

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room A

4730 Casa Cola Way

St. Augustine, Florida

on Monday, July 14, 2016

from 4:30 p.m. to 5:37 p.m.

* * * * *

BOARD MEMBERS PRESENT:

SUZANNE GREEN, Chairman
RANDY BRUNSON
MARK MINER

BOARD MEMBERS ABSENT:

CARL YOUMAN
BRUCE MAGUIRE

* * * * *

ALSO PRESENT:

DOUGLAS N. BURNETT, Esquire, St. Johns Law Group,
104 Sea Grove Main St., St. Augustine, FL, 32080,
Attorney for Airport Authority.

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

* * * * *

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1 P R O C E E D I N G S

2 CHAIRMAN GREEN: Call to order the
3 St. Augustine-St. Johns County Airport meeting.
4 Stand for the pledge, please.

5 (Pledge of Allegiance.)

6 MEETING MINUTES & FINANCIAL REPORT

7 CHAIRMAN GREEN: Okay. First thing we have
8 are the approval of the minutes and our financial
9 report. Are there any comments or approvals of the
10 minutes and financial reports?

11 MR. BRUNSON: I have no comments.

12 CHAIRMAN GREEN: Okay.

13 MR. MINER: Move approval.

14 CHAIRMAN GREEN: All right. I have none,
15 either, so they'll be approved as presented.

16 AGENDA APPROVAL

17 CHAIRMAN GREEN: And agenda approval all right
18 for today? Okay. We'll approve the agenda. I was
19 going to have one other thing on here, but the
20 person couldn't make it. It was someone interested
21 in the restaurant.

22 MR. WUELLNER: Okay.

23 CHAIRMAN GREEN: So I told them just to go
24 online and do what they need to do.

25 MR. WUELLNER: And they -- they can call our

1 office.

2 MR. BRUNSON: And we'll talk about that later?

3 CHAIRMAN GREEN: Sure.

4 MR. BRUNSON: Probably -- probably nothing's
5 changed from your little --

6 MR. WUELLNER: No. From the little thing I
7 sent out the other day?

8 MR. BRUNSON: Yeah.

9 CHAIRMAN GREEN: Uh-huh.

10 MR. WUELLNER: Yeah, that's -- that's still --

11 MR. BRUNSON: But that's all we needed to --

12 CHAIRMAN GREEN: Okay. Ed?

13 MR. WUELLNER: Yeah. Back real quick.

14 CHAIRMAN GREEN: Yeah.

15 EXECUTIVE DIRECTOR'S REPORT

16 MR. WUELLNER: I've got a couple of things to
17 mention to you.

18 We have since the last -- or the update since
19 the other day, we have -- I believe just about
20 everything is back up and working following a
21 lightning strike, appeared to be on the com. side
22 of things based on things that were affected.

23 I believe FAA got their last piece of
24 equipment up today, and the only remaining item
25 that we know is out of service is, the board's off

1 for repair now following that lightning strike, is
2 the monitor to the ILS which just allows the folks
3 in the tower to see whether it's operational, and
4 it also allows folks to file that as a -- an
5 alternate navaid in case they need it. It had
6 really just gotten back up working when the
7 lightning strike again last -- last week and took
8 it out.

9 Fuel, self-service unlead -- unleaded did a
10 little over 19,000 gallons last month. Jet fuel
11 from Atlantic about 117,000 gallons, and they did
12 another 7800 gallons in avgas.

13 Airline enplanements last month, we did 4,235
14 enplanements, so those are just outbound
15 passengers. That's the metrics that's commonly
16 used. And I'll defer to Tammy when she speaks at
17 the tower to give you an update on the operations
18 numbers.

19 You saw from my notes that we have a couple of
20 things going on out there relative to air service.
21 Most importantly, we've been given notice, for lack
22 of better words, and it will shortly show up in the
23 paper I'm quite sure that Frontier will go into a
24 seasonal hiatus in service here again beginning the
25 end of October, depending on which market the day

1 of the week changes.

2 We do not have a firm restart, but we are
3 being told that by the time they stop flying, we
4 should have the new date to start back up and then
5 you should be able to seamlessly begin booking that
6 date once that starts. So --

7 CHAIRMAN GREEN: Is it all flights?

8 MR. WUELLNER: Their flights to here, yeah.

9 They are actually standing -- just to give you
10 a level of comfort here, they -- they are standing
11 down again over 70 cities during this same period.
12 They've done this last year. They're going to do
13 it again this year in deference to flying some more
14 southern -- north/south, more southern markets
15 during winter months where they believe they can do
16 significantly better in terms of yield from that
17 particular service.

18 Starting next spring they begin getting
19 additional aircraft and they are then going to
20 seriously look at many of these markets that have
21 good loads, don't perform quite as well as peak
22 season South Florida and -- and Mexico, those kinds
23 of locations, and hopefully that will result in a
24 decision to begin serving here year-round again.

25 So we're optimistic, but right now it's an

1 air -- an aircraft issue. They simply do not have
2 enough airplanes to do both of those ventures all
3 year-round, so...

4 They're also looking -- just so you know, they
5 are going to look at Philadelphia. The loads have
6 been very very good. They indicated to us they
7 will look seriously at -- when they come back at
8 doing that daily. So, with -- we've had some
9 absolute terrific numbers. Ever since restart,
10 those numbers have been significantly north of 90
11 percent full, which is great news. And we'll --
12 we'll see how that plays out. We will know a lot
13 more about what the re -- again once they're
14 scheduled to start and what that's going to look
15 like until probably late October.

16 Last year that was very late. You may recall
17 that didn't even get announced til after the
18 holidays. They seem to have their act together a
19 little -- a little more this year and even
20 announced this schedule earlier than they did last
21 year, too. And, yes, we did try to get them to
22 keep flying it through the holidays, but they had
23 already made up their mind. That was -- the
24 aircraft was allocated by then.

25 After I met with them it was funny, it was

1 only two days later that they -- they announced
2 publicly the whole summer -- the whole winter
3 schedule. So I can understand they had no
4 intention of changing their mind at that point.

5 ViaAir still doing well by their -- by their
6 standards. My understanding is they're awaiting
7 DOT approval right now for some additional
8 Essential Air Service markets. That acronym is EAS
9 for your benefit.

10 The EAS markets, they've picked up two
11 additional EAM -- EAS markets in West Virginia.
12 Looks like they will get another one in Ohio. If
13 those all come to fruition, it's very likely that
14 we will get up-gauged service up to the regional
15 jet once those services start. Typically those
16 services will need to start by October 1st. So
17 once DOT, federal DOT signs off on those Essential
18 Air Service agreements, we'll know what that means
19 for us.

20 They are also evaluating some additional city
21 pairs with us that don't involve EAS markets. So
22 that's a -- the nice part of them having completed
23 their full FAR, you know, Part 121 certificate. So
24 now they can enter and leave markets and fly the RJ
25 where they want and have some additional range.

1 So, we're optimistic there.

2 And we continue to talk with two or three
3 smaller carriers who have some interest. So we'll
4 see how that plays out. Last --

5 MR. BRUNSON: Excuse me. Is ViaAir, they're
6 still putting these larger airplanes in
7 marketplaces now?

8 MR. WUELLNER: They are doing two things with
9 the air.

10 One, depending on how the service was bid,
11 it's a -- it's literally competitively bid among
12 carriers who have interest in flying a particular
13 city pair in these -- in these locations. And
14 they're typically rural locations that qualify
15 under the Essential Air Service program.

16 So, most of them get bid with the
17 Embraer 120, which is -- most of us know it as the
18 Brasilia.

19 CHAIRMAN GREEN: Uh-huh. Yeah.

20 MR. WUELLNER: They -- it's a 32-seat regional
21 turboprop aircraft. Most of them bid that service
22 with that airplane. There's at least one market
23 that -- in West Virginia who is trying to get
24 through DOT with it as RJ service.

25 Either way, their ability to consolidate those

1 markets or those act -- those four markets into
2 Charlotte and then into St. Augustine would
3 probably and necessarily upgrade the service for us
4 to a larger, slightly larger airplane.

