

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Regular Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, September 15, 2008

6 from 4:00 p.m. to 5:44 p.m.

7 \* \* \* \* \*

8 BOARD MEMBERS PRESENT:

9 RANDY BRUNSON

JOHN "JACK" GORMAN, Acting Chairman/Secretary-Treasurer

10 KELLY BARRERA

11 BOARD MEMBERS ABSENT:

12 WAYNE GEORGE

SUZANNE GREEN, Chairman

13 \* \* \* \* \*

14 ALSO PRESENT:

15 DOUGLAS N. 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

21

JANET M. BEASON, RPR, RMR, CRR, FPR

22

St. Augustine Court Reporters

1510 N. Ponce de Leon Boulevard

23

St. Augustine, FL 32084

(904) 825-0570

24

25

1	I N D E X	
2		PAGE
3	2. PLEDGE OF ALLEGIANCE	3
4	3. APPROVAL OF MEETING MINUTES	3
5	4. FINANCIAL REPORT ACCEPTANCE	3
6	5. AGENDA APPROVAL	4
7	6. COMMITTEE REPORTS	4
8	7. PROJECT UPDATES	18
9	8. ACTION ITEMS	
10	A. South Development Discussion	26
	B. Spring Bay Aviation - Lease Agreement	48
11	C. Resolution 2008-05	53
	D. Resolution 2008-10	60
12		
	9. HOUSEKEEPING	72
13		
	10. PUBLIC COMMENT GENERAL	72
14		
	11. NEXT BOARD MEETING	75
15		
	12. ADJOURNMENT	76
16		
17		
18		
19		

20

21

22

23

24

25

1           P R O C E E D I N G S

2           CHAIRMAN GORMAN: Okay. Ladies and  
3 gentlemen, can we call to order the September 15th  
4 meeting of the St. Augustine-St. Johns County  
5 Airport Authority Board meeting? And first of  
6 all, we'd like to stand for the pledge of  
7 allegiance.

8           (Pledge of Allegiance.)

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

10          CHAIRMAN GORMAN: I have to call for the  
11 approval of minutes. Do we have any --

12          MR. WUELLNER: Actually, if there are no  
13 changes, they stand approved the way they are. If  
14 you don't -- you don't need a motion for it.

15          CHAIRMAN GORMAN: Thank you, Ed. So I'll  
16 understand, since there is -- there is no problem,  
17 that the minutes are approved.

18          F I N A N C I A L   R E P O R T   A C C E P T A N C E

19          CHAIRMAN GORMAN: Financial report

20 acceptance? I'm the treasurer and I'm not going  
21 to approve them because I just got handed them and  
22 that's just the way it is.

23 MR. WUELLNER: We just got them today.

24 CHAIRMAN GORMAN: And it's -- we'll do --  
25 we're going to have to defer that for the next

1 meeting.

2 MR. WUELLNER: We just got them today.

3 CHAIRMAN GORMAN: Yeah, we just got them

4 today and there was no way that the staff could

5 ever have them done any faster. So we are going

6 to defer them till the next meeting.

7 AGENDA APPROVAL

8 CHAIRMAN GORMAN: And agenda approval, could

9 we call for the approval of this agenda?

10 MS. BARRERA: I move that we approve the

11 agenda as stated.

12 CHAIRMAN GORMAN: Any objection?

13 (No objections.)

14 CHAIRMAN GORMAN: The agenda's approved.

15 COMMITTEE REPORTS

16 CHAIRMAN GORMAN: And committee reports. We

17 have the MPO. Do --

18 MR. BRUNSON: Yeah, the MPO did not have

19 meetings in September, and the plate's pretty --

20 pretty full in October. And I handed over the  
21 priority list to you, and I'll be glad to meet  
22 with you and bring you up to date.

23 CHAIRMAN GORMAN: Yeah. I think what we were  
24 going to -- do you want to plan -- we should plan  
25 to meet with Ed probably at the same time so that



1 we can defer any sunshine problems and then  
2 actually go through this thing.

3 MR. BRUNSON: Okay.

4 MR. GORMAN: Do you want to do that?

5 MR. WUELLNER: I don't think that's --

6 CHAIRMAN GORMAN: How do we do this?

7 MR. WUELLNER: -- going to solve your  
8 problem, meeting with me together.

9 CHAIRMAN GORMAN: Yeah. How do -- then how  
10 do we want to --

11 MR. WUELLNER: What are you trying to do?

12 CHAIRMAN GORMAN: -- to handle this?

13 MR. WUELLNER: What are you trying to  
14 accomplish?

15 MR. BRUNSON: I think the best thing to do,  
16 Jack, is just go ahead and get an appointment with  
17 the executive director, Denise, and just go with  
18 items that are on the airport priority list and --

19 CHAIRMAN GORMAN: You feel it would be

20       adequate for me to just go and let her brief me --

21       MR. BRUNSON: Sure.

22       CHAIRMAN GORMAN: -- on each of these -- on

23       each of these items and especially the hot points?

24       MR. BRUNSON: Uh-huh. Absolutely.

25       CHAIRMAN GORMAN: I've got my own hot points,

1 too. All right. Thank you. Then we'll move on  
2 to the EDC. Do we have a report from EDC?

3 MR. WUELLNER: That would have been Buzz's. I  
4 don't -- I'm not -- I wasn't provided any  
5 information.

6 CHAIRMAN GORMAN: Buzz is not in attendance,  
7 even electronically?

8 MR. WUELLNER: Not at that point.

9 CHAIRMAN GORMAN: That's fine. We'll move on  
10 to the intergovernmental. I took extensive notes.  
11 Let's see if I can read them on the intergov.

12 We had a little bit better attendance this  
13 time, and we did discuss what we'd wanted to  
14 accomplish with the intergovernmental meeting.  
15 And it -- I had said that I often thought that --  
16 that the point where government goes bad is the  
17 point where any government entity can say, well,  
18 the government -- the people would -- just  
19 wouldn't understand.

20           And we had a little bit of discussion of that  
21           and people agreed with me, that although sometimes  
22           some intergovernmental meetings were more  
23           productive than others, that it was a necessary  
24           thing to meet. Mr. Sanchez was there. And  
25           let's -- I'll go through these briefly. I'm not

1 sure how much in depth I can get.

2 The Tax Collector's Office of course was  
3 represented. And, Mr. Sanchez, if you can correct  
4 me on anything here, because you might have more  
5 knowledge of this, but we basically had -- last  
6 year was a \$418 million year, is what they had  
7 said, and which is, to me, a staggering number,  
8 considering I've been around here since 1976 when  
9 there wasn't much going on. And a \$418 million --

10 COMMISSIONER SANCHEZ: That's the ad valorem  
11 tax base, I think --

12 CHAIRMAN GORMAN: Yeah, that was --

13 MR. WUELLNER: The tax base.

14 CHAIRMAN GORMAN: That was the tax base at  
15 \$418 million.

16 (Mr. Burnett enters the room).

17 CHAIRMAN GORMAN: And they had also discussed  
18 briefly that the Dupont Center tax collector's  
19 center was operational and basically pretty well

20 swamped. I mean, it seems like that was actually

21 a need that they did fill.

22 We can move on to the -- and so that was

23 interesting, that there was that much need in

24 south of St. Johns County, in that area, for a tax

25 collector's office. And they're -- they're very

1 busy and they've been -- but they seem to be  
2 working well with one another.

3 Dan Chitwood of the Sheriff's Office was  
4 there, and he reported on a jail remodel project,  
5 and it was a very -- he said it was slow going,  
6 and he said they had rent -- they had to rent 1.5  
7 acres just to park in while the renovation was in  
8 place.

9 And we also talked about the storm situation  
10 and about the rerouting of traffic, whether we  
11 would go counterflow traffic in the case of  
12 another evacuation. And he went into that, that  
13 they can -- they are prepared to go counterflow,  
14 the Sheriff's Department, during a -- the  
15 hurricane evacuations and that that had been  
16 discussed and was in place. The EOC was able to  
17 make that decision. In other words, I remember  
18 when Hurricane Floyd was here, there was a problem  
19 where that decision was not in place to be made.

20 But they've overcome that hurdle and they're

21 ready.

22 We move on to Jenny O'Dell, the Supervisor of

23 Elections and -- let's see. I'm sorry. Just a

24 moment. Let's move on to Jeff Sample. He was the

25 intergovernmental representative for the St. Johns



1 Water Management District, and basically he looked  
2 like a man that had been overwhelmed.

3 In other words, they had the -- the  
4 Governor's office call him and tell him to fix it.  
5 They had Senator Mica's office call and tell him  
6 to fix it. They had Brevard County that was  
7 overwhelmed with water and they wanted to know if  
8 there was any runoffs or any available situation  
9 where anything could be opened up to spill some of  
10 that water off into St. Johns County.

11 And he said basically, with a hundred-year  
12 rain that Fay was, that tropical storm, that  
13 there -- that the entire facility was completely  
14 inundated and that there was no infrastructure nor  
15 Water Management structures that were able to  
16 handle that type of load.

17 He said that it was a -- is a 50-plus year  
18 amount. They're still discussing whether it's 50  
19 or a hundred. They're working on what they can

20 do. But he says for that kind of rain, there is  
21 nothing you can do. I mean, that was basically  
22 what -- that was summed up with that.  
23 They're going to do whatever small matters  
24 they can as far as opening this canal and that  
25 canal to make local areas, if possible, drain

1 faster. And that's all they're able do.

2 St. Augustine Beach was represented, and they  
3 had -- they have -- well, I'll sum them up. They  
4 had some flooding issues. What they did is they  
5 got to actually buy a piece of barrier island to  
6 make a park. In other words, I'm -- I'll just sum  
7 that up.

8 They've got some land, pristine land that  
9 they were able to buy and they were able to buy it  
10 right and they're going to provide a public access  
11 park in that area, and that seems to be really  
12 well thought of by the -- by the entire population  
13 of the area. And they didn't pay too much for it  
14 and that seems to be a real win-win situation.

