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[1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY
 [2] Regular Meeting
 [3] held at 4796 U.S. 1 North
 [4] St. Augustine, Florida
 [5] on Monday, September 16, 2002
 [6] from 4:00 p.m. to 4:51 p.m.
 [7] *****
 [8] BOARD MEMBERS PRESENT:
 [9] WILLIAM "BILL" ROSE, Chairman
 [10] CHARLES LASSITER
 [11] DENNIS R. WATTS, Secretary-Treasurer
 [12] JOSEPH CIRIELLO
 [13] SUZANNE GREEN
 [14] *****
 [15] ALSO PRESENT:
 [16] GEORGE McCLURE, Esquire, Rogers, Towers, Bailey,
 [17] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
 [18] FL, 32084, Attorney for Airport Authority.
 [19] EDWARD WUELLNER, A.A.E., Executive Director.
 [20] BRYAN COOPER, Assistant Airport Director.
 [21] *****
 [22] St. Augustine Court Reporters
 [23] 1510 N. Ponce de Leon Blvd., Suite A
 [24] St. Augustine, FL 32084
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[1] PROCEEDINGS
 [2] MR. WATTS: Good afternoon, ladies and
 [3] gentlemen. I'd like to call the September 16
 [4] airport board meeting to order, please. And turn
 [5] it over to Mr. Rose that just walked in.
 [6] MR. McCLURE: You did that well.
 [7] MR. LASSITER: You had the seat of power for
 [8] a while.
 [9] CHAIRMAN ROSE: Well, just keep going.
 [10] MR. WATTS: We had a mutiny going there.
 [11] CHAIRMAN ROSE: I know. That's why I was
 [12] rushing in.
 [13] MR. WATTS: Please, sir. Let me fill you in
 [14] while you're --
 [15] CHAIRMAN ROSE: Oh, okay.
 [16] MR. WATTS: Okay.
 [17] MR. LASSITER: And Suzanne's on her way,
 [18] she's stuck in traffic.
 [19] MR. WATTS: About 15 minutes.
 [20] CHAIRMAN ROSE: Should we go ahead?
 [21] MR. LASSITER: Yeah.
 [22] CHAIRMAN ROSE: All right. We're standing
 [23] to do the pledge. Call the meeting to order.
 [24] We'll all say the pledge.
 [25] (Pledge of allegiance.)

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[1] CHAIRMAN ROSE: Okay.
 [2] 3. - APPROVAL OF MINUTES
 [3] CHAIRMAN ROSE: Okay. I guess the first
 [4] item on the agenda is going to be --
 [5] MR. WUELLNER: Minutes.
 [6] CHAIRMAN ROSE: Yeah, the approval of the
 [7] minutes. We have the minutes were in the -- in
 [8] the package that you got. And are there any
 [9] additions or corrections to the minutes as they
 [10] were distributed?
 [11] MR. WUELLNER: I don't know if you know, you
 [12] have a second set here, also. Your agenda calls
 [13] for the 19th, August 19th approval --
 [14] CHAIRMAN ROSE: Yes.
 [15] MR. WUELLNER: -- but you also have the
 [16] meeting minutes already for September 9th.
 [17] CHAIRMAN ROSE: The --
 [18] MR. WUELLNER: Budget, first budget meeting.
 [19] CHAIRMAN ROSE: All right. Well, right now,
 [20] we're -- we're reviewing the August 19th minutes.
 [21] MR. WUELLNER: Okay.
 [22] CHAIRMAN ROSE: Any comments on those?
 [23] (No comments.)
 [24] CHAIRMAN ROSE: If not, then they'll stand
 [25] approved as they were distributed. Now, what

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[1] have we got here, Ed?

[2] MR. WUELLNER: September 9th's meeting, the

[3] first public hearing on the budget last week,

[4] last Monday's.

[5] CHAIRMAN ROSE: Yeah. All right. Any

[6] comments on those minutes?

[7] (No comments.)

[8] CHAIRMAN ROSE: If not, the September 9th

[9] minutes will stand approved as they were

[10] distributed.

[11] And Mr. Treasurer, we have the financial

[12] report.

[13] 4. - ACCEPTANCE OF FINANCIAL REPORTS

[14] MR. WATTS: Yes, sir. Everyone has a copy

[15] of the financial statement ended August 31st,

[16] 2002, and I have looked them over and everything

[17] looks to be in order.

[18] CHAIRMAN ROSE: Okay. Do we have any

[19] comments or any changes on the financial?

[20] (No comments.)

[21] CHAIRMAN ROSE: The financial reports will

[22] stand approved then or accepted as they were

[23] distributed.

[24] 5. - APPROVAL OF MEETING AGENDA

[25] CHAIRMAN ROSE: And you have your agenda

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[1] 6.C. - NORTHROP GRUMMAN

[2] CHAIRMAN ROSE: All right. Northrop

[3] Grumman.

[4] MR. NEVADOMSKY: I'm here for Northrop

[5] Grumman.

[6] CHAIRMAN ROSE: Yeah.

[7] MR. NEVADOMSKY: And nothing new to report.

[8] CHAIRMAN ROSE: Nothing?

[9] 6.D. - ST. AUGUSTINE AIRPORT PILOTS ASSOCIATION

[10] CHAIRMAN ROSE: The Pilots Association.

[11] Vic.

[12] MR. MARTINELLI: Victor Martinelli, 24

[13] Carriage Lane, Ponte Vedra Beach, Florida. Jim

[14] Asselta, president of the Pilots Association, is

[15] not here today and I just thought that I would

[16] bring you up to date on our meeting which was

[17] held on Saturday.

[18] And first I want to say it was an excellent

[19] meeting. Our speaker was David Knight, the

[20] control tower chief, and he and -- he introduced,

[21] I think, three of his controllers that were at

[22] the meeting and also went over the qualifications

[23] of each of the controllers that were selected.

[24] And it sounds like we're going to have an

[25] outstanding group.

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[1] before you. Are there any -- any changes or

[2] additions or corrections to the agenda?

[3] MR. WUELLNER: Yes, I do. I have two items

[4] to add.

[5] CHAIRMAN ROSE: All right.

[6] MR. WUELLNER: First is related to

[7] counterspace request. And it's just a -- I'll

[8] handle that in a minute. And the second is a --

[9] an item to add relative to the northeast hangar

[10] area.

[11] CHAIRMAN ROSE: Okay. Can we do those after

[12] item C., then?

[13] MR. WUELLNER: That's fine.

[14] CHAIRMAN ROSE: Okay.

[15] MR. WUELLNER: I'll make them B.1 and 2. I

[16] said that for you.

[17] 6.A. - COUNTY COMMISSIONER

[18] CHAIRMAN ROSE: Okay. Mr. Bryant? No one

[19] from the County Commission is here.

[20] MR. WUELLNER: He said he might be here but

[21] he'd be late if he got here.

[22] 6.B. - AERO SPORT, INC.

[23] CHAIRMAN ROSE: Okay. And Aero Sport.

[24] Anybody speaking for Aero Sport?

[25] (No representative present.)

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[1] The meeting -- the question-and-answer

[2] period went very, very well, and there were some

[3] questions that came up. David did an excellent

[4] job of answering those questions. And I think

[5] that the transition from an uncontrolled to a

[6] controlled field is going to go as smoothly as

[7] possible. So, we're looking forward to October

[8] the 3rd when we go on stream officially.

[9] And in the meantime, in the advisory

[10] capacity that the tower is functioning in on a

[11] five-day-a-week basis, seems to be going very,

[12] very well, also. So, I just wanted to bring

[13] y'all up to date on that.

[14] One of the things that he did mention to us,

[15] and he kind of drew the line between the

[16] responsibility -- their responsibility and the

[17] responsibility of the Airport Authority in terms

[18] of facilities, and basically -- and it's really

[19] very clear the way he explained it to us. The

[20] airport provides the facility; they have to

[21] control facilities.

