

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, March 25, 2013

6 from 4:01 p.m. to 8:56 p.m.

7 \* \* \* \* \*

8 BOARD MEMBERS PRESENT:

- 9 CARL YOUMAN, Chairman
- ROBERT COX, Secretary-Treasurer
- 10 KELLY BARRERA
- JOSEPH CIRIELLO
- 11 MATTHEW MERCER

12 \* \* \* \* \*

13 ALSO PRESENT:

- 14 DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 509
- Anastasia Boulevard, St. Augustine, FL, 32080, Attorney
- 15 for Airport Authority.
- 16 EDWARD WUELLNER, A.A.E., Executive Director.

17 \* \* \* \* \*

18

19

20

- 21 JANET M. BEASON, RPR, RMR, CRR, FPR
- St. Augustine Court Reporters
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## 1           P R O C E E D I N G S

2           CHAIRMAN YOUMAN: This is to open the -- this  
3 is to open the March 25th, 2013 Northeast Florida  
4 Regional Airport, St. Augustine-St. Johns  
5 Airport Authority meeting.

6           May we stand for the Pledge of Allegiance?

7           And if we would, for a second prior to the Pledge  
8 of Allegiance, I would like to take a moment of  
9 silence to remember Bryan Cooper of the Airport

10 Authority management who passed away a short while  
11 ago.

12           (Pledge of Allegiance and moment of silence.)

## 13           M E E T I N G   M I N U T E S   &amp;   F I N A N C I A L   R E P O R T S

14           CHAIRMAN YOUMAN: The meeting minutes from the  
15 previous meeting. Are there any corrections or  
16 amendments to the meeting?

17           (Nothing.)

18           CHAIRMAN YOUMAN: If none, it's accepted and I  
19 declare the minutes are approved as distributed.

20 In the absence of Mr -- or Mr. Cox is not here yet,  
21 I have reviewed the financial reports. They are in  
22 order.

23           And I have asked for one addition to the  
24 reports if we can have it in the future is a

25 statement of operating revenues and operating

4

1 expenses to show how we're doing on a current basis  
2 in operations to make sure we're in a positive mode  
3 all the time. I hope the board approves that, and  
4 I ask that you accept the financial statements as  
5 presented.

6 (No opposition.)

7 CHAIRMAN YOUMAN: Accepted.

8 AGENDA APPROVAL

9 CHAIRMAN YOUMAN: We have our agenda. It's  
10 been presented to you-all in e-mail form and I  
11 don't know about mail, but is there any additions  
12 or corrections to agenda minutes? Mr. Ciriello?

13 MR. CIRIELLO: I would like to have added on  
14 the agenda a discussion on the scheduling of the  
15 board meetings. I brought this up a few months ago  
16 and didn't get a satisfactory answer to the  
17 question, so I'd like to have it brought up as an  
18 agenda item.

19 CHAIRMAN YOUMAN: I have no objections. I  
20 tell you what we'll do, we'll go ahead and add it  
21 to the agenda and put it ahead of the first, I  
22 believe it's the first item on the agenda, the  
23 airport -- air traffic control tower closure. Is  
24 that satisfactory, Mr. Ciriello?

25 MR. CIRIELLO: Yeah.

5

1 CHAIRMAN YOUMAN: I do want to say there are a  
2 number of detailed issues on the agenda today, so  
3 as we keep going through the meeting, we're going  
4 to do our best to keep it tightly under control so  
5 that we don't waver too far from what's to be done  
6 today so we can get out of here tonight sometime.  
7 The agenda -- no other corrections or updates or  
8 changes requested?

9 (None.)

10 CHAIRMAN YOUMAN: Okay. The agenda stands as  
11 approved with the addition of Mr. Ciriello's  
12 request. We have just moved things around a little  
13 bit on the agenda.

14 BUSINESS PARTNER UPDATES

15 CHAIRMAN YOUMAN: We'd like to go through the  
16 business partner updates. Mr. Ron Sanchez, county  
17 commissioner.

18 COMMISSIONER SANCHEZ: Thank you, Mr. Chair.  
19 We had our first meeting covering our budget for  
20 the coming year, an outline of what it's going to  
21 be like.

22 Anyway, there will be no millage increase and  
23 it looks like a few things are starting to look up  
24 a little bit. Not anything that will jump out and

25 hit you, but it is starting to improve slightly and

6

1 we're hoping that it will continue doing that on a  
2 slow basis.

3 We were real glad to hear about a number of  
4 things going on. The development thing with  
5 Grumman, one of them, is a real nice thing to here  
6 hear. There's some other activities going on.  
7 There's some expansions going on. We've got two or  
8 three of those and things are looking up.

9 So, if anyone's got any questions, I'll be  
10 glad to try to answer them. The Sheriff's  
11 Department radio system and fire department and  
12 everybody else involved, that's up and running.  
13 Everyone seems to be very very happy with it.

14 CHAIRMAN YOUMAN: Can I ask one question on  
15 that?

16 COMMISSIONER SANCHEZ: I don't know. Is the  
17 chairman allowed to ask questions?

18 CHAIRMAN YOUMAN: I'm going to try. I read in  
19 the paper where there's different frequencies for  
20 each departmental unit and that's one of the  
21 reasons the newspapers can't monitor and citizens  
22 can't monitor the channels anymore. How do the  
23 different emergency units correlate to the  
24 different frequencies they're using to contact each

1 COMMISSIONER SANCHEZ: Well, the equipment's  
2 set up to handle that. There's just some -- some  
3 of the areas and some of the people using the  
4 radio, they don't want that out to the public.

5 And I think the old way they basically used to  
6 do it was they'd call and they'd tell them to call  
7 on a cell phone or something, you know, and -- you  
8 know, that day's over with. They can pretty  
9 much -- it's going to be encrypted in some areas  
10 where they don't really want that information out.

11 And, you know, I know a lot of people don't  
12 understand that, but there's times they might be  
13 getting ready for a bust and they don't want to  
14 talk about that over the air. But now they can in  
15 some areas and no one will be able to pick up the  
16 message. And just things like that.

17 They may want to talk about something they  
18 just don't want out on the air, and that does  
19 happen and they have the right to do that. So  
20 that's the only answer I can really give you to  
21 that. No more questions?

22 CHAIRMAN YOUMAN: Mr. Ciriello?

23 MR. CIRIELLO: Excuse me. Yeah. Mr. Sanchez,  
24 the other day I was over by where Kmart was and I

25 noticed the building is gone, it's not there

8

1 anymore. It was torn down. Is there something

2 else going in where that building was?

3 COMMISSIONER SANCHEZ: Yeah, they've already

4 came in for a major modification to that

5 development plan, and -- and the plan was to tear

6 down the old Kmart building, which they have done

7 quite rapidly I might add, and they're also going

8 to build a new building to house three new

9 businesses that are going to go in there.

10 And there's also negotiations underway to get

11 Olive Garden out next to the Burger King out by the

12 road. And they -- they claim that's still under

13 negotiation. I think that's probably people trying

14 to get the lease set where they want it. But I'm

15 pretty sure that's going to happen. But, you know,

16 that's the reason I voted on it, is the Olive

17 Garden's coming. I mean, you know, if they pull

18 that out, I don't know, I probably can't change my

19 vote, but anyway.

20 CHAIRMAN YOUMAN: Is Staples moving over

21 there?

22 COMMISSIONER SANCHEZ: I understand Staples

23 will be locating over there, yeah.

24 CHAIRMAN YOUMAN: That was in the paper this



25 morning.

9

1 COMMISSIONER SANCHEZ: But they -- they've got  
2 two other stores that are going to go in that will  
3 make a big difference.

4 CHAIRMAN YOUMAN: Am I speaking close enough  
5 to the mic? Just tell me. It just dawned on me.  
6 Thank you.

7 COMMISSIONER SANCHEZ: Thank you.

8 CHAIRMAN YOUMAN: Thank you, Mr. Sanchez.  
9 Mr. Michael Slingluff, Galaxy Aviation.

10 MR. SLINGLUFF: Nothing new to report.

11 CHAIRMAN YOUMAN: Ms. Reba Ludlow, SAAPA. Did  
12 I trick you?

13 MS. LUDLOW: No. That's very nice. Thank  
14 you. I was just trying to straighten up my copious  
15 notes.

16 CHAIRMAN YOUMAN: Okay.

17 MS. LUDLOW: So, let's see. We had January  
18 meeting. We -- I missed the February 9th meeting.  
19 We canceled the March meeting because our first  
20 Friday got moved to second Friday, and that would  
21 have been party night, Friday night, and then  
22 meeting Saturday morning, so we canceled that.

23 Pat Miceli was the host for the March party  
24 and it was a St. Patty's Day party and there was

25 plenty of corned beef and cabbage -- and you were

10

1 there, weren't you? You weren't there. And there  
2 was a photo booth, free photos for everybody.  
3 There were lots of costumes, lots of hats and  
4 things, lots of corned beef and cabbage catered by  
5 the Fly-By. Very well attended.

6 The next one will be -- next first Friday will  
7 be April 5th and Donna I think is in charge of  
8 that. We have set up that the board members will  
9 take turns being in charge of the first Friday. We  
10 have a SAAPA board meeting on March 28th.

11 And now the good part. To our scholarship, we  
12 have like \$6,000 in our scholarship fund. We have  
13 set up a foundation, SAAPA Educational Foundation,  
14 a 501(c)(3). So it definitely will be tax  
15 deductible. We -- our deadline -- we have seven  
16 applications already and our deadline is March the  
17 29th. So we'll see how many more we get. We have  
18 set up a -- an interview committee and they will  
19 probably meet with the recipients on -- about April  
20 25th we're thinking.

21 Don't forget April 27th is Family Fun Day and  
22 that's a big big deal. So you can be sure I'll be  
23 banging on the doors about Family Fun Day time.  
24 That's everything I have.

25 CHAIRMAN YOUMAN: Thank you, Ms. Ludlow.

11

1 Welcome. We have some seats up over here on this  
2 side. Just a reminder -- we have new people coming  
3 in to the audience. If you wish to make public  
4 comment, please fill out a public comment form to  
5 do so. Thank you, so much. Mr. Dan Nehring?

6 MR. NEHRING: Nothing new at this time.

7 CHAIRMAN YOUMAN: Norman Gregory? I don't  
8 believe he's here. EDC is not here. Jim  
9 Zimmerman --

10 MS. BARRERA: Peter.

11 CHAIRMAN YOUMAN: -- IDA.

12 MS. BARRERA: You've got Peter.

13 CHAIRMAN YOUMAN: Pardon me?

14 MS. BARRERA: You have Peter Apol, the chair.

15 CHAIRMAN YOUMAN: I'm sorry.

16 MR. WUELLNER: Peter Apol is here instead of  
17 Jim today.

18 CHAIRMAN YOUMAN: Oh, okay. I'm sorry. Oh,  
19 Peter.

20 MR. APOL: I didn't realize I was going to  
21 speak, but I did speak with Jim Zimmerman today and  
22 he's recovering from extensive surgeries, and we  
23 hope to have him back soon.

24 As far as the IDA, we are kind of a quiet

25 group. We don't do very much. Recently did pass

12

1 or approve a bond issue, and that's going to  
2 basically cover the acquisition of ACLF in  
3 St. Johns County so that it will provide some jobs  
4 and keep the folks at that facility in place. So  
5 thank you.

6 CHAIRMAN YOUMAN: Thank you, Mr. Apol.  
7 Mr. Burnett, airport attorney?

8 MR. BURNETT: Nothing to report, Mr. Chair.  
9 I'll probably be active enough in the meeting for  
10 today.

11 CHAIRMAN YOUMAN: You will be. Executive  
12 director's report.

13 EXECUTIVE DIRECTOR'S REPORT

14 MR. WUELLNER: Thank you, Mr. Chairman. Just  
15 a quick review of some items under the report.

16 Grants, just to remind you that we have closed  
17 out Taxiway Bravo safety area project with the FAA  
18 and have made final drawdowns on that project and  
19 as of I believe today all -- all obligations  
20 relate -- related to that project are now complete  
21 other than the continued ongoing inspection that  
22 will be required over the next few years with the  
23 various permitting agencies.

24 I did want to tell you we are in design. They

25 are approximately 60 percent complete at this time

13

1 with the design -- the FAA grant that covers design  
2 of Taxiway Delta 3 and the enclosure of open  
3 drainage that runs -- I'm sure most people are  
4 familiar with the drain -- the open ditch drain  
5 that runs between Taxiway Delta and Taxiway Echo.

6 The design for closure of that is in process  
7 as a part of that grant also. No firm schedule yet  
8 as to when that will move to construction. It's  
9 largely tied to the Airport Improvement Program  
10 and -- and how that moves forward through the next  
11 budget cycle with the Federal Aviation  
12 Administration. Best guess is it's probably  
13 somewhere between October and January, is the  
14 likely funding for at least the Taxiway Delta  
15 portion of that.

16 We are pursuing -- just so you're aware of it  
17 and no one's completely surprised, but we are  
18 pursuing as a part of the Taxiway Delta 3  
19 improvement the ability to try to overlay, do a  
20 mill and overlay on what is Runway 2/20 out there.  
21 That has -- you know, has certainly reached its  
22 peak many years ago in terms of asphalt condition.

