

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Regular Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Wednesday, February 24, 2010

6 from 4:03 p.m. to 7:00 p.m.

7 \* \* \* \* \*

8 BOARD MEMBERS PRESENT:

- 9 WAYNE GEORGE
- JOHN "JACK" GORMAN
- 10 KELLY BARRERA, Chairman
- CARL YOUMAN
- 11 JAMES WERTER, Secretary-Treasurer

12 \* \* \* \* \*

13 ALSO PRESENT:

- 14 DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 509
- Anastasia Boulevard, St. Augustine, FL, 32080, Attorney
- 15 for Airport Authority.
- 16 EDWARD WUELLNER, A.A.E., Executive Director.

17 \* \* \* \* \*

18

19

20

21

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

24

1	I N D E X	
2	PAGE	
3	PLEDGE OF ALLEGIANCE	3
4	APPROVAL OF MINUTES	3
5	FINANCIAL REPORT ACCEPTANCE	3
6	AGENDA APPROVAL	4
7	COMMITTEE REPORTS	4
8	REPORTS	9
9	PROJECT UPDATES	21
10	ACTION ITEMS	
11	A. Runway Safety Project - Agreement 10-42	60
	B. Runway 13-31 - Agreement 10-39F	85
12	C. Runway Safety Project 2 - Agreement 10-43	96
	D. Aircraft Rescue & Fire Facility Bid Results	123
13	E. Fuel Farm Design - Agreement 10-01	129
	F. Proposed New US Custom's Fee	133
14	HOUSEKEEPING	
		159
15	PUBLIC COMMENT - GENERAL	
		160
16	AUTHORITY MEMBER REPORTS	
		160
17	NEXT BOARD MEETING - April 26, 2009	
		171
18	ADJOURNMENT	
		171
19		
20		
21		
22		
23		
24		

## 1           P R O C E E D I N G S

2           CHAIRMAN BARRERA: We'd like to go ahead and  
3 call the St. Johns County-St. Augustine Airport  
4 Authority into session. If we could all stand for  
5 the Pledge of Allegiance.

6           (Pledge of Allegiance.)

7           MR. WERTER: And the motion to shoot all  
8 latecomers is adopted.

## 9           A P P R O V A L   O F   M I N U T E S

10          MR. WUELLNER: Let's move on to the approval  
11 of the minutes. Do we have any additions or  
12 deletions or corrections to the minutes?

13          I would just like to make one correction to  
14 the last set of minutes. I mispronounced  
15 somebody's name, and if we could look at making a  
16 correction on that. I called Mariben Maribel. So  
17 if we could make that correction, I'd appreciate  
18 it. Otherwise, the minutes will stand as  
19 approved.

## 20          F I N A N C I A L   R E P O R T

21          CHAIRMAN BARRERA: The financial report, Jim?

22          MR. WERTER: I just reviewed -- well, I  
23 reviewed the e-mail, the outgoing checks, and the  
24 report for January, and found nothing out of

25 order. So...

4

1 CHAIRMAN BARRERA: You'd recommend that we  
2 approve the minutes -- the financial report as --

3 MR. WERTER: I recommend that we approve the  
4 minutes as stand -- or rather the reports as  
5 filed.

6 CHAIRMAN BARRERA: Okay. Then the financial  
7 report will stand.

8 AGENDA APPROVAL

9 CHAIRMAN BARRERA: The agenda approval, do we  
10 have any additions or deletions to this evening's  
11 agenda?

12 (None.)

13 CHAIRMAN BARRERA: Hearing none, the agenda  
14 will stand.

15 COMMITTEE REPORTS

16 CHAIRMAN BARRERA: And on to committee  
17 reports. The TPO, Carl?

18 MR. YOUMAN: I'm doing everything from  
19 memory, because in my office cleaning in the last  
20 week or so, I threw away all of my notes. Can you  
21 believe that? So I'm going to do my best.

22 The most important thing that came out of the  
23 TPO meeting, they realigned some funds. And for  
24 the 313 project, there's been about two and a half

25 million next year to a million and a half that was

5

1 reallocated to buy right-of-way from 207 to 16 and  
2 also to finish design work. And so there's  
3 progress being made on 313.

4 CHAIRMAN BARRERA: Great.

5 MR. YOUMAN: They're still continuing the  
6 study for the regional transportation to oversee  
7 the implementation and spending of the money. But  
8 that's going to be a long process, too, because  
9 again there's no funds for anything. So  
10 everything is really processing along but not  
11 getting anywhere.

12 I didn't know this, but I talked to Joe  
13 Stephenson today, just to update myself from what  
14 the TPO did. He's been involved with this project  
15 since 1990. That was an education for me. And  
16 the way the funding is, it's still three to five  
17 years out or more. That's for the TPO.

18 CHAIRMAN BARRERA: All right. Great. Moving  
19 on to the EDC. Jim?

20 MR. WERTER: Yes. Just this past week, the  
21 EDC didn't have their regular meeting. They had a  
22 job creation and St. Johns County luncheon at the  
23 World Golf Village. I think that was -- that  
24 was -- that was either Monday or Tuesday.

25 CHAIRMAN BARRERA: Monday.

6

1 MR. WERTER: It's all a blur. Actually --

2 CHAIRMAN BARRERA: The 22nd.

3 MR. WERTER: -- yeah, it was Monday. Yeah.

4 And basically, we're holding our own. There is --

5 really the focus is not so much on office

6 industry, in other words, office space is becoming

7 less of a priority because employers are having

8 people work at home, you know, via the internet.

9 It leads me to think that when we think about

10 our -- if we ever get to the air industrial park,

11 thinking along that just in -- you know, industry

12 more than office space. I know there's going to

13 be some office space, but it's something to keep

14 in mind for the future, the needs of the business

15 community.

16 Also, that St. Johns County has a little bit

17 higher on the skill level as far as the average

18 person goes. The average person has some -- some

19 amount of either college or training that sets

20 them a little bit above. You know, so these are

21 some of the things that were talked -- spoken

22 about at the meeting.

23 And let's see. Other than that, no, they

24 think things are going to be on the rise for

25 business, which leads us to think about the

7

1 future, about how we orient our airport.

2 CHAIRMAN BARRERA: Certainly. Okay. Thank  
3 you, Jim. Intergovernmental? That was Jack,  
4 unless you substituted for him.

5 MR. GEORGE: No, I did not. I've been out of  
6 town, so...

7 CHAIRMAN BARRERA: All right. So we will  
8 move that to later in the agenda. And Aerospace  
9 Academy?

10 MR. WERTER: I'll take that one since you  
11 were -- oh, did you? No, you weren't there,  
12 either.

13 MR. YOUMAN: Yeah, I was.

14 MR. WERTER: Oh.

15 CHAIRMAN BARRERA: Carl?

16 MR. WERTER: Go ahead, Carl, tell them. I  
17 went to the showcase, that's why. I didn't --

18 MR. YOUMAN: So did I.

19 MR. WERTER: Oh, I missed you.

20 CHAIRMAN BARRERA: Go ahead, Carl.

21 MR. YOUMAN: In any event, maybe the showcase  
22 was something different, but at the acad -- I went  
23 to my first academy board, I guess you call them  
24 the board, and they did a lot of organizational

25 things. And I was becoming equate -- acquainted

8

1 with them, but I'm just very very amazed at the  
2 time these people put in and the dedication they  
3 have to the aerospace project.

4 It was very very enlightening for me. And  
5 the community should -- this should be publicized  
6 everywhere, what's going on. It's utterly amazing  
7 what's happening with these kids. And then the  
8 next night -- I believe it was the next night or  
9 the day after that, they had at the St. Augustine  
10 High School the -- like an open house for the kids  
11 who are just coming into school to make choices,  
12 if they wish, to get into these different  
13 extracurricular activities of which Aerospace is  
14 one.

15 And they had the kids that are involved make  
16 some presentations, many of the presentations, and  
17 these kids are amazing. They are smart, smart,  
18 dedicated individuals, self-disciplined. They are  
19 someone to emulate, all kids to emulate. If we --  
20 if everybody emulated these kids here, we wouldn't  
21 have any major problems in the United States.  
22 It's utterly amazing. And that's my report at  
23 this point in time. I'll give more detailed  
24 reports as I learn more about how they do their



25 things and processes.

9

1 MR. WERTER: Can I ask him something?

2 CHAIRMAN BARRERA: Certainly.

3 MR. WERTER: Did they talk to you about

4 their -- their grant possibilities for being a --

5 the first high school, I hope I'm speaking loud

6 enough, for alternative fuel research?

7 MR. YOUMAN: Yes. That -- yeah, go ahead.

8 MR. WERTER: No. What did you think of that?

9 MR. YOUMAN: Well, that -- that's utterly

10 amazing. All the -- all of the projects they're

11 involved with are math, science, physics, and

12 these are not easy topics. At least they weren't

13 for me.

14 CHAIRMAN BARRERA: They are sharp. And the

15 other thing I'd just like to add to that is that

16 on March the 9th, the school board is going to

17 recognize the Aerospace Academy. The Aerospace

18 Academy has been chosen as a national model

19 academy. So, that's definitely something to be

20 proud of.

21 REPORTS

22 CHAIRMAN BARRERA: Okay. We'll go ahead and

23 move on to reports. Mr. Sanchez?

24 COMMISSIONER SANCHEZ: Thank you. I don't

25 have a lot to -- to bring to you, except that we

10

1 have started into our budget process for 2011, and  
2 the budget people are meeting with me in the  
3 morning.

4 Our problem is we don't have the property  
5 values until June so we know what assessment we're  
6 going to have. That will be a big factor. We're  
7 hoping it will come out about where we thought it  
8 would come out. That way, we really won't have to  
9 do much of anything, because we made preparations  
10 last year to cover this year. So we're hoping  
11 that that -- that holds true.

12 The amphitheatre, I guess all of you know  
13 Aretha Franklin, Moody Blues, Ringo Starr. And  
14 Neil Young is about to be added to it. So all of  
15 you get your coins out and go over there and  
16 attend so we can keep making a profitable  
17 amphitheatre. It turned a profit its very first  
18 year, and that's amazing when 42 percent of the  
19 venues like that in the United States lose lots of  
20 money all year long. So we're doing real well  
21 with that.

22 I've been getting some calls, as we get a lot  
23 of e-mails about the airport and, you know, I try  
24 to turn the people out here. And one of them

25 asked me, says, "Well, is there anyone out there

11

1 that can help me?" I said, "There is a very very  
2 intelligent person that can take care of you out  
3 there. Her name is Cindy Hollingsworth and you be  
4 sure to call her and she'll take care of you."

5 MR. GEORGE: That's who we send them to.

6 CHAIRMAN BARRERA: That is who we send them  
7 to.

8 COMMISSIONER SANCHEZ: Isn't that what you  
9 told me to say, Ed?

10 MR. WUELLNER: Yes, it is.

11 COMMISSIONER SANCHEZ: Okay. I made that up  
12 all on my own. But anyway, I told them they would  
13 be taken care of. They just call out -- they were  
14 asking me for records on the airport. I said, "I  
15 just don't think you understand," you know. And  
16 that's another thing I want to cover, too.

17 There's been a few letters recently, and he  
18 not only tends to condemn the airport, as he has  
19 been for years, but he also wants to include me as  
20 liaison officer, as I didn't show up at your  
21 environmental meeting and I didn't do this and I  
22 didn't -- you know.

23 I just want to remind the public that might  
24 be listening -- and won't do any good if he hears

25 it, but maybe he will. You know, my duty here is

12

1 the transfer of information from your board to the  
2 county and the county to here. I don't play any  
3 role in your -- in any of your decisions about  
4 your programs or anything you're doing. He tends  
5 to think that I should have some kind of control.

6 But anyway, I just wanted to bring that point  
7 out --

8 (Mr. Gorman enters the meeting.)

9 COMMISSIONER SANCHEZ: -- that is not the  
10 position that I have as liaison officer. So I  
11 haven't done that since I've been here. I've been  
12 here quite a long time now. Of course this year,  
13 I was self-appointed, so it wouldn't have done you  
14 any good even if you didn't want me. I mean, I  
15 had it made then, you know.

16 If anyone's got any questions, I'll be glad  
17 to try to answer them. If not, we'll -- oh, Doug  
18 Burnett.

19 MR. BURNETT: Commissioner Sanchez, if you  
20 don't mind --

21 COMMISSIONER SANCHEZ: I recognize you from  
22 your paper ad, yeah.

23 MR. BURNETT: And I send you a business card  
24 every week, but that's another story. Cordova

25 Palms is coming up on your agenda?

13

1 COMMISSIONER SANCHEZ: Uh-huh.

2 MR. BURNETT: They got recommended  
3 transmittal from PZA?

4 COMMISSIONER SANCHEZ: Uh-huh. I read that.

5 MR. BURNETT: When's it coming up, do you  
6 know? Is it -- is it next Tuesday --

7 COMMISSIONER SANCHEZ: No.

8 MR. BURNETT: -- or is it further off than  
9 that.

10 COMMISSIONER SANCHEZ: I think it's further  
11 off than that. It's not on our agenda for next  
12 Tuesday.

13 MR. BURNETT: Okay.

14 MR. GEORGE: If you call Cindy, she can tell  
15 you.

16 MR. BURNETT: I understand. And is it -- do  
17 you know offhand, are they still having the  
18 schedule that they had, that it would be a quick  
19 turnaround from DCA and so we're looking at a -- a  
20 final adoption type hearing -- assuming it got  
21 transmitted, a final adoption hearing that would  
22 still be within this year's time frame?

23 COMMISSIONER SANCHEZ: I think so. I believe  
24 they have it worked out to where they're trying to

25 get through before that Amendment 4 comes up.

14

1 MR. BURNETT: Okay.

2 COMMISSIONER SANCHEZ: And they're not alone.

3 There's a lot of other ones trying to push through  
4 on that. And I have been asked numerous times on  
5 my stance, and it's just not functionable. It's  
6 not going to work.

7 You can't get voters to turn out for a  
8 senatorial race for Tallahassee. I think 8  
9 percent of the voters turned up when Thrasher was  
10 running the last time. And if you get 8 percent  
11 of the voters that don't care any more than that,  
12 then all you're going to have show up is the  
13 people that are outright antidevelopment anything.  
14 They don't care what it is. And then you're going  
15 to have it offset by the developer spending  
16 millions of dollars to advertise things to get  
17 voters out to approve their thing.

18 So then the thing that really bothers me, it  
19 takes a representative government right out of our  
20 hands. And that's not right, because we do have a  
21 representative government. We're there to  
22 represent the people and we're supposed to make  
23 those decisions.

24 There's also a legal question I've posed for

25 our legal department, and since it's not a law

15

1 yet, they -- it's a little difficult to research,  
2 but it's my understanding if we approve something,  
3 then it has to go to the voters if Amendment 4  
4 passes. If we turn it down, it doesn't go to the  
5 voters. Well, my statement to the attorney was,  
6 "Well, why not? If there's a layer been created  
7 between our board and the court, the developer  
8 would have every right in the world to take it to  
9 the voters if that's what they wanted to do." He  
10 said, "You've got a really good question and it's  
11 probably true."

12 So if that's the case, some developers feel  
13 like they can control more votes than the  
14 antidevelopment, they're going -- they're going to  
15 insist that it go to the voters even though we  
16 turned it down. So I don't know. It's going to  
17 be real real interesting to see all of this. But  
18 there's lots of flaws in that whole thing.

19 Doug, you know -- when we get a comp land  
20 change, you know the paperwork involved. How many  
21 voters are going to sit down and read all that?  
22 And who's going to get it to them? So, it's  
23 not -- it's not functional. I said that the first  
24 time they tried to bring it up and I'm going to

25 stick to that now. Any other questions or --

16

1 MR. BURNETT: Thank you. Sorry to put you on  
2 the spot.

3 COMMISSIONER SANCHEZ: No, you didn't put me  
4 on the spot. I'll stand behind that a hundred  
5 percent.

6 CHAIRMAN BARRERA: I'm just going to  
7 piggyback to what Doug said about Cordova Palms.  
8 This board hasn't taken a position on -- on  
9 Cordova. So the -- Doug's questions about that  
10 isn't necessarily relative to the position that --  
11 it's for interest, not necessarily relative to the  
12 position that our board has taken, because we  
13 haven't -- we haven't done that as an agenda item  
14 yet.

15 COMMISSIONER SANCHEZ: Right. Okay. Thank  
16 you. And I have to leave early again today. I'm  
17 sorry. I've got to go to a function up in  
18 Jacksonville tonight. Three of our employees are  
19 getting awards from North Florida Regional  
20 Planning Council, so a whole bunch of us are going  
21 up to support them.

22 MR. WERTER: On that issue of Cordova, can I  
23 just ask Ed a question? On your e-mail to  
24 Peter --



25 MR. WUELLNER: Yes.

17

1 MR. WERTER: -- did you ever get a response?

2 MR. WUELLNER: No, sir.

3 CHAIRMAN BARRERA: Okay. Mr. Slingluff?

4 MR. SLINGLUFF: Nothing to report.

5 CHAIRMAN BARRERA: Mr. Nehring?

6 MR. NEHRING: I just wanted to acknowledge

7 Kevin's crew for -- we're doing a lot of new

8 business ventures and bringing different entities

9 into the airport and doing some kind of different

10 things for an airport, and Kevin's crew kind of

11 sprucing up the seaplane ramp for us and just

12 accommodating us for everything we've done over

13 the past month, I really -- really appreciate it.

14 Thank you.

15 CHAIRMAN BARRERA: Thank you.

16 Mr. Martinelli?

17 MR. MARTINELLI: Sorry about that slow walk,

18 but the back gets you every once in a while.

19 Anyway, the St. Augustine Airport Pilots

20 Association has an alternate liaison to the

21 Airport Authority, and that alternate is Harry

22 Ruhsam. Yeah, Harry is going to be giving our

23 report today. But I just wanted to tell you a

24 little bit about Harry.

25 He's an ex-Army Air Force guy -- not Air

18

1 Force, but Army Air Guard and also a retired  
2 American Airlines captain. And so -- and Harry is  
3 of course a SAAPA member. So I'll let Harry give  
4 you that report.

5 CHAIRMAN BARRERA: Thank you, Vic. Harry?

6 MR. RUHSAM: Thanks, Vic. I think the  
7 introduction will be longer than the report, but  
8 as always, SAAPA meets on the second Saturday, as  
9 it did on the 13th of this month. And we had two  
10 major items.

11 One was they're putting out to the general  
12 membership the draft form of the vision and  
13 mission statement that we've been working on for  
14 them to digest, and we'll probably vote on it next  
15 month. The other thing is we did have the  
16 Aerospace Academy attending, and that was -- that  
17 was pretty neat having them there. And Carl  
18 really touched on that. I don't know, Michael,  
19 did you want to add anything to that?

20 MR. SLINGLUFF: We had -- we had -- we -- we  
21 had put out an invitation to the Aerospace Academy  
22 kids to come on out to the airport. We're trying  
23 to develop a mentor program or a shadowing program  
24 so that they can come out on Saturdays.

25 The first step is just get to know us

19

1 through -- through the monthly SAAPA meetings, and  
2 then hopefully some of the pilots will hook up  
3 with some of the kids. I know I'll be doing that,  
4 to have them work around the hangar a little bit,  
5 take them flying, just get some hands-on flying  
6 aviation. That's really the goal that we're  
7 trying to do with that. Thank you.

8 MR. RUHSAM: Thanks, Michael. Yes, and we  
9 had them there and it was -- we did have an  
10 informal program where the kids, based on what  
11 their interests were, maintenance-wise, some of  
12 them went over to the Valiant hangar and got a  
13 little hands-on time there. Some of them went  
14 over to Sue Upchurch's hangar and saw the  
15 helicopter. And then one of them did win a raffle  
16 for a helicopter ride, which I don't know if  
17 that's been taken yet or not. It was a little too  
18 windy that day.

19 But lastly, within the framework of this --  
20 the mission and vision statement will be the  
21 ability to develop programs that may necessitate  
22 changes to the bylaws of SAAPA, things like the  
23 board meetings here and programs, you know, like  
24 the Aerospace Academy. Thank you, very much.

25 CHAIRMAN BARRERA: Thank you, Harry. And I

20

1 would just like to add that the SAAPA group was  
2 very kind and I very much appreciated seeing their  
3 interaction with the students. Very generous of  
4 their time. Doug, Mr. Burnett?

5 MR. BURNETT: Nothing to report. A couple of  
6 items that I touched on this month that will be in  
7 the agenda, but nothing in particular to report  
8 on.

9 CHAIRMAN BARRERA: Okay. Great. And I  
10 didn't see Mr. Napier here. Ed, if you could --

11 MR. WUELLNER: Mark -- yeah, Mark is not  
12 here. Try a little different chart format and see  
13 if it doesn't help a little bit. But the current  
14 year is the yellow color. We had 7,000 takeoffs  
15 and landings last month, which is up about 512  
16 over the previous year, or about 12 percent.

17 So it's an encouraging start to a new  
18 calendar year out here, and we'll continue --  
19 hopefully we'll be able to follow this chart for  
20 the balance of the year. And we'll keep the color  
21 combination the same, and hopefully it will be a  
22 little clearer as to what's going on compared to  
23 the last two years.

24 We've pulled some of that, I'll call it more

25 extraneous data, so it's just going to look at the

21

1 last three total years, or this year and two  
2 others. So it will help I think put a back -- a  
3 little clearer picture in front of us each month.

4 CHAIRMAN BARRERA: Okay. Thank you, Ed. And  
5 we'll move on to the project updates.

6 PROJECT UPDATES

7 MR. WUELLNER: Right. First project,  
8 multipurpose building or multiuse building.  
9 Construction continues over there. A significant  
10 portion of the exterior work, if not the balance  
11 of the outside work is done at this point. The --  
12 they're doing some patio and porch concrete work  
13 at this point. Continuing work in the parking  
14 lot.

15 And the interior buildout is well underway  
16 with the most of the -- the walls, stud wall parts  
17 are already up. Most of the electrical is roughed  
18 in at this point, as is data, heating and  
19 air-conditioning, that kind of stuff is all  
20 roughed in.

21 Should very rapidly from here -- I'm hearing  
22 as early as the end of next week should have a lot  
23 of it Drywalled already. So it will -- it will  
24 start coming together pretty rapidly. You are

25 looking at probably the end of the month of April

22

1 before occupancy by the time all the pieces and  
2 parts come together on it for the -- for multiuse.

3 We have -- so I would say right now, your --  
4 your real occupancy is probably May 1st as -- as a  
5 real number. And your April meeting will include  
6 your first rounds of lease -- leases related to  
7 this building. So your April meeting should have  
8 all of the business-related items for putting  
9 tenants in the building in May. So that -- that's  
10 the time line I'm on right now.

11 MR. GEORGE: Can the contracts get done  
12 before the end of May, therefore it's kind of  
13 seamless, we get it turned over to us and they  
14 move in?