[22] So, some of the questions that we had which

[23] were not really easy to answer on some of the

[24] traffic patterns, let's say, for runway 20 and

[25] taxiing to runway 20 and runway -- actually,

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[1] runway 31 and the whole short line, which is at
 [2] the end of the taxiway here, not down at the
 [3] approach end, and all of what's in the works for
 [4] the new taxiway when that takes place and so on.
 [5] And he did an excellent job of -- of doing that.
 [6] So, we're looking forward to a close working
 [7] relationship with him, with the Airport
 [8] Authority, and we want to thank you guys for the
 [9] job you've done.
 [10] CHAIRMAN ROSE: Okay. Thank you, Vic.
 [11] George McClure?
 [12] 6.E. - AIRPORT AUTHORITY ATTORNEY
 [13] MR. McCLURE: No real report, other than we
 [14] did receive the word that the bids for the
 [15] follow-on contract or on the terminal completion
 [16] were received.
 [17] The bonding company expressed some surprise
 [18] at the size of those bids, and we're in the
 [19] process of trying to finalize an agreement with
 [20] the bonding company regarding the completion of
 [21] that work and the commencement of construction by
 [22] the follow-on contractor.
 [23] I'm sorry I don't have the lowest bidder's
 [24] name with me. I should have. But they have
 [25] received those bids and we're trying to get to a

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[1] anybody at the end of the meeting, when it's
 [2] open --
 [3] MR. CIRIELLO: Oh, yeah.
 [4] CHAIRMAN ROSE: -- anybody can --
 [5] MR. CIRIELLO: But this is more or less an
 [6] official, you know.
 [7] CHAIRMAN ROSE: Yeah. Would you like to be
 [8] on the list?
 [9] MR. OTTESEN: Yes, sir.
 [10] MR. CIRIELLO: Gee whiz, I did something
 [11] right.
 [12] MR. MARTINELLI: Score one for you, Joe.
 [13] CHAIRMAN ROSE: Okay. Ed, why don't you add
 [14] a name to the list.
 [15] MR. WUELLNER: We will facilitate that.
 [16] CHAIRMAN ROSE: All right. Let's see. We
 [17] have -- I see one candidate, Mr. Gorman -- oh,
 [18] Ed, two candidates here. Would y'all -- would
 [19] y'all care to say anything?
 [20] MR. COX: Vote for me.
 [21] CHAIRMAN ROSE: Can you add anything to
 [22] that?
 [23] MR. GORMAN: Y'all have been upstaged.
 [24] CHAIRMAN ROSE: Okay. Well, hey, you're
 [25] welcome. We're glad you're here.

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[1] point where they can commence construction on the
 [2] completion of that work. That completes my
 [3] report.
 [4] CHAIRMAN ROSE: Question? Joe?
 [5] MR. CIRIELLO: It's not a question. It's
 [6] just something that struck me right now, and I
 [7] don't know if it would go anywhere or not. But I
 [8] see in our reports we have these different
 [9] people.
 [10] I just saw Bjorn come in, and he's one of
 [11] our tenants and runs the flight school and the
 [12] business. I'm just wondering if maybe we could
 [13] add him to this list of reports, if he wanted to,
 [14] so he could come in and inform us of any
 [15] questions or problems that his flight school
 [16] might have, because he is a tenant, just like
 [17] Aero Sport and Grumman. And if he would like
 [18] that, and if we're allowed to do that, I'd like
 [19] to see him on this report list.
 [20] I'm probably hitting him out of the clear
 [21] blue, because it just dawned on me.
 [22] CHAIRMAN ROSE: Okay. We'll -- we'll take
 [23] that under advisement, okay?
 [24] MR. CIRIELLO: All right.
 [25] CHAIRMAN ROSE: Of course, I've got --

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[1] MR. GORMAN: Thanks a lot.
 [2] CHAIRMAN ROSE: All right. Action items.
 [3] 7.A.
 [4] MR. WUELLNER: "Vote for me." You got to
 [5] love the brevity of that.
 [6] CHAIRMAN ROSE: Hey, I'm a candidate, too.
 [7] There's three candidates here. Okay. Just
 [8] thought -- vote for me. Okay, Ed.
 [9] 7.A. - RESOLUTION 02-04
 [10] MR. WUELLNER: First item is Resolution
 [11] 2002-04. It's a resolution supporting a Joint
 [12] Participation Agreement or second supplemental to
 [13] a Joint Participation Agreement with Florida DOT
 [14] relative to the northeast hangar development area
 [15] and would increase the total project funding by
 [16] \$250,600, total dollars, to the northeast area if
 [17] you accept that.
 [18] And the resolution would authorize the
 [19] Chairman and Secretary's signature to the
 [20] resolution, which further authorizes my signature
 [21] to the actual grant agreement. And this will
 [22] increase the total project funds under this grant
 [23] to \$1,250,000.
 [24] And it would be Staff's recommendation that
 [25] you authorize Resolution 2002-04 and enter into

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[1] the Joint Participation Agreement with Florida
 [2] DOT.
 [3] (Whereupon, Mrs. Green enters the room.)
 [4] CHAIRMAN ROSE: Okay. Is there any public
 [5] comment on this issue?
 [6] (No public comment.)
 [7] CHAIRMAN ROSE: Board discussion? Joe?
 [8] MR. CIRIELLO: Yeah. Mr. Ed --
 [9] MR. WUELLNER: Uh-huh.
 [10] MR. CIRIELLO: -- is this extra money just
 [11] for repairing land that's up -- over in the north
 [12] section, or is this for a specific hangar?
 [13] MR. WUELLNER: This was relative to hangars
 [14] five and six in the northeast area. If you
 [15] recall, the bids were over what we were
 [16] anticipating and we had requested DOT
 [17] participation to get closer to the total amount
 [18] of -- or to the total bid that we received. This
 [19] brings that into align with what the contract
 [20] award would be.
 [21] MR. CIRIELLO: Okay. Then my next question
 [22] would be, when we originally okayed all this, I
 [23] guess it was because of the consultant prepared
 [24] this and all, but did these two people with the
 [25] two different hangars come in with some extra

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[1] lack of effort, you know, either on the
 [2] consultants or whoever's --
 [3] MR. WUELLNER: No, no.
 [4] MR. CIRIELLO: That there was a mistake
 [5] made. But I see what you're saying. That's --
 [6] okay. I'm happy with it.
 [7] CHAIRMAN ROSE: Any -- any further
 [8] discussion on item 7.A.?
 [9] (No further discussion.)
 [10] CHAIRMAN ROSE: I'll entertain a motion.
 [11] MR. LASSITER: I make a motion that we
 [12] approve Resolution 2002-04, I believe that's the
 [13] number?
 [14] CHAIRMAN ROSE: Yeah. Northeast corporate
 [15] area.
 [16] MR. LASSITER: Right. Northeast corporate
 [17] area, as recommended by Staff.
 [18] CHAIRMAN ROSE: All right. Do I hear a
 [19] second?
 [20] MR. CIRIELLO: I'll second.
 [21] CHAIRMAN ROSE: Motion is made and seconded.
 [22] Any further discussion?
 [23] (No further discussion.)
 [24] CHAIRMAN ROSE: All in favor, say aye.
 [25] MR. CIRIELLO: Aye.

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[1] add-ons that they wanted which would raise the
 [2] cost of this project, or --
 [3] MR. WUELLNER: No, not generally. It was
 [4] just -- that's how the market aired out for the
 [5] two hangars. It wasn't anything as specific.
 [6] MR. CIRIELLO: Well, then, you're saying --
 [7] MR. WUELLNER: It's not tied to any
 [8] particular changes in the hangars.
 [9] MR. CIRIELLO: Well, then, you're saying
 [10] from the time that we sit here and approve a
 [11] project, like a building of a hangar or
 [12] something, from the time that it gets started and
 [13] all the paperwork and everything goes through,
 [14] with the business world raises and everything, we
 [15] have to go with it. I mean --
 [16] MR. WUELLNER: No, no. The bid price was
 [17] held firm. What -- what happened was the
 [18] Authority's budget and current grant
 [19] circumstances didn't equal the project as it was
 [20] bid. And we went out to DOT and asked their
 [21] participation in the -- in the difference, and
 [22] they've come through with their half of it. So,
 [23] now our funds equal the cost of the project.
 [24] MR. CIRIELLO: Yeah. My question was
 [25] just -- I just wanted to be sure that it wasn't a

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[1] MR. LASSITER: Aye.
 [2] MR. WATTS: Aye.
 [3] MS. GREEN: Aye.
 [4] CHAIRMAN ROSE: Aye. Opposed?
 [5] (No opposition.)
 [6] CHAIRMAN ROSE: Motion is carried. And we
 [7] go to Taxiway B project.
 [8] 7.A.1. - HANGARS - NORTHEAST DEVELOPMENT AREA
 [9] MR. WUELLNER: Okay. One more relatively
 [10] good news item, if you care to take advantage of
 [11] it -- unfortunately, I was not able to get this
 [12] in a print form to you because our copier took a
 [13] dump this morning and has not come back on line
 [14] and won't till tomorrow at least.
 [15] It looks like our -- the original bid for
 [16] the northeast development area included two
 [17] hangars associated with the SK -- SK element of
 [18] the project, which was hangar number five.
 [19] We elected, in order to get the project
 [20] again down closer to the budget or available
 [21] funds that we had, to eliminate the second of the
 [22] two hangars associated with that.
 [23] (Whereupon, Mr. Bryant enters the room.)
 [24] MR. WUELLNER: So, we eliminated about, in
 [25] round numbers, a 13,000-square-foot hangar from

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[1] that hangar five complex.

