

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 General Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, October 18, 2004

6 from 4:03 p.m. to 6:26 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

9 WAYNE "BUZZ" GEORGE, Secretary-Treasurer

JOSEPH CIRIELLO

10 BOB COX

JOHN "JACK" GORMAN

11

BOARD MEMBER ABSENT:

12

SUZANNE GREEN, CHAIRMAN

13

* * * * *

14

ALSO PRESENT:

15

DOUG BURNETT, Esquire, Rogers, Towers, Bailey,
16 Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
FL, 32084, Attorney for Airport Authority.

17

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

18

BRYAN COOPER, Assistant Airport Director.

19

* * * * *

20

JANET M. BEASON, RPR, RMR, CRR

21

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1 PROCEEDINGS

2 MR. COX: You're the most senior member.

3 MR. CIRIELLO: Good afternoon, ladies and
4 gentlemen. The Airport Authority will convene.

5 We raise -- pledge allegiance to the flag.

6 2. - PLEDGE OF ALLEGIANCE

7 MR. CIRIELLO: We raise -- pledge allegiance
8 to the flag.

9 (Pledge of Allegiance.)

10 MR. CIRIELLO: Thank you. Okay. On the
11 agenda, we have approval of minutes.

12 3. - APPROVAL OF MINUTES

13 MR. WUELLNER: Catching up with you here.

14 MR. CIRIELLO: Any comments from the board on
15 the minutes, corrections or additions?

16 (No corrections or additions.)

17 MR. CIRIELLO: Hearing none, we'll have the
18 minutes approved.

19 4. - FINANCIAL REPORT ACCEPTANCE

20 MR. CIRIELLO: Next, we move the financial
21 report, and the financial man is going to be a

22 little late. We'll just pass over that and when
23 he comes in, we'll get his report.

24 5. - MEETING AGENDA APPROVAL

25 MR. CIRIELLO: Next, meeting agenda. Anybody

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1 have anything for the meeting agenda?

2 (No comments.)

3 MR. CIRIELLO: Okay. Hearing none, we'll go
4 to the reports.

5 6.A. - COUNTY COMMISSIONER

6 MR. CIRIELLO: Mr. Maguire? County
7 Commissioners?

8 COMMISSIONER MAGUIRE: Yes, sir. No report
9 today.

10 6.B. - AERO SPORT

11 MR. CIRIELLO: Okay. Mr. Slingluff or
12 somebody from Aero Sport?

13 MS. ANDERSON: Nothing other than the new air
14 stairs look great. Thank you, Ed.

15 MR. WUELLNER: Uh-huh.

16 6.C. - NORTHROP GRUMMAN

17 MR. CIRIELLO: Mr. Leslie from Grumman?
18 (Grumman Representative Absent.)

19 6.D. - SAAPA

20 MR. CIRIELLO: Mr. Roddy?

21 MR. WUELLNER: Make sure it's on.
22 MR. RODERICK: Can you hear me?
23 MR. WUELLNER: No. It's not just to hear;
24 it's recording.
25 MR. RODERICK: We must go through this. I

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1 have two things. Number one, everybody's
2 extremely pleased that the restaurant is open and
3 operating. And part of the success is good work
4 by the staff to make sure parking is there.

5 Part of it's through I know planning, as we
6 get more spaces, and the other part is through
7 effective policing. Whoever's doing it, it's
8 working and we appreciate it. Thank you.

9 MR. CIRIELLO: Thank you, Mr. Roderick.

10 6.E. - FACT

11 MR. CIRIELLO: Mr. Ottesen?

12 MR. RODERICK: He's flying.

13 6.F. - AIRPORT ATTORNEY

14 MR. CIRIELLO: Okay. Mr. Burnett?

15 MR. BURNETT: Yes, sir. A couple of things.

16 First, in the Earth Tech litigation, Brian
17 Thompson's deposition has not been taken yet. The
18 attorney on the other side wound up having a

19 conflict. He had a trial roll over that was
20 originally scheduled for one week, and it got
21 scheduled for another week. That conflict takes
22 precedent over the deposition. So, we look
23 forward to getting his deposition rescheduled
24 within the next -- within the next month.

25 Additionally, we're still moving forward with

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1 the case management conference. That will occur
2 in the next month as well. Or, at least I
3 anticipate that it will occur in the next month.

4 A case management conference, as we discussed
5 before, is an opportunity to get this case before
6 the Judge so that the Judge can review the
7 discovery in the case and the parties can discuss
8 the matters that need to be conducted prior to
9 trial and the Judge can ultimately enter his
10 standard pretrial order setting a trial date and
11 setting a pretrial date. And, of course, that
12 pretrial order requires discovery cutoff so many
13 days before the pretrial hearing. It requires the
14 parties to disclose witnesses and do various other
15 things in anticipation of trial. So, we're still
16 moving forward with that case management
17 conference.

18 The other thing -- I guess that -- that --
19 that's all I have at this particular time related
20 to Earth Tech.

21 The other thing, we have been working with
22 your staff, and I know one of the things that's up
23 as an update is the fuel farm lease. We've been
24 working to get a fuel farm lease drafted.

25 One of the things, so -- so that you know

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1 that I did with the lease, other than my standard
2 drafting to the lease, was I had Richard Maguire
3 in our office, who is a very experienced attorney
4 and his practice primarily relates to
5 environmental law, I had Rich look over the
6 contract and review it, and he made some
7 substantial changes and beefed up the language
8 related to hazardous substances so that the
9 airport will be further protected related to the
10 leasing of that property for the fuel farm.

11 That's all I have to report at this time.

12 MR. CIRIELLO: Okay. I'd like to ask you a
13 question. When will we get a draft of this lease
14 farm thing so we can look it over?

15 MR. BURNETT: I know Ed --

16 MR. CIRIELLO: I would like to look at it and
17 have a chance to look at it before it's presented
18 at a meeting.

19 MR. WUELLNER: We would ordinarily just
20 include it with an agenda package at -- at the
21 appropriate time. But if you want a draft prior
22 to that, you can certainly get it.

23 MR. CIRIELLO: That's what I'm getting at.
24 I'd like it a little earlier.

25 MR. WUELLNER: It's not --

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1 MR. CIRIELLO: Oh, I mean, the other board
2 members might want one, too.

3 MR. WUELLNER: It's certainly not in a final
4 form yet.

5 MR. CIRIELLO: Yeah. I understand that.
6 Okay.

7 MR. BURNETT: I'll make a note of that. I'm
8 not sure if --

9 MR. WUELLNER: We've got some here.

10 MR. BURNETT: Okay.

11 MR. CIRIELLO: Okay. Thank you, Mr. Burnett.

12 6.G. - ATCT MANAGER

13 MR. CIRIELLO: Mr. Knight, the control tower,
14 is he here?

15 MR. WUELLNER: He informed us he would not be
16 here today. He is on station this afternoon, as I
17 understand it. He did provide the traffic count
18 information that's up there.

19 This is a different slide that was in your
20 package than what was in your package. It -- this
21 one's been updated. You can tell the month of
22 September was significantly below. You lost
23 approximately 3,000 operations -- I think it was
24 2,700 some-odd operations from the year-end, the
25 year total, as a result of being very low in

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1 September due to all the weather, inclement
2 weather, really dropped off general aviation
3 flying during the month of September.

4 So, you're still 17- -- on a whole, you're
5 17,600-plus operations ahead of the same period
6 last year. But the prior month, if you recall, it
7 was a little over 20,000.

8 MR. CIRIELLO: Okay.

9 MR. WUELLNER: That's it for his report.

10 MR. CIRIELLO: Well then, I guess that moves
11 us up to project updates. And that gets
12 Mr. Wuellner on board.

13 7. - PROJECT UPDATES

14 MR. WUELLNER: Okay. A few slides updated
15 from the package as additional information has
16 gotten in to us, but primarily projects today
17 we'll look at are airport maintenance facility;
18 Taxiway Bravo; land acquisition; terminal parking
19 lot; the south development area; apron design,
20 which is a new project to show up on the project
21 list; home demolition update; hangar steel rehab
22 project; marketing and public relations; the
23 airport leasing activities; and the Airport Master
24 Plan.

25 Airport maintenance facility is well on its

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1 way here. As you probably know, if you've driven
2 down Estrella or even Araquay, you get a good view
3 of it. Currently anticipating this project to
4 be -- have it CO sometime in November and be able
5 to be occupied.

6 Paving of the parking lot should occur this
7 week still. The office section, the little office
8 section is pretty well totally complete at this
9 point. They'll -- as soon as they get the paving
10 done, the floor coating in the main bay will be
11 done and that will pretty much wrap up the ex --

12 the project.

13 The last thing they'll do is the exterior
14 coating on it, as to allow as much curing time on
15 the stucco before they apply the coating on it.

16 But it's -- it's getting close.

17 Next project I have for you is Taxiway Bravo.

18 We have the sign structures. They're in place.

19 They're pouring the last of the pads. They're --

20 Olson Electric showed up this morning, finished
21 pouring the pads and sealing around the individual
22 light fixtures.

23 The sign panels are due this week. The
24 legend panels -- we've got the main sign
25 structures, but the panels were shipped

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1 separately. They're due to be shipped -- or due
2 to be in on the 21st of this month. And they'll
3 get -- the balance of that installation will be at
4 a hundred percent on that job.

5 And I think I've mentioned in several reports
6 prior, but all pavement areas as they stand right
7 now are open and usable, other than they don't
8 have all the signage that is -- is planned for
9 them.

10 Land acquisition, Araquay Park, as we've told
11 you before, the offers have been communicated,
12 based on direction from -- from the Authority.
13 The three-week letter has either been sent or will
14 be out here in the next day or so. They were
15 awaiting final receipt of the appraisal reports as
16 a -- as a condition of that -- that letter. And
17 at this point, we're otherwise waiting the time
18 expiration that was allotted in the original
19 resolution, which included that three-week letter
20 time line.

21 That should expire sometime the end of -- I
22 think it's the end of this month or first week of
23 November. The actual time line expiration, I
24 don't have that date off the top of my head, but
25 it's -- it's going to creep up pretty quickly.

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1 Do you know it off the top of your head, Doug?

2 MR. BURNETT: No, I don't, but I just wanted
3 to comment that you may recall that this is that
4 additional three-week -- and this is more for the
5 folks in the audience so that everyone
6 understands.

7 This isn't a three-week requirement by the
8 Florida Statutes. This is -- or -- or by case

9 law. This is a requirement that the Authority put
10 in place so that the homeowners or property owners
11 get additional notification of the process.

12 MR. WUELLNER: And at this point, it's my
13 understanding of the time line that sometime in
14 the first or second week of November, that the
15 actual action would be filed with the Court which
16 would start the time line relative to getting a
17 calendar date with the Court for the actual
18 determination of eminent domain.

19 It's not -- not the final action related to
20 the -- to the notice -- or perhaps Doug can
21 explain it better than I. But basically, the
22 first action that occurs is to certify that it is
23 eligible for eminent domain.

24 It's not a certification of what values or
25 what individual owners. All of that has its own

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1 time line and process line. But it's just
2 basically a judge affirming that we can use
3 eminent domain to acquire. Is that -- is that
4 correct?

5 MR. BURNETT: That's correct. The order of
6 taking would come later. And most likely, from

7 what we understand, this case is going to be
8 before Judge Mathis, with him having taken over
9 the civil bench, and Judge Traynor having gone to
10 the criminal bench. So, most likely, it's going
11 to be before Judge Robert Mathis.

12 MR. WUELLNER: Next project is the terminal
13 parking lot. And we've got an item on the agenda
14 relative to decision on the seal coat that we've
15 kind of been kicking around for a while, and the
16 engineer's been doing some additional work for us
17 on, doing the -- to help with the decision
18 process. That's a later agenda item, so we'll
19 talk about that in a few minutes.

20 And we're preparing the last of -- or the
21 small areas in the terminal parking area to do the
22 actual paving where they do the lime rock and
23 actual paving for the newer areas, which expands
24 that area in the employee parking, as well as
25 the -- what was being referred to as the -- the

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1 newest piece of the old Grumman parking lot where
2 the old trailer sat, getting that rehab work done.

3 Our guys have begun removal of the curb areas
4 and will be removing the few small landscape areas
5 that were to be removed to expand some additional

6 parking spots there. So, that work's ongoing.
7 And at this point, we would anticipate
8 sometime -- our guys will be done by no later than
9 mid -- mid-November, and we expect the seal
10 coating to be accomplished by mid-December, which
11 should wrap up the project by the first of the
12 year.

13 Did you have a question on that specific,
14 anybody?

15 MR. GORMAN: No, but I've got some questions.
16 I need to backtrack a bit later on. I've got a
17 question for Mr. Burnett later and two questions
18 for you I need to --

19 MR. WUELLNER: Do you want to do them as
20 we --

21 MR. GORMAN: Go ahead. I mean, that's all
22 right.

23 MR. WUELLNER: Okay. South apron development
24 area, just give you a heads-up of the preliminary
25 work that is just -- just now beginning to get

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1 started, is looking at taking the Airport Master
2 Plan layout from your selected alternative to
3 begin the development of the layout sketches for

4 new apron area down there.

5 The first things they do is the geotechnical
6 work, which involves some core borings and the
7 like, to determine the type of soil and the -- the
8 existing conditions and what all would have to be
9 done in order to design the pavement properly.

10 The next piece they have to do is survey, is
11 to get the geo -- the, excuse me, the
12 topographical-type survey work done now that puts
13 it out in a grid formation and identifies
14 everything out there, including trees, including,
15 you know, to try and get a little -- to allow a
16 sketch or a layout that ultimately considers all
17 of the features of the area.

18 MR. GORMAN: When we're doing this -- as a
19 side bar here, when we're doing this, when we're
20 doing the geotechnical work and we're doing the
21 initial survey development, I keep hearing about
22 the condition of the apron that exists now and its
23 unsuitability for heavy jets. Can that -- some
24 type of repair be tied into that whole thing?

25 MR. WUELLNER: On the -- that is not this

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1 project.

2 MR. GORMAN: No, it would be a separate

3 project --

4 MR. WUELLNER: Be a separate project --

5 MR. GORMAN: -- but, I mean, I understand

6 when you've got -- I mean, can that be tied in,
7 either funding-wise or geotechnical work-wise, or
8 whatever, just to try to get this thing done?

9 I keep hearing that you can't put a heavy jet
10 on the existing apron; there are spots that we --
11 the oils are going to punch right through. That
12 seems to be a real fatal flaw in an airport.

13 MR. WUELLNER: Well --

14 MR. GORMAN: So, I'm just curious as to you
15 could tie these things in so --

16 MR. WUELLNER: I guess it depends on how
17 we --

18 MR. GORMAN: You know.

19 MR. WUELLNER: -- define "heavy jet" for
20 purposes of the definition. But, no, the
21 airline-size aircraft are indeed limited to the
22 new hardstand that was constructed down there.
23 The -- virtually everything else that's been
24 flying in and out of here has apron access and can
25 use the existing apron area over there.

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1 MR. GORMAN: Can I --

2 MR. WUELLNER: Sure.

3 MR. GORMAN: I need to ask Tracine that,
4 then. Can we get some information to Ed as
5 about -- about the situations that you've come
6 across in your business with unsuitability --

7 MS. ANDERSON: We had some problems up at the
8 entrance, at the south entrance, but those have
9 been taken care of, hopefully. Looks like they've
10 been doing good with that. And I think we're
11 already on schedule, aren't we, Ed, to have a
12 repaving done?

13 MR. WUELLNER: Yeah. Well, yeah. The seal
14 coating is -- is designed -- we'll talk about the
15 project, but it's designed to include all that.

16 MR. GORMAN: If you are having this
17 conversation, then I'm fine.

18 MR. WUELLNER: Oh, yeah.

19 MS. ANDERSON: I mean, that's been -- yeah,
20 that's been in the budget prior, but --

21 (Whereupon, Mr. George enters the room.)

22 MR. WUELLNER: I think the only --

23 MS. ANDERSON: -- hardstand addressed the
24 issue of it not being used.

25 MR. WUELLNER: Yeah, I think the only

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1 additional construction we want to try and get
2 done pretty quick is the improvements to that
3 throat on what would be the south end of the apron
4 so that that -- it's more a geometry issue than a
5 weight issue there.

6 MS. ANDERSON: Yeah. And it's better than it
7 was.

8 MR. WUELLNER: It's getting there. It's
9 piecing and parting it.

10 MS. ANDERSON: The sequel's --

11 MR. WUELLNER: So, anyway, that's -- that's
12 where that is. It's not gone to full-scale
13 engineering yet. They're just doing that, and
14 you're probably still at least one to two months
15 from being in full-scale engineering here,
16 anticipating the federal grant. But it at least
17 gets it off dead center with them.

18 Okay. Next item is the home demolition
19 update. We're -- third batch of homes is out --
20 or will be out there shortly being offered to
21 the -- to the public.

22 You -- you recall last meeting, you allowed
23 six individual owners to purchase homes or units
24 in there. Some are -- some are homes; some are
25 mobile homes. Looks like there'll be about -- or

1 up to about 14 units available in that -- that
2 next batch of -- that will be made available to
3 the public, or at least for them, their ability to
4 bid those. Yeah.

5 MR. GORMAN: Got a question. Each one of
6 these, when one of these owners then actually
7 purchases these, do we -- we do save the amount of
8 the demolition cost on each one of these.

9 MR. WUELLNER: Correct. Yeah.

10 MR. GORMAN: All right.

11 MR. WUELLNER: A part of the --

12 MR. GORMAN: We've sold six so far.

13 MR. WUELLNER: We've sold six. That's --
14 that is correct.

15 MR. GORMAN: That's fine. I missed that
16 meeting. I'm sorry.

17 MR. WUELLNER: That is correct.

18 MR. GORMAN: I just wanted to point that out.

19 MR. WUELLNER: We had no interest in the
20 first batch. The second batch got six. And then
21 we'll see what happens out of the third batch.

22 MR. GORMAN: That's fine.

23 MR. WUELLNER: Otherwise, those that aren't
24 caught up or what -- or no interest is expressed

25 through the bid process, then we move through

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1 solicitation of contracts to go ahead and get the
2 demolition done.

3 We're -- we're still awaiting the final
4 determination with the State and the County
5 relative to -- how many homes is that, six? I
6 want to say it's six homes back -- back there,
7 that had by virtue of their age, had to go through
8 the process with the County and the State for
9 review of historical significance.

10 The report was submitted to the State based
11 on just hurricane backup and the like. We're not
12 expecting the results of that definitively till
13 towards the end of this month. They are -- some
14 of those have been awarded for removal. There's
15 no real requirement to do anything with them.
16 They just have to go through the documentation
17 part of it.

