

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, April 18, 2005

6 from 4:10 p.m. to 5:59 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

- 9 WAYNE GEORGE, Chairman
- BOB COX, Secretary-Treasurer
- 10 RANDY BRUNSON
- JOHN "JACK" GORMAN
- 11 SUZANNE GREEN

12 * * * * *

13 ALSO PRESENT:

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

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

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 * * * * *

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1 PROCEEDINGS

2 CHAIRMAN GEORGE: Okay. We'll call the

3 regular monthly meeting of the

4 St. Augustine-St. Johns County Airport Authority

5 to order, and we'll start with a Pledge of

6 Allegiance to the flag.

7 2. - PLEDGE OF ALLEGIANCE

8 (Pledge of Allegiance.)

9 CHAIRMAN GEORGE: I apologize to the public

10 for getting started a little bit late. Our last

11 meeting ran a little bit longer.

12 3. - APPROVAL OF MEETING MINUTES

13 CHAIRMAN GEORGE: You -- we had the minutes

14 of both meetings last -- last month. The workshop

15 on the Airport Master Plan and the regular board

16 meeting has been distributed. Any comments,

17 corrections?

18 Hearing none, they will stand, you know --

19 MR. WUELLNER: Oh, wait. Wait, wait, wait.

20 CHAIRMAN GEORGE: Too late.

21 MR. WUELLNER: I've got to figure out what it

22 was. It's a minor change, but I need to make it.

23 All right. It's to the March 21st regular

24 meeting, and it references page 101, line 2,

25 wherein you were identified as -- as saying --

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1 Mr. Chairman, you're identified as saying, "We've
2 only been able to do that one partially one time."
3 It's a discussion relative to fuel. And the
4 statement is actually my statement, not yours. It
5 just got attributed to the wrong person within the
6 minutes. So, we needed to get that corrected.

7 CHAIRMAN GEORGE: I thought my mind was
8 slipping. I didn't remember making that
9 statement.

10 MR. WUELLNER: It was -- if you forgive me,
11 it was a little advanced statement than what you
12 would normally make on that topic.

13 CHAIRMAN GEORGE: Any objections to changing
14 that?

15 MS. GREEN: No.

16 CHAIRMAN GEORGE: Okay. Then they stand
17 approved with that correction.

18 MR. WUELLNER: Thank you.

19 CHAIRMAN GEORGE: Thank you.

20 4. - APPROVAL OF FINANCIAL REPORT

21 CHAIRMAN GEORGE: We now have the financial
22 report for -- we have two of them, one ending
23 February, and one ending in March, for us to
24 comment on, review, and approve.

25 MR. COX: I have not had a chance to go over

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1 those at this time, so...

2 CHAIRMAN GEORGE: Anybody else? You want to
3 postpone it till next time to go over it?

4 MR. COX: Yes, please.

5 MR. BRUNSON: Yeah. I just received mine.

6 CHAIRMAN GEORGE: Okay. Then we will
7 postpone the approval of both of those until the
8 next meeting. Give us some time to take a look at
9 it.

10 MR. WUELLNER: Okay.

11 MR. COX: They were probably sent to me, but
12 I just moved and I don't think I got them.

13 CHAIRMAN GEORGE: Right. Okay.

14 5. - APPROVAL OF MEETING AGENDA

15 CHAIRMAN GEORGE: Okay. You have before you

16 the meeting agenda. Are there any additions or

17 corrections, changes need to be made to that?

18 (No additions or corrections.)

19 CHAIRMAN GEORGE: Hearing none, then the

20 agenda will stand as -- as presented.

21 6.A. - COUNTY COMMISSIONER

22 CHAIRMAN GEORGE: Our reports, Mr. Maguire or

23 someone from the County?

24 (Representative absent.)

25 6.B - AERO SPORT

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1 CHAIRMAN GEORGE: Michael or Michael's

2 representative?

3 MS. ANDERSON: Nothing at this time.

4 CHAIRMAN GEORGE: Okay. No comment?

5 6.C. - NORTHROP GRUMMAN

6 CHAIRMAN GEORGE: Northrop Grumman?

7 (Representative absent.)

8 6.D. - S.A.A.P.A.

9 CHAIRMAN GEORGE: John Roderick?

10 (Not present.)

11 6.E. - F.A.C.T.

12 CHAIRMAN GEORGE: Bjorn?

13 (Not present.)

14 6.F. - AIRPORT ATTORNEY

15 CHAIRMAN GEORGE: Mr. Burnett?

16 MR. BURNETT: Thank you. I've got a few

17 things to report.

18 First, we've got a draft on the impact fee
19 ordinance to exempt the airport from the County's
20 impact fees. I've met with Mr. Wuellner and we
21 went over it, and he provided some additional
22 information, some changes to the draft that I had
23 made.

24 Essentially, though, we're trying to appeal
25 to the County on the grounds that the Airport's

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1 got a goal that this Authority has stated that it
2 desires to become off the County's tax rolls
3 within seven years. And that's one of the reasons
4 for wanting to be exempt from those impact fees,
5 is the airport has undergone improvement projects
6 and airport expansion in order to increase airport
7 revenues from -- from nontax sources.

8 And those improvement projects obviously
9 entail developments and building permits, and
10 therefore, that implicates impact fees. And with
11 all of those projects coming up, paying impact
12 fees obviously adds to the expense of those
13 projects, and therefore, adds to the length of
14 time that it will take the airport to come off the
15 tax rolls. And so, that's one of the things that
16 we -- we will be using to try and appeal to the
17 County for them to agree to exempt the airport.

18 Aside from just exempting, though, there's
19 other ways to sort of look at that issue, and that
20 is potentially creating an air -- an impact fee

21 district for the airport alone so that the fees
22 the airport pays are identified to go back into
23 airport-related projects. So, the roadway
24 turnoffs and -- and accesses into the airport and
25 those sort of things, which would -- would benefit

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1 the airport, obviously.

2 So, we have -- I've got a draft for that
3 ordinance that I'm working on. Ed and I are
4 scheduled -- Ed Wuellner and I are scheduled to
5 meet with airport staff tomorrow morning.

6 MR. WUELLNER: County staff.

7 MR. BURNETT: County staff. Sorry. Thank
8 you. County staff tomorrow morning, one person,
9 Scott Clem, who is the director of growth
10 management, and Isabelle Lopez, who is the
11 attorney at the County Attorney's Office that did
12 a large portion of the drafting of the County's
13 impact fee ordinance that was just recently

14 revised.

15 Aside from that, we also have the issue of
16 rezoning the Araquay Park properties that have --
17 yes, sir?

18 CHAIRMAN GEORGE: Wait just -- let me
19 interject something.

20 I think there's something going on that if
21 you put your permit request in for a clearing
22 permit, that you fall under the old impact fees as
23 opposed to the new one. And I'm wondering if it
24 wouldn't be wise for us to put a request for a
25 clearing permit in for our general -- southern

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1 development area in hopes of avoiding having to
2 spend that impact fee.

3 MR. WUELLNER: We're moving toward most of
4 that goal, but it's not a clearing permit. It's a
5 clearance sheet that you need to have with the
6 county, which is -- the clearance sheet, before

7 they revised it here by resolution last week or
8 the week before, would have required you to
9 already be in the -- the DR -- Development Review
10 Committee's agenda or process in order to even
11 have a shot of getting in. Mr. Brunson probably
12 could speak to the DRC way more than I.

13 MR. BRUNSON: Considerable amount of
14 information in by May the 2nd. And it can't just
15 be, here, here -- here's what we want to do.

16 MR. WUELLNER: We think we might.

17 MR. BRUNSON: You'd have to have the -- what
18 you're going to build, have the tree count, how it
19 flows --

20 CHAIRMAN GEORGE: It's my understanding we
21 have all of that.

22 MR. BRUNSON: I don't think you do.

23 CHAIRMAN GEORGE: Are we going to go over
24 that later? Part of your --

25 MR. WUELLNER: Not really.

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1 CHAIRMAN GEORGE: Okay.

2 MR. WUELLNER: I mean, in terms of impact
3 fees, no, we're not. So --

4 CHAIRMAN GEORGE: But you're going over the
5 30 percent design -- 30 percent completed design
6 of the southern development apron area.

7 MR. WUELLNER: Well, there -- there's really
8 no impact fee associated with that project.

9 CHAIRMAN GEORGE: Okay. That's fine.

10 MR. WUELLNER: It's only when we get to
11 building is when we have an impact fee. And
12 that's the part that's not far enough long.
13 Building them in the -- the individual buildings
14 that you would require a permit for, we're not
15 that far along to where you can do that.

16 We will be able to get -- I believe get in
17 that loop successfully at the lower rates for
18 hangars 8, 9, and 10, but not for this. Not for
19 T-hangars you might build next year.

20 CHAIRMAN GEORGE: Okay. I'm sorry to I
21 interrupted you. Go ahead.

22 MR. BRUNSON: I might make a suggestion that,
23 as you know, the EDC is doing a lot of work on
24 outside companies coming, and they're -- the
25 County's working hard with them to come up with

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1 incentives that may be even waiving.

2 So, I think you should also approach the
3 staff of us having those -- some of those same
4 incentives with new things coming in here. And
5 they seem to be very open with that right now.

6 CHAIRMAN GEORGE: Okay. Sorry, Mr. Burnett.

7 MR. BURNETT: No. And -- and one thing I
8 will -- to follow up on your comment. Your --
9 your staff was, after the last meeting, in fact,
10 that the Airport Authority had, your staff was
11 already getting going as far as trying to figure
12 out which projects they could go ahead and pull
13 clearance sheets --

14 CHAIRMAN GEORGE: Okay.

15 MR. BURNETT: -- as fast as possible.

16 CHAIRMAN GEORGE: Okay.

17 MR. BURNETT: And I always -- for the folks
18 in the public, I always looked at as -- a
19 clearance sheet as being something that allows you
20 to clear your property, but -- and that may be one
21 of the things that you are -- you -- you do get
22 light at the end of the tunnel when you get a
23 clearance sheet, but it involves a lot more than
24 that, as far as site -- site design and -- and
25 those sorts of things, to be able to get a

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1 clearance sheet approved.

2 Next thing, though, that I've been working
3 on, and -- and I guess that -- that working on
4 with your staff, and that's part of our -- our
5 meeting tomorrow with the county staff is, to
6 bring up the issue of rezoning the properties that
7 the airport has acquired that are west of

8 Casa Cola and -- and related development issues.

9 And then that's about all I have to report at
10 this time. And we do have that meeting tomorrow
11 morning with staff.

12 CHAIRMAN GEORGE: Okay.

13 MR. COX: County staff.

14 MR. BURNETT: Yes, county staff.

15 MR. WUELLNER: Probably one other item I
16 would add under his report, because he just may
17 not be aware of it, is we're meeting tomorrow with
18 Liberty Mutual representatives to see if we can't
19 hammer out a final financial settlement relative
20 to the completion of the Phase I work or basically
21 completing Liberty Mutual's obligations.

22 We -- we still have some work we contend that
23 it was either improperly done or needs to be
24 rectified. And we're -- the legal counsel, for
25 the most part, tomorrow, they're all meeting to

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1 try and hammer out a financial settlement,
2 preferably, versus them coming back and working
3 again.

4 6.G. - A.T.C.T. MANAGER

5 CHAIRMAN GEORGE: Okay. Mr. Knight?

6 MR. WUELLNER: Don't believe he's here.

7 CHAIRMAN GEORGE: He is?

8 MR. WUELLNER: I don't believe he's here. I
9 don't see him. He did -- was kind enough to
10 provide the chart, if it means anything to you.

11 I think the only thing you need to understand
12 is March was, as a month, was up to about 12,500
13 operations for the month, which equates, if you
14 held that level all year, to 150,000 operations a
15 year. And, obviously, we go up and below it all
16 the time. So, try to give you that kind of a feel
17 there.

18 CHAIRMAN GEORGE: Did he just give you one
19 chart? He was going to do a year-to-date chart
20 for us also.

21 MR. WUELLNER: This is all I have.

22 CHAIRMAN GEORGE: Fine. That's okay.

23 MR. WUELLNER: And it --

24 CHAIRMAN GEORGE: Okay.

25 MR. WUELLNER: -- may or may not be helpful.

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1 7. - PROJECT UPDATES

2 CHAIRMAN GEORGE: Project updates.

3 MR. WUELLNER: All right. This is my

4 responsibility, like it or not.

5 Outstanding projects we will briefly go over

6 today is the Estrella Avenue parking lot; land

7 acquisition in Araquay Park; south hangar

8 development area; the hangars 8, 9, and 10. I'll

9 give you an update on runway 2/20's upgrade of

10 lighting; terminal office buildout; and the public

11 relations and airport leasing activities, as -- as

12 well as the Master Plan.

13 I will tell you that the Master Plan, when we

14 get to that slide, is basically deferred to an

15 agenda item a little bit later. So, there's --

16 you won't have anything under that.

17 All right. Out of the blocks today, the
18 parking lot on Estrella Avenue. This was a part
19 of -- you may or may not recall, was a part of the
20 contract for the maintenance facility originally.

21 Rough-in work's going on down there. I notice
22 that they started this morning hauling lime rock
23 in there.

24 Some of the curbs have been -- curbing, if
25 you want to call it that, has been poured. They

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1 were forming up for the balance of that curbing.
2 I suspect that by the end of the week, this should
3 be lime-rocked in and -- and ready to get to the
4 point of paving maybe as early as next week,
5 depending on scheduling of asphalt.

6 The schedule is delayed slightly primarily
7 due to the amount of rain we've had a couple of

8 times; has inundated that same parking lot with up
9 to a foot of water at spots, and it takes a while
10 to get that site dried to where you can
11 meaningfully work on it again, especially when
12 you're trying to get compactions.

13 Land acquisition in Araquay Park. Just a
14 quick update. We're negotiating with several of
15 the owners right now as to final prices in advance
16 of mediation, trying to get some of that wrapped
17 up so that we don't need to go to court-ordered
18 mediation in advance of final settlement hearing.
19 And we do expect mediations over the next several
20 months in -- and in an attempt to resolve any
21 outstanding valuations.

22 I can tell you, at this point, we are holding
23 the line on value to what we have offered in the
24 absence of any evidence they would present that
25 would substantiate a value in excess of that.

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1 So, that's the strategy at this point. We'll
2 see how it falls together or apart, depending on
3 your opinion over the next several months. We
4 expect to be totally wrapped up with this one way
5 or the other and by the end of the year in the
6 worst-case scenario.

7 It does not affect occupancy or anything
8 else. It just affects final dollars paid, so...
9 We technically have title to those homes as it
10 stands today -- or deed, whatever you prefer.

11 Apron design. This is the south hangar area.
12 We have an agenda item a little bit later, so I'll
13 just suffice it to say that the surveying's
14 complete; layout sketches are -- are being worked
15 on; and 30 percent plans are going to be hit as an
16 agenda item in just a few minutes. So, pick up
17 that discussion in a couple.

