

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, October 16, 2017

from 4:00 p.m. to 5:23 p.m.

* * * * *

BOARD MEMBERS PRESENT:

SUZANNE GREEN, Chairman
RANDY BRUNSON
BRUCE MAGUIRE
STEVE KIRA

* * * * *

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.

* * * * *

JANET M. BEASON, RPR, RMR, CRR
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1 P R O C E E D I N G S

2 CHAIRMAN GREEN: Call to order the meeting of
3 the St. Augustine Airport. Please stand for the
4 Pledge of Allegiance.

5 (Pledge of Allegiance.)

6 MEETING MINUTES & FINANCIAL REPORT ACCEPTANCE

7 CHAIRMAN GREEN: Okay. First order of
8 business is our meeting minutes and approval of the
9 financial report. Have the board members gone over
10 the minutes, looked at them? I have. Mr. Kira, do
11 you have any --

12 MR. KIRA: No comments. Everything's
13 approved.

14 MR. BRUNSON: None.

15 MR. MAGUIRE: None.

16 CHAIRMAN GREEN: Okay. And then we'll do it
17 all at once. As far as the financial report, any
18 comments or --

19 MR. MAGUIRE: None.

20 CHAIRMAN GREEN: -- concerns about that?

21 MR. KIRA: None.

22 CHAIRMAN GREEN: None?

23 MR. BRUNSON: None.

24 CHAIRMAN GREEN: Okay. Then the meeting (sic)
25 and financial report will be accepted as presented.

1 AGENDA APPROVAL

2 CHAIRMAN GREEN: Agenda approval. Board
3 members have read through the agenda?

4 MR. KIRA: I support the --

5 CHAIRMAN GREEN: It's approved as what we're
6 presenting?

7 MR. MAGUIRE: Uh-huh.

8 CHAIRMAN GREEN: Yeah? Okay. Then we will
9 proceed with our Executive Director's report.

10 EXECUTIVE DIRECTOR'S REPORT

11 MR. WUELLNER: Yes, ma'am.

12 The operational update for the month of
13 September, as you recall, was also a month affected
14 by the hurricane. ATC traffic count was 87,112
15 operations, which is actually quite good for that
16 month considering the impacts. You have an annual
17 total operations number right now at 99,823, with
18 approximately three months to go in the calendar
19 year.

20 Fuel self-service, a little over 14,000
21 gallons for the month of September. 78,000 -- a
22 little over 78,000 pumped by the FBO of Jet A and
23 another 8,000 of hundred low lead during the same
24 period. During the month of September also had
25 approximately 175 enplanements. Those are all

1 credited toward ViaAir.

2 As for items of interest, we are happy to
3 report that we are approximately halfway through,
4 in other words about half, of the new T-hangar
5 leases have been executed and returned to us at
6 this point.

7 I did want to brief the board on where we were
8 or what occurred relative to FPL impacts and future
9 use. I can tell you that during the period of time
10 they were here, which was approximately two weeks,
11 a little less than two weeks, we -- we saw nearly
12 1,400 subcontractors and employees of FPL here with
13 over 700 vehicles associated with that.

14 We recognize that we had a number of --
15 because of the length of time and the size of this
16 particular hurricane event, meaning it impacted
17 much more than St. Johns County and -- and a few
18 adjoining counties, this sort of unprecedented in
19 many ways scope of power outages in the state of
20 Florida, that restoration time across the state was
21 longer than -- longer than it was back a year ago.

22 As such, the impacts on airport were a little
23 more extensive than they've been in the past in
24 terms of time. We are -- we -- as I said, some
25 areas impacted almost two weeks in terms of access

1 to hangars, in a couple of cases a couple of
2 business -- a couple of businesses.

3 We have begun a dialogue with FPL with an eye
4 toward getting all of that support, all of that
5 activity completely outside of the fence. It --
6 the -- the fact that two of these happened in such
7 a short period of time did not allow that to occur
8 after the first, but we are working with them
9 ideally identifying a site out off of Big Oak Road
10 that the Airport Authority owns that could be
11 made -- with minor improvements made by FPL could
12 serve to support restoration efforts well into the
13 future.

14 How quickly that moves forward, we've been
15 told by FPL they had allocated some funds for
16 specific sites and improvements, but we'll -- we'll
17 update you as we go and see what -- what they're
18 planning and what they're prepared to do out there.
19 They were not at -- they were very happy to look at
20 the site and begin trying to see if that'll --
21 that'll suit their needs in the future.

22 I did want to let you know that the annual
23 financial audit will begin on the 30th of this
24 month, so that process actually is really already
25 underway.

1 Fiscal year closed the end of September, as
2 you -- you're all aware of. Not sure, given the
3 little bit of late start, it's only a week or two
4 behind, whether we'll be able to get the audit to
5 you by the end of the calendar year, but if not, it
6 will be probably in the January timeline.

7 Also want to remind you that next month during
8 the month of November, we'll go ahead and e-mail
9 you your -- the annual statement of interest, for
10 lack of better words, for board member interest in
11 committees or officer positions going into next
12 year. So if you'll take a look at that, get it --
13 get it completed and back to us, it'll -- it'll
14 speed things along in the future and -- as far as
15 getting those positions filled for next calendar
16 year.

17 And that concludes what I have for you.

18 CHAIRMAN GREEN: Just have a quick question on
19 that annual audit.

20 MR. WUELLNER: Uh-huh.

21 CHAIRMAN GREEN: Are we giving out -- I know
22 we put on our web site that here's our financial
23 position or something.

24 MR. WUELLNER: Uh-huh.

25 CHAIRMAN GREEN: Are we doing anything more

1 that than? Because I've heard interest from
2 several people.

3 MR. WUELLNER: Yeah. We're -- we're looking
4 into beefing that up and providing some sort of
5 front-end document for the actual financial audit.
6 I don't think it will be anything like some of the
7 larger annual report kinds of things, but it will
8 certainly -- certainly hit the highlights of the
9 last 12 months.

10 CHAIRMAN GREEN: Okay. Okay. That's
11 Mr. Wuellner's report. Now we go to our business
12 partners. Mr. Dean? There you are. And I'm going
13 to ask, if you -- well, you know the drill, the
14 microphone and yes, sir. Thank you.

15 BUSINESS PARTNER UPDATES

16 COMMISSIONER DEAN: Nice seeing everyone.
17 Sorry about my back side. My wife says that's my
18 best side.

19 Good afternoon. One thing I wanted to
20 highlight for everyone, the aftermath of Irma and
21 this northeaster we've had since Irma, we've had
22 kind of a difficult time keeping up with debris
23 clearance and cleanup and flooding.

24 One of the problems we've had with debris
25 pickup is that this Irma was an unusual hurricane.

1 I've been here since 1971, and it's the first time
2 in my memory and maybe ever where we had literally
3 a hurricane that hit the entire peninsula. It came
4 up the peninsula.

5 I mention that because major areas throughout
6 the peninsula of Florida had bad hits, heavy hits,
7 and they all have contracts with debris companies.
8 And so there was a rush to execute or to initiate
9 debris pickup all over the state.

10 And so, we were the first county to initiate
11 debris pickup. So compliments to Neil and his
12 staff, but it's just been we've had a fewer trucks
13 than normally would be available because they were
14 spread all over the state literally; that is, east
15 of Tallahassee. The Panhandle was spared.

16 But it's been a tough road. There's still
17 people that have debris piled at the curb.
18 Mosquitoes are -- are sort of in that, as I'm sure
19 some of you know, and are building nests in that
20 sort of damp detritus and muck that's there. So
21 it's a problem we're trying to handle as best we
22 can.

23 And we've also had some what I would say
24 unprecedented flooding in this county, particularly
25 in the Flagler Estates and Hastings area. And our

1 staff met with the Corps of Engineers and the
2 St. Johns River Water Management District this
3 afternoon to look at the possibility and the
4 feasibility of cleaning out Deep Creek.

5 There are some stop -- stoppages in Deep Creek
6 that are causing serious flooding, and those folks
7 in Hastings that have lived there all their life,
8 I'm talking about 60-, 70-year-old men, say they've
9 never seen anything like the flooding that was
10 experienced. A number of homes were flooded, and
11 so that's another issue we need to address.

12 Those were the key issues. We did adopt our
13 annual budget late because of Irma, but the budget
14 was adopted October 3rd for the coming year, fiscal
15 year. And those are the key highlights.

16 And I -- I have a major conflict. My
17 four-year-old son -- son -- grandson has a tee-ball
18 game and I've been instructed that I have to be
19 there for the first inning. So I'm going to slip
20 out.

21 If there are any questions, I'll be glad to
22 try to answer them, but I'm not -- I'm not leaving
23 to go play golf, as I sometimes do; I'm leaving to
24 go see my grandson play tee-ball, which is a
25 mandatory visit I'm told by my wife.

1 CHAIRMAN GREEN: You can't get out with
2 throwing the first pitch. That's not going to
3 work.

4 MR. BRUNSON: Henry?

5 COMMISSIONER DEAN: Yes, sir?

6 MR. BRUNSON: Has the county received any
7 funds from FEMA?

8 COMMISSIONER DEAN: Not one dollar yet.

9 MR. BRUNSON: How about on the first storm or
10 the --

11 COMMISSIONER DEAN: No. From Matthew.

12 MR. BRUNSON: Neither one?

13 COMMISSIONER DEAN: And we have reached out to
14 the governor and we reached out to the director of
15 the Division of Emergency Management, and we're
16 getting less than satisfactory responses.

17 And it's creating a bit of an issue with my
18 fellow commissioners and me. And Jimmy Johns, to
19 his credit, has been trying his best, he's our
20 chairman, to sort of demand payment, and it's --
21 it's stuck in Tallahassee.

22 The federal FEMA agency has basically approved
23 what is needed and turned it over to the state, and
24 we're -- we're working hard, as we have several of
25 our legislative delegation members that weighed in,

1 too. And so we're going to keep hammering them.