[2] Our discussions with DOT today, they have

[3] told us over the phone that they believe they

[4] will have their match for the -- if we would like

[5] to add that back into the original project and

[6] get the space back in line, they will have their

[7] funds available for us, not -- we will not be

[8] able to get them until July of next year, but

[9] they will be available in your next fiscal year.

[10] And we're asking you whether you'd like to

[11] go ahead and -- and take advantage of that at

[12] this time. And the reason we're asking now is,

[13] they have -- they're just about to start the site

[14] development and construction on those hangars in

[15] general, and they can honor the original bid

[16] price as it stands today.

[17] If we delay even a month right now, it will

[18] require in staging a second trip from the door

[19] manufacturer down to install the second door for

[20] that complex in order for the original project to

[21] open in time or to -- for it to be turned over to

[22] the tenant in time.

[23] If we take advantage of it now and move

[24] through the construction phase, the project's not

[25] going to be -- it'd be April or May until it's

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[1] The total difference in price is \$721,846

[2] based on the bid. Our half would be 3 -- roughly

[3] \$360,923 based on that. Those full numbers, that

[4] \$3.1, is what is budgeted in your next-year

[5] budget. So, the difference is about \$17,000

[6] right now that is not funded. But or -- is not

[7] funded under this scenario, and actually, if you

[8] halve that again, it'd be about \$8,000, \$9,000.

[9] So, total additional above the original bid

[10] or our budget number would be about \$8,000, which

[11] is a fairly minor amount of money on the

[12] construction side of it. So, we think it -- it

[13] can be done.

[14] There are no issues with tenant. If you

[15] don't mind waiting till July to have your money,

[16] then -- then we can construct an additional

[17] 13,000 square foot, or if you prefer the

[18] originals, but...

[19] CHAIRMAN ROSE: The DOT funds will come

[20] through in July.

[21] MR. WUELLNER: Correct. Until they -- they

[22] enter their new fiscal year July 1.

[23] CHAIRMAN ROSE: Any public comment?

[24] MR. MARTINELLI: Go for it.

[25] CHAIRMAN ROSE: Any board discussion?

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[1] built out and ready to go. So, the reality is

[2] we're only waiting about 60 days for the grant

[3] funds to become available for this hangar. All

[4] that expenditure's out on the horizon. It's not

[5] reimbursing.

[6] So, we're asking to go ahead and put it in

[7] there. We've got a tenant lined up that has

[8] agreed to sublease from SK and bring a new

[9] aircraft onto the facility, an aircraft that

[10] would need a hangar of that size regardless. And

[11] they're interested in being here, so it's not a

[12] question of an empty building sitting someplace.

[13] And SK would agree to rent it, and as part of

[14] their lease normally, would be able to sublet it

[15] anyway to -- to this other corporate entity.

[16] So, we'd like to move it ahead, if that's

[17] the desire of the board. We can get back to you

[18] with the detail on the number. It looks like the

[19] total difference is, to add the 13 -- I think

[20] it's 13,100 square foot of hangar.

[21] If you remember, when we deleted it, we had

[22] to add some costs in there to create an exterior

[23] wall out of an interior wall in the office

[24] section. Well, that can all come back out and

[25] balance back out.

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[1] MS. GREEN: I just have one question with --

[2] is our contract contingent upon matching funds so

[3] whether you have a verbal or written, it really

[4] doesn't matter?

[5] MR. WUELLNER: Contract with...

[6] MS. GREEN: Groundwork with whomever the

[7] contractor is.

[8] MR. WUELLNER: With DiMare on this case?

[9] MS. GREEN: Right.

[10] MR. WUELLNER: No, it's not. It would be --

[11] you'd enter into a contract relative to adding

[12] the original bid item, so you'd be entering a

[13] contract for the full bid amount at this point.

[14] And, you know, in theory, if DOT didn't come

[15] through with the money, you -- you know, you're

[16] on the hook for all of it at the end of the year.

[17] MS. GREEN: That's what I was wondering.

[18] MR. WUELLNER: You have the ability to -- to

[19] deal with that, but they're telling us -- we've

[20] done this on, you know, a number of projects,

[21] that the alternative is to wait and then try

[22] and -- you spend money to create an exterior out

[23] of an interior building wall and some other

[24] things that would have to be removed in order to

[25] add that new construction. So, it's why it's in

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[1] your laps.
 [2] MR. LASSITER: So, I guess what I'm hearing
 [3] is, is the only downside on this is potentially
 [4] the state could either delay funding or not fund;
 [5] a relatively minor risk in your dealing with them
 [6] in the past.
 [7] MR. WUELLNER: Correct.
 [8] MR. LASSITER: And that would require us to
 [9] fund the second half of that, which would come
 [10] out of the reserve that we've set aside.
 [11] MR. WUELLNER: In the event they did not
 [12] fund it, that is correct.
 [13] MR. LASSITER: So, in -- in budget matters,
 [14] then, there is not only funds available, but also
 [15] funds allocated for next year for doing this
 [16] building.
 [17] MR. WUELLNER: Correct.
 [18] MR. LASSITER: And even if the allocation,
 [19] our matching part and the state didn't come
 [20] through with theirs, we would still have funding
 [21] to finish the building.
 [22] MR. WUELLNER: Correct. Your -- your
 [23] additional outflow would be the other half,
 [24] \$360,000. That's the -- that's the risk item to
 [25] it in the event it did not.

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[1] MR. LASSITER: Okay.
 [2] MR. WUELLNER: It's not real common on road
 [3] projects, but it's very common on --
 [4] CHAIRMAN ROSE: Joe?
 [5] MR. CIRIELLO: Huh-uh.
 [6] CHAIRMAN ROSE: Dennis?
 [7] MR. WATTS: No, no comment.
 [8] CHAIRMAN ROSE: Okay. I'll entertain a
 [9] motion, gentlemen.
 [10] MR. CIRIELLO: I'll make the motion.
 [11] CHAIRMAN ROSE: Okay. We have a motion. Is
 [12] there a second?
 [13] MS. GREEN: I'll second.
 [14] MR. LASSITER: Second. Okay.
 [15] CHAIRMAN ROSE: Okay. The motion -- excuse
 [16] me, Joe, for -- but to approve Staff
 [17] recommendation on the Taxiway B project.
 [18] MR. WUELLNER: It's not Taxiway B.
 [19] MR. LASSITER: We're talking about the --
 [20] MR. CIRIELLO: No, this is for the hangar.
 [21] MR. WUELLNER: It's an add-on, the
 [22] northeast --
 [23] CHAIRMAN ROSE: Oh, this was the add-on.
 [24] I'm sorry.
 [25] MR. WUELLNER: I took you out of order.

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[1] MR. LASSITER: When you do something like
 [2] this, Ed, and you assume, and say something
 [3] happens in the state and they all of a sudden
 [4] say, "Oops, you know, we know we told you,
 [5] but..." and we build it, is there any
 [6] postconstruction potential for -- with the state,
 [7] dealing with something --
 [8] MR. WUELLNER: Because of the way we would
 [9] do this with them, we'd exercise either a
 [10] prequalified Joint Participation Agreement, or
 [11] depending on whether they've got one available
 [12] for us beginning the new fiscal year, we'll
 [13] either tie it up with what we call a
 [14] prequalified, which says there's no money here
 [15] but the project's entirely eligible; as the money
 [16] becomes available, we retroactively fund you for
 [17] that.
 [18] It can be done either way. It really won't
 [19] be up to us which method we choose. It will be a
 [20] DOT item, how they choose to create the agreement
 [21] for it.
 [22] MR. LASSITER: This prequalification, is
 [23] that a big deal in getting from them?
 [24] MR. WUELLNER: It's relatively common on
 [25] aviation projects.