23 We believe it will fit within the grant as  
24 a -- as we expect it to come out this fall. As

25 such, we will -- we would be proposing to do a

14

1 two-inch mill and overlay of that so it will bring  
2 it back to basically brand new condition much like  
3 Runway 6/24 was done during the Runway 13/31  
4 project. So that would in effect bring all three  
5 runways back to basically brand new condition,  
6 which is certainly a positive step if we're able to  
7 do that. That'll play out later.

8 Review of some things just of note really in  
9 the last 30 days or last month. We did complete  
10 our FAA 139 certification certificate. We also  
11 have had an issue -- and I don't want to put him  
12 terribly on the spot, but I know there's still an  
13 ongoing issue with the ILS, I believe, in terms of  
14 getting it back and on the air and moving. That is  
15 not -- that's a result of the annual navaid  
16 inspection and a component being out of tolerance  
17 and FAA is working that issue with us now to make  
18 sure it's back in tolerance.

19 Upcoming events include TPC, which is coming  
20 up the week of May 6th through the 12th. We'll  
21 start ramping up here in terms of overall activity  
22 beginning the 5th, the weekend of the 5th --  
23 4th/5th. And that will wrap up the conclusion of  
24 the following Sunday, Monday with the outbound

1 We are in the process of working with the  
2 local -- with the St. Johns County Fire Rescue  
3 district and St. Johns County Sheriff's Office,  
4 Northrop Grumman, and airport staff are in the  
5 process of doing the detailed planning associated  
6 with our triennial fire drill or emergency plan  
7 drill. That is coming up here likely in May or  
8 June. That will involve all those agencies.

9 We intend at this point to involve at least  
10 one or two of the academies in St. Johns County to  
11 assist in pulling that off. They may -- may agree  
12 to be victims for us as a part of that drill. When  
13 we get a date set on that, we'll certainly  
14 communicate it along.

15 Last of the upcoming events of major  
16 significance right now will be the Aerospace  
17 Academy's Family Fun Day. At this point we'll be  
18 out in I believe it's April 26th. It's a  
19 Saturday -- Saturday morning. And that --  
20 continues to be work done in preparation for that.

21 That's a little more than a month out, a month  
22 and a day at this point before that comes off, and  
23 our thanks as always to not only the board members  
24 of the Aerospace Academy, but, you know, in

25 particular folks like Reba and others with SAAPA

16

1 that make sure that happens without a hitch every  
2 year.

3 And lastly, items to cover today, I wanted  
4 Elizabeth to come up and give you a quick review of  
5 the marketing and PR development that's --  
6 developments that she's been working on for the  
7 last -- last period. So we can get her up here.

8 MS. CECCONI: Welcome. Good afternoon. It's  
9 nice to see everybody again. Hope everyone's been  
10 doing well since I was last here.

11 We just pretty much -- as you know, I've been  
12 on board with Ed and the staff for the past about  
13 three and a half months helping with some marketing  
14 and PR initiatives for the airport. And I'm just  
15 going to kind of run through some things. If you  
16 have things you want to focus on or questions to  
17 ask, feel free. These are just top line things  
18 that we wanted to just touch on.

19 So one of the things that we are focusing on  
20 is new air service marketing initiatives. And  
21 those things are just mostly so that we have a  
22 program in place if a carrier were to choose to  
23 come in and serve our facility. So it's not that  
24 that's the biggest focus of what we're doing, but



25 we need to have those things in place should that

17

1 happen.

2 So we've been doing some research to look into  
3 potential markets that might be of interest to  
4 carriers, doing some kind of specific marketing  
5 research to see which communities that we're  
6 looking at that these carriers may have interest in  
7 might have a real interest in our area as a  
8 destination. So we've been looking at that a  
9 little bit outside the box.

10 We've been working to build strong  
11 relationships with these airline partners so that  
12 they identify with us when they're making  
13 decisions. And then we've also been working as I  
14 mentioned just to develop more of a program to have  
15 in place should somebody decide to come in. So  
16 we've been working to share some of those plans  
17 with potential carriers so that they can see the  
18 market initiatives that we would put and the  
19 programs we would put into place if they chose to  
20 come in.

21 With that, we've gone and met with a couple of  
22 airlines in the last few months. Network USA was  
23 held last month and Ed and I met with about five  
24 airlines, both network carriers and low cost

25 carriers alike, just to share with them a little

18

1 bit more about the community, look at us as a  
2 destination and share some stuff that they don't  
3 necessarily find in their own data when they do  
4 their own research. So that's kind of just one  
5 piece of what we've been doing. That's not  
6 necessarily the full focus but, you know, it  
7 definitely is something that we need to look at and  
8 continue looking at as we move forward.

9 Another piece that we've been doing is we've  
10 been starting to work with Norm at the EDC to  
11 identify some of the businesses in the area that  
12 might be interested in working with us for  
13 corporate research to identify, you know, who has  
14 demands for potential air service and if that  
15 demand is even there.

16 One thing that we're hoping to do in the next  
17 month or so is develop a survey of --

18 (Mr. Cox enters the room.)

19 MS. CECCONI: -- St. Johns County residents  
20 and businesses to find out what those interests and  
21 needs are, to find out if there really is an  
22 interest in the local population in pushing the air  
23 service initiatives and see how high that interest  
24 level is. Or if there's not, you know, we can push

25 it out more of a -- you know, a side burner if that

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1 interest isn't there by chance.

2 We've also been working to develop and  
3 maintain a strong image of the airport as a  
4 regional transportation asset. With that, we've  
5 also been working with Norm at the EDC and the  
6 chamber and his staff to come up with a way to host  
7 a legislative thank you event at the airport.

8 In January, when you guys were here, you  
9 expressed interest in having a runway opening, some  
10 kind of event to really push some of the things  
11 that we've been doing. And we brainstormed a  
12 little bit and talked with the folks at the Chamber  
13 about instead of just having a runway opening,  
14 hosting an event at the airport where we can  
15 showcase all the things that have been going on  
16 that we've been doing in terms of capital  
17 improvements, showcasing them all at once, having  
18 them see the airport, showing off the facilities we  
19 have and, you know, the economic driver that the  
20 airport currently is and sharing all that  
21 information.

22 With that, we also are looking into doing an  
23 air -- you know, a new economic impact study for  
24 the airport so that we can share those numbers with

25 the community. I'm skipping a little bit here.

20

1 But right now the airport has about a \$500  
2 million impact on the local economy, the local  
3 region, and we're really looking into figuring out  
4 how we -- how can we share that message the best so  
5 that people in our region understand how important  
6 the facility as it is now is to our local region  
7 and why it needs to be supported moving forward no  
8 matter what direction we take as we continue. So  
9 those are things that we're hoping to do here in  
10 the next couple of months.

11 Another thing that we're also doing on this  
12 line is we're working with the Visitors and  
13 Convention Bureau to -- and also the EDC and the  
14 TPC to figure out how to increase inbound traffic  
15 to our region as a whole.

16 We've been, working with Fred -- or Ed -- Ed  
17 went down to an event called the Florida Huddle  
18 last month where he sat in on some meetings with  
19 the Visitor and Conventions Bureau where they were  
20 talking about, you know, working with charter  
21 companies to just get more folks to come to the  
22 region.

23 And having the airport present at events like  
24 that is very important because it shows; one, that

25 we have a buy-in to the region and, two, it also

21

1 just -- you know, it shows off the fact that we  
2 have, you know, such a fine facility here for folks  
3 that are interested in and have the means and  
4 resources to come in and fly into a Galaxy or come  
5 in, you know, via corporate or out in general  
6 aviation means.

7 Other things that we're looking at doing. In  
8 the next couple of months, we're working -- we've  
9 been working with the PGA to include TPC banners at  
10 the airport this year, which is something that we  
11 had looked at last year but the -- it failed to  
12 actually be accomplished.

13 But this year we have banners up welcoming  
14 event people as they come into the region for the  
15 events. We think that that's a good way just to  
16 showcase our support of what's going on in the  
17 region and also, you know, it helps us to kind of  
18 get a name out there during the event.

19 We also are working on messaging to share as I  
20 mentioned the economic impact with the community  
21 via sponsors that we're looking at, too, in the  
22 local community just so to again share that message  
23 as much as we can.

24 Ed and I are also talking about how we can

25 develop more of a presentation speakers program to

22

1 get him out there, to get staff out there really  
2 talking to the community about what the airport has  
3 to offer and sharing that message with as many  
4 folks as we can.

5 So, that's just a brief update. And I'm happy  
6 to take questions if that's the way that this goes.

7 And if not, I'm happy to talk to any of you  
8 afterwards as well.

9 CHAIRMAN YOUMAN: I'm just happy to see that  
10 the PR effort is going to be exploited in a  
11 positive sense for the airport to get the  
12 information out to all the St. Johns County  
13 residents, because I do receive comments when I go  
14 around. I didn't -- when people take a tour of  
15 this place, they're amazed at what's here and what  
16 the effect is on the community.

17 MS. CECCONI: Right. And that's why we're  
18 exciting about hosting an event here in a couple of  
19 months and inviting key players and stakeholders  
20 from the region. Again having the opportunity to  
21 get them here, showcase, give them a tour and also  
22 have stuff up in the background showing -- showing  
23 off what, you know, we have to offer and all of the  
24 capital improvements that we've had, how it helps

25 the region.

23

1 CHAIRMAN YOUMAN: Thank you, Elizabeth. Good  
2 report.

3 MS. CECCONI: Thank you.

4 CHAIRMAN YOUMAN: I see Mr. Gregory has  
5 arrived. Mr. Gregory, may we ask for your  
6 comments?

7 MR. GREGORY: Sure. Late but not forgotten.  
8 We've been a little bit busy with economic  
9 development here in the county, and I want to give  
10 you a brief update.

11 As you know, Northrop Grumman has been -- has  
12 chosen St. Augustine and Melbourne as centers of  
13 excellence, which means that we will see continued  
14 growth from Grumman in this community. And that's  
15 a positive thing for all of us.

16 We also recently took First Place Volleyball  
17 through the county commission for approval of  
18 incentives and they're going to be building a  
19 facility for the manufacture of volleyball  
20 equipment. They are the nation's largest  
21 distributor of volleyball equipment and they're now  
22 going into the manufacture of clothing line.

23 Project Shield is coming to down. They are a  
24 defense contractor. They're taking a look at us

25 and compete -- we are competing with South Carolina

24

1 for them. That will be in April.

2 We have Project Cromwell, which is a  
3 manufacturing facility for approximately 100  
4 employees. That we'll be taking a look I'd assume  
5 April as well. We are also competing with South  
6 Carolina on that one.

7 Project Delene (phonetic), we met with last  
8 Friday. It is an aircraft tower systems company  
9 that is taking a look at us as well as Miami for  
10 production or assembly of a power system for  
11 aircraft here in the United States. They are an  
12 offshore company out of Israel.

13 Project Master, which is a -- a company that  
14 is trying to build a speculative office building in  
15 northwest St. Johns County is running into some  
16 opposition from the neighborhood, so I'm not sure  
17 that one will come about.

18 Project Hub, we are working with a  
19 veterans-owned company to open up a facility in  
20 St. Augustine in the hub zone, which is a  
21 designation for a distressed area. That will help  
22 us service the industrial community here in  
23 St. Johns County.

24 Project Fraction is a -- a small company that



25 is working in the tourism business. That's

25

1 probably all I can say about that.

2 Project Hyper, that is a local company, no  
3 secret, called HyperScreens. They are about to  
4 expand, and they're looking at a facility to  
5 purchase and start assembling their -- their  
6 products and do some R&D and development in new  
7 products, which is quite exciting.

8 A few years ago, they were not doing very  
9 well. We've worked with them for the last 18  
10 months. They're now up to the point where  
11 they're -- they're going to expand. And SCORE,  
12 which is the retired executives that help companies  
13 has been working with them as well and really  
14 helped them a lot.

15 Project Tree. Project Tree was just confirmed  
16 the other day. It looks like that one's going to  
17 move forward. A distribution company which we will  
18 announce as soon as that is inked. There are no  
19 incentives involved in that one and most of these  
20 will not have incentives involved.

21 Some small business in -- assistance has been  
22 given. I see somewhere between five and 20 of our  
23 members each month and assist them with various  
24 things in marketing, contact, management, working

25 with local community-based companies that can help

26

1 them grow their businesses. And that's working  
2 very very well.

3 We recently went to the legislature with a  
4 delegation to bring about hopefully some positive  
5 things in the state legislature for business  
6 growth. We held a crew meeting -- the county put  
7 this on, Melissa Glasgow put on, that's commercial  
8 real estate women. We had about 60 folks show up  
9 in commercial real estate business and we made a  
10 presentation to them on why it's important to know  
11 about St. Johns County and why business -- we are  
12 business ready and available for new growth.

13 We've also been working with the agricultural  
14 community on a opportunity to potentially do  
15 agricultural production and processing of  
16 agricultural products here, which we hope we can  
17 pull that off.

18 The Governor's reception, as Ed had mentioned,  
19 is coming up on May 9th and we've invited a few  
20 people that are prospects of new businesses to come  
21 into St. Johns County that are out of our area.

22 We've been working with the Industrial  
23 Development Authority on that project as well as a  
24 few other things and introducing them to folks that

25 are interested in industrial development bonds.