15 MR. WUELLNER: Yeah, it will be. Yeah, we'll  
16 be doing it at the April meeting, so they'll just  
17 be able to move go right on into it.

18 MR. GEORGE: Okay. Is it -- we have  
19 commitments for all of the building?

20 MR. WUELLNER: All -- all available spaces  
21 leased.

22 MR. GEORGE: Good.

23 MR. WUELLNER: Uh-huh.

24 MR. GEORGE: Good.

1 to ask that we put a PR release out, a press  
2 release out on the multiuse building so that the  
3 different groups can know that it's available and  
4 that it is a revenue-producing building.

5 MR. WUELLNER: I was going to say, if  
6 you're -- if you're okay with waiting till the  
7 April meeting to do that little PR, because we  
8 would like as a part of next meeting also, is to  
9 bring back a meeting policy revision or a use of  
10 that room policy revision to you.

11 You have one for this room. We'd like to  
12 broaden that a little bit, create some revenue  
13 opportunities for nonaviation groups in particular  
14 for use of that room. So I'd like to get kind of  
15 all of that in front of you so that you can see  
16 how --

17 CHAIRMAN BARRERA: But I want it to continue  
18 for any 501(c). I wouldn't want to --

19 MR. WUELLNER: I'm -- I'm not saying -- I'm  
20 just saying that we need to look at it --

21 CHAIRMAN BARRERA: In your --

22 MR. WUELLNER: -- because you do have some  
23 private entities that are already contacting,  
24 wanting to hold monthly meetings or quarterly

25 meetings, things like that. We need some

24

1 consolidation of a policy related to that, because  
2 currently that -- that wouldn't be available here.

3 CHAIRMAN BARRERA: Okay. We'll look at that  
4 in April.

5 MR. WUELLNER: Aircraft maintenance facility.  
6 Pretty much the same thing. It is behind the  
7 other one a bit. We are -- I don't have a firm  
8 commitment on the user on this yet, but we've  
9 given them a little more -- a little bit more time  
10 here because of the occupancy date to be able to  
11 get the act together to be able to lease that  
12 directly.

13 In the event that does not look like it's  
14 going to happen with that, we'll -- we've got  
15 other larger unit waiting list individuals. So  
16 it -- it will get leased, it's just a question of  
17 how it comes out of the block. Yes, sir?

18 MR. GORMAN: Is your -- is your concept on  
19 that -- how many actual tenants, in other words,  
20 separate leases is your -- I'm not holding you to  
21 anything. I mean, it's got to be kind of liquid.  
22 It's got to be -- you know, it's your job, but, I  
23 mean, what do you think?

24 MR. WUELLNER: If you -- if you took the



25 maximum division in it, it probably could be as

25

1 many as five individual leases involved.

2 MR. GORMAN: Okay.

3 MR. WUELLNER: The reality is it's probably  
4 two, maybe three at worst.

5 MR. GORMAN: And that's --

6 MR. WUELLNER: It's probably fewer than five.

7 Five would include leasing the office separately

8 from the other --

9 MR. GORMAN: You are contemplating

10 multiple --

11 MR. WUELLNER: Yes.

12 MR. GORMAN: That -- that's my answer,

13 contemplating --

14 MR. WUELLNER: It could be.

15 MR. GORMAN: -- contemplating multiple.

16 MR. WUELLNER: Yeah. ARFF facility, I'm not

17 going to deal with a whole bunch because it's an

18 agenda item a little bit later, but suffice to say

19 we opened bids in January, as we mentioned at the

20 last Authority meeting, and we're ready to do a

21 bid recommendation as an agenda item here in a few

22 minutes for anticipating funding in the next

23 month.

24 Environmental assessment, they're still

25 awaiting a couple of agency comments at this

26

1 point. The public hearing comments, the drafts of  
2 the responses, do you want to deal with that?

3 CHAIRMAN BARRERA: Andrew?

4 MR. HOLESKO: Good evening. I do want to  
5 just address one item in regard to the EA. I  
6 actually have from earlier today a copy of the --  
7 the 13 response letters from the public hearing  
8 and what came in the mail. There's actually  
9 mult -- some of them are a response to individuals  
10 that were at the public hearing and have sent  
11 multiple letters. But it's all in this stack  
12 right here.

13 I just want to let you know that we're  
14 waiting for the FAA thumbs-up to put them in the  
15 mail because our FAA project manager wanted to see  
16 all of that correspondence before it went out.

17 But everyone who provided a comment to the  
18 Authority regarding a project in the scope of the  
19 EA is going to get a written letter back from us  
20 with -- with Ed and the FAA copied on it.

21 The actual environmental assessment document  
22 is an FAA document and as such, you know, they  
23 want to review what going in it before it goes  
24 out. So I didn't know whether we'd have some

25 questions on that tonight or not, but I wanted you

27

1 to know that about the written responses.

2 MR. WUELLNER: And -- and when those are  
3 ready to go, we will scan those into a PDF and get  
4 them out to the individual Authority Members prior  
5 to dropping them in the mail so that you'll have a  
6 chance to look at them, too.

7 CHAIRMAN BARRERA: Thank you.

8 MR. WUELLNER: As we promised last time,  
9 so...

10 Sustainability project, they continue with  
11 the inventory part of this. We've been working  
12 with JU, in fact had them on -- on campus again  
13 the first part of this week. Monday, I think it  
14 was. Maybe Tuesday.

15 CHAIRMAN BARRERA: Tuesday.

16 MR. WUELLNER: It's all running together  
17 already.

18 CHAIRMAN BARRERA: Tuesday.

19 MR. WUELLNER: Was it Tuesday?

20 CHAIRMAN BARRERA: Uh-huh.

21 MR. HARVEY: That's right. Yesterday.

22 MR. WUELLNER: It was yesterday. Wow. Seems  
23 longer than that. Anyway, we had the JU students,  
24 we had about eight or ten of them down here, as

25 well as one or two of the professors, and

28

1 including someone from the -- I believe it's  
2 management and humanities department because the  
3 school's considering developing a degree program  
4 in sustainability. So we -- we're really making  
5 some in-roads there with JU relative to even  
6 some -- some intern-related uses later on.

7 Our next step is development of tenant  
8 questionnaires related to sustainability or best  
9 practices in that regard. And I think that's  
10 about it for the report on sustainability. But I  
11 know we've put a lot of data together related to  
12 that going to them, everything from electric  
13 bills, water bills, initiatives that have been  
14 on -- you know, to do the evaluation.

15 Park development, I can tell you we started  
16 off last weekend with one volunteer and one staff  
17 member to start the park project. This weekend,  
18 we've been promised over 25 students from two  
19 different schools have committed to be there this  
20 weekend. So they will begin with some --  
21 everything from some trail work and some  
22 construction and some cleanup and some other  
23 things going out there as we start moving that  
24 forward.

25 I do want to report to you we did meet with

29

1 the FIND, Florida Inland Navigation District,  
2 representative. That was yesterday also. I don't  
3 know why I remember that more than the other. But  
4 essentially, there are not going to be grant  
5 opportunities for the airport in the current  
6 calendar year with FIND.

7 The -- almost all of the projects in St.  
8 Johns County were multiyear projects, with this  
9 being the second year of a lot of those projects.  
10 We have been assured that we will be able to be in  
11 the hunt and in serious going into their next  
12 grant cycle. And in fact, found a number of  
13 opportunities we're going to be exploring with  
14 this group related to dealing with commercial  
15 activity on the -- on the Intracoastal out there.

16 So it looks like there's some great  
17 opportunities related to barge activity, being  
18 able to perhaps support some future Grumman work,  
19 even perhaps bulk fuel later on. So, there's a  
20 lot of interest from this group in partnering with  
21 the Airport Authority financially as well as  
22 literally in making some of this stuff happen.  
23 There's an absence of barge-related -- public  
24 barge access loading/unloading kind of locations

25 in St. Johns County and they want to make

30

1 something happen.

2 So, it was really an interesting meeting. We  
3 are -- we've agreed to sit down and kind of talk  
4 about it over the next couple of months and figure  
5 out if there's some common ground and some ways to  
6 make some of that happen. So I was very  
7 encouraged by it. Still on track to open this  
8 about the time we open the multipurpose building,  
9 the park exhibit, that is.

10 CHAIRMAN BARRERA: And I have some interest  
11 from the North Florida Land Trust, because they  
12 have -- they have -- there's kayaking areas --

13 MR. WUELLNER: Uh-huh.

14 CHAIRMAN BARRERA: -- and there is a -- a  
15 system set up for that. And they'd like to come  
16 out and take a look at it and see what they need  
17 to do in order to have it be included on their  
18 information.

19 MR. WUELLNER: He did -- they did share with  
20 us that the -- in terms of priority, that things  
21 such as the kayak launch, the observation deck,  
22 those kind of things are among the lower  
23 priorities that are funded out of FIND. But there  
24 was a strong chance that something could be

25 funded.

31

1 CHAIRMAN BARRERA: Great.

2 MR. YOUMAN: What does "FIND" stand for?

3 MR. WUELLNER: Florida Inland Navigation

4 District. And they have representatives pretty

5 much from every county, I believe, all around the

6 coast of Florida. And they're -- they have money

7 each year to hand out in grants and do projects

8 jointly with other agencies. Probably one of the

9 people that could speak best is Beverly as to what

10 they are, but I was pretty encouraged by it.

11 MR. YOUMAN: Thank you.

12 MR. WUELLNER: Airport Citizens Group or

13 Citizens Airport Group met last week. By all

14 accounts, it was an interesting meeting.

15 Mr. Youman was there on the Airport's behalf, as

16 was Bryan. I was not in attendance. I was out

17 west.

18 The group continues to get smaller every time

19 it's here, and I think we've reached the last of

20 those you're going to reach in that group, I think

21 is probably a safe statement. I'd be curious to

22 hear -- I know it was a very tense meeting at

23 times. There were differences of opinion.

24 CHAIRMAN BARRERA: Carl?

1 Citizens Airport Group meeting, and it was quite  
2 interesting, quite a revelation. Bryan did an  
3 excellent job of responding to many differences of  
4 opinion, and he kept -- he was very patient and  
5 responded with answers that were factual but  
6 sometimes not accepted.

7 The beginning of the meeting, I guess it went  
8 right from it was -- Bryan felt there has been  
9 progress over the months, but -- and in particular  
10 with all the efforts put into developing the  
11 complaint process and doing the tracking and  
12 things like this, but all of a sudden, from the  
13 tone of the meeting, this was unimportant anymore.

14 Everybody wanted to -- for some reason, a  
15 major noise study. And when it was presented that  
16 the FAA had already done a computer-simulated  
17 noise study and found everything was in -- within  
18 the 65 decibel limits and there's no change in  
19 data since then to warrant another study, nobody  
20 wanted to hear that. They felt that the airport  
21 should just go out and fund a study. That's --  
22 that was my impression.

23 It was stated that if, you know, the group  
24 wanted to go to the FAA on their own and they



25 could present the facts that the FAA would

33

1 sustain, we'd be happy to participate in such a  
2 study.

3 They brought up the Cordova group or the  
4 Flagler situation, and we really didn't know  
5 anything about it because that's a Flagler thing  
6 with the zoning authority, as I understood it.

7 And that -- Bryan tried to explain that the  
8 airport is a -- has an overlay over the area where  
9 they can have their input once things come in  
10 place to protect the airport's interests so that  
11 the airport is not damaged. But for some reason,  
12 they felt that the airport should have been  
13 involved with that meeting, which there was no  
14 reason to do so.

15 So I'm not sure. It was, as I remember, one,  
16 two, three, four families or four individuals that  
17 were here from the whole organization, and the  
18 question was raised, what is your goals? What is  
19 your goal -- ultimate goal? And that was  
20 sidestepped. There was no answer forthcoming.  
21 The only thing that came out, they want a noise  
22 study.

23 So, it seemed as though we went backwards  
24 after a whole year or so from my, you know,

25 information that I've been able to garner over the

34

1 period of time that progress was being made, and  
2 for some reason (indicating) a 180-degree turn.  
3 So I'm not sure how it's going to go forward from  
4 now, but if anybody has any questions, I'll try to  
5 answer.

6 MR. GORMAN: I have a question. It's a bit  
7 off the wall, but -- but maybe apropos in some  
8 way. You're a -- a railroad man. Has the  
9 railroad ever been coerced into doing a -- noise  
10 studies?

11 MR. YOUMAN: No. What --

12 MR. GORMAN: Because they make noise.

13 MR. YOUMAN: What's -- what's been  
14 interesting, the -- as a comparison, I can say  
15 this. In some of the places that I was a manager,  
16 we've had people move in next to the railroad.

17 MR. GORMAN: Right.

18 MR. YOUMAN: The railroad comes by and  
19 they're required by the law to blow the horn for  
20 crossings, and these people knew the railroad was  
21 there when they moved in, and they raise heck  
22 through the community that we should stop our  
23 trains at night.

24 MR. GORMAN: That's kind of where I was

25 going. That's kind of where I was going with the

35

1 story.

2 MR. YOUMAN: Just --

3 MR. GORMAN: Yeah.

4 MR. YOUMAN: Just the same thing as it is

5 with the airport; it's governed by federal

6 regulations. Like the FAA governs the airport,

7 the FRA governs the railroad. And for safety of

8 the community, the horn blowing has to take place

9 and the bells has to take place unless of course

10 there's a ton of money that's put into making

11 crossings absolutely impossible to cross by

12 barriers, et cetera, when cars come up to it so

13 the driver has absolutely no choice but to sit

14 there till the train goes by. Then the community

15 has gotten, you know, whistles stopped.

16 MR. GORMAN: Right. It's just another

17 instance in my own mind where there's an --

18 there's an existing noise source and it interfaces

19 with the public and it --

20 MR. YOUMAN: And I live -- I live at Turtle

21 Shores, which is right across from here.

22 MR. GORMAN: Sure.

23 MR. YOUMAN: And when I moved in here, I knew

24 the airport was here. And when I moved in here, I

25 knew there would be noise from the airport. And I

36

1 accepted that as part of living here.

2 The airport is an economic engine. I've  
3 checked into that before I moved into here. And  
4 when I was -- moved into here, the Grumman folks  
5 were still testing jet engines, and that sound  
6 would come straight across the waterway and slam  
7 right into Turtle Shores. I mean, it's like a  
8 boom when it occurred.

9 MR. GORMAN: I don't live far from there,  
10 either.

11 MR. YOUMAN: But that was part of the nature  
12 of the beast, that Northrop Grumman is a big job  
13 producer. And I never made a complaint because I  
14 knew what I was getting into when I moved here.  
15 So I have a hard time understanding when others  
16 are so vehement and it's just for it appears to be  
17 their own personal interest and that's it.

18 MR. GORMAN: I just wondered how the  
19 railroad --

20 MR. YOUMAN: Not the community interest.

21 MR. GORMAN: I just wondered how the railroad  
22 dealt with it.

23 MR. YOUMAN: Well, I guess I got into a  
24 little tangent.

1 of where I --

2 CHAIRMAN BARRERA: I'd like to reiterate some  
3 of the things that I've seen in my time here on  
4 the board.

5 First of all, by coming on to the board, I  
6 found out quite quickly when I asked about how the  
7 airport interfaced with noise complaints or  
8 concerns, that there was an ongoing program to  
9 work with the tenants based here at the airport in  
10 reducing those complaints and in making  
11 adjustments to their flight patterns and to their  
12 times and their areas that they fly. So, that's  
13 been an ongoing thing since I've been involved  
14 here at the airport.

15 In addition to that, in my time here at the  
16 airport, I've noticed that the board has and --  
17 and a lot of that, you know, with Joseph Jones,  
18 we -- we've talked about this, about changing the  
19 south area development so that it was for lighter  
20 GA airplanes and not for jet engines. And we  
21 changed our development so that we could be more  
22 neighborhood sensitive.

23 In addition to that, we put up the park  
24 and -- and trying to make that more of a barrier

25 to be more compatible with the -- with the

38

1 neighbors. I've also seen where -- at the Pilots  
2 Association meetings, where SAAPA has worked to  
3 try to reduce anything that would cause noise  
4 complaints and how as an organization they've  
5 worked to try to reduce that. I've seen the  
6 establishment of this group, and where board  
7 members and different -- different people who are  
8 out here at the airport have tried to work on --  
9 on issues individually with the group.

10 I'd also like to mention the presentations  
11 that have been made on the aerobatic box to try to  
12 help educate people about what it is and alleviate  
13 some concerns on that. Then the database  
14 development that is user friendly so that you can  
15 make your -- your concerns known, along with  
16 the -- the -- on the web site, putting the  
17 airplane tracker on there so that it makes the  
18 problem more identifiable. So I've seen quite a  
19 few, including working with Mark and with Jax  
20 approach on changing the -- the approach and  
21 departures here into the airport.

22 So I -- I have to congratulate the board and  
23 the pilots and -- and the community citizens,  
24 because in my time here, I've seen quite a bit of

25 progress made. And I really don't understand how

39

1 anybody would ever think that there hasn't been  
2 any progress. There's been a lot of hours put in,  
3 both behind the scenes to work on this project and  
4 also in the middle of the scenes, and there's been  
5 a lot of different people involved.

6 MR. YOUMAN: If I may add, as I stated in the  
7 last meeting, though I was quite surprised what  
8 came out of that -- this last meeting, and I --  
9 and I made comments that I wouldn't -- I never  
10 complained about it when I moved here because I  
11 knew what I was getting into, that my stand still  
12 is, if I as a board member in conjunction with the  
13 other board members can alleviate a situation and  
14 work through it with the FAA and assist, I'd be --  
15 I'd be most happy to -- to work, you know, to  
16 continue to improve. But not when you get to a  
17 point of just running to a brick wall and  
18 everything just turn -- I mean, it was amazing.

19 It was just like a complete turnaround from  
20 everything I've been hearing from -- Buzz, you  
21 were the liaison for months. And all of these  
22 points that you brought up had -- has evolved, and  
23 then all of a sudden just out of the clear blue,  
24 it was like it was the beginning. And I couldn't

25 understand why when I was sitting there listening.

40

1 I listened most of the time because Bryan handled  
2 the meeting so well. All I could do was get in  
3 there and just chatter a little bit.

4 MR. GEORGE: I don't think that anybody  
5 could -- in the total -- totally understand what  
6 we've been through could even consider saying that  
7 the airport staff, the airport board has not bent  
8 over backwards to go as far as we can, okay? But  
9 when we get to the brick wall and we've done --  
10 we've documented it and we've got it, you know,  
11 like your notes there in a presentation form,  
12 there's no other place to go, you know?

13 CHAIRMAN BARRERA: Jack?

14 MR. GORMAN: Yes. This isn't a popular thing  
15 to say, but like Mr. George says, when you get to  
16 the brick wall, what you have is noise abatement  
17 procedures and that is the brick wall. And when  
18 you get to those, it's a very slippery slope  
19 because you start to actually abridge the utility  
20 of the airport --

21 MR. YOUMAN: Uh-huh.

22 MR. GORMAN: -- which is the slippery slope  
23 you want to be careful with.

24 CHAIRMAN BARRERA: Okay.



25 MR. GORMAN: That's not a popular thing to

41

1 say, but it's just the truth.

2 CHAIRMAN BARRERA: Well, I -- I definitely  
3 think that the airport has -- has definitely  
4 worked with the community, and I hope that we'll  
5 continue to do so and I'm sure we will. With  
6 that, Ed, if you'll go ahead with the issue  
7 reporting.

8 MR. WUELLNER: I sure will. As promised last  
9 month with -- is the first iteration of the  
10 information gathered since launching the web-based  
11 interface. We've received four issues the first  
12 six weeks of the year, one of which was a test  
13 case.

14 CHAIRMAN BARRERA: Mr. George?

15 MR. WUELLNER: I don't know whether it was a  
16 test case or he's really complaining. It didn't  
17 matter. We treated it as though it were. All of  
18 them were related to jet noise. All of them were  
19 daytime in nature or in character.

20 A determination ended up that we found one to  
21 be related to ground operations on the airport.  
22 It was a Grumman aircraft preparing for takeoff.  
23 Another one was a Grumman aircraft departing, an  
24 F-5 departing the area for testing, I assume it

1 One was related to aerobatic training. We  
2 had a couple of L-39s that were visiting the  
3 airport for low-level aerobatic certification.  
4 And one we found was not airport in origin. It  
5 was determined to have been actually a Navy  
6 aircraft that was just transitioning the airspace.  
7 So it was -- actually had nothing to do with the  
8 airport.

9 I think we provided the -- the individual  
10 board members anyway the more detailed report. We  
11 also just stuck a -- from Google Earth, a -- with  
12 the pushpins in there as to where those complaints  
13 came from so you have some idea relative to the  
14 airport. Cindy stuck an airport pin in there to  
15 help you identify the airport in the aerial if you  
16 weren't quick to pick that out.

17 But you can see they're significant distances  
18 from the airport, that it's not a -- not a  
19 close-in environment that appears to be generating  
20 the reports. It's from rogue or other -- or  
21 others. So this is kind of what we were hoping to  
22 present monthly. So if there's something else,  
23 more detail, less detail, more information --

24 CHAIRMAN BARRERA: Jack, let Buzz go first.

25 MR. WUELLNER: -- you don't want to hear

43

1 about it, whatever.

2 MR. GORMAN: Pardon?

3 CHAIRMAN BARRERA: Buzz wanted to go first.

4 MR. GORMAN: Oh, sure. Go ahead, Buzz.

5 MR. GEORGE: I can go second. It --

6 CHAIRMAN BARRERA: Well, you leaned in first.

7 MR. GEORGE: All I wanted to say is that I

8 had suggested at the last meeting that we all take

9 a look at the, you know, mechanics of how someone

10 goes on to it. And, you know, one Saturday

11 morning or Friday morning about 8 o'clock, I was

12 outside and it -- so I said now's a good time to

13 test it.

14 And the system works, okay? We -- we get the

15 responses, you know, as we said. It was a good

16 test, you know, for me. And I'm sorry I messed up

17 your database by having a complaint in there, but

18 it was noisy, too.

19 MR. WUELLNER: We did get a kick out of it.

20 CHAIRMAN BARRERA: We should test our system.

21 Jack?

22 MR. WUELLNER: Especially the reference to

23 747 over the house.

24 MR. GORMAN: The only thing I've got left to

25 say is I don't know if -- but, I mean, it's a

44

1 matter of public record. I mean, do you want the  
2 dB footprint on this thing?

3 MR. WUELLNER: The --

4 MR. GORMAN: Yeah. In other words --

5 MR. WUELLNER: -- noise contour information?

6 MR. GORMAN: Yeah, these -- the decibel  
7 footprint that's admissible and, you know,

8 overlaid onto this --

9 MR. WUELLNER: The noise contour.

10 MR. GORMAN: -- complaint -- yeah, exactly.

11 Is that useful to us?

12 MR. WUELLNER: I don't know how easy that is  
13 to make because we changed -- the map literally is  
14 regenerated every -- every time we report. If we  
15 could find some way to overlay that easily, I  
16 would be happy to do it.