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[1] CHAIRMAN ROSE: Right.
 [2] MR. WUELLNER: Only to keep you on the same
 [3] area of the airport.
 [4] CHAIRMAN ROSE: That's right. That's why
 [5] don't have a -- don't have a little sheet on it.
 [6] MR. WUELLNER: Yes, sir.
 [7] CHAIRMAN ROSE: Got to start coming to these
 [8] meetings on time. Okay. All in favor of the
 [9] hangar contract that -- that Ed just explained,
 [10] all in favor, say aye.
 [11] MR. CIRIELLO: Aye.
 [12] MR. LASSITER: Aye.
 [13] MR. WATTS: Aye.
 [14] MS. GREEN: Aye.
 [15] CHAIRMAN ROSE: Aye. Opposed?
 [16] (No opposition.)
 [17] CHAIRMAN ROSE: Motion is carried.
 [18] 7.B.2. - TERMINAL COUNTERSPACE
 [19] MR. WUELLNER: Thank you. Next -- next item
 [20] I had -- we'll finish up the good news before we
 [21] get complicated. Enterprise Rental Car has
 [22] contacted us and would like to rent the balance
 [23] of the counterspace in the terminal, and --
 [24] CHAIRMAN ROSE: Yeah.
 [25] MR. WUELLNER: -- all I'm asking is your

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[1] concurrence to begin that lease negotiation with
[2] Enterprise Rental Car, if that's acceptable to
[3] y'all. Well, obviously the lease comes back to
[4] you, anyway. Anybody have a problem with that?

[5] MR. LASSITER: Does that need a motion or
[6] just --

[7] MR. WUELLNER: Well, I just want to make
[8] sure you're --

[9] CHAIRMAN ROSE: You're just apprising.

[10] MR. WUELLNER: Yeah.

[11] CHAIRMAN ROSE: Any comment?

[12] (No comment.)

[13] CHAIRMAN ROSE: Okay. You just -- that's
[14] just for our information, right?

[15] 7.B. - TAXIWAY "B" PROJECT

[16] MR. WUELLNER: Okay. Now to get
[17] complicated. Taxiway B construction contract.

[18] As you're aware, we opened the bids on
[19] Taxiway B back in March, like March 9th or 10th,
[20] to be exact. Part of the bid process was that
[21] the contractor had to hold their bid prices for a
[22] period of six months while we awaited FAA's grant
[23] offer to us, and once that was executed, we'd be
[24] in a position to actually execute contracts.

[25] FAA presented a grant offer since your last

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[1] meeting, last regular meeting, for the whole
[2] project, which we accepted per direction of the
[3] Authority.

[4] We now have -- we -- we extended the
[5] contracts to the contractor who was the apparent
[6] low bidder on the project, a contractor we had
[7] been talking with all summer long relative to
[8] this project, at which point they responded with
[9] saying -- basically through their attorney,
[10] saying they weren't going to execute the
[11] contracts with us, that they had made some errors
[12] in their bids and they weren't intending to go
[13] through with it, at which point I contacted our
[14] attorneys relative to the construction matters.
[15] And they fired off a letter back to their
[16] attorney and stated our position.

[17] At this point, they've failed to respond at
[18] all. We still have yet to receive any response
[19] to our attorney's letter. At which point you
[20] have a decision to make.

[21] The number two firm, if you want to call it
[22] that, has agreed to honor their price. In fact,
[23] you have correspondence that went back and forth
[24] on all this, but that contractor agreed to hold
[25] their price and extend it voluntarily another 30

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[1] days so that we didn't run into any logistics
[2] relative to the 10th of September on this, which
[3] they did.

[4] We have, on the advice of our attorneys,
[5] extended the contract offer to the number two
[6] company. We have not sent contracts to them, but
[7] we have notified them that -- of a pending award
[8] of a contract at this point.

[9] The options that exist are to award to
[10] number two and pursue the 80 -- and/or pursue the
[11] \$80,000 -- approximately \$80,000 disparity
[12] between bid one and bid two, and go after that.
[13] The alternative is, you could attempt to force
[14] the low bidder to honor the contract that they
[15] essentially entered into by submitting a bid.

[16] My concern with that approach is we end up
[17] with another contractor on the airport who really
[18] doesn't want to do the work, and we end up with
[19] another terminal project, which right now scares
[20] me to death. I don't want to do that twice.

[21] So, it's really up to y'all which direction
[22] you want to go or choose some other route that we
[23] have yet to discover. They're willing to do the
[24] work at the original bid price, if you so desire,
[25] and we can pursue the \$80,000 disparity.

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[1] FAA and FDOT have been made aware of the
[2] situation, and it's our obligation under the
[3] grant agreements to solve the problem, so...

[4] CHAIRMAN ROSE: But there is a possibility
[5] that we will get the -- the state participation
[6] on the \$80,000.

[7] MR. WUELLNER: We have not asked for the
[8] \$80,000 disparity.

[9] CHAIRMAN ROSE: You don't -- don't intend
[10] to.

[11] MR. McCURE: Their funding will be part of
[12] the \$80-.

[13] MR. WUELLNER: Funding is based on the --
[14] the grant application is for the total project
[15] of, whatever it is, \$1.5 --

[16] CHAIRMAN ROSE: Right.

[17] MR. WUELLNER: -- including all the
[18] engineering and all the --

[19] CHAIRMAN ROSE: Okay.

[20] MR. WUELLNER: -- inspection on it.

[21] CHAIRMAN ROSE: Go ahead.

[22] MR. LASSITER: I guess when you enter into
[23] any suit, you always look to the lawyer to say,
[24] "What's our chances and what's it going to cost
[25] me to get to success?" So, I guess that's my

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[1] question to you, George.
 [2] MR. McCLURE: And the third question is:
 [3] "Is there a deep pocket to collect from if you're
 [4] successful?"
 [5] MR. LASSITER: Exactly.
 [6] MR. McCLURE: And so, you know, any -- the
 [7] three legs of any suit are: Is there liability,
 [8] are there damages, and is there a deep pocket?
 [9] In this case, the response of the -- of
 [10] Sloan Construction, who is the successful bidder,
 [11] struck us as being one that they simply had
 [12] underbid the project.
 [13] They were contending that there was going to
 [14] be a problem with the relocation of the VOR.
 [15] They were contending that there was going to be a
 [16] tidal ditch, and I'm not sure where the heck that
 [17] is, that was going to make it difficult for them
 [18] to access the site. And our response is, those
 [19] are in our control; we can fix those.
 [20] The second thing they contended was that the
 [21] bid was so flawed, that we should not -- we
 [22] should have recognized that it wasn't responsive.
 [23] If an angry employee on the last day of their
 [24] employment submits a bid for a dollar when
 [25] everybody else bids \$2 million, it's not

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[1] about the creditworthiness and assets of the
 [2] defendant before we'd initiate any proceeding.
 [3] So, I think if -- if Mr. Wuellner were
 [4] authorized to initiate it, if the facts warranted
 [5] it, that that'd be satisfactory and we can get to
 [6] him the information as to whether or not we think
 [7] that it is a collectible suit in the event that
 [8] we're successful.
 [9] CHAIRMAN ROSE: But the action that we need
 [10] today then is to either accept or reject Ed's
 [11] recommendation --
 [12] MR. McCLURE: Right.
 [13] CHAIRMAN ROSE: -- that we go with the
 [14] second lowest bidder. Joe?
 [15] MR. CIRIELLO: All right. Now, I want to
 [16] ask a few questions and make sure I completely
 [17] understand this. What you're saying, Ed, is
 [18] originally, the people that we awarded the bid to
 [19] bid a price that they don't want now to honor.
 [20] MR. WUELLNER: Correct.
 [21] MR. CIRIELLO: Now you're saying the second
 [22] bid -- bidder in line that you want to give
 [23] the -- it actually bid \$80,000 more than the
 [24] lowest.
 [25] MR. WUELLNER: Correct.