27

1 With the airport, we've been working on a few  
2 things, a few industrial potential projects for the  
3 airport facilities. We've also been working on an  
4 intermodal idea for the airport. We've met with a  
5 few folks in the legislature to see if we can  
6 interest them in helping us grow this airport to  
7 its full potential. And that's probably enough for  
8 today. Thank you, so much. Any questions?

9 CHAIRMAN YOUMAN: Mr. Gregory?

10 MR. GREGORY: Sir?

11 CHAIRMAN YOUMAN: It sounds as though you're  
12 going to get the employment -- unemployment level  
13 down to around 3 or 2 percent pretty soon.

14 MR. GREGORY: Well, you know, it's funny. We  
15 are at 6.2 percent right now and we've been  
16 hovering at 6.2 percent. But our labor force  
17 continues to grow.

18 So as the labor force grows and our  
19 unemployment rate stays the same, we are doing --  
20 we are adding positive job growth. And that's a  
21 really nice nice feature and we hope to continue to  
22 do that throughout eternity. And I don't see any  
23 reason why we can't.

24 CHAIRMAN YOUMAN: Keep the aggressive efforts

25 going. We're working with you.

28

1 MR. GREGORY: Thank you.

2 CHAIRMAN YOUMAN: Any other questions for  
3 Mr. Gregory?

4 (None.)

5 CHAIRMAN YOUMAN: Thank you, Mr. Gregory.

6 MR. GREGORY: Thanks.

7 CHAIRMAN YOUMAN: We're going to be going into  
8 the agenda items now and the last call for comment  
9 cards, the last call. None are turned in. We'll  
10 just keep right on going and only these persons can  
11 discuss items on the agenda. Oh, that's right.  
12 Sorry, Joe. It's your agenda item. Discuss  
13 meeting dates.

14 MEETING DATES DISCUSSION

15 MR. CIRIELLO: Well, a few meetings ago, we  
16 was -- I was presented with a scheduling of the  
17 whole year for the board meetings, and I noticed  
18 that every other month was canceled out.

19 And I brought the question to the board if it  
20 was the full board's authority to decide to cancel  
21 a meeting or not or if staff had that authority to  
22 do that on their own. And I -- and I don't believe  
23 I got a satisfactory answer to the query, and so I  
24 wanted it on the agenda to talk about it.

25 I've made it known before that I'm not in

29

1 favor of canceling meetings even if it's just to  
2 come and call the roll call and say the Pledge of  
3 Allegiance and go home.

4 There certainly must be enough business news  
5 at every meeting just to give us a report on what's  
6 going on financially and whatever that I just don't  
7 see the need for as busy and as big as this airport  
8 is, that this board supposedly supposed to be  
9 running this airport can take every other month  
10 off.

11 So I'd like to have a discussion that if we  
12 want to cancel any meetings, then it should be  
13 discussed month by month by month at the board,  
14 somebody bring it up and a discussion made and if  
15 the following month's meeting seems to be in order  
16 to cancel it, we could do it then. But not right  
17 at the beginning of the year, hand me a schedule  
18 that -- for the whole year saying every other  
19 month's canceled.

20 CHAIRMAN YOUMAN: Board comment? Mr. Cox?

21 MR. COX: I -- I don't disagree with Joe that  
22 it's nice to think that we could have a meeting  
23 every month even if there was no information to put  
24 out, but individual board members could find out

25 information on their own and come to Ed or come to

30

1 the staff to find out any particular individual

2 items they needed information on.

3 Unfortunately it costs us a tremendous amount

4 of money for staff to put on these meetings every

5 month. So if there's not anything to disseminate

6 to the full board, then there's really no reason to

7 have a meeting unless we need to call a meeting.

8 So if there's nothing to put out and it's

9 costing us -- what did I extrapolate it on

10 business, \$300 a minute or something, if you take

11 it and extrapolate the numbers out -- to bring

12 everybody together and get this whole thing going

13 and spend three hours or two hours here all told.

14 So, you know, in -- in respect to your point,

15 I don't disagree with it, but I think it's -- it's

16 maybe somewhat displaced because we don't

17 necessarily need a meeting every month just to say

18 we had a meeting. Thank you.

19 CHAIRMAN YOUMAN: Matt?

20 MR. MERCER: Thank you, Mr. Chairman. I would

21 agree with the comments of the gentleman here to

22 the -- to the left of Kelly.

23 I think we've been elected to do a role, and I

24 don't want to hear that it's costing us too much

25 money to put on, you know, fancy slide shows and

31

1 all this other stuff that we can't take time out of  
2 our schedules as elected officials and come down  
3 here and meet at least once a month.

4 We are a -- we're a large group of people. We  
5 have busy schedules, but I think the commitment  
6 should be that we're going to be here monthly. And  
7 then -- and then the exception may be that we  
8 decide in a given month that we've covered the  
9 events on the horizon, on the radar. We don't  
10 necessarily need to have it the following month.

11 But I don't think on the front end of the year  
12 that we should be just sweeping away six out of the  
13 twelve months. I don't think it is that expensive  
14 for us to take time out of our schedule. This is  
15 what we're elected to do.

16 CHAIRMAN YOUMAN: Kelly?

17 MS. BARRERA: I'd like to ask. I -- last time  
18 I remember looking at the airport board meeting  
19 calendar, there were 10 meetings, 11 meetings  
20 scheduled. Is that correct? And we combined the  
21 month of December and November, and because we had  
22 two meetings in the month of September, we combined  
23 some of the summer months. Am I -- am I correct?

24 Could somebody give me some specifics on that?

25 I'm looking for the e-mail on it that went out to

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1 all the board members. But if I could get the  
2 specifics of how many meetings we're scheduling, so  
3 we that could have some accurate data here.

4 CHAIRMAN YOUMAN: It was board meeting dates  
5 combined January and February, February 4th, but I  
6 believe we had a meeting in January and February --

7 MR. WUELLNER: We didn't have February.

8 CHAIRMAN YOUMAN: Okay.

9 MR. MERCER: Well, and there was a proposal to  
10 cancel January's meeting as well. I know a number  
11 of the meetings last year got canceled. I think  
12 that's what Mr. Ciriello's point is.

13 CHAIRMAN YOUMAN: We got the January -- it  
14 was, but we voted to maintain the meeting.

15 MR. MERCER: It -- it was maintained, but  
16 there was -- yes, but there was a proposal to  
17 cancel it.

18 CHAIRMAN YOUMAN: And then March the 25th, May  
19 the 6th. We skipped April. Skipped June. July  
20 the 15th is a scheduled date. Skip August.  
21 September 16th, October 28th, and December the 9th.

22 Which the way I figured it is seven meetings and  
23 delete five, if I figured that correctly.

24 MR. WUELLNER: Seven regular plus an



25 additional public hearing around budgeting in

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1 September. So there's eight meetings on the  
2 calendar -- would be on the calendar at this point.

3 CHAIRMAN YOUMAN: Well, is there any other  
4 discussion on this? Mr. Ciriello?

5 MR. CIRIELLO: According to this agenda, next  
6 month's meeting is canceled, right? Because it --  
7 the last page.

8 CHAIRMAN YOUMAN: Yeah. The next meeting's  
9 May the 6th.

10 MR. CIRIELLO: All right. And then is June  
11 out, too, right now?

12 CHAIRMAN YOUMAN: That is correct, yes.

13 MR. CIRIELLO: Well, we're coming up to the  
14 point -- all the other communities around are  
15 already starting to mention budget and we've got  
16 budget talks coming up pretty soon, and some of  
17 these months we're canceling is when we should be  
18 talking about the budget.

19 And I know it seems very -- fairly easy the  
20 way Ed presents his budget, it's no big deal, we  
21 come in and we see it and it's okay, but still it  
22 could be an important enough factor that we  
23 shouldn't be canceling any meetings during a few  
24 months when budget talks might be necessary.

25 CHAIRMAN YOUMAN: If -- if I could suggest

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1 maybe we work for both parties, we could go ahead  
2 and schedule out meetings for each month and that  
3 would satisfy Mr. Mercer and Mr. Ciriello. But at  
4 the end of each month, which we can do at this time  
5 anyway, we can cancel the next month's meeting if  
6 we don't see anything on the agenda. But if  
7 something comes up during that month in the next  
8 two or three weeks that Mr. Wuellner states is  
9 important, he could reinstate the contact and --  
10 contact us and reinstate the meeting.

11 MS. BARRERA: I would agree with that.

12 CHAIRMAN YOUMAN: Or you can leave the meeting  
13 hang, you know, just stay in place. Because it's  
14 not a major issue.

15 MR. MERCER: I agree.

16 CHAIRMAN YOUMAN: May I have a motion?

17 MS. BARRERA: I make a motion that we look at  
18 the end of each meeting to discuss whether or not  
19 the next meeting is going to be viable.

20 CHAIRMAN YOUMAN: Second?

21 MR. COX: Second.

22 CHAIRMAN YOUMAN: Any public comment -- no, no  
23 public comment on that. It was a new agenda item.

24 MR. CIRIELLO: What was that motion again?

25 MR. MERCER: To reinstate for the next rest of

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1 the year, correct, monthly?

2 CHAIRMAN YOUMAN: Yes.

3 MR. MERCER: Subject to the right of the board  
4 to decide at the end of each meeting to suspend the  
5 following month's.

6 CHAIRMAN YOUMAN: Because we can do that now  
7 anyway.

8 MS. BARRERA: Okay.

9 CHAIRMAN YOUMAN: Reinstate or cancel both.  
10 Just make it a formal vote. Ayes?

11 MR. CIRIELLO: Aye.

12 MR. COX: Aye.

13 MR. MERCER: Aye.

14 MS. BARRERA: Aye.

15 CHAIRMAN YOUMAN: Aye. Unanimous.

16 MR. WUELLNER: All right. For clarification,  
17 are we scheduling these meetings on the third month  
18 of the month still? Is that still the general --  
19 because we -- on the orig -- the schedule that was  
20 originally communicated to you, which wasn't out  
21 there to be a final schedule, it was to do just  
22 what you're doing now which was talk about the  
23 meeting dates, are you -- are we trying to hit the  
24 third Monday of the month still? Is that the

25 general thing?

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1 So you want us to look at meeting dates for  
2 April through the balance of the year on the third  
3 Mondays and see and put those on the calendar? Is  
4 that -- I want to be sure I'm -- because we had  
5 some dates proposed that weren't the third Monday  
6 necessarily.

7 MR. MERCER: I think it's good just to be  
8 consistent so the public, who many folks in the  
9 public may always count on the meeting always being  
10 on the third Monday, it may be simpler.

11 MR. WUELLNER: Okay. That's fine. I just  
12 want to -- I just want to be sure we are -- we're  
13 getting it on the calendar.

14 CHAIRMAN YOUMAN: Other board members agree  
15 with that?

16 MS. BARRERA: I agree with that.

17 CHAIRMAN YOUMAN: Fine.

18 MS. BARRERA: And that would put our next  
19 meeting on the 22nd of April instead of on that  
20 first week of May?

21 MR. WUELLNER: Yeah. And May will have a  
22 different -- it's probably the 23rd -- 22nd, 23rd,  
23 or is that the holiday?

24 MS. HOLLINGSWORTH: 15th is your third Monday.

25 MR. WUELLNER: 15th is? All right. So May

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1 would be the 15th?

2 MS. HOLLINGSWORTH: And then May is the 20th.

3 CHAIRMAN YOUMAN: You'll publish that, won't  
4 you, Ed?

5 MR. WUELLNER: Yeah, we'll get it out to you.  
6 I'm already confused and we just started, so we'll  
7 get it --

8 MR. CIRIELLO: What day in April?

9 MS. BARRERA: So the 15th, tax day.

10 MR. CIRIELLO: 15th.

11 MS. BARRERA: Uh-huh. Pay your taxes and come  
12 to the board meeting.

13 MR. WUELLNER: Okay.

14 CHAIRMAN YOUMAN: All right. I believe that  
15 would conclude that agenda item; is that correct?

16 AIR TRAFFIC CONTROL TOWER CLOSURE

17 CHAIRMAN YOUMAN: The next item on the agenda  
18 should be the air traffic control tower closure.  
19 Is that correct?

20 MR. WUELLNER: Yes, sir.

21 CHAIRMAN YOUMAN: Mr. Wuellner?

22 MR. WUELLNER: Well, this -- where to start on  
23 this.

24 Since we last met, FAA notified the airport of

25 it's intent -- actually notified every airport for

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1 the most part via media and then eventually  
2 followed up with letters specific to the airports,  
3 but of the 251 contract towers across the country,  
4 announced its plans to close 147 of those sites  
5 beginning with a phased closeout April 7th.

6 We are -- have been unable to confirm the  
7 exact date of closure that would occur with our  
8 tower. I have been led to believe it may or may  
9 not -- that's not much help, may or may not happen  
10 on the 7th itself.

11 We -- in accordance with the instructions we  
12 were given by the FAA, we presented a petition to  
13 the FAA administrator. The criteria that could be  
14 used relative to that petition was only national  
15 interest. So any comments or any concerns we might  
16 have of local safety, operational issues, or any  
17 other issue, FAA made clear from the beginning they  
18 were not going to consider as a part of revisiting  
19 their decision to close.

20 The closures are a result of what has been  
21 characterized as the requirement under  
22 sequestration to trim federal budgets -- individual  
23 budgets have different goals within it as adopted  
24 originally. FAA has for whatever reason chosen the

1 reference anyway for reducing their budget.