18 And we are in the process -- I think we've
19 done all of them or --

20 MS. HOLLINGSWORTH: Yes.

21 MR. WUELLNER: I think they're all now -- all
22 of the six that were awarded last month are now
23 under contract for removal. So, we've -- we've

24 made it that far and accepted the, what do you
25 call it, the deposits, guaranteeing at this point

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1 that they'll move the home.

2 Hangar structure rehab. At this point, I was
3 told earlier today that we're -- we'd be closer to
4 90, 95 percent as of today. I'm going to stick to
5 85 percent because I did not follow up on that
6 this afternoon. But basically all the heavy steel
7 should be completed as of today on the original
8 Phase II structure that's out there.

9 MR. GORMAN: And again, a quick one. When
10 will this board start a dialogue about the
11 replacement of the very old T-hangars? That got
12 quite poignant when we had the hurricanes and you
13 could see the entire structures wobbling back and
14 forth.

15 MR. WUELLNER: Are we talking about
16 port-a-ports or --

17 MR. GORMAN: Yeah, port-a-ports.

18 MR. WUELLNER: -- or the like A, B, C
19 buildings?

20 MR. GORMAN: Port-a-ports. I just wanted
21 to --

22 MR. WUELLNER: Port-a-ports --

23 MR. GORMAN: -- try to start a discussion as
24 to the replacement.

25 MR. WUELLNER: I think the appropriate time

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1 is as we move into construction on the apron
2 project. You're -- now you have an access point
3 for those buildings. Unless you're going to place
4 them in the same location. You know, if you're
5 just going to replace the -- the units, then --
6 then we'll have some grants. I think they're
7 programmed --

8 MR. GORMAN: So, in your own mind, that will
9 be shortly --

10 MR. WUELLNER: Yeah. It'll really be your
11 call at some point in the future. You're not --
12 not too awful long as to whether you look to
13 replace those as a first phase or build new
14 capacity and replace those later, whichever --

15 MR. CIRIELLO: Yeah, Ed. If you're going to
16 replace those port-a-ports, physically, are -- are
17 the smaller T-hangars that we build for like the
18 Skyhawks and stuff, would they be the same size or
19 would they take more room and cause us problems?

20 MR. WUELLNER: Actually, the way that lays

21 out, that when they -- when they built the
22 port-a-ports out there, they applied a nonstandard
23 dimension in terms of separation of the buildings
24 for taxiway. So, as a result, we can go in there.

25 You would effectively demolish, remove,

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1 whatever you want to call it, the three rows of
2 port-a-ports, or what's left of the three rows of
3 port-a-ports, reconfigure that, and place two rows
4 of -- of standard T-hangars in there, much like we
5 did at K, L, and M, I would suspect in terms of
6 type.

7 The capacity net loss at the time was about
8 one unit. I think now you'll probably still be
9 plus one over what's left of the port-a-ports.

10 So, you know, unit for unit, it's -- it's at least
11 even, if not a net gain, by doing it that way.

12 You just -- you cut a row of taxi lane out of
13 there, but just keep the same --

14 MR. CIRIELLO: So replacing them, it's a
15 minimal effort to do it.

16 MR. WUELLNER: Relatively. I mean, it's not
17 a minimal effort, but I mean, it --

18 MR. CIRIELLO: Well, I mean, you don't have

19 to do a whole lot of extra engineering and --
20 MR. WUELLNER: Well, you -- you cannot reuse
21 any of the pavement areas that feed that, because
22 they won't be in the right place --
23 MR. CIRIELLO: Okay.
24 MR. WUELLNER: -- in order to go to two --
25 MR. CIRIELLO: Okay.

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1 MR. WUELLNER: But it's all graded, level,
2 utilities are there. That kind of stuff is all --
3 all in place.
4 MR. CIRIELLO: All right.
5 MR. WUELLNER: I guess depends on how you
6 define "minimal."
7 MR. CIRIELLO: Yeah.
8 MR. WUELLNER: We circulated via e-mail
9 the -- the letter that was requested at the second
10 budget hearing to be placed in The Record. I've
11 gotten everybody that, I guess, that wanted to
12 respond's -- comments are -- are in my hands now,
13 and I think I -- I'm not sure they made it out
14 here, but I've got copies that I'd be happy to --
15 maybe somebody run back to my desk and see if we
16 can't -- there's about five or six of those
17 editorial things all paper-clipped together.

18 We'll circulate those among the board.
19 But what I would consider the final draft
20 version that includes everybody's comments that I
21 got is -- is basically ready. If you're ready,
22 we'll get it out to The Record and hopefully get
23 it published. Otherwise, there's nothing going on
24 at this moment on marketing and public relations.

25 MR. GEORGE: Second floor terminal building?

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1 MR. WUELLNER: Okay.

2 MR. GEORGE: That's rented?

3 MR. WUELLNER: It -- well, we -- we have not
4 presented leases to you at -- at this point.

5 MR. GEORGE: All right.

6 MR. WUELLNER: It's still five months from
7 being finished from construction time.

8 We do have an agenda item relative to PGA and
9 their relocation from their facilities on this
10 side of the field to what was the old SK Logistics
11 building, old corporate hangar number 4. And I'll
12 walk through that as a specific item.

13 And Doug mentioned the fuel farm lease that
14 we're working, continuing to work with Aero Sport
15 on. Thanks.

16 And Airport Master Plan update. Who is
17 handling that today?

18 MS. FANTINATO: Good afternoon. My name is
19 Tricia Fantinato. I have been working with Gloria
20 Loungeway and Phil Jufko on this project.

21 Basically, we are on schedule. After the
22 decision of the preferred alternative, we are now
23 in the implementation plan, which is basically
24 we'll be going over the draft ALP, as well as the
25 phasing and the capital improvement programs. So,

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1 that's pretty much where we are. Any questions?

2 Yes.

3 MR. GEORGE: Question: What's -- what's the
4 next date for a presentation to the board so that
5 we can receive -- see some of your -- the results
6 of your efforts?

7 MS. FANTINATO: Well, actually, we're meeting
8 with Mr. Wuellner tomorrow to go over the draft
9 ALP and the phasing, and from there, then we'll
10 know exactly when we'll be ready to show something
11 to the board.

12 MR. GEORGE: Okay. All right.

13 MS. FANTINATO: Anything else?

14 MR. GEORGE: Thank you.

15 MR. WUELLNER: I was going to say assuming
16 that's in pretty good shape, I would expect at the
17 November meeting would be a pretty detailed up
18 to -- bringing everybody up to speed, including a
19 review of the plans that are developed so far, the
20 drawing plans.

21 MR. GEORGE: Okay. We have a public comment
22 on this, and so rather than getting to the end,
23 I'll go ahead and open it up for public comment.

24 MR. WUELLNER: Thanks, Vic.

25 MR. MARTINELLI: Just a quick question.

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1 MR. WUELLNER: We can bring the mic to you.

2 MR. MARTINELLI: Quick question: Will the
3 public have an opportunity to review the ALP
4 before it's --

5 MR. WUELLNER: Yeah.

6 MR. MARTINELLI: -- finally finalized?

7 MR. WUELLNER: It -- it won't be finalized
8 for the next meeting. It will still be available
9 for comments and --

10 MR. MARTINELLI: Okay.

11 MR. WUELLNER: -- it'll presented formally to
12 the board at that time.

13 MR. MARTINELLI: Okay. And -- and will we --
14 we -- I'm thinking of the Pilots Association.
15 Will we get a copy of that before the meeting
16 or --

17 MR. WUELLNER: I'm sure we can. I don't
18 think they're that far away. I was --

19 MS. FANTINATO: No.

20 MR. WUELLNER: -- kind of tentatively
21 promised we'd, by the end of the month, be very
22 close to those drawings.

23 MR. MARTINELLI: Okay.

24 MR. WUELLNER: And I think -- so, we should
25 be able to hit -- if nobody has an objection on

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1 the board, we should be able to hit the draft,
2 anyway, for the next Pilots Association meeting.
3 It's still before you guys see it, but...

4 MR. GEORGE: Well, we need to have a draft.

5 MR. WUELLNER: If you don't care about the
6 order, you know, it -- it would be the same
7 drawing at that point.

8 MR. GEORGE: We need to have the -- you know,
9 the presentation at this meeting for the public
10 and as well as --

11 MR. WUELLNER: Anyway.

12 MR. GEORGE: -- the Pilots Association, so...

13 MR. WUELLNER: Yeah. Okay. We'll try to hit

14 that next --

15 MR. MARTINELLI: Okay. We appreciate it.

16 MR. WUELLNER: -- Pilots Association meeting

17 in November --

18 MR. MARTINELLI: Thank you.

19 MR. WUELLNER: -- and then do this, hit the

20 Authority meeting in November, also.

21 MR. GEORGE: Do you think it's appropriate to

22 have a workshop on it? That might not be the

23 right terminology.

24 MR. WUELLNER: I don't know. I think just an

25 expanded agenda item at this point is probably

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1 appropriate. If it looks like there's going to be

2 a whole lot to deal with --

3 MR. GEORGE: Okay.

4 MR. WUELLNER: -- we'll get it scheduled.

5 MR. GEORGE: That's good.

6 MR. WUELLNER: Okay. I assume we're ready to

7 move into --

8 MR. GEORGE: Well, now I think we need to

9 open up your entire project review --

10 MR. WUELLNER: Okay.

11 MR. GEORGE: -- to, you know, any public
12 comments or...

13 (No public comments.)

14 MR. GEORGE: Hearing none, any board
15 comments?

16 MR. GORMAN: As -- as far as the entire
17 10-year plan, master project?

18 MR. WUELLNER: That or --

19 MR. GEORGE: Well, everything.

20 MR. WUELLNER: -- project updates?

21 MR. GEORGE: We just got through going
22 through his project updates. And so, there were a
23 lot of them.

24 MR. GORMAN: The Master Plan, I have a
25 comment about that.

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1 MR. GEORGE: Oh, okay. Go ahead. We covered
2 it.

3 MR. GORMAN: This board seems to be of a mind
4 to retain the 125-plus acres to the west of this
5 area to actually address any overcapacity issues
6 in the future. And that may be a salve for the
7 FAA in some manner, but Mr. Cox brought up
8 connectivity issues.

9 And the reality, bottom line is, if you do
10 retain that acreage and you do actually use it for
11 overcapacity, the only way you'd ever -- it'd be
12 practical to be able to use it is to build another
13 airport. That would be -- that would be actually
14 bisected by a railroad and a major highway. And
15 to me, that's relatively nonsensical.

16 I mean, I know that 312, that you can -- you
17 can sandwich in. They did a great job, the LPA
18 Group, of using what they were given, sandwiching
19 in a runway between 312 and U.S. 1. But I've been
20 told by the tower chief that that would be -- that
21 would require an extra tower.

22 I just don't know if that's a realistic way
23 to address a 10-year overcapacity issue or if it
24 wouldn't be better to actually take that land,
25 barter that land to another agency, another

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1 municipal group, in other words, and think about a
2 different site.

3 And I know FAA doesn't want site selection
4 now, I understand that, but it's not a real
5 practical thing to do, actually retain all that
6 land and think in those terms, continue to rent

7 those houses.

8 MR. WUELLNER: Well, with -- with regard to
9 the --

10 MR. GORMAN: That's my comment.

11 MR. WUELLNER: -- to the air traffic control
12 element of it, which is a significant thing --

13 MR. GORMAN: Sure.

14 MR. WUELLNER: -- you are talking about, you
15 know, a 20-plus year time line to developing any
16 facilities west of there, at which point you're
17 already at the, you know, exceeding 20-plus years
18 on the life of the tower.

19 Assuming the numbers develop to the point
20 where they support that, a quote, unquote, second
21 tower location is actually going to be a function
22 of the federal government at that point, because
23 at that activity level, it would be a Level II
24 tower instead of a Level I tower, and it would be
25 FAA's tower --

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1 MR. GORMAN: But you're still retaining --

2 MR. WUELLNER: -- for development.

3 MR. GORMAN: You're still retaining lands and
4 retaining rental houses --

5 MR. WUELLNER: Well, there -- there are only

6 a few there.

7 MR. GORMAN: -- with the intention of using

8 that property for overcapacity issues. And is

9 that, in a visionary point of view, a good idea?

10 That's my only comment. I just --

11 MR. WUELLNER: Well --

12 MR. GEORGE: I have a comment on your

13 comment.

14 MR. GORMAN: Sure.

15 MR. GEORGE: We've meeting'd this thing to

16 death --

17 MR. GORMAN: I know we have.

18 MR. GEORGE: -- okay?

19 MR. GORMAN: That's what it is.

20 MR. GEORGE: And to go back and address the

21 same issue that was as of the last Master Plan,

22 how much longer are we going to readdress it, you

23 know? If you have an objection to it, then at

24 this next review, please bring it up and bring it

25 up strongly. But that thing needs --

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1 MR. GORMAN: I -- I missed the meeting. I

2 apologize.

3 MR. GEORGE: -- that horse needs to be put

4 back in the barn, you know?

5 MR. GORMAN: I apologize to the board. I did
6 miss that meeting when I could have addressed the
7 issue then. I just wanted to make the comment --

8 MR. GEORGE: Yeah.

9 MR. GORMAN: -- and we will probably
10 readdress it --

11 MR. GEORGE: Yeah, raise it again.

12 MR. GORMAN: That's fine.

13 MR. GEORGE: That's --

14 MR. GORMAN: I'm finished my comment.

15 MR. GEORGE: You know, that's a review and
16 everything. You know, because bringing it up as a
17 comment now, it's going to go in one ear and out
18 everybody's. But bring it up at the next meeting,
19 because nobody liked the idea of moving U.S. 1 and
20 the railroad, and nobody liked the idea of putting
21 a bridge over it. So then we said, "Okay, we're
22 going to go on the other side of it." So now --

23 MR. GORMAN: It's been hashed to death.

24 MR. GEORGE: -- nobody likes that one either,
25 so maybe we need to go back to Mr. Ciriello's idea

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1 of putting an airport somewhere else, but -- but
2 we need to get this put to bed, you know, now.

3 So, any other comments?

4 (No further comments.)

5 8.A. - RESOLUTION 2004-04 - WAGSTAFF

6 RESOLUTION 2004-05 - GARDNER

7 MR. GEORGE: Okay. Let's go on with the rest

8 of the meeting, the resolutions to consider.

9 Before we do that, I apologize to the group for

10 being late. Now, Ed.

11 MR. WUELLNER: Okay. We have five

12 resolutions for consideration today. The first

13 resolution is 2004-04. I think we've provided you

14 with copies of that, or we tried to, in advance.

15 Basically, it's a resolution that recognizes the

16 life and accomplishments of St. Augustine resident

17 Patty Wagstaff.

18 I think most of you are aware that over the

19 summer months, she was inducted -- among her many

20 other honors, but she was inducted into the

21 National Aviation Hall of Fame for her efforts in

22 the area of aerobatic flying.

23 And this resolution just attempts to

24 recognize those accomplishments and to provide her

25 with a -- kind of a permanent recognition by the

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1 airport and the Airport Authority and the airport
2 community for her contributions to aviation in
3 general, likewise with -- other than the topic,
4 but the next resolution also.

5 You -- you have a copy of that resolution.
6 If you'd like, I would be happy to read it into
7 the record, if you prefer; otherwise, we can do it
8 just simply by reference.

9 If you have editorial changes or problems
10 with what's said, this would be the time to get
11 those -- get those corrected so that hopefully
12 some action relative to these resolutions --

13 MR. GEORGE: I don't think we need to -- to
14 read, you know, both of them. I would like to get
15 public comment on the top two before we go into
16 the nonpersonal.

17 MR. WUELLNER: That's fine.

18 MR. GEORGE: Any public comment on -- on the
19 Bill Gardner, you know, or Patty Wagstaff
20 resolution?

21 MR. MARTINELLI: I just have one. Just
22 within the past --

23 MR. GEORGE: Welcome back, by the way.

24 MR. MARTINELLI: Thank you very much.

25 MR. GEORGE: We've missed your comments.

1 MR. MARTINELLI: Thank you.
2 Within the past couple of weeks, I heard or
3 saw somewhere or read somewhere in the news that
4 Patty Wagstaff is now one of the 100 all-time
5 heroes of aviation. And I don't know how you
6 would substantiate that, but I know I heard it
7 from a very good source, public source. So, you
8 might want to consider that as also part of this.
9 Just a thought.

10 MR. GEORGE: Okay. Any other comments?

11 (No further public comment.)

12 MR. GEORGE: Board comments?

13 MR. CIRIELLO: None other than I think the
14 two resolutions drawn up are excellent. The
15 language and the intent I think are very nice.

16 MR. GEORGE: I have a comment to make, which
17 you would expect me to. I think that the whole
18 idea of giving a resolution for, you know,
19 recognizing accomplishments could not be better
20 exemplified than to these two individuals.

21 They have done a lot for the community to
22 draw attention to us, and it's all positive and
23 favorable. And in the case of Mr. Gardner, you
24 know, a lot of activity for our troops overseas.
25 And I think that it's very appropriate for both of

1 them. So, I'll entertain a motion.

2 MR. COX: To pass the top two?

3 MR. GEORGE: Yes.

4 MR. COX: Motion to --

5 MR. GEORGE: We have a motion to pass the top
6 two.

7 MR. CIRIELLO: Second.

8 MR. GEORGE: I have a second. Any other
9 discussion?

10 MR. WUELLNER: Or the -- yeah. Before the --
11 for the record, it's 2004-04 --

12 MR. GEORGE: Okay.

13 MR. WUELLNER: -- and 2004-05.

14 MR. GEORGE: Yes. We have a motion to
15 pass --

16 MR. COX: Accept the resolution.

17 MR. GEORGE: -- 2004-04 for Patty Wagstaff,
18 and 2004-05 for Mr. Bill Gardner. And I have a
19 second.

20 Do I have any other discussion?

21 (No further discussion.)

22 MR. GEORGE: All in favor, aye?

23 MR. CIRIELLO: Aye.

24 MR. GEORGE: Aye.

25 MR. COX: Aye.

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1 MR. GORMAN: Aye.

2 MR. GEORGE: All opposed?

3 (No opposition.)

4 MR. GEORGE: Ayes have it, so those two are
5 unaniously approved.

6 MR. WUELLNER: And we'll -- at some point
7 when we get you the originals, they're structured
8 so that all members of the board would sign those.

9 MR. GEORGE: Good. Okay.

10 RESOLUTION 2004-06 - SAFETY AREA RUNWAY 31

11 MR. WUELLNER: The next three resolutions
12 pertain to Joint Participation Agreements with the
13 State of Florida, Florida DOT, for various
14 projects that have been programmed, most cases, I
15 believe these for many, many years.