2 MR. BRUNSON: So the rumor that we didn't fill
3 out the proper paperwork in time on the first
4 storm --

5 COMMISSIONER DEAN: That's totally incorrect.

6 We filled out -- the staff filled out the
7 paperwork correctly. I mean, as evidence, FEMA has
8 approved it, okay?

9 But what happened I was told is that the state
10 changed contractors and they've had to go back and
11 put back in all new information or repeat the same
12 procedure they did with the previous contractor,
13 and that's what I was told, and that's what's
14 happened and we're continuing -- I don't -- I'm
15 reasonably confident that we're going to recover
16 the funds that FEMA has approved for
17 Hurricane Matthew.

18 MR. BRUNSON: Uh-huh.

19 COMMISSIONER DEAN: It's just getting the
20 agency to move ahead.

21 And for those of you who have dealt with --
22 all of you I'm sure in the room have probably dealt
23 with state bureaucracy, and the only thing more
24 difficult sometimes is federal bureaucracy. But to
25 FEMA's credit, they acted and acted affirmatively;

1 we just are dealing with Tallahassee right now.

2 MR. BRUNSON: Okay. Thank you.

3 CHAIRMAN GREEN: Did we take -- change
4 contractors post Matthew?

5 MR. WUELLNER: Yes.

6 COMMISSIONER DEAN: I'm sorry?

7 CHAIRMAN GREEN: We changed contractors post
8 Matthew?

9 COMMISSIONER DEAN: The state -- I'm not --
10 yeah, the state. Not us.

11 CHAIRMAN GREEN: The state. I'm sorry --

12 COMMISSIONER DEAN: The state --

13 CHAIRMAN GREEN: -- the state changed.

14 COMMISSIONER DEAN: -- recently I think
15 changed, and I don't know the details, but I do
16 know that happened.

17 CHAIRMAN GREEN: Okay.

18 COMMISSIONER DEAN: And that is the -- the
19 suggested bottleneck right now.

20 CHAIRMAN GREEN: So that's why Matthew funds
21 should come in, but Irma's --

22 COMMISSIONER DEAN: Irma's will be -- we're
23 still sending information to FEMA on Irma.

24 CHAIRMAN GREEN: Okay.

25 COMMISSIONER DEAN: That will be another year

1 probably at the earliest, but we're looking at 20
2 or 25 million based on Matthew.

3 CHAIRMAN GREEN: Okay.

4 COMMISSIONER DEAN: Okay?

5 CHAIRMAN GREEN: Any other comments from the
6 board?

7 MR. BRUNSON: No.

8 CHAIRMAN GREEN: Thank you, Mr. Dean. I hope
9 he plays well.

10 COMMISSIONER DEAN: Thank you. I'll see you
11 guys next month. Excuse me.

12 CHAIRMAN GREEN: Atlantic?

13 MR. BEYERS: Nothing.

14 CHAIRMAN GREEN: Mr. Hernandez, SAAPA?

15 MR. HERNANDEZ: Galen Hernandez, Airport
16 Pilots Association representing. We got a -- had a
17 very interesting meeting last -- this Saturday
18 past, as can be seen by the -- is it? I didn't
19 turn it off. Can you hear me now?

20 CHAIRMAN GREEN: Yeah.

21 MR. HERNANDEZ: I -- and I don't work for
22 Verizon.

23 Like I said, we had a -- do you need me to say
24 my name again? Okay. We had a very interesting
25 meeting Saturday, as can be witnessed by the

1 attendance here today. And there were a couple of
2 things, issues that we talked about. Some of them
3 are very very minor, which I'll cover real quick.

4 Just off the top, we will -- we have initiated
5 an invitation to board members one by one to come
6 to our meetings and talk to us, explain what's
7 going on, and points of -- of the area of what
8 they're doing.

9 We invited Mr. Maguire to the October meeting.
10 Unfortunately we didn't get a response probably
11 because we invited him too late. So, but we will
12 be inviting persons one by one to the meeting and
13 if you can't make it, we'll -- we can figure out
14 some other time that you can make the meeting. We
15 probably gave you the notice way too late, so we do
16 apologize on that part.

17 The second important thing that was talked
18 about almost ad nauseam was the hangar -- the lease
19 agreement. For the most part, the lease agreement
20 looks very good. There is no -- it's not very
21 different than most lease agreements at other
22 airports, so for the most part, it's okay.

23 There are a couple of minor issues. Like, for
24 example, in Section 2 of the actual lease, it
25 refers to the early termination in Section 25. It

1 should be 27 and little things like that.

2 Section 3, the permitted uses, the very last
3 sentence where it says "Tenants shall be permitted
4 to occupy a hangar with one airplane," which is if
5 you're in a T-hangar, that's about right. But in a
6 larger hangar, identified by the landlord may have
7 that limit increased to no more than five -- than
8 three aircraft it says in there, which would
9 normally be about right for a normal size aircraft.
10 But most of the aircraft we have are very very
11 small, and in a 50 x 50, easily get four or five.

12 We would probably recommend that just after it
13 says to have the limit increased, period, and not
14 put a specific number on it because as long as it's
15 coordinated with the -- with management, because in
16 one of those 50 x 50s, you could put four of our
17 airplanes in there with -- easy.

18 And those are -- the third one was Section 9.
19 It says there that no -- tenants may not store an
20 aircraft not owned or leased by the tenant. On
21 the -- on top it looks okay. Unfortunately,
22 sometimes we'll have one of our airplanes that
23 could be down for one or two months -- for example,
24 a major engine chain, now with ADS-B coming out,
25 the new instrument panel -- and the airplane might

1 be out for one or two, maybe three months, and
2 during that time we may have a friend come in for a
3 week or so. We'd like to be able to use that,
4 the -- our hangar for them instead of just leaving
5 it empty.

6 So we're looking at that part, you know, be
7 eliminated. No more than -- an aircraft not owned
8 or leased by the tenant without prior coordination
9 or some verbiage like that. I'm not a lawyer. I
10 didn't sleep in a Holiday Inn Express like -- last
11 night. So, whatever the verbiage, the legal
12 verbiage would be for that. Those are the minor
13 issues of the tenant agreement that we saw.

14 Like I said, over all the tenant agreement, it
15 looks good, it isn't a big deal. But what we do
16 have a concern is the e-mail that was sent with the
17 lease agreement. That caused a lot of concern and
18 a lot of discussion. Not the tenant agree -- not
19 the lease agreement in say -- per se, but the
20 e-mail that was sent to us.

21 And specifically, on the proof of ownership
22 and methods of ownership, that brought out a lot --
23 a lot of concern. Once again, like I said, not
24 about the legal ramifications of the lease
25 agreement. That looks good. But in the -- in the

1 e-mail, especially in method 2, they talk about the
2 number of aircraft that a club or a -- or a group
3 of people can have together.

4 Now, like I said, this is not in the lease
5 agreement, so it brings up a question of was
6 this -- is this -- was this verbiage actually done
7 by the lawyer, approved by the board, or was it
8 just something that management brought up? We're
9 not sure if it's irrelevant.

10 But the question is this. By -- by specifying
11 a number, the number being three in this case, and
12 calling it a business after that, now we're talking
13 about entering where the FAA criteria starts
14 talking about businesses. And specifically your
15 Part 135, which several of us here have worked in
16 Part 135. Now we're bringing some FAA information
17 questions in here.

18 Because if you have -- if there's a legal
19 document saying that three is a business, now
20 you're talking commercial operations. Everything
21 changes. You're bringing FAA criteria and
22 oversight not just on the airplane owners, the
23 hangar tenants, but on the airport for the most
24 part, which you're already having for the
25 commercial hangars anyways. That's not a big deal.

1 But the problem is that now over three, we
2 start talking about hundred dollar inspections on
3 airplanes and it starts getting very complicated
4 very fast.

5 (Mr. Burnett enters the room.)

6 MR. HERNANDEZ: The insurance companies,
7 aviation insurance companies have realized it's the
8 same issue. They've got the same issue. So they
9 have come out, and at least my insurance on my
10 airplane for 10, 15 years and just about everybody
11 else's here, the insurance companies they have a
12 number also. But most of them is five or seven.
13 So where the number three came from, I don't know.
14 And the details on how -- you know, what
15 constitutes commercial, what doesn't, is bringing a
16 lot of question.

17 Now it's not in the lease, so it's not
18 actually legal. So it's something that we don't --
19 we're not sure is it something that the
20 administration just took it upon themselves to do,
21 if it was ordered. We don't know, we're not sure,
22 and it's really not relevant right now.

23 The whole idea is that that number, to have a
24 specific number and that number as low as three,
25 would probably bring in additional oversight we

1 probably don't want.

2 I'm sure -- we talked extensively during the
3 meeting that it's very negative to the airport
4 pilots, especially those of us that have small
5 airplanes -- a lot of us here, me included, we
6 really can't -- this is -- not that we can't afford
7 it, but it's a great strain to do aviation. It is
8 disposable income. So we divide the cost between
9 three, four, up to five -- more than seven, now
10 even the insurance companies say more than seven,
11 it's -- it's commercial; now they won't insure you.

12 But bringing the number down to three, and
13 then it goes into details of 50/50 ownership and
14 then all kinds of details, it kind of throws a
15 curve at us because it's not in the lease
16 agreement. It's just an e-mail that came out
17 afterwards.

18 And that was the biggest concern of the SAAPA
19 members during the meeting. And as you can see,
20 they -- I told them that if you really want
21 something done, you have to come out and talk to
22 the commission and see what the process is, it
23 isn't something that just gets made up. And
24 apparently it kind of worked and backfired a little
25 bit more.

1 So that is the main concerns with the Airport
2 Pilots Association on the -- in the lease
3 agreement. Like I said, going back to the
4 beginning, we are going to be reaching out to the
5 board members one by one and invite them please
6 come over.

7 We had already approached the administrator,
8 Mr. Wuellner. Unfortunately, the day he was going
9 to meet was when Irma came through. So we couldn't
10 do that one. So, don't expect our president
11 Mr. Douglas back there to reach out and send you an
12 invitation saying you guys come and if you can't,
13 let us -- we'll give you some alternate dates.