5 They Embraer 145 is what they -- their -- they
6 have bought I understand 11 of these. They are
7 50-seat regional jets, so it's a nice -- a little
8 nicer ride. Although the Brasilia's a very nice
9 airplane to ride in from a passenger perspective.
10 It doesn't really change the flight times and the
11 like, they're all, you know, on a short market.
12 They're about an hour. It doesn't meaningfully
13 change. It's five minutes, something like that.

14 The last thing I want to make you aware of.
15 We had a door, east corporate 9 -- this is part of
16 that three-unit building we've had trouble with in
17 the past. But east corporate hangar 9 door all but
18 came down last week.

19 We have been successful in moving the door
20 safely so -- and no one was hurt, no property
21 damage other than to the door. We've had -- made
22 an insurance claim related to that door and we are
23 evaluating with a structural engineer the -- the
24 best route to follow at this point. We'll bring
25 some recommendations back to you at an appropriate

1 time, but it's just too early to -- other than to
2 just let you know what went on, to -- to make any
3 real recommendations at this point of how to solve
4 this.

5 MR. MINER: Was that just wear and tear and
6 old age?

7 MR. WUELLNER: No, it's not that old. It's
8 this -- some of the -- I say older members, but I
9 mean members that have been on the board longer
10 when I say that, are aware, we -- this project had
11 a hiccup at one point where the door manufacturer
12 and the building manufacturer, thanks to the
13 contractor, failed to get together on mating those
14 two products together.

15 So it's had a bit of a tough history with us
16 because the door is heavy and the door framing that
17 came with the hangar building itself has proven to
18 be inadequate over time. So it's been -- this is
19 the second -- second incident we've had with the
20 door coming down in some form.

21 I think we're going to look at a broader
22 solution to -- to do whatever we're going to do
23 there across all three units and make a one-time
24 permanent fix on this rather than do a simple
25 repair on this.

1 This has racked the header of the building --
2 or not the building, but the door. So it needs to
3 be looked at and -- and obviously made to be
4 functional again. It's a significant long-term
5 revenue source to the airport.

6 And lastly, for just the cost of hauling the
7 material off, we were -- we removed the -- I think
8 it's about 10 port-a-port units that had long since
9 been out of service, they haven't been occupied
10 since -- I think the last unit went out of service
11 last October. So those have been removed from the
12 sites and -- site and cleaned up and -- and the
13 like. So it's -- it looks a lot better back there
14 just having functional units at this point.

15 That also -- should you decide later,
16 that's -- that was one of the footprints being
17 considered for potential T-hangar development down
18 the road. And that -- that's really all I've got
19 at this point.

20 MR. BRUNSON: Is that material suitable for
21 reef building?

22 MR. WUELLNER: No. That -- the material we're
23 talking about is very very rusted steel. It's
24 not -- now, we are -- interestingly, I don't -- has
25 that been done or is it about to happen on the --

1 MR. HARVEY: In the next couple of weeks.

2 MR. WUELLNER: In the next couple of weeks we
3 will host several barges and they will load some of
4 that concrete bridge embankment structural
5 material -- that's being stored over near the
6 racetrack will be -- some of that will be moved
7 over, put on barges, and taken out and placed as
8 artificial reef. But --

9 MR. BRUNSON: The kingfish tournament --

10 MR. WUELLNER: -- that's a different project.

11 MR. BRUNSON: -- is looking forward to that.

12 MR. WUELLNER: Yeah. Yeah, it -- we -- every
13 couple of years they get enough grant money
14 together to haul some of it off. But it includes
15 things like the old San Sebastian bridge deck and
16 pilings and things like that. So it's -- it's a
17 fun -- it's fun to watch happen, anyway.

18 That concludes my report, unless someone has
19 specific questions. Every -- anything else I had
20 is in your information sheet.

21 CHAIRMAN GREEN: Okay. Then we'll go to
22 business partner updates. Ms. Bennett?

23 BUSINESS PARTNER UPDATES

24 COMMISSIONER BENNETT: Nothing to report?

25 Okay. And SAAPA? You gave me one of these, Reba.

1 MR. WUELLNER: You are Mr. Grundy today.

2 MS. LUDLOW: That didn't mean I wanted to talk
3 all the time --

4 CHAIRMAN GREEN: Okay.

5 MS. LUDLOW: All right. Reba -- what?

6 Reba Ludlow, and so I will report for Jim
7 Grundy. He couldn't make it today. And because of
8 the change in your meeting date and your meeting
9 time, you know, we lost a lot of representatives
10 because they all wanted to come and meet Mark, you
11 know, our SAAPA member, hopefully representative.

12 So, let's see. We had a wonderful -- we did
13 not have a first Friday. Our attendance has gotten
14 up -- membership now is up to around 250. We have
15 a minimum of 30 or 40 members for every function
16 that we have for first Friday in our meetings and
17 things like that.

18 We aren't working on anything in particular.
19 We need money of course, and so we were thinking of
20 having an auction. You know, we've done that in
21 the past where we donate -- there are donations and
22 then, you know, we have bids and things like that.
23 So we're running fine on our budget.

24 Let's see. I -- I do want to ask Ed about
25 some of these other things, but that's Grundy's

1 report re Reba.

2 CHAIRMAN GREEN: Okay. Thanks, Reba.

3 Northrop, anything?

4 MR. NEHRING: No.

5 CHAIRMAN GREEN: And Tammy Albin?

6 MS. ALBIN: Okay. For the control tower for
7 the month of June our traffic count was 12,124
8 operations with 148 overflights in addition to
9 that.

10 We did have a few operations that I wanted to
11 make you aware of. We had two reported incidents
12 of unauthorized UAS activity, which is drone
13 flights --

14 CHAIRMAN GREEN: Uh-huh.

15 MS. ALBIN: -- which are the hotbed things,
16 items in the FAA.

17 We had one that was very unusual on the 29th
18 of June, since that was since the last meeting.
19 One of our local pilots was on a flight plan to go
20 down to the Bahamas and when he was climbing up to
21 almost 1500 feet with Jacksonville, he had already
22 switched to Jacksonville's frequency, he was about
23 four miles northwest and turning, you know, to the
24 southeast, he reported a drone above him at 20 --
25 about 500 feet above him. So that put the drone at

1 about 2000 feet. And it was right on the edge of
2 our airspace. So Jacksonville took it for action,
3 and of course they called the Sheriff's Office and
4 did all of the paperwork for the FAA on it. But we
5 just thought that was really unusual and wanted to
6 bring it to your attention.

7 We had a second one just this past weekend.
8 On the 8th of July, TraumaOne South was coming in
9 to go to the FBO to get gas and he reported a drone
10 just west of U.S. 1, about a mile and a half west,
11 at 400 feet that we knew nothing about. Just so
12 you know, they are in the area, they are flying,
13 you know, close to the airport without, you know,
14 any coordination.

15 CHAIRMAN GREEN: Are they mostly realtors or
16 something like that?

17 MS. ALBIN: We're not sure. And when --
18 when -- and in that instance also, we followed the
19 procedure and called the Sheriff's Office who went
20 and looked, of course found nothing by the time
21 they got there in both instances. And then we did
22 the paperwork for the FAA. And there was really
23 not much to report because TraumaOne didn't get a
24 lot of -- you know, there's only so much you can
25 see as you're flying by, so...

1 You're all aware of the -- the lightning
2 strike and the power loss. Just I made Ed and
3 Kevin aware. When those instances happen, when we
4 have limited capabilities like multiple system
5 outages, they go -- we have to declare what we call
6 ATC alert. And we just let Jacksonville approach
7 know because they're our -- kind of like our
8 parent, you know, over from the FAA, let them know
9 so they know that they may have to accept more
10 traffic and things. That was done for the
11 lightning strike on the 3rd. And it only lasted an
12 hour and 40 minutes, which that was pretty good.
13 But we were still providing ATC services but just
14 on a limited basis.

15 Then on the 6th when we had the complete power
16 loss, freak of nature. You know, the -- our
17 generators, everything, nothing kicked in. So that
18 put us -- after a few minutes, the tower tried to
19 go on handhelds. That didn't work. So we went to
20 ATC zero. In that circumstance that means we can
21 provide no air traffic whatsoever. Jacksonville
22 assumes just like they do when we're closed. It
23 becomes Class G airspace just like when we're
24 closed overnight.

