAN DAVIS: Ed, also, we may need to --  
 [25] MR. TAYLOR: More than a plaque.

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[ 1] of the Board?  
 [ 2] MR. ROSE: We ought to get Ham Upchurch to  
 [ 3] change that, work that out for us.  
 [ 4] CHAIRMAN DAVIS: All in favor of the  
 [ 5] motion --  
 [ 6] MR. ROSE: He does that all the time.  
 [ 7] CHAIRMAN DAVIS: All in favor of the motion  
 [ 8] that Mr. Rose has designated, signify by aye.  
 [ 9] MR. ROSE: Aye.  
 [10] MR. TAYLOR: Aye.  
 [11] MR. LASSITER: Aye.  
 [12] MR. WATTS: Aye.  
 [13] CHAIRMAN DAVIS: Aye. And opposed?  
 [14] (No opposition.)  
 [15] CHAIRMAN DAVIS: It has passed. Now, let me  
 [16] say something.  
 [17] MR. ROSE: Uh-oh.  
 [18] CHAIRMAN DAVIS: We went through this, and  
 [19] we tried to bring it up to where it would be  
 [20] recognizable for the Moser family. We went  
 [21] through the meetings and everything.  
 [22] The problem that I have is this: I can't  
 [23] bring that motion before you. I can only  
 [24] designate you as that -- as that motion carrier.  
 [25] I agree that we should do something for the

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[ 1] MR. WUELLNER: I got it.  
 [ 2] CHAIRMAN DAVIS: We need to look at -- we  
 [ 3] know that the airport itself was -- was named  
 [ 4] through statutory legislation -- make sure that  
 [ 5] we don't have to go that same route to rename  
 [ 6] that terminal.  
 [ 7] MR. ROSE: I don't think so.  
 [ 8] CHAIRMAN DAVIS: Ms. -- Ms. Martin?  
 [ 9] 4.E. - MS. BARTIN  
 [10] MS. BARTIN: I have nothing to report.  
 [11] CHAIRMAN DAVIS: Ed, action items, please?  
 [12] 5.A. - RELEASE OF RETAINAGE - MOLLOY CONS.  
 [13] MR. WUELLNER: Okay. First -- first item I  
 [14] have is release of retainage, construction job to  
 [15] Molloy Construction. This deals with the three  
 [16] T-hangars in the South Hangar -- South Hangar  
 [17] area. They have, for the most part, completed  
 [18] all construction efforts down there.  
 [19] There are only, I think, two residual items  
 [20] that need attention, but we'd like to at this  
 [21] time request release of their retainage  
 [22] consistent with this board's policy and release  
 [23] the retainage of \$59,702.62 to Molloy, assuming  
 [24] all punch list items and the lien releases are  
 [25] obtained from the Authority.

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[ 1] CHAIRMAN DAVIS: Gentlemen, any questions?

[ 2] MR. WATTS: Mr. Chairman?

[ 3] CHAIRMAN DAVIS: Yes. Mr. Watts?

[ 4] MR. WATTS: Ask Mr. Wuellner. Ed, the --

[ 5] the figure you gave was \$59,702?

[ 6] MR. WUELLNER: \$-707. I may have said it

[ 7] wrong.

[ 8] MR. WATTS: Okay.

[ 9] MR. WUELLNER: \$59,707.62.

[10] MR. WATTS: Excuse me for being picky about

[11] it --

[12] MR. WUELLNER: I probably did say it wrong.

[13] MR. WATTS: -- but five bucks is five bucks,

[14] so...

[15] MR. WUELLNER: They'll probably want it.

[16] CHAIRMAN DAVIS: Any other comment,

[17] gentlemen?

[18] MR. LASSITER: Ed, are the punch list items

[19] pretty well finished up?

[20] MR. WUELLNER: Yeah, the -- I think they've

[21] got to extend one little pipe under one of the

[22] driveway aprons and put the striping down and the

[23] striping -- it's done, yeah.

[24] CHAIRMAN DAVIS: Anything else, gentlemen?

[25] Any public comment?

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[ 1] MR. WUELLNER: Thank you. Item 5.D. (sic),

[ 2] perhaps one of the more complicated ones to deal

[ 3] with tonight, but we -- just to bring you up to

[ 4] speed, we had a number of leases years ago, most

[ 5] of them dating from 1984 or 1985, where the

[ 6] Airport Authority apparently sold port-a-port

[ 7] hangars, and as a part of the sales agreement,

[ 8] leased property for them to place or have that

[ 9] hangar placed with a 15-year lease agreement that

[10] went with the bill -- if you will, the bill of

[11] sale for the hangar. Those leases expired, for

[12] the most part, between September of last year and

[13] April of this year. The 15-year terms are up.

[14] The lease did provide for an extension,

[15] provided that those individuals notified the

[16] Authority 180 days in advance of the expiration

[17] date of the lease of their intention to take the

[18] renewal. The lease also required that that

[19] notification be made in -- in the form of

[20] certified mail to the Airport Authority.

[21] Most of these T-hangars, consistent with

[22] direction that we had received a number of years

[23] ago from this Board, has acquired all but two of

[24] these buildings to date, one of which is

[25] currently being appraised. And the owner has

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[ 1] (No public comment.)

[ 2] CHAIRMAN DAVIS: If not, gentlemen, I will

[ 3] entertain a motion to either accept or reject

[ 4] Staff recommendation.

[ 5] MR. ROSE: Mr. Chairman, I move we accept

[ 6] Staff recommendation and approve the retainage

[ 7] release.

[ 8] CHAIRMAN DAVIS: Thank you, Mr. Rose. And a

[ 9] second, please?

[10] MR. WATTS: I second.

[11] CHAIRMAN DAVIS: Thank you, Mr. Watts. Any

[12] questions?

[13] (No questions.)

[14] CHAIRMAN DAVIS: All in favor of accepting

[15] Staff recommendation on the contract retainage

[16] release for T-hangars, signify by aye.

[17] MR. ROSE: Aye.

[18] MR. TAYLOR: Aye.

[19] MR. LASSITER: Aye.

[20] MR. WATTS: Aye.

[21] CHAIRMAN DAVIS: Aye. And opposed?

[22] (No opposition.)

[23] CHAIRMAN DAVIS: By your vote, you have

[24] accepted Staff recommendation on 5.A.

[25] 5.B. - HANGAR D-5

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[ 1] already agreed to sell it; we're just putting

[ 2] the -- the price together to finish that

[ 3] transaction, the last unit being the one you have

[ 4] in front of us.

[ 5] The -- the individual maintains that he

[ 6] provided notification 180 days in advance by

[ 7] simply what appears to have predated the letter

[ 8] to the Airport Authority in an October 24th date

[ 9] of 1999, realizing that the expiration date of

[10] the 180 days' advance notice was October 31st of

[11] that same month.

[12] However, when you look at the envelope in

[13] which it was sent, the letter was postmarked

[14] November 30th and received here the very next

[15] day, December 1st. And they have -- we contacted

[16] them after consulting with our attorneys as to

[17] how to proceed.

[18] We agreed that probably the best course of

[19] action was to -- because it was not delivered in

[20] the appropriate form nor received in our office

[21] in the appropriate time, was to notify the

[22] individual that we were not going to renew the

[23] lease per terms and that we -- we communicated a

[24] couple of options to that individual through a

[25] letter.

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[ 1] The individual responded back that indeed  
[ 2] he's maintained that he sent the letter in a  
[ 3] timely manner regardless of form and has  
[ 4] requested to be able to remain there.

[ 5] My feeling, and I believe's the same as  
[ 6] legal's, that I don't think an extension of that  
[ 7] lease agreement -- of that existing lease  
[ 8] agreement is appropriate.

[ 9] And the request they have, I believe,  
[10] exceeded the authority that I have to generate a  
[11] new ground lease and/or make an exception to the  
[12] existing lease agreement. That would require  
[13] some sort of policy decision by this board.

[14] The concerns I have are two-fold: It's the  
[15] only hangar left in an area that we plan to  
[16] replace port-a-port units in in the course of 18  
[17] months to 24-month time line.

[18] That's our anticipated time line to begin  
[19] replacing those with standard T-hangars,  
[20] primarily because the separation between the rows  
[21] of hangars precludes continued development to the  
[22] south across Estrella Avenue at a future date.  
[23] So, we're hoping to wrap up the taxiway  
[24] separation issue with the reconstruct of those  
[25] buildings.

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[ 1] CHAIRMAN DAVIS: Gentlemen?

[ 2] MR. WUELLNER: Yeah. Just so you know,  
[ 3] where we got the 85 percent number was a number  
[ 4] that was actually in the lease agreement itself,  
[ 5] and it allowed the Authority, if they needed to,  
[ 6] to come through and extend an offer of 85 percent  
[ 7] of the original purchase value during the --  
[ 8] during the course of the lease.

[ 9] It was kind of a prearranged percentage that  
[10] was envisioned way back when the leases were  
[11] originally written and executed. And that's the  
[12] number that we based our, I thought, generous  
[13] offer considering the life -- lifespan of these  
[14] hangars to the individual.

[15] CHAIRMAN DAVIS: Any comment, gentlemen?  
[16] Mr. Rose?

[17] MR. ROSE: Mr. Chairman, I have just a  
[18] couple of questions. Ed, we have no precedent  
[19] for giving any of our tenants some consideration  
[20] beyond what their lease provides. I mean, we  
[21] normally --

[22] MR. WUELLNER: I don't think so.

[23] MR. ROSE: We have always followed the  
[24] provisions of the -- of the lease.

[25] MR. WUELLNER: That's always been our

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[ 1] As you know, most of those port-a-ports are,  
[ 2] for the most part, beyond economic life. They're  
[ 3] quite old and in interesting states of repair as  
[ 4] you move through them.

[ 5] We felt like it was not appropriate to  
[ 6] extend the existing lease, it was not appropriate  
[ 7] to deviate from the existing direction that was  
[ 8] given, and we've moved ahead with the five  
[ 9] purchases we made since the expiration of leases  
[10] in September through April of this year, and that  
[11] this would actually set a bad precedent and also  
[12] would leave a bad taste in the individuals who  
[13] were notified they needed to sell or remove the  
[14] building from the property in compliance with  
[15] their lease. And it was Staff's recommendation  
[16] that we deny the request to extend the lease  
[17] agreement.

[18] We could recommunicate -- my opinion, we  
[19] ought to recommunicate the offer to sell or again  
[20] notify the tenant of his obligation to remove the  
[21] building if we decide not to sell.

[22] CHAIRMAN DAVIS: Ed, the -- the response was  
[23] supposed to be sent by certified mail; is that  
[24] correct?

[25] MR. WUELLNER: That is correct. The --

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[ 1] intention, yes.

[ 2] MR. ROSE: He mentions in here he's going to  
[ 3] contact the AOPA legal staff. Have you heard  
[ 4] from your AOPA?

[ 5] MR. WUELLNER: No. No, sir.

[ 6] MR. ROSE: There have been no contact? I --  
[ 7] I tend to -- to feel that we ought to go with the  
[ 8] Staff's recommendation.

[ 9] I -- I think when you have an agreement,  
[10] when it comes time to execute -- everybody to  
[11] live up to the terms of that agreement, that's  
[12] what they ought to do. And I don't think it's  
[13] proper --

[14] MR. WUELLNER: We didn't even object from a  
[15] staff side. And when I brought this up as an  
[16] option, you know, if he felt -- which he made the  
[17] statement to me on the phone back in January,  
[18] that the value was more than what we were  
[19] offering on top of that, you know, we didn't  
[20] really have an objection to having the unit  
[21] appraised and going that route, either, if that's  
[22] indeed, you know, an option that he wanted to  
[23] avail himself of.