15 They're very pleased.

16 And then we heard from Mr. Sanchez, who is  
17 represented here, the County Commissioners, and --  
18 do we want to go with the mailouts? We talked  
19 about mailouts, Mr. Sanchez, and about --

20 COMMISSIONER SANCHEZ: Are you talking about

21 the --

22 CHAIRMAN GORMAN: Yeah.

23 COMMISSIONER SANCHEZ: -- charter?

24 CHAIRMAN GORMAN: Talking about the mailouts

25 for the charter.

1           COMMISSIONER SANCHEZ: We're going to decide  
2 that tomorrow.

3           CHAIRMAN GORMAN: You're going to -- okay.  
4 There was --

5           COMMISSIONER SANCHEZ: As I announced, it was  
6 not going to be a huge item like some people are  
7 preparing to fight.

8           CHAIRMAN GORMAN: Right. There was some  
9 discussion of the fact that the charter government  
10 was just not something that the public understood  
11 and that there was going to be some effort made to  
12 put that in the paper to get a little more  
13 understanding so that across the board there would  
14 be a little more -- at least that's across the  
15 board understanding before the vote went through.

16           And -- let's see. And, again, there's a lot  
17 of amendments that were placed on the ballot, that  
18 was brought up, that had to be in concurrence with  
19 the charter and they wouldn't work unless the

20 charter was passed. And that was also something a  
21 lot of people didn't understand. He also reported  
22 the amphitheatre is going well, really well, and  
23 that sounded good.

24 There's a key issue that was brought up, at  
25 least I thought it was very important, that

1 Commissioner Stevenson is going to bring the  
2 height restriction without charter government back  
3 under the comprehensive plan so that it can be  
4 voted on in the public as far as height  
5 restrictions. That to me for this community may  
6 be very important, at least in my feeling. I  
7 certainly get a lot of people that talk about  
8 that. I think I'll wind that up.

9 The Bridge of Lions is on schedule. I don't  
10 know how slow the schedule is, but it's on  
11 schedule. And that's the -- that's my report from  
12 the intergovernmental.

13 How about St. Johns County Aerospace?

14 MS. BARRERA: We haven't had a meeting.  
15 We're going to have -- there's an open house and a  
16 career night coming up, and there's also a meeting  
17 scheduled for the 24th. So, a couple of things  
18 coming up over the next two weeks.

19 CHAIRMAN GORMAN: That sounds great. That's

20 just a very --

21 MS. BARRERA: Positive.

22 CHAIRMAN GORMAN: -- wonderful -- it's a very

23 wonderful -- just a good thing, that whole

24 situation.

25 MS. BARRERA: Uh-huh. One of the many that



1 we do.

2 CHAIRMAN GORMAN: And more reports? If I can  
3 get to the right page here. Mr. Sanchez, County  
4 Commissioner?

5 COMMISSIONER SANCHEZ: Thank you. I don't  
6 really have anything new, I don't think, to -- we  
7 will be discussing the advertising the charter  
8 tomorrow. I doubt that's going to be more than  
9 \$10- or \$15,000, if that.

10 CHAIRMAN GORMAN: In other words, \$10- or  
11 \$15- -- I'm sorry. I didn't quite understand.

12 COMMISSIONER SANCHEZ: Thousand dollars.

13 CHAIRMAN GORMAN: For the?

14 COMMISSIONER SANCHEZ: It's not going to be  
15 \$2- or \$300,000, as a lot of people have  
16 anticipated. So, you know, I'd be real surprised  
17 if it exceeds \$10,000. We have lots of ways we  
18 can advertise that at no cost. We have --

19 CHAIRMAN GORMAN: Oh, I see. You're talking

20 about the cost of advertising.

21 COMMISSIONER SANCHEZ: We have e-mails. We

22 have everything else. The web, you know. So

23 there's a lot of ways we can get word out better.

24 CHAIRMAN GORMAN: For the education --

25 COMMISSIONER SANCHEZ: My feelings personally

1 on it is I wanted it back before the voters  
2 because so much of the mailouts and advertisement  
3 was totally wrong, and people may have been  
4 misled.

5 Had none of those been sent out and had the  
6 ads not in been in the paper with false statements  
7 in it, it would be a -- you know, a dead issue  
8 right now. It would have failed, it would have  
9 been all over with. And, you know, the chance for  
10 it to pass is not good anyway, I don't think; but  
11 however, my fairness is to the voters that were  
12 misled by some of the ads and stuff.

13 We will be moving into our county  
14 administration building -- I think the 12th of  
15 October is the day we will actually be in there.  
16 They're going to turn it over to us on the 12th, I  
17 believe.

18 It's really nice. Cost was -- that was all  
19 done by the previous board, but the cost was, you

20 know, I think a fair cost for the contractor. It  
21 was cheap, considerably cheaper than the judicial  
22 complex was many years ago.

23 So -- and it's really a nice building. It's  
24 set up nice. A lot of modern things in it,  
25 especially dealing with public information,

1 electronics and the meetings. We actually have  
2 the push button now. We have yes or no or maybe  
3 on the vote, so -- you can't vote maybe.

4 Anyway, if anyone's got any questions, I'll  
5 be glad to answer them about anything in the  
6 county.

7 (No questions.)

8 COMMISSIONER SANCHEZ: Thank you.

9 CHAIRMAN GORMAN: All right. Thank you.

10 Now, we'll move on to Mr. Michael Slingsluff of  
11 Galaxy Aviation.

12 MR. SLINGLUFF: Nothing new to report.

13 CHAIRMAN GORMAN: And Mr. Daniel Nehring?

14 MR. NEHRING: Nothing new.

15 CHAIRMAN GORMAN: Nothing? All right. Thank  
16 you. Reba Ludlow of the St. Augustine -- SAAPA.

17 MS. LUDLOW: I just want to say that -- Reba  
18 Lud -- thank you. Reba Ludlow, 46 Village Walk  
19 Drive, Ponte Vedra Beach.

20           And we had -- SAAPA had an auction on  
21           Saturday. It was very successful. We raised  
22           about \$1,600. On October 18th, we're having a  
23           dinner dance from the 40's, and it's going to --  
24           it's going to be a 20-piece band with vintage  
25           music and comfort food, and I think that includes

1 Spam. And that will be -- I promise you. Can you  
2 imagine? And you're going to pay \$30 a person for  
3 that. Yea. Okay.

4 COMMISSIONER SANCHEZ: I'm excited.

5 MS. LUDLOW: And Junkanoo. I don't know how  
6 many of you remember this, but -- last year, but  
7 Junkanoo were the Flagler scholarship -- Bahamian  
8 students to come over for the Flagler scholarship  
9 fund. Has been postponed this year.

10 Part of it was -- is the economy and the fuel  
11 cost, and that's because the Craig Air Center  
12 isn't coming in and out. So it just was going to  
13 cost entirely too much to get the whole crew over.  
14 And that's all I have to report.

15 MR. WUELLNER: Press the speaker button.

16 CHAIRMAN GORMAN: All right. Thank you, very  
17 much. And we'll move to Mr. Bjorn Otteson from  
18 Florida Aviation Career Training. Is Bjorn here?  
19 Nothing to report. Bjorn is not here. And

20 Mr. Doug Burnett?

21 MR. BURNETT: Nothing to report.

22 CHAIRMAN GORMAN: Nothing to report.

23 MR. BURNETT: Been quiet lately.

24 CHAIRMAN GORMAN: Blissfully quiet.

25 MR. BURNETT: Yeah. First time in a long



1 time.

2 CHAIRMAN GORMAN: That's good. And moving  
3 along to Mr. Mark Napier, who is the tower  
4 manager.

5 MR. WUELLNER: Pardon me. Mark is on duty  
6 this afternoon, so he is unable to attend. The  
7 revised chart is up here.

8 You're about 362 operations over the same  
9 period last year, the margin of growth for ops a  
10 little bit during the month of August primarily  
11 due to weather issues. Quite a few days with very  
12 little flying going on. But you're still ahead of  
13 last year same period by 362 takeoffs and  
14 landings. That's pretty much it.

15 CHAIRMAN GORMAN: Which is -- surprises me,  
16 because with all the economic boohoo that we hear  
17 and then the price of fuel, it's still up by a  
18 small amount.

19 MR. WUELLNER: Okay. We have our own power

20 shortage going on here. We're going to be just a

21 minute or two.

22 CHAIRMAN GORMAN: Just a minute for a --

23 MR. WUELLNER: Sort of on a reboot.

24 CHAIRMAN GORMAN: Did someone unplug you, Ed?

25 MR. WUELLNER: I failed to plug it in the

1 beginning, so its battery life gave out.

2 CHAIRMAN GORMAN: We'll wait for the  
3 Director's computer to boot before we do project  
4 updates.

5 (Pause in the proceedings.)

6 MR. WUELLNER: Okay.

7 CHAIRMAN GORMAN: We can move from the  
8 traffic count along to the project updates.

9 MR. WUELLNER: We're trying here.

10 CHAIRMAN GORMAN: Turn that over to  
11 Mr. Wuellner for that.

12 MR. BRUNSON: Jack, see if there's a sheet of  
13 paper.

14 CHAIRMAN GORMAN: Where?

15 PROJECT UPDATES

16 MS. BARRERA: The first item is the south  
17 area hangars.

18 MR. WUELLNER: Well, we'll hope this thing  
19 catches up with me here in a second.

20 CHAIRMAN GORMAN: We're going to have to call

21 you to ad-lib.

22 MR. WUELLNER: Yeah. And I didn't print out

23 the last version of it, so it's --

24 CHAIRMAN GORMAN: Okay. We'll wait. We'll

25 just wait just a moment.

1 MR. BURNETT: It's frozen?

2 MR. WUELLNER: Yeah. It came back up.

3 MS. HOLLINGSWORTH: Wayne's dropped off, so  
4 why don't you just go wireless.

5 (Pause in the proceedings.)

6 MR. WUELLNER: All right. Project updates.

7 South area T-hangars, leasing activities ongoing.

8 We need -- we have COs on five out of six

9 buildings. The last building's -- only thing it's

10 waiting on with the county is it's actually

11 waiting on the city to come out and set the water

12 meter.

13 We've been in the queue for a better part of

14 two weeks waiting on them to set the meter. I

15 made an inquiry via e-mail before the meeting

16 today and haven't heard back from them yet as to

17 what the holdup is in getting it -- getting the

18 meter installed, but that's the last piece that

19 needs to be done there.