25 But that gets reported to Washington, D.C. to

1 what they call the Domestic Events Network. Just
2 like a hijacking or the Presidential visit, those
3 things they keep track of.

4 So just to make you-all aware that that was
5 national -- a little bit of a national spotlight
6 there. And that it only lasted an hour and 10
7 minutes. So -- and as Ed reported, we are back to
8 all systems go, and we really appreciate it because
9 it makes things so much easier.

10 And the last thing I just wanted to bring up,
11 we've started, kind of like the FAA has always had
12 a program that they call Operation Raincheck. And
13 it's just like a pilot educational awareness, this
14 is what we do with our traffic, this is how you can
15 help us, kind of program.

16 We decided here after talking to the flight
17 schools and to SAAPA that it would be nice for
18 St. Augustine just to have a local one. This is
19 the local information for the airport, frequencies,
20 airport map, things like that. And this is what
21 would help us out if you would do this, if you
22 would report here, here. Things like that, you
23 know, to help us out and to help provide them
24 better service.

25 So we have come up with that, and we put it

1 out to both flight schools and offered to, you
2 know, brief their instructors as well as their
3 students on it if they would like and also to SAAPA
4 if they would like us to come and explain it.

5 But basically, just like I said, you know,
6 light gun signals, ground control, frequency, all
7 of the different things and different reporting
8 points to help us provide a better service to them.
9 And that's it.

10 MR. WUELLNER: Tammy, can you speak to total
11 operations for the year? For -- how is that
12 tracking?

13 MS. ALBIN: I don't remember the exact number,
14 but we're probably over 75,000. Right now if we
15 average it out for the entire year if we stay on
16 track, we'll be probably right around 149,000 this
17 year if we stay on the same level as we're doing
18 now.

19 MR. WUELLNER: Remind me, that's more or less
20 than last year?

21 MS. ALBIN: More. Last year only had 131,000.

22 MR. WUELLNER: Thank you.

23 MS. ALBIN: So, yeah. And actually if that's
24 the case, that will be the busiest year since the
25 control tower. Because the 140,000 the two years

1 in a row --

2 MR. WUELLNER: Uh-huh.

3 MS. ALBIN: -- what was that a couple of years
4 ago --

5 MR. WUELLNER: Yeah.

6 MS. ALBIN: -- that we had two years in a row
7 it was 140,000 plus some change? Those were the
8 two busiest. If we continue this year, it will be
9 the busiest since the control tower.

10 CHAIRMAN GREEN: Randy?

11 MR. BRUNSON: Tammy, the drones, is that
12 regulations changing quickly on things that -- like
13 flying to the Bahamas change everyday and --

14 MS. ALBIN: It's gotten very confusing because
15 for especially after they reported with the Part 77
16 different things, or -- it's -- it's starting to
17 settle down, but in our company we're trying to
18 change a little bit of our procedure because our
19 vice president of air traffic would like a little
20 bit more stringent just to kind of walk -- cover
21 what he perceives is liability to our company. But
22 it's not required by federal regulation by public
23 law, so that's still being discussed. We're trying
24 to relax that a bit so they just follow the federal
25 law call and inform the airport, call the tower,

1 and then we just put a -- the advisory out on the
2 ATIS and -- you know, and then let it go.

3 MR. BRUNSON: Yeah, the 4th of July -- that
4 4th of July, Ed, the people -- I seen a few drones
5 around the fireworks.

6 MS. ALBIN: Yeah. If it's outside of our
7 airspace, we don't have -- we don't have anything
8 to say about it. And the -- the position that the
9 law has put air traffic in is if it's like
10 recreational hobby use, we really cannot deny it
11 unless it is a safety factor.

12 MR. BRUNSON: Okay.

13 MS. ALBIN: So if it's not a safety factor --
14 and -- and the onus is on the drone operator to
15 avoid the planes. They have to see the planes,
16 avoid the planes. So we're not -- we don't --
17 we're not required to adjust our traffic patterns
18 or anything.

19 MR. BRUNSON: I'm glad to know that.

20 MS. ALBIN: But it just -- it just puts the
21 risk out there that it could be. And like I said,
22 as soon as we get everything situated, we just put
23 it on our ATIS and we make the broadcast. And when
24 we see one that wasn't coordinated, we just put it
25 out to the airplanes, you know, for 15 minutes --

1 MR. BRUNSON: Right.

2 MS. ALBIN: -- that we -- we have drones in
3 the area. So that's pretty much it.

4 CHAIRMAN GREEN: Thank you.

5 MS. ALBIN: No questions?

6 CHAIRMAN GREEN: Okay. Doug, do you have
7 anything?

8 MR. BURNETT: If I can stop coughing.

9 Very briefly. It -- it's not just a function
10 of the east side -- EC-9 door issue. It's just a
11 general thing. It's been a while since we updated
12 our lease forms. And so I'm going through the
13 process and going to be updating the lease forms.
14 You'll see them come to you some time in the months
15 to come. But we just need to be updated. It's
16 been a number of years since they were updated, so
17 the forms are going to get an overhaul.

18 And other than that, I just answered some
19 public records issues, dealt with those kinds of
20 things, and then dealing with one of the agenda
21 items that you'll see here shortly.

22 MR. WUELLNER: And -- and further on the
23 lease, they -- the -- how our leases currently
24 handle ad valorem taxes --

25 CHAIRMAN GREEN: Right.

1 MR. WUELLNER: -- paid by tenants needs to get
2 fixed permanently in the language, too. So it's --
3 it's a good time to do that.

4 CHAIRMAN GREEN: Okay. All right. Ed, the
5 Flagler land?

6 FLAGLER LAND ACQUISITION UPDATE

7 MR. WUELLNER: Okay. Sure. Let me bring you
8 up to date on a couple of things. There's not
9 really a whole lot here you need to formally act on
10 until we get to Resolution 2016-06, which is a
11 funding component, but I'll address that when we
12 get there.

13 I did want to make you aware that we are at
14 this point tracking to close on the first 214 acres
15 roughly toward the end of this month. So we will
16 begin formally moving these things to completion.
17 That's an approximate 11 -- excuse me, \$1.1 million
18 transaction.

19 If you recall that will set the stage -- that
20 particular piece of property we will acquire will
21 ultimately be traded with property that the State
22 currently owns and we will swap properties. That
23 will be basically adjacent to property we already
24 own a little further north.

25 With regard to funding of this, one of -- one

1 of the things after talking with our -- our bank
2 who handles all our, the Airport Authority banking,
3 one of the things that occurred to me is that we --
4 we could approach this -- we talked about financing
5 I think over the last couple of meetings in some
6 respects -- is I think it might be a better plan
7 for us, rather than go out and just borrow money,
8 which was on the table, was to take this in a
9 backup plan. Much like we did, Suzanne, you were
10 on the board then, when we did the balance of land
11 acquisition back in this -- in fact, this
12 neighborhood, where we used -- actually pay for the
13 transactions out of reserves.

14 We have a loan in place, an operating -- an
15 instrument anyway, that within, you know, so many
16 days we can -- we can borrow against and actually,
17 you know, have money in hand. We don't start the
18 process. It's -- it's an executed -- you go
19 through the motions as though you're borrowing the
20 money. You don't actually owe anything or do
21 anything until which time as you actually use the
22 money, and then that's the prearranged.

23 So my goal here is that over -- over a couple
24 of years, two, may be three or four, that we
25 effectively repay ourselves -- much like we would

1 have done in budgeting of this debt service, we can
2 basically make it an internal loan that doesn't
3 really cost us any -- any borrow.

4 If we do find there's some sort of an
5 emergency or situation where we -- you know, we
6 have in fact inadequate reserves to respond to
7 something, then we dip into the loan proceeds and
8 go from there.

9 CHAIRMAN GREEN: Like a line of credit --

10 MR. WUELLNER: Exactly.

11 MR. BURNETT: Precisely.

12 MR. WUELLNER: Effectively. It -- it seems a
13 much more prudent way than to go out, actually
14 borrow money, then be responsible for that debt and
15 then have to budget that debt.

16 I -- you know, I think we can do this. We
17 successfully did it back in the land acquisition,
18 ended up never borrowing on the second time around.
19 So we're -- we're pursuing that. And unless
20 there's objection, we'll -- we'll head that
21 direction, and I think it just makes more sense
22 organizationally, so...