17 MR. GORMAN: I mean, just to -- put the  
18 rubber on the road. In other words, this is  
19 admissible and this is -- you know. I don't know  
20 where I'm going with this except that it's a  
21 little more data.

22 MR. WUELLNER: Yeah, I'm not sure what you  
23 mean by admissible, but certainly we -- we do have  
24 from the master plan what the noise contours were

25 when it was done as well as the predicted noise

45

1 contours at the 20-year point, wherever that was.

2 I think it was 15, 20 --

3 MR. GORMAN: Because you've got all kinds of  
4 noise contour data, I mean, lots and lots, don't  
5 we?

6 MR. WUELLNER: Yeah. But it --

7 MR. GORMAN: Lots.

8 MR. WUELLNER: Yeah, on -- it's not something  
9 that's regenerated other than -- for us anyway  
10 it's not regenerated other than in the master plan  
11 cycle. It's not --

12 MR. GORMAN: I see.

13 MR. WUELLNER: It's not something that's  
14 continually adjusted. It -- it's very data driven  
15 and is very --

16 CHAIRMAN BARRERA: Okay. Buzz?

17 MR. GEORGE: I think this is a good start on  
18 the reporting. I don't want to lose the  
19 year-to-date --

20 MR. WUELLNER: Uh-huh.

21 MR. GEORGE: -- you know, statistics that go  
22 with it. But as we start going through it  
23 month-by-month, it might turn out that we do have  
24 to do an overlay, like Jack had said, you know, to

25 do an analysis. I would also like at some point

46

1 in time, it might be interesting to see, you know,  
2 how many complaints are coming from the same  
3 individuals.

4 MR. WUELLNER: Uh-huh.

5 MR. GEORGE: In other words, we could get 40  
6 percent of our complaints coming from five people,  
7 you know?

8 MR. GORMAN: That's part of the point, right.

9 MR. GEORGE: Yeah.

10 MR. WUELLNER: Well, we --

11 MR. GEORGE: But we're getting the data now,  
12 so that's good.

13 MR. WUELLNER: I was going to say that was  
14 one of the goals, was to be able to identify  
15 trends, anything from a -- even a traffic pattern  
16 that's impacting a particular neighborhood on a  
17 frequent basis.

18 MR. GEORGE: Yeah. So all of these were  
19 considered separate incidents.

20 MR. WUELLNER: Yes.

21 MR. GEORGE: Okay.

22 MR. WUELLNER: And that's how they're entered  
23 in there. And then we can take all of the data  
24 entered --

25 MR. GEORGE: Okay.

47

1 MR. WUELLNER: -- and show it any way you  
2 need to show it.

3 CHAIRMAN BARRERA: Okay.

4 MR. WUELLNER: Okay. Marketing and PR, I  
5 believe Mr. Vic Martinelli is going to update you  
6 on that.

7 MR. MARTINELLI: I'll get there.

8 The PR committee, I'd like to just give you a  
9 little -- maybe this is a refresher to most of  
10 you, but I'd just like to set the stage.

11 Who we are, we're a committee of eight  
12 citizens, all volunteers. We're a staff  
13 committee. We report to staff, not to the board.  
14 And our mission really is to create and develop  
15 programs and ideas for communicating the virtues  
16 and the -- sometimes the not-so-virtuous parts of  
17 the airport to the public. In other words, to put  
18 honest information out before the public and to do  
19 it in such a way that it is concise and that it is  
20 easily understood.

21 And so, with that, I'd like to say that we  
22 have right now developed a program of  
23 presentations. And, Ed, if you would. Since --  
24 since the word today is economy and it is a hot

25 topic and this airport plays a very vital role in

48

1 the economy of St. Johns County and of the  
2 citizens of St. Johns County, we have chosen  
3 the -- the economic impact and all of the  
4 various --

5 (Mr. Burnett leaves the room,)

6 MR. MARTINELLI: -- various factors that  
7 contribute to economic impact. And as you can see  
8 going around clockwise, we're talking about the  
9 impact on taxes, the impact on jobs which is  
10 extremely important, the airport businesses and  
11 also aviation for nonflying people. In other  
12 words, what does aviation do for those who do not  
13 fly?

14 Now, if you can envision a cross-text or a  
15 cross-fertilization, if you will, of each of those  
16 to each other, you'll see that they're all  
17 interrelated. And our plan is to develop --

18 (Mr. Burnett enters the room.)

19 MR. MARTINELLI: -- presentations on each of  
20 those topics. The very first one, of course, is  
21 jobs, since jobs is the most sensitive area in our  
22 economy today just nationwide, and lots of folks  
23 don't realize the impact that the airport has on  
24 the livelihoods of so many people in the county.



25 Now, the airport -- on this airport, we

49

1 employ upwards of 2,000 people. And if you take a  
2 multiplier of three in the family, you're talking  
3 about 6,000 citizens here who depend upon this  
4 airport for their livelihood. And in this day of  
5 people losing their jobs, it's a very important  
6 contribution.

7 In fact, it's an excellent one simply because  
8 we are actually -- the airport here is actually  
9 the number one employer in the county that is  
10 paying their employees with -- not with tax money,  
11 not with county tax money. Of course the county  
12 government is I guess the number one employer, but  
13 we're all paying those -- those salaries. We are  
14 not coming out of our pockets. We're not paying  
15 the salaries of the people who work on this  
16 airport. So it's a very very important one.

17 Where we're going with this at the present  
18 time, each month, we plan to make a presentation  
19 to the board, and to of course anyone who attends  
20 the board meeting, on each of those topics. The  
21 very first one will be jobs. And the second one  
22 we're planning is the services for people that do  
23 not fly. So -- and each month after that.

24 We're on a time line. We are committed. I

25 should say the chairman of our committee of course

50

1 is the -- the assistant manager of the airport.

2 As I said earlier, we're a staff committee and so

3 we're chaired by that individual. He doesn't

4 happen to be here today. That's why I'm making

5 this presentation. Otherwise, I wouldn't even be

6 here. So I'm making this presentation, that is.

7 So, at this point, that's what our plan is.

8 We hope that we will be able to comply with that

9 and answer any of your questions. So if you have

10 any questions, I'd be happy to take them.

11 CHAIRMAN BARRERA: Jim?

12 MR. WERTER: Yes. Vic, are you going to

13 endeavor to invite our local news media to -- when

14 you put on these presentations at the meeting or

15 at least copy them your presentation so that they

16 get the message?

17 MR. MARTINELLI: I'm so glad you said that,

18 Jim. I'll tell you why. Right now, there is so

19 much misinformation out -- being circulated in the

20 press and by word of mouth about this airport,

21 about some of the projects that we have here.

22 The -- the conclusions that are reached by

23 the press in some cases are totally erroneous.

24 And I think that a very very good approach would

25 be to hold a press conference similar to what our

51

1 President Obama does.

2 The board I think should hold this press  
3 conference and should invite television, media,  
4 specific invitations, and should take each one of  
5 these topics that right now are out there -- I'm  
6 talking about now the runway improvement programs  
7 that we've got here, the -- the renourishment  
8 projects and so on.

9 There is so much misinformation out there  
10 that -- that is being circulated, I think it would  
11 be a great idea if the board were to have -- hold  
12 a press conference, advertise it, and specifically  
13 invite these folks here so that you can put the  
14 facts out there. I think that is an excellent  
15 idea. Any other questions?

16 CHAIRMAN BARRERA: So, if I understand  
17 correctly, Vic, at our April board meeting, we'll  
18 be able to have a discussion and a presentation on  
19 jobs.

20 MR. MARTINELLI: That is correct. It will be  
21 a short -- we're trying to make these  
22 presentations short, 15 minutes at the most, so  
23 that they have impact. And -- and frankly, I  
24 think you'll like the one on jobs. It's -- it's

25 really a very very good one. So -- and it is just

52

1 about ready to go.

2 So then in -- in April, why, the aviation  
3 services for people that don't fly. And there,  
4 we're talking about things like Life Flight, the  
5 staging of firefighters here when we had the  
6 forest fires, supporting the folks that were hurt  
7 on hurricanes down south of us out here as a  
8 staging area, things likes that. So that will be  
9 next. And then of course taxes is rather  
10 self-explanatory.

11 But bear in mind that all those folks that  
12 are employed here pay taxes. Instead of the  
13 taxpayers paying them their salaries, which  
14 happens on government jobs, this is not the case.  
15 They are paying taxes into the county and those  
16 taxes go to keep all of our taxes low.

17 CHAIRMAN BARRERA: Vic, I have a question for  
18 you. Do you think that people realize that the  
19 businesses here at the airport pay taxes also,  
20 since they are not a -- it's not a county-owned  
21 airport; that the businesses that operate here at  
22 the airport also pay taxes to the county and to  
23 the other entities, the school board, to the  
24 Florida navigational, all of those different

25 entities, that tax money is collected from the

53

1 airport?

2 MR. MARTINELLI: That is correct. And -- and  
3 you are so right. I don't know that people really  
4 realize that. This is not a -- a tax sink; it's a  
5 tax generator. And those revenues really help all  
6 of us to reduce our taxes.

7 CHAIRMAN BARRERA: Jim?

8 MR. WERTER: A -- a note on that is that  
9 today I just -- I think I'm close enough  
10 hopefully. A note on that today is I signed --  
11 you know, being the treasurer, I signed a check to  
12 St. Johns County watershed for impact fee --  
13 impact fees of \$11,000 this month. So the county  
14 is getting a fair amount of money from us.

15 Secondly, SAAPA -- how intertwined is SAAPA  
16 with Angel Flight? Do you have guys that are --  
17 work at Angel Flight at all, the charity  
18 organization? And wouldn't it behoove the club to  
19 try and get them more involved here? For a couple  
20 of reasons.

21 It's a community service, a great charity  
22 service. I -- I have been involved in it in the  
23 past. But it also -- it's a good community  
24 relationship PR move, too, as well, and being more

25 intertwined with -- they're in Lakeland, right?

54

1 Headquartered in Lakeland. Get Angel Flight  
2 Southeast more involved over on this side of the  
3 park.

4 MR. MARTINELLI: Uh-huh. I'm wearing two  
5 hats. The hat that I'm wearing on the PR  
6 committee is not involved in that, but Harry and  
7 Michael from SAAPA's point of view, very  
8 definitely.

9 And -- and there again, the programs that  
10 will come out of the mission statement of the --  
11 of SAAPA will have specific programs. And that's  
12 what Harry was referring to earlier. Those would  
13 be one of the programs.

14 And -- and I can't stress enough, and I know  
15 I'm speaking for Michael and for Harry, that the  
16 cooperation and the interrelationship between  
17 SAAPA and the Airport Authority and the airport in  
18 general is really paramount. That's our mission.  
19 So -- Carl?

20 CHAIRMAN BARRERA: Yes, Carl.

21 MR. YOUMAN: I met with Bryan the other day  
22 and we went over some of the things that you go --  
23 just went over, and one of the things that was  
24 brought out, that this will all be set up so that

25 whoever wants to volunteer to go around to the

55

1 rotaries, et cetera, and give talks at their  
2 luncheons and things like that to make  
3 presentations, and it will be all set up to -- as  
4 a guideline to give a little speech.

5 MR. MARTINELLI: Right. That's our -- that's  
6 our final product we -- we plan to have. Any  
7 other questions?

8 CHAIRMAN BARRERA: Vic, thank you for what  
9 you do and thank you for working on the PR  
10 committee and for all those here that contribute  
11 to that. I appreciate it.

12 MR. MARTINELLI: Thank you.

13 CHAIRMAN BARRERA: And this board appreciates  
14 it.

15 MR. WUELLNER: Okay. Last I have under  
16 committee -- or reports is -- deals with  
17 benchmarking. I'm sorry I do not have information  
18 related to the budget that was reliable.

19 The compilation form normally where I derive  
20 that information, we don't get that in a  
21 spreadsheet format and there were a number of  
22 errors that only affect -- they weren't errors  
23 related to how much was spent or anything like  
24 that, it's just strictly errors in how it's

25 calculated as a percentage on a number of items.

56

1 So it was skewing -- skewing the results. So  
2 we'll have those corrected for you next month.  
3 Basically we're -- you know, it's showing general  
4 improvement over all as predicted.

5 Occupancy, still sitting at 99 percent on  
6 T-hangars, 90 percent of corporate meaning I  
7 believe just one vacancy on the small corporates.  
8 That's the 50 x 50, 50 x 60 size units. And a  
9 hundred percent occupancy on the corporate large  
10 ones at this point.

11 Noticeable improvements in fuel sales over  
12 last year or at least holding steady. Jet fuel's  
13 pretty much where it was last year. A slight  
14 increase, less than a thousand gallons, not a --  
15 not a number that everybody wants.

16 Significant improvement in the self-fuel.  
17 Most of that's coming from on-airport users  
18 related to flight school activity. Since we don't  
19 in our -- we don't report individually on avgas, I  
20 think what you're going to find is the volume  
21 shifted really from -- from Galaxy to self-fuel in  
22 a -- in a couple of instances. It's not a --  
23 while it's new revenue to us, it doesn't change  
24 the equation of total fuel sale. And that's



25 pretty much on benchmarking.

57

1 I did -- I wanted to mention just in general,  
2 moving the board forward, that we were able to  
3 pick up -- or I was able to pick up some -- some  
4 really good information from -- on airport  
5 benchmarking. I know that's something that  
6 Mr. Gorman has been interested in, you know, in  
7 his tenure on the board.

8 But they now have published the -- trying to  
9 think of what the group is, but it -- it's a  
10 program that's federally funded, but it's not  
11 federally driven, that pays for the research. And  
12 they've developed a product to help airports walk  
13 through the benchmarking process and informational  
14 materials, workshops-related material, worksheets  
15 information to develop a strong strategic plan.

16 And as -- as we move through the next couple  
17 of months, I would very much like to maybe put  
18 some workshops together. Not -- doesn't have to  
19 be that often. We can go whatever pace y'all want  
20 to do it. But I think it would be important that  
21 we all come to a meeting of the mind, if you will,  
22 about the overall direction of the organization,  
23 set those goals, financial as well as development  
24 goals, and get all that stuff kind of vetted so

25 that the board, staff, people we go market to, our

58

1 users are all getting a consistent plan of attack  
2 toward growing the airport or making the airport  
3 as -- successful on all benchmark parameters. So  
4 I'd like to do that.

5 I don't have anything to hand out today. I  
6 just want to kind of put it in your head. Think  
7 about it a little bit. I'll try to get that --  
8 that material copied and into your hands so you  
9 have some idea of what -- what's involved.

10 There's some web sites. You can go and pull up  
11 worksheets and see what -- see what's involved in  
12 the process.

13 It is not just simply something you can do in  
14 one meeting and we're all done with it. It's  
15 something we're going to have to, you know, sort  
16 of pick at for a while to get through and make  
17 sure we have something meaningful.

18 CHAIRMAN BARRERA: Jack?

19 MR. GORMAN: This would include some kind of  
20 maybe reconfiguration -- when this ever is going  
21 to happen, I don't know -- a reconfiguration of  
22 land use and 10-year plan and design on 10-year  
23 plans? Which is really a juggled thing right now.

24 MR. WUELLNER: Yeah. It -- it's not

25 designed -- it's not designed to deal with the

59

1 specifics of the land use planning, but it is  
2 designed at a higher level to look at how does the  
3 airport accommodate needs well into the future  
4 from a philosophical standpoint, not identifying a  
5 location or saying this piece or that.

6 MR. GORMAN: That one, yeah.

7 MR. WUELLNER: Just saying, you know, is it  
8 expansion of this facility? Is it development of  
9 another airport? Is it --

10 MR. GORMAN: It will end up targeting --

11 MR. WUELLNER: You know, how those things go.

12 MR. GORMAN: -- it will end up targeting land  
13 use anyway.

14 MR. WUELLNER: Absolutely. It has to touch  
15 on it at some point. But it looks at operations.  
16 You know, and I mean the operating entity of how  
17 we -- how we spend money, what are our priorities  
18 as an organization.

19 You know, as we come off the tax rolls this  
20 fall, I think it's incredibly important we're all  
21 on the same page of what those priorities are,  
22 because it's going to affect budget decisions and  
23 revenue -- you know, revenue decisions, how we go  
24 about rates and charges, all of those kinds of

25 things. I think we've -- I think we owe it to

60

1 ourselves if for no other reason to get on the  
2 same page and have that debate as we -- as we  
3 develop the policy.

4 CHAIRMAN BARRERA: Buzz?

5 MR. GEORGE: On this particular chart, Ed, to  
6 me, it would be important, I don't know if the  
7 rest of the board members feel it's important, but  
8 under occupancy, if we were able to add the just  
9 raw numbers of people, organizations on the  
10 waiting list for those types of facilities --

11 MR. WUELLNER: Okay.

12 MR. GEORGE: -- it might give us an idea of  
13 what the backlog is and help us invest -- lean  
14 toward investigating new facilities.

15 MR. WUELLNER: Sure. That's a good idea. We  
16 can do that.

17 RUNWAY SAFETY PROJECT 1 - SUPP. AGREEMENT 10-42

18 MR. WUELLNER: The -- which moves us to the  
19 first agenda item. I'm going to let Andrew  
20 Holesko kind of walk you through what we're  
21 talking about here.

22 I do want you -- there -- there are at least,  
23 what, three or four components coming at us from  
24 the design and ultimately permitting standpoint

25 over the next eight, 12 months. To get some of

61

1 that started, we're going -- it's going to require

2 we get -- we get some stuff going here.

3 I do want you to know that everything we're

4 talking about today, these are all federally

5 funded type efforts. So they're all going to come

6 in at 95 percent federal money. They're all going

7 to come in likely -- I say they're all going to

8 come in, but they'll all come in with likely

9 another 2 1/2 percent out of the state work

10 program.

11 Order of magnitude for all of the

12 construction projects over the next couple of

13 years is -- from an Authority's share standpoint

14 including these things we'll talk about today, is

15 going to approach about \$450- to \$500,000 relative

16 to revenue. So, give you just big picture items.

17 Now, you're going to get that picked at a

18 little bit as we go forward because it -- it

19 doesn't all -- you don't have the luxury, from the

20 way the grant programs are set up or development

21 of these projects, to just put it all in front of

22 you and go approve it all today, you know, in a

23 nice simple one -- one effort. There's a lot of

24 pieces and parts as we get there.

25 But order of magnitude over the next I'll

62

1 call it six to 12 months, maybe slightly more than  
2 that, as we get through all of these grants for  
3 construction, all of these things for permitting,  
4 all of these things for design, you're -- you're  
5 probably looking at an Authority share of in the  
6 \$450- to \$500,000 range for all of it.

7 MR. GEORGE: So you're talking about --

8 MR. WUELLNER: Which is about a \$19 million  
9 construct -- program.

10 MR. GEORGE: Nineteen, 20 million, right.

11 CHAIRMAN BARRERA: And -- but, Ed, we have  
12 this -- we have this in our budget as -- in our  
13 budget forecast.

14 MR. WUELLNER: Well, we have current-year  
15 items in there.

16 CHAIRMAN BARRERA: Okay.

17 MR. WUELLNER: We do not -- but they would be  
18 built into future -- future budgets.

19 CHAIRMAN BARRERA: Okay. Buzz?

20 MR. GEORGE: I have a comment to make on the  
21 budget side. You know, when we start talking  
22 about 97 1/2 percent money, you know, that --  
23 that's great, you know, that we're bringing --  
24 somebody else's money is coming into the county.

25 And if we can use local contractors, that helps,

63

1 too. But there's still in this case, that's \$450-  
2 to \$500,000 of our money.

3 MR. WUELLNER: Uh-huh.

4 MR. GEORGE: And while it's spread out over a  
5 few years for the thing, I think that this board  
6 needs to start focusing -- you know, our major  
7 financial thrust was to get off the tax rolls.  
8 Now we better start looking at how we're going to  
9 pay for all these things down the road.

10 We have a nice little reserve there, but  
11 unless we start planning for it right now, this is  
12 going to cut right into that reserve. And to  
13 start that process off, I'd like to ask Donna,  
14 please -- Donna, you had given me some numbers on  
15 what the actual revenue was versus -- actual  
16 operating revenue versus operating expenses. And  
17 we've got that charted for the last four or five  
18 years.

19 If we could put onto that chart also what the  
20 budget -- this year's budget calls for, then I  
21 think we'll see, okay, the difference in operating  
22 expenses and operating revenue, that's the money  
23 we've got to deal with, you know, to not cut into  
24 the reserves.

25 So, now's the time to start thinking for the

64

1 three- to five-year-out projects to do that. And  
2 if -- you know, if I could get that, I'll add it  
3 to my chart and we'll, you know, use it at a later  
4 date.

5 MR. WUELLNER: Very important point.

6 CHAIRMAN BARRERA: No, and I think that's why  
7 I brought the point up, is because I know we've  
8 done budget forecasting. But I want to make sure  
9 as we go forward, we're staying within parameters.

10 MR. WUELLNER: I can tell you we've used a --  
11 and I know this isn't new, but we use a more  
12 vanilla on the forecast. The -- the sheer amount  
13 of money coming at us in a short period of time  
14 was not something that -- that, you know, was  
15 dealt well in the -- in -- multiyear forecast  
16 budget.

17 MR. GEORGE: Right.

18 MR. WUELLNER: It -- what's accommodated in  
19 current year budget is fine. But we're certainly  
20 going to have to look at how we do this next  
21 year --

22 MR. GEORGE: Yeah.

23 MR. WUELLNER: -- because there's a lot of --  
24 there's quite a bit of Authority share in there,



25 as was pointed out.

65

1 CHAIRMAN BARRERA: I think that should be  
2 included in the benchmarking as we do the  
3 benchmarking workshops.

4 MR. WUELLNER: Oh, the workshop, yeah,  
5 exactly. The strategic --

6 MR. GEORGE: Yeah, I --

7 MR. WUELLNER: -- benchmarking --

8 MR. GEORGE: A workshop's a good place to do  
9 that, you know, that we --

10 MR. WUELLNER: It's a perfect place, because  
11 it needs to be described and we need to --

12 MR. GEORGE: We've got some resources around  
13 here that we're just waiting for something to  
14 happen. Maybe we ought to push those to happen --

15 MR. WUELLNER: Well, I think your --

16 MR. GEORGE: -- like an industrial park.

17 MR. WUELLNER: Well, I think your point, you  
18 know, in adding the waiting list to the last item,  
19 I mean, that's exactly the kind of thinking that's  
20 got to go on now, is where do we make the  
21 investments? You know, where is the return going  
22 to be? Where's the demand, you know, balanced  
23 against that versus cash flow, real cash flow?