[24] But, you know, it was pretty clear from the  
[25] conversation, it really wasn't the price that was



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[ 1] the issue; it was that he wanted to keep his  
 [ 2] hangar on our property, and even if we extended  
 [ 3] it where it is, he really wanted to be able to  
 [ 4] move it to another piece of our property at a  
 [ 5] future date and continue that arrangement.  
 [ 6] CHAIRMAN DAVIS: Anything else, gentlemen?  
 [ 7] MR. LASSITER: Ed, in reading through --  
 [ 8] CHAIRMAN DAVIS: Mr. Lassiter?  
 [ 9] MR. LASSITER: In reading through the lease,  
 [10] there also is a stipulation in there, Article 18,  
 [11] that says we have the right to cancel at any time  
 [12] after the initial period with a one-year notice.  
 [13] So, the only thing I ask about that, is the  
 [14] requirements of the FAA. Why would the  
 [15] requirements of the FAA be in on leasing or  
 [16] nonleasing?  
 [17] MR. WUELLNER: FAA, by virtue of your grant  
 [18] and grant -- your deed to the property and grant  
 [19] assurances has a set of requirements that must be  
 [20] met in all lease obligations to the Authority,  
 [21] and it's -- basically comes from several fronts,  
 [22] but they're mandatory clauses in aviation leases.  
 [23] MR. LASSITER: Well then, in essence, in six  
 [24] months from now, this thing can be -- if we  
 [25] notify now, the gentleman can have only a

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[ 1] that have subsequently sold theirs or did not  
 [ 2] renew their lease or had their property  
 [ 3] subleased, we'd open up a Pandora's box with  
 [ 4] them.  
 [ 5] Point of information here, number one, the  
 [ 6] letter was supposed to be sent by certified; am I  
 [ 7] correct?  
 [ 8] MR. WUELLNER: That is correct.  
 [ 9] CHAIRMAN DAVIS: And it was sent back  
 [10] regular mail. The letter is dated October 24th,  
 [11] but the post office stamp is dated November 30th.  
 [12] Now, granted, there are a lot of things that  
 [13] are lost in the post office. Judging on my own  
 [14] experience of dealing with mail and traveling,  
 [15] hauling mail, if it goes through that bar coding  
 [16] and it's lost afterwards and it gets to you, it's  
 [17] still going to have that November -- that date on  
 [18] it.  
 [19] The only way that it cannot go through the  
 [20] machine is if it's not in that box. The new  
 [21] laser systems that they have will definitely show  
 [22] that they -- that a letter was mailed. You may  
 [23] not get it until November of 2005, but that  
 [24] November 1999 date is going to be on there.  
 [25] Secondly, the bar coding on the bottom -- if

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[ 1] year's -- or six months after the original if we  
 [ 2] wanted to do it.  
 [ 3] What I'm saying is that there's no sense  
 [ 4] in -- if you're going to put T-hangars there,  
 [ 5] this gentleman's going to lose his right, anyway.  
 [ 6] MR. WUELLNER: Exactly. And -- and we  
 [ 7] certainly extended the offer that after  
 [ 8] purchasing the hangar, he could remain in the  
 [ 9] hangar, if that was his desire, and continue  
 [10] leasing it and continue occupying the property.  
 [11] It wasn't a case of get out -- get out and good  
 [12] luck, you know.  
 [13] MR. LASSITER: Okay.  
 [14] MR. WUELLNER: I felt like we had been more  
 [15] than reasonable in trying to -- trying to get  
 [16] there.  
 [17] CHAIRMAN DAVIS: Anything else, gentlemen?  
 [18] (No further questions.)  
 [19] CHAIRMAN DAVIS: Ed, I have to -- I have to  
 [20] sort of agree, for public information, anyway,  
 [21] that if we are going to start modifying our  
 [22] leases at the whim of -- of someone wanting to  
 [23] make a change in it, then we're opening up  
 [24] Pandora's box for everyone.  
 [25] And -- and I agree that the other members

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[ 1] in fact Mr. Wright wants to contest that the post  
 [ 2] office itself did not get the letter to us in  
 [ 3] time, this bar coding that you see on the bottom  
 [ 4] that has the zip code -- that has our zip code,  
 [ 5] 32295 (sic) and 5 -- 5706, within that bar coding  
 [ 6] is also a date.  
 [ 7] How he would go about getting the post  
 [ 8] office to verify what date is in that bar coding  
 [ 9] is -- is up to him, but I guarantee you that if  
 [10] that date is up -- that sticker says November  
 [11] 30th, that bar coding is going to say November  
 [12] 30th also.  
 [13] I agree that we -- we need to stick by our  
 [14] lease no matter what, because we're going to open  
 [15] up too many avenues if we don't.  
 [16] Gentlemen, any other questions?  
 [17] (No questions.)  
 [18] CHAIRMAN DAVIS: Any public comment?  
 [19] (No public comment.)  
 [20] CHAIRMAN DAVIS: If not, I will entertain a  
 [21] motion to either accept or reject Staff  
 [22] recommendation to deny the option of hangar  
 [23] location D-5.  
 [24] MR. ROSE: Mr. Chairman, I move we accept  
 [25] Staff recommendation on -- concerning Hangar D-5.

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[ 1] CHAIRMAN DAVIS: Thank you, Mr. Rose.  
 [ 2] MR. LASSITER: I'll second.  
 [ 3] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.  
 [ 4] Any discussion?  
 [ 5] MR. TAYLOR: I have one item for discussion.  
 [ 6] I just want to make sure that Staff and legal  
 [ 7] counsel are comfortable with the -- first, your  
 [ 8] horseback guesstimate, is the hangar worth more  
 [ 9] or less than it was at the time it was purchased?  
 [10] MR. WUELLNER: I can tell you, since I've  
 [11] been here, we've purchased probably ten of the  
 [12] units as they -- and mostly at their request, in  
 [13] fact, all but these last couple, and they ranged  
 [14] anywhere from about \$1,800 to about \$3,500 value  
 [15] established by appraisal going through it.  
 [16] MR. TAYLOR: Okay. Fine. My question comes  
 [17] then, I just want to make sure that you're  
 [18] comfortable with paragraph 17 of us assuming a  
 [19] value, rather than an appraised value. I have no  
 [20] quarrel with the 85 percent.  
 [21] MR. WUELLNER: I had no problem with  
 [22] offering, once again, to -- to appraise the  
 [23] unit --  
 [24] MR. TAYLOR: Okay.  
 [25] MR. WUELLNER: -- and offer whatever that

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[ 1] receipt of the -- select an appraiser. So, that  
 [ 2] process can be triggered if the lessee does not  
 [ 3] agree with the 85 percent number.  
 [ 4] MR. TAYLOR: Mr. Chairman, may I ask her?  
 [ 5] CHAIRMAN DAVIS: Mr. Taylor?  
 [ 6] MR. TAYLOR: I'm in accord with you there.  
 [ 7] I'm certainly not going to try to outread an  
 [ 8] attorney, but it appeared to me that we used 85  
 [ 9] percent of purchase price, and this states 85  
 [10] percent of appraised value.  
 [11] That was the question that came to me, to  
 [12] make sure that we are not disadvantaging this  
 [13] person by using 85 percent of the purchase price  
 [14] rather than the appraised value. That's my  
 [15] question.  
 [16] MS. BARTIN: I would agree with you; it does  
 [17] say 85 percent of the appraised value. I need to  
 [18] look back through the rest of the lease to see  
 [19] if, during the course of when they describe  
 [20] putting in the improvements, if -- if maybe it  
 [21] relates back to that. But as long as we're  
 [22] willing to do the appraisal, then I -- I would  
 [23] think that that would be --  
 [24] MR. WUELLNER: Well --  
 [25] MS. BARTIN: -- sufficient.

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[ 1] is, or even, the -- you know, the greater of the  
 [ 2] two values.  
 [ 3] MR. TAYLOR: Okay. Since we're following  
 [ 4] the letter, I want to make sure that we have not  
 [ 5] given the perception of disadvantaging that  
 [ 6] person by assuming the value rather than having  
 [ 7] an appraised value. That's my only question.  
 [ 8] MR. WUELLNER: I would be happy to extend  
 [ 9] that -- that offer again.  
 [10] MR. TAYLOR: Then I have no further  
 [11] discussion.  
 [12] CHAIRMAN DAVIS: Okay. All right. I  
 [13] understand you -- you want him to extend that,  
 [14] but let me ask my question. Cindy, are we on  
 [15] solid legal ground for the 85 percent and as the  
 [16] lease reads?  
 [17] MS. BARTIN: Let me get to that provision.  
 [18] CHAIRMAN DAVIS: Page 8.  
 [19] MR. WUELLNER: Page 8 of the lease.  
 [20] MS. BARTIN: Article 17 of the lease does  
 [21] basically outline two different procedures. It's  
 [22] by offering 85 percent and -- of the  
 [23] improvements, and if that is not appropriate,  
 [24] then -- and the lessee does not agree with that  
 [25] purchase price, then he may within 30 days of the

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[ 1] MR. WUELLNER: -- if I'm not mistaken,  
 [ 2] you -- you have absolutely no obligation under  
 [ 3] this article at all. At this point, any purchase  
 [ 4] requirement that was envisioned in the lease is  
 [ 5] null and void.  
 [ 6] Right now, you're basically, what you're  
 [ 7] being asked to do is effectively deny the request  
 [ 8] to renew this lease agreement. You're basically  
 [ 9] determining this lease to be void at the end of  
 [10] its term. It just ends its natural death, if you  
 [11] will. And then create another lease agreement,  
 [12] if that's -- if that was the direction you  
 [13] wanted.  
 [14] MR. TAYLOR: Then I -- I'm fine, Mr.  
 [15] Chairman.  
 [16] CHAIRMAN DAVIS: Thank you, Mr. Taylor. Any  
 [17] other questions?  
 [18] (No questions.)  
 [19] CHAIRMAN DAVIS: Then I restate that I'll  
 [20] entertain a motion to either accept or reject --  
 [21] MR. TAYLOR: We have a motion.  
 [22] CHAIRMAN DAVIS: We have a motion and a  
 [23] second. All in favor of accepting Staff  
 [24] recommendation, signify by aye.  
 [25] MR. ROSE: Aye.

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[ 1] MR. TAYLOR: Aye.  
 [ 2] MR. LASSITER: Aye.  
 [ 3] MR. WATTS: Aye.  
 [ 4] CHAIRMAN DAVIS: Aye. And opposed?  
 [ 5] (No opposition.)  
 [ 6] CHAIRMAN DAVIS: By your vote, you have  
 [ 7] accepted Staff recommendation on location 5-D.  
 [ 8] Mr. Wuellner?  
 [ 9] 5.C. - MEM. OF UNDERSTANDING - AERO SPORT  
 [10] MR. WUELLNER: Okay. Next item I have is  
 [11] request by Staff to go ahead and concur in a  
 [12] Memorandum of Understanding developed between the  
 [13] Airport Authority staff and Aero Sport regarding  
 [14] the lease of the -- of certain improvements  
 [15] being -- to be made in the terminal area as a  
 [16] result of a construction project and a terminal  
 [17] expansion program that was brought to this Board  
 [18] a number of months ago and is now at a point  
 [19] where we've done the conceptual work on the -- on  
 [20] the development.  
 [21] We have involved Aero Sport in -- in the  
 [22] details to this point of what makes sense in the  
 [23] terminal area and especially as it affects their  
 [24] leasehold.  
 [25] There were considerations to be made

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[ 1] 1978 -- and you can imagine the number of things  
 [ 2] that have occurred since then -- puts it into a  
 [ 3] single lease agreement as well as agrees to a  
 [ 4] value of the improvements that we're going to  
 [ 5] make -- I should -- not so much the value of the  
 [ 6] improvements, but the lease value of those  
 [ 7] improvements in the FBO area and their agreement  
 [ 8] to lease a significant portion, really all but  
 [ 9] the second floor at this point, of the office  
 [10] building of those improvements when they're  
 [11] constructed. It establishes that value.  
 [12] The improvements specifically are a 10,000  
 [13] square foot open space hangar to be built in the  
 [14] FBO area; the lease of 3,950, approximately 3,950  
 [15] square feet of office space, which equates to  
 [16] basically the first floor of the two-story  
 [17] building to be constructed.  
 [18] Also, they agree to lease the four  
 [19] corporate-type hangars that would be built in  
 [20] that -- in the FBO area, also, once they're  
 [21] constructed, and establishes a rental value for  
 [22] that when we get to that point.  
 [23] It spells out the premise by which we move  
 [24] through the lease, beginning in about -- it --  
 [25] there's about 17 or 18 years left on the existing

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[ 1] relative to the existing two buildings containing  
 [ 2] 13 T-hangars between them that were existing in  
 [ 3] the terminal area and belong to the Airport  
 [ 4] Authority and included in the lease agreement,  
 [ 5] the original lease agreement with Aero Sport.  
 [ 6] One of the more difficult items we had to  
 [ 7] come to terms with was a valuation of those  
 [ 8] hangar units in the FBO area because the lease  
 [ 9] did not ascribe a value to the improvements  
 [10] themselves within the lease. So, it was coming  
 [11] to something that was equitable between both  
 [12] parties relating to the original lease.  
 [13] One of the concessions, if you will, that  
 [14] was made by Aero Sport in the process was the  
 [15] agreement to open up the existing lease agreement  
 [16] with Aero Sport -- or agreements, I should say,  
 [17] because there are many addendums to that  
 [18] agreement -- for the purposes of creating a  
 [19] single stand-alone lease agreement that codifies  
 [20] all of the old leases as well as brings the fuel  
 [21] farm lease, which is a separate agreement at this  
 [22] point, and the paver apron lease into a one  
 [23] single lease document that clears out all the  
 [24] stuff that's occurred over the various versions  
 [25] of the lease since its inception, I think in