14 Just come out, meet us, say hi. Give us your
15 impression of what is -- what you see that the
16 airport is doing, where you want to take the
17 airport, why you make decisions. A lot of times a
18 decision that we think is wrong, once we get
19 somebody who really knows what's going on, tell us
20 "We made the decision because of X, Y, Z," and it's
21 like oh, now, we get it. It clears a lot of the
22 misconception. Any questions?

23 CHAIRMAN GREEN: No. I don't think --
24 Mr. Burnett was probably not able to hear --

25 MR. HERNANDEZ: Right.

1 CHAIRMAN GREEN: -- all of it. I know he's
2 looking at the lease.

3 But the major question was not in our lease
4 agreement, but in the e-mail that was attached to
5 the lease agreement. It described the ownership of
6 certain number of planes would constitute possibly
7 a business, which would put them under different
8 FAA regulations and other regulations. But it's
9 not in our lease agreement. And that's what
10 Mr. Hernandez is having a question about.

11 MR. BURNETT: Gotcha.

12 MR. HERNANDEZ: There were two minor issues,
13 but they were -- I think they're typos more than
14 anything in the lease agreement.

15 CHAIRMAN GREEN: I'm not -- I agree. I'm not
16 as concerned. It seemed to be your major concern
17 which I find a --

18 MR. HERNANDEZ: It is. It is.

19 CHAIRMAN GREEN: Yeah.

20 MR. HERNANDEZ: And not just mine as the
21 representative of SAAPA, but as you can see, a lot
22 of the Airport Pilots Association members.
23 Thank you.

24 CHAIRMAN GREEN: Thank you. I don't know if
25 you wanted to address it.

1 MR. MAGUIRE: Can I make a comment?

2 CHAIRMAN GREEN: Well, it's the -- it's the --

3 MR. MAGUIRE: In response to him.

4 CHAIRMAN GREEN: -- business members comments,
5 though. Well, if anyone's going to respond, I'd
6 like Mr. Burnett to respond. But, Doug, do you
7 feel comfortable just --

8 MR. BURNETT: Well, I guess first let me state
9 the obvious. I apologize for being late. For some
10 reason, my car will not recognize my key. You
11 know, it's a push start and it won't recognize my
12 key. So, anyways. I'm not sure whether it will
13 work when I go to leave or not. We'll see.

14 Anyways, I think what -- what we did with the
15 lease revisions was, as you-all know, scale back
16 what we were going to do for the commercial tenants
17 and significantly kept it more like the original
18 T-hangar lease was. That was the direction of the
19 board and the decision you made.

20 And then through the process of outlining sort
21 of a process for the new leases and some of the
22 direction that I guess I had received in the past,
23 I came up with an outline that I gave
24 Ms. Hollingsworth to -- for staff to administer the
25 lease. This was the first I heard about it.

1 MR. WUELLNER: Pull a little closer to the
2 mic.

3 CHAIRMAN GREEN: Yeah, the mic.

4 MR. BURNETT: The first I heard --

5 CHAIRMAN GREEN: I don't think there was a
6 question with the lease. The lease was not the
7 question.

8 MR. BURNETT: Yeah, it's the process of
9 reviewing and approving the lease. And I was
10 catching from Mr. Hernandez consternation over the
11 fractional ownership and how many times you divide
12 it. Understand once you get to seven --

13 CHAIRMAN GREEN: I think Mr. Hernandez --
14 well --

15 MR. BURNETT: Once you get to seven on the
16 entity that's leasing or owning the aircraft --

17 MR. HERNANDEZ: What I'm saying is that
18 actually using the number three brings us into
19 Part 135 of the FAA, plus a lot more FAA oversight.

20 On most insurance documents, especially the
21 ones I've seen, and we canvassed most of the people
22 there, they -- they shy away from an actual number.
23 Or they if they do the number, they use either the
24 number five or seven. Probably after seven, yeah,
25 you're -- you're into commercial.

1 But the whole idea is in the -- in the e-mail
2 that came up -- not in the lease, the actual lease
3 except for type -- typographic errors, we don't see
4 any problem at all with the lease.

5 It's the execution of it into holding the
6 three as a commercial entity versus going to five
7 or seven or not even putting a number and using --
8 and having some type of criteria. Using the number
9 three brings it down so low that -- that not even
10 the insurance companies use a number that low as a
11 flying club partial membership, et cetera,
12 et cetera, et cetera.

13 MR. BURNETT: It's the seven number.

14 MR. HERNANDEZ: Like I said, the -- some
15 insurance have five, some have seven. Depending on
16 whether you're with AIG or Avemco, they're slightly
17 different ones, but none of them have it as low as
18 three.

19 CHAIRMAN GREEN: It's our three number that
20 was in the e-mail.

21 MR. HERNANDEZ: The three is the number that
22 came up in the e-mail. It's the only place I've
23 ever seen that three.

24 Okay. He says -- I may have been corrected.
25 It says three on the lease.

1 CHAIRMAN GREEN: I don't have that in front of
2 me. Do you know what paragraph --

3 MR. HERNANDEZ: Okay. On -- in Section 3,
4 which is what we had alluded to before --

5 CHAIRMAN GREEN: Correct.

6 MR. HERNANDEZ: -- that when somebody has an
7 airplane that goes into major maintenance or
8 something --

9 CHAIRMAN GREEN: Sorry. I just need one
10 person talking because we have a court reporter and
11 recording, so it's kind of hard to hear. Go ahead.

12 MR. HERNANDEZ: Well, we -- I had alluded to
13 that, talked to that on Section 3 --

14 CHAIRMAN GREEN: Uh-huh.

15 MR. HERNANDEZ: -- the very last sentence,
16 where I said that sometimes we have one of our
17 aircraft that has to go in for major maintenance or
18 engine overhaul or reinstall of the ADS-B, and our
19 hangars can be empty for a month or two, because
20 it's -- airplane's in the shop and we have a friend
21 that might be coming in for a week or two, let him
22 use our hangar.

23 And in -- in Section 3, the very last
24 sentence, it says "to a limit not to exceed three
25 aircraft." If you just a period after increase,

1 that would probably solve that issue for that part
2 in the lease. The other part was the actual
3 e-mail.

4 MR. WUELLNER: Well, I -- the --

5 CHAIRMAN GREEN: Yeah.

6 MR. WUELLNER: The three reference in the
7 lease is directly from Authority policy that has
8 been in place for more than ten years. That's not
9 anything new. It wasn't addressed or changed or
10 anything recently, the three per hangar part of it.

11 MR. HERNANDEZ: Okay. But -- but when you put
12 it for business using the number three --

13 MR. WUELLNER: That's different.

14 MR. HERNANDEZ: Okay.

15 MR. WUELLNER: I'm just dealing with the lease
16 provision that has three in there.

17 MR. HERNANDEZ: Okay.

18 MR. BURNETT: It's limiting three aircraft.

19 MR. WUELLNER: Three aircraft.

20 MR. HERNANDEZ: Right, three aircraft. In a
21 T-hangar you're not getting three aircraft, but in
22 a 50 x 50 --

23 MR. WUELLNER: Right.

24 MR. HERNANDEZ: -- you can fit four of our
25 planes. Three normal ones, four of our planes,

1 even five. Some of the planes like mine, they're
2 so small that you could probably put six if you
3 wanted to.

4 MR. WUELLNER: And -- and honestly, the three
5 number, it's been so long, I couldn't tell you
6 where -- where the three itself originated.

7 MR. HERNANDEZ: For the lease agreement.

8 MR. WUELLNER: For the lease agreement, the
9 three aircraft. That -- as I said, that's been
10 there a long time. Functionally, I don't think
11 staff has any issues with whatever fits.

12 CHAIRMAN GREEN: I was thinking more of
13 square -- you know, wingspan and --

14 MR. WUELLNER: It -- you know, obviously it's
15 got to fit.

16 MR. HERNANDEZ: If we're going to -- if we
17 can't put it in there because it's going to hit one
18 of the other, we're not going to put it, whether --

19 MR. WUELLNER: Yeah.

20 MR. HERNANDEZ: -- it be one or two. I mean,
21 it's our airplanes. We don't want them banged up.
22 But having a specific number would --

23 MR. WUELLNER: This is relative to ownership
24 or use, what you're referring to, right?

25 MR. HERNANDEZ: No. Act -- I'm talking more

1 about -- we'll get to that later. We'll do that
2 now and we'll talk about the -- the e-mail about
3 the business and what's considered a business by
4 the -- by the -- by the Airport Authority and that
5 starts going down a slippery slope.

6 CHAIRMAN GREEN: Okay. So I guess he just
7 wants to speak about right now what was dealing
8 with the larger hangars having a limit of --

9 MR. HERNANDEZ: Three.

10 CHAIRMAN GREEN: -- three if you've got a
11 50 x 50 hangar. So we can have staff look at that.
12 I mean, as Mr. Wuellner said, that's been standard
13 in our lease for ten years, but --

14 MR. BURNETT: I didn't change that language.

15 CHAIRMAN GREEN: Right.

16 MR. BURNETT: It was there for a --

17 CHAIRMAN GREEN: It's been there a long time.
18 So, I mean, I think we can look at it. It depends
19 on -- I said if they fit, they fit. That's my
20 opinion, but I don't know for safety-wise what we
21 have to do with putting in there.

22 MR. WUELLNER: Yeah, I don't recall the number
23 of aircraft at this point ever being an issue
24 with -- with the building code, fire code, that I
25 recall.

1 CHAIRMAN GREEN: Right.

2 MR. WUELLNER: That doesn't mean there isn't
3 one, but I don't recall there being a physical
4 limits --

5 CHAIRMAN GREEN: But that's something we can
6 look at if we have so many engines, if that's a
7 fire code issue or something or --

8 MR. HERNANDEZ: And the other issue would be
9 on the e-mail on what the -- what the
10 Airport Authority has -- is officially deeming to
11 be a commercial business operation on a flight club
12 or partial membership or partial ownership. That's
13 become -- now that starts going into the 135 and
14 the rest of the things.