20 As far as the activities surrounding the  
21 leasing activity, at this point, we have 11 new  
22 T-hangar units still vacant, and there are 10  
23 port-a-ports that are now vacant as a result of  
24 the lateral transfers that have occurred.  
25 Thirty-five people thus far on the new hangar

1 waiting list were -- have been contacted this  
2 time, and plus the entire lateral move list has  
3 been contacted twice through the process here.

4 Just for your information, about one out of  
5 three to one out of four are actually taking a  
6 unit. The rest are either coming off the list or  
7 they're going to the end of the list. They're  
8 either not ready for a T-hangar or whatever the  
9 reason.

10 That -- if that ratio continues through the  
11 end of filling the units, we should get down to  
12 about 60 people out of 180-some names who have not  
13 been contacted. So you'll have knocked 120 people  
14 off the waiting list, so to speak.

15 Now, some of them will rejoin the list at the  
16 back end of the list again and bring it up to  
17 probably a total of a hundred, but they will have  
18 been contacted at least for a T-hangar, probably  
19 120 people off the waiting list at that point.

20           And then a similar thing going on with the  
21           box hangars, only it's probably not as good. We  
22           have three 50 x 50 units plus one 50 x 50 in G row  
23           that are still available. And one of the 50 x 60  
24           size are still available.  
25           We had a waiting list originally for that



1 size hangar for storage of 33 names that we've  
2 gone through. We've gone through that list. And  
3 at this point, the only thing we need to probably  
4 look at internally is the pricing structure.

5 That's at \$6 a square foot. That's putting  
6 the 50 x 50s at \$1,500 a month and the 50 x 60s at  
7 \$1,800 a month. So we may want to have a little  
8 looky lu at the -- if we don't get them rented by  
9 the October meeting to see if we want to look at  
10 price adjustments on there and see if we can't  
11 coax some more people into those hangars.

12 Any questions on the south area at this  
13 point? Otherwise, people are beginning to occupy  
14 the hangars as they get in there. They're  
15 wrapping up a few oddball punch list items, but  
16 otherwise people are moving in and occupying those  
17 hangars. Yes?

18 CHAIRMAN GORMAN: I know that it takes a  
19 while to go through the list, so I really doubt --

20 I've talked to Cindy Hollingsworth at length on --  
21 many times. So it's -- this isn't out of the  
22 ordinary, that it just takes that long to contact  
23 people and make sure they've been contacted, let  
24 them get in.

25 MR. WUELLNER: Come look at a unit.

1           CHAIRMAN GORMAN: What do you think  
2           another -- another at least three weeks before  
3           that whole list is exhausted?

4           MR. WUELLNER: Probably. It's -- you know,  
5           you don't want to get too far ahead on the list.  
6           At the same point, our -- the process we have is  
7           more designed -- was originally designed for one  
8           or two vacancies at a time, not trying to fill 30  
9           or 42 T-hangars. So, it's a little more -- it  
10          provides a lot of time for someone to respond.

11          They've got a 72-hour period to notify and  
12          then if they've called within 72 hours, then they  
13          usually are making arrangements to come out and  
14          look at the unit before they decide they want it,  
15          and that process just takes a little while to run  
16          through.

17          MR. BRUNSON: How -- how long do they have to  
18          respond?

19          MR. WUELLNER: First -- from the first call,

20 72 hours.

21 MR. BRUNSON: Okay.

22 MR. WUELLNER: That's your -- the policy that

23 you guys have in place. As I said, that policy

24 was really designed to fill a single hangar

25 vacancy --

1 MR. BRUNSON: Sure.

2 MR. WUELLNER: -- not 42. So it's a  
3 little -- a little slow.

4 CHAIRMAN GORMAN: Let me ask a question here.  
5 I'm a little bit confused. We have south  
6 development discussion. I have a number people  
7 that want to speak on that. They don't --

8 MR. WUELLNER: There is an agenda item on  
9 that.

10 CHAIRMAN GORMAN: That's -- yeah, I'm just  
11 clarifying. Rather than the south area. Okay.  
12 That's fine.

13 MR. WUELLNER: Potato, potato, but they're  
14 different topics.

15 U.S. Customs, we had preconstruction meeting  
16 last week. Construction kicked off today. And  
17 we're still -- he made it very clear during his  
18 preconstruction meeting to his subs that this  
19 building needs to be finished by the end of the

20 calendar year. So nobody's given him any

21 indication it won't be done.

22 We expect to see I think the roof -- roof,

23 the metal roof and all that is delivered and to be

24 installed the week of the 13th of October. So it

25 will be under roof by, looking like mid-October,

1       thereabouts. And that's -- as I said, it's not a  
2       particularly complicated site by any means.  
3       It's -- comes already pretty well graded and  
4       leveled. So, looking like things are going to  
5       bolt along here.

6           I notice the steel's already been delivered  
7       for the rebar. Bulldozer's on-site. They've  
8       staked out all the utilities. So I would expect  
9       they'll be moving dirt starting tomorrow.

10          I -- I'm very impressed so far with this  
11       particular contractor. They came in well prepared  
12       for their preconstruction meeting. We were kind  
13       of blown away at the level of prepared they were  
14       at this point. So it's nothing but good things at  
15       this point. So we'll keep monitoring.

16          CHAIRMAN GORMAN: Okay.

17          MR. WUELLNER: Park development. The fence  
18       line survey's in process, as we understand. And  
19       they're collectively in the process of developing

20 some more detailed site drawings at this point,  
21 just to delineate exactly where particular things  
22 would be within the confines of the park at this  
23 point. And that -- I expect that to be ready by  
24 October.

25 So, we should be at a final, what I would



1 call a final version of the park with the  
2 delineation done on a survey by the October  
3 meeting. So we should be in a point to start  
4 building something back there.

5 CHAIRMAN GORMAN: Thank you. That answered  
6 my question.

7 MR. WUELLNER: Community relations. Public  
8 involvement, that related to this -- the -- not  
9 public relations committee, but the noise group  
10 that's out there in the community that's -- we are  
11 hosting their meeting. That's been canceled a  
12 couple of times for various reasons. And I  
13 believe it's on schedule for this Thursday, the  
14 18th, and that will be out here.

15 We're providing them a tour of the tower and  
16 a brief airfield tour and presenting whatever  
17 information we would like them to have at that  
18 meeting. So, that looks like a positive  
19 development. Any questions?

20 CHAIRMAN GORMAN: Can I ask you -- that

21 meeting is with --

22 MR. WUELLNER: There's an organized group out

23 on Vilano.

24 CHAIRMAN GORMAN: It's that -- it's the

25 Vilano group.

1 MR. WUELLNER: I'm not sure if they have an  
2 official name or not. Does anybody? No? I don't  
3 think there's any formal name of the group.

4 CHAIRMAN GORMAN: That was my question.

5 MR. WUELLNER: They've been very involved  
6 with us over primarily aircraft noise issues.

7 Public relations, marketing, no meeting was  
8 held, so no report. And leasing activities, we do  
9 have a -- an agenda item a little later related to  
10 Spring Bay Aviation. It's a corporate hangar  
11 lease. This goes in the former PGA hangar  
12 location. So they would replace PGA as a tenant.  
13 Which concludes project updates.

14 CHAIRMAN GORMAN: So we'll move on, then, to  
15 the agenda item of the south development area  
16 discussion?

17 SOUTH DEVELOPMENT DISCUSSION

18 MR. WUELLNER: Yes. The south -- south  
19 development area discussion. As we've had over

20 the last couple of months, kind of a development

21 process going on.

22 I promised at the last -- the last regular

23 meeting of the Authority, we'd look at the cash

24 flow issues, try to come up with a mix of -- of

25 development projects that we could recommend that

1 would get the required return on investment, as  
2 well as fit some specific needs. These are down  
3 in the south area, the south general aviation  
4 area.

5 After running a lot of different scenarios  
6 through our ROI model, it looks like the best mix,  
7 based on use and based on return on investment, is  
8 that we would -- we would recommend that we  
9 develop about 6,000 square foot of finished office  
10 space. This would be leased out to a variety of  
11 tenants, but the probably two primary are related  
12 to flight instruction.

13 In addition to that, we would suggest that we  
14 develop about 10,000 square foot of combined  
15 office hangar space, mostly -- mostly hangar, to  
16 facilitate some light general aviation, aircraft  
17 maintenance facilities. I'm using 10,000 as a  
18 total.

19 Until we get some detail plans from some of

20 these businesses, we're probably looking at  
21 probably two units, probably in the 5,000 square  
22 foot range with a little bit of office component  
23 in there to allow them to operate the business  
24 side of it.

25 And you may want to wrap in -- it's a

1 separate project, separate funded, but the  
2 public -- public meeting building or public use  
3 building, we may want to wrap that into this  
4 effort, only to take advantage of the order of  
5 magnitude in construction here.

6 So we may want to move that project forward  
7 and have it kind of piggyback as a separate bid  
8 item within the same bid solicitation so that the  
9 whole area is in a sense built at one time, or at  
10 least the lion's share of it's built by the same  
11 contractor. That would simplify construction and  
12 should -- should result in a little better  
13 pricing, too.

14 As you recall, the total project budget is  
15 about \$2.5 million. There's -- 50 percent of that  
16 money would be FDOT, and if you recall, that's  
17 deferred money that's prequalified money, so it's  
18 actually reimbursed to the Authority in the  
19 state's fiscal year 2010, which is our fiscal year

20 2009-10.

21 Projected return on investment for that is

22 about 7.05 percent. Total cash flow over the 20

23 years from our \$1.25 million investment would be

24 about 4 point -- call it \$4.4 million return on

25 investment.



1 Proposed rates would be \$15 per square foot  
2 for the office space. We did run that by both of  
3 the flight schools that were interested in space,  
4 and that number was acceptable to them, or that  
5 was not a -- what I would call a deal killer by  
6 them by any means. And that would result in about  
7 a \$7 per square foot for commercial hangar space.  
8 This is revenue-generating kind of space for a  
9 tenant, compared to storage space. So, looks like  
10 the numbers work.