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[ 1] FBO agreement, in round numbers.  
 [ 2] The lease would be modified at its new  
 [ 3] execution date to again pick up a 20-year term  
 [ 4] for the lease. So, we effectively extend the  
 [ 5] existing lease by two or three years. It  
 [ 6] provides again a 10-year option for renewal.  
 [ 7] That was a part of the original lease agreement  
 [ 8] with them.  
 [ 9] We're basically not materially changing the  
 [10] lease agreement with the FBO other than to try  
 [11] and make a single document that includes  
 [12] everything we've been doing.  
 [13] We credit the FBO operation for the hangars  
 [14] that would be destroyed as a part of the process  
 [15] and some associated office space as a part of  
 [16] those two buildings, also, and bring back the  
 [17] paver lease amount into -- into the equation  
 [18] again.  
 [19] The -- it provides for a five-year revisit  
 [20] of the lease for purposes of revaluing, if  
 [21] necessary. It provides for an annual CPI  
 [22] adjustment, and allows the lessee, Aero Sport, to  
 [23] take the lesser of the two options, that being  
 [24] the appraised value or the cumulative change in  
 [25] the CPI that's occurred over the five years,

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[ 1]       whichever is less.  
 [ 2]             It's -- either method keeps us in complete  
 [ 3]       100 percent compliance with both FAA and FDOT for  
 [ 4]       purposes of creating fair market value  
 [ 5]       determination for the leasehold, something that  
 [ 6]       really wasn't well provided for in the existing  
 [ 7]       FBO lease.

[ 8]             The net additional return or net increase to  
 [ 9]       the Airport Authority is in the area of \$10,500  
 [10]       once all -- a month, once the improvements are  
 [11]       constructed, all of them are constructed.

[12]             Given the nature of this type of project,  
 [13]       there'll be -- the actual value is phased in as  
 [14]       they become occupiable, which makes sense. And  
 [15]       right now, we do not have a grant date nor a  
 [16]       development date for the four individual hangars  
 [17]       that would be located next to them. We know  
 [18]       where we're going with it, but as far as funding,  
 [19]       it's not in place yet for those buildings. We're  
 [20]       still working with that.

[21]             One of the things we conceptually agree here  
 [22]       that -- that you need to wrestle with or just  
 [23]       agree with, whichever way you -- whatever you  
 [24]       want to do, but we would agree to rehabilitate  
 [25]       the bulk hangar, that being the existing -- we

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[ 1]       fees versus a percentage of the retail sales,  
 [ 2]       sale price, and come up with a baseline, if you  
 [ 3]       will, cents-per-gallon number.

[ 4]             That cents-per-gallon fee would be  
 [ 5]       adjustable by a vote of this board in one-half  
 [ 6]       cent increments to a maximum of two cents per  
 [ 7]       five-year period, basically mirroring the  
 [ 8]       five-year review provision in the lease. So, the  
 [ 9]       maximum under the base term would be an  
 [10]       eight-cent-per-gallon adjustment above the  
 [11]       baseline number.

[12]             So, we're guessing; we have not done all the  
 [13]       math on it, but we're thinking the -- the actual  
 [14]       net back to us will be a four- or  
 [15]       five-cent-per-gallon base rate that will be  
 [16]       established in the initial -- in the initial  
 [17]       review of the maintenance costs in deducting that  
 [18]       back out.

[19]             In exchange, Aero Sport takes over, again,  
 [20]       the lion's share of maintenance obligations with  
 [21]       that facility, so we divest ourselves of an  
 [22]       ongoing expense that we have.

[23]             All things considered, I think this is  
 [24]       probably best described as a very good win-win  
 [25]       situation for both entities. It's something that

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[ 1]       call it the bulk hangar, the only conventional  
 [ 2]       hangar there -- is to completely rehab that and  
 [ 3]       bring it up to -- bring it up to snuff in terms  
 [ 4]       of maintenance, an obligation we had since the  
 [ 5]       inception of the lease, and at which point Aero  
 [ 6]       Sport would agree to take over the lion's share  
 [ 7]       of maintenance obligations that go with that  
 [ 8]       building, something we currently have an  
 [ 9]       obligation toward.

[10]             And in reference to the fuel farm facility  
 [11]       itself, the lease agreement that was executed had  
 [12]       some -- some problems in terms of form in that it  
 [13]       did not provide even for an expiration date on it  
 [14]       or even tie it to the lease -- the original lease  
 [15]       agreement.

[16]             We are conceptually agreeing or agreeing at  
 [17]       this point to change from a percentage of the  
 [18]       retail price in determining the fuel flowage fees  
 [19]       in exchange for allowing the Authority to set  
 [20]       their own fuel flowage fees from this point on  
 [21]       with some limitations.

[22]             The cost of maintenance for the fuel farm,  
 [23]       we have agreed to take a five-year average of the  
 [24]       cost to maintain that facility and come up with a  
 [25]       cents-per-gallon approach to the fuel flowage

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[ 1]       I really have doubts could have been accomplished  
 [ 2]       in the -- in the manner it was done not too long  
 [ 3]       ago.

[ 4]             And I'm happy to say that the folks at Aero  
 [ 5]       Sport have been wonderful to deal with. We've  
 [ 6]       had meaningful exchanges, and anybody wants to  
 [ 7]       trace the history, it's been an interesting  
 [ 8]       development process over the last several months,  
 [ 9]       back and forth.

[10]             So, with that, it's Staff's recommendation  
 [11]       that the Authority approve the Memorandum of  
 [12]       Understanding with Aero Sport.

[13]             And again, you have the details there. I'm  
 [14]       sorry we were not able to wrap up all of the  
 [15]       language until actually this morning, getting the  
 [16]       last "t" crossed and "i" dotted.

[17]             It's our recommendation that the Authority  
 [18]       approve this letter -- Memorandum of  
 [19]       Understanding pertaining to the FBO lease.

[20]             CHAIRMAN DAVIS: Thank you, Mr. Wuellner.  
 [21]       Any comments, gentlemen?

[22]             MR. ROSE: I assume --

[23]             CHAIRMAN DAVIS: Mr. Rose?

[24]             MR. ROSE: -- the FBO is in agreement with  
 [25]       what we have before us.

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[ 1] MR. FREEMAN: Yes, sir.  
 [ 2] MR. TAYLOR: Are you ready for a motion?  
 [ 3] CHAIRMAN DAVIS: Mr. Taylor? No, not quite.  
 [ 4] Any public comment?  
 [ 5] (No public comment.)  
 [ 6] CHAIRMAN DAVIS: If not, I'll entertain a  
 [ 7] motion to accept or reject Staff recommendations  
 [ 8] on the Memorandum of Understanding with FBO  
 [ 9] lease.  
 [10] MR. TAYLOR: Mr. Chairman, in speaking with  
 [11] both sides, it seemed each had a healthy respect  
 [12] for the negotiating power of the other, which  
 [13] probably means it's a pretty good agreement, and  
 [14] I recommend approval -- make a motion for  
 [15] approval.  
 [16] CHAIRMAN DAVIS: Thank you, Mr. Taylor. And  
 [17] a second, please?  
 [18] MR. WATTS: I second.  
 [19] CHAIRMAN DAVIS: Thank you, Mr. Watts. Any  
 [20] other comment?  
 [21] (No comments.)  
 [22] CHAIRMAN DAVIS: Then all in favor of  
 [23] accepting Staff recommendations on the Memorandum  
 [24] of Understanding with the FBO lease, signify by  
 [25] aye.

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[ 1] And it's a supplemental that provides  
 [ 2] \$200,000 additional Florida DOT money for this  
 [ 3] project. And under this particular JPA, provides  
 [ 4] a total eligible project of \$900,000 available  
 [ 5] toward this -- the development.  
 [ 6] And it would be Staff's recommendation that  
 [ 7] this board approve Resolution 2000-01 for the  
 [ 8] purposes of expansion of the FBO office and  
 [ 9] hangar at the airport.  
 [10] CHAIRMAN DAVIS: Any comment, gentlemen?  
 [11] (No comment.)  
 [12] CHAIRMAN DAVIS: Any public comment on  
 [13] Resolution 2000-01?  
 [14] (No public comment.)  
 [15] CHAIRMAN DAVIS: If not, I will entertain a  
 [16] motion, gentlemen, that we either accept or  
 [17] reject Staff recommendations for adoption of the  
 [18] Resolution 2000-01.  
 [19] MR. LASSITER: I make a motion to accept  
 [20] Staff recommendation.  
 [21] MR. TAYLOR: Second.  
 [22] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.  
 [23] Thank you, Mr. Taylor. Any questions, gentlemen?  
 [24] (No questions.)  
 [25] CHAIRMAN DAVIS: All in favor of accepting

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[ 1] MR. ROSE: Aye.  
 [ 2] MR. TAYLOR: Aye.  
 [ 3] MR. LASSITER: Aye.  
 [ 4] MR. WATTS: Aye.  
 [ 5] CHAIRMAN DAVIS: Aye. And opposed?  
 [ 6] (No opposition.)  
 [ 7] CHAIRMAN DAVIS: Gentlemen, by your vote,  
 [ 8] you have accepted Staff recommendations on 5.C.  
 [ 9] Mr. Wuellner?  
 [10] 5.D. - ADOPTION OF RESOLUTION 2000-01  
 [11] MR. WUELLNER: Okay. Terrific. Next item  
 [12] pertains directly to the same project, and it's a  
 [13] supplemental agreement -- actually a resolution  
 [14] related to a supplement agreement with Florida  
 [15] DOT referencing one of the two grant agreements  
 [16] that facilitate funding for the terminal area  
 [17] project.  
 [18] The -- the engineer's estimate exceeded that  
 [19] which had been programmed for the project. As  
 [20] such, we approached Florida DOT with the purpose  
 [21] of providing additional funds for the development  
 [22] of the 100 x 100 hangar and the two-story office  
 [23] building, and Florida DOT has agreed to fully  
 [24] fund the half -- their half of the -- those two  
 [25] buildings at this point.

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[ 1] Staff recommendations on Resolution 2000-01,  
 [ 2] signify by aye.  
 [ 3] MR. ROSE: Aye.  
 [ 4] MR. TAYLOR: Aye.  
 [ 5] MR. LASSITER: Aye.  
 [ 6] MR. WATTS: Aye.  
 [ 7] CHAIRMAN DAVIS: Aye. And those opposed?  
 [ 8] (No opposition.)  
 [ 9] CHAIRMAN DAVIS: By your vote, you have  
 [10] accepted Resolution 2000-01.  
 [11] MR. WUELLNER: And, Donna, before they sign  
 [12] the originals, we have one spelling error to  
 [13] correct. The -- we've got "lessor" and it should  
 [14] be "lesser." Both are perfectly good words, just  
 [15] not the way we're using them.  
 [16] 5.E. - CAPITAL IMPROVEMENT PROGRAM DEVELOPMENT  
 [17] MR. WUELLNER: The last item we have is  
 [18] conforming with the request from this board back  
 [19] at budget time a year ago -- or I guess seven or  
 [20] eight months ago -- was to look at the capital  
 [21] development program of the airport as we went  
 [22] into developing the -- the JACIP, the Automated  
 [23] Capital Improvement Program input that we provide  
 [24] the Florida DOT and the Federal Aviation  
 [25] Administration regarding capital projects and

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[ 1] planning projects at the airport.

[ 2] We provided you a list, kind of a

[ 3] brainstorming list, if you will, and I'm sure

[ 4] there are projects that are out there that still

[ 5] aren't in there. That's a three-page item that's

[ 6] broken down by -- in the first five years by

[ 7] year, then a five-year period and a ten-year

[ 8] period for a twenty-year project projection,

[ 9] entitled "Capital Projects List," and then it

[10] says, "JACIP Master List" on it.

[11] This is gener- -- that particular list is

[12] developed -- was developed by Staff with no

[13] thought toward priority in terms of the list

[14] here, so priority is what this board really needs

[15] to establish for purposes of facilitating

[16] funding.

[17] In particular, we need to pay close

[18] attention to the first five years of this plan,

[19] and it's -- Florida DOT and FAA will base a lot

[20] of overall funding decisions for this district,

[21] and this airport in particular, on the needs of

[22] airports such as ours.