18 8, 9, and 10, engineering's ongoing. We
19 expect a release for bids, go out for bids on this
20 project sometime in the month of May, which will
21 put bid opening -- I'm not going to commit to it,
22 but probably June's meeting, we should be at a

23 point to make an award to the contract and start
24 moving through the balance of permitting and --
25 and signature contracts and actually into

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1 construction following that.

2 CHAIRMAN GEORGE: This isn't considered part
3 of the south development area, is it?

4 MR. WUELLNER: No. This is up -- this is 8,
5 9, and 10, which is up between the old SK and the
6 old Regency.

7 CHAIRMAN GEORGE: I know where it is. I'm
8 saying the chart needs to be changed.

9 MR. WUELLNER: You're right. It would.

10 CHAIRMAN GEORGE: Okay.

11 MR. WUELLNER: And that's a really good --
12 good catch. We'll call it east, perhaps, or
13 something.

14 Okay. And runway 2/20 -- don't know what
15 it's doing to the numbers up there, but anyway, I

16 can tell you that runway 20 threshold bases are
17 being installed. In fact, the concrete work was
18 poured already on the north -- northeast end
19 there.

20 Runway 2's threshold base fixtures and -- and
21 lights have been ordered, the cans. Those will be
22 in-pavement type lighting, which will require a
23 little bit of effort, which will also require us
24 to close a runway for about a week while that
25 little bit of excavation and restoration work goes

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1 on there.

2 But at the end of the day, it's going to
3 be -- that -- that should be a much preferred
4 alternative to trying to recontour and repermit
5 all the drainage that would be required to extend
6 the lighting outboard of the runway, which is a
7 nonstandard way of doing it anyway. But it --
8 this will result in a much better project.

9 But the way -- way things are going, I would
10 fully expect that runway to be available for
11 24-hour duty beginning no later than June, and it
12 probably will be sooner than that. So, that's --
13 it's starting to progress.

14 Second -- terminal office space, second
15 floor, whatever you would like to refer to it,
16 Drywall work is pretty much underway. Rough-in
17 electrical's complete. It is a little bit behind
18 schedule, HVAC, primarily because of some office
19 wall internal changes that we made required it to
20 go back through the loop one more time on some
21 permitting and just some reconfiguration up there
22 to make a little more sense.

23 Once it started going up, it became pretty
24 obvious that a few things needed to be tweaked,
25 which triggered a rereview. So, it's a little bit

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1 behind schedule, but I think we're ready to

2 proceed in earnest. Everything's in. I mean,
3 tile, carpet, all of that stuff's all sitting
4 there waiting to be installed, so there shouldn't
5 be any delays on materials from this point on.
6 It's just getting the okay from the county to
7 go -- get rolling again.

8 And marketing and public relations, we've got
9 an event with -- if you're familiar with the drink
10 Red Bull, they're doing a little ditty tomorrow,
11 flying in a seaplane, and then they've got
12 something scheduled with their aerobatic team with
13 some of their corporate representatives for better
14 part of two days out here.

15 It's very low key, small. It's only like 15
16 people involved each day. I just let you know
17 that was going on in here. If you happened to see
18 a big Grumman Albatross parked out here, that's
19 what it's here for. Kind of a neat airplane if
20 you haven't seen one.

21 PGA event, we've been informed there's
22 another PGA event coming through here in May. We

23 don't know the significance of it yet, but looks
24 like they're for some reason doing, I think it's a
25 charity event, where they're teaming some NASCAR

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1 drivers on that circuit with PGA professionals and
2 doing some kind of charity tournament out at World
3 Golf Village during the month of May. We've just
4 recently become aware of it.

5 And we're still planning to do that
6 post-Master Plan information insert into the paper
7 whenever -- whenever we get to that point with the
8 Master Plan. So, that's where that stands.

9 Second floor terminal office space is --
10 we've got two items on the agenda related to that.

11 And I would tell you at this point, we've got --
12 we're -- still nothing new to report on the FBO
13 lease. It's still kind of ongoing at this point.

14 CHAIRMAN GEORGE: The FBO lease isn't done
15 yet?

16 MR. WUELLNER: It is not done yet. There's

17 still several outstanding issues that are --

18 MR. GORMAN: Considering --

19 MR. WUELLNER: -- in contention.

20 MR. GORMAN: Considering it has been months

21 and months and months and months, can I offer up,

22 just as a discussion point, some possibility?

23 MR. WUELLNER: Certainly.

24 MR. GORMAN: Possibly someone in a mediator

25 stance that can actually bring the points that

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1 each entity wants to accomplish, and then come to

2 some conclusion as to a fair situation that then

3 would be binding? Because it doesn't seem to be

4 working.

5 CHAIRMAN GEORGE: No, it doesn't. When did

6 we do -- when did we, this board, approve the --

7 the lease? I thought that lease was already

8 approved by all parties when you brought it to us.

9 MR. WUELLNER: That was -- that was my
10 understanding, or we wouldn't have brought it to
11 you. That was back, I want to say September, may
12 have been as late as October of last year, when we
13 brought the form -- or brought the lease forward
14 to y'all, believing it was done.

15 Shortly thereafter, we started receiving
16 letters, questioning how we came up with different
17 things in the lease and whether -- you know, some
18 of the parameters related to the leasehold space,
19 where those things had gotten changed, requesting
20 information on what was going on with the fuel
21 maintenance related to the -- there's a
22 stand-alone lease agreement for the fuel farm and
23 there's a maintenance fuel flowage fee that we're
24 supposed to be tracking.

25 And, anyway, a number of issues come up,

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1 including leasehold boundaries for the ground

2 lease began to be contested. I -- you know, I
3 think we've moved through a great deal of these.
4 But we've had several meetings with double sets of
5 attorneys trying to get through the balance of the
6 issues, but some of them persist.

7 I did finally get the survey today. It was
8 delivered during one of the meetings this
9 afternoon.

10 CHAIRMAN GEORGE: Do you see the light at the
11 end of the tunnel?

12 MR. WUELLNER: I -- I expect the last to be
13 somewhat contentious to get it wrapped up. I
14 don't think there's easy agreement at this point
15 on a lot of the issues.

16 MR. COX: So, the -- the new lease has not
17 been executed; is that what I understand?

18 MR. WUELLNER: It has not.

19 MR. BURNETT: No. And as -- as I recall,
20 from having been involved in that process, at the
21 point in time when it was brought back to the
22 Authority for the Authority to -- to review the
23 new lease, there was no -- there were no

24 outstanding comments from Aero Sport's
25 representative, Mr. Slingluff, or their attorney

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1 that have been sent to me or directed to me.

2 I certainly was the one who had a huge hand
3 in drafting the lease. You know, the revisions
4 typically were -- were done on my computer system.
5 So, I have the lease on my computer system.

6 And Mr. Wuellner certainly -- we e-mail back
7 and forth, and -- and went through drafting of the
8 lease, and -- and his comments that -- were
9 incorporated in there, and we've sent that lease
10 out to them.

11 And at the point in time when it came to the
12 Authority, there had been no outstanding comments
13 that I knew of, and there certainly was an
14 opportunity for that. I -- I was very much under
15 the impression that there were no outstanding
16 comments.

17 The only thing that was -- that had gone on
18 was with -- with what I certainly perceived in my
19 discussions with Mr. Slingluff to be an agreement
20 that the fuel farm would be under a separate
21 contract, not part of the master FBO lease. And
22 so, that was one thing that was going to be
23 lingering afterwards, that we still needed to work
24 out.

25 What I've -- what's gone on in -- in recent

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1 past is the FBO lease, we've gotten some comments
2 now about revising it, and in particular, taking
3 the fuel farm lease language and making that a
4 part of the FBO lease, but with terms that are
5 very different than what we had originally drafted
6 for the FBO. And it really relates to who --
7 who's going to be liable and responsible for
8 upkeep --

9 MR. WUELLNER: Environmental.

10 MR. BURNETT: -- compliance for environmental
11 issues, liability, and all of those types of
12 things.

13 CHAIRMAN GEORGE: Well, it -- it's my opinion
14 that this board has said on numerous occasions
15 that we need to run the airport like a business.
16 And, Mr. Wuellner, we aren't running it like a
17 business if we don't get this thing done.

18 I'd like to set a time period that it's
19 either done or we come up with other alternatives
20 to rent it to somebody else or whatever.

21 And -- and I think that we can bend over, you
22 know, to -- to help Aero Sport out and anything
23 that is reasonable, but we owe the taxpayers a
24 return on their investment that's there, and --
25 and we need to pursue that. I don't know how you

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1 guys feel about it.

2 MR. COX: Well, I'd like to see something

3 done in like 30 to 60 days, and I'll go for 60
4 days, maybe, and give them as much time as -- I
5 mean, give everybody as much time as possible to
6 try to come to some kind of resolution or
7 reconciliation on language.

8 MR. GORMAN: Again, what do you think of the
9 mediator idea? Only because you could -- each
10 party take each issue that they must have and then
11 make the mediator binding, only because the 60
12 days and the 60 days and the 60 days has gone on
13 forever.

14 MS. GREEN: But you're talking apples and
15 oranges. Mediation is not binding unless all
16 parties agree.

17 MR. GORMAN: Well, can we make it binding?

18 MR. WUELLNER: I don't think you want to do
19 that.

20 MR. COX: We don't want to hire them -- I
21 don't really want to hire them, either.

22 MR. WUELLNER: I don't think you want to do
23 it quite that way where it's binding.

24 CHAIRMAN GEORGE: I don't want to hire

25 someone that's going to -- that could make a

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1 decision that's detrimental to my asset.

2 MR. GORMAN: Because they would be objective

3 on both sides? That would be the only reason to

4 do so.

5 CHAIRMAN GEORGE: Yeah.

6 MS. GREEN: That's not what a mediator's role

7 is, though. So, I don't see that working with the

8 lease. I'm more inclined to give us a time frame

9 so our attorneys can handle the legalities of it

10 to make sure that the lease terms are what we are

11 being responsible for, representative of --

12 MR. COX: Well, the --

13 MS. GREEN: -- St. Johns County.

14 MR. COX: -- new lease was generated when?

15 September of last --

16 MR. BURNETT: It was over a period of months,

17 but, yeah, I think --

18 MR. COX: I mean, it's been a while, right?

19 MR. WUELLNER: Somewhere in that time frame.

20 MR. COX: So, everybody's real familiar with

21 the language and what --

22 MR. WUELLNER: Sure.

23 MR. COX: -- what is and is not acceptable to

24 both sides and -- I guess, whatever the -- the

25 problem is, so...

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1 MR. BURNETT: In -- in fairness to Michael

2 Slingsuff, one thing also in there -- and this was

3 not necessarily what I would have thought of as a

4 legal review, so it wasn't something that I

5 thought of earlier.

6 But there was -- Mr. Wuellner's come up with

7 a much better way to define what the spaces are

8 through surveys and other graphical depictions to

9 show what exactly the spaces are that they're

10 leasing. And that was a matter that I guess
11 has -- has caused some continued discussions
12 related to what -- what are they leasing, or they
13 want to lease.

14 MR. COX: Well, I could see that as a
15 positive for both sides. It gives --

16 CHAIRMAN GEORGE: Absolutely.

17 MR. COX: It gives the tenant a better idea
18 of what they're leasing, and possibly they're
19 paying for space that they aren't really leasing,
20 I mean, that they really don't have or -- and --
21 and it gives us a better -- a better definition
22 of, I guess, how'd you do it, a space of --

23 MR. WUELLNER: Well, the depiction --

24 MR. COX: -- per-square-foot issue?

25 MR. WUELLNER: The depictions were done and

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1 were a part of what was given to you. The only
2 exception to that was we were waiting to do the

3 ground lease portion survey. And I believe that
4 was even ongoing when we had -- had the lease
5 presented.

6 Once that came back, then that triggered
7 questions back relative to where'd we come up with
8 these lines and why is it only this much property
9 versus what -- believed to be the last lease
10 amendment with -- with them. And, you know, we
11 worked back through the scenario from lease
12 inception to what it is on the survey.

13 And, in fact, when we met, I don't remember
14 when it was, two or three weeks ago, with the last
15 conclave of attorneys, we -- we agreed to walk
16 that property again with the surveyor. They
17 resurveyed it. That's what's showing up today.

18 They've -- Aero Sport approached us about
19 adding additional lease space in a few areas, some
20 of which we got described so that we could have
21 meaningful discussions on what that property
22 entailed and how much there was. Not a commitment
23 to lease it; just some description moving forward.

24 MR. COX: So, what are we operating under

25 now? The -- the old lease? The --

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1 MR. WUELLNER: You're operating under a
2 multiply-amended agreement that dates back to, I
3 want to say it's 1979.

4 MR. BURNETT: That --

5 MR. COX: '79.

6 MR. WUELLNER: It's had, I think it's
7 something in the upwards of eight or ten
8 amendments to it.

9 CHAIRMAN GEORGE: But this new lease brings
10 everything --

11 MR. WUELLNER: Brings --

12 CHAIRMAN GEORGE: -- up to date, cleans all
13 of that --

14 MR. WUELLNER: Clears all of those leases
15 away with a new lease.

16 MR. BURNETT: Well -- and Ed's not rendering
17 a legal opinion on what we're operating under

18 right now, to make the record clear.

19 MR. COX: All right. Well, I mean, it was a
20 ballpark. But -- and Mr. Gorman has a very good
21 point. We've -- it's been like 60 days, 60 days,
22 60 days. We could go on like that forever. So, I
23 mean, to try to draw some conclusion to the issue,
24 I think we need to set a time frame. And, I don't
25 know, 30 days, what?

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1 CHAIRMAN GEORGE: If we do 30 days and have
2 all the issues that can't be resolved, then that's
3 the time we discuss arbitration, or we decide, no,
4 no, we're the landlord, we're -- it's our asset;
5 this is the way it's going to be.

6 MR. BURNETT: We could just make it an agenda
7 item for the next meeting to say what the
8 outstanding --

9 MR. WUELLNER: Fine by me.

10 MR. BURNETT: -- issues are.

11 MR. BRUNSON: Can we ask Aero Sport and their
12 attorneys to give us something, their problems
13 within 30 days, to give us time to review it? And
14 then I think --

15 MR. COX: Well, I think -- I think we need to
16 reach a conclusion.

17 CHAIRMAN GEORGE: I think they've been
18 piecemeal.

19 MR. COX: We need to reach a conclusion or
20 some type of conclusion in 30 days, not just
21 receive the --

22 MR. BRUNSON: Well, I think we -- 30 days,
23 we'd give them -- put them on notice that we want
24 everything, all the issues in 30 days.

25 MR. WUELLNER: I'm not aware, are you, Doug?

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1 I'm not aware of any issue that is not on the
2 table right now. That's not to say that something
3 else is going to get thrown out here, because

4 that --

5 CHAIRMAN GEORGE: Well, could you document

6 back to Aero Sport what you think the issues are

7 that are on the table and that's what we need to

8 get resolved? You know, just like you go out with

9 a request for a quote; you know, as of a certain

10 date, you know, there's no more questions asked,

11 you know?