15 And even like I said before, in my -- my
16 insurance, it uses the number five. Some of them
17 don't even have a number. Others have the number
18 seven for a partial ownership or a -- or a flying
19 club.

20 That limiting it down to three, first of all,
21 is a very small number, which is very -- in most
22 cases, a lot of cases it's unworkable because we
23 have to split up the costs. It's -- like I said
24 before, this is disposable income that we use to
25 fly and it might bring in some oversight that, I

1 mean, now we're really getting into FAA oversight
2 over some of our operations.

3 CHAIRMAN GREEN: Mr. Burnett?

4 MR. BURNETT: If I might ask this question.
5 Mr. Hernandez, is there a number? Is it five or
6 seven? What -- what --

7 MR. HERNANDEZ: We've seen both. Preferably
8 we'd use seven, but five would work. Because the
9 way -- there is no specific number. Just in some
10 insurance policies -- some insurance policies have
11 no number whatsoever. Some have five, some have
12 seven.

13 So, even having a number could be open to
14 something. But at bare minimum, I would say five
15 versus seven. But that would be something that I
16 guess you would take a look at more legally,
17 because that would be showing if something were to
18 happen and the FAA comes down and says, wait a
19 second, I don't care how you guys are putting it
20 together, the Airport Authority says that's a
21 commercial operation, you have to be under 135,
22 let's go to the airport and find out why they
23 haven't been following the 135 requirements as they
24 are with -- with all the other operations here,
25 then we could be finding ourselves in a very sticky

1 situation, which is something we can avoid.

2 Now, once again, this is not in the lease
3 agreement, so it isn't something that it maybe has
4 to be written down. Just that when -- when we go
5 in and say it's going to be three of us or four of
6 us in a partnership, take that into consideration
7 before you say no, it's three, it's three, it's
8 three no matter what happens.

9 CHAIRMAN GREEN: I think we just need to -- as
10 you said, Mr. Hernandez, look at it from a legal
11 perspective as far as our commercial tenants and so
12 we have the two mesh with each other and still
13 comply with whatever insurance regulations are out
14 there.

15 MR. HERNANDEZ: Well, the insurance regulation
16 wouldn't be that much. It would be, okay, what
17 happens when you're -- you're determining that
18 three for your purposes is a commercial business
19 and three people with an airplane is -- four people
20 with an airplane --

21 CHAIRMAN GREEN: I understand that, but I just
22 meant that we'd look at what the standard is out
23 there. So you take a broad perspective of it and
24 then that --

25 MR. HERNANDEZ: Make an informed decision --

1 CHAIRMAN GREEN: Correct.

2 MR. HERNANDEZ: -- rather than just throwing
3 out the number three.

4 CHAIRMAN GREEN: Okay. Thank you, so much.
5 Mr. Nehring, Northrop? Anyone from Northrop? Oh,
6 there you are. Sorry.

7 MR. NEHRING: Dan Nehring, North Grumman.

8 The first of the Japan airplanes is leaving
9 for Melbourne tomorrow, so that testing went really
10 well, so we're on track with that airplane. And
11 the second airplane is almost complete. That's an
12 order of the four new E-2 airplanes for the Japan
13 customer. And it's going to be interesting for us
14 because we haven't done anything at all like this
15 in quite some time.

16 Then I wanted to thank both Tammy's crew and
17 Vinny's crew for their support. I think we're the
18 only people during a hurricane that had our CEO
19 directing a plane into an airport that had a
20 hurricane approach and not the other way around,
21 and they supported us for that, so thank you for
22 that.

23 CHAIRMAN GREEN: Thank you. Tower, Ms. Tammy?

24 MS. ALBIN: Tammy Albin, St. Augustine control
25 tower.

1 For our numbers again this year, only at 8,712
2 for September, which is down almost a thousand from
3 last September. This time being with the, you
4 know, weather this time of year is normally a low
5 number anyway. But so far for the year our numbers
6 are down almost 9,000 from this same time last
7 year.

8 So, a lot of weather occurrences and then with
9 another hurricane, but just over all with the
10 flight school activity, et cetera, we're down about
11 9,000. That's it.

12 MR. MAGUIRE: Excuse me. Tammy, do you do
13 fiscal year or calendar year?

14 MS. ALBIN: Right now we work -- the traffic
15 count works on calendar year.

16 MR. MAGUIRE: Okay.

17 MS. ALBIN: So from January through September
18 so far is where that number's at. Anything else?

19 CHAIRMAN GREEN: Okay. Thank you.
20 Mr. Burnett?

21 MR. BURNETT: Nothing to report other than I
22 guess I'm going to have some work ahead of me this
23 month obviously.

24 I will say one thing, which is we had an
25 aircraft that had been on the ramp for a long

1 period of time and your staff had been charging
2 rent for the -- that aircraft to be located on the
3 property and they did retrieve the aircraft.

4 MR. MAGUIRE: They can't hear you.

5 MR. BURNETT: Sorry. They did -- the owner
6 did retrieve the aircraft and pay the rent that was
7 being charged current. So, anyways, it was I think
8 about a \$19,000 amount to the Airport Authority.
9 So, other than that, I have nothing to report.

10 CHAIRMAN GREEN: Okay.

11 MR. BURNETT: Obviously I'll take a look at
12 these issues. I plan on seeing if I can get a
13 meeting with Mr. Hernandez and perhaps try and work
14 through some of the issues of what I heard during
15 the public comment.

16 CHAIRMAN GREEN: Sure. And I think that's
17 what we need, is some more detailed information on
18 what exactly they're looking at. We've got an
19 idea, but we want to hear them completely.

20 MR. BURNETT: I understand.

21 CHAIRMAN GREEN: Okay. Then next is our
22 agenda item, the Supplemental Agreement 17-81.
23 Does someone -- oh. Ed, that's you.

24 SUPPLEMENTAL AGREEMENT 17-81

25 MR. WUELLNER: I'm drifting off here.

1 17-81 is a supplemental agreement with our
2 engineering company Passero Associates, our
3 consulting engineers, and this is the -- for the
4 development -- or the design permitting and bidding
5 process associated with the first two 10-unit
6 T-hangars.

7 This also has brought, this -- this particular
8 task order also includes the structural evaluation
9 of Hangar B -- hangar rows B and C so that we can
10 begin to identify what needs to be done to bring
11 those hangars into load requirements relative to
12 wind code so that that gets written into the speck
13 at the appropriate time later on. But that
14 analysis usually takes a little while, so we're
15 trying to get it done ahead of the time so we can
16 keep the -- the timeline short when we get ready to
17 begin the rehab of those hangars.

18 The not-to-exceed is at \$159,000 for the
19 Supplemental Agreement 17-81. Current time line
20 for this as well as construction would place
21 occupancy of the first two -- or the two 20-unit --
22 excuse me, two --

23 CHAIRMAN GREEN: 10-unit.

24 MR. WUELLNER: -- 10-unit T-hangar buildings
25 by the end of next calendar year. This also

1 includes site work -- or not site work, but site
2 engineering services, too.

3 CHAIRMAN GREEN: Okay. Board discussion.

4 Mr. Kira?

5 MR. KIRA: Does the \$159,000, that relates to
6 per hangar, per T-hangar?

7 MR. WUELLNER: No.

8 CHAIRMAN GREEN: No.

9 MR. WUELLNER: No, no, no. This is strictly
10 the design fee --

11 MR. KIRA: Oh, oh.

12 MR. WUELLNER: -- for the engineering
13 services.

14 MR. KIRA: Okay.

15 MR. WUELLNER: It has nothing to do with
16 construction costs.

17 MR. KIRA: So it's the design?

18 MR. BRUNSON: That's later.

19 MR. KIRA: Yeah. Then it's construction.

20 MR. WUELLNER: Some time, best guess
21 March/April, is when you'll deal with the bid.

22 MR. KIRA: And the anticipated time to start
23 this after it's approved?

24 MR. WUELLNER: I'm guessing March/April,
25 somewhere around there, should be a groundbreak

1 time. We -- we hope to occupy, as I mentioned, by
2 the end of the calendar year next.

3 MR. KIRA: Okay.

4 CHAIRMAN GREEN: Any other board discussion?

5 MR. BRUNSON: None.

6 CHAIRMAN GREEN: I think we've gone -- gone
7 through this. At least we're going forward with
8 designing these two 10-unit --

9 MR. BRUNSON: Do you need a motion for that?

10 MR. WUELLNER: Yeah. And I just --

11 CHAIRMAN GREEN: We do.

12 MR. WUELLNER: -- I didn't mention, but
13 you're --

14 CHAIRMAN GREEN: But I have to do public
15 comments.

16 MR. WUELLNER: I'm sorry. I didn't mention,
17 but you already have the -- this is covered already
18 with your joint participation agreement with the
19 State of Florida. So this is just moving the work
20 progress forward, not --

21 CHAIRMAN GREEN: But it's a budgeted item.

22 MR. WUELLNER: It is a budgeted item, yes.

23 MR. BRUNSON: Remind us on that so we'll feel
24 better.

25 MR. WUELLNER: Yeah. I should have mentioned

1 it.

2 CHAIRMAN GREEN: Okay. Public comment. I
3 have Ms. Ludlow.

4 MS. LUDLOW: Yes, I would. Thank you. Yes,
5 Reba Ludlow, Serenata.

6 I want to ask clarification from Doug first
7 about the aircraft that had been on the ramp for a
8 certain number of years. We couldn't hear you,
9 Doug, so would you tell us what that -- what that
10 was about?

11 MR. BURNETT: Sure. Absolutely. And I forget
12 what the aircraft was called. Give me one minute.
13 I had it pulled up and then I lost it here.