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[1] reasonable for us to expect that somebody can
 [2] build at that number.
 [3] The main basis that they do this on is that
 [4] there is a typographical error in their original
 [5] submission which put the commas and the period in
 [6] the wrong order, and somebody lined it out and
 [7] wrote in the correct number, which corresponded
 [8] to the one below it.
 [9] It's hard for me to believe, as contended by
 [10] their counsel, that they really meant to bid \$13
 [11] million, which is kind of absurd. So, I don't
 [12] think that's a very good defense. So, I think
 [13] that our chances are very good.
 [14] As far as the deep pocket goes, there was a
 [15] bid bond -- there was or was not a bid bond in
 [16] this; do you remember?
 [17] MR. WUELLNER: Yeah. Apparently there was a
 [18] bid bond; however, the bid bond did not pick the
 [19] addenda change on the total length of time the
 [20] bid bond had to be.
 [21] MR. McCLURE: Okay. So, one of the things
 [22] that we can do is do some research relatively
 [23] inexpensively and in -- and within the scope of
 [24] our standard retainer so that it doesn't cost you
 [25] guys anything more, to see what we can determine

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[1] MR. CIRIELLO: Okay. And so now there's a
 [2] possibility we may or may not get this \$80,000
 [3] from somebody.
 [4] MR. WUELLNER: Yeah.
 [5] MR. CIRIELLO: So, my question -- next two
 [6] questions, but the first one is: Are we in our
 [7] budget covered somewhere that we can take \$80,000
 [8] to apply to this?
 [9] MR. WUELLNER: It would be -- it would be an
 [10] allocation from reserves in the event we can't
 [11] recover it.
 [12] MR. CIRIELLO: Okay. So, rather than use a
 [13] reserve, which we're trying to save for future
 [14] that we talked about -- don't hit me; would it be
 [15] possible to take 80 grand out of that \$200,000
 [16] consultants' fee for the master plan and put it
 [17] over here to cover this, and then we wouldn't
 [18] have to hit no reserves or anything, because --
 [19] MR. WUELLNER: Actually, you don't have
 [20] \$80,000 in it.
 [21] MR. CIRIELLO: Yeah, I know. Well --
 [22] MR. WUELLNER: You have \$10,000 in it.
 [23] That's all --
 [24] MR. CIRIELLO: Well, we can't use some of
 [25] the government's money to cover it.

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[1] MR. WUELLNER: Well, if we could do that, we
[2] wouldn't have this problem.

[3] MR. CIRIELLO: Well, I'm just trying to
[4] help.

[5] MR. WUELLNER: It's the same -- it's the
[6] same entity doing the grant for both projects.
[7] In this case, the only two FAA projects.

[8] MR. CIRIELLO: I'm just trying to find a way
[9] of getting that 80 grand without taking any -- if
[10] we have any risk of not getting it without
[11] hitting our pockets. But that's what that
[12] \$80,000 is, the difference between the two bids.

[13] MR. WUELLNER: Yes, sir.

[14] MR. CIRIELLO: Okay.

[15] MS. GREEN: Not that it's any question, but
[16] I have concerns kind of like you do. We get a
[17] disgruntled contractor on there, and I have grave
[18] concerns about even approaching the first
[19] contractor at all. You don't know what
[20] construction's going to be done, even though we
[21] have consultants and what have you. There
[22] just -- the history of somebody on there like
[23] that is just poor. I wouldn't want the Authority
[24] to risk that.

[25] MR. WUELLNER: This one really hit us out of

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[1] the blue because we have been speaking with them
[2] as recently as two weeks before the contract
[3] documents were sent. They knew about when we
[4] expected it out of FAA. They have been made
[5] aware, and they've visited the site as recently
[6] as what, two weeks before the contract award.

[7] MS. GREEN: Well, that's my concern. Their
[8] trustworthiness and reliability is about zero.

[9] MR. WUELLNER: Yeah. Now they're gone. We
[10] were expecting signed contracts; instead, I got a
[11] letter from their attorney, so...

[12] CHAIRMAN ROSE: Any discussion?

[13] MR. LASSITER: Yeah, I have to agree with
[14] Suzanne; I think that our \$80,000 problem is much
[15] less than a million, four problem if they get out
[16] there and start -- plus the sheer getting around
[17] this airport if they decide to --

[18] CHAIRMAN ROSE: Yeah.

[19] MR. LASSITER: -- leave us.

[20] MR. WUELLNER: Well, we need one more
[21] unfinished project right now.

[22] MR. LASSITER: Yeah, we don't need that.

[23] CHAIRMAN ROSE: That's all we need. Any
[24] other discussion?

[25] MR. CIRIELLO: I had one other thought in

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[1] line of what I was saying.

[2] I think before I got on the board, I -- when
[3] I was out in the audience, I heard some remarks
[4] made from the board doing some proceeding. I
[5] don't know if it was buying houses or doing
[6] something, that there was some money budgeted and
[7] allocated to a specific project, but if this
[8] specific project had come to fruition (sic), you
[9] could kind of switch that money from that project
[10] to another one.

[11] And this is what I more or less had in mind
[12] with this 80 -- \$80,000, that we could might --
[13] might be able to do something like that instead
[14] of dipping into our reserves if we don't get the
[15] okays from the government, you know.

[16] MR. WUELLNER: Well, yeah, you could -- you
[17] could certainly defer a capital project, if you
[18] wished or -- you know, your share or a project
[19] you're funding at a hundred percent. You could
[20] certainly do that in lieu of reserves. I'm not
[21] sure --

[22] MR. CIRIELLO: But really, this 80 grand --

[23] MR. WUELLNER: -- there's a real benefit to
[24] that.

[25] MR. CIRIELLO: -- isn't that big of a deal.

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[1] MR. WUELLNER: Well, in the scheme of \$1.5
[2] million, I mean, yes, it's significant, but it's
[3] not -- you know, it was -- obviously, there's a
[4] difference between first and second bid. I
[5] mean -- and that range was --

[6] MR. CIRIELLO: Yeah.

[7] MR. WUELLNER: -- I don't know, 400 -- \$3-
[8] or \$400,000, if my memory's correct, at least.

[9] MS. GREEN: I might have missed your
[10] response to Mr. Rose, but is there any
[11] possibility of amending the bid for matching from
[12] the government, or is it --

[13] MR. WUELLNER: The potential exists. We
[14] just have not --

[15] MS. GREEN: Okay. So, it's there.

[16] MR. WUELLNER: -- been able to go that far.

[17] MS. GREEN: Okay.

[18] MR. WUELLNER: You know, the door is open to
[19] having discussions with FAA, see if they'll
[20] participate at any -- any point beyond this, and
[21] FDOT again. It may result in no significant
[22] change.

[23] CHAIRMAN ROSE: So, there's several options
[24] that might develop.

[25] MR. WUELLNER: Yes, sir.

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[1] CHAIRMAN ROSE: Any further board
[2] discussion?
[3] (No further discussion.)
[4] CHAIRMAN ROSE: I'll entertain a motion.
[5] MS. GREEN: I'd like to make a motion on
[6] Staff recommendation; however, I'd like to amend
[7] it to authorize Mr. Wuellner to explore any type
[8] of matching funds --
[9] MR. WUELLNER: Okay.
[10] MS. GREEN: -- from the government as well.
[11] I think it limits us to what's there, but I make
[12] that with the amendment.
[13] CHAIRMAN ROSE: Okay. Is there a second to
[14] that motion?
[15] MR. LASSITER: I'll second that.
[16] CHAIRMAN ROSE: Any further discussion?
[17] (No further discussion.)
[18] CHAIRMAN ROSE: Okay. I'll entertain a
[19] vote. All in favor, say aye.
[20] MR. CIRIELLO: Aye.
[21] MR. LASSITER: Aye.
[22] MR. WATTS: Aye.
[23] MS. GREEN: Aye.
[24] CHAIRMAN ROSE: Aye. Opposed?
[25] (No opposition.)