16 First one, 2004-06, it's the standard form
17 resolution for DOT, and it pertains to the State's
18 commitment of 5 percent funds to be matched with
19 the Authority's 5 percent and the federal
20 government's 90 percent funds relative to safety
21 area improvements for the airport.

22 Now, that's pretty -- pretty broadly and
23 generically set out there to -- to deal with the

24 runway 31 approach area in general for erosion --

25 it's everything from erosion control.

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1 It's not a -- it's simply their agreement to
2 participate, because it fell in this fiscal year.
3 It's not a project that's currently budgeted and
4 currently moving forward because it would
5 require -- any aspect of this requires approval of
6 environmental assessment, and that work has yet to
7 even begin. So, it's still --

8 MR. GEORGE: So, we, the board, will have a
9 chance to look at --

10 MR. WUELLNER: Oh, multiple.

11 MR. GEORGE: -- these projects numerous
12 times. Okay.

13 MR. WUELLNER: You're going to be sick of
14 this project -- you're going to be sick of this
15 before --

16 MR. GEORGE: This is just setting the
17 groundwork?

18 MR. WUELLNER: All this does is take the
19 State's -- encumber the State's money to the
20 project some day. If you don't take it now, you
21 may not get it again. That's kind of the

22 scenario.
23 You can -- we can extend the life or the
24 length of the agreements with the State so that we
25 have more time to spend the money, but this is the

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1 year it's available.
2 MR. GEORGE: Okay.
3 MR. CIRIELLO: Ed?
4 MR. WUELLNER: Yes, sir.
5 MR. CIRIELLO: Specifically, could you give a
6 definition of this safety area? I had a question
7 posed to me that the words "safety area" in there
8 would make one think that the airport was unsafe.
9 And -- you know, and I -- and I -- I didn't have
10 an answer exactly how to explain that the safety
11 area has nothing to do with the safety of, you
12 know, the runways and taxiways --
13 MR. WUELLNER: Right.
14 MR. CIRIELLO: -- and stuff.
15 MR. WUELLNER: It -- it's a specific
16 dimensional criteria that FAA applies to every
17 runway. And in -- and in the case of runway
18 13/31, the long runway here, because of its nature
19 and type of aircraft it can handle as
20 capabilities, it has a safety area that is 500

21 feet wide, centered on the runway, so using the
22 center line. So, it's 250 each side. And it
23 extends all -- the whole length of the runway out
24 1,000 feet beyond each end of the runway.

25 So, you have a 500 by, in this case, almost

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1 10,000 foot area that's defined by FAA as an
2 area -- and the primarily -- the purpose of
3 identifying this property or area is to limit the
4 placement of any nonfrangible, nonbreak-away
5 anything in that area that isn't fixed by
6 function; meaning if it's not required to be in
7 that area, it's not allowed to be in that area.

8 And it's designed to allow for -- primarily
9 for the approach of aircraft in the event they
10 land short or land long. It's an area that's
11 cleared, prepared, and generally of a condition
12 that could accommodate an aircraft that left the
13 runway for one reason or another and the ability
14 of emergency vehicles to get to that aircraft.
15 That's its primary purpose.

16 MR. CIRIELLO: Are you saying this is
17 mandated?

18 MR. WUELLNER: It -- the dimensions are

19 mandated.

20 MR. CIRIELLO: Well, I mean -- yeah. But in
21 other words, this isn't going to be a reason or an
22 excuse to extend 31 out into that marshland that
23 I'm objecting to.

24 MR. WUELLNER: Is it a -- an excuse to do
25 that? Currently, we meet all the safety standards

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1 or the safety area standards. But we meet them
2 currently on the north and the south by displacing
3 the runway, because we do not have an area that's
4 prepared for an aircraft overrun or -- or
5 land-short on either end. So, we displace in
6 varying amounts. But approximately a thousand
7 feet on both end.

8 MR. CIRIELLO: But this money that we might
9 be able to appropriate, that could be used for
10 something other than extending the runway out into
11 the water.

12 MR. WUELLNER: Absolutely. Any improvement
13 in the safety area.

14 MR. CIRIELLO: Okay. All right.

15 MR. WUELLNER: And that's 2004-06, and it
16 basically authorizes the secretary/treasurer and
17 the chairman's signature to that, to the

18 resolution, which further authorizes me to sign
19 the grant when it does -- the paperwork actually
20 shows up.

21 The next one is 2004 -- you can do these all
22 by one motion if you wish. It you want to do them
23 individually, that's fine, too.

24 RESOLUTION 2004-07 - AIRCRAFT PARKING APRON

25 MR. WUELLNER: Resolution 2004-07 is for the

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1 design and construction of the parking apron.
2 This is the area in the south -- south development
3 area. This is DOT's share of the money for design
4 and construction when it gets to that point. This
5 is their commitment, and it's a \$75,000 commitment
6 or 5 percent of \$1.5 million.

7 RESOLUTION 2004-08 - SEAPLANE IMPROVEMENTS

8 MR. WUELLNER: And then Resolution 2004-08 is
9 design and reconstruct the seaplane and --
10 seaplane ramp and add dock facilities to that.
11 It's a total -- the State has increased the funds.

12 This is a supplemental agreement. You
13 already have an agreement for this. But this
14 basically serves to supplement the amount of money
15 that the State's willing to put into this project,

16 because there were elements of the original
17 project that would otherwise not be eligible for
18 federal funds. So, they've come in and said,
19 look, we'll -- such as the dock itself.

20 The federal government would not normally pay
21 for a dock, but they would pay to rehab or
22 reconstruct what's out there. So, it's kind of a
23 division of the project. So, the State's stepped
24 up to pay or participate in the balance of adding
25 dock facilities, should you decide to do it.

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1 This -- none of these projects are
2 current-year projects for purposes of
3 construction. They'll have to be considered as a
4 part of the budget, you know, as early as next
5 year, whatever year you choose, before they become
6 a bona fide construction project wherein we're
7 actually designing or doing something actively
8 toward construction. So, they're more just again
9 committing DOT dollars to the job.

10 And it would obviously be Staff's
11 recommendation that you approve Resolutions
12 2004-06, 07, and 08.

13 MR. GEORGE: Okay. Any public comment on the
14 three resolutions we have? Yes, sir.

15 MR. HICKOX: Wayne Hickox, 881 Queen Road.
16 Through the Chair to Ed, how long can you encumber
17 State money?

18 MR. WUELLNER: The -- the original grants
19 allow for three years, but they allow us at any
20 time during that to request an extension for any
21 reasonable reason. And --

22 MR. GEORGE: Yeah.

23 MR. WUELLNER: -- we've got some that have
24 time lines outwards of ten years.

25 MR. GEORGE: Any other comments? Yes, ma'am.

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1 MS. McELROY: Carolyn McElroy. What kind of
2 docks are we talking about here?

3 MR. WUELLNER: It's a -- just a -- I don't
4 know how to describe it, but a small floating dock
5 off the seaplane ramp into the Authority's -- what
6 do you want to call it -- lagoon area off the
7 seaplane ramp. Allows a true seaplane to actually
8 tie off, which is something they don't currently
9 have.

10 MS. McELROY: So...

11 MR. WUELLNER: Currently, you'd have to
12 ground the aircraft onto -- onto the shoreline in

13 order to tie off a true seaplane.

14 MS. McELROY: So, the ramp is for them to --

15 MR. WUELLNER: Taxi out, if they have that
16 capability. Some aircraft do. Not all do.

17 MR. GORMAN: It's existed 50 years.

18 MS. McELROY: Just depends. Some of them
19 don't.

20 MR. WUELLNER: Correct.

21 MS. McELROY: Oh, I know it's there.

22 MR. WUELLNER: Yes. The -- an aircraft
23 called an amphibian airplane has both wheels and
24 floats.

25 MS. McELROY: Right.

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1 MR. WUELLNER: True seaplanes have no ability
2 to land on land.

3 MS. McELROY: On land.

4 MR. WUELLNER: Correct.

5 MS. McELROY: Okay. So, the ramp that's been
6 there has been for --

7 MR. WUELLNER: Amphibian-type aircraft.

8 MS. McELROY: Okay. Thank you.

9 MR. GEORGE: Any other comments?

10 (No further public comment.)

11 MR. GEORGE: Board comments?

12 MR. COX: Motion to accept and approve
13 resolutions '04-06, 07, and 08.
14 MR. GORMAN: Second.
15 MR. GEORGE: We have a motion and a second to
16 approve the three resolutions, 2004-06, 07, and
17 08, and a second. Any other board discussion?
18 (No further discussion.)
19 MR. GEORGE: All in favor?
20 MR. CIRIELLO: Aye.
21 MR. GEORGE: Aye.
22 MR. COX: Aye.
23 MR. GORMAN: Aye.
24 MR. GEORGE: Opposed?
25 (No opposition.)

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1 MR. GEORGE: Ayes have it.
2 8.B. - PGA TOUR GOLF COURSE PROPERTIES, INC.
3 MR. WUELLNER: Okay. Next item I have is
4 lease approval. As I mentioned in the project
5 updates, PGA Tour Golf Properties, Inc., the
6 formal name of the tenant, is seeking to relocate
7 out of their facilities in the FBO area currently,
8 into what we refer to as east corporate hangar
9 number 4, which just for clarification purposes,

10 is the original SK Logistics hangar, across from
11 the Sheriff's hangar, if you're still trying to
12 locate it.

13 The corporate -- it's a corporate flight
14 department lease. It would be a 10-year lease
15 with a 10-year option that would require no
16 additional investment by the Airport Authority in
17 the facility.

18 I provided you a copy of a lease summary, as
19 well as an ROI calculation for the lease. The
20 lease would generate at approximately 10 1/2
21 percent ROI. Initial rent on the facility, based
22 at \$4.25 a square foot, is \$34,850 for the first
23 year. It provides for an annual CPI adjustment
24 and a five-year review for market.

25 MR. GEORGE: What do you mean, a five-year

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1 review for market?

2 MR. WUELLNER: FAA -- I mean, one of -- one
3 of the typical look-sees is at five-year
4 increments, is you would look at that, that
5 property as a whole, and determine whether the CPI
6 has met the objective of market value.

7 MR. GEORGE: That's right. Okay.

8 MR. WUELLNER: And that's done by appraisal.

9 MR. GEORGE: PGA is -- is presently not under

10 lease with us? They do everything --

11 MR. WUELLNER: Right. That's correct.

12 MR. GEORGE: -- through Aero Sport.

13 MR. WUELLNER: The hangar they presently

14 lease belongs to Aero Sport.

15 MR. GEORGE: Okay.

16 MR. WUELLNER: And -- and no, we aren't

17 aggravating Aero Sport by doing that. They --

18 MR. GEORGE: That was a concern.

19 MR. WUELLNER: Okay.

20 MR. GEORGE: Okay. We have any public

21 comment?

22 MR. WUELLNER: I could read his mind on that

23 one.

24 (No public comment.)

25 MR. GEORGE: Any board comment?

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1 (No board comment.)

2 MR. GEORGE: Any recommendations from the

3 board? Entertain --

4 MR. GORMAN: As the treasurer, does that meet

5 your ROI requirements?

6 MR. GEORGE: Yes, sir.

7 MR. GORMAN: That's my only question.

8 MR. COX: Motion to accept and approve the
9 lease per Staff recommendation.

10 MR. GEORGE: I have a motion to accept it.

11 MR. GORMAN: Second.

12 MR. GEORGE: And a second. Any board
13 discussion, additional board discussion?

14 (No further board discussion.)

15 MR. GEORGE: All in favor?

16 MR. CIRIELLO: Aye.

17 MR. GEORGE: Aye.

18 MR. COX: Aye.

19 MR. GORMAN: Aye.

20 MR. GEORGE: Opposed?

21 (No opposition.)

22 MR. GEORGE: The ayes have it.

23 MR. BURNETT: Mr. George, if I may.

24 MR. GEORGE: Yes. You're out of order.

25 4. - FINANCIAL REPORT ACCEPTANCE

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1 MR. BURNETT: There were -- I just wanted to
2 make sure that we covered one issue, and that was,
3 earlier, when Mr. Ciriello was chairing the
4 meeting, we had skipped over the financial report
5 and reviewing the financial report, and I wanted

6 to bring that to your attention to make sure that
7 somewhere in here, we -- we -- we looked at that.
8 You may want to do it now. I don't know.

9 That's --

10 MR. GEORGE: Okay.

11 MR. BURNETT: -- certainly up to yourself.

12 MR. GEORGE: We'll leave that till the next
13 meeting.

14 MR. COX: I don't know that you can.

15 MR. GEORGE: Hmm?

16 MR. COX: I don't know if you can do it.

17 It's on the agenda.

18 MR. GEORGE: Well, did you just skip over it
19 by putting it to the end --

20 MR. BURNETT: Mr. Ciriello?

21 MR. GEORGE: -- or did you skip it to the
22 next meeting?

23 MR. CIRIELLO: Just skipped over it till you
24 come in. Then I thought we could pick it up. But
25 we can pick it up at the end, I guess.

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1 MR. GEORGE: We can pick it up right now. As
2 the treasurer, I have not had a chance to review
3 it. I've been out of town for two weeks, and I

4 would recommend that, if possible, we postpone,
5 you know, the approval of it until next month.

6 MR. BURNETT: Okay. I just wanted to bring
7 it to your attention that we had --

8 MR. GEORGE: Okay. I appreciate that.

9 MR. BURNETT: -- continued it over to later
10 in the meeting.

11 MR. GEORGE: Okay. All right.

12 MR. WUELLNER: With no objection, that would
13 just -- we'd just carry it forward.

14 MR. GEORGE: Okay. Hearing none, we'll carry
15 it forward. Next?

16 8.C. - MPO BUSINESS

17 FDOT JPA, DUES

18 MR. WUELLNER: We have two items to just call
19 your attention to. Primarily, these are items we
20 wanted to make you aware of. One is a Joint
21 Participation Agreement, that the draft has shown
22 up in our office apparently by -- I don't know,
23 what do you want to call it? Statute or federal
24 requirement. Also requires that all participating
25 governmental entities in the -- I -- I have this

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1 titled improperly. It is not the Northeast

2 Florida Regional Planning Council. It is the MPO.

3 MR. GEORGE: Metropolitan Planning

4 Organization. Okay.

5 MR. WUELLNER: The Regional Planning Council

6 is a participant on the MPO, but they -- I've got

7 the -- the slide here improperly prepared. The

8 resolution is with the MPO.

9 MR. GEORGE: Okay.

10 MR. WUELLNER: The JPA document basically

11 lists all of those parties who are -- make up the

12 MPO and spells out those relationships. It spells

13 out, basically says that you all agree to

14 participate in those decisions jointly or

15 basically coordinate your actions and -- and

16 review of plans and whatever else comes before the

17 MPO as -- as business, as official business.

18 But it kind of codifies or solidifies your

19 participation in that with Florida DOT and allows

20 their participation with the MPO. So, it's

21 more -- I wanted to make sure you're aware of it.

22 And probably because you've appointed an

23 individual member who in theory is not empowered

24 to speak for the Airport Authority in terms of

25 enacting any legislation, we felt like it was

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1 appropriate to at least bring it to your
2 attention, and if -- if no one has a problem with
3 the -- the document, then you could authorize your
4 representatives to -- to approve it at the next
5 meeting.

6 The other is, we have the letter, received
7 the letter from the -- from the MPO showing the,
8 apparently at a meeting or two ago, the -- the MPO
9 elected to divvy up the cost of the MPO to its
10 participating members, of which you are one, and
11 your share is that \$13,000 number, \$13,187.50 as
12 it's prorated or appropriated to this entity for
13 your participation in the MPO.

14 MR. GEORGE: Was that in our budget?

15 MR. WUELLNER: It is not specifically in your
16 budget.

17 MR. GEORGE: Okay.

18 MR. WUELLNER: We didn't have the --

19 MR. GEORGE: If you wouldn't mind sharing
20 with the rest of the group the conversation that
21 you and I've had, and then I'll ask if you had a
22 chance to talk to Mr. Maguire about this.

23 MR. WUELLNER: I have not talked to
24 Mr. Maguire specifically about that.

25 The -- the question that has been bounced by

1 Mr. George to myself is the relevant purpose or
2 value our participation is in the MPO. Is it --
3 is it worth funds? Is it worth our participation
4 on a -- on a routine basis? And, you know, you
5 guys have got to come to that.

6 MR. GORMAN: I've been to a couple of them,
7 and it's certainly relative -- relevant in the
8 fact that they're going to run a road right down
9 through the middle of the county and that we've
10 got land adjacent to that road and that the use of
11 that land between that road and U.S. 1 is -- is
12 completely -- you have to be completely conversant
13 on it.

14 It also gives you an idea of the fact that
15 they're going to pave North Florida just like
16 South Florida.

17 MR. WUELLNER: Probably.

18 MR. GORMAN: For what that's worth for
19 information, but...

20 MR. GEORGE: Well, since I'm involved in this
21 whole agenda item, I'll talk about it before we
22 open it up to, you know, the public for comments.

23 MR. GORMAN: Sure.

24 MR. GEORGE: History-wise, we originally
25 signed off on St. Johns County becoming its own

1 MPO, and then the organizations, the, you know,
2 public organizations within the county had to
3 agree to it, and we were offered one of the seats,
4 you know, on this. And we accepted that and we
5 did a resolution, you know, wanting to -- to make
6 that happen.

7 Is Mr. Maguire here?

8 MR. COX: He left.

9 MR. GEORGE: Oh, good. I can talk about him.

10 No. Mr. Maguire had some subsequent meetings and
11 some subsequent understanding of how everything
12 worked. And he felt that it would be best if we
13 expanded the Authority of the Jacksonville to --
14 MPO, to become the First Coast, and include St.
15 Johns County and Clay and --

16 MR. WUELLNER: Nassau.

17 MR. GEORGE: -- parts of Nassau County into
18 it. We then heard, congratulations, you have a
19 seat on the MPO, First Coast MPO. And
20 Mr. Wuellner and myself got with Bruce and said,
21 "How did this happen?"

22 And Mr. Maguire came at one of these meetings
23 to respond to that and made a comment that he
24 was -- apologized for not getting back with us,

25 but after reviewing it, he thought it was more in

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1 the best interest of St. Johns County. And

2 sounded good to me.

3 Well, when we went to the First Coast, we

4 picked up a seat. The County picked up a seat.

5 MR. WUELLNER: Two. County picked up two.

6 Or they picked up an additional. You're right.

7 MR. GEORGE: Right.

8 MR. WUELLNER: There are two now.

9 MR. GEORGE: Two now.

10 MR. WUELLNER: I'm sorry.

11 MR. GEORGE: Okay. The City of St. Augustine

12 picked up a seat. St. Augustine Beach picked up a

13 seat. And Jacksonville picked up five seats, you

14 know, more, or four, something like that. They

15 picked up a proportionate more of voting to kind

16 of offset the new stuff that was coming in, in my

17 opinion, you know.