12 MR. WUELLNER: Yes, sir. We can do that.

13 MR. BURNETT: There's -- there's two main

14 issues, as I understand them. And one relates to

15 what the -- what the lease space is on these

16 graphical depictions, surveys, or otherwise. And

17 then the other is the fuel farm, whether -- who

18 has the liability for that and whether the fuel

19 farm, the language controlling the fuel farm is

20 included within the master FBO lease or whether

21 that's a stand-alone lease.

22 MR. WUELLNER: As it is now.

23 MR. BURNETT: So, that -- that's really the

24 issues.

25 CHAIRMAN GEORGE: I can't give you any

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1 direction on it, because I don't understand, you
2 know, the ramification. But I think we're paying,
3 you know, someone that's --

4 MR. WUELLNER: I think --

5 CHAIRMAN GEORGE: -- versed in -- in
6 legalities and someone that's versed in protecting
7 the airport and making sure we get a fair deal
8 that's out there.

9 MR. WUELLNER: I -- I think in any case,
10 structurally, I'm not -- I would not be
11 comfortable signing it yet without bringing it
12 back. It's had enough modification at this point,
13 that I think you five need to -- to look at it --

14 MR. COX: All right.

15 MR. WUELLNER: -- one more time in -- in
16 terms of approval.

17 There's -- there's been, I would consider

18 substantial changes to at least leasehold
19 description. I don't think -- the 99 percent of
20 the text is identical. But you need to have a
21 full understanding of what that lease includes at
22 its conclusion and be -- and have it subject to
23 your review one more time -- or approval, I should
24 say, one more time.

25 CHAIRMAN GEORGE: Well, can you take that

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1 direction and give the proper notices and
2 everything? At the -- 30 days from now, at the
3 next board meeting, it'll be an agenda item and we
4 need to know where we stand.

5 MR. COX: Yeah. I don't think we need a
6 motion on that; just set it as an agenda item.

7 MR. WUELLNER: We'll take care of it.

8 CHAIRMAN GEORGE: Okay.

9 MR. WUELLNER: As I mentioned, the Master
10 Plan has nothing -- okay.

11 CHAIRMAN GEORGE: Okay. So, that's the end
12 of the project updates.

13 8.A. - COMMITTEE REPORT - MPO

14 CHAIRMAN GEORGE: We've got member committee
15 reports. Metropolitan Planning Organization, MPO.

16 I went to it this week to carry on with the
17 discussion that we had had at this board about
18 getting the 312 extension to consider having an
19 airport access road. And I approached it by
20 asking for five minutes to give them an overview,
21 you know, of what the Master Plan was, and then
22 while doing that, I was going to bring out that
23 the present consultants have not included that.

24 We got into quite a bit of discussion and it
25 went too long, so I told them I'd do it next time.

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1 But I did get the message across. And the
2 consulting firm, Prosser Hallock --

3 MR. WUELLNER: Yeah.

4 CHAIRMAN GEORGE: -- is setting up a meeting
5 right now -- it's tentatively set for May the
6 7th -- to come down and talk to Ed and I, and to
7 go over where we stand with the Master Plan so
8 that they can include that. So, we've got some
9 activity going on there.

10 The position that the St. Augustine Airport
11 Authority took two or three meetings back with how
12 much we're going to pay to become a part of this
13 was a topic of great discussion. And there --
14 have been sent back to the -- well, if we don't
15 pay, then somebody else has to pay.

16 So, all of the other counties were paying a
17 higher pennies per headcount to cover the stuff
18 that we're not going to pay.

19 MR. GORMAN: I thought that was settled last
20 meeting. Last meeting I was in, it was settled.
21 It was a done deal.

22 MR. BRUNSON: It had to go back to their
23 board, though.

24 CHAIRMAN GEORGE: He's talking about their
25 board. He's talking about --

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1 MR. GORMAN: I was talking about the MPO. I
2 was at the meeting. And at the meeting, they
3 had -- they had --

4 CHAIRMAN GEORGE: Well, they settled it --

5 MR. GORMAN: I had --

6 CHAIRMAN GEORGE: They settled it --

7 MR. GORMAN: -- given your offer of 50
8 percent, and they accepted it.

9 CHAIRMAN GEORGE: They did accept that --

10 MR. GORMAN: Yes.

11 CHAIRMAN GEORGE: -- and they presented it
12 back as part of their total budget, which means if
13 they're only accepting 50 percent from us, where
14 are they going to get the rest of it? That means
15 that the rest of the counties went up, and the
16 counties were saying, wait a minute; we agree that
17 the Authority shouldn't be, but they should -- so,
18 they came up with a new algorithm. It's still

19 going to keep ours, you know, at 6. But we were
20 the topic of discussion that we caused it all,
21 which is fine.

22 Anyway, that's going to come up at the next
23 meeting where they go over the total budget and
24 everything.

25 8.B. - COMMITTEE REPORT -EDC

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1 MR. COX: Excuse me.

2 CHAIRMAN GEORGE: All right. Randy, you've
3 been --

4 MR. COX: Mr. Chairman?

5 CHAIRMAN GEORGE: -- Economic Development
6 Council?

7 MR. BRUNSON: Yeah. There's nothing to
8 report. The EDC, Economic Development Council,
9 has just been mainly engrossed in impact fees.

10 But they're real excited about, as Jim Browning,
11 the director of the EDC, says that the airport's

12 the jewel of the -- of the county and just a
13 wealth that needs to be tapped. And so, I look
14 forward to working with them. That's all.

15 8.C. - COMMITTEE REPORT - INTERGOVERNMENTAL

16 CHAIRMAN GEORGE: Okay. The
17 intergovernmental committee did not meet this
18 month. We meet every other month. So, there's no
19 report to make on that.

20 Yes, sir?

21 MR. COX: Two points. Mr. Maguire came in.
22 I don't know where he went.

23 CHAIRMAN GEORGE: Oh, he is?

24 MR. COX: And also --

25 CHAIRMAN GEORGE: Oh, he left again. Okay.

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1 MR. COX: Do -- do we need to solicit public
2 comment on the last project updates?

3 CHAIRMAN GEORGE: On the project updates? I
4 think you're correct. We should, yes.

5 MR. COX: And every other --

6 CHAIRMAN GEORGE: Is that -- was that --
7 we're through with the member committee reports?
8 Okay. I apologize for not asking for public
9 comment on the project updates.

10 MR. HICKOX: Wayne Hickox, 881 Queen Road.
11 Just a question more than a comment. And don't
12 know if anybody's thought about this. Maybe,
13 Mr. Burnett, you could go speak to it. But if
14 there's concern over impact fees, has anybody
15 considered asking the City of St. Augustine to
16 annex the area? You can now do it because they're
17 adjacent to your property. They -- they'd be
18 contiguous. There's no impact fees there.

19 MR. COX: Which area do you mean?

20 MR. HICKOX: Your entire airport, your entire
21 property.

22 CHAIRMAN GEORGE: Be annexed into the city.

23 MR. HICKOX: As long as the -- as long as you
24 are adjacent, you know, in other words, as long as
25 you have a connection, there's no hole in between.

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1 Well, they've annexed the area that's got the
2 new housing project in it, so it's a thought.

3 CHAIRMAN GEORGE: Yeah. I know the Flagler
4 Hospital considered that at one time, too, just
5 for that very reason. Good point.

6 MR. HICKOX: Be a lot cheaper and quicker.

7 MR. BRUNSON: And that's the reason that the
8 county would like to get the -- what do they call
9 the big subdivision next to it?

10 MR. WUELLNER: Madeira?

11 MR. HICKOX: Right. But they've already lost
12 it, because it's already been annexed.

13 CHAIRMAN GEORGE: Yeah. Any other public
14 comment? Mr. Martinelli?

15 MR. MARTINELLI: Do I have to go over there,
16 or can you hear me?

17 CHAIRMAN GEORGE: No.

18 MR. BRUNSON: Go over there. We can hardly

19 hear.

20 CHAIRMAN GEORGE: Please.

21 MR. COX: I can't hear you.

22 MR. WUELLNER: What?

23 MR. MARTINELLI: Making an old man walk.

24 Victor Martinelli, Ponte Vedra Beach. On the

25 lease, that's kind of near and dear to my heart,

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1 because as far back as I can remember, and as much

2 dialogue as I can remember, it's always been since

3 19 -- what did you say, '70 some --

4 MR. WUELLNER: '79, I think.

5 MR. MARTINELLI: 1979, it has been a

6 contentious item. And I think just coming in on

7 the end of it, but the survey is pivotal, because

8 as I recall, right now, the FBO is occupying

9 property which is not within their leasehold, and

10 I think that may be one of the points of

11 contention; is that correct, Mr. Wuellner?

12 MR. WUELLNER: It's -- it's involved, yeah.

13 MR. MARTINELLI: Okay. And just going back

14 over all of that has transpired, mediation doesn't

15 work, Jack. It just doesn't work. It's been

16 tried six ways from Sunday in the past.

17 And the reason I say that is because unless

18 you take the position that Wayne has -- has talked

19 about, and say, we're the landlord, this is our

20 property, it's our asset, this is what we want

21 from that asset, your lease has expired, or

22 whatever, and if you want to continue to occupy

23 it, these are the terms.

24 Now, basically, I think that's the position

25 you've got to start from. If you don't, you're

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1 going to be 1979 deja vu all over again, as one

2 famous guy said. That -- that's my thought on

3 that.

4 Also, as far as the fuel farm is concerned,

5 that's -- that's another issue that we wrestled
6 with six ways from Sunday.

7 The flowage fee, another issue. And -- and
8 unless you stand firm and -- and obviously
9 standing firm doesn't mean that you take every
10 ounce of blood from the -- the tenant. What it
11 means is, you make a good deal for both parties.
12 It can't be lopsided, so...

13 CHAIRMAN GEORGE: Okay. Any other public
14 comment?

15 (No further public comment.)

16 9.A. OFFICE SPACE LEASES

17 CHAIRMAN GEORGE: Okay. We'll get into the
18 action items today. Office -- second-floor office
19 leases.

20 MR. WUELLNER: I've got two proposed leases
21 to run by you. They're both on the standard form
22 lease, as modified by Rogers Towers, for use for
23 office space. Rental rates are both at \$20 per
24 square foot per year. They're both annual lease
25 terms with renewal abilities.

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1 Proposed tenants are identified as PDS, which
2 is an employment -- I don't know what -- what all
3 they do, but primarily working with Grumman, and
4 they -- they do some of the hiring for Grumman,
5 and they need some -- some office space.

6 And the other is for Passero Associates, who
7 is your consultant, all of which -- both of which
8 require, you know, relatively minor office space.

9 We're still working with several others that I
10 expect to have for you for next month.

11 Considering the space isn't done, we just
12 moved what we've got ahead. But it's 249 square
13 feet for PDS at -- which amounts to \$4,981 per
14 year; and Passero Associates, which would be 136
15 square foot of office space for 27 -- \$2,720 per
16 year.

17 And it would just authorize our -- my
18 signature to the leases when they're ready to go
19 and occupancy is ready for them. And our

20 recommendation is obviously approval.

21 And then I've got one other item under that,

22 which is perhaps you want to consider, given the

23 kind of transitionary (sic) nature of that space

24 up there, maybe we want to -- we've established a

25 rental -- a rental rate, but in order to just kind

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1 of expedite some of these smaller agreements, you

2 may or may not want to consider changing the

3 description within the lease policy that you have

4 and treat it more like T-hangars in terms of

5 the -- of eliminating the requirement to come back

6 to you with all these -- with these little leases.

7 It's really up to you.

8 I mean, when you consider the value of some

9 of these office spaces, individual spaces, they're

10 actually of less value than a T-hangar.

11 CHAIRMAN GEORGE: Okay. Any public comment?

12 (No public comment.)

13 CHAIRMAN GEORGE: Board comment?

14 MR. GORMAN: I think that the firm, the
15 engineering firm of Passero & Associates would be
16 an asset to be here. However, I think their
17 expansion past a certain percentage of the entire
18 space would not be as much of an asset. In other
19 words, it's -- you know what I mean? In other
20 words, I'd like to see that space be multitasked,
21 in other words, for multiple entities so that they
22 would be completely aviation-related.

23 It's great to have Passero have a -- have a
24 presence on the field, but I'm not sure how much
25 of that space you'd want to lend to that issue.

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1 CHAIRMAN GEORGE: Well, 136 square feet --

2 MR. GORMAN: Oh, it -- there's not too much,
3 no.

4 CHAIRMAN GEORGE: I just --

5 MR. GORMAN: Yes. But I had talked to

6 Passero, and it's possible that they had, you
7 know, designs beyond that, and I'm just stating
8 that kind of an opinion up, you know, in the
9 forefront of things.

10 CHAIRMAN GEORGE: Okay.

11 MR. GORMAN: Obviously, 136 feet and their
12 presence on the field is a very good thing right
13 now.

14 MR. BRUNSON: I agree with that fact.

15 CHAIRMAN GEORGE: How much -- what's the time
16 limit on these leases?

17 MR. WUELLNER: They're annual leases.

18 CHAIRMAN GEORGE: One-year leases? Okay.

19 MR. WUELLNER: Renewable.

20 CHAIRMAN GEORGE: With -- with the normal
21 escalators --

22 MR. WUELLNER: Yeah.

23 CHAIRMAN GEORGE: -- for renewal and all that
24 sort of stuff?

25 MR. WUELLNER: Yeah.

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1 MS. GREEN: Pass-throughs and everything else

2 that we've --

3 CHAIRMAN GEORGE: Are there any walls that

4 we're having to change --

5 MR. WUELLNER: Not now.

6 CHAIRMAN GEORGE: -- on the basic design?

7 MR. WUELLNER: We're through with moving

8 walls up there and doing anything else. It's --

9 what is -- what is permitted is it.

10 CHAIRMAN GEORGE: Oh, what you see --

11 MR. WUELLNER: And it's -- now it's what

12 you --

13 CHAIRMAN GEORGE: -- is what you get.

14 MR. WUELLNER: Exactly.

15 CHAIRMAN GEORGE: So, we don't have any other

16 costs, is what I'm getting at.

17 MR. WUELLNER: No.

18 MR. COX: Is this informative, or are you

19 looking for direction from --

20 MR. WUELLNER: Well, right now, your policy
21 would require you to approval those leases. So,
22 that's -- that's what we're asking you to do.
23 I'm also asking you to think about amending
24 the policy so that we don't have to bring
25 136-square-foot leases to you. But that's --

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1 that's your purview. That's in a policy
2 amendment.

3 CHAIRMAN GEORGE: Any other discussion?

4 MR. GORMAN: Just quickly. What is the
5 business of PDS?

6 MR. WUELLNER: They -- they do employment --

7 CHAIRMAN GEORGE: Temporary employment --

8 MR. WUELLNER: -- personnel screening,
9 primarily, and employment services, mostly in
10 support of Grumman. But they're a stand-alone
11 employment service.

12 MR. GORMAN: Not -- not -- they happen to

13 have primarily aviation clients, but they're not
14 primarily aviation.