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[1] our -- Victor was talking about -- when does
[2] the -- when will the tower be operational?
[3] MR. WUELLNER: The 3rd -- the morning of the
[4] 3rd of October.
[5] CHAIRMAN ROSE: 3rd of October. That's
[6] good.
[7] MR. WUELLNER: Seven a.m.
[8] CHAIRMAN ROSE: All right. Since we've
[9] started, we had two people come in. Note that
[10] our -- that Suzanne arrived. And our county
[11] representative is here.
[12] Do you have anything to say? Are you just
[13] going to sit there and watch?
[14] 6.A. - COMMISSIONER BRYANT
[15] MR. BRYANT: I'm going to sit here and
[16] watch.
[17] MR. WUELLNER: He's hiding out.
[18] CHAIRMAN ROSE: Okay. Any other discussion?
[19] (No discussion.)
[20] 8.A. - CHAIRMAN ROSE
[21] CHAIRMAN ROSE: All right. Let's see. I --
[22] I'll tell you, Ed, I thought you had a good
[23] meeting this morning with Congressman Mica and
[24] his staff and -- and the FAA people. I thought
[25] it was good. And it was nice to get that

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[1] CHAIRMAN ROSE: Motion is carried.
[2] 7.C. - PROJECT UPDATES
[3] MR. WUELLNER: Thank you. George brought
[4] you up to speed on the whereabouts on the
[5] terminal project. The tower is set to begin
[6] operation in full on the 3rd of October.
[7] The northeast area is set to go to
[8] construction or should have permits in the next
[9] couple of days. Everything's on its -- in the
[10] works and waiting for final pickup on permits for
[11] the northeast area. And that will go to
[12] construction. In fact, we had prebid -- or
[13] excuse me, preconstruction meeting last Friday on
[14] it, so it's relatively ready to go here.
[15] And what else have we got? Oh, that -- that
[16] was it in terms of projects. Oh, ILS flight
[17] check is the 7th of October. I didn't mention
[18] that date before.
[19] CHAIRMAN ROSE: The next meeting is the 7th?
[20] MR. WUELLNER: No, sir. The ILS flight
[21] check.
[22] CHAIRMAN ROSE: Oh, that's right. Well,
[23] when's our next meeting?
[24] MR. WUELLNER: 21st.
[25] CHAIRMAN ROSE: 21st, right. Okay. When is

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[1] exposure.
[2] I was glad you were here, Joe. It was nice
[3] to have a couple of board members. And -- and I
[4] thought it went very well. And I -- I didn't go
[5] on the tour. How did the tour go?
[6] MR. WUELLNER: It seemed to go fine. I'm
[7] impressed with how far the airport's come.
[8] CHAIRMAN ROSE: Yeah. That was good. Well,
[9] anyway, nice going. You and your staff did a
[10] good job getting that organized.
[11] MR. WUELLNER: They do all the work as
[12] usual.
[13] CHAIRMAN ROSE: Okay. Mr. Watts.
[14] 8.B. - MR. WATTS
[15] MR. WATTS: Nothing at this time,
[16] Mr. Chairman.
[17] CHAIRMAN ROSE: All right. Mr. Lassiter.
[18] 8.C. - MR. LASSITER
[19] MR. LASSITER: I have a couple of things,
[20] Ed. The refueling's going okay, the
[21] self-fueling?
[22] MR. WUELLNER: Yeah.
[23] MR. LASSITER: I assume the pilots are all
[24] happy with it. Looks like we're doing a little
[25] better than you budgeted for. I hope it

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[1] continues that way.
 [2] Also, there was a question asked of me about
 [3] the restaurant. Where are we on that situation?
 [4] Has the gentleman --
 [5] MR. WUELLNER: It's been current since they
 [6] reoccupied the premises.
 [7] MR. LASSITER: Okay. We're in good shape
 [8] there. Okay. That was the only two things I
 [9] had.
 [10] CHAIRMAN ROSE: Mr. Ciriello?
 [11] 8.D. - MR. CIRIELLO
 [12] MR. CIRIELLO: Yeah. I -- I have a request,
 [13] I guess, to Mr. Ed. At the end of September, the
 [14] first of October, starts our new year. I don't
 [15] recall. Do we get a financial report, not like
 [16] this one, but -- well, what I'm looking for is
 [17] when we get a report that lists specifically the
 [18] revenues by the dollar, not what we budgeted for
 [19] or expected or anything, the actual revenue for
 [20] whatever came in on whatever property, and then
 [21] on the other side, a expense, not what it was
 [22] budgeted, but actual.
 [23] What I'm wanting to look at is I want to
 [24] look at this paper and not have to hunt through a
 [25] lot of figures. I want to see exactly to the

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[1] penny how much money we paid the consultants this
 [2] past year. I want to see to the penny.
 [3] And I mean, there's nothing derogatory here.
 [4] I'm not pointing fingers at anybody. I want to
 [5] see to the penny how much we spent or gave to the
 [6] attorneys up here. I want to see to the penny
 [7] how much we actually really spent on maintaining
 [8] our houses, you know, like, you know, for
 [9] maintenance for this and whatnot, a few things
 [10] like that so I can make some comparisons, you
 [11] know.
 [12] MR. WUELLNER: We can do it.
 [13] MR. CIRIELLO: I'd like a report, something
 [14] like that. I don't know if we can get something
 [15] like that. And that's why I'm ask -- if we
 [16] don't, can I?
 [17] MR. WUELLNER: Yeah. You -- you wouldn't
 [18] routinely get that report, but the details are
 [19] here anytime you want them. I mean, it's just a
 [20] simple matter of running it, having a report
 [21] print out of the computer for you of all the
 [22] details of those. Be easy enough to do.
 [23] The -- but if you want the entire fiscal
 [24] year, you really need to wait till November or so
 [25] until the year --

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[1] MR. CIRIELLO: Well, I'm not --
 [2] MR. WUELLNER: But if you just want a
 [3] snapshot of the last eleven months or so,
 [4] that's -- that's available right now.
 [5] MR. CIRIELLO: I, you know --
 [6] MR. WUELLNER: She can give it to you right
 [7] after the meeting. It only takes whatever
 [8] time --
 [9] MR. CIRIELLO: We've talked about spending
 [10] and budgeting and this and that and whatnot, and
 [11] I'm just curious of the number of --
 [12] MR. WUELLNER: Sure.
 [13] MR. CIRIELLO: -- dollars that we've
 [14] actually paid the consultants, the number we
 [15] actually --
 [16] MR. WUELLNER: You actually -- you actually
 [17] have those numbers.
 [18] MR. CIRIELLO: Well, I don't want to go
 [19] through everything I have and try to dig them
 [20] out. I'm not that smart.
 [21] MR. WUELLNER: I mean in a summary form,
 [22] you've got it.
 [23] MR. CIRIELLO: I want somebody to do it for
 [24] me.
 [25] MR. WUELLNER: Yeah. We can do that. We'll

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[1] walk you through it.
 [2] MR. CIRIELLO: All right. That's all I
 [3] want. Thanks.
 [4] CHAIRMAN ROSE: Suzanne?
 [5] 8.E. - MRS. GREEN
 [6] MS. GREEN: No comment, other than I
 [7] apologize for my tardiness. Started early. A
 [8] ten-minute hearing went to an hour. Went --
 [9] after that, we tried to schedule --
 [10] CHAIRMAN ROSE: You can't say the Palm
 [11] Valley bridge was up anymore.
 [12] MS. GREEN: No. It looks nice.
 [13] MR. CIRIELLO: Can we bang you in contempt,
 [14] put you in jail overnight?
 [15] MS. GREEN: No. You'd have to contest
 [16] with -- that with the circuit court judge. I
 [17] think you might have a little problem.
 [18] MR. WUELLNER: Boy, he's rough.
 [19] CHAIRMAN ROSE: Is there any other comment
 [20] from the public? Vic?
 [21] 9. - PUBLIC COMMENT
 [22] MR. MARTINELLI: Yeah. I -- do you want me
 [23] to go up there, or do I have to go up there?
 [24] CHAIRMAN ROSE: Yeah, you've got to go up
 [25] there.