23 MR. MINER: That does make sense. How much of
24 that -- what portion of reserves are you talking
25 about?

1 MR. WUELLNER: Basically this \$1.1 million.

2 MR. MINER: What -- how much of our reserves
3 is that?

4 MR. WUELLNER: That's about 50 percent of it
5 at this point. It's a little less than 50 percent
6 of total reserves. That leaves us 1.8, something
7 like that, after the transaction.

8 MR. BRUNSON: That won't affect any ratings we
9 have or --

10 MR. WUELLNER: No, no.

11 MR. BRUNSON: -- or any --

12 MR. WUELLNER: No. We're not a bond rated --

13 MR. BRUNSON: Or any -- having to go back on
14 the tax roll or --

15 MR. WUELLNER: No.

16 MR. BRUNSON: -- keep certain reserves and all
17 that?

18 MR. WUELLNER: No. And your charter allows
19 this approach and -- and as long as you're able to
20 budget your current revenues to the debt service,
21 it doesn't require referendums or anything else.
22 And you're not pledging ad valorem in this note or
23 any kind of borrow mechanism, so I think you're --
24 it's a good place to be.

25 MR. BRUNSON: I think -- you've said that

1 before, but I just wanted to hear it again.

2 MR. WUELLNER: No, that's fine. I'm happy to
3 repeat the good news.

4 CHAIRMAN GREEN: That's a good interim way of
5 doing it.

6 MR. WUELLNER: So anyway, that -- that's
7 really it. And then we have some money for you,
8 the last piece from Florida DOT, but that's a
9 couple of items back here.

10 CHAIRMAN GREEN: Public comment, Reba?

11 MS. LUDLOW: No comment. Thank you.

12 CHAIRMAN GREEN: Okay. Next item? That's the
13 one resolution.

14 RESOLUTION 2016-05

15 MR. WUELLNER: Yeah, this is your first --
16 your -- State entered a new fiscal year as of
17 July 1st. I'm sure you're aware of that. We've
18 been able to get the first two JPAs out of
19 Florida DOT already.

20 The first one is the additional monies that
21 have been programmed to finish and -- and do work
22 in the general terminal area. We have an
23 additional \$900,000 of money that we have
24 programmed that we will eventually match.

25 You know, I think you recall from our capital

1 presentation a couple of months ago or last month,
2 I'm not even sure when it was, that we intended to
3 kind of split this over two fiscal years, the use
4 of this money. It has an expiration date out to
5 about I think through mid '18, if my memory's
6 correct. So we've got a couple of years to develop
7 the project. Helps us from a cash flow standpoint
8 so that we're not hurting ourselves in that regard.

9 Things envisioned within this is the entrance
10 covering -- probably a reconfiguration of -- of the
11 access back in there. We're in discussions with
12 Atlantic on, you know, perhaps tweaking that access
13 behind -- it kind of enters the airline terminal
14 area. We'd like to get the parking equipment
15 covered at some point, those kinds of things.
16 Hopefully be able to even do some -- some paving in
17 that -- the GA terminal, that whole area out there.
18 Some of that's seen better days and it's -- we look
19 forward to getting that done.

20 So anyway, that's what is the contents of the
21 JPA. And then it requires Resolution 2016-05,
22 which authorizes or adds that to the original
23 grant. This is a supplemental, meaning it's
24 additional money to the existing grant. That
25 brings the total grant up to \$2,529,316 of

1 Florida DOT money that has been made available for
2 us. Now, most of that has already been spent.
3 This is the -- the last of the money to be -- to be
4 involved in that.

5 So it'd be our recommendation from staff that
6 you adopt 2016-05.

7 CHAIRMAN GREEN: Any board discussion?

8 MR. BRUNSON: I have none.

9 CHAIRMAN GREEN: I don't have any, either.

10 Public comment?

11 MS. LUDLOW: Do you have a quorum?

12 CHAIRMAN GREEN: Pardon me?

13 MS. LUDLOW: Do you have a quorum?

14 CHAIRMAN GREEN: Yeah.

15 MS. LUDLOW: Nothing.

16 MR. BRUNSON: Public comment?

17 CHAIRMAN GREEN: No? You're good -- no more
18 questions.

19 MR. BRUNSON: Okay. I make a motion that we
20 adopt 2016-5 to -- or 6. Which one is it?

21 MR. MINER: It's 5.

22 MR. WUELLNER: Yeah, 6 is first, sorry.

23 MR. BRUNSON: Okay, 6, to -- for the
24 additional \$900,000.

25 MR. MINER: I'll second.

1 We are already making provision within the
2 budget and the like to go ahead and do the
3 set-aside so that we'll have the funds available at
4 the point where -- where it's due in ten years.
5 It's a zero interest loan scenario, so all it
6 really requires of us is to be good stewards and
7 prepare to pay it back at the end of the day.

8 And I would at this point recommend
9 Resolution 2016-06, which provides for the
10 supplemental for the land acquisition.

11 CHAIRMAN GREEN: Any board discussion?

12 MR. BRUNSON: Ed, this additional \$900,000,
13 and I -- I'm thinking about the land acquisition --

14 MR. WUELLNER: Uh-huh.

15 MR. BRUNSON: -- if it goes through and so
16 forth, can any of this money be used for ground
17 preparation for parking across the --

18 MR. WUELLNER: No, sir.

19 MR. BRUNSON: Okay.

20 MR. WUELLNER: This is strictly land
21 acquisition.

22 MR. BRUNSON: Okay.

23 MR. WUELLNER: And I failed to point out the
24 total DOT commitment in this at this point is
25 \$2,800,000 that -- with the addition of this money.

1 Total Authority's commitment is \$1,533,334.

2 Why that does not exactly square with the
3 piece of property has to do with this was a
4 supplemental to previous, so there were some items
5 on the front end of this grant amount that were
6 actually done at 50/50 instead of 75/25. So
7 that's -- the disparity is in that.

8 CHAIRMAN GREEN: And you said we have our -- I
9 know we went over the budget line item to put the
10 pennies away?

11 MR. WUELLNER: Yes.

12 CHAIRMAN GREEN: Any public comment?

13 (None.)

14 CHAIRMAN GREEN: Okay. Seeing none, a motion?

15 MR. BRUNSON: Yeah. I make a motion -- Doug,
16 which one did we just approve, the 2000 and --

17 MR. WUELLNER: I may have given you the wrong
18 number.

19 CHAIRMAN GREEN: We did. It's 06.

20 MR. BRUNSON: I think you did, yeah.

21 MR. BURNETT: Yeah, this one would be '06.

22 MR. BRUNSON: So we're doing 2005 now --

23 CHAIRMAN GREEN: No, we're doing --

24 MR. WUELLNER: No, I gave you the wrong
25 numbers.

1 MR. BRUNSON: Okay. Okay. I make a motion we
2 approve the 2016-06 --

3 MR. MINER: Second.

4 MR. BRUNSON: -- for the additional 900,000.

5 CHAIRMAN GREEN: Okay. We have a first and a
6 second. Any further board discussion?

7 (None.)

8 CHAIRMAN GREEN: Hearing none, all in favor?

9 MR. BRUNSON: Aye.

10 MR. MINER: Aye.

11 CHAIRMAN GREEN: Aye. Any opposed?

12 (None.)

13 CHAIRMAN GREEN: Get that resolution.

14 MR. BURNETT: So the -- so that the minutes
15 are clear, Resolution 2016-05 and 2016-06 were both
16 approved.

17 CHAIRMAN GREEN: Yes.

18 MR. MINER: Yes.

19 MR. BRUNSON: Thank you.

20 MR. WUELLNER: Thank you, Doug. We always
21 need clarification.

22 TRIM - BUDGET DISCUSSION

23 MR. WUELLNER: The last real item I have for
24 you is there -- there's only one real action
25 required at the end of this. I'm going -- was

1 intending to sort of give you a preliminary budget
2 presentation briefly, just go over the highlights
3 of it.

4 There's still significant work to be done.
5 Still -- as always at this point in the fiscal
6 year, there's still items that are not yet
7 solidified to be, you know, final numbers. But
8 it's awful close. It represents a -- a very good
9 first effort. The only action this board has to do
10 is, during July you probably recall we have to set
11 the TRIM notice. That's done by just a simple act
12 of the board.