24 MR. GEORGE: Right. Thanks.

25 CHAIRMAN BARRERA: Okay. Andrew.

66

1 MR. HOLESKO: Good evening. We've got four  
2 projects to review tonight and I'm going to --  
3 with some assistance from Cindy, I'm going to be  
4 going back and forth a little bit from the slides  
5 to the project graphics.

6 What I'm going to do is just, again, do a  
7 little breach reminder on the scope of the four  
8 projects and then talk about where we are in terms  
9 of design and permitting and construction scopes  
10 and all. The first one is the Runway 13/31  
11 pavement rehabilitation project. And, Cindy, if  
12 you can go forward one for me.

13 Last week, I forwarded quite a detailed  
14 e-mail to Cindy, and I know that she forwarded it  
15 to each of the Authority Members regarding the  
16 scopes, costs, list of permits and all. It ended  
17 up being maybe a two- or three-page e-mail. And  
18 I'm not sure if you've had a chance to review  
19 through that, but some of the details of what  
20 we're talking about today is what was inside that  
21 e-mail last week.

22 The Runway 13/31 rehabilitation project is --  
23 is for the pavement rehabilitation of the existing  
24 runway, 150-foot width on the runway. It also is

25 going to provide new paved shoulders for the

67

1 entire length of the runway, and it is going to  
2 also add runway centerline lighting for the entire  
3 length of the runway. And a bid additive on the  
4 end was the approach lighting system on the south  
5 end of the runway.

6 The reason we added the approach lighting  
7 system on the south end of the runway into this  
8 design project is that the approach lighting  
9 system will actually have a series of in-pavement  
10 lights in the south end of the runway. So it  
11 would not make sense to go out and rehab your  
12 runway and turn it into a brand new surface and  
13 then follow on with the approach lighting system  
14 and cut a series of holes inside your brand new  
15 runway next year. So we took that component and  
16 added it onto the south runway end. Cindy, if you  
17 can go back one for me, please.

18 So, in terms of the design components, we've  
19 got a design of the approach lighting system. We  
20 used Prosser Hallock and AVCON as subconsultants  
21 to Passero. We did a design modification inside  
22 Passero Associates.

23 On that project, we actually looked at  
24 rehabbing your existing asphalt with a full

25 replacement of your asphalt. We looked at it as a

68

1 mill and overlay of the runway. We looked at it  
2 as a concrete overlay of the runway. And we also  
3 looked at our design modification to do what we  
4 believe is the most green pavement recycling  
5 concept proposed in the United States. And that's  
6 called hot in-place recycling.

7 It has not been done on a runway surface  
8 anywhere in the United States so far, but it has  
9 been done in Canada. That design modification is  
10 actually sitting on the FAA's desk in Orlando for  
11 consideration. We still do not know if that's  
12 going to be approved by the FAA, but it is a  
13 bidding option. Your project is being proposed to  
14 bidders as either a traditional mill and overlay  
15 or a hot in-place recycling project, either of  
16 which would accommodate the approach lighting  
17 system in pavement on the south end of the runway.

18 Permit application coordinations are through  
19 Birkitt, and Beverly is here this evening. The  
20 total project cost to do all that is \$288,950, and  
21 the construction magnitude for this project is in  
22 the magnitude of \$7.5 million.

23 CHAIRMAN BARRERA: Okay. We'll go to public  
24 comment and then we'll open it up for board

25 comment. Mr. Jones?

69

1 MR. JONES: No.

2 CHAIRMAN BARRERA: Mr. Martinelli?

3 MR. MARTINELLI: No.

4 CHAIRMAN BARRERA: Okay. Now we can open it

5 up for -- we need a motion and then we can open up

6 for discussion.

7 MR. YOUMAN: I make a motion we accept the --

8 sorry. I make a motion we accept the project as

9 shown.

10 CHAIRMAN BARRERA: Okay. Do we need a second

11 for that to open it up for discussion or just --

12 MR. WUELLNER: Yes. You should have a

13 second.

14 CHAIRMAN BARRERA: Okay. Jack, were you

15 making a second? I'll make a second for

16 discussion purposes.

17 MR. GORMAN: Go ahead.

18 CHAIRMAN BARRERA: All right. Now, Carl?

19 MR. YOUMAN: The new green way of doing the

20 runway, does the -- does this entail -- entail new

21 proprietary type of machinery, special type of

22 machinery that's not in existence right now?

23 MR. HOLESKO: It is proprietary patented

24 machinery, but it is also in production and used

25 throughout the State of Florida right now.

70

1 It is a -- in essence a paving train that  
2 does a hot mix recycling of existing material, a  
3 rejuven -- rejuvenation of the material and  
4 returns it to a quality that passes the same  
5 testing that the FAA requires for new pavement.  
6 And it is being done on roadways -- I won't say  
7 extensively, but it is being done throughout the  
8 State of Florida and right here in north Florida.

9 MR. YOUMAN: Is -- is -- what is the life  
10 expectancy?

11 MR. HOLESKO: The same as brand new pavement.

12 MR. YOUMAN: Which is?

13 MR. HOLESKO: Depending on the activity and  
14 aircraft operations and weight, somewhere between  
15 12 and 20-plus years.

16 MR. YOUMAN: Thank you.

17 CHAIRMAN BARRERA: Jim?

18 MR. WERTER: This would be the first runway  
19 in the U.S. to be done with this method?

20 MR. HOLESKO: It would.

21 MR. WUELLNER: It's been used on taxiway  
22 before.

23 MR. WERTER: On taxiways but not runway.

24 MR. HOLESKO: And I should also note that

25 this is the same process that -- Ed, I believe it

71

1 was October that we did the test section. I don't  
2 know why October is in my mind, but --

3 MR. WUELLNER: Could be.

4 MR. HOLESKO: -- the company that is  
5 proposing this technology came to St. Augustine  
6 Airport at considerable cost to prove that they  
7 could successfully recycle a runway using their  
8 process and again meet the exact same test  
9 criteria as a brand new piece of pavement. And  
10 they did meet that criteria. And if you notice  
11 there's a little black section on the north end of  
12 the runway about 400 feet long on the very end,  
13 and that was the test section, the first one done  
14 in the United States.

15 MR. WERTER: That would be a nice precedent  
16 to show for the rest of the country, you know,  
17 St. Augustine being picked to do the first runway  
18 with a green -- with green technology.

19 MR. WUELLNER: There's some very interesting  
20 aspects to that methodology to include --  
21 especially in the idea of sustainability and the  
22 general idea of green, only in that you're not  
23 using any new resources to speak of. You're not  
24 bringing in new rock.

25 You take all of the -- virtually all of the

72

1 truck traffic related to bringing pavement, hot  
2 pavement to the airport and placing it, none of  
3 that traffic exists because it's simply a case of  
4 they literally reheat the asphalt in place, pull  
5 it back up, add the rejuvenating agent to the mix  
6 and put it right back out the back end of the  
7 machine as though it's brand new asphalt and roll  
8 it into place. And it's literally in the course  
9 of about, what would you say, about 150, 200  
10 linear feet of machinery it's removed, the old  
11 asphalt and turned it into new asphalt out the  
12 back end of it with no traffic. No resources.

13 MR. HOLESKO: The --

14 MR. WUELLNER: Pretty slick.

15 MR. HOLESKO: -- unresolved issue is --  
16 again, it is a very impressive operation and we  
17 again offer that to them not changing the bar that  
18 is set for brand new pavement. That's the bar we  
19 always set for them from the start.

20 It must meet the same criteria as a brand new  
21 asphalt plant, and they met that testing criteria.  
22 The unresolved issue is that the FAA has not  
23 approved HIR for use as a top surface on a runway  
24 yet, and that's what we're working on right now.



25 CHAIRMAN BARRERA: Jack was first. Jack?

73

1 MR. GORMAN: I have to always go devil's  
2 advocate, but just for a moment only to take care  
3 of public questions. Do we need to do it? In  
4 other words, how much life do we have in the  
5 runway now? Should we not do it? That question  
6 has to be asked.

7 MR. WUELLNER: Aspects of the runway have  
8 reached the point of failure.

9 MR. GORMAN: In other words, we do --

10 MR. WUELLNER: Not the entire width and  
11 length, but as -- significant portions have  
12 reached the point where they need to be taken care  
13 of before they're considered a hazard and we end  
14 up having to go --

15 MR. GORMAN: They're considered cracked and  
16 failing now, you know, with frost, heat, things --  
17 we don't have much frost, but we have some.

18 MR. WUELLNER: But keep in mind the pavement  
19 that's in place is approaching 20 years. It is in  
20 the 19/20 range right now. It was done  
21 approximately 1990.

22 CHAIRMAN BARRERA: Buzz?

23 MR. GEORGE: Remember the Runway 2/20 with  
24 potholes out there. You don't want to wind up

25 getting -- waiting until that happens before we

74

1 wind up doing something like that. So I can see.

2 Ed, as a suggestion, when I see this chart,  
3 or Andrew, I see that design modification, the  
4 first thing that went through my mind was why are  
5 we paying Passero \$95,000 to modify a design of  
6 the approach lighting system? And that's not what  
7 that is.

8 MR. HOLESKO: No, that isn't. That is a --

9 MR. GEORGE: I suggest you change that  
10 terminology.

11 MR. HOLESKO: That is a design modification  
12 and --

13 MR. GEORGE: Because it looks like somebody  
14 designed it and you came back and had to modify  
15 it. But that's not the case.

16 MR. HOLESKO: That is a pavement -- pavement  
17 design modification, not an approach lighting  
18 system.

19 MR. GEORGE: Right. I would assume that  
20 since we're talking about an FAA grant, we're not  
21 going to get this grant unless FAA approves this  
22 process. So we've got somebody higher than us  
23 that's approving it.

24 That makes me feel a lot more comfortable,

25 because I'm not ready to stick my neck out for

75

1 some guy that's going to make a fortune in the  
2 United States for us to be the guinea pig without  
3 us having some guarantees. And what are the  
4 poss -- has that even been discussed at all with  
5 the company --

6 MR. WUELLNER: Yeah.

7 MR. GEORGE: -- that what happens if this  
8 only lasts 14 years?

9 MR. WUELLNER: Well, actually, it -- it's  
10 interesting. At least up front, the warranty  
11 period related to the in-place recycling, they're  
12 willing to warrant it much longer than new  
13 asphalt.

14 MR. GEORGE: Good.

15 MR. WUELLNER: So --

16 MR. GEORGE: In writing?

17 MR. WUELLNER: Yes.

18 MR. GEORGE: With a bond behind it, paid for  
19 by them?

20 MR. WUELLNER: I don't know if we're asking  
21 them to bond it, but it is --

22 MR. GEORGE: I just -- sorry. If you don't  
23 ask, you don't get. Okay.

24 CHAIRMAN BARRERA: Okay. Buzz, now it's

1 MR. WERTER: The other advantage, as it's  
2 been explained by Ed before, is that this method  
3 is extremely faster than the alternative and our  
4 downtime on the runway would be a lot less.

5 CHAIRMAN BARRERA: Carl?

6 MR. YOUMAN: I believe when A1A was retopped  
7 out here, they used that process, because it -- I  
8 watched them scrape it up and it went through some  
9 kind of machine and they did something to it and  
10 it -- and they resurfaced it with the same stuff  
11 that they had on the top, and I was quite  
12 surprised to watch that. It was an interesting  
13 process, if it's the same thing. And one thing I  
14 do have to say is A1A is holding up well.

15 MR. GEORGE: Madam Chairman, I call for a  
16 vote.

17 CHAIRMAN BARRERA: No, I -- I have a couple  
18 of questions I need to ask Andrew.

19 Andrew, in the community, it's been posed  
20 that this is going to be a massive lighting  
21 system. Is this a massive lighting system that's  
22 going into the marsh?

23 MR. HOLESKO: No. It is a series of -- how  
24 many poles, Sara?

25 MS. MASSEY: It's a series of --

77

1 MR. HOLESKO: Bobby?

2 MR. PALM: There are -- there are six -- I'm  
3 sorry.

4 MR. HOLESKO: This is Bobby Palm from AVCON.

5 MR. PALM: Thanks for the introduction.  
6 Bobby Palm from AVCON.

7 There are six light stations that will be out  
8 in the salt marsh. Most of the lighting system,  
9 the first thousand feet is on the upland area, at  
10 the current pavement, and right at the edge of the  
11 salt marsh. There will be two stations of five  
12 lights that are steady burn lights that are the  
13 first two stations. In addition to that, there  
14 will be four at a hundred foot station that are  
15 the rail flasher system.

16 CHAIRMAN BARRERA: Okay. And can you tell me  
17 if this is going to be high intensity lighting,  
18 and if it will -- from the marsh standpoint, and  
19 how it will affect the fish?

20 MR. PALM: No. It will not -- it should not  
21 have really any impact on the fish. The lights  
22 actually are aimed at an angle up for the pilots  
23 to see. And in fact, the lights are not steady  
24 burn all the time. They will be turned on by

25 radio control by the pilots when they're --

78

1 they're coming in their approach.

2 CHAIRMAN BARRERA: Okay. Let me ask you one  
3 other question. How do you expect for it to  
4 affect the birds?

5 MR. PALM: Well, actually we try to affect  
6 them by discouraging them to use the lights as  
7 roosts. So what we are proposing is to use a  
8 product called Bird-B-Gone. They have several  
9 methods that are basically spike strips that you  
10 apply to the horizontal surfaces to keep them from  
11 roosting, as well as there's other methods we can  
12 use, like stringing monofilament on there. The  
13 birds can see the monofilament and it actually is  
14 very effective at keeping them off. And the  
15 reason for that is because the birds can of course  
16 be a hazard to the -- the use of the airport for  
17 bird strikes.

18 CHAIRMAN BARRERA: Okay. And do you  
19 anticipate when the lights are in the -- shine up  
20 in the air, do you anticipate it affecting the  
21 work -- the birds and the wildlife?

22 MR. PALM: No more than you would see on a  
23 navigation -- a channel marker for navigation.  
24 Very similar to what you'd see out there on the

1 CHAIRMAN BARRERA: Okay. That clarifies  
2 things for me. Thank you.

3 MR. YOUMAN: Can I?

4 MR. GORMAN: I have a question, too.

5 CHAIRMAN BARRERA: Carl?

6 MR. YOUMAN: My question is, I've been told  
7 that these lights do not stay on all the time, and  
8 you say it's activated by a pilot when he needs  
9 it. Is it needed for every landing, or is it just  
10 needed under certain circumstances? Or with --  
11 will they activate it every time -- every time a  
12 plane lands at night, for example, will that be  
13 activated?

14 MR. PALM: No. It's really the pilot's  
15 discretion and it's used mostly during low --

16 MR. YOUMAN: I'm not a pilot.

17 MR. PALM: It's usually used for low approach  
18 visibility. It's just another navigation aid that  
19 they can use with the instrument landing system  
20 that's already on Runway 31.

21 MR. YOUMAN: Does that mean under fog  
22 conditions, rainy conditions --

23 MR. PALM: It's generally --

24 MR. YOUMAN: -- sight con -- any type of

25 sight condition, is that when usually a pilot

80

1 would activate it?

2 MR. PALM: It's -- usually yes. It's usually  
3 used during low visibility when the pilot has  
4 difficulty seeing the runway from a further  
5 distance. So when -- when you have a lower  
6 ceiling, lower visibility, he can, you know, key  
7 that on with his radio and it will give him a  
8 little bit better approach lighting. It's really  
9 a supplement also to the runway -- the regular  
10 threshold and centerlines of the runway.

11 MR. YOUMAN: So on a -- on a moonlit night,  
12 for example, it would be elective on the pilot's  
13 part whether he wants to activate it or not for  
14 extra safety, but if he doesn't want to --

15 MR. PALM: More than likely --

16 MR. YOUMAN: -- he wouldn't really need it.

17 MR. PALM: More than likely, he wouldn't  
18 on -- on, you know, a good visibility night.

19 MR. YOUMAN: Thank you.

20 CHAIRMAN BARRERA: Jack, did you want to --

21 MR. GORMAN: Right. Just a question. I've  
22 been asked this, too. For instance, in  
23 navigational lights, you can see them eleven and a  
24 half degrees on each side. And I've been asked



25 how -- can you see them from the side? And if you

81

1 can't see them from the side, how further -- we --

2 as pilots we know this, but I -- public record.

3 In other words, can you see this from the

4 side and do you have to be directly in front of

5 them to see them? In other -- and will they be

6 blind to someone that is standing beside them?

7 I've been asked this, so...

8 MR. PALM: Again, we don't see that as being

9 a -- a significant source of external light

10 pollution for the area. We are working with

11 Passero at this time on a shield for the -- for

12 the flasher units. The steady burns, I mean,

13 they're -- usually probably wouldn't notice them

14 at all. But the flashers, we're looking at a way

15 of toning them down with shields at this time.

16 MR. GORMAN: In other words like a blocking

17 shield so that the back scatter of the light does

18 not project sideways, which makes sense.

19 MR. PALM: Correct. And -- and again, I do

20 want to point out that -- that those lights are

21 aimed up at an angle towards the pilots and not

22 down and to the sides.

23 MR. WUELLNER: Once a pilot activates the

24 lights, how long do they stay on?

25 MR. PALM: I would have to get back with you

82

1 on that, Ed. I'm not sure what the duration is.

2 MR. WUELLNER: I can help you. It's 15 to 20  
3 minutes.

4 MR. PALM: Okay.

5 CHAIRMAN BARRERA: Buzz?

6 MR. GEORGE: Can you make a -- can you make a  
7 statement here tonight that says that our  
8 neighbors that have a problem with noise are not  
9 going to have a problem with lights, that they  
10 will not notice it? You know where our neighbors  
11 are from the approach on that end. Is it -- for  
12 instance, I have some friends that -- on the north  
13 end Davis Shores on the island. Is that going to  
14 flash down that way?

15 MR. PALM: Andrew's volunteered to answer  
16 that.

17 MR. HOLESKO: I will volunteer to answer it.  
18 And certainly the answer is no, we cannot say that  
19 they are not going to call up and file a  
20 complaint.

21 The -- the way the system is designed, I like  
22 to use a flashlight as a comparison. If I was  
23 holding a flashlight in my hand and I click the  
24 end on, even if I pointed it straight up in the

25 sky, you would see a lit end of a flashlight and

83

1 you may see it. And if I flicked it on and off,  
2 you would notice that I was flicking a flashlight  
3 on and off.

4 But if I took it and pointed it in your face  
5 and you saw the beam, that would be much  
6 different. That beam is not going to point at  
7 anybody's house, yet they may see the end of that  
8 flashlight flashing back and forth because they  
9 see the end of the light. But it's not going  
10 to -- it is not going to shine at any individual's  
11 house, either on the end, up in the air, and to  
12 the sides.

13 And we're taking every single precaution we  
14 possibly can in the system right now to make sure  
15 that it isn't intrusive to people. Every  
16 technology that's out there to shield and baffle  
17 that light is going to be in place for your  
18 approach lighting system.

19 CHAIRMAN BARRERA: Thank you, Andrew.

20 MR. BURNETT: Every reasonable technology.

21 MR. HOLESKO: Every reasonable technology.

22 CHAIRMAN BARRERA: Thank you. Thank you,  
23 Andrew and Doug. Okay. Buzz, you wanted to call  
24 this to a vote?

25 MR. GEORGE: Yes.

84

1 CHAIRMAN BARRERA: All right. We've had the  
2 motion. We'd had the second. All in favor, aye.

3 MR. GEORGE: Aye.

4 CHAIRMAN BARRERA: Aye.

5 MR. GORMAN: Aye.

6 MR. YOUMAN: Aye.

7 MR. WERTER: Aye.

8 CHAIRMAN BARRERA: Any opposed?

9 (No opposition.)

10 CHAIRMAN BARRERA: Motion passes.

11 MR. BURNETT: Madam Chair, if I might ask one  
12 question. What -- what do you anticipate the  
13 design and permitting time to be before we're back  
14 with a bid type on a schedule for bidding this  
15 project?

16 MR. HOLESKO: Doug, we -- we expect that it's  
17 going to be months before there's going to be a  
18 permit in place for the approach lighting system.

19 (Mr. Youman leaves the room.)

20 MR. HOLESKO: And as Ed mentioned earlier,  
21 it's pretty fluid in terms of what funds the FAA  
22 is going to offer for the approach lighting  
23 system. There is no funds identified for the ALS  
24 today.

25 The ALS component of what you see inside the

85

1 Runway 13/31 rehabilitation is in an active  
2 project today. But that doesn't mean that that  
3 approach lighting system is permitted or can be  
4 installed right now, because it can't.

5 MR. BURNETT: How long before the resurfacing  
6 project is back for bid?

7 MR. HOLESKO: We -- the resurfacing project  
8 actually, the Runway 13/31 pavement has already  
9 been bid.

10 MR. BURNETT: Okay.

11 MR. WUELLNER: The -- the funding is out  
12 further.

13 MR. BURNETT: Got you. Okay.

14 CHAIRMAN BARRERA: The next agenda item?

15 RUNWAY 13/31 - SUPPLEMENTAL AGREEMENT 10-39F

16 MR. HOLESKO: Next agenda item is what we are  
17 naming the -- and have named inside the east side  
18 improvements, which is the east side runway safety  
19 area. And if I can get Cindy to go to the next  
20 slide.

21 Okay. This is the south end of the runway,  
22 the east side safety area. The pinkish-purple  
23 line here is the runway safety stabilization line  
24 on the east side of the runway. The green area is

25 the runway safety area stabilization inside the

86

1 armor flex that we're using to stabilize the edge  
2 of the safety area.

3 This is the design and permitting to make all  
4 of this happen inside the pink and green on the  
5 east side. And it also involves all of the series  
6 of permitting needed to make that happen. We have  
7 spoken in the past about the spoil island being  
8 the -- one of the mitigation options, but we are  
9 not stating today that is the mitigation plan that  
10 we're permitting today. We still continue to look  
11 for an acceptable alternate to that mitigation  
12 area.

13 But in order to move this project forward and  
14 design it and to be able to permit it and make it  
15 work, we've got to move forward with the final  
16 details --

17 (Mr. Youman enters the room.)

18 MR. HOLESKO: -- both in engineering design  
19 and permitting to make this project work. And  
20 that's what we're bringing to you today. If you  
21 could go back, Cindy.

22 There are multiple design components.  
23 There's the erosion control and stabilization by  
24 Prosser Hallock. There's the runway safety area

25 grading and overall project management with

87

1 Passero. There is mitigation area planning and  
2 permitting with LPA. And then there is permits  
3 and coordination through Birkitt. And then at  
4 some point in the future, actually taking this  
5 project out to bidding.

6 The total not-to-exceed fee is \$488,000, and  
7 the proposed construction cost right now, using  
8 the mitigation island as the mitigation area, is  
9 about \$5.5 million. And again, that's not the  
10 final plan right now. That's not what's being  
11 submitted in a permit right now, unless we can't  
12 find anything better.