[23] You have a copy, also, of two other

[24] documents, one being the FDOT Work Program

[25] Report. That shows currently programmed projects

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[ 1] for the next several years.

[ 2] By submitting projects' needs and getting

[ 3] those into the system, we can be instrumental in

[ 4] making sure that that level doesn't go any lower,

[ 5] and in fact, reflects the needs of this Northeast

[ 6] Florida area, and hopefully, funds will be

[ 7] reallocated up this direction as -- as they

[ 8] become available throughout the process.

[ 9] But as it stands now, the overall district

[10] funding drops about \$4 million beginning year

[11] after next. So, the number of projects that are

[12] funded by DOT may very well start to -- start to

[13] decline, beginning as early as next year to some

[14] degree, from what we've enjoyed in the past.

[15] If you remember, last year's program

[16] combined DOT, FAA, and Authority capital program

[17] for projects was about 7 -- round numbers, about

[18] \$7.5 million. Unless something works out very

[19] quickly with FAA to pick up some of the shortfall

[20] in eligible projects, which is -- is possible,

[21] the DOT ability to respond to our needs may be

[22] diminished somewhat over the next couple of

[23] years.

[24] We've tried to plug in an estimate, and it

[25] is nothing more than an estimate of what we

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[ 1] with Florida DOT as they are listed to date.

[ 2] Then you have another project that lists a

[ 3] combination of candidate projects, projects that

[ 4] we've put in the hopper for funding but have yet

[ 5] to be acted on, as well as projects that have

[ 6] been acted on and have some level of funding.

[ 7] It may not be to the total of the request

[ 8] yet, but -- but they're leased in the system from

[ 9] Florida DOT at this point.

[10] What we need to do today is establish -- I

[11] think we're probably better to work off the list

[12] that we developed, the three-page one entitled

[13] "Capital Projects List," and if -- if we get

[14] nowhere further than making sure the priority

[15] list for this year and next year reflect the

[16] desires of the Airport Authority, as you well

[17] know, when those projects come up, we will base

[18] the capital program that goes into the budget

[19] process on these projects, and hopefully, it

[20] will -- it's designed to mirror what the funding

[21] level is from Florida DOT for those same projects

[22] when it comes back out.

[23] There are some -- some negatives out there

[24] right now. The overall district funding, funding

[25] for District 2 aviation programs is on a downturn

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[ 1] believe the funding needs are as they relate to

[ 2] these projects.

[ 3] I'll attempt to explain the projects, if

[ 4] they're not that clear, from the -- from the

[ 5] description we provide.

[ 6] Looking at fiscal year 2000/2001, South

[ 7] Hangar II - Infrastructure, it appears both on

[ 8] your programmed funds from Florida DOT and is in

[ 9] here, it is the expansion of the infrastructure

[10] project down the street, down Estrella Avenue.

[11] It is funded by DOT and will at this point be

[12] available for disbursement or action by the

[13] Authority after July of this year.

[14] We've had discussion -- I believe it was the

[15] last meeting, maybe the meeting before, but the

[16] actual time line of this is probably six months

[17] later in terms of moving ahead with development;

[18] probably lags, if you will, the availability of

[19] funds by about six months or more.

[20] This was not a project that was budgeted

[21] from an infrastructure in the current year

[22] budget, but will likely be included in the next

[23] year's project budget for purposes of

[24] construction.

[25] Eastside Corporate Hangar #5 is a

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[ 1] prequalified grant agreement that we are  
 [ 2] requesting -- or actually have already from  
 [ 3] Florida DOT pertaining to a hangar in the  
 [ 4] Eastside Corporate where we've identified a  
 [ 5] tenant and will be able to put somebody in there  
 [ 6] as soon as this JPA comes to this board.

[ 7] We're -- I expected it by this meeting, so  
 [ 8] I'm very optimistic you'll see that project show  
 [ 9] up so that we can at least move through the  
 [10] design phase later on this year. We have -- as I  
 [11] said, we have a tenant identified for this hangar  
 [12] and could -- could really occupy it as soon as we  
 [13] can get it built.

[14] Hangar #6 is the last hangar in the Eastside  
 [15] Corporate development area. We have yet to  
 [16] identify a tenant, but it's one that -- project  
 [17] that, if we can secure the funding for, building  
 [18] it either as a -- I forgot the term --

[19] MR. COOPER: Spec.

[20] MR. WUELLNER: -- as a spec building, and it  
 [21] would be a worst-case scenario, but I think we'd  
 [22] have a tenant before -- long before we actually  
 [23] got to a construction phase of it.

[24] There's additional money we're requesting  
 [25] and hopefully will get during the year in the

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[ 1] connect the dots, so to speak, down there.

[ 2] We talk about the Safety Area for Runway 31,  
 [ 3] Environmental, and basically that is the first  
 [ 4] look of the environmental permitting requirements  
 [ 5] for that continuation of the taxiway, the 800  
 [ 6] feet off the end of the south -- the south end of  
 [ 7] the runway there, for purposes of reestablishing  
 [ 8] the full length of the runway. The only reason  
 [ 9] that's displaced is to do with the safety area  
 [10] requirements of FAA.

[11] Basically, we'd be looking to permit from an  
 [12] environmental standpoint in this phase, the  
 [13] replacement, if you will, of the 800 feet of dirt  
 [14] at the end of the runway to reestablish a safety  
 [15] area; no extension of the runway, per se, just an  
 [16] overrun area, if you will.

[17] And along the east side of that same runway,  
 [18] the shoreline in the -- between the parallel  
 [19] taxiway on the east side, down past the seaplane  
 [20] ramp all the way down to the end of the runway,  
 [21] the shoreline has an erosion problem that's going  
 [22] on there, as well as the dimensions of ground  
 [23] there do not currently satisfy all of the safety  
 [24] area requirements that are under FAA.

[25] So, we're in one package there going to look

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[ 1] area of land acquisition in Araquay Park,  
 [ 2] additional half-million dollars requested.

[ 3] South Hangar Aircraft Maintenance related to  
 [ 4] developing a facility for an identified tenant in  
 [ 5] the South Hangar Area for purposes of aircraft  
 [ 6] maintenance; as you know, we had a discussion  
 [ 7] several months back, shortly right after the  
 [ 8] hurricane, related to an Airport Maintenance  
 [ 9] Facility. That's money requested in there for  
 [10] that purpose.

[11] Taxiway B - Phase I would be the  
 [12] construction of the northernmost segment of the  
 [13] parallel taxiway on the west side of Runway  
 [14] 13/31. So, picking up the -- through the field  
 [15] there, if you will, through the infield there,  
 [16] the parallel taxiway construction.

[17] Most of those funds have already been  
 [18] secured through DOT, Florida DOT, to construct  
 [19] that. The last 2,000 feet are picked up  
 [20] beginning the next year and will likely require  
 [21] federal assistance to accomplish, primarily  
 [22] because of the dollar value of the project going  
 [23] through a portion of that wetlands area and  
 [24] marsh. You can understand the environmental  
 [25] implications of even attempting to make --

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[ 1] at the permitting aspect of it and see if we can,  
 [ 2] under one permit, look toward clearing up these  
 [ 3] areas in our -- in our safety area as well as  
 [ 4] providing for additional -- the taxiway  
 [ 5] continuation on the south side.

[ 6] Moving into the following year, 2001/2002,  
 [ 7] we look at funding the first phase of that  
 [ 8] taxiway extension into that area that was  
 [ 9] described in the environmental. That's the  
 [10] actual construction of the taxiway portion.

[11] The safety area has another -- is two items  
 [12] down, Runway 31, taxiway Phase I -- or Safety  
 [13] Area Phase I identifies an estimated \$2.5 million  
 [14] in construction and -- and mitigation that might  
 [15] be required in that area to facilitate that  
 [16] construction -- or reconstruction.

[17] You'll also notice that that has another  
 [18] phase -- I believe it has two more phases -- in  
 [19] each of the next two years after that of a  
 [20] similar dollar value.

[21] We believe that all of that type of a  
 [22] project should be eligible for federal funding  
 [23] under Part 139 requirements. Safety area  
 [24] requirements and the like should make it a fairly  
 [25] decent priority for FAA to get involved in and

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[ 1] help facilitate, but it would once and for all  
 [ 2] bolster the shoreline along that east side, get  
 [ 3] the full 8,000 feet available for landing to the  
 [ 4] north on Runway 31, and facilitate the final  
 [ 5] piece of Taxiway B-1, which would be the last  
 [ 6] piece of the parallel taxiway on the south end.  
 [ 7] Let's see here. ARFF Station and Index B  
 [ 8] Vehicle Purchase, again believed to be a fairly  
 [ 9] high priority with FAA, and this relates to  
 [10] construction of probably a joint use fire  
 [11] facility -- fire rescue facility as it relates to  
 [12] aviation aircraft-related problems. Again, would  
 [13] likely be a high priority with FAA. It is with  
 [14] DOT, Florida DOT.  
 [15] We have entered very, very cursory  
 [16] discussions with identifying our interest in  
 [17] coming to an agreement with either the County or  
 [18] Northrop Grumman via contract to man that  
 [19] facility and -- and utilize it for purposes of  
 [20] airport rescue and firefighting.  
 [21] Wildlife Management Study, this is a federal  
 [22] requirement now that we basically identify  
 [23] existing wildlife hazards on the airport and  
 [24] develop a plan to mitigate or develop strategies  
 [25] to mitigate their potential impact on aircraft,

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[ 1] sort of construction across the street.  
 [ 2] This is not one at this moment I can get  
 [ 3] very warm and fuzzy about finding grant dollars  
 [ 4] to match. Unless we can facilitate a way to tie  
 [ 5] it directly to an aviation use, it's likely not  
 [ 6] to be fundable under either FAA or FDOT.  
 [ 7] There are likely some other sources out  
 [ 8] there available to us, and we'll pursue those.  
 [ 9] One of them is Department of Agriculture, believe  
 [10] it or not, has some -- some funds available for  
 [11] development of some infrastructure for these  
 [12] types of projects, and we'll certainly pursue any  
 [13] angle we've got, but right now, I -- I'm not sure  
 [14] where to look for along that line. I know that's  
 [15] been a project that's been of interest to several  
 [16] people on the board to move out of talk to an  
 [17] action phase.  
 [18] Tied to that is a look at the location of a  
 [19] remote facility for development of a heliport off  
 [20] the internal infrastructure of the airport,  
 [21] basically looking at an area out near the  
 [22] racetrack through the DRI process as it currently  
 [23] exists, perhaps a heli -- it would be only a  
 [24] helicopter operation area.  
 [25] We've had significant interest in users, of

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[ 1] particularly in the area of arrivals and  
 [ 2] departures in and out of runways.  
 [ 3] The scope of that, I have no idea until we  
 [ 4] get into it, but everybody I talked to seemed to  
 [ 5] think that that -- that dollar value was  
 [ 6] certainly adequate for developing the plan. It  
 [ 7] doesn't begin to address how we solve the problem  
 [ 8] once it's been identified.  
 [ 9] But in any case, I don't envision that  
 [10] being -- that would be more of an operational  
 [11] item than it would be a capital item when it came  
 [12] down to mitigation.  
 [13] Additional T-hangars from the south hangar  
 [14] area, two additional T-hangars, and this largely  
 [15] becomes the project we just talked about when we  
 [16] were talking about item, what was it -- for  
 [17] Hangar D-5 a few minutes ago -- would replace  
 [18] three rows of port-a-port units individuals with  
 [19] two rows of two 12-unit T-hangars in the South  
 [20] Hangar.  
 [21] Additional land acquisition in Araquay Park,  
 [22] provide some additional infrastructure -- or  
 [23] hangars, I'm sorry -- related to, again, the  
 [24] south -- south side area. And it also looks at  
 [25] the Industrial Park Infrastructure, begins some

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[ 1] helicopter operations. And frankly, as  
 [ 2] constrained as we are with property internal of  
 [ 3] the airport and the operational issues that  
 [ 4] surround both types of aircraft, it warrants  
 [ 5] taking a look at in the next few years as to  
 [ 6] whether a remote facility for that type of  
 [ 7] operation might make some sense. It also  
 [ 8] hopefully will tie into the Master Plan we visit  
 [ 9] in the same year.  
 [10] We look at relocating a segment of Hawkeye  
 [11] View Lane, which is the access road to the  
 [12] Grumman North 40 facility. That would at this  
 [13] point be tied also to finalizing a deal with the  
 [14] Gun Club for the purchase of, I think there's  
 [15] about 14 -- 14 to 18 acres, I think, that will  
 [16] fall out of there to facilitate that access  
 [17] through property that would have been owned by  
 [18] them.  
 [19] Safety area, again, we talked about another  
 [20] phase of that. Airport Master Plan would be in  
 [21] there.  
 [22] Additional land acquisition in Araquay Park,  
 [23] looking at a project to enclose a portion of  
 [24] airfield drainage, get it out of the open swale,  
 [25] wetland issues that we have, maintaining those



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[ 1] internal of the airport. It also allows a better  
[ 2] use for safety as those run parallel to the  
[ 3] runway, most of the runways out here. That  
[ 4] should be a high eligibility again with FAA when  
[ 5] we get to that point.