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[1] MR. MARTINELLI: I -- I forgot something
 [2] when I was giving you the report on the Pilots
 [3] Association meeting, and it has to do with a
 [4] grass strip. And there was some discussion about
 [5] a grass strip, because as many of you know, some
 [6] of the airplanes that fly out of here prefer
 [7] grass rather than a hard runway surface.
 [8] And from the FAA's point of view or -- or
 [9] from our contract tower operator's point of view,
 [10] they -- it's not in their bailiwick; it's in the
 [11] bailiwick of -- of the Airport Authority. And I
 [12] kind of volunteered to my fellow pilots that I
 [13] would bring it before this group.
 [14] But as I recall -- and this is going back
 [15] many years prior to Ed's coming on board and when
 [16] our previous consultants were here, there was a
 [17] grass strip laid out parallel to runway 6/24.
 [18] And -- and I don't know where all that paperwork
 [19] is, but I volunteered to bring it to your
 [20] attention and -- so that you can consider it if
 [21] you so desire.
 [22] CHAIRMAN ROSE: Are you familiar with that,
 [23] Ed?
 [24] MR. WUELLNER: No. To my knowledge,
 [25] there -- to my knowledge, I mean, it doesn't

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[1] MR. WUELLNER: Well, you're not going to get
 [2] any -- just procedurally-wise, you're not going
 [3] to get any funding from one of the two granting
 [4] entities at least until, and that's assuming they
 [5] could find a way to make it eligible, your master
 [6] plan indicates a need for such a strip.
 [7] And let's take a look at that as a part of
 [8] the master plan. If there's a way to
 [9] accommodate, I'd certainly --
 [10] CHAIRMAN ROSE: Find a way to do it.
 [11] MR. MARTINELLI: Okay.
 [12] MR. WUELLNER: All you've got to do is mow
 [13] the grass. We're doing that anyway, so...
 [14] MR. MARTINELLI: Thank you.
 [15] MR. WUELLNER: Just want to keep it safe for
 [16] everybody.
 [17] MR. MARTINELLI: Yeah. According to what
 [18] David said, it has to be inspected periodically
 [19] and rolled and all this kind of stuff for
 [20] potholes and what have you, so...
 [21] MR. WUELLNER: Yeah.
 [22] CHAIRMAN ROSE: Okay. Thank you.
 [23] Mr. Gorman, did you have -- want to say
 [24] something?
 [25] MR. GORMAN: Yes, I did. It's my

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[1] exist, but I'm not aware of anything that
 [2] supports a grass strip, I mean, in terms of
 [3] documentation.
 [4] I don't know that you -- you know, with the
 [5] construction of Taxiway B, I don't know that you
 [6] could physically put it in anymore,
 [7] dimensionally, unless you called it a stall strip
 [8] or something along that line as a grass. I mean,
 [9] I'm not sure you have enough length.
 [10] MR. MARTINELLI: Okay. It doesn't -- it
 [11] really doesn't -- as far as I know, it doesn't
 [12] have to be parallel to 6/24. It can be parallel
 [13] to 2/20 or even 13/31. But, there again, I mean,
 [14] you've got a taxiway coming down there.
 [15] MR. WUELLNER: I would say distance-wise,
 [16] you've got a better shot at 13/31 --
 [17] MR. MARTINELLI: Yeah.
 [18] MR. WUELLNER: -- but I'm not sure with the
 [19] drainage swales and all that's out there and --
 [20] MR. MARTINELLI: I think --
 [21] MR. WUELLNER: -- culverts and --
 [22] MR. MARTINELLI: -- everybody recognizes it
 [23] would take some engineering work and it would --
 [24] it would cost some money. And -- but as I say,
 [25] I'm suggesting it to you.

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[1] understanding that the board has approved -- let
 [2] me clarify something, because I'm not quite sure.
 [3] It's -- it's my understanding the board now
 [4] has approved the funding for the Taxiway B
 [5] project?
 [6] MR. WUELLNER: Yeah.
 [7] MR. GORMAN: Right. And my question is,
 [8] considering the fact that I did notice that
 [9] the -- there was a short discussion about the
 [10] fact that the VOR was going to be displaced by
 [11] the actual construction of Taxiway B.
 [12] And I would like to know the status, if the
 [13] board has discussed, and the status of the
 [14] planning and the funding for the possible
 [15] movement of this existing navigational aid, and
 [16] if that in fact had been a part of the planning
 [17] and discussion of the board, and if that plan has
 [18] been dropped or what the status of the plan and
 [19] the funding is.
 [20] MR. WUELLNER: I can -- I can tell you about
 [21] the -- the funding part of it is still included
 [22] in the budget they're going to go talk about in
 [23] 15 minutes. It's still in there to accommodate
 [24] the actual move. Procedurally, that is, where it
 [25] is in the process, I want to defer to Bryan.

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[1] MR. GORMAN: That was my second question.
 [2] The second part -- the second question is: Have
 [3] the permits been requested from the -- both
 [4] federal and state agencies to move this?

[5] MR. COOPER: No. The process to apply for
 [6] the permits has not occurred yet. There's two or
 [7] three different ways that this can go that
 [8] depends on two other projects that are in that
 [9] process. And which way we move to permit depends
 [10] on how those fall out.

[11] If we applied now, it would almost certainly
 [12] be denied until those other two projects fall
 [13] out. One has to do with 13/31 erosion control,
 [14] and the other one has to do with the Taxiway B
 [15] project itself. And after we determine how
 [16] that's going to fall down, then we'll figure out
 [17] how to apply for this permit.

[18] MR. GORMAN: And considering it's a
 [19] navigational aid, what is your estimate of the --
 [20] of the down time of it? I know it's going to be
 [21] impossible to -- to nail it down. I don't
 [22] expect --

[23] MR. WUELLNER: Well, we've got to nail --

[24] MR. GORMAN: -- expect that thought then --

[25] MR. WUELLNER: Again, process-wise we've got

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[1] to nail down a site we want it to go, because a
 [2] part of the application process to
 [3] move/reestablish the nav aid requires those
 [4] coordinates be submitted as a part of the
 [5] application.

[6] We know where we think we'd like it to go.
 [7] The question is can we environmentally permit it
 [8] at that location. If -- it's one of the few
 [9] sites available to us. It's by far the best site
 [10] available to us, is immediately just off the edge
 [11] of P on seaplane ramp, that little island right.

[12] MR. LASSITER: This one (indicating)?

[13] MR. WUELLNER: No, down. Right there. Is
 [14] in that area right there.

[15] We don't think there's any issue with the
 [16] nav aid itself. It will be more, in our opinion,
 [17] surrounded by access to it, because the area
 [18] between the edge of the runway and the island is
 [19] a wetland area.

[20] Now we -- we think there are -- we know
 [21] there are ways to get a maintenance path, if you
 [22] will, to that and a construction path to allow
 [23] that to happen. There's just not that much to
 [24] the construction element of the -- of the
 [25] project, so...

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[1] MR. GORMAN: So, my last question is: Do
 [2] you expect construction of that Taxiway B to be
 [3] initialized to start and the VOR to be -- become
 [4] inoperative --

[5] MR. WUELLNER: For a period of time, it'll
 [6] have to.

[7] MR. GORMAN: But there will be no specific
 [8] plan in place when construction starts.

[9] MR. WUELLNER: We won't know the answer of
 [10] the environmental until those entities rule on
 [11] the environmental permitting status of the
 [12] erosion control and the Taxiway B. That -- you
 [13] know, you've been down that road. But you can't
 [14] just add and subtract pieces of -- of a permit or
 [15] a request.

[16] MR. GORMAN: You don't have a start date yet
 [17] for Taxiway B though? Well, there's no start
 [18] date, yeah, because you're still in the process.

[19] MR. WUELLNER: Because we have to do the
 [20] environmental.

[21] MR. GORMAN: Certainly.

[22] MR. WUELLNER: Yeah. Until I get the
 [23] environmental, I can't even -- I'm wasting my
 [24] breath talking to anybody about money to build it
 [25] until I know it can be done legally.

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[1] MR. GORMAN: Okay. Thanks.

[2] MR. WUELLNER: Sorry I don't have any dates
 [3] certain for you.

[4] MR. CIRIELLO: I've got something to ask
 [5] about that, okay?

[6] CHAIRMAN ROSE: Any other public comment?
 [7] (No public comment.)

[8] CHAIRMAN ROSE: Joe?

[9] MR. CIRIELLO: Yeah. I was -- I'm just
 [10] wondering about this VOR. I -- I think that you
 [11] will run into some environmental reasons for
 [12] putting it out here because you have to have
 [13] access. But, Ed, where you're talking about
 [14] putting this multimodal unit in, we own some of
 [15] that property over here, right?

[16] MR. WUELLNER: Yes, we do.

[17] MR. CIRIELLO: And do we actually have
 [18] enough of it, if we put this multimodal unit in,
 [19] even half, the way it's designed to do it?

[20] MR. WUELLNER: We have enough to do, say,
 [21] the rail siting element only.

[22] MR. CIRIELLO: All right. Is any of the
 [23] other land adjacent to it available to us --

[24] MR. WUELLNER: Yes.

[25] MR. CIRIELLO: -- that we could buy?