2 The total of which I just want to share that  
3 is being saved by closing all of these -- these  
4 towers is in the vicinity of \$35 million for the  
5 balance of the year. But as a result of that, 60  
6 percent of the contract towers nation -- nationwide  
7 will be closed beginning April 7th.

8 I would like to just take a second and  
9 acknowledge and appreciate the support we got from  
10 Northrop Grumman, the Florida Army National Guard,  
11 the U.S. Army, the Tournament Players Championship  
12 as well as PGA relative to helping us make a case  
13 to the FAA for national interest. But in the end,  
14 we were not successful.

15 We've been asked many times and we're still  
16 trying to get a handle on and it seems to be the  
17 most closely guarded secret in Washington at this  
18 moment what was the criteria that was applied to  
19 decisions in individual communities. They have --  
20 FAA at this point has failed to provide any of that  
21 detail.

22 What they have told us is the only thing they  
23 were considering were national interest, whatever  
24 that means. What I can tell you that did not

25 appear when you look over the individual -- the

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1 list of closings, including the situation here,  
2 they did not appear to consider air safety with any  
3 meaningful deference. They didn't look at the cost  
4 benefit ratios that they used to establish the  
5 towers in determining their relative value within  
6 the system. They certainly did not look at  
7 aircraft operations as they're handled at any one  
8 facility.

9 They failed to look at any regional or local  
10 operating issues with the -- with deference to  
11 airspace as well as the individual airport.  
12 Certainly they made no -- paid no attention to  
13 economic impacts that might be suffered in any one  
14 community. The national interest of course was the  
15 focus of appeal -- appeals.

16 With 149 locations closing, the -- the balance  
17 of towers, the 102 towers that are still left in  
18 the program have really only been spared until  
19 September of this year, until the end of September  
20 as it stands right now, and would at that point  
21 become closed themselves.

22 Florida suffered more than any other state in  
23 this with 14 proposed federal contract tower pro --  
24 federal contract tower locations being affected.



25 Nationally, 75 percent of the closures as an

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1 observation here appear to have been accomplished  
2 in Republican-held congressional districts, as a  
3 point of interest.

4 MR. COX: Naturally.

5 MR. WUELLNER: I'm not -- the point of my  
6 comment is not to politicize it beyond the local  
7 level, because really the issues are -- are local  
8 in terms of the impact despite FAA's assertions  
9 that -- to the contrary.

10 I -- I provided the board at -- as a part of  
11 this meeting just so you'd get an idea of the  
12 workload and the operations that occur at this  
13 airport, a couple of months' worth of data. This  
14 is January and February. You get a feel for what  
15 the daily workload is at the tower.

16 If you do the math on January, you'll find out  
17 that the average, including days that are  
18 essentially very small in operations, which are  
19 attributed directly to weather days as you might  
20 expect where essentially IFR traffic is the only  
21 thing moving or the severity of wind conditions or  
22 something along that line has restricted operations  
23 for light general aviation, you still average 360  
24 operations a day.

25 When you move out to February -- which amounts

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1 to over 11,000 takeoffs and landings in the course  
2 of January. Go out to February. You're still  
3 almost 12,000 operations at 11,891. But the  
4 average because of better weather comes up to 425  
5 operations daily.

6 And it gets even more interesting when you get  
7 out to the period of March and the 22 days I have  
8 data that we were able to get out at the tower up  
9 through the 22nd of this month, and we're already  
10 at 11,000 operations for the first 22 days of  
11 March.

12 There's an anticipation of getting near the  
13 number if not exceeding the number of 15,000  
14 operations during the month of March as it stands  
15 today. Just for the first 22 days of March, the  
16 average is 500 takeoffs and landings per day. And  
17 I want to point out that at a point, I believe it  
18 occurred the 8th of March, I think it's interesting  
19 to note that during that time, that number came up  
20 to 836 operations for one day the tower handled  
21 during that time.

22 When you do the math on even just the average  
23 day in March at 500, you see that they're handling  
24 an operation every 1.6 minutes for the entirety of

25 the 14 hours of the day that the tower is

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1 operational. When you get up to the 863 number --  
2 excuse me, 836 number, you'll see that that comes  
3 down to one operation every minute during a 14-hour  
4 day. That's a -- that's a substantial level of  
5 activity by any definition. This is -- this is not  
6 a low level activity tower.

7 I wanted to point out some data that was  
8 released before any of the sequestration impacts  
9 were -- we're looking at. But for the calendars  
10 years 2011 and 2012, this particular facility  
11 ranked 17th busiest federal contract tower in the  
12 nation.

13 When you factor in the start we're off for  
14 March, it is easy to envision that this year's data  
15 would support a likely top 10 operations number of  
16 all towers in the Federal Contract Tower Program.  
17 That's 250 locations -- 251 locations across the  
18 country.

19 It's a very interesting airspace environment.  
20 I will allow others to speak to that in going  
21 forward here. But this is we believe the  
22 singlemost critical safety item on this airport, is  
23 simply the management and safe separation of  
24 aircraft arrivals and departures here.

1 front of you. It's important to note, too, that  
2 our operations numbers when you look at it, the  
3 monthly, annually, daily, however you slice and  
4 dice it, that the data that we're giving you only  
5 reflects the hours that the tower's open. And we  
6 could easily and safely estimate that between 10  
7 and 15 percent additional operations occur at this  
8 airport during hours the tower is closed. And that  
9 I think is easily done.

10 It does not include the higher than any  
11 average I've seen number of ground operations that  
12 occur on this airport in support of not only  
13 airfield operations, but big tenants and users of  
14 the airport like Northrop Grumman who have to  
15 routinely cross the airfield in vehicles of all  
16 shapes and sizes to accomplish their -- their goals  
17 as a company.

18 The other piece it doesn't really deal with is  
19 the number of transitions through our airspace that  
20 occur on an annual basis. Some of that's shown on  
21 the back page of the couple of months I gave you.  
22 But they also -- they handle aircraft that just  
23 have to transition our airspace flying up and down  
24 the beach, up and down the St -- the river,

25 whatever. Those are in their workloads, too.

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1 Concerns we have. Certainly -- or let me  
2 continue on, but the -- when you factor in not only  
3 the workload and the number of aircraft departures  
4 and arrivals at this airport, high percentage of  
5 pilot training that occurs here, and the  
6 significant percentage of those training operations  
7 where English is a second language, improving  
8 corporate levels of activity that we've had here  
9 and been experiencing significantly since the first  
10 year -- and again I'll let others talk to that -- a  
11 relatively active aerobatic box especially  
12 seasonally in this time of year, the activities of  
13 Northrop Grumman with very expensive military  
14 aircraft flying for the first time in many cases or  
15 certainly low time aircraft that are -- that are  
16 being basically tested at that point. We have  
17 special events such as TPC.

18 We get spillover traffic from the Daytona 500  
19 and the Fire Cracker event also in Daytona during  
20 certain times of the year. It becomes something of  
21 a crap shoot as to whether all vested users of the  
22 airport environment, local as well as transient in  
23 nature, will have the ability to self regulate at  
24 this airport in a safe manner on a consistent

1 I wanted to point out, too, that airports are  
2 typically classified and a number is used all the  
3 time that's referred to as the airport service  
4 volume. And that's really the theoretical FAA  
5 number that reflects the maximum number of takeoffs  
6 and landings that a -- that an airport should  
7 safely be able to handle on an annual basis. Your  
8 master plan dealt with that calculation about five  
9 or six years ago. And it's a little over 175,000  
10 takeoffs and landings in their current  
11 configuration.

12 When you're looking at airport operations or  
13 aircraft operations at this point that are going to  
14 average north of 125,000 a year, it's easy to see  
15 we're exceeding the 70 -- at this point 70 percent  
16 of the annual service volume. That really points  
17 to a longer range problem of how we begin to  
18 regulate the levels of activity at this airport.

19 But that's a discussion for master planning efforts  
20 coming up in the next few years.

21 Now, where do we go from here with -- with the  
22 great news of closure? Certainly we have  
23 two -- the two extremes in this discussion really  
24 are; one, of course allow the tower to be closed.

25 That's likely going to require -- I'll just give

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1 you the heads-up. It's likely going to require  
2 operational adjustments on this airport of  
3 significance which could include periodic closures  
4 of runways to avoid in high activity periods  
5 crossing of primary runway activities. It could  
6 involve the suspension of aerobatic activities from  
7 time to time.

8 I'm certain that if the tower goes away,  
9 there's at least the requirement going to be out  
10 there to completely revisit the waiver holder's  
11 responsibilities back to FAA to assure that that  
12 operation can still go on at this airport. They  
13 will need to go back through that process.

14 I have no idea what the time line is on that,  
15 but because the tower at this point is providing  
16 separation activities for that activity for  
17 aerobatics, it's certainly going to be a point of  
18 interest as we go forward.

19 It could include having to come up with a  
20 schedule related to touch and go activity at the  
21 airport, because the net effect of a single oper --  
22 single runway operation in a high activity is that  
23 a handful of airplanes can effectively tie up the  
24 airspace from arrivals and departures of aircraft

25 trying to get in here, particularly transient or

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1 people just trying to get out of the area.

2 Plus it becomes a challenge to integrate IFR  
3 arrivals and departures, because even under a  
4 controlled environment, they are surprised --  
5 frequently arriving aircraft are surprised by  
6 suddenly being dumped into the airspace in close  
7 proximity and left to fend for themselves.

8 It's going to require us to do, which is not  
9 a -- not an imposition by any means, but it will  
10 certainly require that all of us come together and  
11 a large scale outreach is accomplished to be sure  
12 that everybody from a local level is on the same  
13 page as to how things have to move forward and be  
14 reminded of nontower operations in a dense airport,  
15 dense operating airport.

16 We are unsure of the impacts as it relates to  
17 FAR Part 139 certification. It's going to impact  
18 no doubt long-term continued revenue development as  
19 limitations and just a general distaste and  
20 intolerance for high density noncontrolled  
21 environments exist.

22 And while we do expect that there'll be a  
23 limited impact on the expense side of the equation  
24 as a result of closure -- because as you probably



25 already remember the operation of the tower per se

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1 does not flow through the Airport Authority's  
2 budget. So we -- you know, that is not a direct  
3 expense to us other than just the light bill kinds  
4 of expenses at the tower. But the salaries and  
5 those things pass directly from the federal  
6 government at this point to the federal contract  
7 provider, a company that is known at RVA.

8 The other extreme on the -- on the side here  
9 is to look to the Airport Authority perhaps to  
10 consider funding the federal control tower in the  
11 interim while some of this shakes out on the  
12 federal side. Make no mistake there are some risks  
13 associated with funding that. We don't really have  
14 our hands around all of those yet either.

15 But concerns that have been voiced include by  
16 participating in that -- in other words, you  
17 funding in some version continued operation of the  
18 tower, it's possible the federal government could  
19 exclude you at some time and say, look, they can  
20 pay for it themselves, they're doing it now. So  
21 that that would be a real possibility depending on  
22 how it's interpreted.

23 I would think that the only way to move  
24 forward if that were a consideration is to in some

25 way get the federal government to try and issue

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1 what we might internally call a letter of no  
2 prejudice of some sort that says, look, if we fund  
3 it in the interim, it doesn't -- doesn't  
4 necessarily preclude our ability to get in the  
5 program should it be reconstituted in some form or  
6 fashion and it's allowed to continue the way it's  
7 looking like it's going right now. And our concern  
8 is reentry into the program again should it --  
9 should it be reconstituted.

10 The net cost or the estimated cost if we were  
11 to pick up the tab under the current RVA contract,  
12 the first quotes we got ran a little over \$51,000 a  
13 month, is what it costs as an all-in cost. That's  
14 all the insurance costs. I'm sure it's got a  
15 profit built in there with RVA. It picks up all  
16 six comptrollers that are employed here as a part  
17 of it. Does not make any adjustments to operating  
18 hours and the like. So I'm painting that as the  
19 worst case cost scenario.

20 There are some things that can be in a sense  
21 beat up on the cost side to look at reductions in  
22 hours perhaps. Looking at the staffing levels  
23 there, are there adjustments that could be made?  
24 And if so, what are the -- the financial impacts of

25 that? But it should be all downward in terms of

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1 cost per month. I don't see anything out there  
2 that at this point that would affect increasing  
3 unless there was some decision to increase hours or  
4 do something at this point we're not anticipating.

5 Longer impacts of this. When we talk in the  
6 context of the Authority picking up perhaps the  
7 funding of this, I'm not looking at it as something  
8 that we would do indefinitely. I would -- my  
9 thoughts on this were if this were something you  
10 want to consider, that we look at it as a stopgap  
11 measure.

12 It simply allows -- what we're hearing -- I  
13 don't know how to best explain this, but once  
14 you're out of the Federal Contract Tower Program,  
15 it looks like you would have to completely reapply  
16 and go through all the normal things to get back in  
17 that program. In a sense, once they've cut you out  
18 of this program, you're out and you may or may not  
19 get back in depending on how it's put back  
20 together.

21 What we don't understand yet is the transition  
22 would be to what is called a nonfederal control  
23 tower in the future. That has its own process  
24 within the FAA. It requires its own application,

25 its own review, its own approval. We're hearing

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1 that process is anywhere from six months to a year.