11 I would like to keep the thing moving. If  
12 it's certainly a project y'all want to do, I would  
13 hope that at our October meeting, we could have a  
14 few iterations of the -- of a site plan for you to  
15 look at and make sure that looks like -- like what  
16 everybody's thinking. And then we could get it  
17 off into -- into full design right after that.  
18 That would put us on a pace to have the thing  
19 built by the end of next calendar year, if that

20 ends up being acceptable to you.

21 And then just to refresh your memory, the

22 areas we're talking about here, primarily we'd be

23 talking about Area 1 likely for the -- the --

24 actually, all of this effort's in Area 3 on the

25 drawing.

1           So that south area would include the  
2           maintenance and the public use office. It would  
3           not lay out exactly the way it is shown there,  
4           because that was placed on there generically. I  
5           know you remember that.

6           But once -- once the site plans are brought  
7           to you in October, you'd have some idea how it  
8           would lay out within that land envelope down  
9           there. It would also include some dual-use  
10          parking lot to support the park.

11          So, that's -- if that's acceptable, you know,  
12          I know you want to take public comment at this  
13          point, so...

14          CHAIRMAN GORMAN: Let's move on to public  
15          comment. All right. Mr. Michael Slingsluff has  
16          asked for public comment.

17          MR. SLINGLUFF: We've had, as Ed -- we've had  
18          interest from other flight schools, and just last  
19          week, we had some pretty strong interest from a

20 seaplane operator. I took him over and showed him  
21 that area, and that's -- it's pretty attractive to  
22 them because it's an easy access to the seaplane  
23 base.

24 CHAIRMAN GORMAN: Thank you, very much. That  
25 would certainly utilize the seaplane base. And

1 another one interested in south development is Joe  
2 Jones.

3 MR. JONES: Joe Jones, 4672 5th Avenue.

4 With the commercial hangars which you're  
5 planning on building there, are you going to have  
6 any kind of time restraints on operation or  
7 anything like that? What would be the hours of  
8 operation?

9 MR. WUELLNER: These would be normally -- you  
10 might have an airplane or two out in the flight  
11 school in the evening. But it's -- these types of  
12 businesses are normally normal workday kind of  
13 businesses.

14 MR. JONES: I didn't know if there was a  
15 certain amount of nighttime they have to qualify  
16 at or --

17 MR. WUELLNER: The flight schools -- the  
18 flight schools do have a limited number of hours  
19 they have to provide nighttime instruction in, but

20 it's --

21 MR. JONES: That's -- the commercial part is

22 starting to get close to the other south, you

23 know, neighborhood and stuff over there where

24 you're putting the --

25 MR. WUELLNER: And that would be the closest

1 point to you --

2 MR. JONES: Right.

3 MR. WUELLNER: -- from that point forward.

4 MR. JONES: Right. That fence you've got  
5 drawn in there, is that where you're thinking the  
6 fence is actually going to be now? Before, you  
7 never really knew where a fence was going.

8 MR. WUELLNER: Actually, there -- the fence  
9 looks like it's going to be very close to the  
10 ditch that runs right along the edge of pavement.  
11 That's where the fence line looks like.

12 MR. JONES: Where you -- where you see that  
13 off road?

14 MR. WUELLNER: Yeah. So --

15 MR. JONES: So you didn't say that's a part  
16 of where you park -- because you never did come  
17 out and say it will be --

18 MR. WUELLNER: It's going to run more along  
19 this area here --

20 MR. JONES: Right.

21 MR. WUELLNER: -- than over here. It won't  
22 be over here.

23 MR. JONES: It won't be over there?

24 MR. WUELLNER: Yeah. Our -- the fence  
25 purpose is to isolate the airfield from the public



1 area.

2 MR. JONES: Right. I knew you were talking  
3 about the -- when you did the first discussion,  
4 you said you didn't know quite where it was going  
5 to go yet, and then you have it on the picture.

6 That's why I was wondering.

7 MR. WUELLNER: This isn't definitive. It  
8 will be shown better when the survey drawings are  
9 completed. But it's -- it's kind of close to  
10 that.

11 MR. JONES: Okay.

12 MR. WUELLNER: The road will remain on the  
13 outside for the vast majority -- the access road  
14 back to ARFF station later on.

15 MR. JONES: Right.

16 MR. WUELLNER: The rest of it's all walking  
17 trails and public park area. It's not -- not  
18 development area otherwise.

19 MR. JONES: Okay. And you were saying that

20 you have two 5,000 square foot box hangars you

21 were thinking about --

22 MR. WUELLNER: Probably in this area.

23 MR. JONES: -- commercial hangars and stuff

24 you were doing. I thought you were doing -- on

25 the last ones y'all did, they ran -- you had 7500

1 square foot hangars and they ran you like \$2

2 million apiece, didn't they?

3 MR. WUELLNER: We had -- we had three of them

4 and we paid right about \$2 million for three of

5 them. It was about 20 -- almost 22,000 square

6 foot.

7 MR. JONES: That's where you come up with the

8 one and a quarter?

9 MR. WUELLNER: Yeah. These would be smaller.

10 There's only two of them and then there's just

11 some office space next to them.

12 MR. JONES: Right.

13 CHAIRMAN GORMAN: Thank you, Mr. Jones. And

14 we have another public comment, is Reba.

15 MS. LUDLOW: Yes, I do. Yes. Reba Ludlow

16 with SAAPA.

17 What I would hope -- I really am pleased to

18 see the public building added into that, and I

19 would certainly hope that, you know, the board

20 would approve that to wrap that in.

21 I don't think it should be something that's

22 just hanging out there, you know, to try to get

23 funding on its own. And even though it won't be a

24 huge amount of revenue, it will be some revenue,

25 and it will really ease up, you know, a lot for

1 the clubhouse and Civil Air Patrol and Coast Guard  
2 and whatever else we can get in there. Plus  
3 downtown use.

4 And I think once the word gets out, you know,  
5 I think we will really be able to make -- make  
6 some money on it. Maybe pay for itself. That  
7 would be cool. So, yes, I hope the board does  
8 approve wrapping that in.

9 CHAIRMAN GORMAN: All right. Thank you, very  
10 much. And, Mr. Lopinto, did you have a comment on  
11 this?

12 MR. LOPINTO: On the south development? No,  
13 pass.

14 CHAIRMAN GORMAN: You're going to pass. All  
15 right. I wasn't sure. It said public comment,  
16 but it wasn't labeled. So let me know when you do  
17 have your public comment.

18 MR. LOPINTO: Okay. Thank you.

19 CHAIRMAN GORMAN: I was just confused as to

20 when. Okay. We can go to board comment.

21 MR. BRUNSON: Just curious. The public

22 building, we've talked about that a good bit, but

23 what -- what size building do you think we're --

24 MR. WUELLNER: I'm thinking in the 3,000

25 square foot range. I mean, that's the off --

1 that's about how we budgeted --

2 MR. BRUNSON: Yeah.

3 MR. WUELLNER: -- is that kind -- that kind  
4 of a number.

5 MR. BRUNSON: Uh-huh. The other thing, we  
6 mentioned the box hangars and the price of \$6 a  
7 foot and we might have to revisit that. And then  
8 we've got this up here at \$7 a foot.

9 MR. WUELLNER: It's a -- it's a different  
10 character of space.

11 The space that's at \$6 a square foot is  
12 strictly a corporate storage kind of space. Has  
13 no office. Has no, you know, public access. It's  
14 a very different -- plus whatever's in there is in  
15 a sense forbidden to make money off of that unit,  
16 so that can't be in business.

17 MR. BRUNSON: Okay.

18 MR. WUELLNER: Business in the sense they're  
19 open for business on the airport. The -- the

20 others are commercial in nature. So they're --  
21 they're going to have a public access point or a  
22 public interface point.

23 MR. BRUNSON: Restrooms.

24 MR. WUELLNER: Restrooms. It's -- it's a  
25 business -- you know, it's a company that's open



1 for business on the airport, and those, we  
2 typically have a rent disparity in that. We're  
3 currently getting \$6.50 a square foot for that  
4 kind of space with several other tenants on the  
5 airport. So it's not a stretch.

6 MR. BRUNSON: Yeah. Makes sense.

7 MR. WUELLNER: Yes, sir.

8 CHAIRMAN GORMAN: I have a couple of  
9 comments. We have now some office space that is  
10 unrented, do we not?

11 MR. WUELLNER: No.

12 CHAIRMAN GORMAN: That -- up front in the  
13 terminal area? Right next to Galaxy. What --  
14 Stellar was in there. Who's in there now, Mr.  
15 Slingsluff?

16 MR. WUELLNER: That's leased to Galaxy now.

17 MR. SLINGLUFF: That's all leased out.

18 CHAIRMAN GORMAN: That's Galaxy now?

19 MR. WUELLNER: That's been Galaxy's.

20 CHAIRMAN GORMAN: So, in other words, you

21 feel that we have ready tenants if we did --

22 MR. WUELLNER: Yes.

23 CHAIRMAN GORMAN: -- that there would be no

24 lag or a delay in having tenants occupy this?

25 MR. WUELLNER: They'd be in there today if we

1 had the space. We just simply don't have office  
2 space.

3 CHAIRMAN GORMAN: My other question is, are  
4 they aviation-related tenants?

5 MR. WUELLNER: Yes, all of those.

6 CHAIRMAN GORMAN: I mean, I --

7 MR. WUELLNER: Everything -- we've got  
8 interest in everything from, as Michael mentioned,  
9 there's seaplane training operators. There are  
10 traditional -- more traditional flight schools  
11 that are interested in locating here and have  
12 essentially committed to doing that. We have  
13 folks that are interested in aircraft sales.

14 There are -- there are various types of  
15 businesses that just require office space, don't  
16 necessarily require hangar space. So, it's --  
17 we've always had a shortage of office space. It  
18 goes quickly around here. It tends to stay  
19 rented.

20 CHAIRMAN GORMAN: In other words, okay, so  
21 you're very confident in that. And my other  
22 thought, and it's just my own thought, first love  
23 here is that -- you're looking for two 5,000  
24 square foot range including office space.  
25 And my own concept of it was, using a

1 mom-and-pop operation, you could go smaller.  
2 Instead of two fives, make three threes, you know  
3 what I mean? And that would lend itself to be two  
4 things, more affordable for a mom-and-pop  
5 operation, which would not directly conflict with  
6 the already established FBO's, you know,  
7 operations in maintenance, and it would just  
8 create a more affordable small business  
9 atmosphere.