13 At the end of the day or at the end of the
14 budget presentation, as is all -- or at least for
15 the last five years been my pleasure to recommend a
16 zero millage rate. So effectively you're setting
17 the millage TRIM at zero. And that will be our
18 recommendation. But it's also a good chance for us
19 to go over the preliminary budget because it looks
20 at this point you probably won't meet in August,
21 and as such the first time you come back to budget
22 discussions will be your first public hearing
23 associated with your next meeting in September.

24 So we'll be in that formal adoption cycle when
25 we hit September. So I'd like you to have some

1 idea what's going on at this point. That way if
2 you see things -- it gives you a chance to look --
3 be looking at it. I will send out some additional
4 iterations as we get close so that you see how the
5 numbers are -- are packing together in a final
6 form.

7 I do not expect it to change much. We're
8 talking about the difference in final quotes for
9 this or that and -- and -- and working that out.
10 So, I don't expect major changes, but there are
11 some things that we still do a little deeper dive
12 on between now and September.

13 All right. So with that said, call your
14 attention. You have this document, the basic
15 budget document in front of you. This is for
16 Fiscal Year 16-17, so beginning October 1st.

17 We're estimating fuel revenues to be at
18 \$220,142. Operating agreements -- excuse me,
19 leases at \$3,401,264. Operating agreements at
20 \$453,360. And as that -- that represents 100
21 percent of the revenue expectation next year from
22 operations. That total is \$4,074,765. For budget
23 purposes, we reduce that amount by 5 percent. So
24 the 95 percent value of that money is -- or
25 estimate is \$3,871,027, which is the number we

1 build the budget off of from an operating revenue
2 standpoint. That represents approximately --
3 sorry, Doug's thing's caught me now -- about
4 \$200,000 of margin there if you're not quick with
5 the calculator there.

6 Reserves forward at this point are
7 \$2.5 million. At this point we have no loans. We
8 have not had for many years. We are anticipating
9 grants next year of \$1,900- --

10 MR. BRUNSON: Question on -- if we get a
11 so-called line of credit --

12 MR. WUELLNER: Uh-huh.

13 MR. BRUNSON: -- would we have a contingency
14 liability?

15 MR. WUELLNER: We would -- we would not. We
16 would not until it was used.

17 MR. BRUNSON: Okay.

18 MR. WUELLNER: So it -- it still remains zero.

19 MR. BRUNSON: Okay.

20 MR. WUELLNER: And grants at \$1,902,446. So
21 total non-operating revenue of \$4,402,446. So a
22 total revenue estimate at this point of \$8,273,473
23 on the good side.

24 CHAIRMAN GREEN: Is that assuming full leased
25 capacity?

1 MR. WUELLNER: Well, those are 95 percent
2 numbers, but yes, that's everything leased, if
3 that's --

4 CHAIRMAN GREEN: Okay.

5 MR. WUELLNER: -- your question, yes.

6 CHAIRMAN GREEN: Right. Get that in that I
7 call it small bucket with the restaurant and all
8 the --

9 MR. WUELLNER: Yes. That is a yes, that's a
10 fairly small bucket in the scheme of things.

11 Personnel expenditures estimated next year at
12 \$990,604. And we can -- when we turn the page
13 here, you get -- you can compare last year to this
14 year so you'll have a feel for some of this.
15 You're welcome to follow along on that page if you
16 prefer.

17 Operating expenses estimated at \$1,537,500
18 all-inclusive. Non-operating items, debt service
19 at zero, as we don't have any borrowing because we
20 don't have any debt per se. Reserves includes the
21 repayment of one year of the ten-year payback.

22 CHAIRMAN GREEN: Okay.

23 MR. WUELLNER: And also capital expenses
24 estimated -- or capital expenditures estimated at
25 \$2,936,892. So you can see that we -- all but a

1 little less than a million dollars are
2 grant-related when you look at the revenues above
3 under grants. So expense budget at this point that
4 matches the revenue expectation of \$8,272,473.

5 If you turn the page with me to revenues and
6 expenses, this sort of walks you through -- I think
7 it's important that we look at each year, just
8 get -- just so everybody understands where our
9 money comes from and then how ultimately it's
10 spent. I think those are two very fundamental
11 concepts of budget.

12 And it -- you know, in summary form that's all
13 well and good, but I think it's important we see
14 that, you know, your self-fuel or fuel and FBO
15 services for fueling generate about \$220,000 next
16 year.

17 MR. BRUNSON: That's a large jump between 70
18 and 36 percent.

19 CHAIRMAN GREEN: Yeah.

20 MR. BRUNSON: That's a --

21 MR. WUELLNER: We -- we consistently have
22 underestimated that share, and it's pretty apparent
23 again this year. So we're going to go ahead and
24 kick it up -- kick it up again. So we're very
25 comfortable with the number, even though it --

1 MR. BRUNSON: Good.

2 MR. WUELLNER: When you look at the financial
3 statements you get monthly, you'll see that that
4 disparity is very close to \$40,000 already and we
5 still have four to five months left in the fiscal
6 year.

7 Leases, you get a feeling -- I point this out
8 so you see how last year versus this year. They're
9 essentially -- you know, it's about a 1 to 2
10 percent depending on the type of the lease
11 expectation of revenue increase and which tracks as
12 most of our leases do the CPI kind of tracking. So
13 it's -- that's what's been applied at this point.
14 That's what our expectation is probably going to
15 be.

16 You get airline agreements. You see that's
17 off a little bit, but that has to do with the total
18 number of months of commercial service that's
19 available during that period of time. We had -- if
20 you remember last year we were able to keep service
21 for two additional months into November and
22 December, and that's largely the difference you're
23 seeing here. Operating agreements and use fees
24 make up the balance. Then we reduce that to the 95
25 percent level. You see the revenue number that

1 we -- we had on the first page.

2 This gives you a little better feel for where
3 the big budget items are or big budget categories
4 are relative to expenses or operating expenses.
5 And those include airline operations, professional
6 services, travel and per diem, technology,
7 utilities, leases -- these are leases we enter
8 into, we lease something, that's not very often
9 obviously by the number -- insurances, repairs and
10 maintenance, communications -- which outside
11 communications for our purposes I'll remind you is
12 basically our marketing and public relations and
13 things of that nature. It's not a -- not a
14 technology-driven item. It's a -- it's more of a
15 marketing.

16 Government obligations, typically this is our
17 payment to entities, anything that's tax -- tax or
18 paid to other agencies or other governments as well
19 as our contract with U.S. Customs. That's the --
20 the big big item in there, is our contract with
21 Customs services.

22 Operating expenses, which of course are
23 expendable kinds of items. And publications,
24 memberships, and professional development. You can
25 see those are roughly the same as they've been in

1 previous years.

2 So when you put those two things together, you
3 see that our net from operations is a positive of
4 about 1.3, a little over \$1.3 million. That's a
5 good thing. Mean we typically make more money than
6 we plan to spend this year on an operations basis.
7 That allows us the ability when you turn the page
8 to look at the capital side of our budget or the
9 non-operating side of our budget.

10 So we bring that 1.3 and change over. You see
11 that we have no debt service. We have no other
12 non -- or non-traditional revenue or operating
13 expense-related items. So we get into capital
14 budget. There's another sheet here we'll detail
15 that capital for you, but here's the summary --
16 summary of it.

17 You have FAA dollars expected next year of
18 about \$918,000. Primarily that's master plan and
19 the design of the apron, the apron rehabilitation
20 near the FBO. There's FDOT money. There's some
21 FIND money that we absolutely need to spend this
22 year. We have extended that as long as we can.
23 And there it shows you the Airport Authority match
24 of \$984,000. So the only real money that's ours is
25 that line item in the capital program.

1 So that reduces us down at the end of the day
2 to about \$308,477. And right now that's earmarked
3 into reserves, which is also inclusive of your --
4 you asked me earlier the --

5 CHAIRMAN GREEN: 75.

6 MR. WUELLNER: -- 25 percent repay number,
7 that's in that.

8 So with that, you end up with a zero position
9 at the end of your budget. So you've -- you've
10 effectively -- anything that was surplus, or if you
11 want to call it that, has been plugged into
12 reserves at the end of the day.