18 So, I said okay, that's fine. You know, it's

19 nice of us to know what's going on road-wise in

20 the county because that gives us another

21 visibility -- visible shot at what's happening to

22 the population growth and how does that impact the

23 airport.

24 And then all of a sudden, you know, last
25 quarter, we got a bill for \$3,000 for our piece of

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1 it.

2 Now, the MPO is a nice organization. It's
3 wonderful people in it. They generate more paper
4 than we do, you know. And professional paper, and
5 I'm sure you've seen the adds on TV that says,
6 "How do we save money?" Why don't we cut some of
7 this paper out?

8 And I don't know if you know it, but the MPO
9 is required on short notice to turn this around
10 because of the state government, this around, this
11 around. And they're just constantly throwing
12 these big documents which have to be approved by
13 everybody.

14 So, I got in touch with Mr. Wuellner, and I
15 said, "I don't think that it's, you know, really
16 appropriate --" excuse me. "I don't think it's
17 worth \$13,000 for the Airport Authority to be on,
18 you know, this MPO."

19 And Ed thinks, and he's probably correct, is
20 that this whole agreement that was made through
21 Mr. Maguire, you know, to join it, required that

22 we had certain entities represented, and we'll
23 probably foot the bill of the only other entity
24 that could be on this.

25 So, this particular item is -- is just my

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1 questioning whether we really need to be on it at
2 the rate of \$13,000, you know, a year. So, that's
3 my addition. Anything else you want to add to it,
4 Ed?

5 MR. WUELLNER: Yeah. We're -- we're somewhat
6 disagreeing on -- I tend -- I'm much more in line
7 with what Mr. Gorman thinks.

8 I think that while the short term and the --
9 and the short view is that there's not a lot that
10 we directly have on the table; the long view is
11 that if it -- maybe it's not worth \$13,000. I'm
12 not even going to debate that part of it. But I
13 think from an informational and ability to
14 directly participate in the process as a member,
15 that there are some advantages to being --
16 certainly a significant amount of advantage, in my
17 opinion.

18 Now, could the MPO have been structured
19 better probably? Absolutely. I mean, I think
20 there was the original plan of doing that entirely

21 within St. Johns County. And, you know, you
22 certainly were a bigger fish in St. Johns County
23 than you are in the Northeast Florida MPO. And
24 never will be.

25 I mean, just looking at the total number of

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1 seats and how many of those seats are occupied by
2 other than Duval County entities, tells you that
3 you will never be able to do anything without the
4 approval of Duval County, even if you garnered
5 everyone else's support.

6 But the -- for purposes of integration,
7 information, you know, the scheme of things --

8 MR. GEORGE: Okay. Mr. Gorman, you've got
9 some other comments?

10 MR. GORMAN: Well, you have an ability to
11 input, especially with these huge -- this vast
12 funding on these paving issues. And the paving
13 issues are going to become more and more important
14 in -- in St. Johns County, and especially if
15 you're going to utilize that 125,000 -- 125,000;
16 that's quite a bit -- 125 acres. Expanded a bit.

17 The paving issues may be something more
18 relevant. I mean, I agree with both of us -- I

19 mean, all of us. I just -- you don't know whether
20 it's really worth the money, but along with Ed,
21 you hate to pull out because then you have no --
22 no vote and the informational basis. It's --

23 MR. GEORGE: That's true.

24 MR. WUELLNER: It may prove long-term
25 beneficial to linking other surface transportation

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1 modes to the airport complex. I mean, I don't see
2 that as a two-year thing but, you know, maybe, you
3 know, in a 10-year look, you know, there's --
4 there's some benefits to being able to use the MPO
5 process to assure that these -- these projects
6 link well and make sense.

7 And outside of that project, things happen;
8 then you go, "When did this happen?" Versus, you
9 know, at least there's a seat at the table. Is it
10 worth \$13,000? Only you guys can --

11 MR. GEORGE: Yeah. Mr. Ciriello?

12 MR. CIRIELLO: Yes. I attended one of these
13 meetings with Mr. Cooper a while back, and I was
14 under the impression that this MPO organization is
15 more of a volunteer outfit, and they were allotted
16 a certain amount of money per year or whatever,
17 but that was all -- the monies, I had understood,

18 was for their running of the organization; that
19 they really didn't designate money to be -- to
20 this project, that project or anything. But all
21 they were was a advisory group, more or less, to
22 tell the FDOT what they thought. And I thought it
23 was voluntary.

24 And I don't remember, recalling anybody
25 saying that to get a seat on this board, that we

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1 would have to be paying dues. I thought all the
2 monies that they got was to cover their expenses.
3 And this was a shock to me. We got a bill for
4 \$3,000, and I don't know what -- is that for a
5 month or --

6 MR. GEORGE: A quarter.

7 MR. CIRIELLO: A quarter? I know that
8 Mr. Maguire thinks highly of this organization,
9 and I do for the idea of what it is, but it's just
10 an advisory group. They don't spend any money on
11 actual projects. They just give their opinion.

12 MR. GEORGE: It's my understanding that --

13 MR. WUELLNER: It's more than an opinion.
14 It -- their -- their decision, the MPO's decision,
15 is the funding decision for Northeast Florida.

16 MR. GORMAN: It moves the --

17 MR. GEORGE: It makes the decision where --

18 where that money's going to be spent.

19 MR. WUELLNER: They allocate the DOT budget

20 for Northeast Florida.

21 MR. CIRIELLO: Okay. I hear it. You're

22 right there. It -- but I don't like the idea of

23 to belong to this thing, which I thought was

24 voluntary, to pay this kind of -- this kind of

25 funds.

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1 But what -- now, I'm thinking only of the

2 Authority and getting off the tax rolls. What are

3 we going to benefit out of this organization? I

4 don't care about the roads and this and that.

5 But we're trying to get off the tax rolls and

6 every time we spend a dime or don't -- and don't

7 get anything in return, it's getting us away from

8 the tax roll. So, where is our benefit monetarily

9 to this Authority for being a member and paying

10 dues?

11 MR. GORMAN: One thing, Joe. It gives you a

12 voting seat, and another voting seat from St.

13 Johns County on these huge paving issues, which

14 are going to be more and more relevant to the

15 County and may be more relevant to the airport.

16 That's what it gets.

17 MR. CIRIELLO: But like you say, Duval County

18 more or less carries the weight of everything.

19 MR. WUELLNER: True.

20 MR. CIRIELLO: Do you think that one vote's

21 going to carry much influence?

22 MR. WUELLNER: It could.

23 MR. GEORGE: Let's get some public comment

24 in.

25 MR. WUELLNER: I think it might be helpful --

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1 I only wanted to add to this that I think it might
2 be helpful just to really quick understand where
3 the evolution of paying for it came from, because
4 originally, it was not paid for by the individual
5 members per se.

6 If you recall, a part of the agreement to
7 expand the MPO boundary and include the airport
8 and all the other things that went on around the
9 perimeter of Duval County, a part of that
10 agreement was that the MPO's direct day-to-day
11 management would be wrested out of the control of
12 the City of Jacksonville, that they would no

13 longer be in complete control of the staff and all
14 of the input into the MPO itself.

15 MR. GORMAN: So, that's why they did the
16 funding.

17 MR. WUELLNER: That required money. Now
18 you're paying Staff. MPO is now at a level paying
19 Staff. That money necessary to do that required
20 somebody pay for it.

21 The group, as I understand it, the MPO,
22 discussed it amongst themselves of all the members
23 participating and decided to prorate that amongst
24 themselves. So, based on the number of seats or
25 votes you have as an entity, that's -- that's how

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1 your dues structure is.

2 MR. CIRIELLO: But the idea of breaking away
3 from Jacksonville and creating our own in this
4 area, as Mr. Maguire said, we had the
5 qualifications on area and people and
6 everything --

7 MR. WUELLNER: It could have been done.

8 MR. CIRIELLO: -- got nowhere. So, again,
9 I'm saying, how much is our vote going to count
10 for the money that we're going to spend when
11 they're not listening to us?

12 MR. WUELLNER: Basically, the -- the removal
13 out of the City of Jacksonville's direct control,
14 day-to-day control from a staff perspective, was a
15 concession that Duval County/Jacksonville made in
16 order to appease St. Johns County, Nassau County,
17 and Clay County.

18 And -- and it served as an inducement for
19 them to remain in an expanded Northeast Florida
20 MPO versus St. Johns County spinning off and
21 becoming its own, Clay County having that
22 potential and the like; which they, believe it or
23 not, had to approve you leaving the existing MPO,
24 which was going to be difficult. And I think the
25 easy way out was what -- what happened.

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1 MR. GORMAN: Can I make a suggestion? Not
2 that I like to spend the money, either. And we're
3 trying to save as much money as we can. But
4 extend it one more year and then review this
5 through the whole board and see if we've got
6 any -- any benefit to the taxpayer? And if not,
7 then --

8 MR. GEORGE: That's an option. Let's let the
9 public -- you know, I'd like to hear from them if

10 anybody has a comment.

11 MR. GORMAN: It's an option.

12 MR. GEORGE: Yeah. Wayne?

13 MR. COOPER: I'd like to make a comment.

14 MR. GEORGE: Okay.

15 MR. COOPER: Bryan Cooper with the Airport
16 Authority.

17 MR. GEORGE: Welcome back.

18 MR. COOPER: Yeah. Thank you. Joe, the --
19 the meeting that we attended was the long-range
20 technical committee. We are a subcommittee of the
21 MPO that makes -- studies the long-range projects
22 that are going to be presented to the MPO for
23 their approval or rating.

24 As I understand it from the meetings that I
25 attended, the MPO is a federal requirement placed

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1 on the states because of federal money in the
2 highway funds. The State determines what
3 population areas, amounts of population are
4 considered metropolitan, are a part of the MPO.

5 City of St. Augustine and -- and the County's
6 population reached that level that they qualified.
7 About the same time, the MPO in Jacksonville that
8 covered all of that area wanted it expanded into

9 this area. It all -- already included Clay County
10 and some of the other -- other counties. But it
11 was expanding north and expanding south.

12 Now, what I saw as one of the important
13 things for us being in it is all of the
14 transportation projects that are presented in the
15 MPO's area go to them. There may be a hundred of
16 them. There may be 150 of them. They prioritize
17 those projects that are sent to Tallahassee for
18 recommends -- recommended for funding. They have
19 X number of dollars. They take all of those
20 projects. Now, if there's a hundred of them
21 presented, they're not -- they don't prioritize
22 all hundred of them; they pick how many they're
23 told.

24 Last year, it was eleven. So, out of all of
25 the projects submitted, they prioritized eleven

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1 and recommended those for funding.

2 Now, I might point out, one negative thing
3 about it, Clay County's been a member of it since
4 its inception, and Clay County has never gotten
5 any of their projects prioritized and recommended.
6 So, just being on it doesn't necessarily mean that

7 you're going to get approved. However, it does
8 give you the arguing power to make your case that
9 you can get your project approved.

10 We do have projects coming up that the MPO
11 does want to talk about. And if we don't make a
12 good case for it to the MPO, it hasn't got a
13 chance of getting approved. One is our
14 transportation center over here that we've been
15 talking about for years that this board has
16 approved. The MPO's interested in seeing a
17 presentation on that. And at some point, if
18 you're a member of it, you've got a little better
19 chance of getting a good presentation made.

20 So, the plus side of it is, if you want to
21 get prioritized in that top dozen or 15 or
22 whatever it's going to be this year, if you're not
23 a member, you don't have a chance of it; your
24 projects just aren't even going to be considered,
25 from what I've seen.

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1 MR. GEORGE: But we are a member.

2 MR. COOPER: We are a member.

3 MR. GEORGE: St. Johns -- hold it. St. Johns
4 County is represented by three individuals.

5 MR. COOPER: Right.

6 MR. GEORGE: And if they're going to put a
7 transportation center here, there's one of those
8 three is going to be behind it. And otherwise, we
9 don't have a need for it. So therefore, why put
10 it there?

11 MR. COOPER: Well, that's true, but --

12 MR. GEORGE: And Mr. Maguire, in this whole
13 thing, has become the -- not the co-chairman, but
14 the vice-chairman of the entire thing. So, he's
15 got some clout.

16 MR. COOPER: Well, St. Johns County is going
17 to present quite a few projects for
18 consideration --

19 MR. GEORGE: And the first funding is going
20 to be five years out.

21 MR. COOPER: -- for prioritization. And I
22 think the Airport's primary -- what -- what is of
23 importance to us might not make the list of the
24 things St. Johns County might want.

25 MR. GEORGE: Okay.

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1 MR. COOPER: Or, it might.

2 MR. WUELLNER: Indeed, they're different
3 lists.

4 MR. GEORGE: Right. Wayne?

5 MR. HICKOX: Wayne Hickox, 881 Queen Road
6 again.

7 The only problem that I would ask people to
8 do on the board is not a thing at this table that
9 hasn't been said that's actually true. But don't
10 forget your history. There isn't a joint venture
11 that we have entered into with Jacksonville where
12 we have won. I could cite the World Golf Village.
13 I could cite project after project after project.
14 It's weight of numbers and it's weight of votes.
15 And the delegations are going to, as Ed pointed
16 out, heavily favor Jacksonville.

17 If this is the way you want to do it, nobody
18 can criticize the board for -- and you're right;
19 you need the voice. I just don't think the voice
20 is going to carry much weight there. I really
21 don't.

22 And I was excited when -- when Commissioner
23 Maguire began work on the MPO. I thought that we
24 would get some representation. I'm glad he's
25 vice-chairman, but I don't think that's going to

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1 make a major difference.

2 MR. GEORGE: Yeah. Mr. Martinelli?

3 MR. MARTINELLI: As -- as Wayne just said, I
4 think everything that's been said here is true.
5 What is the role of the Airport vis-a-vis the
6 County, vis-a-vis Duval County? I'm talking about
7 St. Johns County.

8 Now, if we are there simply as a support
9 crutch, if you will, to St. Johns County, which I
10 suspect we are, then I think everybody's trying to
11 figure out the cost benefit of this whole thing.
12 It might be a good idea to get the County's take
13 on that. What is their take on cost benefit and
14 where do we fit into that?

15 In other words, before the County, St. Johns
16 County gets involved, it's going to cost them
17 money, too, and I'm sure they've made that
18 decision. And they've made that decision based
19 upon a projected return on that investment
20 somewhere down the road.

21 Well, where do we fit in that return? Where
22 does the Airport fit? And I think that might be
23 helpful.

24 MR. GEORGE: Uh-huh.

25 MR. GORMAN: I would guess that they would

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1 want the seat. But that's guessing.
2 MR. GEORGE: I would think that the County
3 definitely would want St. Johns County
4 representation in that seat. In other words, if
5 we gave it up, they would scramble to get somebody
6 else to fill it. That's -- anyway, this -- that's
7 what I thought this agenda item was. If we
8 approve the agenda item as is, can we still
9 possibly get out of the --

10 MR. CIRIELLO: Bail out?

11 MR. GEORGE: -- MPO two weeks from now, a
12 month from now after we talk --

13 MR. WUELLNER: To be honest with you, I
14 don't --

15 MR. GEORGE: I don't know.

16 MR. WUELLNER: -- I don't know the process
17 of --

18 MR. GEORGE: I mean the question is: Does
19 this resolution lock us in for another year?

20 MR. COX: This isn't a resolution, is it?

21 MR. GEORGE: You're right.

22 MR. WUELLNER: Well, the JPA is.

23 MR. GEORGE: It's an agreement.

24 MR. WUELLNER: The JPA's an agreement. It's
25 the actual, quote, unquote, grant agreement. It's

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1 just the basis of how they do business.

2 Well, the -- whatever -- if you approve the
3 agreement, you're a party to that agreement till
4 it expires, whatever that -- whatever that time
5 line is.

6 I think the suggestion of evaluating it a
7 little later -- my concern is, you -- you're
8 coming -- with it being an election year, you have
9 the County Commission potentially changing; you
10 have, well, to some degree the Airport Authority
11 potentially changing; but it's going to take a
12 little bit of time for the County to resolidify
13 its -- its understanding of the MPO at a board
14 level.

15 And my concern is, you're -- you're
16 interjecting at -- at a point, right this second,
17 because -- because you will never get this on an
18 agenda to even talk about the Board of County
19 Commissioners, you know, for at least five, six
20 weeks, which puts an entirely -- I say an entirely
21 new -- but a significantly different board at the
22 County Commission after election, because they're
23 seated immediately, for the most part, after
24 election, unlike you waiting till January. So,
25 you've got a -- you know, a little different mix.

1 My thought may be in the short term is,
2 let's -- let's carry it through the balance of the
3 year, bring the topic up, as Staff over here did,
4 to make a note so that it's brought up as a part
5 of the budget process instead of waiting until the
6 agreement expires so that, in effect, you've made
7 a decision in advance of dealing with the monetary
8 issue going into next year.

9 It allows a little more participation by us
10 on that board for a little longer period. We've
11 not even been on the board what, six months, seven
12 months? Since March, February-March time line?
13 So, we have less than a year involvement there,
14 too.

15 Maybe there are other objectives or things
16 that are going on with the MPO that will be more
17 identifiable over the next few months. I mean, if
18 after the year, the full year, and we're working
19 in the new budget and it just is not worth our
20 participation, and the Board of County
21 Commissioners are solid behind it and in a
22 position to -- to lobby for the seat so that it's
23 not lost entirely to St. Johns County, you know,
24 that -- then that makes good sense.

25 I'd -- I'd hate to see the seat disappear,

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1 you know, and the total number go from 17 to 16
2 and no additional representation. At that point,
3 we've actually lost leverage within the -- within
4 the MPO, not gained.

5 MR. GEORGE: Okay. Any other public comment?

6 (No further public comment.)

7 MR. BURNETT: Can -- may I comment on one
8 thing?

9 MR. GEORGE: Yes, sir.

10 MR. BURNETT: And that is, going back to the
11 earlier question about the term of the agreement,
12 the term is kind of interesting, because what it
13 says in here for the duration -- this is on page
14 11 of 16 -- it says that, "The Agreement shall
15 have a term of five years and shall automatically
16 renew at the end of said five years for another
17 five-year term and every five years thereafter."

18 What's interesting about it is it goes on to
19 say, "At the end of the five-year term, and at
20 least every five years thereafter, the parties
21 hereto shall examine the terms hereof and agree to
22 amend the provisions or reaffirm the same."

23 And then it says, "However, the failure to

24 amend or reaffirm the terms of the Agreement shall

25 not invalidate or otherwise terminate this

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1 Agreement."