2 So closing the tower at this point and opting  
3 into that program is a six-month minimum kind of  
4 process. Keeping in mind that at least at this  
5 point the FAA is also looking at furloughing  
6 employees typically one day per pay period, which  
7 may have the net effect of that process taking much  
8 longer than it does even now. So I wouldn't hold  
9 my breath to a six-month review even if you went  
10 into that.

11 We think that maybe a short-term look at  
12 paying for this is appropriate because it allows  
13 just the additional time necessary to identify  
14 alternatives for this, allow some of this to settle  
15 out of Congress in a long-term perspective, see  
16 where this program is going. Is it truly going to  
17 be completely eliminated at the end of September?  
18 Are there thresholds that over time we will exceed  
19 and allow eligibility back into it if it's going to  
20 continue to exist?

21 There are issues related to the revenue side  
22 of the equation. We'd like to look and see what  
23 alternatives are out there should it be necessary  
24 to continue longer term funding of it on a local

25 basis. So we -- and are there other alternatives

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1 out there?

2 Some of the things that have been pitched  
3 around in the last 48 hours since this came out  
4 include Florida DOT participation potentially in  
5 matching all or part of the cost of operating the  
6 towers. There may be private sector sources who  
7 feel the necessity to plug in portions of that --  
8 of the money necessary to operate the tower.

9 There -- we can look at it in the confines of  
10 our budget as we get into that process over the  
11 next couple of months. Are there places where we  
12 still have the ability to -- to cut and make  
13 adjustments and look at funding beyond say a  
14 September threshold -- or I should say a beginning  
15 of next fiscal kind of year threshold? I -- I  
16 don't have answers to those questions yet. Frankly  
17 I don't think anybody does.

18 There is a -- an effort going on in multiple  
19 locations around the country seeking injunctive  
20 relief or a stay on the federal level that would --  
21 if granted, which is not a given in any stretch,  
22 could prohibit or put limitations on FAA's ability  
23 to close these towers in the short term.

24 The initial feeling by many attorneys related

25 to this is that they have failed -- FAA has failed

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1 to follow their own requirements relative to  
2 developing safety management and safety oversight  
3 on this -- these particular closures before  
4 enacting the decision to close. And since they are  
5 federal towers, there is some avenue to at least  
6 make the argument in front of a federal judge to do  
7 that.

8 And I'm not saying we should be spearheading  
9 that, but there are efforts out there to do that.

10 And I think it makes a lot of sense to plug into  
11 those and be sure that we're monitoring and  
12 providing input or anything that -- that's  
13 necessary to see where that goes or follow it to a  
14 logical conclusion, also.

15 The short-term thought process on state  
16 participation of match grants may be even if they  
17 were granted authority which they don't currently  
18 have to plug into operational issues, but if they  
19 did, it may be at the expense of capital  
20 participation in future projects.

21 So it's not something the state I believe has  
22 any taste for long term, but may be willing to  
23 assist some airports in a short period of time with  
24 some reimbursable type grants just in an effort to

25 let the bigger stage picture play out.

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1 There are concerns that the impacts to small  
2 towers are going to result in big problems at  
3 larger towered facilities as a result of traffic  
4 backing up into these locations.

5 And that appears to be where the pressure  
6 point on this whole process is going to play out,  
7 is that as delays grow at major airports across the  
8 country because of having to take up activity or  
9 high activity GA traffic and saturated levels, that  
10 pressure would be applied back by these larger  
11 airports who are in a better position to not impose  
12 their will but certainly make their influence  
13 known.

14 And with that, I know there are a number of  
15 people wishing to -- to address that. I think that  
16 we ought to consider the possibility of funding  
17 this. My concern is if it goes away, it's going to  
18 be -- even if FAA two days after we closed -- that  
19 the tower closed, the potential is you have to  
20 reenter the program from the -- from the front door  
21 and it could be months and months until you could  
22 get a tower.

23 There are other issues at stake, too. Once  
24 you lose qualified comptrollers within any company

25 or any provider, there's a strong possibility those

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1 controllers, since they're going to be forced onto  
2 unemployment kinds of scenarios, that they're going  
3 to be seeking other work and will no longer be  
4 available to staff these towers.

5 So I really worry about the long-term  
6 implications of this, and I think -- I want to  
7 believe that it's going to get resolved, but  
8 unfortunately I don't see the short-term ability to  
9 resolve it. There's nothing from a legislative  
10 relief that's going on at all on the federal side  
11 to fix the funding side of it or prioritize FAA's  
12 funding of towers. So...

13 CHAIRMAN YOUMAN: That's it?

14 MR. WUELLNER: Well --

15 MR. COX: That's it. That's the end. You  
16 only talked for 60 seconds.

17 MR. WUELLNER: Yeah. I'm -- I know it's a lot  
18 to digest.

19 CHAIRMAN YOUMAN: I just have a couple of  
20 basic questions. How long have the towers been in  
21 place?

22 MR. WUELLNER: Our -- our particular tower's  
23 over ten years at the point. It's approximately  
24 ten and a half years.



25 CHAIRMAN YOUMAN: Do you have any idea of what

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1 the level of traffic was at that time prior to

2 the --

3 MR. WUELLNER: I do not because there was --

4 CHAIRMAN YOUMAN: -- as a percentage basis?

5 MR. WUELLNER: All I can tell you is the

6 numbers we've seen -- really you almost have to go

7 back to the first year or so the tower was open. I

8 think the first year the tower was open it was

9 150 -- I don't -- I probably have it in front of

10 me. I just can't -- not sure what I'm looking at.

11 MR. HARVEY: About 135.

12 MR. WUELLNER: First year? Thank you.

13 Approximately 135,000 first year it appears. I

14 would -- the only note to that I would put out

15 there is prior to having a tower, operations are

16 typically reported by management to FAA, which is

17 nothing more than a wag. And hopefully I don't

18 have to go any further with what that means.

19 But they literally involved no meaningful

20 calculation of data or looking at any empirical

21 evidence of what those levels were. Typically

22 handed down from generation to generation of

23 airport manager as to what the traffic level was

24 and everybody's gut feeling as to what that was.

25 The first time levels were ever measured here

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1 were -- were really ahead of and a part of the --  
2 the evaluation effort towards having a tower. And  
3 that initial monitoring if you will or monitoring  
4 of activity was done actually by our local  
5 community through the retired senior volunteer  
6 program.

7 We -- we invited them to come out. They  
8 literally sat under tents and recorded aircraft  
9 operations for -- for samples throughout the year  
10 in order to generate a statistical evidence that  
11 there are enough operations and enough diversity of  
12 fleet mix and those kinds of things to meet the  
13 cost benefit requirements that FAA had in place for  
14 entry into the program.

15 What we found was in those days, we -- the  
16 data suggested at that time we were almost five  
17 times eligible for -- for a tower at the time we  
18 began the efforts to do a tower. FAA reviewed the  
19 data. FAA came out, did their own counts. The  
20 number was subsequently brought down to like 3.85  
21 times, don't hold me to that exact number -- but  
22 it's 3.8, 3.9 times the minimum level accepted or  
23 needed for entry into that program.

24 So clearly at that time FAA believed there --

25 that's a big cost benefit cost ratio number and a

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1 very solid benefit ratio number. And I think  
2 further when you look at how our actual operations  
3 data plugs into 250 other comparable federal  
4 control towers and you're in the top 20, I -- I  
5 really -- the biggest problem I'm having with the  
6 whole thing is the cri -- the criteria for closure  
7 doesn't seem to be based on anything other than  
8 whim at this point and a vague understanding of  
9 what national interest means.

10 It -- it's not based on empirical data. It  
11 wasn't based on how you entered the program. It  
12 wasn't based on the cost benefit ratio show. It  
13 wasn't based on how busy you are today. None of  
14 the things that seem to make sense or how  
15 complicated your airspace was or anything else. It  
16 just appears that --

17 MR. MERCER: Bless you.

18 CHAIRMAN YOUMAN: I'll --

19 MR. WUELLNER: Thank you.

20 CHAIRMAN YOUMAN: -- give you your opportunity  
21 in just a second. Where would the money come from?

22 MR. WUELLNER: You -- you have -- actually if  
23 you recall during our budgeting process, we had a  
24 significant uptick in revenues programmed or -- and

25 indeed producing results for this fiscal year and

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1 into the future.

2 The budgeting process, you may recall we took  
3 all the surplus revenues and actually only  
4 programmed an expense being only to reserves. So  
5 we are not -- those monies were not used for  
6 anything else, were not budgeted currently for  
7 anything other than to just go into reserves.

8 And part of the rationale if you remember last  
9 summer was simply we didn't know what the number  
10 was. So we -- we were estimating what that revenue  
11 number would be because we had not finished the  
12 lease-related activities that provide the revenue,  
13 and as a result, rather than go out and budget  
14 expenses against an unknown number, the -- we  
15 believe prudent fiscal response to that was to  
16 simply whatever that number is, move it to reserves  
17 so that it's there and not being accounted on for  
18 expenditure side. That uptick in revenue easily  
19 handles the -- the cost related to continuing the  
20 tower.

21 What's the net effect? Well, the net effect  
22 is it doesn't grow reserves in any -- I mean, when  
23 you're putting a big number in reserves, it  
24 certainly benefits the bottom line in reserves. It

25 would go out as an operational expense instead of

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1 going into reserves, so -- or a significant piece  
2 of it would. So it is a budget impact. It is an  
3 important number to keep looking at long term.

4 But I don't -- again, I'm not making any  
5 suggestion relative to funding this long term. I  
6 think that's a question for later in the day after  
7 a whole lot more analysis and exploration of  
8 alternatives and looking at additional revenue  
9 sources that might support this, all that. The  
10 trouble is none of that's going to happen in a  
11 two-week suspense. It just -- it just simply can't  
12 happen. It's too much to digest and too much to  
13 get our arms around.

14 So this kind of in a sense is like a -- the  
15 approach mentality is kind of like a stay of  
16 execution anyway. Allows us to put together the  
17 ducks to make either a better appeal or a different  
18 appeal or another look anyway by this board as well  
19 as the federal government and state government  
20 moving forward without shutting it off and risking  
21 not being able to get back in it in any timely  
22 manner.

23 CHAIRMAN YOUMAN: Is it -- is it possible to  
24 look at a surcharge to the tenants like a fuel

1 MR. WUELLNER: I -- I think anything could be  
2 on the table. I think it's way premature to think  
3 that's an appropriate way to do it. I don't think  
4 it's easily collected. I don't think it's easily  
5 assessed fairly. It just -- it just needs to be a  
6 bigger discussion and bigger analysis before  
7 anything like that would ever be recommended.

8 CHAIRMAN YOUMAN: Mr. Ciriello?

9 MR. CIRIELLO: Yes. Ed, once the FAA closes  
10 down a control tower and the building's sitting  
11 there empty, do they have any authority or ability  
12 to tell you what you can do with that particular  
13 tower?

14 Now I say this tongue in cheek. You have an  
15 empty building out there, so you -- we want to make  
16 some money off of it, we go out and rent it out for  
17 somebody to use as a restaurant. Could they tell  
18 you you can't do that?

19 MR. WUELLNER: No. You -- the airport owns  
20 the building. The airport owns most of the  
21 equipment in there. You own all the radio  
22 equipment, all the switching equipment, most of the  
23 telecommunications.

24 There are some pieces of FAA equipment in that

25 building. We are unclear even today whether they

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1 continue to support that outside of the Federal  
2 Contract Tower Program. We suspect they would, but  
3 I can't guarantee. I can't answer that question.  
4 They don't -- they don't seem to know, either.

5 MR. CIRIELLO: Well, the reason I ask the  
6 question is for the rest of the board, I gave Ed  
7 some information on a control tower up in my home  
8 airport that's run by the community college, and at  
9 one time -- now I've been away for 20-something  
10 years, so I don't know if it's the same or not.

11 But at one time that was the only school in  
12 the whole country that actually had students in  
13 their aeronautical air traffic control program that  
14 manned the control tower. All the other schools in  
15 the country had air traffic control courses, and  
16 all the students were getting was classroom work.  
17 And this -- that was at one time the only control  
18 tower where actual students were in the control  
19 tower with licensed federal communicators teaching  
20 them.

21 So I have gave this material to Ed, and I just  
22 thought it might be an avenue we can explore that  
23 if the tower is closed down and we can't get it  
24 back, that if maybe the board and the staff can go

25 out and convince some school in the area to copy

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1 the schooling from up in Beaver County and that way  
2 the students would have a -- you know, that we  
3 would be making revenue off the tower by renting it  
4 out to the school for their students. But that was  
5 just an avenue to look into and that's why I asked  
6 the question. If we try to do that, could they  
7 stop us?

8 CHAIRMAN YOUMAN: Thank you, Mr. Ciriello.  
9 Mr. Mercer?

10 MR. MERCER: Thank you, Mr. Chairman. First  
11 of all, a couple of things. Do we have in the  
12 audience any of the control folks, control tower  
13 folks? Okay.

14 I want to tell you as a pilot how much I  
15 appreciate the work and the service that the men  
16 and women in our tower do. I mean, they're a  
17 tremendous benefit to those of us who flight light  
18 general aviation.

19 There's nothing worse than coming in when it's  
20 sorting of getting dark and there's some haze  
21 setting in and you're thinking the airport's  
22 straight ahead and you call in and you hear a  
23 familiar voice. It's -- they do a great job and  
24 we're very blessed to have the talent, the



25 professionalism, the expertise that we do here

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1 enjoy in our tower. I'll say that as preliminary  
2 matter. Mr. Wuellner, a question for you.