13 CHAIRMAN BARRERA: Okay. Mr. Jones?

14 MR. JONES: Nothing.

15 CHAIRMAN BARRERA: Mr. Martinelli?

16 MR. JONES: I didn't know what it was about,  
17 so I just wanted to check something. Better safe  
18 than sorry.

19 CHAIRMAN BARRERA: Mr. Martinelli?

20 MR. MARTINELLI: This is one area, one topic  
21 that has spawned a lot of misinformation, a lot of  
22 false information. Oh. Got me. A lot of  
23 misinformation has been -- has been floated out  
24 there on this subject. And I would suggest that

25 perhaps Passero and everyone concerned make

88

1 another effort to get all of the facts out there.

2 Like, for example, this is a safety issue,

3 pure and simple. It's not an expansion of the

4 airport. It's not an extension of the runway.

5 It's a compliance issue with the FAA because of

6 the erosion that has taken place over the years,

7 which makes the safety area on either side of the

8 runway unsafe at this point and not within FAA

9 standards. Those are the facts. I think those

10 facts have to get out there, because there's a lot

11 of erroneous information that's out there.

12 CHAIRMAN BARRERA: Thank you, Mr. Martinelli.

13 Okay. Seeing no further public comment, we'll

14 open it up for a motion and discussion. Buzz?

15 MR. GEORGE: I've got one clarification

16 first. This motion and this approving it, is this

17 giving the authority to do any kind of mitigation

18 they can without coming back to this board --

19 MR. WUELLNER: No.

20 MR. GEORGE: -- or can we -- okay.

21 MR. WUELLNER: It doesn't --

22 MR. GEORGE: So what is the --

23 MR. WUELLNER: It doesn't permit us to do any

24 mitigation at all. What it does is negotiate the



25 mitigation or begin that negotiation process with

89

1 the permitting agencies. Ultimately that comes  
2 back to you for decisions on what -- what that  
3 mitigation is. So it does not allow us to do  
4 anything other than get the design going, which is  
5 a key component of the permitting process, and  
6 begin that.

7 MR. GEORGE: The next question. Of the five  
8 and a half million in construction costs,  
9 utilizing this island out there, what kind of  
10 price tag is it for taking the 17 1/2 acre island  
11 and using that for the mitigation?

12 MR. WUELLNER: That -- that is what will come  
13 out of the design component of this. So over the  
14 next couple of months, that gets detailed as to  
15 what it would cost --

16 MR. GEORGE: Okay.

17 MR. WUELLNER: -- as well as we begin the --  
18 I would call it the end run, if you will, to  
19 trying to find the last available mitigation  
20 options over the next however many months it  
21 takes.

22 MR. GEORGE: Okay. Because isn't mitigation  
23 basically taking, you know, land and then  
24 allocating that to -- you know, to mitigation? In

25 other words, it doesn't have to be that.

90

1 MR. WUELLNER: Right.

2 MR. GEORGE: If we're going to spend three  
3 million to destroy that island --

4 MR. GORMAN: Five.

5 MR. GEORGE: -- and we can spend three  
6 million to buy some land, you know -- I'm going to  
7 say Green Cove Springs. I don't have -- I'm just  
8 using that as an example, you know. But wouldn't  
9 it be wise for us to do that and keep our  
10 environment the way we have it? Would that be  
11 considered?

12 MR. WUELLNER: If that was an option, yes, it  
13 would be considered.

14 MR. GEORGE: Okay.

15 MR. WUELLNER: That particular example, it's  
16 not. But it -- I know what you're saying.

17 MR. GEORGE: All right.

18 CHAIRMAN BARRERA: So before we go into any  
19 board discussion, we need to go ahead and have a  
20 discussion motion and a second and then open it up  
21 for board discussion. Do we have a motion? Carl?

22 MR. GEORGE: I make a motion we disapprove  
23 this until the board discusses it. I don't  
24 understand the logic of making a motion before all

25 the board members have their questions answered.

91

1 That sounds bass akwards to me. Is --

2 Mr. Attorney, is this the way it normally goes?

3 It's presented and we have to make a motion,

4 somebody makes a motion to accept it before we can

5 discuss it? I didn't mean to put you on the spot.

6 MR. BURNETT: No, that's okay. If you do --

7 if you do a strict interpretation of Robert's

8 Rules of Order, you don't have anything to discuss

9 until you have a motion on the floor and a second.

10 So...

11 MR. WUELLNER: However --

12 MR. GEORGE: Then why have public comment?

13 MR. BURNETT: However, it has been the

14 Authority's typical process to have discussion

15 about the item sort of whenever, before or after a

16 motion. You do need to allow for public comment,

17 and I'm not sure if Mr. Martinelli was the only

18 public comment.

19 CHAIRMAN BARRERA: He was.

20 MR. BURNETT: I guess I missed that part. I

21 think he was. So now you're in the board and I

22 guess you discuss it and we have a motion or we

23 don't have a motion. So, but it --

24 MR. GEORGE: Well, if -- I -- I can go along

25 with the agenda because we approved the agenda,

92

1 but I think that the decision to do that needs to  
2 be brought before this board so that we can make  
3 the decision that we're going to use Robert's  
4 subprime number 12 rules to --

5 MR. BURNETT: Well --

6 MR. GEORGE: -- to get that.

7 MR. BURNETT: And -- and to go one -- to go  
8 one step further, you as the Authority have the  
9 ability to obviously amend your rules or make new  
10 rules related to how the board meetings are run.

11 CHAIRMAN BARRERA: And if we want to do that,  
12 we can do that at a future time.

13 MR. GEORGE: Exactly. Right.

14 CHAIRMAN BARRERA: So far, that -- that's the  
15 board member handbook that we have.

16 MR. GEORGE: That says what?

17 CHAIRMAN BARRERA: That we will do it in this  
18 order.

19 MR. GEORGE: Okay. And we haven't done it  
20 that way for seven years, but we're going to do it  
21 now without any discussion. I don't have any  
22 problem, but I want to see it on the next agenda.

23 CHAIRMAN BARRERA: We'll have it as a  
24 separate agenda item.

25 MR. GEORGE: No problem. Fine.

93

1 CHAIRMAN BARRERA: All right. Carl, did you  
2 want to make a motion?

3 MR. YOUMAN: I make a motion to accept the  
4 Supplemental Agreement 10-43 (sic) item of the  
5 agenda.

6 MR. GORMAN: I'll second it.

7 CHAIRMAN BARRERA: Okay. Now we'll open it  
8 for board comment. Jack?

9 MR. GORMAN: We've got to do this. We've got  
10 to repair the runway. The fact that the FAA  
11 doesn't agree or someone doesn't agree or all the  
12 environmental groups don't agree that it was just  
13 strictly a repair job, which it is because it's  
14 due to erosion, not due to rebuilding something  
15 that didn't exist, it's rebuilding something that  
16 existed before. So we've got to do this, because  
17 if we don't do this, it's going to abridge the  
18 utility of this runway. So it's got to be done.

19 The -- all the other nuances of the fact that  
20 we have a number of different environmental groups  
21 that have evolved into pushing us into \$5.1  
22 million worth of, my own opinion, nonsensical  
23 mitigation is a different issue from the issue  
24 we've got to fix it.

25 So, that said, I have to say at this point, I

94

1 went and the Birkitt group went and gave me a  
2 really good briefing on what is going on with this  
3 mitigation, and it is just locked in bureaucratic  
4 conundrum. That's what's going on.

5 It's -- they have done the research. And it  
6 is, like Mr. Martinelli said, a political  
7 solution. And there's still a solution out there,  
8 but we've got to fix the runway. That's why I  
9 seconded it. I'm not sure how to do that yet.

10 And I echo Buzz's question with I'm having a lot  
11 of trouble spending \$5.1 million -- by the way, I  
12 got an "I told you so" for that -- \$5.1 million to  
13 mush up an island to do it. So how do we do it?  
14 So we've got to make the motion.

15 MR. WUELLNER: Well, the -- the \$5.1 million  
16 number is related to restoration of the safety  
17 area as well as mitigation at this point. It's  
18 not just the mitigation.

19 MR. GORMAN: Right. But, I mean, that --

20 MR. WUELLNER: Once engineering's done, we  
21 should be able to get really close on the numbers.

22 MR. GORMAN: The other point is remember this  
23 FIND thing we just talked about, about how -- and  
24 I'm very excited about it, a separate issue, that

25 we have one of the few airports that has access by

95

1 water to this airport.

2 Well, that's one of the reasons I keep  
3 jumping up and down about getting the spoil from  
4 the channel, because as soon as you make the  
5 channel deep enough, you increase the utility of  
6 the airport. So, that's again why I've been  
7 raising so much mortal heck, h-e-l-l, about using  
8 this island rather than using some other means.  
9 But we've got to fix that runway. So there we go.

10 CHAIRMAN BARRERA: Do we have any other board  
11 comment?

12 (None.)

13 CHAIRMAN BARRERA: Board discussion?

14 (None.)

15 CHAIRMAN BARRERA: Mr -- Andrew, when  
16 we're -- when we're doing this agenda item and  
17 each of the agenda items, are we in any way  
18 disregarding any rare historical evidence?

19 MR. HOLESKO: No.

20 CHAIRMAN BARRERA: Okay.

21 MR. WERTER: I think there's a major  
22 perception that anywhere you dig in Florida,  
23 you're going to find an artifact, you know.  
24 That's just the way it is.

25 MR. GEORGE: Probably find an old board

96

1 member out there or something.

2 CHAIRMAN BARRERA: I think we did. Okay.

3 We'll put it to a vote. In all in favor, say aye.

4 MR. GEORGE: Aye.

5 CHAIRMAN BARRERA: Aye.

6 MR. GORMAN: Aye.

7 MR. YOUMAN: Aye.

8 MR. WERTER: Aye.

9 CHAIRMAN BARRERA: All opposed?

10 (No opposition.)

11 CHAIRMAN BARRERA: Motion passes. To the

12 next agenda item.

13 RUNWAY SAFETY PROJECT - SUPP. AGREEMENT 10-43

14 MR. HOLESKO: The third project is the next  
15 phase of the runway safety area stabilization and  
16 the Taxiway Bravo extension. And, Cindy, if you  
17 would go to the next graphic for me, please.

18 Now we're switching over to the west side of  
19 Runway 13/31, also on the south end. We're  
20 continuing with the same pink/purple stabilization  
21 of the edge of the safety area. And I want to  
22 note on that, because I -- I heard a few comments  
23 on that in the last project, that we are proposing  
24 an armor flex, I can't use the word permanent, but



25 certainly I can use the word long-term

97

1 stabilization of the edge of the safety area so  
2 that the erosion that has occurred from the late  
3 1960s to today is not going to occur other than,  
4 you know, a -- a massive series of weather events.

5 The edge of your safety area is not going to erode  
6 again at least for what we expect to be decades.

7 So we're looking at the same stabilization of  
8 the side of the safety area. The continuation of  
9 Taxiway Bravo, which ends right there today --  
10 that's where the stub is -- to extend that down  
11 all the way to the south end of Runway 13/31.

12 And there is a small piece of tidal canal  
13 which allows navigation into the creek. We're  
14 going to relocate that to the edge of the safety  
15 area to make it so that small boats can still  
16 continue to move through that area. If you would  
17 go back, Cindy.

18 And then we've got a -- the design components  
19 will be the erosion control and stabilization.

20 Again, continuing with Prosser Hallock. The  
21 runway safety area grading and the actual Taxiway  
22 B extension and the lighting and project  
23 management will be through Passero Associates.  
24 The tidal canal relocation will be through LPA.

25 And the permit application and coordination will

98

1 be through Birkitt Environmental.

2 There will also be a future bidding phase for

3 a total not-to-exceed fee of \$490,000

4 approximately. And the total project cost for

5 this phase is also \$5.5 million at this time.

6 CHAIRMAN BARRERA: Okay. We'll open up for

7 public comment. Mr. Martinelli?

8 MR. MARTINELLI: Same comment as before. I

9 think that what this does is enhance -- okay.

10 CHAIRMAN BARRERA: Bring it to him.

11 MR. MARTINELLI: Same comment as before, get

12 the facts out to the public. And I think the fact

13 that you're going to let's say rejuvenate the

14 channel or the canal coming down there, which

15 would enhance the value of the neighborhood

16 property there, and the fact that all this does is

17 make it more neighborly friendly. And I think

18 that's a fact that's got to get out there to the

19 public. If that's true.

20 CHAIRMAN BARRERA: Thank you, Mr. Martinelli.

21 Mr. Jones?

22 MR. BURNETT: While Mr. Jones is coming up at

23 the mic, Madam Chair, I did review the board --

24 board's rules and you're exactly correct.

1 I'm just wanting to ask you a few questions, you  
2 know, because I read some things in the paper  
3 afterwards where you said the commercial airlines,  
4 and this is just going to be a -- like a  
5 by-product of this expansion and stuff like that  
6 and, you know, the amount of traffic.

7 Are you -- is this -- is this necessary to  
8 encourage the commercial traffic or the airlines  
9 to come, or was it like a problem if you didn't  
10 have this, you know, that -- you know what I mean?  
11 You know what I'm trying to say?

12 Is this something like that you've got to  
13 have for them, or is it just something like -- I  
14 know it's for safety, because you -- I've read  
15 where you have to be so far and you've got to have  
16 sight and everything. Some of it sounds like it  
17 could be for convenience, you know, as far as, you  
18 know, you don't exactly have to have it, but it  
19 definitely more a convenience than a have to have.

20 But I just wanted to find out about the  
21 commercial end of it and everything about as far  
22 as the noise. Like you -- like she said before,  
23 you know, I've never said anything about the  
24 noise. I have no problem with the small planes

25 and everything.

100

1 I do have a little bit of problem with jets  
2 because they come at different times of the night  
3 and everything. The one meeting she was talking  
4 about by the citizens, I've only attended one of  
5 those meetings one time before when it first  
6 started, and Buzz was there. And the only comment  
7 I had that day was maybe a time limit on just when  
8 you sell gas. Planes come and go whenever they  
9 want. But maybe just flying in to fill up with  
10 gas and leaving again is where we get a lot of the  
11 noise. And that's why I was, you know, wondering  
12 about the nighttime stuff, you know, just what  
13 that extension, you know, is it encouraging -- is  
14 it to encourage more traffic? That's all I was  
15 asking.

16 CHAIRMAN BARRERA: We can address that when  
17 we open it up for board discussion, Mr. Jones.  
18 Okay. That's all the public comment. We'll open  
19 it up for a motion and discussion.

20 MR. WERTER: Discussion first?

21 CHAIRMAN BARRERA: Motion first.

22 MR. WERTER: Oh, motion first. I move that  
23 we accept and ratify Supplemental 10-43.

24 MR. YOUMAN: I'll second that.

1 board discussion. Jim?

2 MR. WERTER: I think at the last meeting,  
3 Mr. George was asking about the length of runway  
4 and utilization for -- you know, how much runway  
5 do we actually need.

6 Okay. It may be a little overkill for  
7 general aviation, though like I said, as a twin  
8 engine pilot, I'd love to have more runway to land  
9 back on if there was a problem. However, as far  
10 as a convenience, it's a little bit more -- sir,  
11 it's a little bit more than a convenience issue.

12 If let's say commercial or corporate which we  
13 have now can get down and get on that first part  
14 of the runway on Runway 31, which is on the marsh  
15 side, that's the start of the runway, if they can  
16 get down further easily, when they take off, they  
17 can be at a higher altitude sooner and that would  
18 actually result in a decrease in noise as they  
19 depart. It's also a safety factor for them.

20 Will the airlines like that advantage? Yes,  
21 because they burn an awful lot of fuel be -- from  
22 the terminal just to the runway. If they can come  
23 down, zip right on without back-taxiing or -- to  
24 maximize their use, again, it's a -- it's an

25 economy situation and it's also a safety situation

102

1 for them, too.

2 There's -- there's a -- a decision point when  
3 large aircraft is rolling down the runway where  
4 they have to decide where they're at the proper  
5 speed and power to take off. With that added  
6 runway -- and when I say added runway, I mean use  
7 of the present runway, we're not enlarging the  
8 runway -- they have that safety factor there.

9 So this -- this -- I've been talking about  
10 this a year before I even came onto the board that  
11 when are they going to widen the south end of B?  
12 And when I see the diagram, that is -- that's  
13 going to be a beautiful taxiway and increase its  
14 value and usage in several different ways and help  
15 the community a little bit because they'll be off  
16 the runway sooner and at a higher altitude,  
17 therefore your noise is going to be decreased  
18 sooner.

19 MR. JONES: It just -- it looked like it was  
20 a staging area, like when one's taking off,  
21 another one might stage. Where you would have --  
22 that's just the way I'm looking at it.

23 MR. WERTER: No, no. It primarily -- I don't  
24 think we get that much traffic where we're lined

25 up like LaGuardia. But it's -- it, you know --

103

1 MR. JONES: You've got to ask.

2 MR. WERTER: Yeah. Oh, sure. Sure. But the  
3 advantages are numerous, numerous to use that  
4 runup -- not runup area, but the -- the takeoff  
5 area. They can't land on that area, but they can  
6 take off from that area. That little chevrons  
7 that you see.

8 CHAIRMAN BARRERA: Carl?

9 MR. YOUMAN: My -- my understanding is, along  
10 with you've told me -- I'm still not a pilot, but  
11 from what I -- through my questioning is that you  
12 could have more of a backup now I would think  
13 having to stop at that shortened point and to  
14 be -- have to wait for planes to land before some  
15 of these bigger planes go out to the end of the  
16 runway. So I believe the stacking problem would  
17 be now more so than it would be with the  
18 improvement. Am I correct or incorrect in that  
19 assessment?

20 MR. HOLESKO: If -- if I could, I'd like for  
21 Cindy to go back to the -- to the graphic. What  
22 we're talking about is how an aircraft gets from  
23 this intersection right here to the south end of  
24 the runway and accesses Runway 13/31.

25 I was actually on the airfield yesterday

104

1 with -- with Ed and Kevin. We were looking at a  
2 few final project completion items, and we came  
3 right through this intersection yesterday in  
4 car -- actually Ed's truck. And sitting right  
5 here there were five airplanes yesterday. There  
6 was one business jet and four single-engine  
7 aircraft. All sitting here just waiting for  
8 access to the runway.

9 They -- they -- they were not accessing the  
10 runway. We weren't -- I wasn't speaking with the  
11 tower. I don't know exactly why, but they -- they  
12 did not access the runway. And the most likely  
13 scenario is that aircraft are arriving from the  
14 south and they simply cannot enter this parallel  
15 taxiway or south runway end.

16 And as a comparison, I just want to let you  
17 know that having a full parallel taxiway is a very  
18 very basic facility on any airport. I don't mean  
19 St. Augustine or any other larger airports. Some  
20 other places where we work, in Palatka and  
21 Fernandina Beach, they have full parallel taxiways  
22 that go all the way to the runway end because it  
23 is really a basic facility.

24 And some of that's in response to Joe, that,



25 Joe, this is -- this is not really something

105

1 that's considered a luxury. It's just a basic  
2 facility on airports, to be able to access the  
3 runway end so that when you want to depart on the  
4 runway, you get to go taxiway to the end for the  
5 minimum amount of time and then you go on your  
6 way. Not sitting there holding, running your  
7 engines while you're waiting to get into the  
8 taxiway or runway system.

9 CHAIRMAN BARRERA: Joe, I wanted to let you  
10 know when I spoke about the south development  
11 project, I was giving you credit for at -- your  
12 voice in our development of that area, because  
13 what -- your suggestion, if you remember so long  
14 ago, was to keep that neighborhood friendly and to  
15 limit that. So I was actually giving you credit,  
16 not criticism.

17 The other -- the other point I'd like to make  
18 is, you know, by being able to use the -- having  
19 that taxiway design, you're going to be able to  
20 reduce runway incursions and, as stated before,  
21 fuel burn, which -- which ends up not only be  
22 costly, but it also is environmentally unfriendly.  
23 So I'd like make those two points. I think, Jack,  
24 you were wanting to say something next.

1 a good project. The taxiway extension's a good  
2 project. It increases the utility of the airport.  
3 It's -- it's the airlines would like it.

4 The counterpoint to that is the -- we can use  
5 this, at least my own thought is we can use the  
6 airport the way it is. We don't have to have  
7 that. That's the least -- even though it's a  
8 great project, even though it's -- it does  
9 increase the utility right now, it doesn't stop us  
10 from selling anything. It doesn't stop us from  
11 running anything.

12 And the truth is, it's a tower habit to not  
13 let aircraft reuse the taxiway that's there now.  
14 Because only with the categories, when they have  
15 the two -- two categories, the largest category,  
16 Ed could help me if he wanted to, the two largest  
17 categories -- he won't know, though. But the two  
18 largest categories of aircraft are the only time  
19 it's not legal to taxi. And it's just kind of  
20 a -- a habit of this tower to not let us use that  
21 little bitty taxiway that we have now.

22 The only other thing I have to go on, and of  
23 course you all know my stand on this, is the fact  
24 that using -- that project pushes us into having

25 lots more UMAM credits, as Beverly Birkitt is the

107

1 expert back here. And that to me, for my own way  
2 of thinking it, is a deal killer because it pushes  
3 us into having our own government force us into  
4 doing something that has no common sense.

5 Now, there may be another solution that is  
6 common sense and that is a good project, but that  
7 to me is a deal killer because it uses so much of  
8 the UMAM credits necessary for mitigation that  
9 will -- that pushes us over the edge.

10 I might state this fact, too. Once you get  
11 rid of that little island, you're going to have to  
12 really shore up that -- that north -- that  
13 southeast end of the runway because you're going  
14 to have the fetch -- I'm a sailor. The fetch and  
15 the wave action will increase dramatically.  
16 Because right now, is it -- it is -- it's in the  
17 lee of -- they call it, of that island because  
18 that island is to the prevailing northeast, which  
19 is where the winds come from.

20 But anyway, it's a deal killer -- to me, it's  
21 a deal killer. Not that it's not a good project,  
22 but it might be a premature project. And I've  
23 been here seven years. Ed always says, "Oh, we  
24 can't get the funds later." I'm not sure I always

25 believe him. I think he can fund anything we want

108

1 funded. He just wants it now.

2 However, that said, you know, that's it. It  
3 doesn't kill the -- our ability to use this, and  
4 it does kill our ability to have any other choices  
5 in mitigation, because that uses a lot of credits  
6 up.

7 CHAIRMAN BARRERA: Buzz?

8 MR. GEORGE: Of the five airplanes, Andrew,  
9 that you saw stacked up, how many of them actually  
10 went to the end of the runway as opposed to  
11 waiting for the runway to be clear, taxiing  
12 straight out, and taking off?