10 I think 5,000 is a -- is reaching a bit.  
11 3,000 is plenty big for the mom-and-pop situation.  
12 That's my own thought --

13 MR. WUELLNER: We'll continue to --

14 CHAIRMAN GORMAN: -- as far as saleability,  
15 too, because you want a lot of money for this --

16 MR. WUELLNER: We'll continue to refine that,  
17 but the interest we have right now and what we're  
18 hearing the feedback from companies such as Wind  
19 Dancer and the like were that the 3,000 size,

20 while it's a great entry-level size, you rapidly  
21 need more space than that to do meaningful  
22 business and maintenance, because it just eats up  
23 a lot of floor space.

24 So, we're -- we're kind of looking at, well,  
25 do we -- do we put a product in there for aircraft

1 maintenance that's slightly bigger than that? And  
2 it's not quite twice as big.

3 CHAIRMAN GORMAN: Right. Do you walk a line  
4 then -- and this is a funny situation. Do you  
5 walk a line then where, how big are these  
6 companies going to get? In other words, where now  
7 you've got -- it's an odd -- it's a conundrum.

8 In other words, where you've got a  
9 mom-and-pop operation, you can operate in 3,000  
10 square feet. You go to 5,000 square feet, you're  
11 talking about seven staff. You're talking  
12 about --

13 MR. WUELLNER: Well --

14 CHAIRMAN GORMAN: Then where do you --

15 MR. WUELLNER: Well, your minimum  
16 operating --

17 CHAIRMAN GORMAN: I'm trying to think --  
18 right. The minimum operating standards --

19 MR. WUELLNER: -- standards just establishes

20 the minimum level, which is the 3,000 square foot  
21 basic facility for aircraft maintenance. That's  
22 the foot in the door. That would be -- and you  
23 could have as many employees as you could support  
24 out of -- out of that 3,000 square foot.  
25 It's really -- we're trying to find the size



1 that perhaps is optimized or has the ability to be  
2 expanded again later in the same spot, you know,  
3 and maybe add 50 percent more space or twice as  
4 much space so a company could get up in the, you  
5 know, 8-, 10,000 square foot range as an ultimate  
6 development size, should those companies prove  
7 very successful and need the extra space.

8 So, I don't want to -- we want to try to  
9 develop this so it -- that no one's constrained  
10 there long term, so we're not looking for a home  
11 for them in five years because they've outgrown  
12 that location and we're now, you know, having to  
13 switch sides of the airfield and change the  
14 character of their business.

15 CHAIRMAN GORMAN: I like the expandability  
16 idea. Do you -- you're saying expandability as  
17 far as the actual site itself? As --

18 MR. WUELLNER: No, the physical building  
19 itself.

20 CHAIRMAN GORMAN: In other words, you're  
21 saying actually the movement of the entity, the  
22 business entity to another building rather than  
23 expanding the building that's there.

24 MR. WUELLNER: No. I'm talking about  
25 physically adding -- you know, building an

1 addition to that building so that they don't have

2 to relocate.

3 CHAIRMAN GORMAN: That concept seems just

4 common sense to me, myself.

5 MR. WUELLNER: Obviously you've got to get it

6 refined within the site. You know, that's not

7 done yet.

8 CHAIRMAN GORMAN: I just -- the only question

9 I have is that -- is that, is it two fives or

10 three threes? In other words, being more

11 conducive to -- and I'm open for -- I wish some

12 other board member would comment.

13 MS. BARRERA: Well --

14 MR. WUELLNER: Honestly, the two-pack works

15 only in that the type of site you have, it allows

16 the units to face one another. When you start

17 adding a third, we need a lot more depth that you

18 do not have on that property out there.

19 So, it's not to say you couldn't create

20 additional locations for something like that later  
21 on, but it's a very linear kind of site there. It  
22 just -- with the constraint of the pond on the  
23 south side and the constraint of the ditch on the  
24 north side before you get to the taxiway, it's  
25 a -- it's a very compact site.

1           CHAIRMAN GORMAN: Just in pure layout. And  
2           the other -- my other thing is, in other words, is  
3           in the minimum operating standards, how large are  
4           we -- is -- a concept are we selling here?

5           In other words, how large a company are we  
6           selling 5,000 square feet to -- conceptually and  
7           how large a company is then conceptually going to  
8           go to 3,000 square feet? My own thought is the  
9           mom-and-pop operations, to bring them, you know.

10          MR. WUELLNER: I don't think five puts you  
11          out of that market by any means.

12          CHAIRMAN GORMAN: It depends on what you're  
13          getting per square foot.

14          MR. WUELLNER: You know, again, your -- I  
15          think Wind Dancer's in 3,500 square foot, if my  
16          memory's correct. So, you know, you're not  
17          talking a lot. You're looking at a T-hangar and a  
18          half kind of additional space physically, you  
19          know, in terms of square footage.

20 CHAIRMAN GORMAN: Kelly, do you have

21 something?

22 MS. BARRERA: We already have people who want

23 that space on this particular spot, and I think

24 that that Area Number 2 was more leaning itself

25 towards what you're talking about with the mom and

1 pop. Am I correct?

2 MR. WUELLNER: Well, the Area 2, you have  
3 some physical limitations here in that you really  
4 can't put much in the way of apron and make this  
5 work. It just doesn't have the depth out to Casa  
6 Cola -- yeah, out to Casa Cola Road here, which is  
7 right here. You don't have the depth to add apron  
8 or do anything else and that taxiway --

9 MS. BARRERA: So that meets that smaller  
10 need.

11 MR. WUELLNER: -- share with T-hangars.

12 MS. BARRERA: That meets that smaller niche.

13 MR. WUELLNER: Yes.

14 MS. BARRERA: Okay. I just wanted to make  
15 sure.

16 MR. WUELLNER: It's a little different  
17 character.

18 MS. BARRERA: I wanted to make sure, because  
19 I thought --

20 MR. WUELLNER: And you've got, you know,

21 one --

22 MS. BARRERA: -- that's what that was, but I

23 wanted to make sure.

24 MR. WUELLNER: -- some things you can do to

25 it, too, later.



1 MS. BARRERA: Okay.

2 CHAIRMAN GORMAN: What --

3 MR. WUELLNER: I really don't need anything

4 other than that looks generally okay. We'll come

5 back in October with some site layouts and run

6 those by you and at that point, we'll be at the

7 point where we'd have a draft engineering

8 agreement or something to talk about in terms

9 of --

10 CHAIRMAN GORMAN: My own thought --

11 MR. WUELLNER: -- first expenditures.

12 CHAIRMAN GORMAN: My own personal request

13 would be just a quick draft of a three or a two.

14 MR. WUELLNER: Okay. We can do that.

15 CHAIRMAN GORMAN: In other words, that's my

16 own quick --

17 MR. WUELLNER: It's at a point where we can

18 do anything now.

19 CHAIRMAN GORMAN: You know, even though I

20 understand the opposing is -- starts to be best

21 use of space.

22 MR. WUELLNER: Okay.

23 CHAIRMAN GORMAN: And I don't know if any

24 other board members have any other requirements or

25 requests.

1 MR. BRUNSON: Just market -- market driven,  
2 whatever.

3 CHAIRMAN GORMAN: Exactly. In other words,  
4 can we sell this thing?

5 MR. BRUNSON: I want to change the subject  
6 just a little bit on this same line.

7 MR. WUELLNER: Uh-huh.

8 MR. BRUNSON: The schools in the aviation  
9 training and -- let's see. The Department of  
10 Transportation invested money into the flight  
11 control -- air traffic control simulation  
12 training?

13 MR. WUELLNER: At?

14 MR. BRUNSON: At the high school.

15 MR. WUELLNER: High school? I believe  
16 indirectly. It's not the State of Florida, but  
17 the federal government and DOT --

18 MR. BRUNSON: Right.

19 MR. WUELLNER: -- has issued a grant to, I

20 believe it's Jacksonville University.

21 MR. BRUNSON: Uh-huh.

22 MR. WUELLNER: And JU has the contract for

23 that, and JU is using the high school for some.

24 So they -- college has made the investment in the

25 school using grant proceeds from the federal side.

1 MR. BRUNSON: Okay. Do you think there's any  
2 possibility that this might grow in this area,  
3 that maybe we could take advantage maybe of this  
4 becoming one of the training centers?

5 MR. WUELLNER: Uh-huh.

6 MR. BRUNSON: And that's something we might  
7 long-range plan to look at.

8 MR. WUELLNER: We're trying to stay very  
9 connected with the school there and see how we can  
10 take advantage of that.

11 MR. BRUNSON: That's unbelievable.

12 MR. WUELLNER: Yeah. It's a great  
13 opportunity. I understand it's an incredible lab  
14 that they've come up with just over the summer.

15 MR. BRUNSON: Yeah.

16 MR. WUELLNER: I get an opportunity to go see  
17 it tomorrow evening, so I'm looking forward to  
18 that.

19 MR. BRUNSON: Good. Thank you, Jack. That's

20 all I have.

21 MR. WUELLNER: If that's generally okay,

22 we'll proceed along those lines and we'll --

23 MR. BRUNSON: I personally see no problem.

24 MR. WUELLNER: -- see what it looks like in

25 October.

1           CHAIRMAN GORMAN: I do think we need to visit  
2           the market conditions, too. So, in other words,  
3           when we're -- because we're already visiting what  
4           we're getting for these hangars. So we may want  
5           to revisit the ROI versus what we're charging per  
6           square foot versus what we're actually going to  
7           cost to build these things, kind of the reality of  
8           the vision.

9           MR. WUELLNER: Okay.

10          CHAIRMAN GORMAN: All right. If we're done  
11          with the south development commercial, we are  
12          moving on to Spring Bay Aviation lease.

13          SPRING BAY AVIATION - LEASE AGREEMENT

14          MR. WUELLNER: Spring Bay, as I mentioned, is  
15          the -- is the proposed replacement tenant for the  
16          former PGA hangar. That's -- it's actually the  
17          hangar across from the two shown in this  
18          photograph, but they're the only photographs I  
19          have of the corporate area.