14 MS. LUDLOW: Okay. But an aircraft --

15 MR. BURNETT: It was a Paris jet. I
16 apologize.

17 MS. LUDLOW: Say it again.

18 MR. BURNETT: It was the Paris jet.

19 MS. LUDLOW: Oh, oh. Got you.

20 MR. WUELLNER: It was located on the paver
21 apron.

22 MS. LUDLOW: I remember that blue one.

23 MR. BURNETT: It was, yeah, located on the
24 paver apron.

25 MS. LUDLOW: Right.

1 MR. BURNETT: And the airport charged roughly
2 \$800 a month for it to be sitting there.

3 MS. LUDLOW: Yeah.

4 MR. BURNETT: And they paid it current and
5 actually hauled the aircraft off, from what I
6 understand.

7 MS. LUDLOW: Okay. Okay. So -- yes, thank
8 you. I did want that clarification. So, thank
9 you.

10 On the two 10-unit T-hangars, the design for
11 Passero we're saying, you know, to approve the
12 \$159,000 design fee only and we expect to occupy
13 them March or April of next year.

14 MR. WUELLNER: No.

15 MS. LUDLOW: End of 2018?

16 MR. WUELLNER: End of 2018 is when the
17 occupancy would be.

18 MS. LUDLOW: Okay. Occupancy 2018. Okay.
19 Thank you.

20 And I did want to tell the people that they --
21 that some people are new to these meetings and they
22 didn't know they should sign a paper saying, yes,
23 we may like to comment.

24 So, you have a lot of people here that might
25 want to comment and they were not aware that they

1 should sign something to say that, to put their
2 note up there. So we do have those available.

3 CHAIRMAN GREEN: Okay. Thank you.

4 Now it's open to a motion and discussion from
5 the board again. Do I have a motion on the 17-81?
6 We're -- okay. If you want to have a public
7 comment, I need you to sign this -- that piece of
8 paper there.

9 MS. LUDLOW: You have to give it to her.

10 MR. GEDDINGS: Oh, I'm sorry.

11 CHAIRMAN GREEN: Oh, good, if you have one.

12 MR. GEDDINGS: Yeah.

13 CHAIRMAN GREEN: Okay.

14 MR. GEDDINGS: I'm confused.

15 CHAIRMAN GREEN: And you I need you to mark
16 what you're trying to comment on.

17 MR. GEDDINGS: This issue.

18 CHAIRMAN GREEN: Which one?

19 MR. GEDDINGS: The top.

20 CHAIRMAN GREEN: This one. Okay. Please
21 circle which one you're commenting on. So, okay.
22 Mr. Geddings, go ahead -- and I just need to know
23 to budget time. So if -- doing this, we have to
24 limit our --

25 MR. GEDDINGS: I'll be very quick. I'm just

1 trying to understand about this new hangar system.
2 The e-mail that we received --

3 CHAIRMAN GREEN: Mr. Geddings, I'm sorry, I
4 just need you to say your name and your address.

5 MR. GEDDINGS: Oh, I'm sorry. Gerald --

6 CHAIRMAN GREEN: We just have a court
7 reporter, so we need to take it all down.

8 MR. GEDDINGS: Gerald Geddings, 14 --
9 14264 Hawksmore Lane, Jacksonville.

10 CHAIRMAN GREEN: Thank you.

11 MR. GEDDINGS: We -- the e-mail we received
12 about this hangar rent changes and all that,
13 mentions that the new hangars are not expected to
14 be able to pay for themselves. And that was the
15 reason given for the increase in everybody's rent.
16 And my question is if they're not going to pay for
17 themselves, why would we build them?

18 CHAIRMAN GREEN: Okay. I will let
19 Mr. Wuellner answer.

20 We've had numerous meetings about that, and
21 they're in our minutes as to the issues we've had
22 with SAAPA and other members wanting and needing
23 T-hangars. We have some dilapidated hangars out
24 there that need to be removed or taken care of and
25 members that need new hangars. So we proposed and

1 the staff has done an extensive research on what
2 would be cost-effective and when we could recoup
3 it.

4 So, I can let Mr. Wuellner explain a little
5 more, but if you want an in-depth detail, please
6 read the minutes because they're definitely in
7 there at length.

8 MR. GEDDINGS: Where do you find the minutes?
9 They're not on the web site.

10 MR. WUELLNER: Yes, they are.

11 CHAIRMAN GREEN: Yes, they are, sir.

12 MR. GEDDINGS: Oh. I guess it must have
13 fooled me.

14 CHAIRMAN GREEN: Yes, sir.

15 MR. GEDDINGS: Okay. All right.

16 CHAIRMAN GREEN: Thank you. And you're
17 welcome to come in and talk to staff, believe me.
18 Okay. Mr. Sandefur? Oh, you're on public comment.
19 I'm sorry, sir. That would be next time. Thank
20 you. Len, did you put --

21 MR. TUCKER: Hangar leases.

22 CHAIRMAN GREEN: Okay. Okay. Mr --
23 Mr. Tucker, we're on hangar leases right now, so...

24 MR. TUCKER: Okay. All right. Len Tucker,
25 51 Avista Circle, St. Augustine.

1 I guess I'm the old man at the airport because
2 I get calls from people all the time about issues.
3 I didn't particularly want to get elected for the
4 job, but anyway I'm here.

5 I've been on the airport now 27 years as a
6 tenant. I've been in the current hangar that I'm
7 in for 20 years. I can address a couple of things
8 like the issue about why it came out with these
9 three limit thing in the hangar. Most of that was
10 precipitated by abuses then went on with hangar row
11 G.

12 CHAIRMAN GREEN: Mr. Tucker, we're on
13 Agreement 17-81, which is the 10, the two 10 --

14 MR. TUCKER: I thought we were on hangar
15 leases.

16 CHAIRMAN GREEN: No, sir. We -- that was --
17 that was what Mr. Hernandez did. If you wanted to
18 make that at public comment, we can. We're in the
19 middle of a vote for a supplemental agreement.

20 MR. TUCKER: Nevermind.

21 CHAIRMAN GREEN: I'm going to change your
22 thing to public comment. Okay. Well, that would
23 be public comment. Thank you. Okay. And
24 Mr. McGee, you did not mark which --

25 MR. MCGEE: That's going to be public comment.

1 CHAIRMAN GREEN: Public comment, okay. So we
2 have no more public comment on the supplemental
3 agreement.

4 So for board discussion, we have a motion to
5 be considered and then if -- after the motion, if
6 there's more board discussion, so if there -- any
7 motion on 17-81, which is not to exceed staff's
8 recommendation for the \$159,000 for the design
9 permitting and building -- bidding, excuse me.

10 MR. BRUNSON: Make a motion to approve the
11 159- as recommended by staff.

12 CHAIRMAN GREEN: Okay. Is there a second?

13 MR. KIRA: Second.

14 CHAIRMAN GREEN: Any further board discussion?

15 (None.)

16 CHAIRMAN GREEN: Hearing none, all in favor of
17 recommend -- of the motion, please say aye.

18 MR. BRUNSON: Aye.

19 MR. MAGUIRE: Aye.

20 MR. KIRA: Aye.

21 CHAIRMAN GREEN: Aye. All opposed?

22 (None.)

23 CHAIRMAN GREEN: Okay. So that will be
24 accepted.

25

1 PUBLIC COMMENT - GENERAL

2 CHAIRMAN GREEN: Okay. So now we're down to
3 public comment, and I will go through these --
4 sorry, Mr. Tucker, you're getting your exercise.

5 MR. TUCKER: Okay. I need it. All right.

6 One of the issues about the three aircraft
7 rule I think came around because of hangar row G
8 back many years ago in the early 90s.

9 CHAIRMAN GREEN: Can you speak up? I'm sorry.

10 MR. TUCKER: It came around because of hangar
11 row G in the early 90s. That issue was when the
12 hangars were at -- for some reason leased at an
13 extremely low rate and it became populated with a
14 bunch of small individual aircraft.

15 Now, the Airport Authority had not gotten
16 control of that leasing rate and it was possible
17 for four or more people to go in there and have
18 rates that were even half of what their normal
19 lease rate would have been if they owned a hangar.

20 Well, it was kind of abused because at the
21 time I owned an airplane that would only fit in one
22 of those hangars and every one of those hangars was
23 consumed by small aircraft and you couldn't get
24 them out of there. So it was a problem, and I
25 recognized that problem, and that was one of the

1 issues about that three aircraft rule.

2 But I believe the three aircraft rule actually
3 should have said three aircraft owners, because
4 that's what it was designed to stop at that point
5 in time, was multi owners in the same hangar,
6 specifically the box hangars.

7 Any event, I wanted to go back through several
8 of the issues. One of them I think is that we're
9 trying to address or at least I get the gist of the
10 e-mails that a lot of these changes that have been
11 brought about is to stop what they consider an
12 abuse of the subleasing policy.

13 However, I'd like to state that many of the
14 people that are in here that might be considered
15 abusing that policy were in here based upon the
16 policies that were in place at the time that they
17 were allowed to go into that hangar. And to change
18 those policies now after they've had substantial
19 investments in aircraft and facilities is kind of a
20 very hardship on them.

21 I don't know that you understand the problems
22 associated with that. Many of these aircraft are
23 not capable of being stored outside, and to throw
24 them out of a hangar at this point in time because
25 they were abiding by a policy you previously had, I

1 think is not the right thing to do. I don't know
2 about you, but that would seem a little bit over
3 the top.

4 In any event, there are some issues with the
5 lease which weren't addressed and I wanted to go
6 through those. One of those was this clause in
7 here where you state that the -- under Section 3,
8 "To satisfy this condition, the aircraft leased
9 must be leased on a commercially reasonable term at
10 near market rate with a minimum term of one year."

11 Well, I don't know who on the staff is
12 qualified to make that determination. Certainly I
13 don't know if there's anybody that's got a special
14 education or expertise in commercially leasing
15 aircraft that's on staff or accessible to staff.
16 So that's a question that I would say I don't know
17 how you're going to resolve that issue based on
18 that comment.

19 Also, the minimum term of one year, now this
20 is where I've gotten a couple of calls today from
21 other tenants like myself that use their aircraft
22 in their business and have a business need for
23 transportation.