[ 6] And additional corporate hangars in the  
[ 7] eastside area would be identified in a different  
[ 8] development.

[ 9] The list, as you see, goes on and on, but  
[10] the total identified projects that we have based  
[11] on the Master Plan and projects in the short term  
[12] that we do know of indicates an ongoing capital  
[13] development need over the 20 years that this --  
[14] this submittal looks at in excess of \$79 million  
[15] over 20 years.

[16] And you can see, breaking it out, you're  
[17] looking at a capital program on an annual basis  
[18] that ranges anywhere from about \$4 and a half  
[19] million all the way up to just under \$8 million  
[20] in projects, and those represent our best guesses  
[21] at this point.

[22] It's something we -- I think makes a lot of  
[23] sense to look at on an annual basis and look at  
[24] with great detail, you know, in one- or  
[25] two-year -- two-year looks for purposes of

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[ 1] direction and need and the like and budgeting and  
[ 2] accommodating that on the grant horizon.

[ 3] CHAIRMAN DAVIS: Okay.

[ 4] MR. WUELLNER: That's it in a nutshell. All  
[ 5] you've got to do is prioritize it all.

[ 6] CHAIRMAN DAVIS: Any questions, gentlemen?  
[ 7] Comments?

[ 8] MR. ROSE: I've got --

[ 9] MR. WUELLNER: You can't -- you can't scream  
[10] and run away, so...

[11] CHAIRMAN DAVIS: Mr. Rose?

[12] MR. ROSE: You have the total project cost  
[13] listed. At what -- we break that down between  
[14] what, local funds and what is DOT funds.

[15] MR. WUELLNER: Okay.

[16] MR. ROSE: Do you have any idea how this  
[17] affects our budget in coming years and our  
[18] ability to follow the -- the guidelines? And I  
[19] think we've generally agreed on that we wanted to  
[20] try to keep reducing the millage that we charge.

[21] MR. WUELLNER: Based on funding programs  
[22] that are out there, I'm at this point reasonably  
[23] optimistic that the worst-case scenario is  
[24] holding the millage where it is. That's the  
[25] absolute worst case based on these projects --

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[ 1] MR. ROSE: So, you see that we're within the  
[ 2] parameters of what -- of what we were talking  
[ 3] about?

[ 4] MR. WUELLNER: Absolutely.

[ 5] MR. ROSE: All right. One other question,  
[ 6] and maybe I missed it, but where is the ILS?

[ 7] MR. WUELLNER: It's a current-year project,  
[ 8] and this picks up --

[ 9] MR. ROSE: Okay.

[10] MR. WUELLNER: -- for purposes of planning  
[11] after July of this year --

[12] MR. ROSE: Gotcha.

[13] MR. WUELLNER: It and the tower both, and --  
[14] and --

[15] MR. ROSE: Yeah.

[16] MR. WUELLNER: -- probably other things  
[17] you're aware, were under development or in  
[18] previous --

[19] CHAIRMAN DAVIS: Mr. Taylor?

[20] MR. TAYLOR: Ed, it appears that you're  
[21] asking us now to prioritize these, if I  
[22] understand what you've said.

[23] MR. WUELLNER: Well, certainly your  
[24] assistance in that process.

[25] MR. TAYLOR: Okay. It would seem logical to

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[ 1] me that a major portion of it, in addition to  
[ 2] what we would like to have next, is how the  
[ 3] funding mechanism works.

[ 4] And I think I would very much appreciate a  
[ 5] staff recommendation in light of needs and  
[ 6] probable funding access, rather than us just  
[ 7] begin to throw -- pick it -- pick it for myself.  
[ 8] I think I'd like a recommendation.

[ 9] MR. WUELLNER: I knew you'd say that. This  
[10] would be so easy with a crystal ball that worked.

[11] CHAIRMAN DAVIS: Ed --

[12] MR. WUELLNER: The biggest -- well, the  
[13] thing is, we've got to submit, even if it's just  
[14] our best hope, for at least next year, because  
[15] it -- it really impacts both budget and JACIP.

[16] In terms of priority, I mean, yes, we could  
[17] establish what we believe that and submit it with  
[18] knowing full well you have the opportunity to  
[19] look at it again and again and again and adjust  
[20] those priorities on a year-to-year basis, and  
[21] maybe that's the vehicle, you know, or the method  
[22] to do it.

[23] Maybe if we just focused on this first year,  
[24] this 2000/2001, which brings us through October  
[25] of 2001, for our purposes, as well as July of

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[ 1] 2001 for FDOT purposes, identify projects we can  
 [ 2] take our best guess as to where they would  
 [ 3] prioritize in terms of grant assistance, and then  
 [ 4] just sort of -- you know, we could even bring  
 [ 5] back to you priorities that we submitted for  
 [ 6] other years out here, and you'd have the  
 [ 7] opportunity to review those again.

[ 8] I don't think we can submit twice in a year,  
 [ 9] but as we go to next -- into next year, we'd have  
 [10] the input in place to do multiple years from then  
 [11] on.

[12] The first time going through this is -- you  
 [13] know, is going to be the worst, as you can see.  
 [14] In future years, you're just kind of adding a  
 [15] year to the end of the cycle, and if you like the  
 [16] priorities that were there and no major changes,  
 [17] it's a fairly simple process.

[18] We've tried to -- you know, in fairness,  
 [19] we've -- just because you don't think -- I just  
 [20] don't want you to think we were trying to  
 [21] overwhelm you, but we tried doing this on two  
 [22] other occasions with this board and were met with  
 [23] about the same five blank stares with, "You're  
 [24] kidding me, right?" And it kind of got shoved  
 [25] off and said, "Just -- just kind of deal with

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[ 1] it," and we have, but...

[ 2] MR. ROSE: Are we going to have a test on  
 [ 3] the lecture you gave?

[ 4] MR. WUELLNER: I promise, no -- no details  
 [ 5] are required.

[ 6] MR. ROSE: Is it multiple choice, I hope?  
 [ 7] Mr. Chairman, can I add --

[ 8] CHAIRMAN DAVIS: Mr. Rose?  
 [ 9] MR. ROSE: The way I -- in listening to your  
 [10] presentation and seeing what you have here, I  
 [11] have the feeling that everything that I see in  
 [12] these -- these three years are needs that we have  
 [13] identified and we feel are important to the  
 [14] future of this airport.

[15] MR. WUELLNER: Correct.

[16] MR. ROSE: Now, the way I look at a plan  
 [17] like that, as long as whatever we do chips away  
 [18] at the total need, then we're on the right track.

[19] We may do something that's in the third year  
 [20] here; we may do it in the first year for one  
 [21] reason or another, and that's okay as long as  
 [22] what we do is on this -- is on this list.

[23] I find it hard to -- to come down and say,  
 [24] "Okay, what is the most important project and  
 [25] what is priority one?" I really don't know.

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[ 1] I -- I have to depend on your --

[ 2] MR. WUELLNER: You're right.

[ 3] MR. ROSE: -- your staff recommendation.  
 [ 4] What I'm saying is I want to see that at -- that  
 [ 5] when we select projects to -- to embark on, that  
 [ 6] they're on this list, you know, so we're chipping  
 [ 7] away at the -- at the total problem.

[ 8] MR. WUELLNER: Okay. I think you're correct  
 [ 9] in the dynamics of the whole thing. There are --  
 [10] they're some incredibly complicated and confusing  
 [11] to those that do it every day --

[12] MR. ROSE: Yeah.

[13] MR. WUELLNER: -- the matrix that FAA uses  
 [14] in establishing where they're going to put their  
 [15] money. Just because we think it's a high  
 [16] priority, it may not plug --

[17] MR. ROSE: Right.

[18] MR. WUELLNER: -- directly into theirs very  
 [19] well.

[20] MR. ROSE: So, you've got to negotiate those  
 [21] things out.

[22] MR. WUELLNER: So, we go -- we go and try  
 [23] and do our best job of justifying those so we get  
 [24] a dollar.

[25] DOT's less rigid in their -- in their

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[ 1] project needs, but they're getting to the point  
 [ 2] where they're going to be less involved or trying  
 [ 3] to -- fewer dollars to throw into projects, so  
 [ 4] we're going to get -- it's a fair chance in  
 [ 5] future years that while we may present a \$7  
 [ 6] million grant program to DOT, they may not be  
 [ 7] able to help us but with two-thirds of it or --  
 [ 8] or some other number.

[ 9] And, you know, that dynamic is yet to  
 [10] develop. It's -- you know, all we can do is ask  
 [11] for a Cadillac and see what model we end up with  
 [12] later on.

[13] But in terms of development and where we're  
 [14] going, you know, I think we're consistent in our  
 [15] application of projects. We may -- may have  
 [16] delays as they come down the pike because of  
 [17] funding or whatever.

[18] There may be projects you'll elect to do  
 [19] entirely within the -- the resources of the  
 [20] Authority because the outlook for funds isn't  
 [21] great for a particular project and the need is  
 [22] great. Those can be looked at on a case-by-case  
 [23] basis. And I think that's appropriate at the  
 [24] time we go into budget, or even now, for the  
 [25] purposes of next year's budget.

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[ 1] But we -- we have little concern that all  
 [ 2] the projects are needed. The question now  
 [ 3] relates to who all's paying for them and the  
 [ 4] likelihood of that happening.  
 [ 5] CHAIRMAN DAVIS: Mr. Taylor?  
 [ 6] MR. TAYLOR: Mr. Chairman, would it be  
 [ 7] acceptable for us to move toward a motion that we  
 [ 8] accept the items in the list and direct Staff to  
 [ 9] make the selections as they deem appropriate in  
 [10] consideration of what is most important and what  
 [11] is most opportune for success with funding?  
 [12] CHAIRMAN DAVIS: You have a right to that  
 [13] motion.  
 [14] MR. TAYLOR: Then I'd like to make that  
 [15] motion.  
 [16] MR. ROSE: I second that motion.  
 [17] CHAIRMAN DAVIS: Second, Mr. Rose? Any  
 [18] discussion, gentlemen?  
 [19] MR. WUELLNER: He's looking at me like I'm  
 [20] going to make it.  
 [21] CHAIRMAN DAVIS: Discussion, gentlemen?  
 [22] MR. LASSITER: Yeah.  
 [23] CHAIRMAN DAVIS: Mr. Lassiter?  
 [24] MR. LASSITER: Before we go in, jump into  
 [25] this thing -- again, I sat here and listened to

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[ 1] MR. WUELLNER: -- that may still do that,  
 [ 2] but --  
 [ 3] MR. TAYLOR: -- would it be reasonable,  
 [ 4] then, to allow each Authority member about two  
 [ 5] weeks to come visit Ed with any concerns they  
 [ 6] have, and if it truly alters this list, we have  
 [ 7] to call a special meeting, we'll do so?  
 [ 8] MR. WUELLNER: I -- maybe for expedience, we  
 [ 9] could develop and get out to you in the next  
 [10] couple of days a -- our priority list as we see  
 [11] it from the staff, get that out to you so you  
 [12] have something to look at that we're thinking,  
 [13] and then if you have comments or input related to  
 [14] how we've established the projects, if they don't  
 [15] match what you think ought to be, you know, as an  
 [16] individual, you can contact me.  
 [17] If there's, you know, a significant issue  
 [18] that we can't discuss through that, you know, I  
 [19] can't explain adequately to your -- to your  
 [20] satisfaction, then we'll proceed down, you know,  
 [21] looking at either a special meeting or -- or even  
 [22] just submitting the thing late and taking our  
 [23] lumps with it, you know. We do meet on the --  
 [24] what, 22nd?  
 [25] MR. ROSE: 20th.