15 MR. WUELLNER: I don't believe they're
16 limited to that, are they, Cindy? You've --
17 you've spoken to them. PDS --

18 MS. HOLLINGSWORTH: PDS is a staffing firm
19 primarily for Grumman, but they do have other
20 companies, but the lady that's coming here is for
21 Grumman.

22 MR. BURNETT: We -- we did the -- the draft
23 that we have put language in there that the
24 functions are related to airport -- aircraft or
25 airport-related functions, so... And services

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1 that --

2 CHAIRMAN GEORGE: That's part of the lease?

3 MS. GREEN: Right.

4 MR. BURNETT: That's in -- in the lease for
5 what the use of the premises can be made -- or

6 what use they can make of the premises.

7 CHAIRMAN GEORGE: Does that cover your
8 concern, Jack?

9 MR. GORMAN: Yes, that's fine.

10 MS. GREEN: And that -- that was going to be,
11 if I made a motion that we accept Staff, but the
12 scope of those leases that you look -- I don't
13 know if we need to discuss a square footage
14 minimum? What -- what's a small lease consist of?
15 I mean, these are, but do you need direction from
16 us? Five hundred feet or --

17 CHAIRMAN GEORGE: How about the price of a
18 T-hangar or less?

19 MS. GREEN: Sure.

20 MR. WUELLNER: It's up to you. Establish it
21 by square footage, by location, by whatever.

22 MS. GREEN: I think price is better, because
23 the T-hangars would be a different --

24 CHAIRMAN GEORGE: The T-hangars would change,
25 maybe. In other words, you already have the

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1 authority to sign T-hangar leases. We have set
2 the -- and you're basically saying for office
3 space, to be able to do the same thing, as long as
4 you maintain the --

5 MR. WUELLNER: Yeah. And I'm not saying that
6 number's not a good one. But in this case, you'd
7 split -- one, you'd see, and one you wouldn't, in
8 terms of T-hangars.

9 CHAIRMAN GEORGE: Oh, I see what you're
10 saying. If I -- if I -- if I stopped it at
11 T-hangars, you would still have to bring me one of
12 them.

13 MR. WUELLNER: I'd bring you -- I'd have to
14 bring you PDS, but Passero would have fallen in
15 the -- the criteria, because you're looking at
16 about \$3,000, round numbers, based on T-hangar
17 L -- K, L, and M kind of a row, that being --

18 CHAIRMAN GEORGE: Let's take it in two
19 pieces, Ed.

20 MR. WUELLNER: Right.

21 CHAIRMAN GEORGE: Can I get any motions on
22 approving the two leases that are there?

23 MR. COX: Motion to approve Staff's --

24 CHAIRMAN GEORGE: Second?

25 MR. COX: -- recommendation to --

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1 MR. BRUNSON: Second.

2 CHAIRMAN GEORGE: I have a motion and a
3 second. Any discussion?

4 (No discussion.)

5 CHAIRMAN GEORGE: All in favor, signify by
6 aye.

7 MS. GREEN: Aye.

8 MR. BRUNSON: Aye.

9 MR. GEORGE: Aye.

10 MR. COX: Aye.

11 MR. GORMAN: Aye.

12 CHAIRMAN GEORGE: Opposed?

13 (No opposition.)

14 CHAIRMAN GEORGE: Same. The ayes have it.

15 Okay. The lease policy amendment.

16 MR. COX: What's the logic behind making it,

17 attaching it to the T-hangar --

18 MR. WUELLNER: All -- all I was doing was

19 making the analogy that you currently don't see

20 all the T-hangar leases. That's just delegated as

21 kind of perfunctory within the policy.

22 MR. COX: Right. Okay.

23 CHAIRMAN GEORGE: Major revenue sources, I

24 still want to see them and, you know, and approve

25 the --

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1 MR. WUELLNER: Well, that's kind of how

2 you --

3 CHAIRMAN GEORGE: And so, that's what we're

4 trying to define, what is a major? You either do

5 it by something he's already got or --

6 MR. BRUNSON: T-hangars, you know what's

7 going on in there; it's an airplane.

8 MR. WUELLNER: Your -- your typical corporate
9 hangar, as an example, you're looking at anywhere
10 from 10 to 20-plus thousand or more per year, and
11 you would see those regardless. You -- unless --
12 even if they -- unless they lease the whole
13 upstairs, you're not going to approach a number
14 like that.

15 MS. GREEN: What's the average square foot on
16 the -- on the small office that you're talking
17 about?

18 MR. WUELLNER: They range anywhere from
19 that -- I think 136 is the smallest, is it not?

20 MS. HOLLINGSWORTH: Yes.

21 MR. WUELLNER: And they go up to 4 --

22 MS. HOLLINGSWORTH: Four-fifty.

23 MR. WUELLNER: Four hundred and fifty square
24 foot. So, you're looking at maximum of about
25 \$10,000 -- or \$11-, \$11- or \$12- being the maximum

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1 value of -- of the single office up there. It's

2 4 -- did you say 450?

3 MS. HOLLINGSWORTH: Four hundred and fifty.

4 MR. WUELLNER: That's 250 -- oh, yeah. So,

5 it would be less than \$10,000.

6 CHAIRMAN GEORGE: I'd like to propose that we

7 authorize the lease policy to be amended to

8 include office space at \$20 a foot, as is, without

9 any other modifications, carpet, and anything like

10 that, up to a maximum of \$7,500 a year. Anything

11 over \$7,500 has to come to us. I just picked it

12 out of the air.

13 MR. MARTINELLI: How many square feet is

14 that?

15 CHAIRMAN GEORGE: That's 385 square feet.

16 Don't correct me.

17 MR. BRUNSON: And I -- and I -- and I will

18 second that, if it's a motion. If I'm on the

19 board with a corporation, and my managers and

20 directors can't have -- do that small amount, then

21 we don't need them. And I think I have the
22 confidence that we'll get the right clients and --
23 and get -- and get what's needed.

24 CHAIRMAN GEORGE: We have a motion and a
25 second. Any discussion?

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1 MS. GREEN: How many of those offices are
2 over that? I mean, are we talking one or two?

3 MR. WUELLNER: Is it one? That are over --

4 MS. GREEN: Three hundred and eighty --

5 MR. WUELLNER: -- 385 square foot.

6 MS. GREEN: Give or take.

7 MR. WUELLNER: Is it just the one?

8 MS. HOLLINGSWORTH: No, I think you have
9 three.

10 MR. WUELLNER: Three that are over that?

11 MS. HOLLINGSWORTH: Three that are over that.

12 MR. WUELLNER: You're still going to see half
13 the leases.

14 MS. GREEN: Yeah, that -- that's my concern,
15 is there's not a whole lot of difference
16 between --

17 CHAIRMAN GEORGE: You're right.

18 MR. BRUNSON: That's true.

19 CHAIRMAN GEORGE: I will entertain a
20 modification to the --

21 MS. GREEN: I'd like to amend your protocol,
22 if we can, the -- your first or your second, to
23 accept your motion but amend it to allow Staff to
24 enter into the leases, again, provided the ones
25 that are up there, up to, what's our largest, 450?

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1 MS. HOLLINGSWORTH: Four hundred and
2 fifty-three.

3 CHAIRMAN GEORGE: Just say 500 square feet.

4 MS. GREEN: Uh-huh.

5 MR. WUELLNER: Not to exceed 500 square foot.

6 MS. GREEN: Not to exceed 500.

7 MR. WUELLNER: Anything over 500 square foot
8 comes back to you. So, if that's multiple offices
9 or any other scenario --

10 MS. GREEN: Without any further changes,
11 provides in the parameters of the lease agreement
12 that --

13 MR. BRUNSON: I'll amend my second.

14 CHAIRMAN GEORGE: Okay. I -- I can go along
15 with that. Let me restate it.

16 We have a motion to allow Staff to approve,
17 without bringing it to the board, office space
18 lease of up to 500 square feet at a minimum of \$20
19 per square foot as is. So, we have a motion.

20 MR. COX: Second.

21 CHAIRMAN GEORGE: Second. Any other
22 discussion?

23 (No further discussion.)

24 CHAIRMAN GEORGE: All in favor? Aye.

25 MR. BRUNSON: Aye.

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1 MS. GREEN: Aye.

2 MR. COX: Okay.

3 CHAIRMAN GEORGE: Opposed?

4 MR. GORMAN: I'm going to oppose it.

5 CHAIRMAN GEORGE: We have one. Okay. It's
6 passed.

7 9.B. - SOUTH DEVELOPMENT CONCEPT REVIEW

8 MR. WUELLNER: Okay. Up to -- next item I've
9 got's south development area, and I'm going to
10 lean on Andrew to -- do you want to move slides or
11 you want me to?

12 MR. HOLESKO: Actually rather have you do it,
13 if that's all right, Ed.

14 MR. WUELLNER: I just can't wait.

15 MR. HOLESKO: Good afternoon. Andrew Holesko
16 with Passero Associates.

17 Last month, we brought you a concept for the
18 taxiway and apron in the south development area,
19 very similar to the concept that you see right
20 here in front of you, obviously with an access
21 taxiway looping back in the -- in the south GA

22 area, and an aircraft parking apron. Am I too

23 tall?

24 MR. WUELLNER: Yeah, we get that a lot.

25 MR. HOLESKO: Okay. There was some

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1 discussion and question last month, when we

2 brought the concept, that we simply wanted to go

3 back and look and see how this apron and access

4 taxiway has provided access into the rest of the

5 area and the related projects.

6 We've done quite a few drawings over the past

7 month. Also had a meeting here just last week

8 with members of the Authority staff just to look

9 at some more details. And we're just bringing

10 this concept to you again as we near our 30

11 percent of our design. We are designing and

12 looking at grades and drainage systems of the

13 proposed project.

14 But we want to show you the other related

15 developments that obviously we're leading to here.

16 And we've got several concepts here for you and

17 then ending with an aerial photograph.

18 So, click there, you see first thing, is

19 access road revisions and hangars on the actual

20 south side. Once again, looking to the south,

21 that will all be accessing the same taxiway here

22 (indicating), coming in along this area

23 (indicating), and obviously you see several

24 hangars along that area.

25 Next. Show T-hangars here (indicating) to

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1 the west. Once again, same taxiway and apron

2 system here (indicating). Our access road's here

3 (indicating). But we took similar taxiway --

4 correction, T-hangars. Same layout you have here

5 (indicating), we copied them over to this area

6 (indicating) to show that we're using the same

7 type of access systems.

8 It's interesting the way that Araquay
9 actually serves as our taxi lane. We're using the
10 actual road system. It just makes sense that
11 we're using it here as a taxiway (indicating) and
12 we're using it here as a taxi lane for the
13 T-hangars (indicating).

14 And then finally the third one. You see we
15 just have reserved an area here for a larger bulk
16 hangar with a large parking apron in front of it
17 (indicating). So, just showing that as the four
18 concepts. We wanted to show you how, you know,
19 this is really not a stand-alone project. Even
20 though it's what you see here in the first year,
21 it is surrounded with compatible development.

22 We're still doing some massaging of some
23 trees, a little bit of access and fencing, but we
24 do want to see -- let you see the overall project.

25 And then we do have one more concept for you to

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1 look at.

2 You can see here we've also drawn it on top
3 of the aerial photograph to show the exact
4 proximity (indicating). We're at the point now of
5 where we're still looking at some specific trees
6 in some areas. If we can protect some specific
7 and warranted trees, we're going to continue to do
8 that. But we do want you to simply see how the
9 project is all working together.

10 CHAIRMAN GEORGE: Andrew, are these taxiways
11 big enough for two airplanes to go down?

12 MR. HOLESKO: No. Actually, what we've done
13 is it's going to be a single lane coming in, but
14 we've done the loop concept, so you can actually
15 have -- you're going to have one-way traffic in or
16 out here (indicating), and the same here
17 (indicating).

18 So, as long as you avoid this area here
19 (indicating), you're going to be able to come in
20 here or come and go along here (indicating). So,
21 you're going to have two-way traffic, but not on

22 the same taxi lane.

23 MR. GORMAN: Similar to these air parks I've

24 seen. It's like Spruce Creek has that same --

25 MR. HOLESKO: Yes.

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1 MR. GORMAN: -- concept.

2 MR. HOLESKO: Yes.

3 MR. WUELLNER: Yeah. And keep in mind, early

4 on, you're looking at supporting limited activity

5 back there. You're looking at T-hangars and the

6 like. It's not, you know, day in and day out, not

7 prone to five airplanes trying to come through the

8 same piece of pavement at the same time.

9 It's kind of -- attribute it to -- think of

10 it as your T-hangar access road. Some of this --

11 or your T-hangar access taxiway. I mean, it's --

12 you know, it's somewhat benign in terms of

13 activity there, as an aircraft moves through

14 there, but it's not continual, like U.S. 1 kind of

15 traffic. We don't see it as being a problem, at

16 least early on.

17 CHAIRMAN GEORGE: What's the disadvantage to

18 us, in our initial design, to have two-way traffic

19 defined?

20 MR. WUELLNER: I don't see any, short term.

21 I'm not sure there are any at all. You're only

22 looking at a -- what, about a 3- or 400-foot

23 section of taxiway where it's bidirectional.

24 Well, it's a little longer than that. Later on,

25 it becomes just --

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1 CHAIRMAN GEORGE: Looking at it back from

2 this point here (indicating).

3 MR. WUELLNER: You're -- I was just about to

4 correct myself. You're looking at about 8- or 900

5 feet initially as being bidirectional. But that's

6 also in its lowest traffic configuration. In kind

7 of later phases, connect that taxiway that's

8 diagonal (sic) off here -- that might do this.

9 This piece here (indicating)?

10 CHAIRMAN GEORGE: Yeah.

11 MR. WUELLNER: It -- it -- eventually, that
12 creates another access point to where you can
13 bypass. You end up with a small segment there,
14 about 400 -- 3- to 400 feet of truly bidirectional
15 traffic later on.

16 And also envision that some of that may
17 become apron later on, may expand it. You also
18 can expand it if you have to and create a true
19 bi-- true multidirection.

20 MR. BRUNSON: It's going to be hard to put
21 airplanes in reverse.

22 CHAIRMAN GEORGE: Oh, yeah.

23 MR. BRUNSON: Yeah. If you happen to get in
24 that 400 feet.

25 MR. WUELLNER: Well, part of this early on

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1 can be kept within the movement area within air

2 traffic control.

3 MR. BRUNSON: Yeah. Somebody's going to have

4 to turn around.

5 MR. WUELLNER: Just simply --

6 MR. COX: As long as the tower's open.

7 CHAIRMAN GEORGE: And then you're going to

8 have to put ground controls in. Have to be beefed

9 up to handle it.

10 MR. WUELLNER: They're right there.

11 CHAIRMAN GEORGE: You say that when David's

12 not here.

13 MR. WUELLNER: That's right.

14 MR. GORMAN: The biggest airplane wins.

15 MR. COX: That's right. The biggest airplane

16 wins.