20           It's an 8,200-foot facility. We're using the  
21           approved standard form lease. It's a five-year  
22           lease with three five-year options as it stands  
23           now. It's corporate aviation. It's at \$6 a  
24           square foot, which is approximately \$49,200 a year  
25           for the lease of that facility.



1        This is a -- I only point this out because it  
2        helps you guys understand that over the years,  
3        that many of these buildings and many of the ROIs  
4        get escalated dramatically when buildings change  
5        hands and they come out of the older tenants.

6        This is the third tenant that's been in this  
7        building -- fourth tenant, actually, that's been  
8        in this building since it was built approximately  
9        ten years ago. And, you know, when it was first  
10       leased, it was leased for less than \$3. I believe  
11       it was \$2.75 a square foot less than ten years  
12       ago. Now it does better than \$6 a square foot.

13       Of course the ROI was based on the \$2.75 back  
14       in that day. So, you can imagine that the ROI,  
15       you know, is dramatically better now because the  
16       market values of hangar space have gone up  
17       significantly in the last ten years. So, without  
18       trying to figure out how to recalculate that,  
19       suffice to say it's probably performing at 15

20 percent or something better than that, by today's

21 standard under the ROI.

22 So it's a -- it illustrates how much better

23 these buildings do as they -- as they actually

24 change hands once in a while, compared to being

25 stuck in a -- I say stuck, but with a long-term

1 lease where you have the same tenant. It's  
2 certainly an advantage to that tenant, but for our  
3 purposes, it's not bad -- it's not a bad thing  
4 when these buildings roll over once in a while  
5 because you get to adjust the rental structure to  
6 the new values. But you can see it's --

7 MR. BRUNSON: What's the condition of this  
8 hangar?

9 MR. WUELLNER: Excellent shape. Excellent  
10 shape. We did a little bit of work on it between  
11 the last tenant, the previous two tenants, just  
12 cosmetic, like repainted the office and  
13 replaced -- I think it's got about a thousand  
14 square foot of office space associated with it.  
15 Replaced the carpet in it, repainted the offices,  
16 and that's the -- you know, which is probably a  
17 \$2- or \$3,000 investment, which is less than  
18 they'll pay a month.

19 MR. BRUNSON: Sure.

20 CHAIRMAN GORMAN: Just it's -- it's premature

21 to visit this yet, but I mean, our terminal

22 building which we are still of course trying to

23 lease, you know, for Part 121 --

24 MR. WUELLNER: Uh-huh.

25 CHAIRMAN GORMAN: -- but would the same type

1 of tenant that is, you know, courting this  
2 building, the terminal building be useful to them?

3 MR. WUELLNER: Not in the current form  
4 because you couldn't get an airplane in it.

5 CHAIRMAN GORMAN: Oh, I know, before -- but  
6 I'm talking about --

7 MR. WUELLNER: You're talking about physical  
8 size?

9 CHAIRMAN GORMAN: Yeah.

10 MR. WUELLNER: Yes.

11 CHAIRMAN GORMAN: And you're -- we're talking  
12 about the same cost per square foot --

13 MR. WUELLNER: Oh, yeah. Everybody bit of  
14 that.

15 CHAIRMAN GORMAN: -- on the terminal. Or --

16 MR. WUELLNER: Actually, now we probably  
17 go -- if it's -- depending on whether it's  
18 corporate or being used commercial would affect  
19 the rate.

20 CHAIRMAN GORMAN: Yeah. Certainly the  
21 location of the terminal building as a hangar is  
22 premier.

23 MR. WUELLNER: Certainly. As your policy  
24 requires, you need to approve the terms of the  
25 lease or the lease agreement with Spring Bay, and

1 if it -- that would be the request of us today, is  
2 to go ahead and get the lease approved by the  
3 Authority here.

4 CHAIRMAN GORMAN: Would -- so would you like  
5 a motion to approve the Spring Bay lease?

6 MR. WUELLNER: Yes.

7 MS. BARRERA: Do we need to take public  
8 comment?

9 CHAIRMAN GORMAN: I'm sorry. Thank you,  
10 Kelly, for reminding me about public comment.

11 (No public comment.)

12 CHAIRMAN GORMAN: No public comment? Then  
13 we'll move to board comment.

14 MR. BRUNSON: I have none.

15 MS. BARRERA: It's extra money.

16 CHAIRMAN GORMAN: Then I will ask for a  
17 motion to approve the Staff's recommendation for  
18 the former PGA, now the Spring Bay, approve the  
19 lease.

20 MS. BARRERA: I make a motion that we approve

21 the Spring Bay Aviation lease agreement.

22 CHAIRMAN GORMAN: Do I have a second?

23 MR. BRUNSON: I'll second.

24 CHAIRMAN GORMAN: All in favor?

25 MR. BRUNSON: Aye.



1 MS. BARRERA: Aye.

2 MR. GORMAN: Aye. All opposed?

3 (No opposition.)

4 CHAIRMAN GORMAN: None opposed. It passes.

5 Thank you.

6 RESOLUTION 2008-05

7 MR. WUELLNER: Two quick money opportunities  
8 for you, the next two agenda items.

9 First is a design and overlay prequalified  
10 agreement from Florida DOT for runway 13/31. It's  
11 a 50/50 grant. Approximately a hundred thousand  
12 dollars each entity, FDOT and the Airport  
13 Authority. Would be funded by the state in fiscal  
14 year -- their fiscal year 2010-11.

15 It's a -- provides for the evaluation and  
16 design of runway 13/3, either overlay or  
17 rehabilitation. There's a little preliminary work  
18 that's going to go on the front end here to  
19 evaluate whether perhaps some of the touchdown

20 areas may need -- may want to be looked at in the  
21 idea of using some of the concrete white topping  
22 in lieu of replacing it with asphalt, especially  
23 with large -- tendency toward larger aircraft,  
24 that that would provide a much longer utility kind  
25 of product.

1           So, the front end of this would involve a  
2           little bit of re -- of evaluation of that, working  
3           with Florida DOT and the engineers. It would  
4           ultimately result in the design work coming down.  
5           We're not asking to approve the contract for  
6           design. This is simply the money side of it. But  
7           this is what the project would entail.

8           It would ultimately then go to design once a  
9           decision's -- you know, a best method is kind of  
10          adopted during that -- the early phase, as to  
11          whether everything just gets overlaid with  
12          asphalt, whether there was milling done before  
13          asphalt, whether there's a section -- sections  
14          near the touchdown zones that are done in the  
15          concrete material, that kind of an evaluation done  
16          on the front end before going into design.

17          Then ultimately it would be a federal job.  
18          It would be an FAA job to do the construction work  
19          once we get to that phase, which is approximately

20 a year plus away. At that point, you'd be looking  
21 at it being funded about 97 1/2 percent by the  
22 federal government and the state. So you would be  
23 looking at your 2 1/2 cent dollars for actual  
24 construction when you get there.

25 CHAIRMAN GORMAN: Right now, though, you were

1 asking for the --

2 MR. WUELLNER: This is just approval of the  
3 grant.

4 CHAIRMAN GORMAN: -- engineering --

5 MR. WUELLNER: No --

6 CHAIRMAN GORMAN: We're talking about just  
7 the grant.

8 MR. WUELLNER: -- just approving the grant.

9 You're accepting the grant. At some point in a  
10 future meeting, next month or two, we'll probably  
11 get the grant -- not the grant, the engineer  
12 agreement before you and we'll approve actually  
13 getting started on the evaluation work and the  
14 work forward on this -- under this grant.

15 CHAIRMAN GORMAN: Oh.

16 MR. WUELLNER: But at this point, you're just  
17 accepting the grant from Florida DOT, and to do  
18 that, you would adopt Resolution -- Resolution  
19 2008-05.

20 CHAIRMAN GORMAN: Well, it's somewhat obvious

21 that we probably should move to adopt the grant.

22 MR. BRUNSON: Any public comment?

23 CHAIRMAN GORMAN: I'll go to public comment

24 first. Thank you, again. Yes. Yes, Mr. Lopinto.

25 MR. LOPINTO: Two questions with respect to

1 the grant.

2 And I understand what the grant is looking  
3 for, but the first comment would be, would there  
4 be a series of meetings with the operators to  
5 discuss the impacts, while it still is a  
6 year-plus away, on their operations and look for  
7 inputs for them? I know you have a series of  
8 quarterly operational meetings, and you may want  
9 to mention this now so that they can start to  
10 think about it.

11 The second comment I have is that we're  
12 talking runways. Is there any opportunity to  
13 include items with respect to the runway such as  
14 lighting that can be included in this grant?

15 MR. WUELLNER: At the time of the grant,  
16 perhaps. At this point, this particular grant  
17 only covers the evaluation and design part of  
18 the -- whether it's overlay or restoration.

19 MR. LOPINTO: Right.

20 MR. WUELLNER: But when it gets down to  
21 writing the grant with FAA for the actual  
22 construction, the scope could be broadened, as  
23 long as it's programmed in a way that it's  
24 broadened. You can't add it to the end once you  
25 get a grant.



1 MR. LOPINTO: In the write-up of the grant  
2 request --

3 MR. WUELLNER: Exactly. It could be included  
4 in that.

5 MR. LOPINTO: -- you could include as much of  
6 anything that's related to -- to the runway.

7 MR. WUELLNER: Yes.

8 MR. LOPINTO: Okay. Thank you.

9 MR. WUELLNER: You can always try.

10 MR. LOPINTO: That's all I've got.

11 CHAIRMAN GORMAN: Any further public comment?

12 That was a good one.

13 (No further public comment.)

14 CHAIRMAN GORMAN: Board comment?

15 Mr. Brunson.

16 MR. BRUNSON: This grant is unbelievable.

17 I -- as a matter of fact, I almost put in the

18 performance evaluation that this is a huge

19 undertaking, to evaluate runways and long-term

20 structure. So, any start we can get on helping

21 with this evaluation would be a real plus. And so

22 I think it's just a gift horse.

23 CHAIRMAN GORMAN: I have a comment. I was

24 going to ask Mr. Lopinto, are you talking about

25 the downtime for the runway, in other words?