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[ 1] Ed's shall we say "recap" of the list.  
 [ 2] I -- I would like to get a little higher  
 [ 3] degree of comfort level on these projects as  
 [ 4] listed here, and I think that's going to take for  
 [ 5] me to sit down on a one-to-one basis with Ed,  
 [ 6] instead of sitting here trying to look at the map  
 [ 7] when he's saying the south end and trying -- and  
 [ 8] then -- and I trust Ed and his staff explicitly,  
 [ 9] but I think that I need a better education level  
 [10] before we say, "Okay, go prioritize and then go  
 [11] for it."  
 [12] MR. TAYLOR: We're in discussion?  
 [13] CHAIRMAN DAVIS: Yes. Okay. Mr. Taylor?  
 [14] MR. TAYLOR: Ed, how much time do we have  
 [15] for these numbers 1 through -- somebody put on  
 [16] here?  
 [17] MR. WUELLNER: We got the infor -- the DO --  
 [18] the disk from DOT that needs -- on February 22nd.  
 [19] It's due in their office on March 15th, which for  
 [20] purposes of putting projects in and attempting a  
 [21] priority, that's why I'm saying, your point of  
 [22] most impact is in what we're looking for next  
 [23] year in DOT. You know --  
 [24] MR. TAYLOR: Well, Mr. Chairman, then let me  
 [25] ask --

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[ 1] MR. WUELLNER: 20th? That's less than a  
 [ 2] week after it would be due. We could perhaps  
 [ 3] even solicit the ability to have one more week  
 [ 4] with it.  
 [ 5] CHAIRMAN DAVIS: Okay. Mr. Lassiter?  
 [ 6] MR. LASSITER: Ed, in -- in the back of my  
 [ 7] memory banks, there's a section we were talking  
 [ 8] about, if you go in and apply for these grants,  
 [ 9] and you're granted the money and then you do not  
 [10] do the project, does that penalize you in the  
 [11] future? I think there was something that you  
 [12] referred to some places that do that and --  
 [13] MR. WUELLNER: Not directly, but part of --  
 [14] part of the ability to get the funds from DOT is  
 [15] the -- you know, is to have a list that's  
 [16] accurately submitted to DOT and that you act upon  
 [17] when you get it.  
 [18] One of the things that -- I'm getting down  
 [19] to people involved, but one of the things -- the  
 [20] dynamics in there is how well you are able as an  
 [21] entity to open grant projects and close them  
 [22] in -- in an expedited manner.  
 [23] It -- it -- what makes the performance of  
 [24] your district DOT people look good because  
 [25] they've built a meaningful program that -- that

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[ 1] that community's willing to go out and do, versus  
[ 2] just committing grant funds to projects that the  
[ 3] agency really hasn't made up its mind about, and  
[ 4] they end up sitting on them for multiple years.

[ 5] It really hurts the entire district as well  
[ 6] as the state when -- and it's been a problem in  
[ 7] the past, not with us, but it has been at many  
[ 8] airports, especially small airports, where they  
[ 9] decide they want 12 T-hangers, they go out and  
[10] get half the money from DOT, tie it up. That  
[11] makes it committed at DOT, and it sits there for  
[12] four, five, six years, and then they end up  
[13] giving it back anyway.

[14] MR. LASSITER: If you move these funds in  
[15] for request, and next month or the month after,  
[16] can you remove them for consideration without any  
[17] penalty?

[18] MR. WUELLNER: Yeah. On an annual basis,  
[19] we -- we can make requests to the work program  
[20] that -- that's adopted annually by the  
[21] legislature.

[22] That's done in the fall, if I'm not  
[23] mistaken, like in a September-October time line,  
[24] where you can make or request amendments within  
[25] the funding available at DOT in the -- for the

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[ 1] next year.

[ 2] MR. LASSITER: I guess what I'm saying is,  
[ 3] if -- if you put this list in because of your  
[ 4] March 15th deadline, and we come back and say,  
[ 5] "Well, you know, we need to really dump that down  
[ 6] two or three levels and we really should do it,"  
[ 7] April 15th, can you call them up and say, "Would  
[ 8] you please delete item number 4 from our list?"

[ 9] And does that penalize you, in your opinion,  
[10] dealing with these people over here if we do it  
[11] in a -- what I'm trying to get at, very simply,  
[12] is to put the list in instead of taking the  
[13] chance that we would delay on the 20th, let's  
[14] say, in referring to something, an action we did  
[15] earlier, we missed the deadline.

[16] And to penalize ourselves, would it be better  
[17] off for us to go ahead and put the full list in  
[18] with -- with that and be able to call them up and  
[19] say, you know, we're -- we've decided that --  
[20] "Reviewing this again, we've decided this is not  
[21] something we want to do?"

[22] MR. WUELLNER: For -- for practical  
[23] purposes, you're -- you're more or less locked in  
[24] already in the 2000/2001, because the  
[25] legislature's going to take and adopt a work

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[ 1] program as a part of their session coming up here  
[ 2] at another week or ten days.

[ 3] By the time that's all done, they'll have  
[ 4] adopted a work program, that if your project's  
[ 5] not on the list -- and it would already be on the  
[ 6] list; there's no way to add a project as such  
[ 7] right now -- you're good -- they're allocating  
[ 8] the funds and agreeing to the projects from a  
[ 9] legislative point of view through July -- well,  
[10] June 30th of the year 2001.

[11] We have until October of this year to make  
[12] any program amendments before the period 2001  
[13] through 2002. So, there's some flexibility.

[14] You're basically, on this one sheet, the  
[15] single sheet of the other attachments, you are  
[16] basically seeing the projects that are programmed  
[17] for next year. And that's -- that's the extent  
[18] of what's in there and funded on a DOT side.  
[19] That -- we have some latitude related to --

[20] CHAIRMAN DAVIS: Mr. Taylor?

[21] MR. TAYLOR: Mr. Chairman, it seems to me  
[22] then that if these are already identified, that  
[23] the priority is not that critical, because you're  
[24] going to try to make it happen the best way you  
[25] possibly can, so I'm not sure we need to be

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[ 1] concerned about it.

[ 2] MR. WUELLNER: Well, there's --

[ 3] MR. TAYLOR: If we are --

[ 4] MR. WUELLNER: -- some serious begging, yes.

[ 5] MR. TAYLOR: If we are, I'd like to say that  
[ 6] I truly believe that some of the success we've  
[ 7] enjoyed is their perception of the  
[ 8] professionalism of our staff and the decisiveness  
[ 9] of this board, and I don't want to do anything to  
[10] damage that.

[11] So, if it needs to come back to us, I'd  
[12] recommend we move our meeting to March 13th, if  
[13] we have to have another one, so that it can be  
[14] there on time.

[15] But I -- I have a feeling you can -- Staff  
[16] can put the numbers in priority. You're going to  
[17] execute it in the manner that works best, anyway.

[18] CHAIRMAN DAVIS: Any further comment,  
[19] gentlemen?

[20] (No comment.)

[21] CHAIRMAN DAVIS: We do have a motion on the  
[22] floor and a second.

[23] MR. WUELLNER: I think Bryan had.

[24] CHAIRMAN DAVIS: Bryan? Go ahead.

[25] MR. COOPER: I -- I just wanted to make one

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[ 1] comment about, even though a lot of these things  
 [ 2] are already in that work program, in reality,  
 [ 3] what's going to happen is they're not -- they're  
 [ 4] probably not going to fund all of these projects,  
 [ 5] and they're going to fund the ones that have the  
 [ 6] highest priority that we put on it.

[ 7] So, if we have eight projects in here, and  
 [ 8] we say, "This one's number one, this one's number  
 [ 9] eight," it's unlikely that they're going to fund  
 [10] number eight the way their funds are looking  
 [11] right now. And so, next year we might take  
 [12] number eight and move it up to a much higher  
 [13] priority in the following year.

[14] CHAIRMAN DAVIS: Mr. Taylor?

[15] MR. TAYLOR: Then, Mr. Chairman, would you  
 [16] consider us moving our next meeting to March the  
 [17] 13th as a board?

[18] MR. WUELLNER: That's entirely up -- up to  
 [19] you guys; but, I mean, in terms of -- it does not  
 [20] require Board action, you know, just to be up  
 [21] front about it.

[22] I mean, we can make -- as we were saying,  
 [23] you know, 2000/2001, is largely in place, other  
 [24] than what we can, lack of better terms, cajole  
 [25] our district into including as a project name

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[ 1] under another one or something else, amending the  
 [ 2] grant title or something when we get into the  
 [ 3] process, which is -- depends on who's there  
 [ 4] smiling or not.

[ 5] MR. TAYLOR: Then --

[ 6] CHAIRMAN DAVIS: Mr. Taylor?

[ 7] MR. TAYLOR: I know I seem to have said a  
 [ 8] lot, but let me bring it then back to this point.  
 [ 9] I like what Ed said about him -- the staff  
 [10] prioritizing and making us aware of that within a  
 [11] few days.

[12] I think that if we -- each board member's  
 [13] got to come to you individually, because of  
 [14] sunshine --

[15] MR. WUELLNER: Absolutely.

[16] MR. TAYLOR: -- we can't -- can't come to  
 [17] you together. If a board member has a problem,  
 [18] then let's decide whether we need to have an  
 [19] early meeting or what we have to do. But that  
 [20] way, each board member has a chance to come and  
 [21] make sure they're comfortable with what you've  
 [22] done.

[23] CHAIRMAN DAVIS: All right. Mr. Taylor?  
 [24] Mr. Lassiter?

[25] MR. LASSITER: I just -- I think that what

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[ 1] you've said then is, shall we say, the wiggle  
 [ 2] room that we would -- I was thinking that we had,  
 [ 3] we don't have, except in prioritizing the  
 [ 4] different projects.

[ 5] And having said that, then we need to make  
 [ 6] our deadline, keep our meeting probably on,  
 [ 7] unless someone has a very serious problem with  
 [ 8] this, and then as you said, deliver your priority  
 [ 9] to us, our listing, and then if we have  
 [10] questions, to join you on that.

[11] MR. WUELLNER: We can certainly adjust the  
 [12] priority of projects from 2001 on out, all the  
 [13] way through October of this year.

[14] MR. LASSITER: And I think this is kind of  
 [15] the process that we were talking about earlier  
 [16] when we -- on the millage, where we got slammed  
 [17] with that.

[18] Now, this is pretty well the next phase,  
 [19] which is pretty well locked in, but not hard  
 [20] locked in. And our flexibility really is out in  
 [21] the next year --

[22] MR. WUELLNER: Correct.

[23] MR. LASSITER: -- for this Board to really  
 [24] look at.

[25] And if it's a rolling progression of the

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[ 1] ability to have that input early enough without  
 [ 2] you stressing to get deadlines and to get  
 [ 3] projects to these different entities, then --  
 [ 4] then so be it; we'll work that way. But we  
 [ 5] just -- we're up against the gun here on this  
 [ 6] one, and it's already pretty well locked in.

[ 7] MR. WUELLNER: Kind of first-year blues, so  
 [ 8] to speak, in bringing it here.

[ 9] CHAIRMAN DAVIS: Anything else, gentlemen?

[10] MR. WUELLNER: Do you want -- I'm sorry. Do  
 [11] you want to -- I guess as you've continued to  
 [12] decide what -- the direction you're going, but I  
 [13] think you need to be clear that either  
 [14] individually or -- or what, that if you decide to  
 [15] have a meeting or there's enough confusion in  
 [16] what we sent you that you feel like you need to  
 [17] come together and talk, that -- that needs to be  
 [18] some agreement unilaterally that any one of you  
 [19] that experiences that level of stress, we're all  
 [20] in agreement we'll have that meeting.

[21] In theory, that authority rests with the  
 [22] Chairman, not with any -- any of you as  
 [23] individuals otherwise. So, I -- I think it needs  
 [24] to be well understood that we all agree if one of  
 [25] us has problems with it, that that constitutes a

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[ 1] reason to go ahead and call the special meeting,  
 [ 2] if that's the direction you choose to go, if you  
 [ 3] want to even have that.  
 [ 4] CHAIRMAN DAVIS: That is agreed. If any of  
 [ 5] you have any problems after he sends you the  
 [ 6] priority list, have him to contact me, and I will  
 [ 7] call a special meeting, and keeping in mind,  
 [ 8] gentlemen, that we have to publish, is it three  
 [ 9] days, Donna?  
 [10] MS. GLASSER: I would need -- the  
 [11] publication has to be in the paper Friday before  
 [12] the Monday meeting --  
 [13] CHAIRMAN DAVIS: Okay.  
 [14] MS. GLASSER: -- and I have to send that  
 [15] information to The Record on the Tuesday before  
 [16] that. So, it's almost a week lead time.  
 [17] CHAIRMAN DAVIS: All right. We have a time  
 [18] frame that we have to publicize it, so be sure  
 [19] and let me know.  
 [20] MR. TAYLOR: Mr. Chairman?  
 [21] CHAIRMAN DAVIS: Mr. Taylor?  
 [22] MR. TAYLOR: I believe my understanding, you  
 [23] would -- I may have a complaint, but you truly  
 [24] have the discretion as to whether to call a  
 [25] meeting or not.