17 MR. WUELLNER: We control what we give them.

18 Kind of the way it works.

19 CHAIRMAN GEORGE: And then we pay for the

20 manpower that's there.

21 MR. WUELLNER: No more staff.

22 CHAIRMAN GEORGE: Can I go back to your

23 second alternative?

24 MR. HOLESKO: Ed, can you go back a bit?

25 Thank you.

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1 MR. WUELLNER: That remains to be seen. That

2 would be -- is that it or next one?

3 MR. HOLESKO: Two.

4 CHAIRMAN GEORGE: So, you're looking at

5 aircraft entry from here (indicating), right?

6 This is parking (indicating).

7 MR. HOLESKO: Yes.

8 MR. WUELLNER: Right.

9 MR. HOLESKO: Even though that -- that exact

10 taxi lane connector is not shown. It is assumed

11 that that box hangar will open onto the apron and

12 there will be access.

13 CHAIRMAN GEORGE: Okay. When you were doing

14 it, you mentioned something about the flow of

15 aircraft, I thought.

16 MR. HOLESKO: No. I only mean the flow of
17 aircraft here on this side (indicating). This
18 will -- this will be only automobile access
19 (indicating).

20 CHAIRMAN GEORGE: Okay. What do you want out
21 of us?

22 MR. HOLESKO: Ed?

23 CHAIRMAN GEORGE: Ed?

24 MR. WUELLNER: I mean, you can have me.

25 MR. HOLESKO: This is -- this -- these

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1 concepts are brought here just -- just to show
2 you -- obviously last month, we only had the --
3 the taxiway and apron shown. It's to simply
4 provide you information to show you that it's not
5 just a piece of apron and parking area. It -- it
6 is detailed to show how all of the surrounding
7 development is going to work on here.

8 We're -- we're doing everything we can to,

9 you know, to massage the site to make it work,
10 take down the minimum amount of trees, and make it
11 as efficient as it possibly can be. And that's --
12 that's what we're trying to show you tonight.

13 CHAIRMAN GEORGE: All right. Any public
14 comment? Mr. Martinelli?

15 MR. MARTINELLI: Just a quick -- just a quick
16 question. Taxiway Alpha, which is unusable at
17 this time --

18 MR. WUELLNER: Is that it?

19 MR. MARTINELLI: That's Alpha there, right?

20 CHAIRMAN GEORGE: Where?

21 MR. MARTINELLI: All right. I thought,
22 anyway.

23 MR. BRUNSON: Go back to the --

24 MR. MARTINELLI: Yeah. I thought this was
25 here (indicating).

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1 MR. WUELLNER: Is what, Vic?

2 MR. MARTINELLI: Taxi Alpha.

3 MR. WUELLNER: No, that's Charlie.

4 MR. MARTINELLI: Huh?

5 MR. WUELLNER: That would be -- currently,
6 that's Taxiway Charlie you're pointing to.

7 MR. MARTINELLI: Charlie. Okay. But it's
8 not usable because of the proximity to the runway;
9 is that correct?

10 MR. WUELLNER: That's the argument.

11 MR. MARTINELLI: This is the new one?

12 MR. WUELLNER: Yes. That would be the --

13 MR. MARTINELLI: That's the extension of --

14 MR. WUELLNER: Of Bravo.

15 MR. MARTINELLI: -- Bravo? Okay. What's the
16 timing of that relative to all of this?

17 MR. WUELLNER: It's not far behind. You
18 know, it's --

19 MR. MARTINELLI: It's after, though?

20 MR. WUELLNER: Likely, yes.

21 MR. MARTINELLI: You'll do that first and
22 then that?

23 MR. WUELLNER: Yeah.

24 MR. MARTINELLI: Okay. That's the only
25 question I have.

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1 MR. WUELLNER: And -- and that connection to
2 create the balance of that Y would be facilitated
3 as a part of the Bravo project.

4 MR. MARTINELLI: Pardon?

5 MR. WUELLNER: The -- this piece here, if I
6 can do this without advancing it one more time.
7 It's you.

8 MR. HOLESKO: It's me.

9 MR. WUELLNER: Okay. That connection to
10 Bravo would be facilitated as a part of the
11 Taxiway Bravo project, not a part of the apron
12 project, which is what we're depicting now.

13 MR. MARTINELLI: Okay. But in terms of
14 timing, the Bravo project's to be completed before
15 the apron?

16 MR. WUELLNER: No. I would say the apron
17 project's likely to be skewed slightly ahead of
18 it. You're looking at -- at most, maybe a year
19 overlap.

20 MR. MARTINELLI: Really?

21 MR. WUELLNER: Yeah.

22 MR. MARTINELLI: Okay. Then, Wayne, where
23 that little crotch is, lack of a better term, I
24 think you could turn airplanes around in there.

25 CHAIRMAN GEORGE: Oh, I see what you're

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1 saying. Okay.

2 MR. MARTINELLI: So, it could be a two-way
3 right there, exactly.

4 CHAIRMAN GEORGE: Okay. We had one other
5 public comment. Would you mind going to the mic
6 and let us know --

7 MR. GORMAN: Behind it right here.

8 CHAIRMAN GEORGE: -- who you are?

9 MR. JONES: I'm Joe Jones. I live at 4672
10 Fifth Avenue. What trees are you talking about
11 saving when you show this and it looks like
12 everything's gone?

13 I mean, where that dotted line is where you
14 see the road access behind them hangars, that's
15 the marsh right there. There's nothing left.
16 There's no trees left in the marsh. What trees
17 are you talking about saving?

18 MR. HOLESKO: If you actually look --

19 MR. WUELLNER: That helps a little bit.

20 MR. JONES: You've got it.

21 MR. HOLESKO: Actually, Ed -- actually, Ed --
22 Ed, go back one, if -- if you could, please.

23 MR. JONES: You can see the marsh now. But
24 you're going to put hangars and a road between
25 your runway -- your taxiway and the marsh.

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1 MR. HOLESKO: If you look --

2 MR. JONES: There's no trees left.

3 MR. HOLESKO: If you look, every single one
4 of these little dots is a tree (indicating).

5 MR. JONES: A tree?

6 MR. HOLESKO: Yes.

7 MR. WUELLNER: A tree.

8 MR. HOLESKO: You asked me a question, and
9 I'm just trying to respond to your question.

10 Every one of these circles is a tree (indicating).

11 Now, this -- this section is not designed yet
12 to have the road minimize everything. We
13 haven't -- that's just a -- that's a concept.

14 Every dot you see in the center here (indicating)
15 is a tree. I mean, there are -- there are lots of
16 trees remaining on here. And that's our intent,
17 is -- is to work with --

18 MR. JONES: Okay. Well, see, what I'm
19 looking at, I live about -- from where you've got
20 that roadway, I live about 200 feet on the other
21 side of the marsh. So, I'm not going to see no
22 trees. All I'm going to see is the back of
23 hangars from now on.

24 The last time, about -- I know one time
25 before, probably about three months ago, we had --

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1 Mr. George asked about jets, and you said no jets.

2 And then the last meeting, he said, yes, there's
3 going to be corporate hangars right there, so that
4 is jets. So, I'm talking about -- you know, I'm
5 going to be about maybe 400 feet from the jets
6 from now on.

7 MR. HOLESKO: I just want to make sure that
8 you understand that this road is --

9 MR. JONES: I'm just trying to -- where
10 there's trees, there was a bunch of trees there
11 one time, when you was at the last meeting, you
12 just showed the little apron. That's only still
13 going to leave me 150 foot of trees, but it will
14 buffer something. Now it looks like all of the
15 trees are gone, so it's going to be buffering
16 nothing. It's just going to be open area there --

17 CHAIRMAN GEORGE: I think what --

18 MR. JONES: Going to be nothing there for me,

19 400 feet, just looking at an apron with a jet

20 going by.

21 CHAIRMAN GEORGE: I think what might -- what

22 might help you is, the first plan that he showed

23 will probably be the first thing that we're going

24 to build.

25 MR. JONES: All right. But you're still

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1 talking three or four years.

2 CHAIRMAN GEORGE: Well, wait a minute. And

3 then a year --

4 MR. JONES: Another 25, another three or four

5 don't make that much difference to me.

6 CHAIRMAN GEORGE: Well, also in three or four

7 years, there's going to be jets that are small

8 enough that -- you know, the same size as a single

9 engine prop job that's out there now. So, you're

10 going to have -- you know, you're going to have
11 noise there, yeah.

12 MR. JONES: Right. Well, what have you got?
13 You've got like 65 decibels, is all you can -- or
14 something like that?

15 CHAIRMAN GEORGE: Mr. Gorman spent quite a
16 bit of time trying to maximize the trees over
17 there, and one of the things is to eliminate
18 noise.

19 MR. JONES: And I could see -- I could see --
20 I just know -- I've been -- I've work up at NAS
21 and everything all the time. I know when a jet
22 turns, you smell them and you hear them. And I
23 know you've got a certain decibel reading, is all
24 you can come across and --

25 MR. WUELLNER: Not true. We don't have any

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1 noise restrictions relative to the operation of
2 the airport.

3 MR. JONES: Oh, you don't?

4 MR. WUELLNER: No, sir.

5 MR. JONES: How about with the county or
6 nothing like that?

7 MR. WUELLNER: No, sir.

8 MR. JONES: No county ordinance that 65
9 decibels, county ordinance within 250 feet?

10 MR. WUELLNER: No. Airport is exempted.

11 MR. JONES: They're exempt?

12 MR. WUELLNER: And always has been. Can't
13 operate an airport under 65 dBA. It will not
14 happen.

15 MR. GORMAN: But, sir, your point is that
16 you're trying to -- you would like to see in a
17 design the maximization of a buffer. That's what
18 you're -- that's your point.

19 MR. JONES: Yeah. Well, you know, I know on
20 my side of the marsh, you can't -- you can't tear
21 down no trees for 25 foot from wetlands.

22 MR. WUELLNER: Right.

23 MR. JONES: You know, it looks like you're

24 going to be able to. I mean, you can't encroach

25 25 foot of wetlands, then you're going to be well

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1 within the 25 foot.

2 MR. HOLESKO: Actually, the dashed line here

3 (indicating) is the 25-foot wetland buffer. It's

4 been delineated, and that's the buffer right

5 there. There's no -- none of this development is

6 proposed inside the buffer. It's all outside the

7 buffer.

8 MR. JONES: But there's no noise --

9 MR. WUELLNER: No, sir.

10 MR. JONES: Okay. I know with the county

11 ordinance -- I should have brought it from home.

12 I went and got it from the county. It says you

13 can't be over 65 decibels.

14 MR. HICKOX: Doesn't apply to airports,

15 though, sir.

16 CHAIRMAN GEORGE: Yes, sir.

17 MR. JONES: It's a county ordinance.

18 MR. HICKOX: It doesn't apply to airports.

19 MR. JONES: It does not?

20 MR. HICKOX: It does not apply to airports.

21 MR. WUELLNER: Hold up. Just change the tape

22 a second.

23 CHAIRMAN GEORGE: Everybody hold your say;

24 we're changing the tape.

25 MR. WUELLNER: Okay.

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1 CHAIRMAN GEORGE: Janet's slow.

2 MR. SUNDEMAN: My name is John Sundeman. I

3 live at 4665 Fifth Avenue. On March the 23rd, I

4 came by the airport here and asked for two things,

5 a copy of the Master Plan and a copy of the income

6 forecat -- forecast to show the rate of return.

7 I'm sure all of you sitting at the table here

8 would know what the rate of return is on an

9 investment like this or you wouldn't have gotten

10 into it. I was told there was no Master Plan and
11 that the income forecast was being developed and
12 be here in a couple of weeks.

13 Just a couple of other comments. The map
14 that you have up here on this board, which is the
15 one I'm assuming your attorney is going to take to
16 the planning and zoning, is not accurate. That
17 map is not accurate.

18 There is a river flowing in here that's not
19 shown on that map. Also, it has natural
20 tributaries that run next to my property to the --
21 to the west and also further up and to the south.

22 So, my point is that the public, and
23 especially the county, should be given accurate
24 information, because the way the map looks like,
25 is the river is being filled in. So, I'm really

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1 not clear; is the river going to still be there,
2 or is the river going to be filled in because it's

3 not on that map?

4 The last issue that I have, I've heard a
5 couple of comments here about let's do things in a
6 businesslike manner. My understanding is that you
7 have employees that are living on Authority
8 property. My understanding is that two of them
9 are living there and not paying any rent. One of
10 them is living there, paying below market rent.

11 I'd like to try to find out what your plans
12 are in your Master Plan here for, are you going to
13 allow these employees to continue to live on
14 airport property, which is on the end of North
15 Boulevard?

16 I don't -- I'm not a property specialist. I
17 don't know what that property's worth. But if
18 it's any indication of the other property along
19 the Intracoastal Waterway, it's quite expensive.

20 Also, when you have employees who are
21 receiving free rent or reduced market rent, it is
22 taxable compensation on their wages. And I want
23 to know whether or not that information's being
24 reported to the Internal Revenue Service and how

25 that's going to impact with your Master Plan.

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1 Thank you.

2 CHAIRMAN GEORGE: Okay. Would you mind
3 giving us a -- something -- you had several
4 questions in it. Just so that we make sure we get
5 those questions.

6 MR. SUNDEMAN: Yes, I want to thank
7 Mr. Brunson for returning my telephone call. I'm
8 a former auditor of the Airport Authority. I know
9 this place quite well. I go way back 20, 25
10 years. And I'm sorry I didn't get a chance to
11 write you a letter, but I'll put it all in writing
12 to you.

13 CHAIRMAN GEORGE: I'd appreciate it. Then we
14 can make sure it gets answered properly.

15 Any other public comment?

16 (No further public comment.)

17 CHAIRMAN GEORGE: Board comment?

18 MR. JONES: I do got one more comment, if I
19 could. On your plan over there, you're showing --

20 CHAIRMAN GEORGE: Stand up. We can't -- we
21 have one guy that's got a bad cold.

22 MR. JONES: I'm sorry. On your plan --

23 CHAIRMAN GEORGE: He can't hear, anyway.

24 MR. JONES: -- you show a -- you show a
25 reserve that says "compatibility reserve" all the

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1 way to North Boulevard. What does it actually
2 mean by compatibility? I mean -- I mean, I'm not
3 compatible with jets. That's all. You know, what
4 do you mean by compatibility?

5 MR. WUELLNER: It -- it literally opens up
6 the possibility of the Authority acquiring
7 property in that area to mitigate noise impacts.

8 MR. JONES: Okay. I mean, it just -- it just
9 seems like when you go to send that to FAA or
10 something like that, it seems like you already own

11 that.

12 MR. WUELLNER: No.

13 MR. JONES: When you say --

14 CHAIRMAN GEORGE: No. The FAA's got a real
15 good understanding of what we -- what we do own.

16 MR. JONES: All right. I just -- you know, I
17 just know I'm not compatible with jets.

18 CHAIRMAN GEORGE: Right.

19 MR. JONES: I don't mind your little small
20 planes; I've lived with them. But the jets is
21 another story.

22 CHAIRMAN GEORGE: Okay. Board comment.

23 Mr. Cox?

24 MR. COX: Yeah. Just a question. In this
25 iteration (indicating), the opening for these

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1 hangars goes out right here; is that correct

2 (indicating)?