13 Those numbers will vary at the end of -- you
14 know, there's no -- there's no budget that's
15 perfect, let's put it that way. So those numbers
16 will be different at the end of the year as from
17 when they start.

18 But if you notice when you get your
19 compilations, you know, each month, you'll --
20 you'll see how each line item tracks because you
21 get enough information to see whether -- and the
22 other thing I would -- when you read those
23 financials -- we're not going to do that tonight,
24 but when you read those financials, when you see
25 things that look way out of whack, it's probably a

1 good idea that we have a conversation. It's not
2 necessarily out of whack.

3 Keeping in mind that government, at least
4 here, is required to do accrual accounting, which
5 means there are things we pay for up front but
6 can't realize, so we have -- there are some strange
7 things that go on relative to how they hit the
8 financial statements versus how we budget. So,
9 odds are it comes out fine at the end of a 12-month
10 period, but looks kind of funky when the actual
11 expense hits the books.

12 So -- but anyway, if you see something like
13 that that just doesn't look right to you, please
14 feel free to give us a call and we'll -- we'll help
15 you understand what's on going on there. And I
16 always make that caution because it sometimes looks
17 a little scary to see a line item that looks
18 \$50,000 out of balance but yet it will be prorated
19 over the next 12 months and disappear, so -- in the
20 financial statements.

21 All right. Here's your capitals, this kind of
22 purple-headed thing, so you get an idea what we're
23 proposing. It looks like one of the adjustments
24 that's going to be made here, at your next meeting
25 I would expect to have an additional grant from

1 Florida DOT.

2 We've been able to -- you may remember earlier
3 when we did the capital presentation, the
4 terminal-related project was a little larger. It
5 was like \$1,140,000 -- or \$1,040,000 and change.
6 We asked Florida DOT to carve that about \$140,000
7 match out of that so that we -- because they're
8 allowed to participate in the replenishment of some
9 capital equipment around here, too. Vehicles,
10 mowing equipment, things like that. Larger truly
11 capital items.

12 So we have asked them to create a stand-alone
13 grant with the airport so that we can get 50
14 percent of the money from Florida DOT for those
15 transactions rather than us pay 100 percent on it.
16 So it seemed prudent to be -- you know, let's use
17 their money rather than our own where possible.

18 So that will get tweaked in this a little bit.
19 It is not represented that way. I just found this
20 out two days ago that they were willing to go ahead
21 and split that. So they've got us the first JPA,
22 but the other one is not here yet, so I -- you
23 couldn't deal with it tonight. But that's what's
24 going on. So there will be a little tweak there.
25 You know, should represent maybe another \$25- or

1 \$30,000 in additional cash into the either reserves
2 or however that plays out.

3 Major projects include the barge or seaplane
4 basin area construction. We phase it -- we call it
5 Phase 3 but it's really 2 and 3, and this will be
6 basically seaplane ramp-related improvements. So
7 we have 50 percent money from Florida Inland
8 Navigation District to match here, but we're out of
9 time, so we need to do this project this year or
10 let them know and surrender \$250,000 of match money
11 that we just don't intend to use. So that seemed
12 kind of silly also.

13 MR. MINER: Yeah.

14 MR. WUELLNER: Folks like Carl Blow and others
15 have gone out of their way to be helpful in this,
16 and I think we need to move forward with the work.

17 Apron design I mentioned that will be an FAA
18 money, \$180,000, so it's about -- and the balance
19 is split with us and Florida DOT. The airline
20 terminal improvements we just mentioned was
21 another -- that was at 50/50.

22 So the total numbers in here, it may not
23 actually get to the -- now that I'm talking, this
24 may be -- may not be much of a change, it just may
25 be a splitting of the -- into an additional line

1 item there, same total. So it may not change that
2 much.

3 Then what have we got here? Master plan. Oh,
4 we've got design of a commercial corporate hangar
5 that's in here. We can discuss how to do this
6 later on. My first thoughts of this -- this is a
7 holdover JPA. My thoughts right now, we may very
8 well need to use this money to tackle the end game
9 solution for Hangar 8, 9, 10.

10 So we'll see how that -- I think the next 30
11 days will kind of paint what -- what we need to do
12 there. And if I need to go back to Florida DOT
13 and -- and try to work with the definition of this
14 under the grant to allow a little capital
15 construction, they may very well be open to helping
16 us out getting that solution. And we also don't
17 have any feel right now where -- where insurance is
18 going to fit in this, either. So, there's just too
19 little information for me to give you a firm number
20 there.

21 And the last major project is the
22 Airport Master Plan. Again, that's an FAA project.
23 So the vast majority of the money, \$738,000 is
24 expected to come from FAA with the balance of
25 \$82,000 being split between the Airport Authority

1 and Florida DOT.

2 So I think we've -- we've done a pretty good
3 job this year again of utilizing outside money
4 sources where possible. And the
5 Airport Authority's commitment is about \$984,000 if
6 all goes well, versus about \$2.8 million in other
7 people's money. No, it's not quite that much. I'm
8 sorry. 2.0 roughly in other people's money. I
9 think it comes out to 1.9 something. So that's --
10 represents that.

11 And then last one I just like to hit so you
12 have some idea what's going on, but personnel
13 expenditures. Total number of employees this year
14 versus last year, as you can see a reduction of
15 full time. We did increase some part time, but
16 reduced full time. So the net is it's a reduction
17 in total -- total existing positions and salaries
18 with adjustments, auto allowances, taxes,
19 retirement, insurances, and the like. It's about a
20 17, almost 18 percent reduction in personnel costs
21 this year over last.

22 We do a fairly detailed hour analysis of what
23 it takes us to -- to turn aircraft. That's where
24 the vast majority of the -- of the manhours, if you
25 will, are generated in this. So we do a pretty

1 thorough analysis based on what known airline
2 schedules are expected for next year. So that we
3 come up with a pretty -- pretty reliable
4 guesstimate of what the actual personnel costs are.

5 So we're pretty comfortable with the -- with
6 the personnel side of the budget at this point.
7 Now, if somebody between now and budget adoption
8 walks in and says we're going to start some air
9 service or whatever, obviously there will be some
10 little tweaks on that. But it also comes with
11 revenue, which is -- so it's not just an
12 expenditure side.

13 So that's it in a nutshell. So your --
14 obviously take it, think about it, stew on it, get
15 with me if you wish. You're welcome -- I'll sit
16 down with you and we'll detail it til you're sick
17 of it. You know, whatever -- whatever -- whatever
18 you want to do. Whatever --

19 CHAIRMAN GREEN: I just have one quick
20 question on technology.

21 MR. WUELLNER: Sure.

22 CHAIRMAN GREEN: That increased 32 percent.
23 Was that some terminal stuff that we did with
24 the --

25 MR. WUELLNER: It is, yeah.

1 CHAIRMAN GREEN: -- screens and stuff?

2 MR. WUELLNER: It was a lot of stuff there.

3 We -- we have last year upgraded campus-wide
4 internet gateway to now we do -- we're with Joytel
5 now and are doing roughly 10 times the internet
6 capability. You may remember we do distribute that
7 campus-wide to corporate and commercial users on
8 property also. So, it -- it is more, but it also
9 is generating more revenue against it.

10 CHAIRMAN GREEN: Any other board comments,
11 Randy?

12 MR. BRUNSON: No. No, I have none, and I --
13 I'm very pleased with what I'm hearing.

14 CHAIRMAN GREEN: Uh-huh.

15 MR. BRUNSON: And I -- I don't like surprises,
16 and I'm glad you looked at it close, the fuel cost
17 and insurance and stuff.

18 MR. WUELLNER: And we'll keep plugging it.

19 MR. MINER: I think it looks -- looks great.
20 I'm impressed. Done a nice job leveraging
21 resources and maximizing, you know, what's
22 available.