2 From a -- from a strictly legal standpoint,
3 what they have is at the end of -- it would appear
4 to me that the agreement's for five years. At the
5 end of the five years, you agree to agree.

6 Well, it's a basic principle in Florida
7 contract law that party -- that an agreement to
8 agree, for example, if I -- I agree to sell you my
9 property; we're going to agree to a price sometime
10 in the future. That's not actually a contract.

11 And so, this, to me, it would appear as
12 though it's an agreement to agree as to additional
13 five-year terms which isn't binding. It looks
14 like, you know --

15 MR. GEORGE: Well, back to your first
16 statement, it is a five-year term.

17 MR. BURNETT: On the face of it, it looks
18 like initially it is a five-year term.

19 MR. GEORGE: Okay. Any board comments? I
20 have one to make, but -- I don't like the way we
21 got into this thing. I don't like the way it

22 was -- you knew that. You know, we were not
23 consulted on it. It's was just, we're -- all of a
24 sudden, we're in it.

25 MR. WUELLNER: And on that point --

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1 MR. GEORGE: And I would --

2 MR. WUELLNER: -- we don't disagree.

3 MR. GEORGE: And I would strongly recommend
4 that we consider not signing this, but setting up
5 either a workshop or a special meeting, you know,
6 with Mr. Maguire. Because I'm on the MPO, and
7 Maguire's on the MPO, because of the sunshine
8 laws, I can't talk to him.

9 MR. WUELLNER: Yeah.

10 MR. GEORGE: So, I would suggest that we have
11 a meeting with him to better understand where we
12 fit in and what the benefit is and what would
13 happen if we drop out, who's going to pick it up.

14 St. Johns County has a problem with the
15 transportation of Duval growing down into us, and
16 if Duval's got all of the strings of the purse,
17 they're going to control it to the way they want
18 to.

19 But we, the Authority, have an aviation
20 problem. As much as I would like to have roads

21 for schools in -- in New Zealand -- Switzerland,
22 you know, that ain't our problem. You know, our
23 problem is taking care of the aviation needs. And
24 so, I would -- I would suggest that we not sign
25 this and give direction to Staff to set up a

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1 meeting. And if it's going to be called a special
2 meeting with the advertising and everything, or if
3 it's going to be done at the next board meeting,
4 that's fine.

5 MR. WUELLNER: I think we can just tweak the
6 advertising with the next regular meeting to just
7 make sure that that's specified as an agenda so
8 that it's no --

9 MR. GEORGE: Let me hear from the board.
10 What do you --

11 MR. CIRIELLO: In other words, this would be
12 an agenda item for next meeting.

13 MR. GEORGE: Right.

14 MR. GORMAN: And -- and we won't -- we don't
15 negate the ability to sign it during the next
16 meeting.

17 MR. GEORGE: Fine. Absolutely.

18 MR. GORMAN: That's a good idea.

19 MR. WUELLNER: Kick it around one more time,
20 basically, with Mr. Maguire here. And --

21 MR. GEORGE: Okay.

22 MR. WUELLNER: -- we'll do that. We'll set
23 it up.

24 MR. GEORGE: Mr. Burnett, what did I mess up?

25 MR. BURNETT: Nothing, sir, other than I just

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1 wanted to offer one suggestion, and that is going
2 back to the concept of you may want to have this
3 where it -- it could be executed for one-year
4 periods of time. That may be something that you
5 may want to request of the First Coast MPO,
6 whether or not this is terminable at one-year
7 increments --

8 MR. GEORGE: Okay.

9 MR. BURNETT: -- before that next meeting, so
10 that you've got that information.

11 MR. GEORGE: Okay. Then maybe we should have
12 Staff, you know, check on that. You can fully
13 explain to them where our concern is, so...

14 MR. CIRIELLO: Is there no escape clause in
15 there like there is in a lot of contracts, 30
16 days' notice by either party and you're out,
17 something like that? Then what we're -- I think

18 you're concerned about.

19 MR. GEORGE: Yeah.

20 MR. CIRIELLO: Me, too.

21 MR. GEORGE: All in favor of -- of agreeing

22 to postpone it? Aye.

23 MR. CIRIELLO: Aye.

24 MR. COX: Aye.

25 MR. GORMAN: Aye.

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1 MR. GEORGE: Okay. So, we'll postpone it

2 till the next meeting.

3 MR. WUELLNER: Done.

4 MR. GEORGE: Pavement restructuring --

5 resurfacing.

6 8.D. - PAVEMENT RESURFACING PROJECT

7 MR. WUELLNER: We -- we've had this topic out

8 two or three times and we had asked our engineer

9 to evaluate the differences between the two

10 primary products out there, one being Grip-Flex,

11 the other being a product called Polycon.

12 In terms of price, they're effectively the

13 same when it -- when it got down to nuts and

14 bolts. However, based on field investigation, and

15 these guys made numerous site visits to places

16 that had both products in place, by far, the
17 Grip-Flex product was preferred and recommended,
18 and it's being recommended by the engineer.

19 We believe we can get FDOT participation, as
20 the agenda item, the more detailed agenda item
21 spells out here. We -- it would be eligible up to
22 50 percent participation, but is currently not
23 programmed to the total of 50 percent. It's about
24 \$20,000 short of 50 percent. Just so I call your
25 attention to that.

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1 Our recommendation would be to use -- because
2 of the time involved, use the design/build
3 contractor to facilitate the application of that.
4 It's not at a premium to us. It would just simply
5 allow that to happen without the necessity of
6 preparing detailed bid specs and going out and
7 doing that. So, if we want to try and get this --
8 all of this stuff done before the first of the
9 year, we would just use the design/build contract
10 to -- to facilitate that.

11 There's about 65,000 square yards. Current
12 pricing would put it about \$3.35 a square yard. I
13 gave you a drawing that showed the scope of what
14 all we intended to do, which included the old

15 T-hangar pavements, the entirety of Taxiway Delta,
16 the apron area at the FBO, the apron -- or the
17 parking, automobile parking areas at the FBO, the
18 access road coming down this way to include the
19 terminal lot, and all of what is Hawkeye View Lane
20 back there.

21 That road is -- is owned by the Airport
22 Authority and is now about 14 years old with no --
23 you know, you're going to be looking at either
24 resurfacing this road to -- or doing some
25 protective treatment. And we believe we could

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1 preserve what we've got for a period of time by
2 applying this product at \$3 a yard, versus putting
3 in overlay.

4 Total recommendation is at about \$214,400.

5 This is a not-to-exceed number, realizing that's
6 eligible. We got about 80-some thousand dollars
7 FDOT money that can be applied to that total,
8 also.

9 MR. GEORGE: Mr. Gorman?

10 MR. GORMAN: Not -- don't take this
11 personally, George, but I -- Mr. George, but I
12 mean, we just agonized over \$13,000 for a quarter,

13 and we're looking at \$214,000. Is all of this
14 necessary? In other words, we've got lots of
15 pavement in different stages of repair.

16 MR. WUELLNER: This --

17 MR. GORMAN: Is all of that necessary? I
18 mean we --

19 MR. WUELLNER: This -- this is --

20 MR. GORMAN: Sometimes I'd like to rename
21 this airport the paving paradise. I mean, that's
22 all I see around here.

23 MR. WUELLNER: Well, this is all -- this
24 includes pavement that is less -- or, excuse me,
25 is older than about ten years old here.

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1 MR. GORMAN: All of this.

2 MR. WUELLNER: It picks up all of those areas
3 and -- and serves to preserve those pavements, and
4 hopefully by at least five to ten more years of
5 usable life without having to overlay, rebuild,
6 reconstruct, whatever might be necessary.

7 Our intent in combining all these little
8 areas was to get the total square yardage up to
9 where they -- there was a dramatic reduction in
10 the unit cost.

11 MR. GORMAN: Kind of an economy-of-scale bid.

12 MR. WUELLNER: Exactly. Exactly. It's still
13 less than a week total project, even with all
14 these areas in here. Once they mobilize, it's --
15 it's a series -- they're in, they're out within a
16 week, of all of it.

17 So, it's -- it's not like paving where
18 you're -- you're over the same area where it seems
19 like hours and hours and hours as they slowly pull
20 asphalt and roll it and do all that. This is a
21 much quicker application of product.

22 MR. GORMAN: And question two.

23 MR. WUELLNER: Uh-huh.

24 MR. GORMAN: Why would we not put that out
25 for general bid rather than design/build? I mean,

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1 you've already explained it, but I mean, it's
2 still --

3 MR. WUELLNER: In this case, it's strictly
4 because of time. It's strictly because of time.
5 We don't -- based on our discussions with the
6 manufacturer, there would be no meaningful
7 reduction in the unit cost by going out and
8 bidding it separately. You would add a minimum of
9 45 to 60 days to the -- to the project, getting it

10 started, by not using the design/build in this
11 case.
12 The intent was to wrap up these areas and be
13 totally out of here prior to the end of January
14 with everything, including the new -- the parking
15 lot improvements over in the terminal area,
16 redoing the FBO apron; in other words, putting our
17 best foot forward moving into the Super Bowl
18 event, and '05, for that matter.

19 If you -- if you don't -- if you don't want
20 that time schedule, then we can certainly go out
21 and bid it. But the feeling we got in direct
22 conversations with the manufacturer was that
23 there's no meaningful expectation of a price
24 reduction or anything else by going out and doing
25 it competitively. Bryan?

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1 MR. COOPER: Ed, you mentioned that that
2 included entirety of Taxiway Delta. Did you mean
3 Echo?

4 MR. WUELLNER: I meant Echo. I -- I said
5 Delta. It is Echo. I'm sorry. The T-hangar
6 taxiway. You're right.

7 MR. GEORGE: Was this -- you're talking about
8 the final coat on the parking area.

9 MR. WUELLNER: Yes. This is the dress coat.

10 MR. GEORGE: That we just approved what,

11 \$360- -- \$-80,000?

12 MR. WUELLNER: This is included in that.

13 MR. GEORGE: This whole \$200- is included in

14 that --

15 MR. WUELLNER: In that \$300-, yeah.

16 MR. GEORGE: I thought we already approved

17 that \$300-.

18 MR. WUELLNER: But you didn't -- we -- if you

19 recall, we deferred the value of that parking lot

20 related to this material because we wanted to do

21 an evaluation. We were being pressed to recommend

22 the Polycon product or the Grip-Flex product about

23 90 days ago.

24 MR. GEORGE: So, this is not an additional

25 \$214- over the \$360-.

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1 MR. WUELLNER: In fact, we're -- if you

2 recall, carrying forward -- or the budget line

3 item as proposed for '04-'05 for apron rehab, or

4 whatever that -- you want to call that definition

5 of the thing was, was right -- a \$300,000 line

6 item. This is \$200,000 of that line item. It

7 will be less -- we've got about -- I think the
8 number --

9 MR. GEORGE: I hear you say "apron rehab" and
10 I keep saying "additional parking." I just want
11 to make sure --

12 MR. WUELLNER: It's all the same -- for this
13 product, it's all the same project.

14 MR. GEORGE: Okay.

15 MR. WUELLNER: There is an element that's --
16 that's obviously just a -- or just parking lot,
17 such as this small paving we're doing over there
18 over the next month.

19 But the value of those don't require -- I
20 mean, we -- we can do by quote versus having to go
21 just big deal sealed bids. The value of this is
22 traditionally a sealed -- sealed bid item, but you
23 have the ability within the statutes and having
24 already selected a contractor under your
25 design/build, you can just award that project and

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1 do a design/build in order to meet the time
2 requirements of the first of the year.

3 If you want to expand the time, you can
4 certainly go the more traditional bid method.

5 Either way is legal, proper, and can be

6 accommodated. The difference would be the amount
7 of time to complete the job from today.

8 MR. GEORGE: Okay. Any public comment?

9 MR. RODERICK: John Roderick. What is the
10 history of Grip-Flex? How long has it been on the
11 market? And has it been in -- am I looking at the
12 right engineer?

13 MR. PAGE: You're looking at the right guy.

14 MR. WUELLNER: This guy? And you've probably
15 got even more real time line with -- with Bryan.
16 In fact, the days he was at Flagler, it was
17 applied in '90-'91 time line, and they just looked
18 at it last week.

19 MR. PAGE: It was developed 40 years ago in
20 Europe.

21 MR. RODERICK: Thank you.

22 MR. COOPER: We used it at Flagler, and I
23 recommended that they go down and take a look at
24 it. You -- you looked at it at Flagler and other
25 airports.

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1 MR. PAGE: We looked at Vero. I looked at
2 Herlong.

3 MR. WUELLNER: Herlong, yeah.

4 MR. RODERICK: We have the right temperature,
5 humidity and all?

6 MR. PAGE: Very consistent wear. Looked like
7 it'd take the status of the -- you know, brought
8 the status of the pavement up a little bit and
9 basically took a snapshot of -- didn't look like
10 it was worn any more than it was when it was put
11 down. So, it really basically preserved it for 10
12 or 12 more years.

13 MR. WUELLNER: I have to correct my statement
14 in answer to your question, but the -- there are a
15 few pavement areas that, primarily between J, K,
16 L, and M rows there where those fingers of
17 pavement going between those hangars, they were
18 included in there.

19 Those -- those are only about five or six
20 years old, but we included them for two reasons:
21 One, the -- they're at an ideal point to do a
22 treatment like this and probably get 15 or 20
23 years out of it, versus a shorter 10-year time
24 line for the re -- for the work.

25 The other is, the nature of the use of

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1 T-hangar taxiway access is that there -- they get
2 very little use. And this type of product, or

3 using an asphalt in order to preserve its
4 long-term capability, it needs to get run over and
5 used. And it's a flexible pavement design. It's
6 designed to be moved. If you don't move asphalt
7 around and drive over it all the time, it
8 basically bakes itself away. It needs to be moved
9 around and exercised, unlike concrete pavement.

10 And --

11 MR. COOPER: Can I say one more thing? One
12 of the main reasons that I used it at Flagler was
13 it's -- one of the problems with asphalt is -- is
14 what happens to it when you spill fuel on it,
15 especially jet fuel, but even avgas, when you
16 spill avgas on asphalt, it eats into it. Jet fuel
17 dissolves it. This product eliminates that
18 problem.

19 MR. COX: Hmm.

20 MS. ANDERSON: Not that we spill any fuel.

21 MR. RODERICK: Right.

22 MR. GEORGE: Ed, back to -- back to dollars
23 and cents one more time. We've got \$214,000 here,
24 and that covers --

25 MR. WUELLNER: All of what was in this

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1 drawing (indicating).

2 MR. GEORGE: But then two months ago, three
3 months ago, we came up with a parking area for the
4 terminal, and that was \$368-, and you made the
5 comment, "Oh, this is included in that." And I
6 don't think that that's -- the \$368- that we had
7 for the parking lot, did it also include all of
8 this resurfacing over here? I didn't think it
9 did.

10 MR. WUELLNER: I think in budgeting, I think
11 we -- if we use 60-some thousand dollars worth
12 of -- not dollars -- yards of material --

13 MR. PAGE: We estimated 14,000 square yards
14 at \$5 a square yard --

15 MR. COX: That's right. I remember that
16 number.

17 MR. PAGE: -- for that number.

18 MR. GEORGE: Okay. But the area on the
19 airport proper that we're talking about here was
20 included in the \$368- that we already approved.

21 MR. WUELLNER: Probably better explained, is
22 that's the budget location that included \$65,000
23 worth of this. The \$300,000 number you're
24 referring to was not the -- that was the
25 theoretical value of what it would take to do all

1 the work in the terminal area.

2 The reality value was way less than a hundred
3 thousand dollars, is what it would actually take
4 in outside labor to do the removal of the vault,
5 the adding of the parking spaces, the one-inch
6 overlay in the one section.

7 Then, finally, there was an element there of
8 14,000 yards of some sort of seal coat. When we
9 got into the seal coat discussion, it became
10 readily apparent that the size of the job and the
11 complexity of the terminal area job, because it's
12 small pieces --

13 MR. GEORGE: Right.

14 MR. WUELLNER: -- very difficult to put
15 together, the value was going to be significant.

16 We looked at it and said, well, there's
17 plenty of areas on the -- on the airport that need
18 that -- that maintenance treatment, if you will,
19 of -- of asphalt. What does that do to the unit
20 price?

21 The unit price obviously cut, you know,
22 almost in half by finding more work for them to
23 do. We took advantage of that in the terminal
24 area, used what would be the budget that
25 originally al -- if you want to call it allocated,

1 but identified for the -- for the apron area, it
2 all fits within that \$300,000 number.

3 So, I'm not creating a new project. But I'm
4 able to include the T-hangar taxiways, the Gun
5 Club Road property, and the airside apron area and
6 the terminal area.

7 MR. COX: So, we're getting a kind of
8 two-for-one thing.

9 MR. WUELLNER: You're getting more than two
10 for one. You multiply the area by three, actually
11 by four at this point, and we've cut the unit cost
12 down dramatically.

13 MR. GEORGE: Okay.

14 MR. WUELLNER: It's a good-looking product
15 compared to -- I mean, it's certainly less
16 expensive than coming in in an overlay.

17 The problem we -- we looked at the apron
18 area, the airside apron area, and one of the
19 difficult issues, if you -- if you try to overlay
20 that area, you're going to create significant
21 drainage issues there because it's -- if you
22 recall, that asphalt goes right up to edges of
23 buildings, comes up to a variety of pavement areas
24 that surround those buildings.

25 And adding an inch of asphalt literally can

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1 be the difference between staying outside the
2 building and being inside the building in terms of
3 water flow.

4 This is a relatively thin -- it's what, an
5 eight -- between an eighth and a quarter-inch kind
6 of application versus adding even a minimal of an
7 inch, inch and a quarter of asphalt out there.

8 It's -- you'd have to go back and almost
9 remove asphalt in order to bring it to back levels
10 for airside.

11 MR. GEORGE: Okay. Any public comment?

12 (No public comment.)

13 MR. GEORGE: Board comment?

14 MR. GORMAN: I'd just like to ask the
15 treasurer if he's convinced that his budget is
16 intact and that his --

17 MR. GEORGE: No, I'm not.

18 MR. GORMAN: Okay. Let's -- before we voted
19 on it, I would like to have more confidence in
20 your confidence.

21 MR. GEORGE: The problem I have is I was
22 outraged at \$400,000 for 27 parking spots, or
23 something like that.

24 MR. WUELLNER: Right.

25 MR. GEORGE: And I missed a meeting. I mean,

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1 that was -- you know, and I -- and I didn't go

2 from there.

3 But when I came back, it was a \$360,000
4 project. But we're going to save money, we're
5 going to save money, and I think one of the things
6 that was presented was you're really talking
7 you're going to get it for about \$160-. So, \$160-
8 sticks in my head.