3 MR. HOLESKO: Yes.

4 MR. COX: Okay. So, it would -- you don't
5 show -- because this is just concept, so you don't
6 show this as ramp space here (indicating)?

7 MR. WUELLNER: Correct.

8 MR. HOLESKO: Correct.

9 MR. COX: Okay. So, the two-way traffic
10 would be a moot point if we go to this iteration
11 anyway, because it's all going to -- it's going to
12 be two-way. It's going to be all ramp space
13 there. So, I mean, any iteration, while we have
14 hangars on this side (indicating), there were --
15 there was one other iteration, I think, where we
16 had hangars on that side, correct?

17 MR. WUELLNER: Yes.

18 MR. COX: So, the two-way traffic would be a
19 moot point. It would be -- automatically have
20 that much ramp space.

21 CHAIRMAN GEORGE: Unless you took it on this
22 side of the road (indicating). In other words,
23 what's the line, when you go out of the parking
24 area to the length of the active taxiway, the

25 solid yellow line?

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1 MR. COX: Hold line.

2 CHAIRMAN GEORGE: Hold line. Okay. So, that

3 area that's -- that's not defined right now could

4 have the hold line --

5 MR. COX: Well, you could go either way.

6 CHAIRMAN GEORGE: -- and still do the loop,

7 but we'd just have wide enough for two up --

8 MR. COX: You could come up with any kind of

9 idea for that little area.

10 CHAIRMAN GEORGE: Yeah.

11 MR. COX: Thank you very much. I mean,

12 that's all I have, anyway.

13 CHAIRMAN GEORGE: Any other comments?

14 Thank you, sir.

15 MR. HOLESKO: Thank you.

16 9.C. - COMMITTEE REPORTS - AIRPORT MASTER PLAN

17 CHAIRMAN GEORGE: Airport Master Plan.

18 MR. JUFKO: You asked for that.

19 (Pause in the proceedings.)

20 MR. JUFKO: Just bear with me just a second

21 here. I want to pull this around.

22 Good evening. I'll move -- I'll move it as

23 we get a little closer to it.

24 The reason we're here today is to -- just to

25 give you an update where we're at, where we're

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1 going. And the purpose that this is an action
2 agenda item this evening is to ask the Authority
3 for acceptance of the Master Plan so that we would
4 be able to submit it to the FAA and DOT for their
5 review and comment. There's no other strings
6 attached to that.

7 And also, the purpose of -- of this session
8 right now is to address any questions that may be
9 out there as a result of the draft report that has
10 been distributed to members of the Authority.

11 What you have here before you, at the last
12 meeting, Mr. George had asked for sort of a
13 synopsis of some of the capital improvements
14 broken into different categories so that you can
15 kind of get an idea of some of the major
16 categories, the amounts that go with that.

17 It's presented to you in this manner because
18 I wanted to make it clear for you. To answer your
19 question directly, it isn't, at this point,
20 incorporated into that chapter. This was a
21 specific request of yours so you had a better
22 understanding of it. Normally we wouldn't go
23 through this kind of level of detail to do that.
24 It is indeed in the report, but not in this
25 manner.

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1 CHAIRMAN GEORGE: Not in this format.

2 MR. JUFKO: And -- and the reason for that

3 is, when you put it in this format, because we go

4 through the -- the motions of getting escalation
5 of costs over those periods short term,
6 intermediate, and long term, we're able to take
7 all of the projects that fall within those periods
8 and escalate them using the Consumer Price Index
9 forecast that we use to escalate. When I break
10 them down in this manner, we're then unable to do
11 that because some of the projects go different
12 years and it -- it's quite a mess.

13 So, we wanted to let you know that this is in
14 constant dollars, just to give you a frame of
15 reference and to give you an idea of what some of
16 those costs are, especially over the short term.

17 Now, also -- and I'll be happy to give this
18 to you a little bit later -- we noticed since we
19 had submitted the draft report that there was one
20 page in that same chapter that was a little
21 misleading. The numbers were correct, but because
22 we are using escalation costs everywhere
23 throughout that chapter, then we get to the
24 summary that says here are your short term,
25 intermediate, and long term, the numbers are

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1 different than what you saw in the preceding
2 tables.

3 And the reason for that is because the costs
4 that were in that summary table -- I think it was
5 like page 3 -- or 8-8, they weren't escalated.

6 And everywhere else in the report, they were
7 escalated. So, we -- we caught that. We felt it
8 was confusing, so we wanted to use the escalated
9 costs in that so that we were dealing with apples
10 and apples. So, we made that change, and I'll
11 provide you that page when -- when we're finished.

12 But primarily, we've -- we've presented over
13 the last year, multiple times, gone through a lot
14 of gyrations. What I have here before you is some
15 key excerpts of the Airport Layout Plan drawing
16 set to give you an idea of what goes to the FAA
17 and DOT for review.

18 I wish the gentleman had stuck around,

19 because I would have been happy to address his
20 question right here and there. And part of the
21 reason that some of the features aren't shown --
22 and we'll be happy to address it; it's not -- it's
23 not a difficult thing to do -- is that for the
24 purpose of this, we're dealing with airport
25 property and the immediate surroundings for the

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1 purpose of the Airport Layout Plan.

2 If you go into the Master Plan report, there
3 are a number of exhibits, as you've seen
4 throughout our process, that are overlaid on
5 aerial photo that do indeed show the river and the
6 tributaries.

7 CHAIRMAN GEORGE: Right.

8 MR. JUFKO: So, this has a little slightly
9 different purpose, and if we're able to show that
10 on here, we'll -- we'll add that information. Not
11 a problem.

12 But primarily, this -- this drawing set is
13 used by the FAA to identify projects that are in
14 this capital development program that is a result
15 of the whole master planning process. But the key
16 thing that they're going to look at is the short
17 term and some of the intermediate term. The first
18 five years or so is what they're really going to
19 focus on.

20 And as Mr. Wuellner had said before, or it
21 might have been earlier in the workshop, DOT is
22 focussing on the next five years. That's --
23 that's where their vision is right now. And
24 that's where our vision is.

25 We want to make sure that we have the right

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1 projects in that short term so that you have
2 the -- the flow of monies coming your way in the
3 form of grants and assistance from both the
4 federal and the state levels.

5 As we move into some of these other projects
6 beyond the intermediate term, let's say the
7 multimodal terminal facility-type project, we may
8 be introducing other sources of funding as we get
9 later on into the planning period. So, we do
10 address those -- those issues.

11 Anything past ten years, you've heard me say
12 this before, is very difficult to forecast. And
13 there are a number of things that can change over
14 that time period, but we've been able to take this
15 financial plan, forecast using some of the
16 methodology that you currently employ here at the
17 airport, to come up with our snapshot in time.

18 And it may be actually very helpful for you as you
19 move forward to your financial estimates over the
20 next couple of months.

21 As Mr. Wuellner had said before, now you have
22 a capital development program that you'll be able
23 to use and -- and tweak your financial plan here
24 internally as you make decisions.

25 There are a number of improvements that are

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1 closely related. As an example, when we were
2 talking about the Araquay development, the south
3 GA development, that development's occurring as we
4 speak. That's being designed.

5 We have other development that's pointed out
6 in the facility in the financial plan that is not
7 too far behind. And they're designed that way,
8 not only from a cash flow standpoint, but from a
9 design standpoint, from getting permits, from
10 looking at environmental concerns. They're all
11 related.

12 So, what we're looking here tonight is to
13 address any questions that might be coming up here
14 as a result of -- of your review of the plan, not
15 approval, but acceptance, so that we may move
16 forward with this process. It's very important
17 that we get now some input from the Federal
18 Aviation Administration and the DOT.

19 One, they've put money into these -- into
20 this project. They have some say. They want to
21 make sure that indeed the Authority and their
22 consultant is following the latest guidance. And
23 since we've started this process, guidance has
24 changed, and we've tried to go with the flow as --
25 as it has changed.

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1 So, they will weigh in. They will state if
2 they need clarification. And this process,
3 it's -- it's rare that we come back with no
4 comments. There will be comments, and we will
5 address them.

6 And we will also come back during that
7 period, which is approximately 30 to 90 day -- no,
8 it won't be 30 -- 90 days or more, where the FAA's
9 going to chime in. And we're going to come back
10 and we're going to give you updates of that
11 process and then let you know what your remedies

12 are.

13 What I could do here is -- real briefly, is
14 just show you a couple of selections of our -- our
15 plan. The reason I brought this in today was to
16 give you a feel. This -- this is about the only
17 component that you hadn't seen. Everything else
18 has been -- and you have a smaller, a much smaller
19 version in your report, but you hadn't seen the
20 latest and the greatest.

21 This does show the -- the 20-year plan for
22 the airport this time around. It does meet the --
23 I'm sorry. It does meet the current requirements
24 as -- according to the FAA design requirements.
25 And there are other sheets that go with this set.

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1 There's approximately, if I recall, just shy
2 of 20 pages to this set. It's -- it's rather
3 extensive. And -- and not only does this give an
4 overall plan view, but we have several sheets that

5 deal with detailed views of -- of the actual
6 approaches as it deals with obstructions. We'll
7 go back to this in a moment.

8 Here's the area that's near and dear to your
9 hearts, the south GA development (indicating).

10 And this includes the existing terminal, as well
11 as future terminal type -- as we refer to it as
12 terminal area.

13 And you'll notice that the current design
14 effort that you're undergoing right now is -- is
15 fairly close and -- and consistent to what we have
16 come up with as a concept in the Master Plan.

17 In answer to a question we were talking about
18 land use compatibility, Mr. Wuellner was correct;
19 it's an area that's being reserved. We are trying
20 to be compatible with the other uses in the area
21 as they're defined by the county, and to have some
22 sort of buffer in the future.

23 Here's a take -- and there's several pages
24 that go with this -- but this is a depiction of
25 the three-dimensional surfaces that actually

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1 protect your airport (indicating).

2 Each of these surfaces have different slopes
3 and distances of separation, but the bottom line
4 here is that they're -- they're designed, wherever
5 there is an obstruction that penetrates through
6 these surfaces, we need to note it on this sheet
7 and the subsequent sheets.

8 And FAA looks at this in terms of how it may
9 impact or not impact your -- your current flight
10 procedures and future or planned approaches for
11 the airport, both with the future plan runway
12 configuration, as well as existing.

13 And this -- this is -- this is difficult
14 unless you look at it close, but it -- it shows
15 land use with -- with the runway system over it.

16 And there -- there may very -- we realize when
17 this goes off to review, and I know there are
18 some -- some meetings that are coming up. This
19 may very well change slightly as a result of your

20 meetings. And we fully expect that. That's why
21 it's draft. And when we get those comments back
22 from those meetings, as well as the FAA, we'll
23 make those changes.

24 Ideally, you want to look at the future
25 development of the airport and come up with land

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1 uses that are compatible with the property that
2 you are planning to -- to have as a future
3 boundary.

4 There's another sheet in here that -- that we
5 don't have to date that will be part of this set.

6 And it's -- it's not much different from the
7 Airport Layout Plan. However, it goes in great
8 detail as to the property acquisition that you've
9 undergone since the last Master Plan.

10 Also, with the new changes in the design
11 manual for the FAA, there -- there's a lot more
12 detail that goes into the transactions in chart

13 form that have to be included in the property map.

14 So, it isn't just showing future property line,

15 existing property line; it's this parcel was

16 purchased or sold by this individual to the

17 Airport Authority. And it -- it's a nightmare, to

18 say the least.

19 However, when it is done, if -- and if the

20 information is available, what you're going to

21 have is probably the best representation of your

22 property than -- than you ever have had. So, that

23 will also be part of this set and is a

24 requirement.

25 So that, in a nutshell, are the plan sets

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1 that represent graphically what we've come for and

2 recommended in -- and many of the alternatives and

3 the preferred or chosen selected alternatives that

4 we've gone through over -- over the last several

5 months.

6 CHAIRMAN GEORGE: Have there been any changes
7 since the last time we -- you know, we had a
8 workshop to go over the whole thing. What changes
9 have occurred since then?

10 MR. JUFKO: In terms of actual depiction of
11 facilities, there have been very little change.

12 CHAIRMAN GEORGE: Okay. So, just fine-tuning
13 numbers?

14 MR. JUFKO: And making sure that it actually
15 meets the criteria. We have a rather extensive
16 checklist that you have to follow for Airport
17 Layout Plans set. And each -- each sheet has
18 certain scales that you have to have. Depict
19 anything that's an obstruction.

20 There's -- there's another whole sheet that
21 deals with just data and tables that have to be --
22 that has to be included in the set, so that when
23 you go to look up what kind of approach do you
24 have on such and such a runway, there it is.

25 CHAIRMAN GEORGE: Okay.

1 MR. JUFKO: They -- they will look at this at
2 the airport district's office, and that will be
3 the first stop. There is an actual southern
4 region checklist that they will follow. Yes,
5 Mr. Gorman?

6 MR. GORMAN: Yes. We're looking at this
7 runway here that's sketched in, of course, to the
8 west of the -- of the railroad and the existing
9 U.S. 1, and we're talking about land compatibility
10 issues.

11 Has the county been -- is the county going to
12 be -- have access, and has the county been
13 contacted about their zoning? Because you've got
14 an approach issue there, and you've got an
15 approach issue that is -- extends far beyond land
16 that the actual -- that the St. Augustine Airport
17 Authority owns now. And so, if that is to be
18 actually a ten-year plan, should not those --

19 MR. JUFKO: It's actually a 20-year plan.

20 MR. GORMAN: Twenty year. Ten, twenty. In
21 other words, this isn't your ten-year plan, yes?
22 MR. JUFKO: Excuse me?
23 MR. GORMAN: This isn't your 10-year plan.
24 This actually -- this actual sketch of this air --
25 of this --

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1 MR. JUFKO: That's 20 and beyond.

2 MR. GORMAN: In other words, is the county
3 cognizant of the fact, because their zoning would
4 have to reflect that you're going to have an
5 airport approach here?

6 MR. JUFKO: Oh, absolutely. And -- and
7 you're ahead of the game here, but you make a good
8 point. We're going to submit this, once it's
9 accepted, to the FAA and to the DOT. That's the
10 very next step.

11 Also, copies of the draft report and -- and
12 this set would be distributed to -- to the local

13 government. We also have, after we've addressed
14 comments from -- from the aviation-type
15 authorities, we do have plans to go and make
16 presentations to the local government as well as
17 part of this process.

18 Remember, the government -- the local
19 government had been included in this whole master
20 planning process from the get-go. A couple of
21 members were part of the Technical Advisory
22 Committee as well. This shouldn't come as a total
23 surprise to anyone involved in the process.