24 When that aircraft is down, I've got to
25 replace it with something if I have to go

1 somewhere, and I need to move that aircraft to my
2 hangar. And, you know, shock among shocks, the
3 most common rental method for that purpose is
4 hourly.

5 I mean, I don't know who came up with the
6 concept here that per-hour rental agreements do not
7 qualify as valid aircraft leases. That's probably
8 the most common lease out there. So that statement
9 right there is just completely false. It doesn't
10 make any sense.

11 In any event, that entire center section I
12 believe must have been added because I don't
13 believe that was in the previous lease. It if was,
14 it was certainly an oversight at that time and
15 certainly hasn't been enforced at this point in
16 time.

17 I myself have four aircraft and I don't see
18 why if you go down there, I should be limited to
19 three aircraft. I think that comment was made
20 earlier. They certainly fit in the hangar.

21 In fact when I moved into that hangar 20 years
22 ago, at Ed Wuellner's request, I let the
23 Northern Lights also locate their aircraft in that
24 hangar and we had a total of seven aircraft in that
25 hangar. So it's possible to do. I must say the

1 guys were magicians in getting them in and out of
2 there, but they -- they were able to do that very
3 effectively.

4 And the damage that would occur is not damage
5 to the hangar; it's going to be damage to the
6 aircraft. The aircraft's much more fragile than
7 the hangar is. So I don't think you need to be
8 concerned about damage to the hangar. But of
9 course you're covered with damage that we might do
10 to the hangar anyway, so I don't think that's an
11 issue for you.

12 So I think you need to strike all of that
13 issue about three aircraft or change it back to
14 what I think its original wording was intended to
15 be, was three aircraft owners in particular
16 hangars. And that was when they allowed multiple
17 owners into a single hangar.

18 And I think you need to really review this
19 thing about the aircraft lease because I know other
20 people that use their aircraft in business like
21 myself are very concerned that that term is not
22 viable with our business needs for those aircraft.

23 It just doesn't make sense. I can't be held
24 to a one-year lease and I can't change from the
25 hourly method that the company or person that's

1 giving it to me uses for me to compensate them. It
2 just doesn't make sense. So both of those things I
3 think need to come out of the lease.

4 The other issue we had was in the e-mail
5 again, and that was where we have equal ownership
6 and three or fewer owners. Now, I don't know about
7 you, but I think my business is going to have a
8 problem with that because I've got eight of them in
9 my business and I can tell you they're not even.

10 And I'll bet you Mr. Burnett doesn't want to
11 come down here and disclose his partnership
12 agreements to anybody concerning ownership in his
13 business if they own an aircraft in their hangar.
14 And I don't think you would. And I don't think
15 Bruce would. I don't think any business person is
16 going to want to come down here and have to
17 disclose that information. That doesn't make any
18 sense.

19 What -- what is the real point here? The one
20 hangar, one user, one tenant, I mean that concept
21 is great but, you know, there's a lot of other
22 factors going on out here that we need to address.

23 I think what we really need to stop and say is
24 if we're trying to get rid of subleasing, which
25 apparently is on your agenda, we need to do it by

1 addressing subleasing, not by addressing other
2 things that don't have any relationship to it.

3 If there's a subleasing problem, take it in
4 there, address it, and make modifications to the
5 lease to control the subleasing. These aren't
6 modifications to the lease controlled subleasing,
7 these are obstacles to people normally using this
8 lease.

9 The fact that we have subleasing or the
10 subleasing category going on and it was allowed
11 under the options that were previously done, again,
12 I think is a real travesty if you start telling
13 those people they've got to take their aircraft out
14 of the hangar.

15 I know, for instance, there are people
16 associated with the Pilots Association that have
17 transferred aircraft owner to one of their sons or
18 daughters in anticipation of financial planning and
19 what they're going to do. Wouldn't qualify under
20 this lease under the outlines that we have.

21 Why does it matter? He's got the airplane.
22 He's transferred it to his son. You're going to
23 tell him he's got take it out of the hangar, can't
24 leave it in the hangar until the son is ready to
25 take it and go with it and do whatever they want?

1 That doesn't make any sense. It's not an aircraft
2 that can easily be stored outside. What are you
3 going to do in the interim if they object? That
4 just doesn't -- doesn't fly.

5 The other issue that we've danced around of
6 course is the subleasing issue, whether or not
7 the -- the leases were designed to circumvent the
8 subleasing concept in the hangars. Well, I'll ask
9 the question. How many leases out there does the
10 Airport Authority think are in that category? You
11 must have some concept because you geared a whole
12 dialogue of several pages here towards it. Is
13 there any concept that they have how many would be
14 in that category? Is it a hundred leases? Ten
15 leases? Five leases? I estimate about five.

16 You're going to go through all of this turmoil
17 and all of this wording and all of this other issue
18 that has completely unrelated effects to affect
19 about five leases? The problem is that the
20 Airport Authority hasn't built hangars. There's
21 where the subleasing problem is. If you build
22 enough hangars, there won't be subleasing.

23 If the ec -- if the economics of the situation
24 are such that it's not economically viable for a
25 person to be in a sublease agreement, we won't have

1 subleases. That's the only reason they exist.
2 They'll go away. It's up to the Airport Authority
3 to take care of that. Those are my comments.

4 CHAIRMAN GREEN: I appreciate your comments.
5 Thank you, Mr. Tucker. And I will limit people to,
6 that was about five minutes, just because so many
7 and I don't think people want to go here until 8:00
8 at night.

9 MR. BURNETT: Madam Chair?

10 CHAIRMAN GREEN: Yes, please.

11 MR. BURNETT: And to everybody in the room,
12 I'll just put it out there. Mr. Hernandez,
13 Mr. Tucker and anybody else who would like to meet,
14 I'd love to sit down and go through the lease with
15 you and do it as painstakingly as possible, or if
16 you want to go line-by-line, I'll go line-by-line.
17 I'm happy to do that at your convenience. We'll
18 figure out a time to do it and sit down and go
19 through it.

20 CHAIRMAN GREEN: And we appreciate your
21 comments, and I know you've been busy, but we have
22 addressed this the last couple of meetings, gone
23 over everyone and their input. And I appreciate
24 everyone being here, but there was not before when
25 we went through all this stuff. So it's good to

1 hear at least before anything gets -- I mean, it
2 has been finalized but we still have input on it,
3 so I appreciate it.

4 MR. BURNETT: Yeah. And, Madam Chair, if I
5 might. I guess I'd be happy to sit down and meet
6 with folks and try and go through it and then come
7 back with a recommendation for the next meeting.

8 CHAIRMAN GREEN: Sure.

9 MR. BURNETT: So we can hash it out between
10 now and then.

11 CHAIRMAN GREEN: Right. Okay. Reba, did you
12 want --

13 MS. LUDLOW: I do want to say something
14 exactly on what he said, just that.

15 Yeah, Reba Ludlow. And that's wonderful,
16 Doug, and that is what we -- you know, we all need
17 to be educated upon. But -- and so you say you
18 will go over with each of us line-by-line the lease
19 as it is and then come back to the board with
20 recommendations. But then you also said that you
21 gave Cindy the outline for the lease.

22 So now are you saying that now you're willing
23 to meet with other people and -- and listen to the
24 concerns that people have and that -- you know,
25 that this lease is not sealed in stone by any

1 means?

2 Also, what is this about our -- is there an
3 October 30th requirement that should be addressed
4 that these leases have to be signed by
5 October 30th?

6 MR. WUELLNER: The October date was just an
7 end goal time.

8 MS. LUDLOW: It's a goal?

9 MR. WUELLNER: It's not carved in stone.

10 MS. LUDLOW: It's a goal? But -- okay. So
11 that was -- that was another misunderstanding --

12 MR. WUELLNER: Yeah.

13 MS. LUDLOW: -- because everyone felt like
14 they had to get this settled and get it settled now
15 and see what -- you know, what was going on because
16 we had a deadline, you know, that was put on us,
17 and this is the first we knew, we had seen the
18 lease or the e-mail ahead of it.

19 So, we do want to meet with the airport
20 commissioners -- Airport Authority members. We
21 feel like they are not as educated on our airport
22 functions as they could be, though -- you know. We
23 would be happy to do that, too.

24 That's part of it, because you guys are
25 representing us, too, you know, St. Johns County,

1 but us, the airport tenants, also. So, I thank you
2 for saying you would meet with any and all of us
3 and we will look forward to that.

4 CHAIRMAN GREEN: Thank you, very much. And I
5 encourage everybody, and I was glad for
6 Mr. Geddings, encourage you to read the minutes,
7 because we have gone over this at length, and I
8 wish we had some of this input earlier in the last
9 two meetings we've had. That's what we really
10 need.

11 Mr. Hernandez has been helpful, but this is
12 more input now, and staff I know is willing to
13 discuss things with you. But some of these things
14 is the first time we've heard it. So I'm glad it
15 is coming out now. Mr. McGee?

16 MR. MCGEE: Good afternoon. Jim McGee,
17 1741 North Loop Parkway, St. Augustine.

18 Two quick items. One, I know with informal
19 talks, I -- FPL took over the airport during the
20 hurricane. I understand it was an unusual
21 hurricane, but Taxiway Foxtrot was shut down for
22 two weeks, which some of us had no access to our
23 aircraft to get it in and out. Some businesses
24 were impacted.

25 And I know from informal talks that you're

1 going to take a look next time to find ways to open
2 it at short periods of times and let us get in and
3 out. Especially if, you know, you've got a 50 x 50
4 hangar and you're paying a grand a month and you
5 can't even get your airplane, it sucks.

6 And the other thing is, when you're looking at
7 what you consider a commercial business, my
8 aircraft's incorporated, but I operate under
9 Part 191 -- I mean Part 91. So I'm not a
10 commercial operation. So when you consider what's
11 commercial and what's not, please keep that in
12 mind. Thank you.