23 MR. WUELLNER: Thank you.

24 CHAIRMAN GREEN: Couple of trips to
25 Tallahassee worked.

1 MR. WUELLNER: Didn't hurt.

2 CHAIRMAN GREEN: Okay. Any public comment?

3 MS. LUDLOW: Can we have the public comment at
4 the end that goes over several things?

5 CHAIRMAN GREEN: I have --

6 MS. LUDLOW: (Inaudible.)

7 CHAIRMAN GREEN: Well, I have -- right now I
8 just wonder if there's any public comment on this
9 particular.

10 MS. LUDLOW: No comment on this, thank you.

11 CHAIRMAN GREEN: Okay.

12 MR. WUELLNER: And the only -- again, you do
13 need to formally adopt a TRIM millage rate at this
14 point.

15 CHAIRMAN GREEN: Motion?

16 MR. MINER: I'll make it.

17 MR. BRUNSON: At this point?

18 MR. MINER: I'll make a motion to adopt a TRIM
19 millage rate of zero.

20 CHAIRMAN GREEN: Is there a second?

21 MR. BRUNSON: Second.

22 CHAIRMAN GREEN: Any further board discussion?
23 I think we're pretty well settled. Okay. All in
24 favor of the zero TRIM?

25 MR. BRUNSON: Aye.

1 MR. MINER: Aye.

2 CHAIRMAN GREEN: Aye. Any opposed?

3 (None.)

4 MR. WUELLNER: Very good. Thank you.

5 CHAIRMAN GREEN: Okay. You're done.

6 MR. WUELLNER: I am. Let's go home. You've
7 got public comment.

8 PUBLIC COMMENT

9 CHAIRMAN GREEN: Well, now we've got public
10 comment, Reba.

11 MR. WUELLNER: You've got other items, but --

12 MS. LUDLOW: Me?

13 CHAIRMAN GREEN: Yeah.

14 MS. LUDLOW: Okay. I have several things I
15 wanted to ask about.

16 MR. WUELLNER: Sure.

17 MS. LUDLOW: Okay. Number one, on the E-9,
18 the door that fell again, how many doors are
19 involved by that manufacturer and builder?

20 MR. WUELLNER: The combination of the building
21 manufacturer and the door is a three-unit
22 building --

23 MS. LUDLOW: Okay.

24 MR. WUELLNER: -- so there are three doors.

25 MS. LUDLOW: So there were three doors. So

1 two have failed.

2 MR. WUELLNER: Yes, two out of three have
3 failed.

4 MS. LUDLOW: Right. Okay.

5 MR. WUELLNER: And the third, you know, ain't
6 looking so good, as they say.

7 MS. LUDLOW: Right. So how -- and so how
8 did -- I know the lawsuit on the first one took a
9 long time to settle, right? And so are we doing
10 another lawsuit on this one?

11 MR. WUELLNER: No. We actually did not pursue
12 litigation to -- we discussed it at length.

13 MS. LUDLOW: Oh.

14 MR. WUELLNER: But as it turns out, both
15 parties in the -- well, two of the three parties
16 have no -- they -- they've liquidated. They -- the
17 companies no longer exist --

18 MS. LUDLOW: I see.

19 MR. WUELLNER: -- the contractor as well as
20 the door manufacturer.

21 MS. LUDLOW: Yeah, that's right.

22 MR. WUELLNER: So the building manufacturer
23 exists, but when you looked at the evidence -- or
24 if you can use that term, but when we looked at all
25 of the data, it appeared that the -- the onus, the

1 problem area here was the door manufacturer's and
2 contractor's inability or unwillingness or just
3 failed, however you want to describe it, to
4 coordinate the building's opening with the door
5 system being proposed.

6 MS. LUDLOW: Okay.

7 MR. WUELLNER: They're -- they're typically
8 sold independently.

9 MS. LUDLOW: I -- I understand. Then what do
10 you foresee to take care of this door and the door
11 that hasn't fallen yet?

12 MR. WUELLNER: Well, that's still being
13 evaluated.

14 We've got a structural engineer go -- looking
15 at the existing building and will give us
16 recommendations as to what a replacement door
17 system should be there. And we also have an
18 insurance claim on the door itself.

19 MS. LUDLOW: Okay.

20 MR. WUELLNER: When all of those things kind
21 of come together over the next I would hope 30, 60
22 days, we'll have identified a plan that will be a
23 part of the budget as we go forward here.

24 MS. LUDLOW: Okay. Thank you.

25 And then on the port-a-ports, you have ten

1 down and seven rented, right? And you said, you
2 know, with these gone, it leaves a footprint for
3 future development. Do you have any idea what the
4 future development of that property may be?

5 MR. WUELLNER: Well, I think we're all looking
6 within the contents of the master plan as an area
7 to be considered for T-hangar development sure.

8 MS. LUDLOW: And speaking of master plan,
9 where are we with that?

10 MR. WUELLNER: Still waiting FAA, they -- the
11 release of the grant monies for both that and the
12 apron design project. Both of those are -- this is
13 typical, the time frame. It usually shows up at
14 late as mid-September. So sometime between now and
15 then it will -- it will pop out and we'll be able
16 to formally begin.

17 MS. LUDLOW: Okay. And you are still thinking
18 of T-hangars in there.

19 MR. WUELLNER: It's -- it's a part of the
20 master plan analysis as promised.

21 MS. LUDLOW: Anything's a possibility.

22 MR. WUELLNER: And -- and as I've said many
23 times, we -- we have money programmed with
24 Florida DOT, you know, to -- so if it's
25 recommended, we have a path forward.

1 MS. LUDLOW: Okay. On the drones that were
2 coming over, and I have heard this before from real
3 estate people at Serenata, and I understand that
4 some of the real estate developers will call the
5 airport and talk to somebody here and they approve
6 drone flying over like Serenata or something like
7 that. Does that person report that to the tower?

8 MR. WUELLNER: They do typically come through
9 our office and we -- no one approves anything.
10 It's simply a notification. We're not -- we have
11 no legal authority to approve their operation,
12 except maybe within airport property itself.

13 MS. LUDLOW: But do they approve -- do you
14 alert the tower?

15 MR. WUELLNER: Certainly, and --

16 MS. LUDLOW: They do.

17 MR. WUELLNER: -- again, they don't really
18 have approval authority, either.

19 MS. LUDLOW: I -- I understand. But at least
20 they would say there might be one flying around
21 there.

22 MR. WUELLNER: Yeah.

23 MS. LUDLOW: And on the other thing, the --
24 because Grundy's not here, so I have to do a Grundy
25 talk, and I thought we were going to have a -- a

1 status report of the airport. I thought we put the
2 status of the hangars in the airport as an agenda
3 item.

4 MR. WUELLNER: No. That was his request. It
5 was not -- it's in the report that we do monthly.

6 MS. LUDLOW: What report?

7 MR. WUELLNER: The --

8 MS. LUDLOW: The --

9 MR. WUELLNER: That's what we agreed to do.

10 MS. LUDLOW: What? But you -- but only the
11 board gets that, right?

12 MR. WUELLNER: I'm sorry?

13 MS. LUDLOW: Only the board gets that report?

14 MR. WUELLNER: Actually anybody could have it.
15 It's not --

16 MS. LUDLOW: Well, I think I called the office
17 and asked if there was a preliminary report, a
18 status report coming out.

19 MR. WUELLNER: To be fair, we didn't get it
20 out until two days ago, so...

21 MS. LUDLOW: You know, then how do we get on
22 the list and why are we not notified? I mean, you
23 notified the board, right? And we've asked SAAPA
24 and the president of SAAPA to be notified of, you
25 know, the preliminaries, the status report, the

1 preliminary report -- the report for the meeting.
2 You know, I mean, we're 250 strong. We need to
3 know what you're going to talk about also, not
4 just, you know, five people at the table.

5 MR. WUELLNER: The document you're referring
6 to is not what I talk about.

7 MS. LUDLOW: It's a preliminary report. It's
8 a status report.

9 MR. WUELLNER: It's a status.

10 MS. LUDLOW: Okay.

11 MR. WUELLNER: We do not -- the reason we
12 produce it is so we that don't spend time --

13 MS. LUDLOW: I totally agree. Then I would
14 not be up here talking about this if I'd had that
15 report.

16 MR. WUELLNER: Okay.

17 CHAIRMAN GREEN: Ed, is there any reason
18 why --

19 MR. WUELLNER: I -- no.

20 CHAIRMAN GREEN: -- when we get it, somebody
21 couldn't give it --

22 MR. WUELLNER: Absolutely.

23 CHAIRMAN GREEN: -- to Mr. Grundy? He can
24 disseminate it from there --

25 MR. WUELLNER: Sure.

1 CHAIRMAN GREEN: -- so we're not sending out
2 250 copies --

3 MR. WUELLNER: Absolutely.

4 CHAIRMAN GREEN: -- of our --

5 MS. LUDLOW: It would be very informative,
6 right. And we've asked about it before.

7 CHAIRMAN GREEN: Just make sure SAAPA gets a
8 copy.

9 MR. WUELLNER: There's nothing in there that
10 can't be shared.

11 MS. LUDLOW: Well then I wouldn't have to ask
12 all of these things because I'd already know them,
13 right? Speaking of internet, why don't we have
14 good internet on the field that we can pick up from
15 our computers?