13 MR. HOLESKO: We continued through onto the  
14 south --

15 MR. GEORGE: No, those five that you were out  
16 there watching that you made a comment to the  
17 board which it left me with the feeling that, oh,  
18 all five of those needed the entire length of the  
19 runway. All I'm saying is how many of them  
20 back-taxed to the end of the runway and took off?

21 MR. HOLESKO: We departed the area, didn't  
22 see any. I don't know whether they did or didn't.

23 MR. GEORGE: And I think that -- okay.

24 MR. GORMAN: That's a tower function.

25 MR. GEORGE: Huh?

109

1 MR. GORMAN: I'm sorry to interrupt, but  
2 that's a tower function.

3 MR. GEORGE: Well, it is a tower function  
4 and -- and I asked the question the last time and  
5 I've made a call to Mark and I have not gotten an  
6 answer to how often somebody does go back.

7 And I understand Mr. Slingluff's comment that  
8 safety is everything. Everybody should -- you're  
9 absolutely correct, everybody should. But if the  
10 pilot thinks it's safe for him to take off, that's  
11 his decision.

12 Anyway, I would like for you to exert some  
13 influence on Mark to start keeping some statistics  
14 on how many people actually do. And as -- as Jack  
15 said, he could make them go down there to get  
16 those statistics, but I think we --

17 MR. GORMAN: You can insist and they'll have  
18 to let you go, but --

19 MR. GEORGE: -- need that information.

20 One other question. I was involved three  
21 years ago, four years ago with Mr. Wuellner and  
22 Mr. Sesona talking about his property and what the  
23 airport's doing and, you know, the cleansing of  
24 that canal and everything. So the question I have

25 is, with us moving that channel around, how much

110

1 is that encroaching on Mr. Sesona's property?

2 MR. WUELLNER: Doesn't encroach at all.

3 MR. GEORGE: Okay. So we own that property  
4 out there -- okay. I'm sorry. Airport property  
5 line.

6 MR. BURNETT: The white line is the property  
7 line.

8 MR. GEORGE: Okay. So it does not affect him  
9 at all.

10 MR. WUELLNER: Correct.

11 MR. GEORGE: Okay. Okay. Number of  
12 airplanes that back-taxi. One of the reasons that  
13 I was explained at one time why we needed that was  
14 that there was an FAA regulation that says if  
15 you've got aircraft landing, you've got to have so  
16 many feet separation from a taxiway for people  
17 going down.

18 MR. GORMAN: Of the same category.

19 MR. GEORGE: Of the same category.

20 MR. GORMAN: Most of the time, the two  
21 categories do not exist in movement at the same  
22 time.

23 MR. GEORGE: But if we're successful in  
24 getting, you know, commercial traffic, at some

25 point in time, we're going to need that.

111

1 MR. GORMAN: Yes.

2 MR. GEORGE: The north end of that taxiway  
3 extension, I assume that meets the requirements,  
4 you know, of the separation. My question is where  
5 the -- the Taxiway B extension starts angling back  
6 in, at what point do we intrude on that FAA  
7 requirement and therefore the hold line, if you  
8 will --

9 MR. GORMAN: That's a good question.

10 MR. GEORGE: Let's say that because this is  
11 angling back in, the hold line is going to have to  
12 be right here. The hold line -- my question is,  
13 if it's angling back in, if the hold line is going  
14 to have to be here as opposed to down here, why  
15 not just take that one and put here and not  
16 destroy what's going on back in there?

17 MR. WUELLNER: Are you going to point it out  
18 or --

19 MR. HOLESKO: I am. And I'm going to refer  
20 back to a few things from the environmental  
21 assessment.

22 First is that what I observe on your  
23 airport -- I'm putting on -- I'm putting on my  
24 airport planner hat, and I want to tell you what I

25 see in terms of aircraft operations, because I'm

112

1 out here a lot.

2 First of all, I believe that if the tower was  
3 tracking the numbers for the -- for the amount of  
4 aircraft usage that depart to the north that are  
5 using the full runway length, that it's many many  
6 aircraft operations every single day, because I've  
7 actually been standing out there and seen them  
8 occur in front of me.

9 Does that include the Cessna 182s and all?

10 No, they don't -- they don't need that last 2,000  
11 feet. But whether it's 10, 50 or maybe -- maybe,  
12 Michael, in the hundreds a day, I don't know. But  
13 it is a very significant number.

14 In terms of where aircraft will be holding,  
15 going back to the environmental assessment, we did  
16 about 12 different options on what the optimum  
17 layout was for this taxiway and actually sat in  
18 Orlando at the FAA's office with a big board  
19 talking through what all the best options were.

20 The best option is -- is to continue down at  
21 the 400-foot separation and go 90 degrees and at  
22 the end. To do that, that did cause the  
23 encroachments and moved our tidal canal over. So  
24 that's why we have this list --



25 MR. WUELLNER: And increased the

113

1 environmental impacts dramatically.

2 MR. HOLESKO: Yes.

3 MR. GEORGE: Right.

4 MR. HOLESKO: Yes. A lot of -- a lot of, I

5 guess, greater impacts occur by keeping it fully

6 extended at 400 feet into this area.

7 This is the first backoff from it. We looked

8 at this option. We looked at redoing Charlie and

9 all, and this is where we ended up.

10 Mr. George, the bottom line is, we're going

11 to be holding in this area right here. We're not

12 going to be all the here on the end because we

13 can't go inside the same area we are -- proceed.

14 If you look back to your hold line, and maybe

15 Kevin or Michael can show me -- is it right there,

16 Kevin?

17 MR. HARVEY: No. Right here. Right on your

18 RSA --

19 MR. WUELLNER: It's your RSA line.

20 MR. HARVEY: It's your RSA line.

21 MR. HOLESKO: When you take -- when we this

22 line forward to here, that -- that's where we're

23 going to be holding.

24 MR. WUELLNER: It angles from the

25 intersection of that -- it angles basically from

114

1 this point across.

2 MR. HARVEY: Right.

3 MR. WUELLNER: It's the intersection of the  
4 runway safety area and the taxi pavement.

5 MR. HOLESKO: So we're getting much closer to  
6 that south end of the runway.

7 MR. GEORGE: Right.

8 CHAIRMAN BARRERA: Does that clarify?

9 MR. GEORGE: Yes, thank you.

10 CHAIRMAN BARRERA: I'm going to put  
11 Mr. Slingluff on the spot. And, Mr. Slingluff, if  
12 I could have you come to the microphone. I  
13 don't -- I don't sit here and monitor the jet  
14 traffic on a daily basis, but I know that you do  
15 because that's your business.

16 MR. SLINGLUFF: Yeah.

17 CHAIRMAN BARRERA: Can you give us some  
18 insight from your viewpoint on this?

19 MR. SLINGLUFF: Well, a lot of the  
20 operations, NetJets, fractionals, 135 operations,  
21 it's in their procedures manuals that they must  
22 utilize entire runway length. Midfield departures  
23 are just not allowed.

24 So really what happens here, if we talk

25 about -- let me just take this. If -- if we talk

115

1 about what happens at this intersection here, we  
2 call this intersection Delta 1. And this is Delta  
3 taxiway coming down here, and it's the first  
4 branch out to the main runway.

5 Right now, the tower instructs everyone taxi  
6 to Delta 1 and hold short, which means they cannot  
7 cross the yellow line there. So what we get is  
8 VFR traffic and IFR traffic stacking up in this  
9 area here.

10 The FAA came through, did a runway incursion  
11 study at this airport and they named two hot spots  
12 that must be removed from the airport. One of  
13 them is Delta 1. It has to go away sooner or  
14 later.

15 This -- this option, because it's inside the  
16 runway safety area, isn't valid. So you really  
17 need to continue down here. It's the only way  
18 you're going to get to 13/31 whether or not you  
19 use the full length.

20 However, yesterday's backup resulted -- we  
21 had five aircraft sitting down there because we  
22 had VFR/IFR traffic combined and radar went down.  
23 So the VFR traffic couldn't get around the IFR  
24 traffic that's sitting at the intersection waiting

25 for the radar to go back up.

116

1 So the impacts, it goes both ways. It  
2 impacts IFR traffic. And then the guy that's just  
3 wanting to go out for a joy ride or a VFR flight  
4 has to sit and wait. It -- it's a traffic jam  
5 constantly right here.

6 Whereas, if we have this extension, the tower  
7 can instruct the IFR airplane to go all the way  
8 down and hold. While they're waiting for  
9 clearance, VFR airplanes can come either here, or  
10 if there's another 90-degree intersection made up  
11 in here, and depart on the runway and not back  
12 anything up. And that gives the tower better  
13 timing for the approach traffic.

14 Right now, the traffic is held here. You're  
15 not allowed to taxi down there, because the tower  
16 cannot time your -- they cannot predict your taxi  
17 time down to the end of the runway and clearance  
18 once an airplane is on the IFR approach. So, if  
19 an airplane is on the IFR approach, it's his  
20 runway, no one can taxi.

21 MR. GORMAN: Even with -- even with the  
22 categories of aircraft and smaller categories than  
23 the commercial categories?

24 MR. WUELLNER: Yeah. At this point --

25 MR. GORMAN: That's my question, is that the

117

1 tower's really not doing it right. They don't  
2 really need that separation. I mean, you and I  
3 know that --

4 MR. SLINGLUFF: I've argued that point, but  
5 it's a policy that they've -- they've adopted and  
6 they have not changed it.

7 CHAIRMAN BARRERA: Jim?

8 MR. WERTER: Yes. Just Mike kind of  
9 addressed the issue or had -- or showed a good  
10 example of it. For arranging ground traffic for  
11 departure and where the hold line is going to be,  
12 that second intersection up from the end of 31 is  
13 going to be available for traffic that can bypass  
14 the traffic, let's say on hold for IFR departure.  
15 Or, let's say it's a -- you know, a major or a  
16 large sitting at the end, they can -- they'll have  
17 not only just one other option, but two other  
18 options, you know, intersection takeoff from  
19 Runway 6/24 and that second entry onto the runway.

20 So the hold -- the hold line's going to be  
21 far enough down where the new entry will be  
22 unobstructed. So if ATC does it right, they can  
23 be sequencing three departing aircraft at one  
24 time, keeping in mind that for IFR, they need a

25 two-minute space. For VFR, they need a one-minute

118

1 space.

2 The other thing we've been neglecting, I'm  
3 thinking Runway 13 is feeling kind of lonely  
4 because we haven't talked about 13 running in the  
5 opposite direction. Large aircraft coming in on  
6 13 don't have to slam on their brakes, okay, to  
7 make the intersection turnoff, or anybody doesn't  
8 have to slam on their brakes to make intersection  
9 turnoffs. If they need the full runway to roll  
10 out, then they have an escape at the end, a large  
11 enough escape at the end.

12 So, this is a -- this is an all-good addition  
13 to the runway. Again, it seems like you're trying  
14 to shorten up the use to save other things. And  
15 it's a balancing act. What do you trade off to  
16 make full use of the runway?

17 If you're going to do it right, let's do it  
18 right the first time and make full use of the  
19 whole runway. And if the long-term environmental  
20 is not damaged or in fact may be improved by  
21 clearing out a canal a little bit better for new  
22 water flow, it may be, again, a beneficial to the  
23 environment, you know. So we go from there.

24 MR. GEORGE: Okay.

1 of clarification?

2 MR. WUELLNER: I -- I like to explain it in  
3 the context of ownership. And what I mean by that  
4 is, when any aircraft enters this yellow box that  
5 kind of goes around the entire runway, they in  
6 effect own the entirety of the runway. That means  
7 that FAA from a comptroller's standpoint is not  
8 going to let another airplane in that box while  
9 that air -- any airplane's in there.

10 Where it becomes an operational issue is, at  
11 complicated intersections such as this, someone  
12 wanting to use full length from the time they taxi  
13 past this point on the pavement, the runway is  
14 exclusively theirs until which time as they leave  
15 the pavement and air traffic control put another  
16 airplane into that box. And it can only be one in  
17 the box at the same time, is the quickest way to  
18 understand it.

19 So when an aircraft want to go down,  
20 regardless of whether he's going to use Charlie or  
21 whether they're going to use -- back-taxi on the  
22 runway at this point, they own all of this until  
23 which time as they depart. That's what makes it  
24 complicated at that corner. Adding the parallel

25 keeps them, as you can tell, completely out of the

120

1 box until the last minute, which allows for  
2 efficient aircraft in and out of that box  
3 location.

4 MR. GORMAN: Ed, I'm arguing with an expert  
5 and -- but just to argue because I like to argue.

6 MR. WUELLNER: I know that.

7 MR. GORMAN: Yeah, that's good. So we got  
8 that straight. But we have -- they own the box,  
9 but wouldn't they just own the box if they're in  
10 the same category?

11 MR. WUELLNER: No.

12 MR. GORMAN: Doesn't the separation get less  
13 if they are not in the same category? And I'm  
14 just to make the point.

15 MR. WUELLNER: No, your observation is  
16 arguably a hundred percent correct in that similar  
17 aircraft types that meet the standard for current  
18 Charlie and -- and using the runway at the same  
19 time. And that's going to be limited to  
20 aircraft -- I believe that taxiway is only  
21 designed to Design Group 2, which means the  
22 maximum wingspan of an airplane in that is 79  
23 feet, if my memory's correct.

24 MR. GORMAN: Yeah, that's my point.



25 MR. WUELLNER: You can have simultaneous

121

1 operations on this taxiway and the runway by two  
2 airplanes who do not exceed 79 feet each.

3 MR. GORMAN: There's the point. Excuse me.

4 MR. WUELLNER: Any one of the aircraft  
5 exceeds the 79 component, you can't use Charlie or  
6 can't use the runway, one of the two.

7 MR. GORMAN: The only point I have is that  
8 many times, you're not exceeding 79 feet. It's a  
9 moot point.

10 MR. WUELLNER: And you are correct. You're  
11 correct. But FAA --

12 (Mr. Gorman leaves the room.)

13 MR. WUELLNER: The -- the issue of why that  
14 doesn't just function easier is that FAA is never  
15 going to make a determination that an aircraft is  
16 a particular design group when it comes -- comes  
17 into the airspace, when it hits the ground,  
18 whatever. It doesn't go, "Oh, it's a Cessna 172,  
19 that's a Design Group 1 aircraft, it's fine, so I  
20 can clear the Lear 35 that's a Design Group 2 onto  
21 here because that combination is legal."

22 They don't that. Their way of doing --  
23 solving that problem is just simply say no two  
24 people, not two aircraft can be inside the yellow

25 box, basically. So until we can move the taxiway

122

1 outside of the yellow box, it won't flow.

2 CHAIRMAN BARRERA: Carl?

3 MR. YOUMAN: Just as a point of information,

4 one of the things I was told the corporate jets

5 have to use the full length of the runway is

6 because the insurance companies require it. They

7 couldn't get insurance if it wasn't in their

8 operating procedures.

9 MR. GEORGE: Probably correct.

10 CHAIRMAN BARRERA: You don't want to --

11 excuse me?

12 MR. GEORGE: I said probably correct. I'm

13 sorry.

14 CHAIRMAN BARRERA: You -- you don't want to

15 leave any use of runway behind.

16 MR. YOUMAN: No.

17 CHAIRMAN BARRERA: It's inexcusable when

18 you're at those levels. Especially if there's an

19 incident. Are we ready to call this to a vote?

20 Buzz?

21 MR. GEORGE: I have one more comment to make.

22 My purpose in -- in generating that discussion, I

23 realize that there is a bottleneck at Delta 1.

24 But if we only go to the first thing, we have

25 cleared up immensely that bottleneck because Delta

123

1 1 will still be used by the small aircraft using  
2 the little runup area, which I guess we're taking  
3 right now.

4 But I agree with Jim that if you're going to  
5 go to it and if it's not catastrophic to the  
6 environment and we're not encroaching on somebody  
7 else's property, then you go for it at one time  
8 while the money is available.

9 CHAIRMAN BARRERA: Okay. Are we ready to  
10 call it to a vote? And I'd like to note that  
11 Mr. Gorman has stepped away from the table.

12 MR. GEORGE: I'm ready to vote.

13 CHAIRMAN BARRERA: Okay. Everyone in favor,  
14 aye?

15 MR. GEORGE: Aye.

16 CHAIRMAN BARRERA: Aye.

17 MR. YOUMAN: Aye.

18 MR. WERTER: Aye.

19 CHAIRMAN BARRERA: Motion passed. Any  
20 opposed?

21 (No opposition.)

22 CHAIRMAN BARRERA: Motion passes.

23 AIRCRAFT RESCUE & FIRE FACILITY BID RESULTS

24 MR. WUELLNER: Okay. I don't think we

25 ever -- yeah. The -- we had 20 bids for the ARFF

124

1 station. That opened back in January. Twenty  
2 bids. Lowest responsive bidder was Boran Craig  
3 Barber Engel Construction out of Naples, Florida  
4 at \$895,857, if my -- didn't put the glasses on.

5 Also, in addition to that is the construction  
6 services component of \$90,000 to Passero during  
7 construction. Reminder it is a 9 -- 95 percent  
8 FAA project with 2 1/2 percent FDOT and 2 1/2  
9 percent Airport Authority.

10 I want to point out this is your commercial  
11 service entitlement project. This is money that  
12 was guaranteed by FAA as a result of having Skybus  
13 operations in their second year. In other words,  
14 year 2008 we had enough enplanements to guarantee  
15 a minimum level of \$1 million of FAA funding.  
16 That is what this project is being funded out of.

17 And it would be staff's recommendation that  
18 you approve our recommendation of the low bidder,  
19 the supplemental agreement with Passero for  
20 construction services, and second -- I guess  
21 thirdly would be to go ahead and execute the grant  
22 when we receive it from FAA to commit to the  
23 project.

24 CHAIRMAN BARRERA: We have no public comment

25 on this agenda item, so we can open it up for a

125

1 motion and then discussion. Buzz?

2 MR. YOUMAN: I make a motion that we accept  
3 the agenda item, aircraft rescue and fire facility  
4 bid for discussion.

5 MR. WERTER: I second.

6 CHAIRMAN BARRERA: Okay. We'll open up for  
7 board discussion. Buzz?

8 MR. GEORGE: I find myself in an unusual  
9 situation.

10 As most of you know, my son who is a  
11 furloughed United pilot and would really rather be  
12 flying 777s or something like that, started a  
13 construction business and -- several years ago  
14 here in St. Augustine and became quite -- quite  
15 good at his trade.

16 He was on the code enforcement board for  
17 St. Augustine, you know, reviewing code violations  
18 and the like, and has in my opinion a good sense  
19 of what the blueprint says and what's approved to  
20 be done. He is presently discussing a part-time  
21 position with Passero, and therefore, I'm going to  
22 bow out of this. And I -- you say I cannot bow  
23 out of commenting on this; is that correct?

24 MR. BURNETT: Here's the issue. Is there any

25 way that your son's potential employment and yours

126

1 to your special pecuniary gain or loss, is there  
2 some way that you're going to derive income or  
3 some benefit -- other than the fact that your son  
4 will have employment --

5 (Mr. Gorman enters the room.)

6 MR. BURNETT: -- at a certain business, is  
7 there any way you are going to derive a benefit?

8 MR. GEORGE: Absolutely not.

9 MR. BURNETT: Because of that fact then, the  
10 fact that you're an elected member of the board,  
11 you actually need to vote on this.

12 MR. GEORGE: Okay. Very good. My stomach is  
13 hurting, so if you'll excuse me for a second, now  
14 that Jack's back.

15 (Mr. George leaves the room.)

16 MR. GORMAN: Hey, this is a filibuster.

17 CHAIRMAN BARRERA: Okay. Do we have any more  
18 board comment on this item? Carl?

19 MR. YOUMAN: We had no low bidders from the  
20 St. Augustine area?

21 CHAIRMAN BARRERA: Ed?

22 MR. BURNETT: If I could speak to this --

23 CHAIRMAN BARRERA: Certainly.

24 MR. BURNETT: -- rather than Ed. Under

25 Florida law, when we have a low bidder, we've got

127

1 to take the low bidder.

2 The one beneficial thing that you won't see  
3 occur, barring a very unusual situation, is you  
4 won't see bidders being responsive on these types  
5 of projects that are from out of the state. You  
6 know, we are close to the Georgia border. The  
7 potential is there obviously that a -- that a  
8 business could be just as close from Naples as it  
9 would be from perhaps southern Georgia, but  
10 Florida law actually gives the preference to  
11 Florida corporations.

12 The one thing that we do, though, on the  
13 other -- as part of that is it's a -- it's the low  
14 bidder of Florida corporations. And since we've  
15 got State of Florida money involved, it's always  
16 going to be that we can't have a preference to  
17 just our limited boundary of St. Johns County.  
18 So, as much as we'd like to do that, every other  
19 county's in the same boat, they'd like to do it,  
20 too.

21 Now, if it was a -- an RFP type of issue, you  
22 can evaluate response to proposals such as your  
23 engineering firm, you wouldn't necessarily hire an  
24 engineering firm and find them -- rate them high

25 potentially if their only office to service the

128

1 Airport Authority is Miami and somebody's going to  
2 drive up here every time we have an Airport  
3 Authority meeting or every time Ed needs an issue  
4 or he needs to look at something on the airport  
5 that you're going to rate them high on the RFP  
6 when they're from Miami. We need someone like  
7 Andrews who's around. So that's why we wind up  
8 with a company like Passero that has offices  
9 nearby here.

10 But on the bids, for sealed bids, we are --  
11 by law have to go with the low bidder, as long as  
12 they're qualified and their bid's responsive.

13 MR. GORMAN: Quick question. I apologize for  
14 my absence. What bid are we talking about?

15 MR. BURNETT: We're talking about the ARFF.

16 MR. WUELLNER: The ARFF station.

17 MR. GORMAN: ARFF station, thank you.

18 CHAIRMAN BARRERA: Do we have any more board  
19 discussion on this item?

20 MR. YOUMAN: One other question. What was  
21 the next highest bid?

22 MR. WUELLNER: I'm going to have to --

23 CHAIRMAN BARRERA: Andrew?

24 MR. HOLESKO: I don't have the number in



25 front of me, but I believe that the next highest

129

1 bidder was just under \$1 million. I think they  
2 were in the vicinity of \$90,000 higher than the  
3 low bidder.

4 MR. YOUMAN: Will this increase employment of  
5 local people here?

6 MR. HOLESKO: There will be local contractors  
7 supporting this building construction.

8 MR. YOUMAN: Beautiful. Thank you.

9 CHAIRMAN BARRERA: Okay. I'd like to put it  
10 for a vote. All in favor of approving the motion  
11 for the aircraft rescue and fire facility, please  
12 say aye.

13 MR. GORMAN: Aye.

14 MR. YOUMAN: Aye.

15 MR. WERTER: Aye.

16 CHAIRMAN BARRERA: Aye. Any opposed?

17 (No opposition.)