3 MR. WUELLNER: Uh-huh.

4 MR. MERCER: On your reference to the  
5 statistics, I want to make sure I'm clear on the  
6 operations. The number of operations which you  
7 were talking about, January you said there was an  
8 average of 360 daily operations.

9 MR. WUELLNER: Yes, sir.

10 MR. MERCER: Is an opera -- what is an  
11 operation defined as?

12 MR. WUELLNER: An operation for general  
13 aviation airports is referred to as a takeoff or a  
14 landing.

15 MR. MERCER: Would an operation include a  
16 taxi? For example, if I taxi my plane from here to  
17 Bravo 1 for departure, is that considered an  
18 operation?

19 MR. WUELLNER: No, it is not.

20 MR. MERCER: Okay. The takeoff would be one  
21 operation, the landing would be another.

22 MR. WUELLNER: That's correct.

23 MR. MERCER: Okay.

24 MR. WUELLNER: As such, a touch and go is two

25 operations typically.

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1 MR. MERCER: Okay. In my case, it could be  
2 three or four because sometimes I bounce.

3 MR. WUELLNER: I don't think they click them  
4 that way, but that's...

5 MR. MERCER: All right. A couple of other  
6 thoughts I had.

7 First of all, something that you mentioned  
8 that I kind of liked, made my ears perk up as a  
9 trial attorney, when you mentioned the possibility  
10 that the FAA may not have followed some things  
11 procedurally correct, we don't know at this point.

12 MR. WUELLNER: Uh-huh.

13 MR. MERCER: You mentioned injunctions. And  
14 that's something I live and breathe and I know our  
15 airport attorney, Doug Burnett, who I consider one  
16 of the best trial attorneys in the county frankly  
17 is very familiar with the idea of temporary  
18 injunctions and permanent injunctions.

19 And in federal court, we call them preliminary  
20 injunctions where on the front end you have perhaps  
21 a number of different airports or plaintiffs coming  
22 together asking a federal judge or a state judge,  
23 in this case a federal judge, to grant front end  
24 injunctive relief to bar the agency from taking

25 some action. In this case, if there have been

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1 irregularities, asking the FA -- asking the judge  
2 to enjoin or restrict the FAA from going forward  
3 with the closings.

4 One of the things I wanted to ask, you know,  
5 you and I guess Mr. Burnett as well is has there  
6 been any thought to or have you heard discussion  
7 among some of the airports that are going to be  
8 affected about this idea of filing -- seeking  
9 injunctive relief? Which is -- again, it's the  
10 filing of a lawsuit, it's the filing of a motion,  
11 and it's a quick hearing.

12 Has any consideration been given to that? For  
13 the reason that that can be a very quick and very  
14 inexpensive process. Not to get all the way  
15 through the court system to a final adjudication on  
16 the merits, but certainly to get a front end  
17 injunction.

18 MR. WUELLNER: Yeah. To direct answer you,  
19 I'm aware of multiple efforts. The one I'm most  
20 familiar with is being undertaken primarily by  
21 Naples Municipal Airport in Florida. They are also  
22 one of the ones scheduled to be closed. The firm  
23 of Kaplan & Kirsch, who if you recall handled all  
24 of the Naples lawsuit related to -- with the FAA

25 related to all the noise --

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1 MR. COX: Issues.

2 MR. WUELLNER: Yeah, noise issues is probably  
3 as vanilla as I can be with it. But a multi,  
4 multi, multiyear effort to -- and prevailed over  
5 FAA in that case relative to their limitation of  
6 Stage 1s and 2 aircraft at the airport there.

7 That firm has been contracted, which I guess  
8 they're not general counsel but certainly were  
9 selected many years ago by Naples to handle these  
10 kinds of matters. They have opened that ability to  
11 join them. They're looking for as many as a half a  
12 dozen airport partners to assist them in building  
13 the case.

14 And what they're looking for is a variety of  
15 airport scenarios to include airports in  
16 complicated airspace environments, air -- airports  
17 that have unique aircraft operating kind of  
18 activities that go on there. Examples, they were  
19 interested in airports like Lakeland because  
20 there's some very unique aircraft-related activity  
21 that goes on there.

22 They would probably be very interested in an  
23 airport like ours because of the interesting  
24 airspace that's in this particular area as it joins

1 it. Not necessarily at a cost to us. Actually  
2 Naples has agreed to pick up that cost. They're  
3 that serious about it. I think they would --  
4 wouldn't mind financial support as they go forward  
5 with it.

6 They're prepared to file something. We were  
7 listening in on the conference call this afternoon  
8 on it, and they're -- they plan to have their  
9 things filed by the end of the week to -- to  
10 initiate the effort to get the injunction, or  
11 whatever the correct term is, and then something  
12 early next week that actually is the preliminary  
13 filing of some sort related to the actual lawsuit  
14 with the FAA or whatever that -- you guys  
15 understand that more than I do.

16 But whatever that process is, there are two  
17 different -- two different aspects, but the one  
18 kicks off kind of the preliminary filings related  
19 to the -- what they believe their arguments are to  
20 permanently grant it, but the other is to get the  
21 temporary discussion going with the FAA.

22 They intend to file that in D.C. circuit court  
23 versus Atlanta court, is my understanding, because  
24 they believe that there -- with what the FAA

25 headquarters in that location a more ready argument

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1 can be made then back through the district courts

2 or other district courts.

3 I can't speak to the details of other

4 airport -- or other airports that are going this

5 same way. I believe, I want to say there's one in

6 either Washington or Oregon that is really

7 energized and is doing a similar type thing.

8 Everybody's concerned obviously around the

9 state. Most communities I'll be honest with you

10 have already expressed not only concerns about

11 picking up the tab, but mostly it's just the

12 general inability to fund operations of the towers.

13 So they're very interested in the outcome of the

14 injunction but probably aren't in a position to

15 continue tower operations no matter what even on a

16 short-term basis. So it's something to be watched.

17 MR. BURNETT: If I can just very quickly add

18 on to that. Part of the -- I mean, the very

19 oversimplified version of the argument, one part of

20 it is although the FAA gets to make their own rules

21 and regulations to some degree by formal

22 rulemaking, whatever they have in place they have

23 to follow. So they can change the rules, but what

24 they have in place at the time, they have to follow

25 as part of it.

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1 The other thing, and just so you can get some  
2 information on these attorneys, they're at  
3 airportattorneys.com. And from the web site,  
4 they're pretty involved in that area of -- I mean,  
5 that's what their practice is devoted to. So for  
6 what that -- and they seem to be the ones -- the  
7 Kaplan & Kirsch firm seem to be the ones leading  
8 it.

9 MR. MERCER: Yeah, I would conclude with this  
10 comment. Thank you for the answer, Ed, and also  
11 Doug.

12 It just seems unfortunate to a lot of us who  
13 hear about this political maneuvering, this  
14 political football no matter what side of the aisle  
15 you're coming down on, it just seems terrible that  
16 they're using the men and women in the towers that  
17 play an important role for that purpose. It's very  
18 frustrating to all of us, to many of us.

19 I -- I do think, though, that as far as  
20 proposals for solutions go, I would need to see  
21 something more definite as far as budget, budget  
22 impact. I'm very concerned -- and you guys, as  
23 y'all get to know me this year, y'all are going to  
24 learn I'm a light GA, light general aviation fan.

1 surcharge to tenants, that's one that makes my ears  
2 go off because I have a lot of people that I know  
3 through St. Augustine Airport Pilots Association  
4 and others who use and love this airport and  
5 they're concerned about the costs of rent increases  
6 and fuel increases, and many businesses are  
7 impacted by that.

8 So I think it's something that, you know, we  
9 need to really be very careful on and also be very  
10 optimistic that the folks up in D.C. will -- will  
11 get this political football turned around very  
12 quickly. Thank you.

13 CHAIRMAN YOUMAN: Mr. Cox?

14 MR. COX: A couple of things, Ed. Are we or  
15 do we have available to us any statistics regarding  
16 incident/accident ratios for let's say a thousand  
17 ops in noncontrolled tower airports versus control  
18 tower airports?

19 And if not, can we get it or at least, you  
20 know, move towards that? Because I think that's an  
21 important factor. And the point I'm trying to draw  
22 here, as I'm sure you can see is, we've got heads  
23 and tails above operations where we were ten years  
24 ago prior to, you know, when we didn't have a



25 control tower.

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1       Secondarily, with averaging 12,000 ops per  
2 month, we can easily assume that at least half of  
3 that is ground ops. If you take that -- and I know  
4 that we don't count that as an operation, but guess  
5 what it really is an operation because we've got  
6 airplanes moving from Point A to Point B.

7       If we've got 6,000 of those operations going  
8 on without any kind of oversight on this airport  
9 right now, we're going to have a real issue. That  
10 doesn't even address what's going on in the air  
11 with 12,000 operations a month going on without  
12 control tower oversight.

13       MS. BARRERA: Plus construction.

14       MR. COX: Pardon me? Well, that's a good  
15 point, a very good point, excellent point.

16       Secondarily -- and maybe Mr. Slingluff may be  
17 able -- would you have any idea by any chance how  
18 many military and corporate operations would we  
19 lose without control tower?

20       MR. SLINGLUFF: Yes. I can -- I can say 30 --  
21 30 percent.

22       MR. COX: 30 percent.

23       MR. SLINGLUFF: 30 percent.

24       MR. COX: So, you know, we have a tremendous

25 tremendous financial impact to the airport just in

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1 that situation alone. But I think if we can -- you  
2 know, as we move forward, I -- I'm strongly in  
3 support of -- of making a control tower go forward  
4 in some manner. So, you know, carrying on.

5 MR. WUELLNER: I'm actually kind of happy -- I  
6 don't know if I can say this, but I'm kind of happy  
7 that we are in a position now to probably have a  
8 meeting in April because I think, you know, you've  
9 got maybe one shot in April to get ahead on it in  
10 terms of ironing out what the impacts are in some  
11 respects.

12 And we can -- we could work -- if it's  
13 agreeable to you, we could work with RVA right now  
14 and see where we can find -- define a baseline kind  
15 of staffing, hours of operation and the like  
16 that -- and what that number maybe more fine-tuned  
17 represents so that -- so that some level could be  
18 considered that makes sense. That does give us  
19 another opportunity with you folks to get some of  
20 that kind of better defined. It's unfortunate that  
21 the suspense that we've got here is so -- so tight  
22 that it really doesn't lend itself to a lot of  
23 detail. Because it's not data that we would  
24 normally have.

25 You know, as I mentioned early on, we don't --

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1 we're not a participant in the -- I shouldn't say.

2 We're not -- we're not a financial participant,  
3 meaning the money doesn't flow through us. So  
4 knowing what they actually spend on a contract  
5 tower is not a known quantity to us. So it's not  
6 something we monitor because it doesn't pass  
7 through our budget normally. But in this case, it  
8 would and clearly we need to know that.

9 We also need to know -- I mean, there are a  
10 lot of little issues associated with this to  
11 include our ability to contract for it. And -- and  
12 of course big issues related to liability and  
13 insured risk and all those kinds of things enter  
14 into, you know, us wanting to -- or not wanting,  
15 but being left in a position to consider  
16 facilitating the cost of the tower. So...

17 MR. COX: Can I make a point? Or somebody  
18 else.

19 CHAIRMAN YOUMAN: Ms. Barrera?

20 MR. COX: Sure.

21 MS. BARRERA: Ed just addressed it. I was  
22 going to ask about insurance and the peak  
23 operations and the months, because I know right now  
24 we're getting up on the summer months and I wanted

25 to see what the past trend has been over the summer

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1 months. Because we're looking at a five-month --  
2 five-month analysis forecasting until the next  
3 physical year. So I wanted to be able to find out  
4 if we had access to that data and what it would  
5 take to get access to that data and to give it out  
6 to the board members.

7 CHAIRMAN YOUMAN: Mr. Ciriello?

8 MR. CIRIELLO: Yes. Whenever we have any  
9 meetings on this tower proposal, I would think it  
10 would benefit us if we come in and you had a list,  
11 1 through 10 or 1 through 20 of every conceivable  
12 possibility of keeping this tower going.

13 MR. WUELLNER: Okay.

14 MR. CIRIELLO: So I was going to ask, would it  
15 be proper if you follow through with the  
16 information I gave you to make a few phone calls up  
17 north and find out what their situation is? And as  
18 one of the items on next month's meeting, if you  
19 could give us a little thumbnail to see if --  
20 whether this board would even consider trying to go  
21 that avenue if it ever came down to it.

22 MR. WUELLNER: Okay. Okay.

23 CHAIRMAN YOUMAN: Mr. Cox?

24 MR. COX: To clear up any confusion on my

25 part. Are -- you're not suggesting or are you

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1 suggesting that we table the issue of what to do  
2 with the tower until the next meeting in April?

3 Here's the reason I ask. I don't -- I want to  
4 give our team at the tower some confidence that  
5 they're going to have a job next month and I don't  
6 want people bailing out and we lose the great team  
7 that we have. And, you know, maybe if we could  
8 just reach a consensus among us that we're going to  
9 move forward with some method to --

10 MR. WUELLNER: This -- this is the -- the  
11 complicating piece of this. I think it might -- in  
12 order to be sure that you could get to this point  
13 next month, the possibility exists you'd need to  
14 jump in and at least cover a month's worth of  
15 expenses through RVA to be sure.