16 MR. WUELLNER: Primarily cost.

17 MS. LUDLOW: But --

18 MR. WUELLNER: The cost of implementing a
19 wireless system --

20 MS. LUDLOW: Don't we have a -- don't we have
21 a tower and things like this so that -- weren't we
22 working with one of the people here on the field
23 and they were -- you know, we were working on
24 getting internet service?

25 MR. WUELLNER: Yeah. Well, we have internet

1 service campus-wide but what we don't have is
2 specific wireless points of access throughout each
3 T-hangar and the like.

4 MS. LUDLOW: Okay.

5 MR. WUELLNER: You know, we'd be happy to do
6 that if y'all want to pay for it.

7 CHAIRMAN GREEN: Yeah.

8 MR. WUELLNER: I mean, it's a tremendous
9 expense to build the infrastructure on that.

10 MS. LUDLOW: We would be happy to with a
11 reduction in our tenant rent.

12 MR. WUELLNER: Well, we're thinking an
13 increase to cover the cost of it --

14 CHAIRMAN GREEN: Yeah.

15 MR. WUELLNER: -- so we appear to be at
16 loggerheads about the approach, but --

17 MS. LUDLOW: I think we can boot-leg a little
18 bit longer.

19 MR. BRUNSON: Put that on the agenda.

20 MR. WUELLNER: Yeah.

21 MS. LUDLOW: Okay. No, that's it. That's all
22 of the things I just wanted to ask about. And I
23 have missed a couple meetings so, I mean, I was a
24 little behind the gun. So -- but welcome to Mark
25 for being here.

1 MR. MINER: Thank you.

2 MS. LUDLOW: That's all I have to say.

3 CHAIRMAN GREEN: All right. No more public
4 comment? Then we'll close with board comments.
5 Randy. Any comment?

6 MEMBER COMMENTS & REPORTS

7 MR. BRUNSON: Of course I will re -- welcome
8 Mark. I'm excited about him being here with all of
9 his experience and his youth. Hope he will be here
10 a long time and -- okay. But I am -- I'm very
11 impressed with the preliminary budget, and I can
12 see it's -- where it's going to fall into place.

13 And I also -- this master plan was kind of
14 bothering me about the cost, but if they're going
15 to pay that much money for that, that is a nonissue
16 and -- so I know we've always got a good
17 master plan.

18 I hope in workshops that we will put input
19 into the FIND grant and have some recommendations
20 and play with that a little bit about the seaplane
21 ramps and so forth. But I think that could be a
22 good area to build on. Let's see.

23 Insurance, that's always a scary thing to me.
24 And you did budget a little bit for -- and I
25 hope -- I hope you're right on target with that

1 because that would be good if you --

2 MR. WUELLNER: Well, that is -- that's -- not
3 to interrupt you. That is one of the items that
4 comes together late in the budget process --

5 MR. BRUNSON: Yeah.

6 MR. WUELLNER: -- because typically they won't
7 commit to those numbers til we get very close to
8 renewal. But they're -- we're on track. We have a
9 pretty good idea of what those are going to be.
10 We've already included the only known increase,
11 which actually is a workers' comp insurance issue
12 that's looking like statewide, actually nationwide,
13 is going to go up 17, almost 18 percent.

14 MR. BRUNSON: And this thing that you and Doug
15 and Suzanne have done in Tallahassee with this land
16 acquisition is unbelievable, of being able to swap
17 and -- and -- and make it happen. I'm excited
18 about that and I'm just looking forward to a
19 workshop on that also. But I -- I think we've got
20 really some good things ahead of us, and I'm again
21 going to say I'm excited.

22 MR. WUELLNER: Cool.

23 CHAIRMAN GREEN: Thank you. Mr. Miner
24 anything?

25 MR. MINER: Thank you, Madam Chair. I just

1 want to say I'm excited to be here. You know,
2 having served on the county commission, I know that
3 this -- this airport is of critical importance to
4 the community as a whole and all of
5 St. Johns County. It's a very important resource,
6 you know.

7 There's a lot of exciting things going on.
8 There's a lot of opportunity. A lot of important
9 stakeholders. So I look forward to -- to working
10 with the board and staff to balancing those
11 interests and -- and maximizing what we have here.
12 So it's good to be here. Look forward to working
13 with you all. Appreciate it.

14 CHAIRMAN GREEN: Thank you.

15 MR. BRUNSON: Mark, does this mean that --
16 that you're on the board now, that you're going to
17 fly a little higher over the tower and --

18 MR. MINER: I did -- I did text my unit and
19 say we needed to do more approaches at
20 St. Augustine, so we're working on it.

21 CHAIRMAN GREEN: Well, welcome, Mark. I
22 wanted to say that, too. It's very nice to have
23 you. I don't -- we're more excited than you are, I
24 think. And I think the Governor's office is going
25 to be very happy I'm not going to be calling them

1 once a week now.

2 MR. WUELLNER: Yes. All of us will thank you.

3 CHAIRMAN GREEN: Yes, that's very -- it was a
4 good meeting for you to be here the first one
5 because you get the whole budget --

6 MR. MINER: Uh-huh.

7 CHAIRMAN GREEN: -- and I think you can see
8 we're kind of a forward-thinking board. We're
9 trying to lay the seeds for the future, which is
10 what we did back in 2000. You see the fruits of
11 that now. And that's what we're doing with this
12 land acquisition, so glad to have you aboard and
13 help us out.

14 MR. MINER: Thank you.

15 CHAIRMAN GREEN: Okay. All right, guys. Our
16 next meeting I have written down proposed next
17 meeting for September 12. And then we're going to
18 have -- right after that, we're going to have our
19 budget, and then our final one.

20 So we'll have two September meetings. So
21 that's the 12th and the 19th. September 12th 4:00
22 for our regular proposed meeting, and then we'll
23 close at 5:00 for the public budget --

24 MR. WUELLNER: The public hearing.

25 CHAIRMAN GREEN: The public hearing.

1 MR. WUELLNER: And then reconvene if necessary
2 the regular meeting.

3 CHAIRMAN GREEN: If we don't finish. And
4 then -- they're all -- today was 4:30 because we
5 had -- well, we were trying to accommodate to get
6 Mark here and I had a hearing this afternoon I
7 couldn't get out til right around 4:00. And then
8 the final budget is September 19th at 5:00.

9 MR. WUELLNER: And that will be just a public
10 meeting.

11 CHAIRMAN GREEN: Just a public hearing, not a
12 meeting. Okay?

13 MR. BRUNSON: Okay. And just for your
14 information, now I've got permission and approved
15 that -- it seems like Mondays are -- we keep on
16 meeting on Monday. I'm -- the
17 Sheriff's Department, I am not working any Mondays
18 now. So the --

19 CHAIRMAN GREEN: Glad you set them straight.

20 MR. BRUNSON: -- 19th -- yeah, I can bug you
21 more.

22 CHAIRMAN GREEN: Okay. Then we're adjourned
23 for today. Thanks, everybody.

24 (Meeting adjourned at 5:37 p.m.)

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REPORTER'S CERTIFICATE

STATE OF FLORIDA)
COUNTY OF ST. JOHNS)

I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I was authorized to and did stenographically report the foregoing proceedings and that the transcript is a true record of my stenographic notes.

Dated this 18th day of July, 2016.

JANET M. BEASON, RPR-CP, RMR, CRR

CHAIRMAN GREEN: [90]
COMMISSIONER BENNETT:

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MR. HARVEY: [1] 12/25

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MR. WUELLNER: [117]

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