9 And now I'm told that \$160- includes this
10 \$212 -- \$214-. And I don't see how that \$160-
11 includes \$214-. It just doesn't --

12 MR. WUELLNER: The budget line item for this
13 is \$300,000 and includes the airside also, which
14 was not in the original budget. Your original \$3-
15 to \$400,000 number that you're referring to --

16 MR. GEORGE: Right.

17 MR. WUELLNER: -- for the parking lot was
18 reviewed again, was brought down dramatically.
19 I've forgotten the numbers now; it's been four
20 months.

21 MR. GEORGE: Yeah, I know. The number was

22 brought down to \$160 --

23 MR. WUELLNER: \$169-, \$170- or something like

24 that.

25 MR. GEORGE: -- or something in there. So,

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1 in my little feeble mind, I said, "Okay. I don't

2 care if it does say \$314-; what we approved is

3 \$160-."

4 So, now you're asking me to take that from

5 \$160- that was in my mind up to something -- and I

6 don't know what that is.

7 MR. WUELLNER: Concurrently, we had a

8 separate project that was programmed with DOT for

9 the apron side of this --

10 MR. GEORGE: Okay.

11 MR. WUELLNER: -- independent of the parking

12 lot. We merged the two for purposes of getting

13 the best economy for purposes of bid.

14 MR. GEORGE: On the financial statements, the

15 summary sheet, there was an entry in there for

16 repavement, and it was identified with --

17 MR. WUELLNER: Right.

18 MR. GEORGE: -- \$80,000 of money --

19 MR. WUELLNER: And your budget that you

20 adopted and we're now operating on as of the first

21 of this month, has a single line item for \$300,000
22 for airfield pavement and rehabilitation, I
23 believe is the number --

24 MR. GEORGE: Okay.

25 MR. WUELLNER: -- or I believe is the

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1 description. But there's a \$300- -- I could tell
2 you what it's called.
3 It's described for budget purposes as
4 rehabilitate FBO apron, and it's a \$300,000 item
5 to be matched equally by FDOT and FAA dollars --
6 or, excuse me, FDOT and Authority dollars. It was
7 a JPA with the State, which we currently have
8 identified 87,000-something-odd dollars, 87 and
9 change, leaving the \$22,000 I think we identify in
10 the agenda item as the current shortfall with
11 FDOT's match completely at 50/50. So, you have
12 slightly more than a 50 percent project funded by
13 the Authority.

14 But the individual elements, the budget for
15 the parking lot is entirely within what we set the
16 parameters on over the summer at \$169,000. The
17 apron side is entirely within the parameters. And
18 that includes being able to add Gun Club Road and

19 those T-hangar taxiways.
20 But because we didn't have to do it all in
21 two -- two, three, four small projects at \$5 a
22 square yard, we were able to combine them together
23 and call it one project for purposes of contract
24 with Grip-Flex. We can get a lot more pavement
25 area rehabbed, or whatever you want to call it,

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1 for \$214-.

2 MR. GEORGE: Okay. So -- so, the budget that
3 we put together for over \$300,000 now is reduced
4 to \$212-.

5 MR. WUELLNER: The total will be close to
6 \$300- in total, because you have those small
7 paving areas in the parking lot that still have to
8 come out of the original \$169,000 apron -- parking
9 lot budget. Then you had a -- originally had a
10 separate stand-alone apron project that was the
11 balance of the \$300,000.

12 MR. GEORGE: Okay. I apologize for taking
13 the board's time for that.

14 MR. WUELLNER: I want you to be clear on it,
15 too.

16 MR. GEORGE: I think the only way I'm going
17 to be clear is sitting down in your office and

18 saying "Showing me this and show me that." And
19 sorry about that, but that's the way it goes.

20 MR. WUELLNER: Yeah.

21 MR. GEORGE: Anyway, any other board
22 comments?

23 (No further board comment.)

24 MR. GEORGE: I'll entertain a motion to
25 accept it, Staff recommendation, or anything else.

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1 Hearing no recommendations to accept it, then that
2 means it's disapproved.

3 MR. COX: I --

4 MR. GEORGE: All of a sudden got somebody's
5 attention.

6 MR. GORMAN: Exactly.

7 MR. GEORGE: Please, Bob. I'd like to hear
8 from you.

9 MR. COX: When you were asking, I was looking
10 at Ed. Ed, just a question. What -- the road
11 over -- that leads over to the Northrop Grumman
12 facility --

13 MR. WUELLNER: Uh-huh.

14 MR. COX: -- just out of curiosity, I mean,
15 is it -- is it doing any -- anything for us

16 airport-wise to -- to resurface that? Is that --
17 I mean, could we not -- you tell me. Give me
18 some --

19 MR. WUELLNER: We own it. It's open to the
20 public. And it supports all of the northeast side
21 development that we do, as well as the Northrop
22 Grumman's, what do they call it, North 40 complex.

23 MR. GEORGE: Plus all the hangars, the
24 corporate hangars.

25 MR. WUELLNER: You build it, you know, it's

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1 our maintenance obligation. I mean, if you want
2 to let it --

3 MR. COX: No, no, no. Is it -- I guess my
4 question is not that we shouldn't do it, but would
5 we not be able to utilize that product better
6 somewhere else? Is that road in that bad of
7 disrepair?

8 MR. WUELLNER: It is getting there. That's
9 one of the 14-year -- it was built in
10 approximately '89, '90. And nothing's been done
11 to it. It's -- you know, could it wait a year?
12 Perhaps. You know, I mean, it's -- arguably, we
13 could -- you know, we could limit it strictly to
14 the parking lot. I don't -- you're not going to

15 get this unit cost.

16 MR. COX: Yeah.

17 MR. WUELLNER: But that's -- that's your
18 call.

19 MR. COX: Are you satisfied now with the
20 number situation? Just out of curiosity?

21 MR. GEORGE: No. No, I'm not satisfied with
22 it. And as I said, the only way I'm going to get
23 satisfied is to sit down and look at the budget
24 and look at the minutes of the last meetings and
25 things like that.

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1 But I would -- I could entertain passing this
2 resolution as Staff recommended with taking a
3 personal action item to get better, you know,
4 familiar with it before the next meeting and then
5 have it as an agenda item for me to report back.

6 MR. COX: I would like to proffer the motion,
7 a motion to recommend -- I mean, to accept Staff's
8 recommendation for approval on this -- on this
9 resolution --

10 MR. GEORGE: Okay.

11 MR. COX: -- based on what you just said.
12 So, that's -- I'm -- I think we need to really --

13 I'd like to see all of this stuff done prior to

14 January --

15 MR. GEORGE: Absolutely.

16 MR. COX: -- and prior to the Super Bowl so

17 we can get this thing moving. And -- and we all

18 approved -- I mean, the board approved Danis to do

19 it. So, it's not -- you know, looking for another

20 product, somebody to put on the product to me is a

21 moot point.

22 MR. GEORGE: Absolutely. Right. I agree.

23 MR. COX: I think we need to move forward

24 with it.

25 MR. GEORGE: Okay. I have a recommendation

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1 to accept Staff's recommendation with the addition

2 of having the numbers better understood by the

3 treasurer by the next meeting, but that would not

4 stop the Staff from implementing their

5 recommendations.

6 MR. GORMAN: Second.

7 MR. GEORGE: I have a second. Any

8 discussion?

9 MR. CIRIELLO: I'm just thinking that if we

10 do like you're saying, but it doesn't -- you know,

11 let Staff go ahead until you get a better

12 understanding, is there a possibility that it

13 would be shot down later?

14 What I'm thinking is, why couldn't you and Ed

15 get together and then say in two weeks, why

16 couldn't we have a special meeting, which would be

17 an extra meeting --

18 MR. GEORGE: Then we need to advertise it, is

19 the only problem.

20 MR. CIRIELLO: -- so that we can really get a

21 grip on it and so that it can move along

22 expediently.

23 MR. GEORGE: Well, what if I -- if Ed and I

24 got together and then I published my feelings on

25 it and he distributed that to everybody?

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1 MR. BURNETT: Could I offer a suggestion?

2 MR. GEORGE: Yes.

3 MR. BURNETT: If -- if your intention is to

4 approve this, assuming the numbers meet with the

5 treasurer's approval, then perhaps you could

6 approve this, subject to the treasurer signing the

7 agenda memorandum indicating that he approves it,

8 based on his review of the numbers.

9 MR. COX: That could happen within two or

10 three days.

11 MR. BURNETT: If that doesn't occur, then it
12 would go back on the agenda at the next meeting.

13 And that way, you've got a clean way to show that
14 you've approved them. If you haven't approved
15 them, your signature won't be on it and it will be
16 back on the next agenda item.

17 MR. GEORGE: Okay. Do we --

18 MR. COX: I'll modify my motion to include
19 that portion of the resolution. We'll -- we'll
20 modify the motion to accept Staff's recommendation
21 for this Grip-Flex product to be put on with the
22 exception that it's with treasurer's approval in a
23 matter of what, seven days? Does that work for
24 you?

25 MR. GEORGE: That's fine.

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1 MR. COX: Within seven days.

2 MR. GEORGE: Yeah.

3 MR. COX: And if it doesn't meet your
4 approval within seven days, we'll put it back on
5 the agenda. Okay? Does that work?

6 MR. GEORGE: Does your second --

7 MR. GORMAN: Then I'll second that amended.

8 MR. GEORGE: Okay. Any other discussion?

9 (No further discussion.)

10 MR. GEORGE: All in favor?

11 MR. CIRIELLO: Aye.

12 MR. GEORGE: Aye.

13 MR. COX: Aye.

14 MR. GORMAN: Aye.

15 MR. GEORGE: Opposed?

16 (No opposition.)

17 MR. GEORGE: Okay. That's what we'll do.

18 8.E. - OPERATIONAL AUDIT EFFORT

19 MR. GEORGE: Operational audit effort. Do

20 you have anything?

21 MR. WUELLNER: They have copies.

22 MR. GEORGE: Okay. I got in touch with the
23 American Association of Airport Executives, AAAE,
24 and asked them what kind of audits do they do, and
25 basically told them what I thought we were looking

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1 for as an operational audit. And we had this sent
2 to you, because they actually gave us their
3 results, you know, of looking at two different
4 facilities and what the charges were for it.

5 My personal opinion is that the -- is a big
6 no to using this peer review, because I felt that

7 this AAAE peer review was, come in and review my
8 entire organization and give me, my organization
9 recommendations for how do we change the landside
10 or the -- or the ground power, you know, unit.
11 It's a review of everything and proposing
12 organization changes.

13 I think that what we -- would be beneficial
14 to us is to have someone tell us we're doing our
15 jobs right. Are we utilizing our manpower and
16 resources in the best way to complement our goals
17 and objectives? And that's the Master Plan and
18 the financial modeling, not how to organize the
19 ground power operations.

20 We have a CPA audit to tell us that we're
21 paying the bills according to generally accepted
22 accounting practices, or GAP. Tell us if the
23 bills and expenditures are needed and are
24 cost-effective; i.e., when should we use three
25 bids versus design and build contracts?

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1 Look past paying a bill to say, okay, I've
2 got the documentation; tell me, are those project
3 costs -- on a sample basis, are those project
4 costs for that project? No hidden projects, you
5 know, that get, you know, grouped into paving

6 activities or -- as an example.

7 Also, look at our investment logic that we
8 use for return-on-investment calculations. Is
9 that the best and is it reasonable, what we're --
10 we're expecting?

11 And marketing. How are we going to meet
12 those revenue goals? We've got a plan out there
13 that says seven years from now, we're going to be
14 off the tax rolls. That's a lot of assumptions.
15 So, how do we make -- what do we do to make those
16 goals more realistic?

17 Next thing is somebody to tell us if we're
18 running a tight ship, not merely spending the
19 money we get. Tell us we're paying our people
20 right; salary, benefits, retirement, et cetera,
21 versus the responsibilities and the
22 accomplishments that they're doing. And tell us
23 the key items that we must do if we're going to
24 make the growth plan that we've got there.

25 So, that's the type of operational audit

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1 that -- that I would like to see.

2 MR. GORMAN: And that -- that audit would
3 encompass a comparative analysis of what we're

4 doing, for instance, with all of our operations?

5 Because we have a rental home operation.

6 In other words, what -- in other words, per
7 home, per cost, what this is costing for the
8 labor, what it would do if we did it with an
9 outside sourcing? Just, in other words, a fairly
10 comprehensive, without being -- without analyzing
11 every single entity, but a comprehensive analysis
12 of really how we do business. That would include
13 that?

14 MR. GEORGE: I would suggest it include that.

15 MR. GORMAN: Okay. Fine.

16 MR. GEORGE: I think the whole purpose right
17 now is for us to discuss what we want that scope
18 of effort to be.

19 MR. GORMAN: Can I make a suggestion?
20 Because it's hard to do that really quickly.
21 Although everybody seems to be on the same page,
22 it's hard to do that really quickly without some
23 type of a committee workshop. I would suggest a
24 short, I mean, committee workshop, anybody that
25 wants to be involved with it.

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1 We could have some ad hoc people, as-needed
2 people that are financial people that would

3 probably pipe up and have some interesting --
4 interesting and -- you know, things to say, and be
5 able to flesh out the scope of it, the -- the
6 initial scope of it.

7 And then the final scope of it, the actuality
8 scope of it, would be told by the firm itself.
9 The firm itself has got to be -- has really got to
10 give us the -- what it's going to do --

11 MR. GEORGE: Whether they're going to do
12 that.

13 MR. GORMAN: Yeah, whether -- exactly,
14 whether it's going to do that and how much it's
15 going to charge us to do that level. In other
16 words, so a committee to select -- a committee to
17 select a firm, and then that firm, in either that
18 meeting or a secondary meeting, then to sketch out
19 scope. A workshop committee is what I would
20 suggest, because it's so hard to do it right here
21 right now.

22 MR. GEORGE: Absolutely.

23 MR. WUELLNER: I would think you'd need some
24 basic skeleton of what you're looking for in order
25 to even solicit --

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1 MR. GORMAN: I don't agree.
2 MR. WUELLNER: -- for firms.
3 MR. GORMAN: I don't agree. And I think that
4 really, you've got to use the firm. Because the
5 firm has to present what they think in their
6 terminology they're going to do. You know,
7 they're going to --

8 MR. WUELLNER: I think to refine it, you're
9 absolutely right. But -- but I think you're not
10 going to get the right types of firms in
11 generality of looking -- you know, I mean, you're
12 going to have anything from an aviation planning
13 to, you know, a marine ports planning firm looking
14 for --

15 MR. GORMAN: Well, there's -- if you can take
16 the Auditor General's Office, and they have a list
17 of current providers of airport operational audits
18 they have received, and you can pick from that,
19 and the auditor -- The Florida Auditor General's
20 Office's list of what they've used.

21 MR. WUELLNER: Okay.

22 MR. GORMAN: In other words, they would decry
23 anybody that they felt was, you know, not a
24 credible --

25 MR. GEORGE: Well, this is one that we passed

1 out to you, and I don't think that's appropriate
2 for what we're looking for.

3 MR. GORMAN: Possibly not.

4 MR. GEORGE: Yeah.

5 MR. GORMAN: Possibly not. That's why the
6 workshop.

7 MR. GEORGE: Yeah. Mr. Ciriello?

8 MR. CIRIELLO: Yeah. This -- what you're
9 looking for is outfits that come in and do this
10 evaluation you talk about. And like some of you
11 people have said that we need to run this airport
12 like a business, this airport is a government
13 entity, and a government doesn't run like a
14 business. It's not a profit-making organization
15 to where you gauge things that way.

16 So, if this outfit comes in to do what you
17 want it to do, they're going to almost be like a
18 politician. They're going to come in here and
19 tell you what you want to hear and this and that
20 and whatnot and the other thing.

21 MR. GORMAN: No.

22 MR. CIRIELLO: And I'll keep saying it until
23 I drop over, that the way to get this airport
24 self-sufficient and get it off the tax rolls is --
25 it's such a great airport right now. To keep it

1 like it is, to keep it up to date, and quit
2 getting these ideas of new runways across the
3 road, extending runways into the water, and
4 spending money on capital pro -- projects, because
5 that's where all our expenditures are.

6 If we let this airport support itself on a
7 daily basis from the money from our tenants and
8 our hangar rentals and whatnot, and run a tight
9 ship, which we're capable of doing, this airport
10 will be fine.

11 We don't need somebody to come in here and
12 give us a lot of grandeur ideas that's going to
13 cost us a bunch of money.

14 MR. GORMAN: Joe, these firms, especially the
15 ones from the Florida General -- Auditor General's
16 Office, have done operational audits on
17 municipally owned airports. That's what they do.

18 In other words, they would be comparing
19 apples to apples. They take an airport slightly
20 larger than ours, an airport slightly smaller than
21 ours and then try to do a comparative analysis to
22 see exactly what is going on, how we do business.
23 That's the idea. They're not trying to do apples
24 and oranges. They're not trying to -- I don't --

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1 MR. CIRIELLO: Well, what in your opinion do
2 you think we're doing wrong to why we can't make
3 money?

4 MR. GORMAN: I somewhat agree with what
5 you're saying. We spend a lot of money. You've
6 got to -- in one way, you've got to spend money to
7 make money. Another way, you've got to minimize
8 your expenditures.

9 MR. CIRIELLO: Absolutely. But it takes time
10 to get the money back from your investment. You
11 don't spend money and instantaneously ends up in
12 the black. It takes years.

13 MR. GORMAN: The idea is to look
14 comparatively. My own opinion, the only thing I
15 personally as a board member would like to see is
16 a comparative analysis between this airport and
17 what it's been costing to run this port -- airport
18 for labor, what its -- all of the different line
19 items, and compare that to other airports in a
20 similar demographic, similar numbers of -- of
21 landings, and just take a look and see if, you
22 know what we --

23 MR. CIRIELLO: I don't agree with that. I

24 think as far as the labor parts goes, you go ahead
25 and pay the people you want to pay the money, and

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1 if they don't want the job, they'll go somewhere
2 else.

3 MR. GEORGE: Okay. Let's let --

4 MR. CIRIELLO: You don't have somebody else
5 come in and say, oh, you're overpaying them or
6 underpaying them.

7 MR. GORMAN: So, you have no idea --

8 MR. GEORGE: Okay. Mr. Cox?

9 MR. COX: I don't disagree with having an
10 operational audit to help us, if we can save money
11 at certain points. But you guys are suggesting a
12 couple of things.

13 First off, to have these workshops or any
14 other open public meeting, we're going to have to
15 advertise, which is going to cost money.
16 Secondly, we're going to have to pay this group to
17 do this.