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[ 1] MR. HARVEY: Hmm?  
 [ 2] MR. WUELLNER: Ideally.  
 [ 3] MR. HARVEY: I know, and that's what you're  
 [ 4] trying to get. What are you going to do about  
 [ 5] the water where it -- where the canal crosses  
 [ 6] part of the runway?  
 [ 7] MR. WUELLNER: That ends up being a function  
 [ 8] of what we work out with the environmental  
 [ 9] permits, which you know is no easy --  
 [10] MR. HARVEY: You know, we -- those of us who  
 [11] live on that creek have riparian rights, and I  
 [12] don't believe they can be taken away. Am I  
 [13] right? You can ask your attorney that.  
 [14] MR. WUELLNER: I am not familiar with all  
 [15] the details of what exists or not, but I -- I  
 [16] know that preliminary discussions of that  
 [17] direction were held with the Water Management  
 [18] agencies and they didn't think that that part of  
 [19] it was an issue.  
 [20] MR. HARVEY: Well, riparian rights, if I'm  
 [21] correct, cannot be taken away like that. Am I  
 [22] right?  
 [23] MS. BARTIN: Chairman?  
 [24] CHAIRMAN DAVIS: Go ahead.  
 [25] MS. BARTIN: First of all, we'd have to take

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[ 1] CHAIRMAN DAVIS: Yes.  
 [ 2] MR. TAYLOR: Fine.  
 [ 3] MR. WUELLNER: I -- just -- just so you're  
 [ 4] aware, you -- there's an area that gets squirrely  
 [ 5] on the issue of government in the sunshine.  
 [ 6] If indeed one of you has that complaint, I  
 [ 7] want to make sure you're perfectly clear that I  
 [ 8] cannot communicate and will not communicate the  
 [ 9] nature of your problem with that, just simply  
 [10] that the request is made for a meeting. I don't  
 [11] think that in itself violates anything.  
 [12] CHAIRMAN DAVIS: No, it doesn't.  
 [13] MR. WUELLNER: But I cannot discuss why or  
 [14] who made it or anything else. That has to be  
 [15] done here.  
 [16] CHAIRMAN DAVIS: With the motion on the  
 [17] floor, gentlemen --  
 [18] MR. HARVEY: Public comment?  
 [19] CHAIRMAN DAVIS: Comment?  
 [20] MR. HARVEY: Public comment first?  
 [21] My name is Mel Harvey. I'd just like to get  
 [22] something straight. I think I heard you right.  
 [23] You wanted to extend on the south end of the  
 [24] runway 800 feet out in the marsh?  
 [25] MR. WUELLNER: Ideally.

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[ 1] a look at how your title reads to determine --  
 [ 2] MR. HARVEY: It reads "riparian rights."  
 [ 3] MS. BARTIN: Okay. And the second thing  
 [ 4] would be, if they do pursue a permit to do this  
 [ 5] work, to extend the -- the runway, the agencies  
 [ 6] would notify you, and if there were any problems  
 [ 7] associated with that, you would have a right and  
 [ 8] opportunity to present your -- your argument  
 [ 9] there.  
 [10] MR. HARVEY: Well, I already called the  
 [11] environmentalists in Jacksonville, and they said  
 [12] you can -- you can request it. You can request.  
 [13] MR. WUELLNER: Absolutely. We -- there's no  
 [14] guarantee in any of that, any of our --  
 [15] MR. HARVEY: And I'd like to have a list of  
 [16] those projects, please. Thank you.  
 [17] CHAIRMAN DAVIS: Thank you, Mr. Harvey.  
 [18] Anyone else? Mr. Ciriello?  
 [19] MR. CIRIELLO: Go ahead.  
 [20] CHAIRMAN DAVIS: Excuse me. Mr. Weaver.  
 [21] MR. CIRIELLO: I'll go after you. Go ahead,  
 [22] Dick.  
 [23] MR. WEAVER: Quick item. On your DOT list,  
 [24] you have a wash rack, and you don't have it on  
 [25] the main list. Was that just an omission, or is

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[ 1] it --

[ 2] MR. WUELLNER: If my memory's correct, our

[ 3] discussions with DOT, they had a preference to

[ 4] include it as a part of another project --

[ 5] MR. WEAVER: Okay.

[ 6] MR. WUELLNER: -- versus a stand-alone,

[ 7] because of the value that we were estimating was

[ 8] fairly small to do that.

[ 9] MR. WEAVER: Is it fairly high on the list?

[10] MR. WUELLNER: To be honest, I don't even

[11] know where we intended to attach it, but I would

[12] suspect we could append it to the infrastructure

[13] on South Hangar Phase II as being a likely

[14] location for it.

[15] MR. WEAVER: Okay.

[16] MR. WUELLNER: If you recall the engineering

[17] we did for the access, T-hangar access road

[18] project out here included the engineering in

[19] terms of developing the water retention system

[20] that included the runoff from a projected

[21] facility, so a large -- some of the actual

[22] construction work toward that wash rack has

[23] already been accomplished. It's --

[24] MR. WEAVER: I guess I'll just tell the

[25] Board the concern is that the new construction on

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[ 1] for high tide or low tide. So, I'm not saying

[ 2] that needs to be done this year or next year, but

[ 3] I would like to see it remain on the list and try

[ 4] to be a higher priority. Thank you.

[ 5] CHAIRMAN DAVIS: Thank you, Mr. Weaver.

[ 6] Mr. Ciriello?

[ 7] MR. CIRIELLO: Joe Ciriello. I've got a

[ 8] opinion to give Mr. Rose on a question he asked.

[ 9] And it's only that, and I want you to understand

[10] it has nothing to do with any of you people.

[11] But the way this airport is structured,

[12] because of the state legislature, you know,

[13] making it up years and years ago, this airport

[14] will never, under its current way it's being

[15] operated, ever pay for itself.

[16] Now, you can sit there, any of you, and

[17] think that it will, but every year I get your

[18] budget, I go through -- I don't go through like

[19] you guys do and make it come out and balance.

[20] I take down off the budget that you have the

[21] expenditures that you list, and then I take your

[22] income that you list, and I add them together.

[23] And that's leaving the ad valorem tax out, that's

[24] leaving all this money out that the government

[25] gives you.

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[ 1] our ramp is going to be in the area where the

[ 2] only public wash rack is at -- at now.

[ 3] MR. WUELLNER: Exactly.

[ 4] MR. WEAVER: So, it will make it very

[ 5] complicated. So, that's our concern.

[ 6] MR. WUELLNER: I'm -- I'm comfortable we'll

[ 7] be at a -- that will be in place before that

[ 8] enters into construction. We can expedite that

[ 9] way.

[10] MR. WEAVER: And the only other point or

[11] thing I want to bring up, is I discussed this

[12] with Ed earlier today, but we don't have a lot of

[13] seaplanes using our facility, but we do have

[14] seaplanes using our facility, and I would like to

[15] see the Board continue to move forward into some

[16] docking facility.

[17] I've been doing a very informal poll of the

[18] pilots that come in, and they say if there was a

[19] better facility where they could actually dock

[20] their airplane without worrying about it being

[21] stranded or cut by oysters, the usage would go up

[22] dramatically. And I think that's a true

[23] statement.

[24] Right now, it's extremely dangerous, and

[25] airplanes get stranded and pilots have to wait

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[ 1] Just the daily expenses of the running the

[ 2] airport and the income, you're always a couple of

[ 3] hundred to \$240,000 short. You're spending that

[ 4] much more.

[ 5] And as long as this airport is doing

[ 6] things -- which I'm not saying you shouldn't in

[ 7] some cases, but as long as you're doing things

[ 8] that absolutely brings no money in, revenue to

[ 9] you guys, it's never going to pay for itself and

[10] you're always going to need taxes to subsidize

[11] it.

[12] Now, that having been said, I need a couple

[13] of questions here of Ed. On that south end that

[14] Mr. Harvey was talking about, is any of that

[15] area, not the Intracoastal, but is any of that

[16] small area affected by tide?

[17] MR. WUELLNER: All of it.

[18] MR. CIRIELLO: Well, I mean, the reason I

[19] asked, I think when you started talking about it,

[20] you said like the first year you wanted to take

[21] 800 and some foot and fill it in with a lot of

[22] fill dirt and everything, and then the following

[23] year, pave it for the extended runway and the

[24] taxiway.

[25] MR. WUELLNER: There's no paving involved in

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[ 1] what we're talking about, other than --

[ 2] MR. CIRIELLO: But I thought you said in the

[ 3] second year or so, you wanted to eventually pave

[ 4] it.

[ 5] MR. WUELLNER: No. No, we're not paving it.

[ 6] It would just be -- create an earth berm, for the

[ 7] lack of better terms.

[ 8] MR. CIRIELLO: All right. Okay. Then you

[ 9] say there was -- there are tides affect it.

[10] Wouldn't it -- wouldn't they eventually be washed

[11] out like the beach, the dirt?

[12] MR. WUELLNER: That's a part of what we go

[13] through in the environmental process, is to

[14] construct it such that that impact's minimized.

[15] That's one of the things in the design process.

[16] MR. CIRIELLO: Well, I think it was a few

[17] years ago. Time goes by so fast when you get to

[18] be my age, it's hard to tell.

[19] But at one point, I know that when I worked

[20] at Grumman, that they used to, well, not really

[21] complain, but say that when they put out bids for

[22] contracts, that the government stipulates how

[23] much area they need for runways. And at the

[24] time, Grumman was talking about an 8,000 foot

[25] runway, and if they didn't have that, they

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[ 1] MR. WUELLNER: Yes, sir.

[ 2] MR. CIRIELLO: And you're still -- I know

[ 3] that in the original Master Plan, that you was

[ 4] talking about an industrial park and it would be

[ 5] over across U.S. 1, and that was with the idea

[ 6] the airport, when they come up with that plan,

[ 7] thinking that they was going to move U.S. 1 and

[ 8] the railroad. And I -- I doubt if that will ever

[ 9] happen.

[10] But are you still wanting to put that

[11] industrial park in there even with the road and

[12] the highway still there -- I mean, the railroad

[13] and the highway still there?

[14] MR. WUELLNER: The industrial park? I

[15] believe that's been the direction the Board's

[16] been heading.

[17] MR. CIRIELLO: I mean, if -- if you're not

[18] thinking that, why even think about allocating

[19] all of these millions of dollars for getting the

[20] property over there? But I'm not even in favor

[21] of getting Araquay Park if the people don't want

[22] to sell it.

[23] I -- I'm dead-set against eminent domain,

[24] period. I don't care if it's for the federal

[25] government, state government, or you guys; I just

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[ 1] couldn't bid on certain projects.

[ 2] And there was some talk about extending that

[ 3] runway. And I kind of agreed with the idea, but

[ 4] because of the -- the ecology and the problems

[ 5] you might run into of getting into that area and

[ 6] ruining the -- I don't guess you could fish in

[ 7] there, but the shellfish and things -- I wondered

[ 8] why you couldn't extend the runway with like a

[ 9] bridge or pylons, you know, just put some pylons

[10] in, extend the runway, and then the water and

[11] that could still go underneath.

[12] Of course, the first few years it'd probably

[13] be destroyed, but after that, the wildlife would

[14] come back in. Why that couldn't be feasible for

[15] extending that runway and rather than just piling

[16] up dirt to do something like that. I don't know

[17] how much difference the cost would be, but that's

[18] the thought that I was having there.

[19] The main thing that I want to ask you guys

[20] is, I see in this, for the first five years,

[21] you're still getting \$500,000 for land

[22] acquisition in Araquay Park and all, and then

[23] down here later, you still have Oak Grove quite a

[24] bit. Is that what's across the street, Oak

[25] Grove?

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[ 1] don't like it, and I never liked it ever since

[ 2] I've lived up in Pennsylvania. So, it's nothing

[ 3] personal against you guys.

[ 4] But my main question is: When you borrow

[ 5] money or you get say this \$500,000 for land

[ 6] acquisition, I know there's a formula, and I'm

[ 7] not sure if I remember it right. Do you have to

[ 8] pay back 75 percent of that, or 25 percent, I

[ 9] mean, and then you have a period of years to do

[10] that?