13 CHAIRMAN GREEN: Okay. Mr. Sandefur?

14 MR. SANDEFUR: Hello. My name is Matt
15 Sandefur, 554 Fern Avenue, St. Augustine.

16 I'm here to discuss the effects of the FPL
17 during the aftermath of Hurricane Irma. I'm the
18 owner of Jacksonville Aviation, Incorporated doing
19 business as Premier Aviation. We're located at the
20 very end of Taxiway Foxtrot.

21 Thankfully Hurricane Irma did not do much
22 damage to our beautiful airport. However, the
23 aftermath of Irma was very tough to deal with for
24 all of the tenants of the -- on the south end of
25 the airport. I'm sure it wasn't easy for the

1 airport staff, either. They were working very
2 hard.

3 It was an especially great hardship for my
4 business due to the loss of access and extremely
5 limited access periods that were imposed by FPL,
6 and the disaster relief vehicles blocking
7 Taxiways Foxtrot and Golf as well as our hangar
8 doors, parked right in front of my hangar. I
9 couldn't even open my doors for a period.

10 Although I am sympathetic for all the people
11 that were without power during this period, I was
12 one of them, I didn't volunteer to have my business
13 virtually cut off from our customers' airplanes
14 being able to enter or leave.

15 While other businesses on the field were
16 inconvenienced, none were affected to the same
17 degree as -- as ours. It's -- it's very difficult
18 to estimate an exact dollar amount of losses that
19 were incurred to my company due to the loss of
20 access and its employees that had to take time off
21 without pay. I had to send them home.

22 With that being said, it would be greatly
23 appreciated if the Airport Authority would consider
24 reimbursement of my hangar rent between
25 September 12th, 2017 and September 22nd, 2017, and

1 possibly even consider reimbursement to our
2 employees. Not including myself, I'm not trying to
3 profit, but lost wages from their normal schedule,
4 which I can provide accurate information regarding
5 individuals' time lost and specific wage amounts.

6 There's -- there's other factors involved,
7 too. I had one customer that was -- his plane was
8 in my hangar, we completed work on the -- on the
9 airplane, it was ready for return to service. He
10 wanted to get his airplane, you know, right after
11 Irma because he was wanting to fly relief efforts
12 to South Florida, and he was denied access to his
13 aircraft and, you know, so was his relief effort.
14 He couldn't -- he couldn't do it.

15 Other factors, there was a lot of time spent
16 when I could get planes -- begin to start get
17 planes in and out. It took a tremendous effort,
18 and thanks to -- to the guys that work for the
19 Airport Authority that were helping. But it took,
20 you know, an hour to get an airplane and in -- you
21 know, just in one direction when normally a
22 customer would be able to taxi right through, that
23 was time spent for me and my employees that was
24 unbillable time. I couldn't bill anybody for that.
25 So we had to eat that time.

1 But there's a lot of things involved, and I
2 just hope you'd consider trying to help us out
3 because we are a small business and we're -- you
4 know, we're just trying to survive. Does anybody
5 have any questions?

6 CHAIRMAN GREEN: No, sir. Thank you, so much.

7 MR. SANDEFUR: Thank you for your time.

8 CHAIRMAN GREEN: I understand small business,
9 believe me.

10 MR. SANDEFUR: Thank you.

11 CHAIRMAN GREEN: Mr. Barasch? Stephen?

12 MR. BARASCH: My name is Stephen Barasch and
13 I'm from St -- St. Augustine Beach.

14 I'd like to echo Reba's and Len's comments
15 about the new leases. It's always difficult
16 changing the rules in the middle of the game, and
17 one way that this is frequently handled is by
18 grandfathering in, keeping the old tenants with the
19 old leases. Your new tenants can execute the new
20 leases that you desire. And I ask that you
21 consider that as a solution.

22 Secondly, I am a director of and representing
23 in these comments the NA64 Yale Foundation,
24 Incorporated which is a Florida not-for-profit
25 corporation and a public charity.

1 I'm concerned about not the lease so much in
2 this regard, but the implementation. Cindy and I
3 have been e-mailing back and forth about this.
4 Cindy, thank you for your patience, but my wife is
5 getting concerned. In particular about the
6 connection between an individual and a corporation.
7 The tenancy is held by the corporation, but
8 apparently you-all want some connection drawn
9 between myself as an individual and the
10 corporation.

11 I am not your tenant, the corporation is. I
12 want to distance myself from that for liability
13 reasons and I'm uncomfortable of your trying to
14 draw a connection between me personally and the
15 corporation for liability reasons.

16 Secondly, the implementation requiring a
17 shareholder agreement, not-for-profit corporations
18 do not have shareholders, or an operating agreement
19 which is not required of not-for-profit
20 corporations leaves me wondering what it is I can
21 supply you, and that was not clear. And Cindy and
22 I were struggling with that.

23 So, I will term -- terminate my comments by
24 saying that it would be much easier if you would
25 tell us in particular specifically what it is you

1 want and then let us decide what it is we want to
2 give you.

3 MR. BRUNSON: Great.

4 MR. BARASCH: The information that you have
5 requested of me is freely available from the
6 Department of State. It lists me as a director.
7 But as I understood the e-mail, you would not
8 accept that.

9 I don't know what it is you want. If you want
10 minutes. If CSX Corporation came and wanted to
11 lease a hangar, would you ask them for a note
12 associating an individual with the corporation?
13 Well, it's the same for me.

14 So, number one, grandfathering I think is a
15 solution; and secondly, the association between
16 individuals and a corporate lease to me is trouble.
17 Thank you.

18 CHAIRMAN GREEN: Thank you. Okay. That's all
19 I have for public comment. And thank you for all
20 of your input and I'm sure we are all available
21 individually, and obviously Mr. Burnett has offered
22 to speak with Mr. Hernandez and any representative
23 maybe at the meeting with Mr. Hernandez, Mr. Tucker
24 I'm sure.

25 MS. LUDLOW: May I ask one quick question?

1 One quick? What did --

2 CHAIRMAN GREEN: You have to go up there,
3 Reba, because we can't get it.

4 MS. LUDLOW: Okay. What -- what was the
5 airport compensated for FPL being here? And what
6 are they -- what are they doing -- what are they
7 sharing cost of to build or something?

8 Because these people -- just like that, these
9 people were out, could not access -- access their
10 hangars for ten days at least, not counting what he
11 did and that --

12 CHAIRMAN GREEN: Okay. We got -- we got your
13 question. You wanted an answer.

14 MS. LUDLOW: All right. First question is
15 how -- what did we get for FPL inconveniencing us
16 other than a good citizen award?

17 MR. WUELLNER: Nothing.

18 MS. LUDLOW: Okay.

19 CHAIRMAN GREEN: And we weren't -- we didn't
20 charge. We couldn't.

21 MR. WUELLNER: We can't charge.

22 MS. LUDLOW: Okay. What are the things that
23 they want to help us do for them?

24 MR. WUELLNER: Originally we had a
25 conversation about their participation in expanding

1 the apron between Taxiways Fox and Golf.

2 MS. LUDLOW: Uh-huh.

3 MR. WUELLNER: After seeing what happened this
4 time, the scale of the response, the length of the
5 response, we believe it's -- that's not a great
6 place to invest in a long-term staging site for --
7 in anybody's sense for FPL.

8 So what we are talking about is an investment
9 they would make, they would determine to be made
10 probably off of Big Oak Road. So nowhere --
11 nowhere near -- nowhere inside the fence could
12 be --

13 MS. LUDLOW: Okay.

14 MR. WUELLNER: -- could be done there and they
15 could make whatever basic improvements we all
16 determine to be reasonable --

17 MS. LUDLOW: And thank you.

18 MR. WUELLNER: -- at their expense.

19 MS. LUDLOW: That was a question we all wanted
20 to know.

21 And the other thing is that we're held to the
22 line on who can follow us in, who can do this, who
23 can do that, and you let 400 people come in and out
24 of here any time of the day or night. We are
25 offended by that.

1 MR. WUELLNER: Well, that's not quite true,
2 but --

3 MS. LUDLOW: Well, it's whatever. Because
4 they're not checked every time like we're checked
5 every time.

6 MR. WUELLNER: Yeah, that's -- yes, they are.
7 Yes, they are.

8 MS. LUDLOW: Okay. Anyway, that -- that was
9 an answer we all needed.

10 CHAIRMAN GREEN: Okay. Board comment,
11 Mr. Maguire?

12 MEMBER COMMENTS AND REPORTS

13 MR. MAGUIRE: Yeah, thank you.

14 First of all, Mr. Hernandez, I would have
15 attended Saturday had I known. I did not know. I
16 don't know how you tried to contact me.

17 However, one of my big things that I don't
18 like, of the five things I don't like, one of them
19 is inviting people over the internet to do
20 something, because I don't check my internet that
21 much, okay?

22 And -- and I hate this evite stuff that my
23 family sends out and then they get ticked off
24 because I don't answer. So call me and I'll be
25 happy to attend. I did not know and I apologize.

1 Just a real couple of comments. The
2 shareholder agreement, I will not submit my
3 corporate papers to anybody. So I agree totally
4 with that. I -- I would fall in line with
5 something very simple as an affidavit where you
6 swear on your kids' lives that you -- that this is
7 the way it is, okay?

8 A corporation is a corporation and it does
9 satisfy as a legal entity. My only concern with
10 corporations, and not going back to -- not trying
11 to take away the transparency of the corporation or
12 create transparency, liability is a very sensitive
13 issue in the world today, very very sensitive.

14 I don't know how to handle that. I'll give
15 you one example, tough, that ticked me off. I went
16 to the bank to borrow money. They wanted my
17 family's corporate income documents for the last
18 five years. I changed banks, okay? They had no
19 right to do that, but their underwriters wanted it.

20 So I agree with that. You can only so far.
21 But liability is a very sensitive issue and we have
22 to figure out how to handle it without puncturing
23 the corporate veil if it's possible, okay?

24 The per-hour use agreement, I can understand
25 the sensitivity of that also. But depending on how

1 it's written, y'all wouldn't know this, but about
2 eight years ago, Randy and I started to buy an
3 aircraft together and there were four of us -- not
4 three, four of us. So we wouldn't have qualified
5 apparently under this, okay? But it turned out one
6 of the guys in Orange Park I didn't like and the
7 thing fell apart. Randy put it all together.