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[1] MR. WUELLNER: We know several properties
 [2] that have indicated a willingness to sell.
 [3] MR. CIRIELLO: Okay. Could we use this
 [4] \$600,000 we have allocated and budgeted?
 [5] Normally it's like -- the budget says Araquay
 [6] Park. We could use that?
 [7] MR. WUELLNER: Yes.
 [8] MR. CIRIELLO: Because I was talking to a
 [9] gentleman this morning after this meeting, and I
 [10] was saying -- you know, we was talking about a
 [11] heliport. And I really don't see, without
 [12] crowding, where we could put the heliport in
 [13] there and mix with other people.
 [14] So, I said, you know, if we had enough land
 [15] and bought some of this over here, we could put
 [16] the heliport in right there. And knowing the
 [17] plans and the design and everything for the
 [18] multimodal unit, we could go ahead and put the
 [19] pad and everything in if we had the room for the
 [20] heliport, and then when it comes time to put the
 [21] multimodal unit in, just go ahead and build it if
 [22] we could get that land. And the guy thought it
 [23] was a pretty decent idea.
 [24] But now I'm just wondering, could we get
 [25] enough land to also put the VOR over there? It

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[1] surrounded by nothing and -- and would be very
 [2] easy from a site development to -- to let it
 [3] happen.
 [4] The other difficulty point in going across
 [5] the road is it -- it becomes less usable in terms
 [6] of riding nice instrument approaches to the
 [7] existing runway there, to 13/31. By placing it
 [8] next to the runway there, you get a relatively
 [9] straight-in approach to that -- that runway
 [10] configuration. As you move away, it gets harder
 [11] and harder and the minimums continue to -- to go
 [12] up to where they're a certainly degraded value to
 [13] the -- to the average IFR pilot because his
 [14] approach minimums come up.
 [15] MR. CIRIELLO: If I recall back a bunch of
 [16] years about VORs, to put a VOR in, you had to
 [17] have, like you say, a certain amount of space
 [18] around it, you have to have an access road in
 [19] there, and you have to have it fenced off. And
 [20] you -- and you have to have a lot of conditions
 [21] to get that VOR. And putting it out on that
 [22] island in the wetlands is going to be tough.
 [23] MR. WUELLNER: Well, it's -- it's surrounded
 [24] by wetlands. The site itself is an upland.
 [25] It -- we're not --

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[1] doesn't have to be on the field. There aren't a
 [2] lot of fields that have VORs right smack on them.
 [3] So, it wouldn't be that far away from the airport
 [4] if it was over here in this area, too.
 [5] MR. WUELLNER: Right.
 [6] MR. CIRIELLO: Would that be a possibility?
 [7] Because I would rather see something like that
 [8] than trying to get the environmental people not
 [9] discouraged about going out there. Because I
 [10] know as soon as you start talking environmental,
 [11] you're going to have some people in here jumping
 [12] on you.
 [13] MR. WUELLNER: The difficulty with siting it
 [14] across the road is two-fold; one, you need a -- a
 [15] specific radius, that I -- my memory correct, is
 [16] 320 feet, of radius around the VOR --
 [17] MR. CIRIELLO: Yeah.
 [18] MR. WUELLNER: -- that's completely clear of
 [19] anything that would affect the signal.
 [20] I don't think you can get that from that
 [21] site due to the numerous residences and a lot of
 [22] property we don't own and likely won't own for
 [23] years if we even continue that direction.
 [24] The -- the original site or the site first
 [25] talking about meets that requirement in that it's

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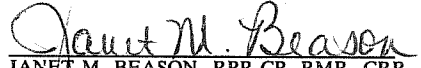

[1] MR. CIRIELLO: Yeah, but you're going to
 [2] have to put a road over to it.
 [3] MR. WUELLNER: Well, that -- the methodology
 [4] is available for --
 [5] MR. CIRIELLO: Nobody's going to want to go
 [6] over there in a canoe.
 [7] MR. WUELLNER: Well, it's -- it's like
 [8] walk-across kind of wetlands. It's not -- it
 [9] really shouldn't be any -- from an environmental
 [10] permitting -- I mean, I don't see any huge issue.
 [11] It's just procedurally real hard to dump this
 [12] into the mix of what they're reviewing right now.
 [13] I mean, we -- you know, other -- other than
 [14] the fact I wish we'd have -- could have moved on
 [15] it two years ago.
 [16] 10. - NEXT REGULAR BOARD MEETING
 [17] CHAIRMAN ROSE: The next meeting will be
 [18] held on the 21st of October. Got it?
 [19] MR. WUELLNER: Do you have any other public
 [20] comment? I don't know if you --
 [21] CHAIRMAN ROSE: I think we've had public
 [22] comment. Anybody else?
 [23] (No public comment.)
 [24] CHAIRMAN ROSE: This meeting is adjourned.
 [25] And we'll reconvene the budget hearing in about

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[1] nine minutes.
 [2] (Thereupon, the regular meeting adjourned.)
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REPORTER'S CERTIFICATE

[1]
 [2]
 [3] STATE OF FLORIDA)
 [4] COUNTY OF ST. JOHNS)
 [5]
 [6] I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I
 [7] was authorized to and did stenographically report the
 [8] foregoing proceedings and that the transcript is a true
 [9] record of my stenographic notes.
 [10]
 [11] Dated this 25th day of September, 2002.
 [12]
 [13] 
 [14] JANET M. BEASON, RPR-CP, RMR, CRR
 [15] Notary Public - State of Florida
 [16] My Commission No.: DD102224
 [17] Expires: April 30, 2006
 [18]
 [19]  Janet M. Beason
 [20] Commission # DD102224
 [21] Expires April 30, 2006
 [22] Bonded Thru
 [23] Atlantic Bonding Co., Inc.
 [24]
 [25]

AIRPORT AUTHORITY BUDGET MEETING - SEPT. 9, 2002

\$	5	AIRPORT 1/1, 1/15, 1/17, 3/4, 7/9, 8/17, 8/20, 9/7, 9/12, 24/3, 27/17, 34/17, 45/11, 54/3 airport's 40/7 align 13/19 ALLEGIANCE 2/3, 3/25 allocated 21/15, 35/7, 53/4 allocation 21/18, 32/10 allow 50/22 allowed 16/18 alternative 20/21, 27/13 amend 37/6 amending 36/11 amendment 37/12 amount 13/17, 19/11, 20/13, 55/17 angry 29/23 answer 8/23, 51/9 answering 8/4 anticipating 13/16 apologize 44/7 application 28/14, 50/2, 50/5 applied 49/11 apply 32/8, 49/5, 49/17 apprising 25/9 approach 9/3, 27/16, 55/9, 55/14 approaches 55/6 approaching 33/18 APPROVAL 2/4, 2/6, 4/2, 4/6, 4/13, 5/24 approve 14/10, 15/12, 23/16 approved 4/25, 5/9, 5/22, 48/1, 48/4 April 17/25 Araquay 53/5 Area 2/13, 6/10, 12/14, 12/16, 13/14, 15/15, 15/17, 16/8, 16/16, 24/3, 38/7, 38/11, 50/14, 50/17, 50/19, 54/4 arrived 39/10 Asselta 7/14 assets 31/1 Assistant 1/17 associated 16/17, 16/22 ASSOCIATION 7/9, 7/10, 7/14, 45/3 attempt 27/13 attention 45/20 Attorney 1/15, 2/10, 9/12, 26/9, 26/16, 34/11 attorney's 26/19 attorneys 26/14, 27/4, 42/6 audience 35/3 August 4/13, 4/20, 5/15 AUGUSTINE 1/1, 1/4, 1/15, 1/21, 1/22, 2/9, 7/9 AUTHORITY 1/1, 1/15, 2/16, 8/17, 9/8, 9/12, 26/3, 33/23, 45/11 Authority's 14/18 authorize 12/18, 12/25, 37/7 authorized 31/4, 58/7 authorizes 12/20 available 16/20, 17/7, 17/9, 18/3, 21/14, 22/11, 22/16, 43/4, 50/9, 50/10, 52/23, 56/4 average 55/13 aviation 22/25 awaited 25/22 award 13/20, 27/7, 27/9, 34/6 awarded 31/18 aye 15/24, 15/25, 16/1, 16/2, 16/3, 16/4, 24/10, 24/11, 24/12, 24/13, 24/14, 24/15, 37/19, 37/20, 37/21, 37/22, 37/23, 37/24
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