24 As you know, you can't hide, especially a
25 project that's gone on for a good part of a year

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1 or more. And we just want to be able to get
2 this -- now that we've all crossed our T's, dotted
3 our I's, we want to get this to the aviation
4 experts, you know, for their review.

5 And -- and this is not going to come as a

6 total surprise to them, either. DOT and the FAA
7 have been part of the Technical Advisory Committee
8 as well and been getting copies of the draft
9 submittals, just like other members have. So,
10 it's -- it's not the first time that they're
11 seeing this report. It's not like we're sending
12 up a big report to them, say, Here, read it,
13 review it.

14 Now, there are components, much like you've
15 looked at some of our most recent submittals, as
16 well as this final drawing here. This is one of
17 the last by-products of the master planning
18 process, and that -- so, this is something that,
19 quite honestly, the FAA is going to really hone in
20 on, is this drawing (indicating).

21 CHAIRMAN GEORGE: Are you at the point now
22 where we give you approval and you go off to FAA?

23 MR. JUFKO: We get acceptance and we go to
24 the FAA. You do not approve anything until we've
25 come -- FAA has chimed in on this, given their

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1 comments. We address those comments as we deem
2 necessary, as long as it's within the --

3 CHAIRMAN GEORGE: Okay.

4 MR. JUFKO: -- proper procedures. And then
5 we would make a recommendation or we would
6 actually make a request that you approve this
7 Master Plan, once it's come back from DOT and FAA.

8 CHAIRMAN GEORGE: So, you're looking for our
9 acceptance now?

10 MR. JUFKO: So that we may continue on with
11 the process. That's it.

12 CHAIRMAN GEORGE: Okay.

13 MR. WUELLNER: You could think of it as
14 tentative approval. It's -- it's not that --

15 CHAIRMAN GEORGE: Yeah.

16 MR. WUELLNER: It's subject to change,
17 because there will be changes still.

18 MR. JUFKO: Absolutely.

19 MR. WUELLNER: In answer to -- maybe a little
20 more information for -- for Mr. Gorman's

21 edification. But once the plan's adopted, one of
22 the things we will be required to do is take it to
23 the county, because the county will be required to
24 incorporate our Master Plan into their
25 Comprehensive Plan, which will require them

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1 amending the Airport Overlay District to be
2 inclusive of the airport -- airport plan.

3 MR. GORMAN: That was my point and the point
4 of my discussion before.

5 MR. WUELLNER: It will be compatible
6 eventually. It just -- it's -- there's more to
7 the process, some of which is out of our hands.

8 CHAIRMAN GEORGE: Any public comment on where
9 we stand? Yes, sir?

10 MR. MESMER: May I approach the chart?

11 CHAIRMAN GEORGE: Yes, absolutely. Be sure
12 and state your name and address and --

13 MR. MESMER: Fred Mesmer, 2618 Vista Cove. I

14 just want to get it straight here. This is one of
15 your runways and this is another (indicating)?

16 MR. JUFKO: These are the existing runways.

17 MR. MESMER: Right here (indicating)? And
18 this one here is (indicating)?

19 MR. JUFKO: A future --

20 MR. COX: Concept --

21 MR. JUFKO: -- concept for a runway --

22 MR. MESMER: And this is (indicating)?

23 MR. JUFKO: It's across the street. And this
24 is the proposed State Road 312.

25 MR. MESMER: Okay. What -- what are you

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1 going to do about your overrun? Going to be
2 landing this way or you're going to be landing
3 this way (indicating)?

4 MR. JUFKO: That's right. And this is the
5 overrun right here (indicating).

6 MR. MESMER: So, what happens here

7 (indicating)?

8 MR. JUFKO: This space here at the end of
9 each runway (indicating), that is the overrun
10 safety areas.

11 MR. MESMER: Does it intrude into the highway
12 system?

13 MR. JUFKO: Oh, no. It -- it -- it falls
14 short by design.

15 MR. MESMER: Well, yeah. I can see something
16 barrel-assing down this runway, not able to stop,
17 and interfering with traffic. I -- that would --
18 that would be my comment. I was just wondering
19 how you were going to deal with that.

20 MR. JUFKO: It'd be no different than what we
21 currently have here (indicating). And the same
22 standards apply, and that's why this -- this
23 threshold here is displaced for the very reason.

24 MR. MESMER: Is that what you've got here,
25 also?

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1 MR. JUFKO: That's what you have. Well, you
2 don't displace. You actually design it with the
3 proper overrun; whereas here, to meet the current
4 overrun requirements, the runway safety area,
5 the -- beyond the runway end, this is -- this is
6 what they had to do.

7 MR. MESMER: And you have up here
8 (indicating)?

9 MR. JUFKO: Some proposed development up in
10 the north end for -- for hangars. It's a concept
11 for full buildout.

12 MR. MESMER: And this -- and this right here
13 is (indicating)?

14 MR. JUFKO: That is U.S. 1.

15 MR. MESMER: And high-speed traffic here
16 unable to stop is going to wind up where?

17 MR. JUFKO: Hopefully, it's -- you're saying
18 in the event of an accident.

19 MR. MESMER: Yeah.

20 MR. JUFKO: Well, it -- it could end up.

21 Sure, it could.

22 CHAIRMAN GEORGE: I think what he's -- what
23 he's done is he has taken all of FAA's
24 requirements, as you must have this as an overrun,
25 and he's incorporated that into it. Otherwise,

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1 FAA would say, What happens if an airplane goes
2 over? They've got to --

3 MR. JUFKO: Historically -- go ahead, sir.

4 MR. MESMER: My suggestion would be some sort
5 of barrier or trap. Has that been considered to
6 stop an aircraft out of control going this way?
7 I'm sure these people aren't going to be very
8 happy.

9 MR. JUFKO: Well, another thing is it --
10 also, because this -- this roadway and this
11 roadway will be slightly elevated, compared to --
12 to the other property here, you have some benefits
13 associated with that.

14 The other thing you need to -- to realize,
15 this thousand foot overrun is not some number that
16 just comes out of -- out of the thin air. They --
17 they've looked at accidents based on falling short
18 or overrunning the runway, and statistically, this
19 is where the majority of -- of these accidents end
20 up. When you have an overrun or if you fall short
21 of the runway, they happen within this -- this
22 region, and that's how that number kind of comes
23 about.

24 MR. MESMER: Okay. Thank you.

25 MR. JUFKO: You're welcome.

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1 CHAIRMAN GEORGE: Yes, sir. Name, sir?

2 MR. SESONA: Al Sesona, 394 North Boulevard.

3 I'm particularly interested in this runway concept

4 here (indicating). And, my Lord, we're going to

5 have buildings here (indicating)?

6 CHAIRMAN GEORGE: Hangars, yes, sir.

7 MR. WUELLNER: You do now.

8 MR. JUFKO: They're already there.

9 MR. SESONA: Okay.

10 CHAIRMAN GEORGE: I think one thing to
11 remember, this is a 20-year plan, and based on the
12 volumes that we did year by year by year, it said
13 that in the 15th -- 16th year, you might need
14 another runway.

15 MR. SESONA: Okay.

16 CHAIRMAN GEORGE: So, we defined it. In the
17 last Master Plan, they defined, Well, we're just
18 going to move U.S. 1. And everybody's, You ain't
19 going to move U.S. 1.

20 And then they said, Well, we're going to have
21 a big bridge that goes over U.S. 1.

22 Said, We're not going to do that.

23 So, we thought this was a little bit more
24 feasible for 15 to 20 years out.

25 MR. SESONA: All right. My other point is,

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1 how -- how does the existing tower figure into
2 this, you know, keeping tabs on traffic going this
3 way and possibly this way (indicating)? Would
4 there be plans for another tower or raising this
5 tower to --

6 CHAIRMAN GEORGE: Or raising this one higher
7 up.

8 MR. SESONA: -- a higher elevation?

9 CHAIRMAN GEORGE: And it would not be
10 normal -- you know, the normal operation is to
11 have airplanes going in both directions. The
12 reason you have a runway in a certain direction is
13 because of prevailing winds, because the wind goes
14 over the wing and helps keep the airplane up. So,
15 you always land into the wind.

16 MR. SESONA: I'm -- I'm aware of that.

17 CHAIRMAN GEORGE: Okay. I'm sorry. Well,
18 very seldom would you have airplanes landing on
19 both of them, but you could.

20 MR. SESONA: Our prevailing winds here seem
21 to be in favor of this runway (indicating).

22 CHAIRMAN GEORGE: The studies say what?

23 MR. WUELLNER: Technically, it comes into an

24 orient at about --

25 MR. JUFKO: The new runway.

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1 MR. WUELLNER: -- 523.

2 MR. JUFKO: It's kind of in this --

3 CHAIRMAN GEORGE: Fifty-three degrees or

4 something like that?

5 MR. JUFKO: In this area (indicating).

6 MR. SESONA: Well, these are my comments.

7 Thank you.

8 CHAIRMAN GEORGE: Thank you.

9 MR. JUFKO: Thank you, sir.

10 CHAIRMAN GEORGE: Any other comments --

11 MR. COX: Just a question.

12 CHAIRMAN GEORGE: -- or board comment?

13 MR. COX: Yeah. Okay. Oh, did you -- did

14 you have more public?

15 CHAIRMAN GEORGE: No, huh-uh.

16 MR. COX: With the hangars on the -- on the

17 northeast corner there, I'll -- I'll take it for

18 granted that you guys explored the impact that it

19 will have on any ILS decision heights coming in

20 from that direction or the stage 2 climb going

21 out -- no, to the northeast.

22 MR. JUFKO: Coming from this way

23 (indicating).

24 MR. COX: Exactly. Is that going to impact

25 it at all, or did you take that -- I mean, is

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1 that --

2 MR. JUFKO: It had to be considered.

3 MR. COX: Yeah.

4 MR. JUFKO: And -- and in actuality, when we

5 start looking at the determination or the

6 establishment of approaches, that's something

7 FAA's going to have to weigh in as well. They're

8 going to -- they won't accept -- although we say
9 yes, it clears -- it clears the minimum criteria,
10 they're going to weigh in and say -- through
11 flight standards, they're going to weigh in and
12 say, this meets our current standard. Between now
13 and then, what changes --

14 MR. COX: Well, that's true. The technology
15 may change to the point it won't -- it'll be a
16 moot point. But looking at it right now, I mean,
17 if you can't -- if it -- if the stage 2 climb,
18 because of those buildings on that side, taking
19 off -- is that a 5 -- runway 5? What is that?

20 MR. JUFKO: This one is, yes.

21 MR. COX: Okay. Taking off that way makes it
22 a -- you know, or -- or an ILS coming in makes it
23 a 500-foot ILS, that runway becomes --

24 MR. JUFKO: Right. That's -- well, first of
25 all, that -- we'll use ILS. Who knows what it

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1 will be by then, GPS, what have you.

2 MR. COX: Probably GPS.

3 MR. JUFKO: Is -- is coming in on this end

4 (indicating).

5 MR. COX: Yeah.

6 MR. JUFKO: And if I recall it, this is --

7 this is the --

8 MR. COX: That area --

9 MR. JUFKO: -- the nonprecision approach off

10 of this end --

11 MR. COX: Okay.

12 MR. JUFKO: -- coming in.

13 MR. COX: All right.

14 MR. JUFKO: Mainly because of this.

15 MR. COX: Yeah.

16 MR. JUFKO: Even if you did have some sort of

17 instrumentation for precision, your -- your

18 minimums would be so high, you might as well have

19 visual.

20 MR. COX: So, that runway has to be at that

21 exact -- I mean, there's no way to --

22 MR. JUFKO: This was designed to get as --

23 MR. COX: Maximum --

24 MR. JUFKO: -- whatever you could get in

25 here. That's correct.

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1 MR. COX: -- participation on the end?

2 MR. JUFKO: We started -- we started with

3 this (indicating), we started with this

4 (indicating) --

5 MR. COX: All right.

6 MR. JUFKO: -- and here's what you have to

7 meet (indicating).

8 MR. WUELLNER: And it's -- and again --

9 CHAIRMAN GEORGE: One of the reasons we

10 added -- we changed the road, the 312 extension

11 road, was to give us the option of taking that

12 whole runway and just move it parallel down, and

13 that picks up another few feet that that --

14 MR. WUELLNER: Exactly. That's -- that's the

15 point I was going to make. And it's not -- that's
16 not an engineer depiction of where it's going to
17 be.

18 MR. JUFKO: That's right.

19 MR. WUELLNER: That's a planning document,
20 and it will likely change --

21 MR. JUFKO: There -- there's changes there.

22 CHAIRMAN GEORGE: How often do we do master
23 plans?

24 MR. GORMAN: Every year.

25 MR. WUELLNER: They're a function of need

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1 now. They're a function of need now, but I would
2 tell you it would be at least five years, probably
3 edging on ten, before you'll do it again.

4 CHAIRMAN GEORGE: Okay. So, that should be
5 way before we really need --

6 MR. COX: We can't start clearing for that
7 runway next year?

8 MR. WUELLNER: I wouldn't. Only if

9 Mr. Gorman says it's okay.

10 CHAIRMAN GEORGE: Any other board comment?

11 (No further board comment.)

12 CHAIRMAN GEORGE: They are looking for us to

13 give our acceptance of this plan so that they can

14 go forward. Do I hear any motions to that effect?

15 MR. BRUNSON: Is there anything else you want

16 to tell us about before we entertain this?

17 MR. JUFKO: Other than the answer is yes.

18 MR. COX: Motion to accept consultant's

19 position for acceptance. So, I -- I move to

20 accept it.

21 MS. GREEN: And I'll second so we can submit

22 it to FAA and go forward -- and DOT, go forward

23 with our --

24 MR. BRUNSON: I think we need to quit

25 spending money and accept it and go forward.

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1 CHAIRMAN GEORGE: Yeah. Well, we always have
2 to have approval after FAA comes back --

3 MS. GREEN: Right.

4 CHAIRMAN GEORGE: -- before we put our --

5 MR. COX: Right. Yeah.

6 CHAIRMAN GEORGE: I have a motion and I have
7 a second. Any board -- other board discussion?

8 (No further board discussion.)

9 CHAIRMAN GEORGE: Hearing none, all in favor,
10 say aye.

11 MS. GREEN: Aye.

12 MR. BRUNSON: Aye.

13 MR. GEORGE: Aye.

14 MR. COX: Aye.

15 CHAIRMAN GEORGE: Opposed, Mr. Gorman?

16 MR. GORMAN: I'm opposed.

17 CHAIRMAN GEORGE: Fine. Thank you, sir.

18 MR. JUFKO: Thank you.

19 CHAIRMAN GEORGE: You have your acceptance.

20 10. - HOUSEKEEPING ITEMS

21 CHAIRMAN GEORGE: Housekeeping?

22 MR. WUELLNER: Yeah. I have a list of items

23 here just to run through real quick. You -- you
24 need to approve, or I make you aware of you have
25 two Authority members going to the AAAE National

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1 Convention. Mr. Brunson and Mr. Gorman are going.
2 Just so you're aware of that, if no one has
3 objection to that, that's -- they'll -- they'll
4 go.