18 CHAIRMAN BARRERA: Hearing none, the motion  
19 passes. Mr. George?

20 (Mr. George enters the room.)

21 FUEL FARM DESIGN - SUPPLEMENTAL AGREEMENT 10-01

22 MR. WUELLNER: Okay. Next item I have for  
23 you is the proposed Supplement Agreement 10-01  
24 with Prosser Hallock, and this is for the design,

25 engineering, and permitting associated with

130

1 replacing the fuel farm on the airport. This is  
2 for \$53,850. It's funded at 80 percent with FDOT  
3 money. It is a current budgeted project, and I  
4 need to -- we need to get this one moving.

5 If you recall, this -- you may or may not  
6 recall, but this grant had two components to it,  
7 one of which was the wash rack facility that we  
8 constructed down by our maintenance facility. The  
9 other was the fuel farm.

10 The wash rack's obviously complete and built  
11 out. We now risk losing the grant money if we  
12 don't get this built by the end of the calendar  
13 year. So in order to get this design done,  
14 completed, and get something built -- it's not an  
15 overly complicated construction element to this  
16 using, you know, pretty much off-the-shelf  
17 materials at some point. But we would recommend  
18 that you go ahead and award the design contract at  
19 this point to Prosser Hallock in the amount of  
20 \$53,850. You will see a bid at some point and you  
21 will award a construction component separately  
22 later.

23 CHAIRMAN BARRERA: We have a public comment  
24 for this. Did you just have a point of

25 clarification before we get public comment?

131

1 MR. GORMAN: No, just a quick, just a -- just  
2 a quick board comment.

3 CHAIRMAN BARRERA: Okay. Mr. Martinelli?

4 MR. BURNETT: And while Mr. Martinelli is  
5 coming up, if I might, Madam Chair, comment, this  
6 also relates to the lease issues between -- not  
7 issues because there's no issue, but it goes back  
8 to the lease renewals between Galaxy and the  
9 Airport Authority as this being something that was  
10 contemplated when the leases were being renewed  
11 some number of years ago.

12 CHAIRMAN BARRERA: Okay. Thank you.

13 MR. MARTINELLI: I -- I have no comment.

14 CHAIRMAN BARRERA: Thank you, Mr. Martinelli.  
15 There's no further public comment, so we can have  
16 a motion and then open it up for discussion. Did  
17 you want to make a discussion, Jack, to open it up  
18 for discussion?

19 MR. GORMAN: Yes, I'll motion that we accept  
20 this recommendation.

21 CHAIRMAN BARRERA: Okay. And do we have a  
22 second? Is that -- is that okay, Doug, to put it  
23 that way?

24 MR. BURNETT: Yes.

25 MR. YOUMAN: I -- I'll second it.

132

1 CHAIRMAN BARRERA: Okay. Jack, would you  
2 like to start the discussion?

3 MR. GORMAN: This is another one  
4 you've-gottas -- you've-got-to-dos, because these  
5 tanks no longer meet inspection requirements. If  
6 you audio gauge them, I've been in the petroleum  
7 business, they're not going to make it. They're  
8 not going to pass an audio gauge. There's no --  
9 no catwalk to inspect the tops of them. The -- I  
10 could go on and on, because I've been in the  
11 petroleum business. The -- the over pressures are  
12 not going to make an inspection.

13 So before you get inspected and fail, you  
14 better do this. And they need -- also where they  
15 are is in a terrible location. You know, 30 years  
16 ago, it was in a great location. It was a field.  
17 Well, oops, everything grew around it. So it's  
18 got to move. I'm done.

19 CHAIRMAN BARRERA: Thank you, Jack. Buzz?

20 MR. GEORGE: And that would be part of this,  
21 to determine where it's going to be located?

22 MR. WUELLNER: Yes.

23 MR. GEORGE: And is that one of the thrusts  
24 that we're giving them, that it can't be located

25 there?

133

1 MR. WUELLNER: Well, it's a given. It's not  
2 even on the table to put it back where it was.

3 MR. GEORGE: It's not on the table to put it  
4 back okay? Okay. Fine.

5 MR. WUELLNER: No, because it just doesn't  
6 work there.

7 MR. GEORGE: All right.

8 CHAIRMAN BARRERA: All right. Do we have any  
9 further board discussion on this agenda item?

10 (None.)

11 CHAIRMAN BARRERA: Okay. Hearing no further  
12 board discussion, like to put it to a vote. All  
13 in favor, say aye.

14 MR. GEORGE: Aye.

15 CHAIRMAN BARRERA: Aye.

16 MR. GORMAN: Aye.

17 MR. YOUMAN: Aye.

18 MR. WERTER: Aye.

19 CHAIRMAN BARRERA: Motion passes unanimously.

20 Next agenda item.

21 PROPOSED NEW U.S. CUSTOMS FEES

22 MR. WUELLNER: Next item and last item I have  
23 in terms of an agenda item is proposed adjustments  
24 to the fee structure at U.S. Customs. The regular

25 hour charges aren't proposed to change within the

134

1 context of this.

2 Really we're trying to make adjustments in

3 two locations. One is the after hours --

4 (Mr. Werter leaves the room.)

5 MR. WUELLNER: -- or callout scenarios with

6 the officers, because that gets into an overtime

7 scenario that we end up having to pay. So we want

8 to make sure we collect enough fees to cover that.

9 The secondary part of it is to --

10 (Mr. Youman leaves the room.)

11 MR. WUELLNER: -- to try and include boaters

12 in that collection of the fee. After all, the

13 Airport Authority is paying the CBP officer salary

14 as a part of that agreement with Customs. Right

15 now, boaters can come to that facility and reenter

16 the United States on a boat without any fee or any

17 charge being assessed.

18 We are in final discussions with CBP to allow

19 that as a user fee facility. The option at that

20 point would be if they were to decline our ability

21 to collect for vessels, then we would simply no

22 longer accept boats as a part of the -- the CBP

23 presence in St. Johns County. They're going to be

24 forced to go up to St -- to the Jacksonville area

25 to clear Customs.

135

1 So, it's only -- from our perspective, it's  
2 only fair that we be able to collect a fee, just  
3 as we would any aircraft reentering the United  
4 States. So that -- that's generally what we're  
5 asking to do, is establish a vessel fee as well as  
6 re -- kind of re -- redesign the overtime scenario  
7 or after-hours scenario.

8 CHAIRMAN BARRERA: This is an agenda item  
9 that we have no public comment on, so we can open  
10 up for a motion and discussion.

11 MR. GEORGE: I make a motion we accept --

12 CHAIRMAN BARRERA: I'll -- I second it.

13 MR. GEORGE: -- as presented.

14 MR. GORMAN: I second, or re-second it.

15 That's fine.

16 CHAIRMAN BARRERA: Go ahead, Jack.

17 MR. GORMAN: Well, yet again another reason  
18 to dredge the darn channel. I'm going to keep  
19 harping on that until somebody thinks it's a good  
20 idea. Yes, and the secondary to that is of course  
21 it increases the utility of the airport because  
22 there's a dock there.

23 CHAIRMAN BARRERA: That's right.

24 MR. WUELLNER: Well, you know, what -- what

25 we're asking to do here is not allow -- we're not

136

1 asking to have boats come to the seaplane ramp --

2 MR. GORMAN: You could.

3 MR. WUELLNER: -- although that could be  
4 something later.

5 (Mr. Youman enters the room.)

6 MR. WUELLNER: The -- as you well know -- I  
7 mean, you know better than I do, but the rules  
8 related to reentry via boat into the United States  
9 are much less stringent --

10 (Mr. Werter enters the room.)

11 MR. WUELLNER: -- in terms of your time to  
12 get to Customs than are with aircraft. Aircraft  
13 have to land at a facility that has Customs, clear  
14 it immediately upon getting here before being  
15 allowed to reenter the United States.

16 Boats can come into some place like Camachee  
17 Cove, come downtown, whatever, park, then  
18 eventually within an hour or two, make their way  
19 to a CBP facility and present the documentation  
20 and if the officer wants to go inspect the boat,  
21 they bring it back and all that stuff.

22 MR. GORMAN: Right.

23 MR. WUELLNER: It's a little different  
24 scenario. So what we're doing is saying those who



25 dock at, say, Camachee Cove or downtown or

137

1 wherever who want to clear Customs who would now  
2 have the ability to come here, do that at no cost  
3 rather than drive to Jacksonville.

4 So we're saying, hey, if you're going to --  
5 since we're paying the freight here, you know, we  
6 should be able to collect a fee for you to do it  
7 down here at that convenience. You still have the  
8 option as a boater to drive all the way up to  
9 Jacksonville and do that at no charge probably.

10 It would be their call, the vessel. I see no  
11 reason we shouldn't be making money on it. That's  
12 my position.

13 CHAIRMAN BARRERA: Buzz?

14 MR. YOUMAN: Here here.

15 MR. GEORGE: Speaking of making money, how  
16 are we doing -- you knew I was going to ask this  
17 question.

18 MR. WUELLNER: I know, and I didn't get a  
19 chance to put it -- put the numbers together.

20 MR. GEORGE: The question is, we have  
21 budgeted revenue from Customs and we use that  
22 budgeted revenue or the forecast of that revenue  
23 to make the decision to put the Customs in and to  
24 pay this. I just want know how we're doing

25 against that.

138

1 MR. WUELLNER: Well, we did -- we knew first  
2 year it wasn't going to make it, that the fees  
3 would not make the --

4 MR. GEORGE: How about yesterday?

5 MR. WUELLNER: As of yesterday, I don't know.  
6 The -- I would venture to guess we're probably  
7 south of desired revenue numbers by about \$30,000  
8 for the first year of operation.

9 MR. GEORGE: Is that 30 percent?

10 MR. WUELLNER: It's probably 30, 32 percent,  
11 somewhere in there.

12 MR. GEORGE: Okay. All right.

13 MR. WERTER: May I ask?

14 CHAIRMAN BARRERA: Jim?

15 MR. GEORGE: And the second thing.

16 CHAIRMAN BARRERA: I'm sorry.

17 MR. GEORGE: Excuse me. I'm sorry. Did we  
18 start a -- you know, the our -- us paying the  
19 salary of the officer that's here.

20 MR. WUELLNER: Uh-huh.

21 MR. GEORGE: You know, he's physically  
22 located here and he comes to work here. If he has  
23 to go to Camachee Cove to clear someone in, now we  
24 have to provide transportation.

25 MR. WUELLNER: We're required to provide

139

1 transportation anyway for the CBP. We have a  
2 vehicle that we keep in service that he has access  
3 to while he's here.

4 MR. GEORGE: So what you're saying is he's  
5 authorized do that; it's -- it's just now he's  
6 doing it at no fee.

7 MR. WUELLNER: Correct.

8 MR. GEORGE: How many times has he done it?

9 MR. WUELLNER: My understanding, they've  
10 cleared over 100 vessels this year.

11 MR. GEORGE: Oh, wow. You got my attention.

12 MR. WUELLNER: So it's real money.

13 CHAIRMAN BARRERA: Jim?

14 MR. GORMAN: Really?

15 MR. WERTER: Question on the -- on the  
16 projection for income. You say we're 32 percent  
17 below the target.

18 MR. WUELLNER: The first-year operating costs  
19 are \$130-, \$140,000. So we're --

20 MR. WERTER: But where are we at -- I mean,  
21 it's the first-year projection. It's a, you know,  
22 growth matter as far as the word getting out.

23 MR. WUELLNER: Exactly.

24 MR. WERTER: Are we -- are we at where we

25 should -- we're expecting to be in the first year?

140

1 When you say 32 percent --

2 MR. WUELLNER: We -- we're just concluding  
3 year one. I mean, it's --

4 MR. WERTER: But when you say 32 percent, is  
5 that 32 percent of your projected income or where  
6 you want to be, or is that 32 percent below what  
7 we expected in our first year?

8 MR. WUELLNER: No. 32 percent below covering  
9 the cost, the actual cost --

10 MR. WERTER: Oh.

11 MR. WUELLNER: -- to -- of U.S. Customs.

12 MR. WERTER: All right. Well, let me  
13 rephrase.

14 MR. WUELLNER: You're probably pretty good at  
15 that.

16 MR. WERTER: Ask Judge Alexander.

17 MR. BURNETT: I thought you were in trouble  
18 when he said that.

19 MR. WERTER: How are we as far as our growth  
20 in that area?

21 MR. WUELLNER: We -- we've been extremely  
22 pleased. We -- we cleared over 300 aircraft last  
23 year and over 100 boats. We're very pleased.  
24 It's gotten better almost every month. So I have

25 nothing but good things to say where it's going in

141

1 the future. It takes forever to get that out. We  
2 advertised, as many of you well know.

3 MR. GEORGE: Yeah.

4 MR. WUELLNER: It's been on our web site for  
5 a year. You know, we finally got it into most of  
6 the aviation directory and publications, but  
7 that's actually only occurred in the last couple  
8 of months. It just took forever to get into those  
9 printing cycles of most of those publications.

10 CHAIRMAN BARRERA: Carl?

11 MR. YOUMAN: Can I rephrase his question  
12 again?

13 MR. GEORGE: Why don't you guys just tell us  
14 what answer you want?

15 MR. WUELLNER: Yeah.

16 MR. YOUMAN: Well, no. The answer I want is  
17 when the planning was made for this and the  
18 forward projections were made, are we within a  
19 hundred percent of our plan at this point or 80  
20 percent of the plan, or are we better than the  
21 plan?

22 MR. WUELLNER: Well, we -- to be fair, we  
23 didn't know how to forecast how quickly we would  
24 get it whole, that is, cover the entire operating

25 cost of it. We -- we're hopeful that within the

142

1 first couple of years, the thing is entirely  
2 covering itself. I -- I feel very good about how  
3 far it came in the first year.

4 MR. YOUMAN: From your experience --

5 MR. WUELLNER: That's a big nut.

6 MR. YOUMAN: From your experience --

7 MR. WUELLNER: Well --

8 MR. YOUMAN: -- as an administrator.

9 MR. WUELLNER: Yes, sir.

10 MR. YOUMAN: Okay. Good. That's good enough  
11 for me. Thank you.

12 CHAIRMAN BARRERA: Okay. I have a couple of  
13 questions. First of all, I'd like to know,  
14 when -- with these additional charges or increases  
15 in charges, is it price competitive?

16 MR. WUELLNER: Well, that's a really good  
17 question. What we have found is that there is a  
18 wide variety of applications of user fee status  
19 especially within the State of Florida. We have  
20 the highest number of user fee airports in the  
21 whole country.

22 The -- and in Florida, it ranges from  
23 airports who simply cover the cost of Customs as a  
24 part of their operating budgets. They do not try

25 to recoup any costs out of people entering --

143

1 reentering the country through the Customs  
2 facilities like we do. Examples of that are  
3 Sarasota and even Daytona Beach. So we -- we  
4 compete with basically a freebie at Daytona.

5 Of course U.S. Customs-owned facilities do  
6 not charge anyway. So you can go into a U.S  
7 Customs port of entry such as Stuart -- isn't it  
8 Stuart, I believe? Hate to say the wrong -- yeah.  
9 You can go in there and there's never a charge  
10 because it's operated, owned, and it's not a user  
11 fee port of entry.

12 That -- we have -- we field calls, and Kevin  
13 can fill you in more on the numbers, but we field  
14 calls almost weekly from user fee airports wanting  
15 our rate structure and the like so that they can  
16 make rate adjustments.

17 So I -- my suspicion is that it equalizes  
18 over time for those airports who actually charge.  
19 I don't think we'll ever convince Sarasota or  
20 Daytona to just begin actually charging, although  
21 we don't really compete with Sarasota for purposes  
22 of reentry to the U.S. They're coming from  
23 different locations.

24 So bottom line, I -- I think we're

25 competitive. You know, the only place I think

144

1 we -- we really need to be more cautious is in the  
2 overtime area, and I say that because that  
3 scenario gets rapidly expensive because you're  
4 dealing with a federal employee in a -- I'll call  
5 it a union environment wherein they're guaranteed  
6 a minimum amount in that overtime environment  
7 whether they're called out as a -- as a single  
8 occurrence or have to -- have to stay after hours.

9 So, we need to have a very aggressive after  
10 normal business hours policy in order to make sure  
11 that those costs don't get ahead of us, because it  
12 could be easily several thousand dollars for U.S.  
13 Customs to come back out on a day off or be called  
14 back out on a day they've already gone home or be  
15 here for an extended period of time after  
16 operating hours. And so far, they've been very  
17 kind to us in how they've come back to us for that  
18 money. In most cases, they've let us get away  
19 with a lot for the first year in terms of how they  
20 bill us. But it's going to end.

21 CHAIRMAN BARRERA: Okay. And then my -- my  
22 other question is, how does this price compare for  
23 the vessel charge?

24 MR. WUELLNER: We're not aware of anybody



25 charting it. That's part of the complication, is

145

1 we're not getting feedback from -- from U.S.

2 Customs about the vessel piece of it.

3 CHAIRMAN BARRERA: Okay. And now I'm going

4 to -- the third is I'm going to put Mr. Slingluff

5 on the spot again. Mr. Slingluff, do you see from

6 a customer standpoint these overtime fees being an

7 issue?

8 MR. SLINGLUFF: No, not at all. I think it

9 would be expected.

10 CHAIRMAN BARRERA: I know that sometimes our

11 airport's considered expensive from the standpoint

12 of rental rates and sometimes from the standpoint

13 we're not as price competitive as other airports

14 on fuel and different fees, so I want to make sure

15 that in every aspect, we are -- we are not going

16 to price ourselves out of being able to generate

17 the business. And that's my one concern with --

18 with this fee structure, especially with the

19 overtime fees.

20 And I certainly understand what you're saying

21 about the cost to us as an airport, but I also

22 realize in this current economic environment, that

23 people are much more price sensitive, more than

24 what they've been in the past. So I just want to

25 raise that question.

146

1 MR. SLINGLUFF: If I could make a comment  
2 about the service in general. The -- it really  
3 does provide a community service that we've  
4 benefited from tremendously this year.

5 Mayo Clinic is having a very large expansion  
6 funded by a family that uses Customs facility  
7 here, and I like to think it was a result of being  
8 able to attract that family in here, maintain  
9 their anonymity and they started using Mayo, and  
10 it's a very big expansion. I'm sort of proud  
11 that, you know, our airport is part of that.

12 So there are lots of little PR things like  
13 that that Customs does. Which is why I think some  
14 airports don't charge the fees; they absorb it and  
15 cover it elsewhere.

16 We do listen to the -- we -- we collect the  
17 fees on the behalf of the airport and we do listen  
18 to the customer feedback. Ed and I have had  
19 discussions about it. We've had to, you know,  
20 tweak it a little bit. I think this is a fair  
21 representation right now, and we'll continue to  
22 monitor it and I'll give Ed further feedback on  
23 it.

24 CHAIRMAN BARRERA: Thank you. I think Jim

25 wanted to go earlier. Jim?

147

1 MR. WERTER: Well, regarding the fees and  
2 actually attracting traffic, it's really a couple  
3 of different factors go in there, Kelly.

4 First of all, let's say piston aircraft  
5 coming from the islands, is this going to reduce  
6 their fuel cost by coming in here by cutting down  
7 their travel time and getting in and out? So it's  
8 a matter of economics to the pilot and also  
9 convenience to the pilot.

10 And sometimes like especially with the big  
11 people, convenience is more important than  
12 anything else. And being here up in north Florida  
13 has made it a lot more convenient to the area  
14 traffic, whether they're going off -- back up to,  
15 let's say Atlanta or whatever, they get a little  
16 bit further north here. So there's a convenience  
17 issue as well as a cost factor for the pilot. So  
18 that's what makes it attractive. Because I was a  
19 little concerned hearing about the other airports  
20 not having a fee structure. But it seems to be  
21 working for us.

22 CHAIRMAN BARRERA: Carl?

23 MR. YOUMAN: My only comment is since we  
24 don't know what the fees are compare -- all the

25 way for a boat, which is the question here and the

148

1 overtime, it's better to start high than go start  
2 low, because you can always drop your price. If  
3 all of a sudden you find he's got a basis of, I  
4 don't know -- how many boats so far?

5 MR. WUELLNER: About a hundred.

6 MR. YOUMAN: A hundred boats, and all of a  
7 sudden there's a hundred dollar charge, if you go  
8 all the way suddenly to ten or nine boats, you may  
9 have a feeling that your fee structure is too high  
10 and you may have to adjust it.

11 CHAIRMAN BARRERA: And it's communicate --

12 MR. WUELLNER: I'd say, to be honest, ten or  
13 nine boats paying is more than we're getting now,  
14 so...

15 MR. YOUMAN: Correct.

16 MR. HARVEY: Nothing from nothing.

17 MR. WUELLNER: I'm not trying to discourage  
18 the activity; I'm just making an observation.

19 MR. YOUMAN: No, no. I understand.

20 MR. WERTER: Ed, isn't this is a  
21 restructuring of the last fees, especially when it  
22 came down to light aircraft, that we might be  
23 overpricing the light aircraft?

24 MR. WUELLNER: Actually, we made an

25 adjustment shortly after opening because the

149

1 single complaint area we got was related to light,  
2 really light GA airport, light twins and  
3 single-engine aircraft.

4 We had come out with a \$50 and a -- \$75 or  
5 \$50 and a \$100 fee, I'm trying to remember which  
6 one it was now, for each of those classifications.  
7 We ended up after kind of a meeting of the mind  
8 and discussions, we went ahead and dropped the  
9 piston or just kind of combined the piston rate to  
10 a \$50 flat because we were -- that was the only  
11 area we were hearing complaints about fees. It  
12 was, "Oh, it's still -- it's going to cost me \$50  
13 not to go to West Palm," or wherever it is, you  
14 know. And like, "Well, that's fine. Go there."  
15 But at the end of the day, that's not benefiting  
16 our customers.

17 So we looked at it, adjusted it, and honestly  
18 I haven't heard a complaint since. Michael might.  
19 You know, he might have a few more complaints.  
20 But typically it's a single-engine guy and he's  
21 really, literally pulling it out of his wallet to  
22 pay it instead of a guy on the corporate.

23 CHAIRMAN BARRERA: Jack, what is your  
24 feedback on the vessel charge?

25 MR. GORMAN: The convenience is everything.

150

1 If you're going to come in and you've got Customs  
2 available and they can clear you in, rather than  
3 having to jump through a lot of hoops and not get  
4 off the boat, keep a quarantine flag up and all  
5 that, so it's convenience. And anybody with any  
6 good size vessel, I mean, I don't think a hundred  
7 dollars is going to kill them one way or another.  
8 They're going to complain no matter what because  
9 it's Customs. But I think the convenience is  
10 everything.

11 So I certainly wouldn't change the fee  
12 structure, especially if you've already cleared a  
13 hundred. I'm flapping my eyes. You've cleared a  
14 hundred? Don't change a thing.