[11] MR. WUELLNER: It -- it really depends on

[12] how the grant is written with us. We have the

[13] option frequently of just doing a straight 50/50

[14] grant with Florida DOT and there's no repayment

[15] involved.

[16] Some of the earlier grants that this board

[17] accepted were 75/25 grants from Florida DOT,

[18] which required our repayment of 25 percent of

[19] the -- well, it ends up one-third of the original

[20] grant is returned to the State of Florida ten

[21] years later.

[22] MR. CIRIELLO: The reason I ask, because I

[23] know a few years before you people were all

[24] involved, the Board had done that. And then it

[25] come to a time that they was drawing up on their



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[ 1] deadline -- I think they got like a period of  
[ 2] years, two, three, or whatever, to pay it. And  
[ 3] for a number of years, they didn't pay it, and  
[ 4] all of a sudden, they had to pay this large sum  
[ 5] of their 25 percent, and it messed up their  
[ 6] budget.

[ 7] (Mr. Rose leaves the room.)

[ 8] MR. CIRIELLO: That's why I asked, if when  
[ 9] you borrow this money, if you have to pay back  
[10] the 25 percent which then means you have to  
[11] budget it.

[12] And if you're going to do that for X number  
[13] of years, like you have the first five years in a  
[14] row, then you have ten more years, this is more  
[15] money that's going to come out of your pocket  
[16] that's going to have to be paid back. And as  
[17] long as you're paying out more than you're  
[18] bringing in, you'll never get off the ad valorem  
[19] tax. Thank you.

[20] CHAIRMAN DAVIS: Thank you, Mr. Ciriello.

[21] MR. WUELLNER: If I could have a second.  
[22] The Airport Master Plan, we -- we have one in  
[23] here for about 2002/2003. See a line item there  
[24] for the Master Plan.

[25] And that -- it's important, that if you

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[ 1] didn't understand it already, that you do, that  
[ 2] years beyond the Master Plan development will  
[ 3] largely dictate what your capital program is.  
[ 4] It'll be identified as a part of that process in  
[ 5] great detail.

[ 6] And at that point, when you adopt a Master  
[ 7] Plan at some point, it will largely reflect what  
[ 8] your capital development program's going to be  
[ 9] over the 20 years after. So -- and it will be  
[10] revisited several times before you get through  
[11] that 20-year period.

[12] It's just -- it's an item you're going to  
[13] look at every five, seven years, somewhere along  
[14] that line, as to looking at your forecast and  
[15] development and continued use and interest in the  
[16] airport and taking a good fresh look at that time  
[17] as to what the development of the airport's  
[18] projected to be for a 20-year time line. So,  
[19] it's something that's constantly being revisited.

[20] And -- and while we have developed a capital  
[21] program based on the currently approved Master  
[22] Plan, which is a 1996 document, likely beyond the  
[23] year 2002/2003, it -- it will be based entirely  
[24] on a document developed then, not the document  
[25] that's out there.

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[ 1] So, the capital program with projects like  
[ 2] Mr. Ciriello's talking about, those projects will  
[ 3] come in and out of the budget and in way out  
[ 4] future years -- I say "budget," but in this  
[ 5] program in future years, based on what the  
[ 6] general direction of the airport is as it's  
[ 7] revisited every fifth year -- or every five to  
[ 8] seven years in the Master Plan update.

[ 9] So, don't -- I tend not to get awfully  
[10] concerned with what's out in the out, out, out  
[11] years, because it's going to change, likely to  
[12] change several times before you ever get to those  
[13] years. And it will be much more in focus of what  
[14] the needs are as you get out there. It's  
[15] impossible.

[16] I can't tell you a single airport in the  
[17] State of Florida that ever envisioned, you know,  
[18] accurately what's going to happen in 20 years  
[19] from the day they started the Master Plan. It  
[20] just doesn't happen.

[21] CHAIRMAN DAVIS: Any more public comment on  
[22] capital improvement program?

[23] (No public comment.)

[24] CHAIRMAN DAVIS: We still have one motion on  
[25] the floor that hasn't been seconded, about Ed

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[ 1] compiling the list of priorities on our project  
[ 2] list and giving it to each individual so that we  
[ 3] can determine whether one individual is  
[ 4] uncomfortable and he can notify me and we can  
[ 5] call a meeting. Is there any other questions on  
[ 6] that motion?

[ 7] (No questions.)

[ 8] CHAIRMAN DAVIS: If not, I will -- all in  
[ 9] favor of that motion of him making that list,  
[10] priority list, and sending it to each member, and  
[11] I have the determination of calling the board  
[12] meeting if one person is uncomfortable, signify  
[13] by aye.

[14] MR. TAYLOR: Aye.

[15] MR. LASSITER: Aye.

[16] MR. WATTS: Aye.

[17] CHAIRMAN DAVIS: Aye. And opposed?

[18] (No opposition.)

[19] CHAIRMAN DAVIS: Ed, do the list, please.

[20] MR. WUELLNER: I -- I did have one more item  
[21] I need direction for.

[22] Based on discussions I've had and maybe, if  
[23] necessary, Don Ramdass is here with IS -- ICF  
[24] Kaiser -- ICS -- ICF Kaiser, but we've recently  
[25] been in contact with FAA regarding the tower, and

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[ 1] it appears they're through the determination of  
 [ 2] the benefit cost analysis that they go through  
 [ 3] determining whether it's eligible to be in the  
 [ 4] Contract Tower Program, and we did, by all means,  
 [ 5] very well in that.

[ 6] What we're up against right now is, the  
 [ 7] holdup at the federal side and legislation tied  
 [ 8] to the AIP program, as a part of that process is  
 [ 9] holding, lack of better terms, the Contract Tower  
 [10] Program hostage because of overall budget  
 [11] implications of the Airport Improvement Program.

[12] That's -- those of you that follow the  
 [13] details of that, it's in conference in the House  
 [14] and Senate right now, is likely to -- indications  
 [15] this afternoon even were that they may resolve  
 [16] this in early March, the way it's heading. But  
 [17] in any case, it's -- it's tied up in that.

[18] (Mr. Rose reenters the room.)

[19] MR. WUELLNER: While we're eligible and are  
 [20] likely to have it funded, it's somewhat  
 [21] contingent on that piece of legislation for the  
 [22] operating side only.

[23] What I'd like you to consider is perhaps  
 [24] letting us move ahead with the development -- the  
 [25] advertisements, solicitation for firms to do the

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[ 1] design phase at least of the tower so that we  
 [ 2] don't waste perhaps six or nine months just  
 [ 3] sitting.

[ 4] We can move through the design process. We  
 [ 5] can come back and discuss construction if it  
 [ 6] weren't in place at that time. But rather than  
 [ 7] just stand here and mark time until that  
 [ 8] legislation passes, you know, it would be my  
 [ 9] intent to just -- to get the thing off of dead  
 [10] center and get going toward the tower facility  
 [11] itself, the capital side of it, versus the  
 [12] operating costs, which I'm very comfortable is  
 [13] going to work itself out. It's just a matter  
 [14] of -- it may be next month; it may be six months.  
 [15] But in any case, we won't be ready for it,  
 [16] anyway, from a physical side.

[17] I think we're looking -- you know, we're  
 [18] looking at 12 to 18 months for operation of it,  
 [19] being even in a position to operate it. And I'm  
 [20] quite comfortable we have some decisions that are  
 [21] made long before then as to the cost of operating  
 [22] it. So, I throw that out for your consideration.

[23] CHAIRMAN DAVIS: Gentlemen, any comment?  
 [24] Mr. Lassiter?

[25] MR. LASSITER: Are you just asking us to

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[ 1] authorize you to proceed with the RFPs and the --

[ 2] MR. WUELLNER: Correct.

[ 3] MR. LASSITER: -- the paperwork and all  
 [ 4] that?

[ 5] MR. WUELLNER: You would have to go through  
 [ 6] the normal solicitation process to select a firm.  
 [ 7] I mean, we're conservatively 60 to 90 days away  
 [ 8] from spending a penny on it.

[ 9] It's -- we've got to go out, advertise,  
 [10] bring those firms together, either the  
 [11] proposals -- they'll be -- you'll get copies of  
 [12] all those. You'll meet and make a decision as to  
 [13] what firms you want to interview for that work,  
 [14] eventually making a decision on a firm to move  
 [15] ahead with design and the like and then finally  
 [16] to a contract point where you're finally ready to  
 [17] spend the first penny on it.

[18] MR. LASSITER: All of this contingent on the  
 [19] funding coming from the operating side.

[20] MR. WUELLNER: Exactly.

[21] MR. LASSITER: And to go as far as until we  
 [22] can pull the plug up until that point.

[23] MR. WUELLNER: Exactly. At the point -- you  
 [24] know, we can even make the selection and have  
 [25] that held till funding if that's the desire at

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[ 1] that point. And that's a call you can make  
 [ 2] later.

[ 3] MR. LASSITER: Mr. Chairman, I'd like to  
 [ 4] make a motion to authorize Ed to proceed with the  
 [ 5] necessary work for the RFP and the other  
 [ 6] paperwork required to bring this to that point.

[ 7] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.  
 [ 8] And a second?

[ 9] MR. WATTS: I second that.

[10] CHAIRMAN DAVIS: Any discussion?

[11] (No discussion.)

[12] CHAIRMAN DAVIS: Any public comment?

[13] (No public comment.)

[14] CHAIRMAN DAVIS: All in favor of allowing Ed  
 [15] to go ahead with the projects, signify by aye.

[16] MR. ROSE: Aye.

[17] MR. TAYLOR: Aye.

[18] MR. LASSITER: Aye.

[19] MR. WATTS: Aye.

[20] CHAIRMAN DAVIS: Aye. And opposed?

[21] (No opposition.)

[22] CHAIRMAN DAVIS: By your vote, you have  
 [23] okayed Ed to go ahead.

[24] MR. WUELLNER: And this is not your first  
 [25] time down this pike, because you --

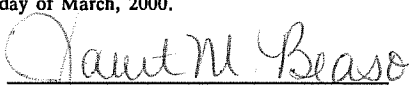
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[ 1] CHAIRMAN DAVIS: Right.  
 [ 2] MR. WUELLNER: -- also have to go through  
 [ 3] general consultant's selection over the next 90  
 [ 4] days. So, we can put that on the -- we'll put  
 [ 5] that on the street for you, too, and you're going  
 [ 6] to have to deal with that. A lot of reading.  
 [ 7] CHAIRMAN DAVIS: Mr. Rose? Any other  
 [ 8] comments or anything to report?  
 [ 9] 6.B. - MR. ROSE  
 [10] MR. ROSE: I have no comment.  
 [11] CHAIRMAN DAVIS: Mr. Taylor?  
 [12] 6.C. - MR. TAYLOR  
 [13] MR. TAYLOR: No comment.  
 [14] CHAIRMAN DAVIS: Mr. Lassiter?  
 [15] 6.D. - MR. LASSITER  
 [16] MR. LASSITER: I have none.  
 [17] 6.E. - MR. WATTS  
 [18] CHAIRMAN DAVIS: Mr. Watts?  
 [19] MR. WATTS: None at this time.  
 [20] 6.A. - CHAIRMAN DAVIS  
 [21] CHAIRMAN DAVIS: I have one. I want to  
 [22] thank you ladies and gentlemen. This is a first  
 [23] for us in the last three years; our meeting ran  
 [24] two hours instead of one. Is there any public  
 [25] comment on any subject?

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[ 1] (No public comment.)  
 [ 2] CHAIRMAN DAVIS: If not, our next meeting  
 [ 3] will be March 20th at 4 p.m., unless we call a  
 [ 4] special. No other comment?  
 [ 5] (No further comment.)  
 [ 6] CHAIRMAN DAVIS: We are adjourned.  
 [ 7] (Whereupon, the meeting adjourned at 5:51 p.m.)  
 [ 8]  
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[ 1] REPORTER'S CERTIFICATE  
 [ 2]  
 [ 3] STATE OF FLORIDA )  
 [ 4] COUNTY OF ST. JOHNS )  
 [ 5]  
 [ 6] I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I  
 [ 7] was authorized to and did stenographically report the  
 [ 8] foregoing proceedings and that the transcript is a true  
 [ 9] record of my stenographic notes.  
 [10]  
 [11] Dated this 6th day of March, 2000.  
 [12]  
 [13]   
 [14] JANET M. BEASON, RPR-CP, RMR, CRR  
 [15] Notary Public - State of Florida  
 [16] My Commission No.: CC 705710  
 [17] Expires: April 30, 2002  
 [18]  
 [19]  
 [20]  
 [21]  
 [22]  
 [23]  
 [24]  
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