5 I need to make you aware that our -- our main
6 phone number will be changing over the next 30
7 days or so due to an ownership issue with the
8 phone number itself. And it's being -- it's owned
9 by SunCom as it currently goes here. So, that
10 will be changing. It'll -- it'll be smooth for
11 everybody. We have a long lead time where it's
12 automatically transitioned, and then it's -- the
13 new number is given and all of that. And we've
14 got a plan in place internally to get that
15 communicated out, so...

16 CHAIRMAN GEORGE: You have an initial line in
17 the -- in the tower.

18 MR. WUELLNER: We will have plenty of
19 capability.

20 CHAIRMAN GEORGE: Okay.

21 MR. WUELLNER: I wanted just to let you know
22 that we've begun issuing the terminal area parking
23 permits as they relate especially to employee
24 parking. So, that part of the parking policy that
25 y'all approved a while back has begun

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1 implementation now that the work's complete over
2 there.

3 I do need to -- I wanted to make you aware of
4 that we are in the final throws of developing or
5 redoing our airport certification manual in
6 compliance with the newly revised FAR 139. And
7 just we'll -- those of you that have an interest
8 in what goes in one of those things, we can make

9 arrangements to review it with you individually or
10 make a brief presentation at an Authority meeting
11 in the future if you have an interest in it.

12 Also need to -- wanted to make you aware of
13 that we are in discussions with Northrop Grumman
14 relative to how, if it all, we can move forward
15 airport rescue and firefighting functions jointly
16 with them. We -- as you probably recall, we have
17 a grant for a station, as well as a vehicle, and
18 we feel like working with Grumman to operate such
19 a facility on our behest may make a lot of sense
20 moving forward.

21 It will become a more detailed requirement as
22 we move through Part 139 into the future. It's
23 not -- it's not going to be an option moving
24 forward. So, we're going to need to bring that to
25 a head with Grumman over the next month or two in

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1 order to get the -- get something moving to --

2 toward coverage.

3 I do need to let you know, we are beginning
4 the revisions of the stormwater pollution
5 prevention plans and the spill prevention and
6 control certification manuals. These are big
7 detailed environmental plans, if you will, and
8 operation procedures that we have to work jointly
9 with our tenants to -- to make sure it happens and
10 get revised with EPA and DEP.

11 Those are -- those are big deals, and
12 hopefully Bryan will be back with us very shortly
13 and able to run roughshod on those two things,
14 because I really don't do well with environmental
15 issues at that level.

16 And I mentioned earlier our mediation with
17 Liberty Mutual is -- is slated for tomorrow, and
18 hopefully I'll be able to report something
19 positive back on that.

20 You also recall you have a policy in place
21 that requires us to do an in -- a revalidation, if
22 you will, of the T-hangar waiting list, and the

23 results are up there. We -- we sent confirmation
24 letters to 115 people on the waiting list. That
25 number differs from the number we used that's on

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1 the waiting list, because several of them were
2 added within the last year and we did not go back
3 and confirm that they were on there. So, that's
4 where the discrepancy is. Ten people dropped off
5 that list, and the list now stands at 125 names
6 that's still on the T-hangar waiting list.

7 Box hangars, we did that, too. Those are the
8 G row hangars, the 50 x 50s out there. We sent 32
9 letters. Seven dropped. There's still 25 people
10 on the waiting list for those 50 x 50 hangars out
11 there, just to give you an idea. Demand is still
12 out there.

13 CHAIRMAN GEORGE: Did anybody ask for a paint
14 hangar or paint facility?

15 MR. WUELLNER: No. Unfortunately, everybody

16 just wants to store stuff these days.

17 The other thing I was asked to remind you is

18 that -- about three or four of us have not

19 responded one way or the other to Northrop Grumman

20 and their invitation to attend rollout ceremonies

21 for the E2D. If you have an interest in doing

22 that, that's tomorrow. They would like to know

23 first thing in the morning if you plan to attend

24 either just the rollout or the --

25 CHAIRMAN GEORGE: Tomorrow? I thought it --

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1 MS. GREEN: I thought it was --

2 MR. WUELLNER: I'm sorry.

3 CHAIRMAN GEORGE: It's next week.

4 MS. GREEN: Yeah.

5 CHAIRMAN GEORGE: I was going to be out of

6 town. The 25th.

7 MR. WUELLNER: I don't know the date, but

8 they need to know by tomorrow.

9 MS. GREEN: Monday, April 25 at 11 o'clock.

10 MR. WUELLNER: Whatever the date. Okay.

11 You're not one of them. You're already covered.

12 MS. GREEN: Right. But that's why I have the

13 date.

14 MR. WUELLNER: I called it in over the

15 weekend.

16 MR. WUELLNER: The two -- Mr. Brunson,

17 Mr. Gorman, and Mr. Cox have not provided some

18 sort of response. So, if you are interested, we

19 do need to --

20 MR. BRUNSON: I RSVP'd to Washington D.C.,

21 so --

22 MR. WUELLNER: Okay. They -- they did not

23 have you on the list, but I'll make sure they know

24 tomorrow morning. So, if anybody else wants to do

25 that, if you'll let me know, we'll make sure they

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1 get it verbally, anyway -- like Mr. Cox or --

2 yeah, you what to go? Okay. In any case, I just
3 wanted to remind you of that so that you've got
4 that out there.

5 And also, Florida Airports Council meeting is
6 in late July. If there's anybody interested in
7 attending that, that's in Tampa. And that's, I
8 want to say it's the 20- --

9 MS. GREEN: -- -4th through the 27th.

10 MR. WUELLNER: 24th through the 27th. Good.
11 You've got an information thing, I believe, in the
12 back of your agenda, just kind of outlines what's
13 going on. We just --

14 CHAIRMAN GEORGE: That's where you're going
15 to find comparable airports.

16 MR. WUELLNER: That's exclusive or particular
17 to Florida airports, for the most part. So,
18 you're -- you're not comparing it with Boise,
19 Idaho, as an example.

20 CHAIRMAN GEORGE: Can you give us an update
21 on Bryan? I don't know if everybody here knows.

22 MR. GORMAN: What happened?

23 MR. WUELLNER: What I -- what I know, and

24 I'll -- I'll just kind of be cautious in my
25 remarks, is that he developed some sort of medical

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1 problem last night at home --

2 CHAIRMAN GEORGE: Bryan Cooper.

3 MR. WUELLNER: -- needed to be transport by
4 ambulance to a hospital. He is being evaluated
5 there right now, and we'll -- we'll know more.

6 MR. BRUNSON: When did that happen?

7 CHAIRMAN GEORGE: Last night.

8 MR. WUELLNER: I believe it was last night.

9 CHAIRMAN GEORGE: Please give him my well
10 wishes, will you?

11 MR. BRUNSON: Yeah.

12 MR. WUELLNER: I will do that. I have not
13 gotten an update later today. I don't know if
14 anybody -- Diane is usually -- his wife's usually
15 pretty good about keeping us up to speed on these
16 things. We'll check with her tomorrow.

17 CHAIRMAN GEORGE: Okay. Any more
18 housekeeping issues? And by the way, I really
19 like this housekeeping section thing. It lets us
20 know what's going on.

21 11.A. - MR. RANDY BRUNSON

22 CHAIRMAN GEORGE: Okay. Any Authority
23 members' comments? Mr. Brunson?

24 MR. BRUNSON: On a humorous note, the only
25 thing I would say is that on that runway, Fred,

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1 that -- that 180 you have, and knowing how good
2 you can fly, you can land that on the apron. So,
3 you'd have no problem.

4 But, the other thing I might say, I was -- I
5 would like for us to follow up with a little
6 fly-in to Sanford, and I'd be willing to take my
7 plane at my expense and go down there.

8 CHAIRMAN GEORGE: Good.

9 MR. BRUNSON: If we could make -- make a trip

10 down there.

11 CHAIRMAN GEORGE: I'd like to take my plane

12 at your expense.

13 MR. COX: I'll throw in with that, too.

14 MR. BRUNSON: So, let's follow up on that and

15 try to go down there and see what we're doing good

16 and bad.

17 CHAIRMAN GEORGE: Okay. Suzanne?

18 MR. WUELLNER: We'll put you in touch with

19 them up at Florida Airport -- or at the AAAE

20 meeting. They're always there.

21 MR. BRUNSON: Great.

22 11.B. - MS. SUZANNE GREEN

23 MS. GREEN: I just want to make sure we

24 follow up with Mr. Sundeman's -- and I know you

25 kind of did, and he left, but I'm familiar with

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1 Mr. Sundeman; I've worked with him, and also when

2 he was involved with the airport before. He's

3 well-meaning and very -- and big concerns with the
4 airport. I think if we just address his concerns,
5 we'll answer his questions for him.

6 MR. JUFKO: Okay.

7 11.C. - MR. JOHN GORMAN

8 CHAIRMAN GEORGE: Mr. Gorman?

9 MR. GORMAN: This is just before we adjourn
10 the meeting?

11 CHAIRMAN GEORGE: Yes, it is.

12 MR. GORMAN: Yes. Yet again, I am going to
13 call for an agenda item to be added to the next
14 meeting, and the meeting that I can attend. And
15 there was two calls I made to the firm of
16 Rogers & Towers. One was to Mr. Burnett and the
17 other one was to Mark Arnold, and neither of those
18 were returned. They were made Thursday morning.
19 Again, in November, I asked for costs for
20 litigation concerning the acquisition of property.
21 And again, we did not discuss those.

22 It's a very slippery slope when you allow a
23 board member to be ignored. And this is

24 essentially what's happened since November. We
25 took a month off from pure exhaustion. At least I

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1 did. I couldn't be here.

2 And so, I would like the -- to insist the
3 discussion in some way take part when I can
4 attend. I don't understand how, since last
5 November, this continuously is not discussed. And
6 it's the tail wagging the dog, as far as I can
7 see. And I'm actually -- I'm really quite
8 concerned with the fact that -- that this issue
9 has been ignored and that I have been -- you know,
10 this inquiry has been ignored.

11 So, when this can be put on, I need to be
12 here for it. It wasn't discussed today.

13 CHAIRMAN GEORGE: Let's make sure it's on at
14 the next meeting, period.

15 MR. BURNETT: I don't -- I don't have a
16 problem with that. That's fine. I'll be happy to

17 talk to you about it. I'm not sure about a phone
18 call to my office. I didn't get one; otherwise, I
19 would have returned it. You know, it may have
20 been that you did call. I -- it didn't get to me;
21 otherwise, I can assure you I would have returned
22 your call.

23 That's fine. And maybe we can roll it into
24 an update on which particular properties we've
25 acquired -- that the airport's acquired, and which

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1 ones are remaining outstanding and sort of what
2 the litigation cost has been to date. And that's
3 fine.

4 CHAIRMAN GEORGE: Well, I -- Mr. Wuellner and
5 I talked about maybe putting together a, Here's
6 what we originally thought we were going to spend;
7 here was the budget for it; and here's what we've
8 spent, so we know if we're on target. And
9 litigation would be, you know, part of that cost

10 and the estimate to complete so we can see how

11 well we forecasted it to be in there.

12 MR. WUELLNER: Yeah, and all of those costs

13 are just -- just as an FYI, are all eligible under

14 the grant terms, too.

15 CHAIRMAN GEORGE: Yeah.

16 MR. WUELLNER: They're part of the

17 acquisition process, so it's --

18 CHAIRMAN GEORGE: Well, if they're available,

19 would you like them before the meeting,

20 Mr. Gorman? I would. I'd like them in an e-mail

21 or something before the meeting --

22 MR. GORMAN: Oh, certainly.

23 CHAIRMAN GEORGE: -- so we can take a look at

24 it.

25 MR. GORMAN: Certainly.

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1 CHAIRMAN GEORGE: Okay.

2 MR. WUELLNER: Okay.

3 CHAIRMAN GEORGE: Anything else?

4 MR. GORMAN: No, that's it.

5 11.D. -MR. BOB COX

6 CHAIRMAN GEORGE: Mr. Cox?

7 MR. COX: No. Nothing.

8 11.E. - MR. WAYNE GEORGE

9 CHAIRMAN GEORGE: And I don't have any other
10 comments, either.

11 12. PUBLIC COMMENT

12 CHAIRMAN GEORGE: Are there any public
13 comments?

14 MR. MESMER: Yes. I have one here.

15 CHAIRMAN GEORGE: Yes.

16 MR. MESMER: I've asked it before and I'll
17 ask it again. Based on what -- Fred Mesmer, 2618
18 Vista Cove Road. I've asked it before and I'll
19 ask it again; based on the development and what
20 you're doing with the airport, are you going to go
21 Class C?

22 MR. WUELLNER: I have no idea what Class C
23 is.

24 MR. COX: What do you mean, class -- what

25 does --

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1 MR. MESMER: Class C airspace.

2 MR. COX: What category are you talking

3 about?

4 MR. MESMER: It's five mile --

5 MR. WUELLNER: Oh.

6 MR. MESMER: -- to 4200 feet.

7 CHAIRMAN GEORGE: You get magenda (sic) --

8 MR. WUELLNER: Magenta?

9 CHAIRMAN GEORGE: -- on the -- on the VFR

10 charts.

11 MR. WUELLNER: What is classified right now

12 would be --

13 MR. COX: Well, that's -- I think that's

14 going to be a position of how much traffic we've

15 got and what's happening with the -- the -- I

16 mean, that's going to be an FAA qualification.

17 It'd be beyond our purview as to what category and

18 class the airspace is going to be.

19 MR. WUELLNER: It would be a while, anyway.

20 MR. COX: Yeah.

21 MR. MESMER: Yeah, well, you've got -- you've
22 got people moving into the area at a phenomenal
23 rate. You've also got a lot of jet traffic coming
24 in here as a direct result of 9/11 and the
25 airlines and the struggles that they're having.

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1 And as I've stated before, this is a fuel
2 stop on the way to Miami. And my question here,
3 once again is, will it become Class C? Are there
4 any plans to make it so? And when the FAA
5 examines this airport, are they going to make it
6 that? It might be a question you want to -- you
7 might want to present to them. That's my comment.

8 CHAIRMAN GEORGE: Okay. Any other public
9 comment?

10 (No further public comments.)

11 13. - NEXT MEETING

12 CHAIRMAN GEORGE: Our next board meeting, May
13 the 16th, 4 o'clock.

14 MR. WUELLNER: I think you have a shade
15 meeting before that at 3:00.

16 MS. GREEN: Right.

17 CHAIRMAN GEORGE: Executive meeting at
18 3 o'clock before that to continue our discussion
19 of the meeting at -- this morning (sic).

20 Okay. Then this meeting is adjourned.

21 (Thereupon, the meeting adjourned at 5:59 p.m.)

22

23

24

25

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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 2nd day of May, 2005.

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JANET M. BEASON, RPR-CP, RMR, CRR
Notary Public - State of Florida
My Commission No.: DD102224
Expires: April 30, 2006

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AIRPORT AUTHORITY GENERAL MEETING - APRIL 18, 2005