18 MR. GORMAN: Certainly.

19 MR. COX: Okay. So, we're spending more
20 money. And -- and we're always hearing this,
21 like, "Let's quit spending money."

22 So, here we are suggesting to spend more
23 money to have an operational audit to save money.
24 MR. GEORGE: Yeah.
25 MR. GORMAN: Absolutely.

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1 MR. GEORGE: Well, if an operational audit
2 tells us where we can save one person --
3 MR. COX: I don't disagree.
4 MR. GEORGE: -- it pays for that.
5 MR. COX: I'm just saying that --
6 MR. GEORGE: Let me open up to the public.
7 We've heard a lot of ours. And -- okay. Hearing
8 no public comment...
9 MR. MARTINELLI: You're on a subject that's
10 near and dear to my heart, because for more than
11 25 years, I did operational audits. And I did
12 them with a large firm --
13 MR. COX: There's your guy.
14 MR. MARTINELLI: -- Coopers & Lybrand, okay?
15 And let me tell you, you're -- you're a dream for
16 an audit firm. You're absolutely a dream. If
17 you --
18 MR. COX: I'll bet.
19 MR. MARTINELLI: -- came to me and said, "I
20 want you to do an operational audit, would you

21 please scope it for me?" I'd sit down and I'd
22 scope it so that I'd end up with about \$350,000 in
23 fees, okay?

24 MR. COX: That's right. That's what I'm
25 talking about.

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1 MR. MARTINELLI: Now, I'm telling you like it
2 is. And the basic -- look at your operations.

3 Bottom line comes from revenue minus cost,
4 okay? Your revenues are basically all
5 contractual. You have contracts with all of your
6 hangar tenants. You have contracts all the way
7 around. Look at your costs -- that's your revenue
8 coming in. Look at your costs. Your costs are
9 basically very, very small in relation to that.

10 Now, if you want to take a look at your
11 operations, break down your operations. Start
12 with purchasing. Are you buying things properly?
13 Okay. Start with labor control. Look at your
14 labor. See if you are controlling your labor
15 properly. See if you're getting the productivity
16 that you want.

17 But as you go -- and I can go on and on and
18 on. I can dissect your P&L and come up with each

19 strata for an operational audit.

20 Bottom line, though, is I think you're going
21 to waste your money. I really do.

22 MR. COX: I agree.

23 MR. MARTINELLI: And I've never been this
24 strong in -- in my recommendations to you. I've
25 always made suggestions. This time, I'm not

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1 making a suggestion. I'm saying if you do engage
2 in an operational audit, you're making a hell of a
3 mistake. That's where I'm coming from.

4 MR. GORMAN: Mr. Martinelli?

5 MR. MARTINELLI: Sure. Sure.

6 MR. GORMAN: If you do that, then you are, no
7 offense to Mr. Wuellner whom I find to be a very
8 intelligent man, but you have no ability to
9 compare how this airport does business with any
10 other airport.

11 MR. HICKOX: Look it up yourself.

12 MR. MARTINELLI: Compare your leases.
13 Compare your leases. And I did that, by the way,
14 when I was on the Airport Authority. I compared
15 the leases on this airport to the leases at Craig.
16 Okay. I could have done it to many others. And
17 by the way, I didn't charge the Airport Authority

18 anything for that.

19 MR. GEORGE: Would you do it again? The same
20 rules?

21 MR. MARTINELLI: I don't know about that.

22 That was quite a comprehensive report, and it's
23 maybe somewhere still in your files. I don't
24 know. But anyway, I do think that you're making a
25 mistake.

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1 I think you can look at Ed's operation. You
2 can take his operation and take it apart piece by
3 piece. And if you look at it piece by piece,
4 comparatively to wherever or whomever you want to
5 compare it to, I think you'll be -- you'll come
6 out pretty -- pretty well on it. I really do.

7 Look at your leases. You're tied into
8 long-term leases. Those leases, by the way, are
9 governed by the FAA's guidelines now, which they
10 weren't some years ago, and I think they've --
11 they really improved your revenue coming in.
12 So...

13 MR. GORMAN: And how about compliance with
14 state and federal regulations and the charter of
15 the airport?

16 MR. MARTINELLI: Of course.

17 MR. GORMAN: We have a -- we have a huge
18 rental home situation.

19 MR. MARTINELLI: Sure.

20 MR. GORMAN: This -- this does not need some
21 opinion?

22 MR. GEORGE: I think that -- I think that the
23 opinion was given by previous boards that
24 authorized the Authority or the staff to actually
25 rent them.

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1 MR. MARTINELLI: Jack, I just think that -- I
2 just think that -- that you're going to be wasting
3 money. That's my own take on it. That's my
4 opinion. And as I say, I've been in the business
5 for many, many years before I retired. So...

6 MR. GEORGE: My comment, before I open up to
7 any more public comment, Mr. Martinelli brings up
8 a good point as far as whether we're living up to
9 this regulation or that regulation. We've got
10 state auditors that come in. We have a CPA firm
11 that audits our books. And we got an absolute
12 clean bill of health, you know, last time from
13 that.

14 I don't think that -- that from the things

15 that have been brought up, that it is out of the
16 scope of different Authority members taking a
17 project, you know. And it would be good for them,
18 because they will better understand rental homes,
19 finances, you know, and the whole nine yards, to
20 come back, rather than hiring somebody from
21 outside.

22 This AAAE, they charged \$35,000 to one of the
23 airports that's in here. We have \$20- in the
24 budget, you know, for an audit of some sort, which
25 I think can be done.

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1 Any other comments? Wait a minute. John?

2 Sorry.

3 MR. RODERICK: Well, Vic's hard to follow,
4 but just from anecdotal evidence of being in a lot
5 of airports for over 30 years, it's a very simple
6 axiom. If it isn't broken, why fix it?

7 You guys have come a long ways. And I don't
8 think you need this. I think it's a waste of
9 money.

10 MR. GEORGE: One of the reason that it's on
11 the budget for this year was we had talked about
12 it for, you know, a year and a half, about

13 possibly doing it. And the thought that -- that I
14 think was precipitated to be on the budget was put
15 a stake in the ground and erase from anybody's
16 mind that the airport is spending their tax
17 dollars unwisely. In other words, let an outside
18 firm come in and say exactly what we all are
19 saying.

20 MR. GORMAN: And you just -- I see this
21 decrying of this idea.

22 MR. RODERICK: Let them spend the money for
23 an investigative reporter, then.

24 MR. MARTINELLI: It's not going to be cheap.

25 MR. GEORGE: It's not. Yeah. Okay. Any

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1 other public comment?

2 (No further public comment.)

3 MR. GEORGE: Mr. Ciriello?

4 MR. CIRIELLO: Yeah. If there's any
5 dissatisfaction with the way this airport is being
6 operated and run, whether it's being done proper
7 or not, in my opinion, it isn't the director's
8 fault. I personally think he's a very good
9 qualified man, although I say publicly I think we
10 pay him more than he -- the job is worth; not him,
11 the job.

12 But I would say that over the years, now, not
13 just us guys sitting here, but down over the years
14 that this Authority has been in -- in power, and
15 running the airport, making decisions and voting
16 on this and that and whatnot, with all five
17 different people having different opinions and
18 finally agreeing on something, I think that's
19 where the -- I don't want to say the problem is.
20 I think that that's where you could point maybe
21 fingers at why we should be doing better in this
22 area than we are and whatnot, is -- because the
23 board is actually the final responsibility.

24 And I personally, like Mr. Martinelli and
25 everybody says, I don't think we need to spend

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1 those big kind of bucks to find out what we're
2 doing. I think actually we're doing a pretty darn
3 decent job, and the other boards, too.

4 MR. GEORGE: Yeah. Respond?

5 MR. GORMAN: Have you even read one of the
6 budgets from a previous -- from a similar airport
7 to this in size, a little bit larger and a little
8 bit smaller and read the budget? Have you read
9 one?

10 MR. CIRIELLO: Well, I've got figures at home
11 on about a dozen airports around Florida with
12 their total budget. It's not itemized, but their
13 total budgets, and we was all, you know, pretty
14 well about the same. In fact, our budget was
15 somewhat higher than theirs, and the directors
16 were all making more -- less money than we're
17 paying. And this is about three or four years ago
18 that I did this.

19 MR. GEORGE: Mr. Cox?

20 MR. COX: I -- I don't understand why we
21 continue to want to try to compare this airport
22 with every other airport. This airport is almost
23 individual specifically in the United States. I
24 can tell you that because I've gone all over the
25 place.

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1 And I agree with Mr. Roderick in saying,
2 having been to a lot of different airports, this
3 is one of the better run airports in the United
4 States. It is, period.

5 MR. CIRIELLO: I agree with you.

6 MR. COX: And we've got a lot of specific
7 individualistic situations on this airport that
8 are not specific to other airports. Most airports

9 don't have seaplane ramps. Most airports don't
10 have Northrop Grumman facilities on them, you
11 know, just on and on and on. You could go on and
12 on and on with this.

13 But to have an operational audit and spend
14 \$35,000 or \$200,000 or whatever it is, to tell us
15 to come back -- and like Vic said, you know,
16 I'd -- I'd sit down, too, and work it out so that
17 I'd say, "Yeah, you guys pay me \$350,000 and I'll
18 tell you where you can save that money.

19 MR. GORMAN: We obviously wouldn't take that
20 contract.

21 MR. CIRIELLO: I kind of agree with Bob. I
22 don't see why we always sit down -- I say we; all
23 of the boards that's been here, comparing Craig
24 and Herzog (sic) and everybody else when it comes
25 to making hangar rents and fees and leases and

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1 stuff. It's our airport. We don't need to go and
2 say, "Well, how much do you charge for gas? How
3 much do you charge for hangars?"

4 It's our airport. We should be able to
5 decide that without thinking about somebody else.
6 I agree with what Bob said.

7 MR. WUELLNER: Better write that down.

8 MR. COX: I'm writing it down right now.

9 MR. CIRIELLO: I didn't hear you.

10 MR. WUELLNER: I said you might want to write
11 that down.

12 MR. GEORGE: I -- I would like -- I would
13 like to make the following suggestion: That we
14 take the action item of an operational audit and
15 table it until any one of the board members wants
16 to come up with a scope of work that sounds
17 agreeable to everybody with what they're trying to
18 accomplish. And so, we just table it, and we keep
19 that \$20,000 that's in the budget all year to see
20 what we're going to do with it.

21 Secondly, I'd like to see some areas that
22 specific members of the board are concerned about.

23 And I'd like to see some personal projects of
24 theirs that, fine, I will take this one and I will
25 do the investigation and I will present a paper.

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1 Don't even have to go to this. Just a paper which
2 would be distributed and open to the public.

3 And I think that we would all get more
4 comfortable with what we're doing, either that
5 we're comfortable that we're not doing it right,

6 or that we're comfortable that, hey, everything
7 we've been saying is correct. And I will be glad
8 to take two projects for every one project that
9 somebody else takes.

10 MR. CIRIELLO: Well, you know, you've got an
11 airplane, Buzz. You could go and fly around to
12 different airports in the state and go up and say,
13 "Hey --

14 MR. GEORGE: I can't cross that --

15 MR. CIRIELLO: -- how's your budget?"

16 MR. GEORGE: I can't cross that yellow line.
17 They don't like me to cross that line. The tower
18 tells me to move.

19 MR. CIRIELLO: Oh, all you've got to do is
20 just for your own: "Hey, what kind of a budget do
21 you guys have here? Do you have something in
22 paper you can show me?"

23 And go to -- you know, just hop around and
24 then you'd get your comparison.

25 MR. COX: I'd like to take a project. I want

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1 to make sure that the bar at the restaurant is in
2 completely serviceable condition. No, I'm just
3 teasing.

4 MR. GEORGE: Can we do it in the sunshine?

5 MR. COX: Disregard.

6 MR. GEORGE: Okay. So, any other suggestions
7 on what we do with this -- with this item?

8 MR. CIRIELLO: Forget it.

9 MR. COX: Table it.

10 MR. GEORGE: Table it. Okay. So tabled.
11 Okay. Next item. Do we have Authority member
12 comment or do we have public comment first?

13 MR. WUELLNER: It says to do Authority and
14 then public. Usually do Authority, then -- then
15 public.

16 MR. GEORGE: Okay. Mr. Ciriello?

17 9.A. - MR. JOSEPH CIRIELLO

18 MR. CIRIELLO: I have nothing.

19 9.B. - MR. BOB COX

20 MR. GEORGE: Mr. Cox?

21 MR. COX: No comment.

22 8.C. - MR. JOHN GORMAN

23 MR. GEORGE: Mr. Gorman? No comment?

24 MR. GORMAN: Not at this time.

25 MR. GEORGE: Okay. That's fine.

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1 8.D. - MR. WAYNE GEORGE

2 MR. GEORGE: Okay. I have some comments.

3 I was given the additional assignment last
4 time of executive salary review. And that's
5 probably the reason I was late today. But here's
6 a handout, I'm sorry I didn't get it to go up on
7 the board, of some of some of the things that I've
8 been able to find. Mr. Martinelli. (Tendered.)

9 MR. MARTINELLI: Thank you.

10 MR. GEORGE: If you'll bear with me. One of
11 the things that Mr. Cox made the comment about we
12 are unique and it's hard to compare us to other --
13 other facilities -- Mr. Gorman's trying to look
14 for the answer before he hears the lead up to it.

15 But anyway, on the first page, there are
16 things that -- that will make one airport
17 different from another airport. AAAE uses total
18 ops for their definition of smaller general
19 aviation feeders and -- and the like. And we have
20 a copy of that last report, which was the year
21 2000 to 2001.

22 But these are all the things that -- that
23 when we're comparing somebody, we need to ask
24 ourselves, you know, what is it -- like number D,
25 what is their forecasted growth from -- versus

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1 what our forecasted growth is?

2 If I go to the findings, we took a look at
3 AAAE's salary survey -- survey from 2000-2001.
4 And they came up with two categories, smaller
5 general aviation reliever. That's less than
6 150,000 ops. We're 130,000 ops, but forecasted to
7 go much higher than that.

8 But you took the average executive salary --
9 and this is not benefits of any kind, and there
10 were 39 airports reporting -- it was \$65,653. And
11 if I adjust that for being three years out of
12 tune -- and this is all subjective -- in the
13 report, it said that the average increase for the
14 \$65,000 was 12.6 percent. So, if I took an 8
15 percent increase per year, and that would break
16 that salary up to \$81,297.

17 Then if you look at larger general aviation,
18 which is over \$150,000, and here again, the same
19 logic, but I use 9 percent, you know, for here,
20 and that says that the salary should be \$112-.

21 I went to Naples -- I went to several
22 organizations, one of which was Naples, Florida.
23 They do a yearly survey. And I have a copy of it
24 here. There are seven airports and six city and
25 county managers included in that. The airports

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1 are Palm Beach, Louisville, Tucson. I don't think
2 that they're appropriate, you know, for what we do
3 here. And I don't know why Naples is looking at
4 it.

5 By the way, Naples is under the -- I think
6 the city government or the county government --

7 MR. WUELLNER: City.

8 MR. GEORGE: -- but they don't have any
9 revenue needs. They are fully self-sustaining.

10 MR. WUELLNER: Because they're their own FBO,
11 also.

12 MR. GEORGE: Yeah. They own their own FBO
13 and they make their money there. Anyway, the
14 salary of the executives ranged from \$92,000 to
15 \$150,000 plus benefits.

16 And here again, I don't think that those
17 airports, you know, are appropriate. There are
18 city and county managers, you know, for that
19 county, \$128- to \$185-, plus benefits.

20 And others, here's a list of 10 other ones
21 that I tried -- or not 10 other ones, because
22 Naples is in there. And they all want a written
23 request, you know, for the information.

24 AAAE is getting ready to do another survey,
25 and they're going to be requesting the same

1 information, you know, from there.

2 My conclusion was, let's go ahead and
3 participate in AAAE's new salary survey. If we're
4 going to do an operational audit, to add that to
5 the scope of work of some auditing firm. But I
6 think we ought to give Mr. Wuellner a 7 percent
7 raise on his base salary at the present time,
8 which will take him from \$77,215 to \$82,620.

9 I also think that after this new salary
10 survey, and then during the next year, we need to
11 rearrange salary and benefits to be in line with
12 other airports, you know, of the survey of the
13 audit. You know, auto allowance, some -- a
14 thousand bucks; some of them, we give you the car
15 and stuff like that. We just need to look at it
16 and -- and rearrange it.

17 And my overall conclusion is we've got a lot
18 of work to do over the next five to ten years, and
19 I don't think I want to do it with an average CEO.
20 I'd rather have one that's grown with us and has
21 the experience we need. So, let's don't run him
22 off by being shortsighted. So, my recommendation
23 is 7 percent.

24 MR. COX: Can I ask a question?

25 MR. GEORGE: Yes, sir.

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1 MR. COX: Are we open for discussion?

2 MR. GEORGE: Yes. End of report.

3 MR. COX: I just wanted to point out one
4 thing. The majority of the airports that are on
5 the back there, it says others that requested
6 written, every one of those has commercial
7 airlines going into them except for one. Okay?

8 MR. WUELLNER: Two.

9 MR. COX: Okay. This is a point.

10 MR. GEORGE: Okay. It is a point. Right.

11 MR. WUELLNER: Three. Four.

12 MR. GEORGE: It's a different set of people
13 you've got to deal with.

14 MR. COX: Pardon me?

15 MR. WUELLNER: Four of them. Five -- four of
16 them do not.

17 MR. COX: Who?

18 MR. WUELLNER: Fort Lauderdale Executive.
19 Orlando Executive.

20 MR. GEORGE: Sure.

21 MR. COX: Lauderdale Exec. doesn't?

22 MR. WUELLNER: Vero Beach and Titusville.

23 None of those have --

24 MR. COX: Not commuters.

25 MR. WUELLNER: They all go into Fort

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1 Lauderdale International. Orlando Executive is
2 the old Herlong.

3 MR. COX: Right.

4 MR. GEORGE: Yeah.

5 MR. WUELLNER: That's the name of it.

6 MR. GEORGE: And by the way, they are
7 controlled by a Orlando -- Greater Orlando --

8 MR. WUELLNER: Airport Authority.

9 MR. GEORGE: -- Authority, and so they have a
10 manager that's running it.

11 MR. COX: Right.

12 MR. GEORGE: But he has no responsibility for
13 accounting. You know, that's done at a different
14 level. And that's some of the things that we have
15 a difference in here.

16 MR. COX: Well, I guess my point was, is our
17 airport is bigger and has actually more activity
18 going on than those airports that have commercial
19 airlines going into them that are on this list --

20 MR. WUELLNER: Yeah.

21 MR. COX: -- for the most part. So --

22 MR. GEORGE: I don't know how to quantify
23 that.
24 MR. COX: I don't, either. It was just a
25 point.

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1 MR. GEORGE: Right.