1 MR. LOPINTO: Yeah.

2 CHAIRMAN GORMAN: That's what I was thinking,  
3 too. Just a lightbulb went off --

4 MR. WUELLNER: Yeah.

5 CHAIRMAN GORMAN: -- in my own head. In  
6 other words, what are -- obviously you're going to  
7 end up resurfacing a runway if you need to. But,  
8 I mean, what type of downtown, just for  
9 discussion, are we talking about?

10 MR. WUELLNER: We -- we don't know.

11 CHAIRMAN GORMAN: Okay.

12 MR. WUELLNER: And that's going to be  
13 absolutely dependent on the methodology. Until  
14 that evaluation is done, it's going to be  
15 impossible to predict that.

16 And the other is when it hits the funding  
17 cycle. You know, we typically get a pretty good  
18 heads-up to allow coordination either way. And  
19 this is the kind of project that absolutely has to

20 be coordinated. There's just -- everybody's  
21 dependent on this particular runway, being the  
22 main runway.

23 CHAIRMAN GORMAN: And that's why I thought  
24 his comment was so apropos because --

25 MR. WUELLNER: And there's -- there are even

1 methods of doing construction where it's, you  
2 know, primarily an overnight use. You know, that  
3 perhaps it's used -- it's made usable daily or,  
4 you know, you shorten -- you shorten the use of it  
5 for short periods of time. There are a myriad of  
6 ways of attacking the problem once the method's  
7 determined.

8 CHAIRMAN GORMAN: I understand.

9 MR. WUELLNER: It's not uncommon. It's a  
10 pretty common problem.

11 CHAIRMAN GORMAN: Sure. Especially in a  
12 touchdown area. I understand. Well, no further  
13 board comment. Can I see or get a motion to  
14 approve Resolution 2008-05?

15 MS. BARRERA: I make a motion that we approve  
16 Resolution 2008-05.

17 MR. BRUNSON: I second.

18 CHAIRMAN GORMAN: And all in favor, aye?

19 MR. BRUNSON: Aye.

20 MS. BARRERA: Aye.

21 MR. GORMAN: Aye. Any opposed?

22 (No opposition.)

23 CHAIRMAN GORMAN: It carries. Thank you,

24 very much.

25 MR. WUELLNER: I think it's right about 5

1 o'clock, so I think what we'll do is -- if you  
2 don't mind, we'll suspend this meeting and we'll  
3 have to open the public meeting relative to the  
4 budget. If that's --

5 CHAIRMAN GORMAN: That's fine. We're going  
6 to suspend this regular board meeting and we're  
7 going to open the budget meeting at one minute  
8 after 5:00, which it looks like on my clock that's  
9 what time it is.

10 (Regular meeting suspended and concluded as follows:)

11 RESOLUTION 2008-10

12 CHAIRMAN GORMAN: Where were we?

13 MR. BURNETT: The 50/50 grant on the design  
14 and rejuvenation of runway 6/24.

15 MR. WUELLNER: Okay. The last action item I  
16 have for you is, again, another grant agreement  
17 from Florida DOT. It's a joint participation  
18 agreement, surrounds the design and rejuvenation  
19 of runway 6/24 and probably more importantly in

20 the short term is the environmental assessment for  
21 runway 31 safety area.

22 This provides the matching funds from Florida  
23 DOT up to a 75,000 state participation to match  
24 the FDOT -- excuse me, the FAA grant of \$703,000  
25 for the preparation of the environmental



1 assessment for runway 13/31.

2 This is the required, call it first step in  
3 being able to solidify the runway safety area on  
4 the east side of runway 13/31. It will also  
5 provide the environmental determination necessary  
6 to get the balance of Taxiway B built on the south  
7 end, the southern piece of that to connect to the  
8 southern end of the runway.

9 This, again, would require the adoption of  
10 run -- excuse me, of Resolution 2008-10. This is  
11 not a prequalified grant. This is money that's  
12 available immediately for -- once the grant's  
13 executed by FDOT. So it's current-year funding.

14 CHAIRMAN GORMAN: Can I ask you a question  
15 here?

16 MR. WUELLNER: Yes.

17 CHAIRMAN GORMAN: What -- explain just  
18 briefly the environmental situation with this. In  
19 other words, we're talking about around the marsh

20 area --

21 MR. WUELLNER: Yes.

22 CHAIRMAN GORMAN: -- with the approach to 31.

23 And the issue being that --

24 MR. WUELLNER: Primarily from about where

25 runway 2/20 crosses 13/31, along the east side of

1 runway 13/31. Over the years, significant erosion  
2 has occurred, primarily due to tropical events,  
3 and the area is no longer satisfactory for  
4 purposes of FAA's safety area requirements.

5 As such, we need to develop a project in  
6 concert with FAA to reestablish the safety area on  
7 the east side of that runway. It's area that was  
8 previously generally stabilized and satisfactory.  
9 They've become increasingly concerned, as it's  
10 been a focus point for FAA over the last couple of  
11 years, the safety areas in general. And we are  
12 next on the list to get hit hard relative to  
13 reestablishing that safety area.

14 It's a -- it's designed -- the purpose of the  
15 safety area is to allow aircraft or -- as safely  
16 as possible, allow aircraft that land improperly  
17 and end up straying from the runway environment.  
18 It also is supposed to provide a stabilized area  
19 to support fire rescue and other types of vehicles

20 out there in that -- in that area, should they

21 need to support an aircraft accident out there.

22 It -- unfortunately in our place, or out

23 here, it's area that's directly adjacent and

24 arguably a part of the saltwater marsh along the

25 edge of the runway. So it requires a significant

1 environmental review process in order to be able  
2 to go back into that area and reestablish in a  
3 sense solid ground and whatever method the  
4 engineers come up with in the future to stabilize  
5 the soil out there to allow for the -- the  
6 inadvertent travel of aircraft and fire vehicles.

7 CHAIRMAN GORMAN: Isn't that -- isn't that an  
8 area that was actually supposed to be dredged?  
9 There's a channel that goes right past there that  
10 was actually supposed to be dredged, but then that  
11 whole action of dredging was deferred --

12 MR. WUELLNER: Actually, that's -- that's on  
13 the south side.

14 CHAIRMAN GORMAN: That's on south end.

15 MR. WUELLNER: That would represent what I  
16 would call the extreme southern edge of --

17 CHAIRMAN GORMAN: That channel doesn't --  
18 that channel, as supposed to be dredged, doesn't  
19 go right past the end of the -- the approach?

20 MR. WUELLNER: It goes by the approach, but  
21 the area that the EA is covering or the  
22 environmental assessment's covering is the east  
23 side. That's along the south.

24 CHAIRMAN GORMAN: So the north wind is just  
25 eroding the land, the north wind.

1 MR. WUELLNER: It's been the -- the  
2 nor'easters, the tropical events bring that water  
3 right up to the edge of the pavement in many cases  
4 there.

5 MR. BRUNSON: But this in no way helps us in  
6 our 2- to 300 feet of extension of the --

7 MR. WUELLNER: No. This is not designed to  
8 support any type of lengthening of anything. This  
9 is strictly to reestablish what we have.

10 The only new construction that comes -- would  
11 come out of this is on the west side of 13/31,  
12 where it --

13 MR. BRUNSON: Right.

14 MR. WUELLNER: We have the -- you call it the  
15 pond that sits sort of at the corner of 6/24 and  
16 13/31, in that area. Along that edge is a section  
17 of marsh up to the existing taxiway Charlie, and  
18 it does -- it covers the environmental aspects of  
19 that, too, to allow it to be constructed up to the

20 taxiway B standards.

21 CHAIRMAN GORMAN: Along Mr. Brunson's

22 question, it's -- is there any way to dovetail

23 this grant into some forward motion as to being

24 able to press that extra several hundred feet out

25 there?



1 MR. WUELLNER: It's -- at this point, no.

2 And the reason is, you -- you've been unable to  
3 establish through your master plan a requirement  
4 for additional runway length. And until you  
5 establish additional runway length requirements  
6 through the master plan process, FAA considers it  
7 an ineligible portion of a -- of -- it's just not  
8 eligible for funding.

9 CHAIRMAN GORMAN: Again, the master plan --

10 MR. WUELLNER: It's going to be very -- it  
11 would be very difficult to permit without a real  
12 solid use for it, because they don't give up marsh  
13 very easily from an environmental perspective.

14 CHAIRMAN GORMAN: So many different entities  
15 that have to -- have to --

16 MR. WUELLNER: And you will still have to  
17 explore all the alternatives available even to get  
18 this approved.

19 CHAIRMAN GORMAN: Okay. Let's ask for -- I

20 see we need public comment. Mr. Lopinto?

21 MR. LOPINTO: With respect to this

22 assessment, is it equally usable for any lighting

23 facilities with respect to approach lights going

24 into runway 31 or either rabbits or reels or

25 safety bars and all of those kinds of things?

1 MR. WUELLNER: Yes. It will -- it will be  
2 included in the discussion in the evaluation.  
3 It's, you know, traditionally a very small impact  
4 for approach lighting types of things.

5 The short-term issue there is we've got to --  
6 there's still the technical hurdle that you have  
7 to be completely resolved related to establishing  
8 approach lights on either end of the runway, is  
9 that both runway ends as you recall are displaced,  
10 not relocated. And it's very difficult to  
11 establish the proper lighting plane without coming  
12 above the pavement surface.

13 And we -- you know, I don't think anybody's  
14 ever been particularly supportive of permanently  
15 closing the last 800 or a thousand feet of the  
16 runway or -- to just establish approach lighting.  
17 So, at this point, it's -- we've typically been  
18 happy with giving up the 50 foot of additional  
19 Category 1 ILS minimums --

20 MR. LOPINTO: Right.

21 MR. WUELLNER: -- because we don't have the  
22 approach lights.

23 MR. LOPINTO: But it is something that if  
24 technology changed --

25 MR. WUELLNER: Absolutely.

1 MR. LOPINTO: -- that this EAS would be  
2 applicable to, that we wouldn't have to go back  
3 out and redo it again.

4 MR. WUELLNER: Correct.

5 MR. LOPINTO: Thank you.

6 CHAIRMAN GORMAN: Any further public comment?  
7 Mr. Jones?

8 MR. JONES: I would just like to see if you  
9 have a map that you could put up and actually  
10 point to it.

11 MS. BARRERA: Just go over to the drawing.

12 MR. WUELLNER: Actually any one of these  
13 drawings.

14 MR. JONES: At the last part, you were saying  
15 east side, west side. You went from east to west.

16 MR. WUELLNER: Well, I did. I did. The area  
17 along here --

18 MR. JONES: That's the east side.

19 MR. WUELLNER: -- is the area they're trying

20 to reestablish the safety area.