16 But I think right this minute based on some  
17 background that we hear, it may not be necessary to  
18 actually expend any money on it. And the reason I  
19 say that is, I mentioned at the beginning that  
20 there's a -- they are phasing in the closures. And  
21 at this point, if that preliminary -- which is  
22 unofficial, but if that preliminary information we  
23 have is true, then we would have the additional  
24 perhaps as much as a month before our number comes

25 up for closure. So you -- I think the probability

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1 right now is less than 50 percent we would actually  
2 need to pay something to keep it open until which  
3 time as you'd meet again.

4 But I want the board to understand that is a  
5 possibility. So there is -- you know, there is the  
6 possibility of having to at least by the month to,  
7 you know, get -- get all the alternatives on the  
8 table and see if you want to go any further than  
9 that. But there's also the possibility we don't  
10 have to pay anything to have that conversation  
11 and --

12 MR. COX: Maybe.

13 MR. WUELLNER: -- beyond that, I don't know  
14 how to --

15 CHAIRMAN YOUMAN: May I ask a question here?  
16 Would it be -- this -- this is out of sequence,  
17 too, with the public, but we almost seem of like  
18 mind, I think. I may be wrong what I'm reading  
19 from the board members, but tell me if I'm wrong.

20 I believe that we should give Ed the  
21 opportunity to take an aggressive approach to work  
22 with the injunctive relief, et cetera, to list the  
23 items like Mr. Ciriello is stating, but give him  
24 the opportunity that if something happens between

25 now and next month, that he can support the tower's

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1 efforts to stay open by giving him the ability to  
2 make this a budget item to pay for it.

3 MR. COX: Executive discretion.

4 CHAIRMAN YOUMAN: Executive discretion.

5 Because we're in a -- we're in an emergency-type  
6 situation in my opinion, that time is of the  
7 essence and it's critical. Mr. Ciriello?

8 MR. CIRIELLO: I kind of agree with what  
9 you're saying. I wouldn't want to go down without  
10 a fight. And if it came down to the option that  
11 when they say we have to close by a certain date if  
12 we could say, hey, wait a minute, we're willing to  
13 pay for a couple of extra months out of our own  
14 pocket to keep going for a few months to see if we  
15 can resolve this, with all that surplus money and  
16 everything we've got, I certainly wouldn't object  
17 to using Authority money to keep that tower going  
18 for however long until we get counted out.

19 CHAIRMAN YOUMAN: And we can keep reviewing  
20 this -- this within the budget confines whether we  
21 can afford it month after month.

22 MR. CIRIELLO: As long as we have some money  
23 there to fight the fight.

24 CHAIRMAN YOUMAN: Mr. Mercer?

25 MR. MERCER: My only issue with that idea,

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1 because in spirit I'm with you guys, is I don't  
2 feel comfortable voting on a budget expenditure  
3 when I don't have the details here to feel  
4 comfortable with that.

5 We haven't gotten any information ahead of  
6 time on here's the budget, here's where it would  
7 come from, these are what the -- how the numbers  
8 fall out. I wouldn't be opposed to having a  
9 special meeting before April 7th and coming back to  
10 be more informed and more prepared. But one of my  
11 commitments when I ran for this office is I was  
12 going to be careful with using airport revenues and  
13 authorizing expenditures. I mean that with all due  
14 respect to everybody here on the board including Ed  
15 who is seated at the table.

16 CHAIRMAN YOUMAN: Any other comments?

17 MR. COX: Yeah. Just -- and I totally dis --  
18 I totally agree with Matt on what he just said,  
19 and -- but I want to go back to that issue of  
20 giving our staff in the tower the confidence that  
21 they're going to be able to have a position within  
22 the next period of time.

23 Because if -- put yourself in their shoes. If  
24 you knew that in 30 days -- with a possibility in



25 30 days you didn't have a job, what would you do?

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1 You'd start looking for another job. And we may  
2 have four or five people bail out all of a sudden  
3 and we're -- all of a sudden we don't have a tower  
4 whether we want one or not. We're not going to  
5 hire a bunch of other people right away.

6 I mean, it's just -- so I'm -- you know,  
7 there's got to be some way that we can work this so  
8 that it gives them the confidence that we're going  
9 to back them and that they -- one way or another  
10 they're going to have a position available. And I  
11 agree that we should -- we should absolutely, you  
12 know, over -- have oversight on a budgetary item to  
13 try to figure that out.

14 But I'm thinking with executive discretion to  
15 say we're going to go ahead for the next 30 days  
16 and make this work, you know, with a budgetary cost  
17 and then we can nail -- we can nail down the finite  
18 items and then adjust that budget as we -- as we  
19 find out what the -- you know, the finite items are  
20 on that. Does that make sense?

21 CHAIRMAN YOUMAN: It makes sense.

22 Mr. Ciriello?

23 MR. CIRIELLO: We're not talking about an  
24 unknown here in the budget. We're talking about

25 the money that's in there right now from this --

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1 our budget that we're working on and we know how  
2 much is in there --

3 CHAIRMAN YOUMAN: I know.

4 MR. CIRIELLO: -- and we won't exceed it  
5 naturally and go zero zero. But we do know -- you  
6 know, it's not like an upcoming budget where we're  
7 not sure of what's going on. We do know there's  
8 money there and how much is there, and I don't see  
9 any problem in letting this board, Ed or anybody  
10 else tap that to keep that tower going.

11 MR. COX: I think what Mr. Mercer was talking  
12 about is, is it \$51,000 a month or is it \$35,000 a  
13 month and where are we at somewhere in there? It's  
14 got to -- you know, we need to have a finite figure  
15 so that we know exactly what we're doing with.

16 MR. CIRIELLO: Okay. I gotcha.

17 MR. WUELLNER: I think you will know that  
18 definitely by the next meeting.

19 MR. COX: Uh-huh.

20 MR. WUELLNER: The only thing we have at this  
21 point in terms of a -- the estimate of what it  
22 actually costs per month was a response to our  
23 inquiry directly of the contractor, of RVA, who is  
24 the contract tower provider. So we have a cost

25 number there.

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1 The -- the actual fiscal transaction as far as  
2 this board's concerned would be technically just  
3 the allocation of that contract cost out of  
4 reserves for one month. As we get the next  
5 Authority meeting, any further expenditure, you  
6 know, is subject to all that discussion that we're  
7 already talking about for April. Just -- just is  
8 the only explanation I can give you.

9 MR. MERCER: Will they get no -- I mean,  
10 how -- will the notice -- will there be 30 days'  
11 notice or how -- if it does come about, because  
12 again we don't know -- the light switch on this  
13 whole political football could get turned off  
14 tonight and we don't know.

15 MR. WUELLNER: For all I know.

16 MR. MERCER: But --

17 CHAIRMAN YOUMAN: I believe --

18 MR. WUELLNER: Are you referring to the  
19 employees themselves?

20 MR. MERCER: Yeah.

21 MR. WUELLNER: Maybe Mark could better --

22 CHAIRMAN YOUMAN: Hold on. Hold on. Hold on  
23 for a second, please.

24 MR. WUELLNER: I'm sorry. I don't want to

25 create the chaos. It's not up to me.

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1 CHAIRMAN YOUMAN: Hold on for a second. What  
2 was I going to say?

3 MR. WUELLNER: Hold on.

4 CHAIRMAN YOUMAN: Yeah, I know.

5 MR. GEORGE: Public comment. Public comment.

6 CHAIRMAN YOUMAN: We will. I just want to say  
7 some -- I just want to say we have an airport  
8 administrator here and he's very qualified in what  
9 he's doing and we hired him to do what he has to do  
10 in situations like this.

11 And I believe if we have the faith and trust  
12 in Mr. Wuellner, that we should not have a problem  
13 of letting him aggressively attack this within the  
14 next 30 days and give him the discretion to make a  
15 \$51,000 payment if he has to if we -- all we have  
16 to do ourselves is review the budget and we can see  
17 the money's there. That's my comment on that  
18 issue. And now it's time for public comment.  
19 Mr. Napier, did you want to --

20 MR. WUELLNER: I don't know if you wanted to  
21 address -- let Mark at the tower -- the tower  
22 manager --

23 CHAIRMAN YOUMAN: Yeah --

24 MR. WUELLNER: -- directly address this

25 question.

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1 CHAIRMAN YOUMAN: -- that's who I just said.

2 I was going to ask Mr. Napier if he'd like to make

3 his comments now and we could direct these

4 questions towards him. Is that agreeable,

5 Mr. Mercer?

6 MR. MERCER: I'm sorry? Yes, that's fine.

7 MR. NAPIER: Mr. Chairman, members of the

8 board and --

9 CHAIRMAN YOUMAN: Please state your name.

10 MR. NAPIER: -- community, thank you, so much.

11 My name is Mark Napier, and I am the air traffic

12 control manager here at St. Augustine Northeast

13 Florida Regional Airport.

14 I came in today to be a member to assist the

15 board in any technical questions that they might

16 have. Mr. Wuellner so eloquently detailed all the

17 ifs, ands or buts that have been presented thus far

18 with the sequester and the tower closures. It's an

19 unknown for all of us.

20 The tower members have been extremely touched

21 by the amount of support that they've received from

22 the members of the flying community as well as the

23 airport personnel, and it really has meant a lot to

24 each and every one of us. We feel we've been an

25 integral part of the community here for the last

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1 ten years, and we hope we have many more years to  
2 come.

3 My purpose here today is to answer as I said  
4 any technical questions reference operations. Our  
5 job as we see it is the safe and expeditious  
6 movement of air traffic within this airspace and on  
7 this airport on the movement area. And so in doing  
8 so, our job is to mitigate any possible risk to the  
9 NAS, which is the National Airspace System, or to  
10 the flying community as a whole.

11 And so in doing so, we anticipate separation.  
12 We base separation -- as you saw sometimes our  
13 separation criteria gets down to, I mean, literally  
14 seconds due to the number of aircraft that we deal  
15 with here on a daily basis.

16 And these numbers are unique to St. Augustine.  
17 Not that it's just a large volume, but it is the  
18 different air frames, the different experience  
19 levels. And then your complexity comes in with  
20 the -- not only the airspace, but with the student  
21 pilots just like Mr. Wuellner had mentioned that  
22 might not necessarily have a great grasp of the  
23 English language.

24 So we have felt that it was in everyone's best

25 interest to keep an air traffic system alive here,

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1 and we're greatly moved by the board and I truly  
2 believe that y'all understand exactly the -- the  
3 position that we feel that we play here at  
4 St. Augustine.

5 And if y'all have any questions of me, feel  
6 free to call me at any time. You can reach me  
7 either in the tower or on my personal cell phone.  
8 If you have any questions for me here at -- at the  
9 meeting right now, I'd be happy to answer.

10 CHAIRMAN YOUMAN: Mr. Cox?

11 MR. NAPIER: Yes, sir.

12 MR. COX: Mark, would you be able to answer  
13 that question I asked Ed about the statistics on  
14 incidents or accidents --

15 MR. NAPIER: We do have statistical data --

16 MR. COX: -- control tower versus noncontrol?

17 MR. NAPIER: Right. The statistical data that  
18 they base on these -- I know a lot of the pilots  
19 here have been to the Runway Safety Action Team  
20 meetings that they'll have throughout the year at  
21 different airports.

22 What they'll basically do, though, is they  
23 take typically airports that are controlled  
24 airspace. The FAA rarely deals with noncontrolled

25 facilities. And therefore when they break down

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1 their numbers, when they're talking about pilot  
2 deviations, operational errors and so forth, it is  
3 based on a fiscal year and it is based on those  
4 particular airports that report to the FAA.

5 However, in one of the latest years 2012, 86  
6 percent of deviations occur within the general  
7 aviation flying community. It's not saying that  
8 they don't fly as well. What it does say is that  
9 there is an inherent risk at the general aviation  
10 level that you might not have at the corporate  
11 level or the facilities that deal mostly with your  
12 air carrier operations.

13 Air carrier operation errors are less than 10  
14 percent. You've got a situation in these bigger  
15 airports -- they say they fly so many more  
16 operations at say a Chicago O'Hare or Atlanta.  
17 Well, they also have a setup of procedures that are  
18 designed to separate these aircraft. We call it  
19 procedural deconfliction.

20 And so these airplanes are lined up in a  
21 straight line. They make them line up in straight  
22 for a hundred miles to four separate runways. So  
23 there is -- the chances are mitigated that you'll  
24 have an operational error or a near, you know,



1 At these general aviation airports, this is  
2 where as they used to say the rubber really meets  
3 the road. This is where that you have all of the  
4 components built in to have an issue because you  
5 have so many other avenue -- you have people coming  
6 in from every direction. They're all not  
7 necessarily lined up in a straight line.

8 I -- I read a piece in the paper about them  
9 taking a -- the streetlights, you know, your  
10 stoplights and your stop signs away from your  
11 highways. Well, it kind of equated to what they  
12 were doing to the smaller airports by removing the  
13 air traffic system.

14 Is it still a viable system? Sure, there are  
15 plenty of airports out there that do not have air  
16 traffic. Do they have the volume that they have  
17 here at St. Augustine? No. Do they have the  
18 complexity? Do they have the air carrier -- or the  
19 corporate jet traffic? No.