2 MR. COX: You know, is that commercial
3 traffic bringing more tax -- tax revenue, tax base
4 into the -- to that particular area.

5 MR. GEORGE: And it's a different set of
6 people --

7 MR. COX: Exactly.

8 MR. GEORGE: -- mentality and --

9 MR. COX: Right.

10 MR. GEORGE: -- and operating that we require
11 him to be knowledgeable of and to keep us out of
12 trouble.

13 MR. COX: Yeah. And along with that --

14 MR. GEORGE: Yes, sir. Mr. Ciriello?

15 MR. CIRIELLO: Yeah. Back here, you say give
16 a raise of 7 percent on a salary of 77 grand. If
17 I'm not mistaken, I think I saw in the budget that
18 the last salary quoted was \$94,000.

19 MR. GEORGE: I think if you take that, that's
20 \$77- plus the \$900 automobile allowance. All of

21 these other ones over here had automobile
22 allowances that were not included. So, I elected
23 to just leave it out.

24 MR. CIRIELLO: Well, you know, it --

25 MR. GEORGE: Well, you also could take the

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1 house he's in. You know, back in --

2 MR. CIRIELLO: Well, I do.

3 MR. GEORGE: -- three, four years ago, you
4 know, there was a relatively nice house that we
5 made available to him and he doesn't get charged
6 for it. So, at \$650, \$7-, \$800 a month, you've
7 got to crank that into there, too.

8 MR. CIRIELLO: That's right. So, in my
9 estimation, without seeing his tax return or
10 something, I believe that right now, actual monies
11 that is available to him, irregardless whether
12 it's salary, automobile, house, is about a hundred
13 grand. And so I -- I -- like I said, it had
14 nothing to do with the man. And I've talked to
15 him many a time.

16 MR. GEORGE: If I go back to page 2, the
17 findings for the smaller aviation, and then the
18 larger aviation, you know, if I adjust it -- and

19 my adjustments could be wrong -- but \$81,000 for
20 the smaller and \$112-, and that does not include
21 benefits.

22 I don't know what they get for a car. I
23 don't know what they get as far as a portion of a
24 matching fund to retirement plans and everything.
25 That's why I said that if we do an operational

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1 audit or something, we need to spend more time on
2 this.

3 MR. CIRIELLO: Oh, I don't disagree with
4 spending more time on it.

5 MR. GEORGE: Well, that -- that could be an
6 option, Joe. We could -- we could postpone any
7 decision and do some more investigation on it, and
8 then whenever we do -- whatever raise, we make it
9 retroactive.

10 MR. CIRIELLO: Jack wasn't here at the last
11 meeting --

12 MR. GEORGE: He's not going to lose any
13 weight to die.

14 MR. CIRIELLO: When We was talking, Jack,
15 about the budget, I made a couple of suggestions.
16 Instead of every year turning in an evaluation and
17 then giving him a \$10- to \$15,000 raise, just for

18 seniority, just because he gets it here, because
19 the job didn't grow that much. Just because you
20 have a couple of more airplanes a day landing
21 doesn't mean his job has grown.

22 I suggested that we give him a evaluation at
23 the beginning of his five-year contract and at the
24 end. But in the interim, include him with a CPI,
25 that he does not have, that the other employees

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1 have, and that would give him almost a
2 \$2,000-a-year raise automatic. And I don't think
3 any worker would sneeze at a \$2,000-a-year raise
4 without having to fight for it or having somebody
5 like me come in there and saying no, no, no. And
6 the board turned me down.

7 MR. GEORGE: Well, that would be -- in my
8 opinion, it would be a great reason to start
9 looking for another job if I know I'm going to get
10 CPI and CPI is 2 percent. So, if somebody comes
11 along and offers me 12 percent, I'm gone. I'm
12 sorry. You were going to talk.

13 MR. COX: No, I'm just saying we're kind of
14 becoming an agenda item here, so we -- it's just
15 under discussion.

16 MR. CIRIELLO: I think if there was any jobs
17 out there paying what you're trying to say that
18 we're underpaying him right now, he'd have been
19 gone by now.

20 So, I think this -- for the job scope, the
21 toughness of it -- and I don't think that this
22 running of this airport is that difficult, you
23 know, and he is a hundred percent qualified to do
24 it. It is a nice job, and I don't think he'll
25 find a better one for the money. So, I'm not

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1 worried about him leaving.

2 MR. MARTINELLI: Don't hold back.

3 MR. GEORGE: Yeah, let me know how you really
4 feel about it.

5 MR. CIRIELLO: Huh? I don't want him to
6 leave, but I don't want to overpay him -- it's not
7 him again; it's the job. If you get this airport
8 as big as Jacksonville, sure, let's give him some
9 more money. But it's just a darn little general
10 aviation airport with a big long runway and --

11 MR. GEORGE: Public comment, I guess? Yes.

12 MR. MARTINELLI: Oh, well.

13 MR. WUELLNER: We missed you.

14 MR. MARTINELLI: I'm -- I'm -- I'm sure you

15 guys missed me.

16 MR. GEORGE: You're making up.

17 MR. MARTINELLI: Yes. When anybody works
18 today, you work for two reasons, one for the
19 challenge of the job and the satisfaction that it
20 gives you when you do something that you feel is
21 really very, very good. Okay? And secondly, you
22 work for salary.

23 Now, if you're on the breadline or close to
24 the breadline, salary is very important and
25 satisfaction is not, okay? But when you're

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1 comfortable, and I don't mean that you're wealthy,
2 but when you're comfortable, satisfaction, job
3 satisfaction ranks pretty high. Okay?

4 Now, why is Ed still here? Joe, it's not
5 because he's -- he can't get another job. Believe
6 me, he can get a job tomorrow paying him much more
7 than he's getting today; I can tell you that. And
8 I know that, okay? And don't ask me how or why,
9 because I'll have to divulge some things that I
10 don't want to.

11 But let me just say that the reason that Ed's
12 here is because of the challenge of this airport

13 growing and growing the right way.
14 You guys are blessed, really blessed having
15 him here as your executive director. I wish he
16 were the executive director when I was on the
17 Airport Authority, because he saved your butts a
18 lot of times.

19 MR. CIRIELLO: You were one of the guys that
20 picked him.

21 MR. MARTINELLI: Absolutely. And I wish I
22 was still here to enjoy him. I picked him and I
23 had to leave, okay?

24 MR. CIRIELLO: I have no problems with him.

25 MR. MARTINELLI: Anyway --

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1 MR. COX: There's an election coming up
2 November 2nd.
3 MR. MARTINELLI: No thanks. No thanks.
4 What's -- what's -- you can do all the
5 comparisons you want, and they're good to make
6 comparisons to what other folks are making in
7 similar jobs and so on. But you cannot ever
8 overlook the man himself and what he's doing
9 and -- and the immeasurable things that he's doing
10 that you don't even know about, until maybe two or
11 three years after the fact, you'll wake up and

12 realize that, gee whiz, we really had a gem here.

13 So, look at it from that standpoint.

14 Don't -- don't be myopic; don't be penny wise and
15 pound foolish. Look at what he has done. Look at
16 what's ahead of him and ahead of you folks to make
17 this airport what it should be, and -- and really
18 look at it that way. That would be my suggestion.

19 MR. GEORGE: Okay. Thank you. Any other --
20 anybody else want to make a comment?

21 MR. HICKOX: Since I addressed this at the
22 last meeting, I only have one thing to add to you,
23 Joe. Please do me a favor and go and look at what
24 people are paid for various jobs these days. I
25 don't care what field you go into.

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1 Unfortunately, you and I and a few others
2 here came into the labor market when pay was a lot
3 less. But you were a union rep for 30 years; you
4 saw things change.

5 And the truth of the matter is that you would
6 realize again, as Mr. Martinelli said, you're
7 getting a bargain. And it's worth a lot more than
8 you're paying.

9 MR. GORMAN: Boy, you've got a fan club here,

10 Ed.

11 MR. GEORGE: Ma'am?

12 MR. WUELLNER: It cost me a few bucks
13 somewhere.

14 MS. McELROY: Carolyn McElroy again. I
15 believe that Ed probably does a very good job, but
16 I believe that that is an extreme raise.

17 And he stays here because his family likes it
18 here. He stays here because he likes the job. He
19 stays here for a lot of reasons that probably none
20 of us understand. But I don't think -- I think
21 you need to look at maybe what the -- the governor
22 makes or -- you know, he's creeping up on some
23 people that do some really heavy-duty jobs, and
24 he's running a small little airport. I think he's
25 probably doing a very good job of running the

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1 small little airport. But this basically is a
2 small little airport, and it's not going to get
3 big.

4 MR. GEORGE: Okay. Anybody else?

5 (No further public comment.)

6 MR. GEORGE: Okay. I brought this up during
7 my personal comments, because I was given an
8 action item last time when the board wanted to

9 approve a 3 percent or 4 percent, you know, raise.

10 And I just thought that it was being a little
11 shortsighted not seeing what else was available
12 out there. So, I got the action item. I have
13 reported back my action item. What would the
14 board like to do with it?

15 MR. COX: Well, we're under discussion. I
16 don't know. Can we -- can we make --

17 MR. GEORGE: Yes.

18 MR. COX: I -- I think your consideration for
19 a 7 percent raise is -- this is an outstanding
20 piece of work (indicating) that you did.

21 MR. GEORGE: Thank you.

22 MR. COX: Actually, very nice, very good. I
23 think what you suggested is -- is good. And I'd
24 like to, you know, bring it forth as a motion to
25 approve it. But we're under -- doesn't it have to

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1 be an agenda item on the official meeting list?

2 MR. GEORGE: Does it have to be?

3 MR. BURNETT: No. No. And as -- from what I
4 recall -- and it's kind of an awkward item,
5 because typically your action items are presented
6 by the executive director, and so it was one that

7 was previously put for the Chair to bring up.
8 And I think you can act on it, especially
9 considering what was said at the last meeting,
10 which was clearly for Mr. George to look into this
11 issue and come back and report to the board and
12 for y'all -- for y'all to consider it, so...

13 MR. GEORGE: Okay. Guys, we have some -- we
14 have to make a decision. We can make a decision
15 to --

16 MR. COX: I'll proffer it as a motion to
17 follow your recommendation for a 7 percent raise
18 for the executive director.

19 MR. GEORGE: Do I hear a second? I second.
20 Any discussion? Board discussion?

21 MR. CIRIELLO: Yeah. You're going to make a
22 7 percent raise. Is it going to be from right
23 now, or do you want to make it retroactive back to
24 the beginning of the year? When does this raise
25 start?

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1 MR. GEORGE: I think Mr. Cox had in mind
2 making it at the beginning of this budget year,
3 which was September the 1st. Wasn't that what
4 you're --

5 MR. WUELLNER: October.

6 MR. GEORGE: October 1st.

7 MR. COX: October 1 would be correct. Yeah.

8 It would only be retroactive for 15 days or

9 whatever it is.

10 MR. GEORGE: Yeah. I have a motion and a

11 second for -- all in favor?

12 MR. COX: Aye.

13 MR. GEORGE: Aye.

14 Opposed?

15 MR. CIRIELLO: No.

16 MR. GORMAN: No.

17 MR. GEORGE: Okay. We have a deadlock.

18 We'll just continue this at the next meeting,

19 then. Okay. Am I the last one for the comments?

20 MR. WUELLNER: Yeah.

21 9.F. - NEXT MEETING

22 MR. GEORGE: Okay. Our next meeting, then,

23 is November 15th?

24 10. - PUBLIC COMMENT & ADJOURNMENT

25 MR. GEORGE: And any additional public

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1 comment? Yes, sir.

2 MR. ROLAND: Good evening. My name is

3 Merrill Roland. I own a house at 6281 Old Dixie

4 Drive, which is within two air miles of the
5 airport. I've lived there for 17 years and I
6 don't have any problem with the airport being my
7 neighbor. You were here first. But I do have a
8 question. I have two items. One is a question
9 about the traffic. Every time someone makes a
10 touch-and-go, is that considered a landing?

11 MR. GEORGE: And a take-off. It's two --
12 it's two operations. The landing is a -- is an
13 operation, and the takeoff --

14 MR. ROLAND: Aren't those numbers then a
15 little askew?

16 MR. GEORGE: That's the standard that every
17 other airport uses.

18 MR. ROLAND: So, if someone's spending a
19 weekend just doing a hundred touch-and-goes, that
20 brings the numbers up which appears to the public
21 as being a lot of activity here, which really
22 isn't a lot of activity. Wouldn't that, you
23 know --

24 MR. GEORGE: Well, if you compare it to what
25 happened last year and the year before and the

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1 year before that, I would think that if there was
2 a dramatic increase, you could assume that

3 somebody opened a new school and they're just
4 doing touch-and-goes out there. But --

5 MR. ROLAND: So, there hasn't been any
6 drastic changes.

7 MR. GEORGE: Not to my knowledge.

8 MR. COX: Well, just -- just as a comment.

9 If you take into consideration that if --
10 regardless of whether it's an airplane that's
11 based here and just doing, let's just say a
12 hundred circles, it really doesn't make any
13 difference, because whether it was one airplane
14 doing a hundred touch-and-goes or a hundred
15 airplanes doing one landing, you still have the
16 same amount of airspace that's being utilized,
17 and -- and the surface of the runway is being
18 utilized, et cetera, et cetera.

19 So -- and it really doesn't make any
20 difference if it's one airplane, like I said
21 before, or a hundred airplanes doing the same
22 thing, it's still an operation for a landing and
23 it's still an operation for a takeoff. So, you
24 count it one way or the other.

25 It's still -- it's still an airplane

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1 utilizing that same airspace.

2 MR. ROLAND: And my question that goes along
3 with that, and then I have another item, is that
4 when -- when a plane lands here in comparison to
5 other airports near us, do we -- do other airports
6 charge a fee for staying here, for parking here?

7 MR. GEORGE: It's my understanding -- correct
8 me, Ed, if I'm wrong. But since most of our money
9 that's spent here is done with matching funds,
10 it's kind of like I-95 out there; they don't
11 charge you to get on it.

12 You know, if they did something that -- they
13 could in fact do that, and some airports have a
14 landing fee, but it's typically the larger ones.
15 I think Miami is \$28 or \$32 or something like
16 Miami International --

17 MR. ROLAND: If we did that, we'd probably
18 scare people away from landing here then.

19 MR. GEORGE: Probably, yeah.

20 MR. ROLAND: Okay. And then the second, the
21 last item I have is years ago, I came here to an
22 event that Grumman had, and it was wonderful.
23 Before that, I was a little negative about the
24 airport, about being a single person, being
25 charged on my property taxes for an airport that I

1 don't use. And that's what -- if you ask most
2 people in this county, "What do you think of the
3 airport being taxed?" I think most of them would
4 say the same thing.

5 And my attitude changed when I came to that
6 event. I saw what the airport was really about.
7 I saw how well-maintained the airport was. I saw
8 what a great facility that we have here that I go
9 by here every day on my way into town and back on
10 my way home.

11 And so, my suggestion is, in maybe your next
12 budget, next time around, you might think about
13 having some event that everyone can go to and see
14 what I saw that changed my attitude about the
15 St. Augustine Airport.

16 MR. COX: Like an airport day?

17 MR. ROLAND: An airport day. There was an
18 air show. It was -- it was wonderful. Grumman
19 was involved. There were airplanes. I paid to go
20 on -- I think it was called a Sopwith Camel. I --
21 I paid \$20 to take a flight, a short flight on a
22 plane that I'll never forget.

23 So, my suggestion is to you, you get tied up
24 in all of these budgets and all of this day-to-day
25 work at the airport, and perhaps some day, think

1 about the whole community, bringing them here and
2 letting them see what this place is really about,
3 because when that happened to me, I didn't care
4 about that little bit of money that's on my taxes
5 for this airport, because I said, you know, that's
6 really worth it.

7 MR. GEORGE: Great. Thank you. Thanks for
8 the comment.

9 MR. GORMAN: Thank you. Those are wonderful
10 comments.

11 MR. GEORGE: Carolyn has a rebuttal. I'm
12 sorry. No. No.

13 MS. McELROY: I do.

14 MR. GEORGE: Okay.

15 MS. McELROY: And a question. The question
16 is about the helicopters. Do they count with the
17 touch-and-go business? So, like the new little
18 helicopter guy who takes people on tours, if he
19 does ten a day on each weekend, that adds to your
20 count.

21 MR. GEORGE: Uh-huh. Yeah.

22 MS. McELROY: All right. And as far as he
23 says, I -- I think there should be an airport
24 appreciation day, too, but I don't think that

25 people are going to think that they benefit that

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1 much from it. It would be like saying that they
2 benefit that much from Cracker Day or whatever,
3 that, you know, okay, that's a nice planned
4 activity, but I don't benefit daily from this
5 airport.

6 MR. GEORGE: Yeah. Okay. Thank you. John?

7 MR. RODERICK: Sir, that's a great idea. And
8 there are citizens planning to do that next year
9 for a benefit. I don't have all the details. We
10 were briefed one time. And the money's going to
11 go to charity for --

12 MR. GEORGE: Council on Aging. Council on
13 Aging, right.

14 MR. RODERICK: Right. Council on Aging. And
15 it does not take money from the Airport Authority.
16 We'll have volunteers to help, especially from the
17 Pilots Club.

18 MR. COX: May I make a comment?

19 MR. GEORGE: Yes, sir.

20 MR. COX: Just to put on a public record,
21 some of the things that benefit the citizens of
22 this county that the airport provides, just to go
23 down a litany of a list of things, air ambulance

24 procedures; we could -- we could stop all those
25 and wait 30 minutes for people to come from

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1 Orlando. Law enforcement, which we have based
2 here, we could wait 30 minutes to come from
3 Jacksonville if we had to. Life Flight people,
4 which bring in --

5 MR. GEORGE: And take out.

6 MR. COX: -- items, and take out items. The
7 Customs people. The Coast Guard search and
8 rescue. I mean, just a whole litany of situations
9 here that are public venue situations that those
10 taxes that people help support this airport help
11 provide. Okay?

12 MR. GEORGE: All right. Okay. No other
13 comments from the board?

14 Anybody else?

15 (No further comments.)

16 MR. GEORGE: Meeting's adjourned.

17 (Thereupon, the meeting adjourned.)

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

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

7 that I was authorized to and did stenographically

8 report the foregoing proceedings and that the

9 transcript is a true record of my stenographic

10 notes.

11

12 Dated this 26th day of October, 2004.

13

14

JANET M. BEASON, RPR-CP, RMR, CRR
Notary Public - State of Florida
My Commission No.: DD102224
Expires: April 30, 2006

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