21 MR. JONES: Right.

22 MR. WUELLNER: As a part of the scope,

23 they're looking at this area here, which is --

24 MR. JONES: Right. Now there's --

25 MR. WUELLNER: There's a small -- it's an old

1 drawing, but this one here, there's a piece of  
2 taxiway that goes out here.

3 MR. JONES: Right.

4 MR. WUELLNER: That taxiway does not meet  
5 design standards; it's too close to the runway.  
6 So it's technically unusable for the most part.  
7 So it needs to move west just a small amount.

8 MR. JONES: Okay. Because there is a creek  
9 there.

10 MR. WUELLNER: Right. And the environmental  
11 assessment will evaluate how to deal with the  
12 creek, deal with any other -- obviously it  
13 encroaches the marshland there, too.

14 MR. JONES: Because you at one time I  
15 thought --

16 MR. WUELLNER: It's a small amount of  
17 distance.

18 MR. JONES: -- when they first put it in the  
19 first time, put the runway in the first time, they

20 were supposed to keep up with evaluations. That  
21 whole marsh is kind of filling in now because of  
22 that runway.

23 You've got to admit, just since you've been  
24 here, you can see that creek filling in, filling  
25 in, filling in. It's basically killing the marsh



1 all the way along the back.

2 MR. WUELLNER: Well, that's --

3 MR. JONES: It is.

4 MR. WUELLNER: Had the state as well as the

5 federal government out to evaluate the marsh --

6 MR. JONES: Right.

7 MR. WUELLNER: -- and they claim it's

8 completely healthy and fine.

9 MR. JONES: Right.

10 MR. WUELLNER: But I don't disagree with the

11 flow through there is -- could be better.

12 MR. JONES: Okay.

13 MR. WUELLNER: And it will address all those

14 things.

15 MR. JONES: When you said west at the end,

16 that's why I was --

17 MR. WUELLNER: It will -- part of the reason

18 for the EA is to evaluate --

19 MR. JONES: East and west.

20 MR. WUELLNER: -- and determine the best

21 practices to do that project --

22 MR. JONES: Okay.

23 MR. WUELLNER: -- which would clean it all

24 up.

25 MR. JONES: Okay. It is east and west.

1 MR. WUELLNER: It is east and west. It is  
2 not south, though. Mr. Gorman?

3 MR. LOPINTO: A further comment?

4 CHAIRMAN GORMAN: Yes, sir, Mr. Lopinto.

5 MR. LOPINTO: And it just came to mind now.

6 I'd also like to encourage approval of this grant  
7 for the EAS for the taxiway assessment, because --  
8 assessment, because it would allow turbine  
9 aircraft to go full tilt, get them up higher  
10 within the confines of the airport, and thereby  
11 mitigating the noise that they make, particularly  
12 when taking off on runway 31.

13 CHAIRMAN GORMAN: Yes, sir. The finishing  
14 Taxiway B is just something we've just got to do.  
15 It's just -- it's almost silly the way it's done  
16 now because you actually have to take off -- you  
17 can't taxi to the end of runway 31 to use it  
18 unless you back-taxi. And so, that's very very  
19 true. You've got to use it. I'm sorry. Sir?

20 MR. YOUMAN: Can I make a comment?

21 CHAIRMAN GORMAN: Yes, sir. Public comment.

22 Again, if you could state your name again.

23 MR. YOUMAN: Carl Youman, 132 Turtle Cove

24 Court.

25 From what I'm getting out of this

1 conversation is the fact that if this is not  
2 implemented or approved, that in time, the FAA  
3 will come in and force the issue here, which would  
4 create negative publicity like the pipe situation  
5 in St. Augustine, for example, that could blow it  
6 out of proportion. Is that what I'm hearing?

7 MR. WUELLNER: That's correct. Could  
8 significantly reduce the utility of that runway.

9 MR. YOUMAN: Thank you.

10 CHAIRMAN GORMAN: Thank you for the comment.

11 MR. BRUNSON: Good point.

12 CHAIRMAN GORMAN: Well, any board comment,  
13 then if we have no more public comment? No more  
14 board comment, I will then ask --

15 MR. BRUNSON: I make a motion that we accept  
16 the grant to design runway 6/24 and the assessment  
17 of the runway 31 safety area and Resolution  
18 2008-10.

19 MS. BARRERA: I second it.

20 CHAIRMAN GORMAN: All in favor?

21 MR. BRUNSON: Aye.

22 MS. BARRERA: Aye.

23 MR. GORMAN: Aye. All opposed?

24 (No opposition.)

25 CHAIRMAN GORMAN: None opposed, then the

1 Resolution 2008-10 is passed.

2 MR. BRUNSON: And, Mr. Gorman, acting  
3 chairman, as previously stated, if there's no more  
4 voting, then I have a board meeting at 6 o'clock  
5 that I'd like to be excused.

6 MR. WUELLNER: We're essentially done here.  
7 That's the last action item.

8 CHAIRMAN GORMAN: Yes, sir. That's our last.  
9 We've just got housekeeping and general public  
10 comment. Thank you.

11 MR. WUELLNER: And I have no housekeeping  
12 comments at this point.

13 (Mr. Brunson leaves the meeting.)

14 PUBLIC COMMENT

15 CHAIRMAN GORMAN: Then we'll move to general  
16 public comment. Any further public comment?

17 MR. JONES: Yeah, I've got one.

18 COMMISSIONER SANCHEZ: You're talkative  
19 today, aren't you?

20 MR. JONES: I haven't been here in a couple  
21 of months. The only thing I had a comment on.  
22 You know with the past rains, the storms we've had  
23 and stuff and everything, I know you've noticed  
24 being -- living in the same neighborhood, too, Ed,  
25 you notice how all the water backed up down these



1 two side -- these two streets?

2 MR. WUELLNER: Uh-huh.

3 MR. JONES: Do you feel any of it's because  
4 of the hangars and stuff? Because, you know, the  
5 water used to run down the streets into the  
6 marsh, and now you essentially cut off all the  
7 flow and that's what looked like it backed up all  
8 the water. It actually -- I went over there and  
9 it looked like you -- a lot of the water was even  
10 coming from the airport onto the streets.

11 MR. WUELLNER: Actually it doesn't leave our  
12 property, but what you are seeing is the -- along  
13 the fence line from about Indian Bend south and  
14 where it clears the fence, there's that open  
15 swale.

16 MR. JONES: I've seen that. Yeah, that's  
17 where --

18 MR. WUELLNER: And that's -- for whatever  
19 reason, that edge of pavement area and all that

20 area is overgrown and --

21 MR. JONES: Right.

22 MR. WUELLNER: -- is really kind of backing

23 up --

24 MR. JONES: I know it used to kind of go down

25 the streets and there used to even be catch basins

1 on the sides of the curbs.

2 MR. WUELLNER: A few spots.

3 MR. JONES: What's -- what happened to them  
4 pipes?

5 MR. WUELLNER: They're still there.

6 MR. JONES: Where do they go now? They used  
7 to go east.

8 MR. WUELLNER: I have no idea. I've never  
9 found anybody that did know where they all went,  
10 to be honest with you.

11 MR. JONES: They used to head east.

12 MR. WUELLNER: Actually, a lot of them went  
13 up -- the ones along this street all went up into  
14 the DOT ditch here.

15 MR. JONES: There's another one -- on those  
16 other two streets -- because you see how it  
17 flooded back there that one time.

18 MR. WUELLNER: Oh, yeah. It was a lot of  
19 water.

20 MR. JONES: It was a lot of water. Okay.

21 Thank you.

22 CHAIRMAN GORMAN: Thank you for your comment.

23 That's something to think about, actually, as we

24 build. But the -- this engineering firm takes

25 that into account especially with some of the

1 trees situation used in lieu of retention ponds.

2 MR. WUELLNER: And by permit, you're required  
3 to keep that on property. We're not allowed to  
4 legally discharge off to anywhere, except in the  
5 confines of the permit, which is -- you're going  
6 to retain it first and then it pops off in a weir  
7 which goes indirectly into the marsh after you  
8 reach a certain elevation of water or certain  
9 depth of water. And it's -- it's a lot of water  
10 before it pops off into -- before it's legally  
11 allowed to pop off into the intracoastal at all.

12 CHAIRMAN GORMAN: Yeah. There's almost these  
13 dam-looking like structures that are --

14 MR. WUELLNER: Yeah, they literally are.  
15 It's called a weir.

16 CHAIRMAN GORMAN: Well, that was a good  
17 meeting. Let's see. If there's no further public  
18 comment, the housekeeping is done. Our next  
19 regular meeting, Mr. Wuellner?

20                   NEXT MEETING

21           MR. WUELLNER: Is October the 20th. Make  
22   sure I -- I can't read it. 20th at 4:00.

23           CHAIRMAN GORMAN: Okay. October 20th.

24           MR. WUELLNER: Apparently got to pick a  
25   better type color for these last several pages

1 because they don't show up at all as print.

2 CHAIRMAN GORMAN: That sounds right. October  
3 20th will be a regular meeting at 4 o'clock.

4 MR. WUELLNER: Correct.

5 CHAIRMAN GORMAN: All right. And if there's  
6 no further business, we'll adjourn this meeting.

7 Thank you, very much.

8 (Meeting adjourned at 5:44 p.m.)

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25



1           REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA    )

4 COUNTY OF ST. JOHNS )

5

6       I, JANET M. BEASON, RPR-CP, RMR, CRR, FPR,

7 certify that I was authorized to and did

8 stenographically report the foregoing proceedings

9 and that the transcript is a true record of my

10 stenographic notes.

11

12       Dated this 18th day of September, 2008.

13

14

\_\_\_\_\_  
JANET M. BEASON, RPR-CP, RMR, CRR, FPR

15

16

17

18

19

20

21

22

23

24

25