8 So the per-hour agreement, I have to see a bit
9 more about what that really entails, because that's
10 a big, you know, area to talk about per hour. So
11 there's got to be more to it than that.

12 I like the comments you brought in. I am a
13 very -- I've always been -- and Henry Dean if he
14 were still here, he could validate, I have always
15 been that personal property and private property
16 rights are paramount over everything and government
17 gets in the way.

18 So I am for simplifying this as much as
19 possible. But I'm going to wrap it up with -- with
20 Len's comment. This all goes back to abuse 20
21 years ago, 30 years ago, however long. Are you
22 that old, Len?

23 MR. TUCKER: I am.

24 MR. MAGUIRE: However long it goes back, when
25 I was -- when I first became a commissioner was

1 about the same time that -- or I started paying
2 attention was when he came on the airport, there
3 was a lot of abuse in the -- in the terminals. And
4 the whole emphasis here is to clean it up. It is
5 not to restrict, not to not permit. It's to clean
6 up and stop the abuse and be more efficient, more
7 effective, and not have the problems.

8 I don't care if you have seven aircraft in an
9 aircraft -- in a hangar. If they fit and you're
10 liable and you assume the damages, my only comment,
11 and I have to do this, fair market value. Pay fair
12 market value, put as many airplanes as you want in
13 there.

14 I do not agree with turning it into a mini
15 warehouse because you've got a lot of space left
16 over. It's an aircraft hangar, not a mini
17 warehouse for storage, okay? I like your comments.
18 Thank you, very much.

19 MR. BRUNSON: Thanks, Stephen.

20 CHAIRMAN GREEN: Mr. Kira?

21 MR. KIRA: Thank you.

22 Due to the hurricane, the Transportation
23 Planning Organization canceled the meeting in
24 September, though we didn't. We held our two
25 budget meetings and everything went well. But I

1 did attend the one on October 12th.

2 Number two, on Friday October 13th I attended
3 a chamber luncheon where the new chamber board was
4 presented. Keynote speaker was Wendy Spencer who
5 spoke about volunteerism in today's age. And she
6 mentioned Bruce twice because they seem to have
7 been in the same class together, some class.

8 CHAIRMAN GREEN: Kindergarten?

9 MR. KIRA: Probably.

10 MR. MAGUIRE: I was in the 24th Leadership
11 Florida class. With the Leadership Florida, we
12 went through the whole state. They select every
13 year the top 50 people in the state to attend, and
14 I was in the 24th class.

15 MR. KIRA: Good. Congratulations.

16 MR. MAGUIRE: Thank you.

17 MR. KIRA: And it was nice. She mentioned him
18 twice, by the way, and asked him to stand up and
19 there was an --

20 MR. MAGUIRE: That's because I signed up and
21 didn't make it.

22 MR. KIRA: Okay. Upcoming events, the --
23 there's an all-day event that I'll be attending in
24 Orlando on October 24th which is a special district
25 summit focused on business and IT needs for special

1 districts and government agencies. This is a
2 TPO-sponsored thing. It looks good. I've -- I've
3 been in IT for 30 years prior to coming down here,
4 and I'm interested and I will be attending.

5 On October 25th in Jacksonville, North Florida
6 SAFE STREETS Summit again under TPO is being held,
7 and again I'll be attending because they asked me
8 to. And that's about it.

9 CHAIRMAN GREEN: Okay. And, Mr. Maguire, I
10 didn't mean to make fun of that. I know you were
11 at that 24th Leadership convention. That was very
12 good. I remember hearing about it.

13 MR. MAGUIRE: Yeah.

14 CHAIRMAN GREEN: It was very good. All right.

15 MR. MAGUIRE: And let me --

16 CHAIRMAN GREEN: Yeah.

17 MR. MAGUIRE: -- put in a plug for -- for
18 Burnett's dad for that particular -- this really
19 goes back for that particular event.

20 For the first time -- the Leadership Florida,
21 they pick out five locations throughout the state
22 and they'll take these 50 people and spend the
23 weekend in each location and they'll talk about one
24 thing. Tallahassee will talk about government and
25 budgeting. Usually down in South Florida, you talk

1 about tourism. And then in the Ocala area, you
2 talk about agriculture.

3 For the first time ever they came to
4 St. Augustine and that was primarily because I was
5 here in St. Augustine and Heidi Eddins and a couple
6 of other guys.

7 We were going to have the -- the professor at
8 the university who passed away recently. Historian
9 professor that wrote all the books on the history
10 of Florida.

11 MR. HARVEY: Gannon?

12 MR. MAGUIRE: Gannon. Gannon was supposed to
13 be the guest speaker that morning. He got sick and
14 didn't show up.

15 General Burnett walked over from his office
16 and spent three hours talking with the -- with the
17 people explaining how the Guard works, how they
18 work hurricane recovery, and all of these other
19 things. It was a saving grace. Good on your dad.

20 MS. LUDLOW: He has a good wife behind him,
21 too.

22 MR. MAGUIRE: I'm sure. Okay?

23 CHAIRMAN GREEN: Okay. October 25th is the
24 next Aerospace Academy meeting, which will be next
25 Wednesday.

1 MR. BRUNSON: Ms. Chairman --

2 CHAIRMAN GREEN: Yes, sir.

3 MR. BRUNSON: -- could I make a comment?

4 CHAIRMAN GREEN: Oh. I skipped you. I'm
5 sorry. Mr. Maguire stepped back in and I lost
6 place. I'm sorry. Yes, sir.

7 MR. BRUNSON: Okay. Just a very few comments.

8 I'm very very pleased that we're getting input
9 from each of you. And I'm very pleased, I had a
10 short meeting by phone with Ed today and he made
11 some comments, and I think that Doug Burnett has
12 opened up the door for something that might help us
13 all.

14 I personally want to see, and everybody in
15 here and I know most of you, have individual things
16 that you want to accomplish, and we want you to
17 accomplish those and we want to -- and I promise
18 you, Ed has committed for his door to be open and
19 listen to what you say and try to get an outline of
20 things that he might can bring to us to vote on.
21 And that's what we do.

22 The staff works on the policy and presents it
23 to us, and we -- we approve it or disapprove it and
24 that's the way it goes. I am so happy to see you
25 finally here. He sends invitations each month for

1 you to be here, but a few of you come and most of
2 you don't.

3 This is really nice. Going back ten years ago
4 or so, we would sit around in a little office up
5 there and we'd have to listen to people come in and
6 complain about eminent domain and being on the tax
7 roll.

8 We voted to not have taxes anymore, so we're
9 free of taxes for the county. And we want to keep
10 running this airport that way and we want to get --
11 and I apologize that I have taken on some things
12 that I can't come to the SAAPA meetings like I used
13 to many years -- for many years.

14 This has been a hard time for the county. So,
15 let's all bear together and get with Ed and Doug
16 and get these recommendations to where we'll be a
17 family and -- and do a good job here. That's all I
18 have.

19 CHAIRMAN GREEN: Thank you, Mr. Brunson.

20 Okay. As I already said, the
21 Aerospace Academy is the 25th of October. We'll be
22 meeting here. We have a lot of good things. We
23 have a lot of good kids, as everybody knows,
24 because they come and work with SAAPA. We get some
25 interns here at the airport, and we have some very

1 bright children there and they get some very good
2 scholarships.

3 And I thank everyone for the input. I am open
4 to listening. Reba called me and I called her
5 back, but I know she was swamped with something
6 and -- but I am available. I try and answer my
7 e-mails, but I'm kind of with Bruce on this. I
8 have five that are all corporate at work. I don't
9 even look at my personal. So I will get back to
10 them as quickly as I can.

11 But I am open to meet. As you know, I come
12 down here to the courthouse and work as most often
13 as I can. I try and stop by Reba's hangar and I
14 try and talk to Mr. Hernandez or the tower or
15 whatever. I'm available. So I'm open to hearing.

16 I know we went over the lease quite a bit the
17 last couple of meetings. And I'm sorry that some
18 of you weren't able to hear all that explanation,
19 but I do encourage you don't read the entire
20 meetings, you don't have to, just go straight to
21 the lease part and that will probably help it and
22 make it a lot easier as to what we went over and
23 over.

24 But anyway, I encourage people to do that and
25 we'll keep the comments -- staff will get back to

1 us and whatever you need to talk to us individually
2 because of sunshine of course.

3 All right. With that, meeting --

4 MR. BRUNSON: Suzanne --

5 CHAIRMAN GREEN: Yes, sir?

6 MR. BRUNSON: -- may I make one other comment?

7 I'm also like Bruce. I'm extremely busy with
8 the Sheriff's Department, and I've got so many
9 e-mails accounts that I have to do with the
10 Sheriff's Department personally and business and
11 different things, so I -- I don't -- I'm not on
12 Facebook like I used to be. I'm not doing the
13 e-mail like I used to.

14 I can't answer every phone call I get, but if
15 you would leave me a message, if you want to talk
16 to me, I'm available. I'll make some time
17 available. So, please do that for me. And just go
18 to the -- our web site and you've got all of our
19 telephone numbers.

20 CHAIRMAN GREEN: Okay. That being said, our
21 next proposed meeting is November 13th at 4:00.
22 That is a Monday. Not hearing anything else, if
23 that's the case -- and I encourage people to be
24 here.

25 And especially if we get the input from the

1 leases and staff and Mr. Burnett could get together
2 and get all of that from you, I'm sure that will be
3 something we need to discuss cause we need to wrap
4 that up and get it done. Okay. Thank you.

5 Meeting's adjourned.

6 (Meeting adjourned at 5:23 p.m.)

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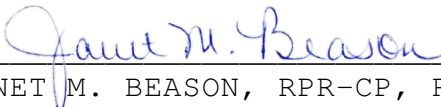
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REPORTER'S CERTIFICATE

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 22nd day of October, 2017.



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

CHAIRMAN GREEN:
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COMMISSIONER

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