15 CHAIRMAN BARRERA: But they weren't paying.  
16 Those hundred weren't paying.

17 MR. GEORGE: They're free.

18 MR. GORMAN: Oh, they've been free?

19 CHAIRMAN BARRERA: Yeah.

20 MR. WUELLNER: They've been free.

21 MR. GORMAN: Oh, my. That will change. I  
22 thought they were paying a hundred. I was under  
23 the misconception.

24 MR. GEORGE: Maybe you should give them

25 something.

151

1 MR. GORMAN: That will change.

2 CHAIRMAN BARRERA: So we're going from --

3 we're going from 0 to \$100, from no collection to

4 a hundred dollars and that's a high -- and that's

5 my concern. I don't -- I don't want it to go down

6 to nine. I'd rather have it --

7 MR. GORMAN: Then I'll go with Jim's wisdom

8 and leave it -- was it Jim or Carl that said leave

9 it high and then see what happens. Because a

10 hundred is -- is reasonably high for a structure,

11 for a yacht.

12 MR. GEORGE: Would they ever consider doing

13 it based on the footage of the boat or the number

14 of people that are on?

15 MR. WUELLNER: They -- they don't set this.

16 CHAIRMAN BARRERA: It's us.

17 MR. WUELLNER: We set the fee structure.

18 MR. GORMAN: Right. So --

19 CHAIRMAN BARRERA: I think you've got a

20 point.

21 MR. GEORGE: Then let me rephrase that. Is

22 it any benefit for us to consider doing it by the

23 number of people or the footage? Because the

24 footage of a boat is the way they pay for

25 everything.

152

1 CHAIRMAN BARRERA: I think that we should  
2 look at that.

3 MR. GEORGE: Jack?

4 MR. GORMAN: That's not a bad idea. Because  
5 once you get -- boats are really classified. I  
6 mean, you get -- you get cheap people like me that  
7 have 30-foot boats. Once you get a 50-foot boat,  
8 the cost is logarithmic, you know, as far as yacht  
9 fees and everything else. And so it becomes very  
10 inexpensive at a hundred dollars to -- to pull in  
11 a 50-foot boat. And after 50 feet, again, the  
12 cost is logarithmic. You could charge \$250; they  
13 wouldn't bat an eye, having been involved with  
14 some yachts. So --

15 MR. GEORGE: We could get some of the boat  
16 lift people over here --

17 MR. GORMAN: -- it's not a bad idea.

18 MR. WUELLNER: I -- we're willing -- you  
19 know, from the staff, we're just taking a stab at  
20 trying to do something or get something on the  
21 revenue side for it. I'm not opposed to some  
22 methodology that's easy enough to deal with.

23 MR. GORMAN: Keep it -- I would do it in  
24 brackets. I would do it in brackets. Anything



25 less than 30 is not going to come in from the

153

1 country. So you could go 30 is the minimum. Then  
2 after 50, you go another bracket. I mean, I'm  
3 just doing it as a seaman. The 30-foot boat --  
4 anything smaller than 30 doesn't come from  
5 offshore.

6 CHAIRMAN BARRERA: You could do it as a  
7 fee --

8 MR. BURNETT: Without having Customs meet it  
9 offshore.

10 MR. GORMAN: Yeah, unless they make the press  
11 or something.

12 CHAIRMAN BARRERA: So --

13 MR. YOUMAN: The Coast Guard will find those.

14 MR. GORMAN: Exactly.

15 CHAIRMAN BARRERA: So maybe a 50, 75 and a  
16 hundred?

17 MR. GORMAN: Yeah, you could go -- I would go  
18 30 to keep the little yachts in there. And then  
19 50 is the price jump. And then -- that's fine --

20 MR. WUELLNER: Okay.

21 MR. GORMAN: -- something like 75 to a  
22 hundred, right.

23 MR. WUELLNER: Yeah, what are we suggesting  
24 that rate structure be, for my benefit? I

25 understand the classes, so it's going to go --

154

1 MR. GEORGE: Less than 30 feet is 50 bucks.

2 MR. GORMAN: There you go. Let's keep it  
3 with piston aircraft and see what happens.

4 MR. WUELLNER: Up to 30 is 50.

5 MR. GEORGE: 30 to 50 is a hundred.

6 MR. GORMAN: There you go.

7 MR. WERTER: Well --

8 MR. WUELLNER: Up to 30 is 50 --

9 MR. GEORGE: Above 50 is 200.

10 MR. WERTER: If I may, on this -- on this one  
11 particular agenda item, action item --

12 MR. GEORGE: Carl said keep it high.

13 MR. WERTER: -- Jack, you being our local  
14 marine captain -- and when I say marine captain, I  
15 don't mean U.S. Marines. Maritime captain, excuse  
16 me. Maybe we should just hold on this one till  
17 next month and create a fee structure for the  
18 maritime charges, for the vessel charges, and then  
19 bring that up for ratification --

20 MR. WUELLNER: I --

21 MR. WERTER: -- along with a whole package.

22 MR. WUELLNER: I'm fine with that, too. I  
23 would like to implement the overtime stuff because  
24 that becomes pretty real. I don't see -- I don't

25 hear any real controversy on that, but we can --

155

1 we'll throw a couple of lines together on the --

2 on the boat fees.

3 MR. GORMAN: If you want to really labor over

4 it, we can go and go to a couple of West Palm

5 Beach -- go to a couple of major marinas where

6 they do a lot of Customs work like in Palm Beach,

7 right? You can do another one like in Lauderdale.

8 You can ask the marinas there what they think that

9 their charges are and then you can -- I mean, it's

10 not that many phone calls, and then you can -- you

11 can prorate appropriately.

12 CHAIRMAN BARRERA: But then in the next five

13 weeks, we won't be collecting any money on the

14 vessels. So I think that I'd rather start off

15 with a small collection and then adjust it.

16 MR. WERTER: Do an addendum at the next

17 meeting?

18 CHAIRMAN BARRERA: At the next meeting after

19 it's been researched, because otherwise we -- we

20 won't have any money coming in. And if we're --

21 if we're doing a hundred boats a day, you're

22 talking about --

23 MR. WUELLNER: Oh no, no. Not a day.

24 CHAIRMAN BARRERA: I mean a month -- a year,

25 you're talking about ten a month, approximately

156

1 ten a month. So with that, that's ten vessels  
2 that we wouldn't have collected anything. So what  
3 would your reasonable -- your reasonable  
4 suggestion would be the 50, 75 and --

5 MR. GORMAN: I would -- I would certain --  
6 I'd probably go 50/100 only because of the 50, a  
7 hundred after 50 because I just know what kind of  
8 money goes on on a 50-foot vessel.

9 MR. WERTER: Well, can we do this, can I make  
10 a motion -- a motion to adopt this with leeway to  
11 amend at the next meeting -- to amend the vessel  
12 charges?

13 MR. GORMAN: Let staff do a little research?

14 MR. YOUMAN: Yes.

15 MR. GEORGE: Can you make another motion  
16 while you have one seconded --

17 CHAIRMAN BARRERA: We have -- I was going to  
18 -- I was going to point to Doug on that.

19 MR. YOUMAN: Well, the motion's already on  
20 the table to accept what's here.

21 MR. GEORGE: Accept this.

22 MR. WERTER: We're modifying the motion.

23 MR. YOUMAN: Well, there's nothing --

24 CHAIRMAN BARRERA: But you're not modifying

25 it.

157

1 MR. WUELLNER: Who made the motion? Let's  
2 start there.

3 MR. BURNETT: Who originally made the motion?

4 MR. GEORGE: What's there doesn't set a fee  
5 for the boats.

6 MR. YOUMAN: Yes, it does.

7 CHAIRMAN BARRERA: Vessel charge.

8 MR. YOUMAN: Vessel charge, \$100.

9 MR. GEORGE: Oh, okay.

10 CHAIRMAN BARRERA: So, with -- go ahead,  
11 Doug.

12 MR. BURNETT: Who was the maker of the  
13 original motion?

14 MR. WUELLNER: Buzz.

15 MR. BURNETT: It would be up for Mr. George  
16 on whether or not he's going to accept an  
17 amendment to his motion. His motion was --

18 MR. GEORGE: I accept the amendment.

19 MR. BURNETT: And my question is what exactly  
20 is the amendment? Because I was a little confused  
21 on it, to be honest.

22 MR. WERTER: We adopt the -- the proposal as  
23 is with leave to amend it, to change certain  
24 characters of it, like the vessel charge or the

25 overtime charge at the next meeting, after

158

1 research.

2 CHAIRMAN BARRERA: Buzz?

3 MR. GEORGE: In the interest of expediency,

4 could we not just set a charge and let -- and if

5 anybody objects, somebody get with Ed and we'll

6 bring it up again and change it next time.

7 Otherwise we're guaranteed we're going to have to

8 talk about it again.

9 CHAIRMAN BARRERA: Jack?

10 MR. GORMAN: 30 is 50 -- see what you get for

11 traffic. 30 is 50. Okay. Over 50 is 75. And

12 over 50 feet is a hundred dollars. And just see

13 what happens.

14 CHAIRMAN BARRERA: So you would like to amend

15 the motion to accept the fees with the change of

16 the vessel charge for -- under 30 feet, \$50.

17 MR. GEORGE: Can you make that under 31?

18 CHAIRMAN BARRERA: 50 to 30, 75 --

19 MR. GORMAN: 30 to 50, 75 and after that,

20 it's a hundred dollar fee. And you may get large

21 boats because that's not -- that's not expensive

22 at all compared to -- for a large vessel.

23 MR. WERTER: I'd defer to his expertise.

24 CHAIRMAN BARRERA: So the motion has been

25 amended to include the updated vessel charges. Is

159

1 that all right, Mr. George?

2 MR. GEORGE: Yes, that's fine.

3 CHAIRMAN BARRERA: Okay. Can we call it to a  
4 vote?

5 MR. YOUMAN: Does somebody have to second  
6 that?

7 MR. WERTER: I'll second it.

8 CHAIRMAN BARRERA: The amendment, yeah. All  
9 in favor, say aye.

10 MR. GEORGE: Aye.

11 CHAIRMAN BARRERA: Aye.

12 MR. GORMAN: Aye.

13 MR. YOUMAN: Aye.

14 MR. WERTER: Aye.

15 CHAIRMAN BARRERA: Motion passes.

16 HOUSEKEEPING

17 MR. WUELLNER: Housekeeping, just call your  
18 attention to the meeting schedule. And also the  
19 FAC and AAAE conference dates are up there. If  
20 you have interest in attending one of those, might  
21 want to let someone know. There's no urgency  
22 other than the AAAE one will sneak up pretty  
23 quick. I'm going to ask that if you indeed decide  
24 you want to go, that you actually go.

25 MR. GORMAN: That's right.

160

1 MR. YOUMAN: You're awful technical.

2 MR. WUELLNER: Yeah, I know.

3 MR. GEORGE: Is that anything like budgeting  
4 a project and actually doing it?

5 MR. WUELLNER: Something like that. In this  
6 case, we're paying for the project up front. We  
7 want to make sure someone actually goes.

8 MR. GEORGE: Have there been any changes in  
9 the meeting dates from the last meeting? This is  
10 just reiterating them?

11 MR. WUELLNER: I think it's just reiteration,  
12 isn't it?

13 MS. HOLLINGSWORTH: Right.

14 MR. WUELLNER: Yes.

15 MR. GEORGE: Thank you. Do we need to make a  
16 motion to discuss this?

17 CHAIRMAN BARRERA: In housekeeping? No.

18 MR. GEORGE: I was just kidding.

19 PUBLIC COMMENT - GENERAL

20 CHAIRMAN BARRERA: Public comment, open it up  
21 for public comment. Mr. Jones is gone.  
22 Mr. Martinelli is gone. So we have no further  
23 public comment.

24 AUTHORITY MEMBERS



1 Mr. Werter?

2 MR. WERTER: No. Very productive meeting. A  
3 lot of issues -- a good -- good conversation  
4 today. Nothing further. I'm just sorry I'm so  
5 froggy from the allergies.

6 CHAIRMAN BARRERA: Mr. Gorman?

7 MR. GORMAN: Oh, my. I'm assuming in my  
8 absence that you voted for the taxiway --

9 MR. WERTER: Yes.

10 MR. GORMAN: -- as you did have a quorum.

11 MR. GEORGE: Read the minutes.

12 MR. GORMAN: Yeah, I'll maybe get around to  
13 that. But we had -- I'll -- that's a good  
14 assumption on my part. And I might say that I  
15 think that this country's in trouble when our  
16 government can dictate that we do dumb things,  
17 okay? I mean, that just sums it up for me.

18 In other words, when we have to spend money  
19 in a fashion that really is counter to common  
20 sense, that just sticks in my crawl like a chicken  
21 bone in a dog's neck. It -- it bothers me.

22 Secondly, I'm very encouraged by the fact that  
23 with the -- with this FIND, with --

24 MR. WUELLNER: Yeah.

1 dialogue with FIND, as because I think we're  
2 really overlooking water access. And that's my  
3 venue so, I mean, I think that that could really  
4 become larger than you think. Especially since  
5 you've got heavy lift ability right there to an  
6 airport.

7 MR. WUELLNER: It broadens the multimodal  
8 appeal.

9 MR. GORMAN: Yes, it does. It broadens the  
10 multimodal appeal.

11 And then, back into the negative aspect, I  
12 would love to see -- and I've asked this before --  
13 I think I've asked twice before, and I'm going to  
14 go for my third time. I'd love to see that we get  
15 the agenda set, you know, published to us in kind  
16 of the beginning of the week before we get a  
17 meeting rather than the end of the week before we  
18 get the meeting. In other words, I get no  
19 material.

20 I know there's always the second rush. You  
21 know, you're not going to get everything. And I'm  
22 getting a dirty look from Cindy, but I don't care.  
23 The point being is that you don't have any time at  
24 all to react to it or ask any questions.

25 MR. GEORGE: The lock will be changed on your

163

1 hangar.

2 MR. GORMAN: That's fine. I'll throw it out.

3 And so what will happen is it -- it just gives you

4 a little more time to talk to a few people before

5 you get into the board. And then -- board

6 meeting. And then at the eleventh hour, if

7 there's things that need to be added, they can be

8 added. They can be put on the desk. So that's my

9 third request for that.

10 MR. WUELLNER: How soon is soon enough before

11 a meeting?

12 MR. GORMAN: I would love to see Tuesday or

13 Wednesday. I mean, I know there's problems. I

14 know -- I would love to see Tuesday or Wednesday.

15 Not Friday. All right. That's all. I have to --

16 I have to complain about something.

17 MR. WUELLNER: Okay.

18 CHAIRMAN BARRERA: Mr. George?

19 MR. GEORGE: I made a comment earlier about

20 the charts, you know, for the takeoff -- I mean

21 the operations. At one time, we used to have the

22 tower manager would be here. I haven't seen Mark

23 here in a year. Is that part of his contract,

24 that he has to participate in these? If it is,

25 would you explain to him we'd love to see his --

164

1 excuse me, I would like to see him here.

2 MR. WUELLNER: I --

3 MR. GEORGE: I hate to keep asking

4 Mr. Slingsluff about takeoffs and landings from

5 Mr. Slingsluff's airport, you know?

6 MR. WUELLNER: I -- we will certainly ask

7 him. Keeping in mind he does not work for us.

8 MR. GORMAN: Do we have -- can I ask a

9 question?

10 MR. GEORGE: This week.

11 MR. WUELLNER: Well, at all.

12 MR. GORMAN: A little comment.

13 MR. GEORGE: How about the county take it

14 over. I'm sorry.

15 MR. WUELLNER: He still won't work for them.

16 Anyway --

17 MR. GORMAN: Real quick and I'll be done. If

18 in fact we are unhappy with Mr. Napier, which we

19 have -- I'm not unhappy with him at this point,

20 but if in fact we are, what recourse do we have to

21 provide some type of a discipline so that we

22 become more happy?

23 MR. WUELLNER: We -- you would have a couple

24 of things. We can go directly to his employer,

25 which is RVA.

165

1 MR. GORMAN: That's my question.

2 MR. WUELLNER: They are the contract holder  
3 for FAA Southern Region. In the event there's no  
4 satisfaction there, we can contact Rhonda Phillips  
5 at FAA Southern Region who basically manages that  
6 contract with RVA. So --

7 MR. GORMAN: Right. Because I've had a few  
8 individuals --

9 MR. WUELLNER: -- there are avenues to go.

10 MR. GORMAN: Right.

11 MR. GEORGE: Yeah.

12 MR. GORMAN: I've had a few individuals --

13 MR. GEORGE: I think just discussing it with  
14 Mark and maybe document --

15 MR. WUELLNER: I agree. I think --

16 MR. GEORGE: -- a memo back to him how much  
17 we'd love to see him?

18 MR. WUELLNER: At least every once in a  
19 while.

20 MR. GEORGE: One of the other items is, I  
21 just want to remind Donna of what I was looking  
22 for --

23 MR. WUELLNER: Uh-huh.

24 MR. GEORGE: -- before the -- at least a week

25 before the next meeting.

166

1 And also the next board meeting, the board  
2 will discuss the interpretation of our rules, you  
3 know, as far as changing the -- them unilaterally,  
4 so to speak, okay? Ed, you made the comment about  
5 Skybus paying for the ARFF facility?

6 MR. WUELLNER: For the -- the operations  
7 generated, enplanements.

8 MR. GEORGE: I would love to see that on the  
9 front page of The Record. Maybe we could get some  
10 PR out of that. Thank you, Madam Chairman.

11 CHAIRMAN BARRERA: Okay.

12 MR. YOUMAN: Can I make a comment?

13 CHAIRMAN BARRERA: It's your turn.

14 MR. YOUMAN: Thank you.

15 CHAIRMAN BARRERA: Carl?

16 MR. YOUMAN: You know, Jack, I agree with  
17 you --

18 MR. GORMAN: Thank you.

19 MR. YOUMAN: -- on the expenditures, but  
20 there's an awful lot of that coming out of  
21 Washington these days.

22 MR. GORMAN: Why should we accept it, is my  
23 answer.

24 MR. YOUMAN: I agree. But in the interest of

25 the St. Johns taxpayers and people we represent,

167

1 if it's out there, we've got to take it.

2 MR. GORMAN: If we keep cutting the baby in  
3 half, we'll run out of babies.

4 MR. YOUMAN: I know. We're running out of  
5 them quickly.

6 MR. GORMAN: The wisdom of Solomon does not  
7 exist anymore.

8 MR. YOUMAN: No.

9 MR. GORMAN: I mean, we're doing what our  
10 government dictates no matter what absurd  
11 conundrum it is. That's my philosophical opinion.

12 MR. YOUMAN: I agree.

13 MR. GORMAN: Okay.

14 MR. YOUMAN: This meeting was very productive  
15 in my opinion. It brought out a lot of facts that  
16 needed bringing out about a lot of these projects,  
17 and I think it was well done, and a lot of great  
18 great questions were asked and a lot of detail was  
19 answered. Thank you all.

20 CHAIRMAN BARRERA: Thank you, Carl.  
21 Mr. Werter?

22 MR. WERTER: Yeah. I forgot a couple of  
23 items. Was it last week or two weeks ago, we sat  
24 down and had lunch with Senator Nelson, and it

1 CHAIRMAN BARRERA: You need to clarify that.

2 You and I did not sit down with Senator Nelson.

3 We were not even at the same table.

4 MR. WERTER: We weren't at the same table.

5 But it was, you know, at his -- at his invitation,

6 and I spoke to him a little bit, and he is a

7 friend of the airport.

8 Associated with that, next month, I am going

9 up to the ACI spring conference or AAAE conference

10 meeting, getting to meet with legislature and

11 understand the current issues and hopefully make

12 some nice Washington contacts. And when I come

13 back, I plan on giving a full report on that. So

14 if Ed wants to put that on the agenda, I'll be

15 happy to share my experience with you all.

16 MR. GORMAN: And that's the trip you traded

17 for the AAAE, carefully traded?

18 MR. WERTER: Carefully traded.

19 MR. GORMAN: That's good.

20 MR. WERTER: I just thought we would -- it

21 would be good to have a better Washington contact.

22 CHAIRMAN BARRERA: Okay.

23 MR. GEORGE: Is that the way we left it at

24 the last meeting? Are you paying for that trip up



1 MR. WERTER: No, I traded. I traded.

2 MR. GEORGE: That was approved at the last  
3 meeting.

4 CHAIRMAN BARRERA: It wasn't voted on. It  
5 was just -- it was just suggested.

6 MR. GEORGE: Okay.

7 CHAIRMAN BARRERA: It wasn't an agenda item.  
8 It was a suggestion item so that we're not  
9 spending extra money.

10 MR. GEORGE: Okay.

11 CHAIRMAN BARRERA: A couple of things.  
12 First of all, we've got a lot going on. A  
13 lot of these things will be an improvement not  
14 only to our airport but to our community. And I'm  
15 very excited that we're going to be having these  
16 PR presentations here at our board meetings so  
17 that this information can get out to the public.

18 I think that sometimes the information that  
19 does get out to the public sometimes gets a little  
20 bit convoluted along the way, and I think that  
21 having the -- at the PR meetings and asking those  
22 type of questions at our board meetings, having  
23 the PR here will benefit that information that  
24 gets out.

1 representative for coming. He is with the  
2 communications academy. And we've been very  
3 fortunate in working with both Nease and with the  
4 Aerospace Academy at St. Augustine High. We've  
5 got some great representatives at both of those  
6 academies and to our community. And we need to  
7 get that information out and get out the  
8 information about the Aerospace Academy being a  
9 model academy.

10 I'm very excited about the sustainability  
11 project. I think that it will go hand in hand  
12 with our environmental direction. And I'm just --  
13 I think to be chosen to be able to be a part of  
14 that study, it will reduce our costs and I think  
15 it will address a lot of the items that us as  
16 individual board members have in the direction of  
17 the future of the airport.

18 And contrary to what was discussed earlier,  
19 I've heard some very positive remarks about the  
20 tower and about Mark, and I think that his  
21 participation here would only increase that. So I  
22 look forward to that.

23 And I want to thank Mr. Slingluff for  
24 allowing me to put him on the spot and being able

25 to answer my questions candidly. Having your

171

1 benefit of working with our customers firsthand is  
2 always appreciated. And with that, I'd like to  
3 wrap up the meeting. We'll look forward to our  
4 next meeting on April 26th at 4 o'clock. And  
5 we'll adjourn this meeting.

6 (Meeting adjourned at 7 o'clock p.m.)

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

## 1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA )

4 COUNTY OF ST. JOHNS )

5

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

7 certify that I was authorized to and did

8 stenographically report the foregoing proceedings

9 and that the transcript is a true record of my

10 stenographic notes.

11

12 Dated this 12th day of March, 2010.

13

14

---

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

15

16

17

18

19

20

21

22

23

24