20 St. Augustine is extremely unique, and  
21 therefore, you know, it's imperative that we  
22 continue -- I believe to continue as we're going.

23 MS. BARRERA: Mark, I know that you mentioned  
24 that -- about the English as a second language and

25 we have Customs here. How many -- what percentage

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1 would you say of our flights would -- that come in  
2 are you having to deal with English being a second  
3 language?

4 MR. NAPIER: The -- right now, the students  
5 that we deal with here at St. Augustine, their  
6 primary focus from Florida Aviation and Florida  
7 Flyers, the flight schools that are located here,  
8 are of a European and southeast and southwest Asia.  
9 You also have airports that are further south than  
10 here they deal with Chinese. I would say it's --  
11 you're talking 75 to 80 percent that English will  
12 be a second language.

13 MS. BARRERA: So it's significant.

14 MR. NAPIER: Absolutely.

15 CHAIRMAN YOUMAN: I just have one question. I  
16 came from a railroad environment, and safety is its  
17 number one consideration in the railroad  
18 environment.

19 The early days of railroading, there was  
20 multiple accidents, injuries, and deaths because  
21 there were no controls, no dispatchers, and things  
22 like that and they evolved over time just like  
23 aircraft did. And it's amazing the similarity in  
24 controlling operations between air and rail and the

25 structures involved.

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1 And just one little comment. Like going  
2 across runways where the airplane operator has to  
3 repeat the instructions back to the tower. That's  
4 something that's been going on in railroading for  
5 years. And I guess they picked it up from  
6 railroading.

7 But the end of my comment is I'm safety  
8 orientated number one in all phases and I'm not  
9 about to be a member of a board where two planes  
10 collide over homes and drop on a home because  
11 there's nobody in the tower. It's as simple as  
12 that.

13 MR. NAPIER: Yes, sir.

14 MR. MERCER: Mark, I just had a comment.

15 MR. NAPIER: Yes, sir.

16 MR. MERCER: I just want to tell you how  
17 many -- I haven't met you before, but I've had a  
18 number of people in our St. Augustine Airport  
19 Pilots Association club say what a great job that  
20 Mark is doing as a supervisor of the tower and  
21 really being very responsive. And so I just heard  
22 great things about you.

23 MR. NAPIER: Okay.

24 MR. MERCER: We appreciate y'all's work in the

25 tower.

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1 MR. NAPIER: Only as -- only as strong as the  
2 team and we sure all appreciate that. Thank you.

3 MR. COX: Don't get a big head.

4 MR. NAPIER: No, nothing like that. All  
5 right. Thank you.

6 MR. GEORGE: Get back to work.

7 MR. MERCER: Who's in the tower?

8 MR. COX: There's been 5,000 operations since  
9 you got up here.

10 CHAIRMAN YOUMAN: I hope -- Donna, I was  
11 hoping to say your name, last name correctly.  
12 Tostevin -- Tostevin.

13 MS. TOSTEVIN: Close enough. Tostevin.

14 CHAIRMAN YOUMAN: Tostevin. Sorry. I just  
15 know you as Donna.

16 MS. TOSTEVIN: That's good. I'm Donna  
17 Tostevin, St. Augustine Beach. I've been here for  
18 many years since 1986 flying before the tower,  
19 after the tower.

20 I really can't add any much more than what  
21 Ed's done today, and what with all the work that Ed  
22 and his staff have done today. So -- I've been so  
23 gratified. Coming here, I was a little concerned  
24 about what the rest of the board might want to do

25 to help support all the work that Ed has done, and

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1 I feel a lot better knowing that possibly after

2 April the 7th, we still may have a tower.

3 I was concerned about people who may have  
4 flown here for many years didn't realize how much  
5 this airport has changed. People say, well, I can  
6 always get in and get out. You know, you do one  
7 landing, you go out, you go to Palatka, and then  
8 you come back. Yeah, but it's the getting in and  
9 the getting out.

10 So I do, I feel a lot better knowing that  
11 after April the 7th -- because we still are looking  
12 at the 7th. If we have an extra couple of weeks  
13 before we actually get our number, okay. But  
14 looking at April 7th.

15 Anyway, so I really can't add much more except  
16 standing from the flight school here, Florida  
17 Aviation Career Training, we are definitely in  
18 support of working with you and hoping that we'll  
19 be able to continue and the Airport Authority will  
20 be able to find the funds to help budget for the --  
21 for the tower.

22 Because as was mentioned, the students that we  
23 have, we have a lot of local students English  
24 speaking. We also have a lot of students that are

25 not their first language English. And those

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1 people -- people say, well, yes, but they're here  
2 in the United States and they should be able to  
3 speak English. And that's the argument on the  
4 other side and definitely true, and we're working  
5 our best and we're working hard to get them to that  
6 point of English speaking.

7 In the meantime, they have been here students  
8 already, used to a tower. They may then after  
9 April 7th go, oh, wait a minute. Now what do I do?  
10 There's no tower. So those -- they're still going  
11 to be having to work out the differences.

12 Anyway, from our flight school, we appreciate  
13 everything and we real -- for me, I feel a lot  
14 better and a lot of hope because of all the work  
15 that's been done and it looks like you're going to  
16 all work together to work together to find the  
17 funds because like Carl said, if there is one  
18 instance where you have two planes with a midair  
19 collision, then what will you say? Could I have  
20 done something to prevent it? And maybe it's one  
21 of our school's airplanes. Maybe it's one of you  
22 flying and you may not make it home that night.  
23 Thanks.

24 CHAIRMAN YOUMAN: Thank you. Mr. Slingluff?

1 to the microphone, for those of you making public  
2 comment today, please state your name and address  
3 for the record. It can be an address that is your  
4 residence or your business.

5 MR. SLINGLUFF: Michael Slingluff, Galaxy  
6 Aviation in the main terminal.

7 I want to thank you for a chance to speak. I  
8 had prepared some notes, but I think like most of  
9 us in this room, we're in absolute disbelief that  
10 this is coming to pass and that this -- this  
11 closure is looming on the horizon.

12 Mr. Mercer, I think that the national alphabet  
13 groups like NATA, NBAA, they've all been like us  
14 saying that this is not going to happen, this is  
15 just political posturing. Because you have to --  
16 you really have to think about the cascade event.  
17 It's not just closing the tower.

18 It -- it's all the -- all the ramifications it  
19 creates. I'll use an example that occurred just  
20 last week. I think it was Wednesday or Tuesday, we  
21 had some marginal weather here. The tower was  
22 calling it 600 overcast. The light was on. But  
23 I've got 14,000 hours and I walked outside and  
24 looked up and it looked pretty bright. And I

25 started thinking that's the problem. We're going

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1 to have pilots out there who are IFR, but they can  
2 make the decision that we're not IFR, get in an  
3 airplane and take off.

4 There could be three airplanes on approach, on  
5 an IFR approach in -- in -- in the clouds and no  
6 one is talking to them. It's -- it's those kind of  
7 cascade events. What happens to the airspace?  
8 We're a Class D airspace right now. Radio  
9 communications are required.

10 You take the tower away, do we become a Class  
11 E airspace? How does that affect transitioning  
12 into Jacksonville? Is Jacksonville International  
13 going to be overwhelmed with training flights?  
14 Because a lot of the training flights that are done  
15 at this airport are done here for the tower  
16 environment. They come up from Ormond Beach to  
17 St. Augustine for the tower environment. They need  
18 to log so many hours in a tower environment.

19 We do have a unique set of aircraft operating  
20 here. We've got everything from the home-builts.  
21 Some of them are very slow. We've got a gyrocopter  
22 here. That's about as slow as I -- I can think.  
23 And we also have some very fast home-builts and  
24 aerobatic aircraft that all operate in coordination



25 with the tower.

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1 And then on top of that, we drop in Grumman  
2 flight test programs, other military aircraft that  
3 are truly popup. Mark, they don't call you 50  
4 miles out. You don't know they're coming. They're  
5 just on the horizon. And all of a sudden, we're  
6 all scrambling because we've got large helicopters  
7 or a C-130 coming in. Those are the -- that's the  
8 ramification we really need to worry about.

9 And yes, there should be some injunction on  
10 this because it has not been well thought out. And  
11 that's the big concern. Can we all go back to an  
12 unicom system? Sure. But could you turn off every  
13 streetlight in town and leave them off and get home  
14 safely? It's going to be a game of chance and I  
15 don't think we can afford to do that at this  
16 airport.

17 So I -- I'm glad to hear that we're looking at  
18 the positive side of this and trying to find a  
19 solution and not just becoming victims. Thank you.

20 CHAIRMAN YOUMAN: Any questions for  
21 Mr. Slingluff?

22 (None.)

23 CHAIRMAN YOUMAN: Thank you, Mr. Slingluff.

24 Mr. Miceli?

1 Jacksonville, Florida. I'm the president of the  
2 Pilots Association, 250-plus members. I'm here  
3 representing them people. We would definitely like  
4 to see the tower stay.

5 I have 40 years' experience with the FAA.  
6 I've seen a lot. This is going to self heal. It's  
7 just a matter of time. I think Mr. Wuellner had it  
8 perfect. Let's buy a little time. It will get  
9 fixed.

10 I'm also a pilot. I fly in and out of this  
11 area. And if you fly with me and you see my radar,  
12 you would be scared to fly around here. There is  
13 so many planes, it is amazing. If it wasn't for  
14 the tower controlling that airspace, we'd be in  
15 trouble. We would sure like your vote to pass  
16 this. Thank you.

17 CHAIRMAN YOUMAN: Any questions?

18 (None.)

19 CHAIRMAN YOUMAN: Warren?

20 MR. RAUHOFER: I'm Warren RauHofer. I live at  
21 159 South Roscoe in Ponte Vedra Beach.

22 I'm just as shocked as everybody when I heard  
23 that the tower was closing. One of the things that  
24 I did a lot with Ed is I've always tried to promote

25 this airport, not only because I'm a pilot, but

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1 because of the tax base that it generates. That  
2 out there, folks, is the best tax base we have in  
3 this county. And it should be protected.

4 Now we didn't mention it before, but I'll  
5 mention it now. Any time you have a negative  
6 impact, and this is obviously a negative impact, to  
7 this airport your affect -- you're affecting our  
8 tax base. What does the tax base means? It means  
9 we'd be paying more for services that we -- we  
10 enjoy here in St. Johns County, which is a very  
11 nice place to live.

12 So, that I want -- I did want to bring up,  
13 because anybody that says if you're sitting around  
14 talking to people that aren't pilots and don't  
15 really know anything about the airport, you just  
16 mention what this airport does for this county.  
17 It's our -- it's the tax base that it generates.

18 When I -- just before they built the tower, I  
19 was talking to some people over at Grumman that  
20 were running Grumman, and they were very excited  
21 about the tower coming in because the tower was  
22 able to launch them into a higher elevation as far  
23 as getting business, because at that particular  
24 time, they couldn't do very much -- they only had

25 limited military business. And with a control

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1 tower, they were able to -- to expand their  
2 business and grow their business here because they  
3 were able to bid on military contracts.

4 It was the same with -- you have to think of  
5 it the same way with airplanes that fly in and  
6 get -- and -- into Mike's place, Galaxy. They're  
7 allowed to do that because it's a control tower.

8 Jets can -- and now you say, well, a jet could  
9 come in and land. Yeah, but I'll tell you, there's  
10 a lot of jets, and the whole thing boils down to  
11 one thing. The insurance company that's insuring  
12 that jet is not going to allow certain jets into  
13 uncontrolled airspace or uncontrolled -- an  
14 uncontrolled field. You have all kinds of  
15 negatives that can be conjured up by closing this  
16 airport -- this tower down. And I just want to see  
17 it nice, safe and healthy.

18 I agree with the board members. I really --  
19 we've had disagreements in the past, very colorful  
20 ones, but I want to -- it's nice to see a  
21 shoulder-to-shoulder looking at this thing in the  
22 right way and that's to make sure that that is  
23 protected out here and we're protected.

24 And the safety is -- and the \$35 million?

25       Hmm. When Ed brought that up, I said jeez, and Vic

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1       said, you know, \$35 million, what's that, chunk  
2       change. And \$35 million, they start Air Force One  
3       up and go on a trip and back. Thanks, very much,  
4       folks.

5       CHAIRMAN YOUMAN: Any questions?

6                (None.)

7       CHAIRMAN YOUMAN: Mike Thompson?

8       MR. THOMPSON: Thank you, sir. I'm Mike  
9       Thompson. I live in Fruit Cove. I'm just here  
10      speaking for myself today. I don't get to  
11      represent SAAPA or the retired airline pilots or  
12      anything. But -- and as usual, Mr. Wuellner stole  
13      some of my thumber -- thunder.

14      It's interesting that after watching this  
15      incredible analysis he just put up that somebody  
16      really wants to argue about his worth to the  
17      airport, and I guess we're going to have that as a  
18      separate conversation.

19      You know five years ago we fought a battle  
20      against user fees and at best we won a reprieve.  
21      John Mica didn't help much. You know he said he  
22      was. He was talking out of both sides of his  
23      mouth. He wasn't any help at all.

24      My concern and my only concern is -- and I'm

25 going to tell you what, nobody stands any stronger

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1 with the tower folks than I do. I mean, I haul  
2 honey up there to them every month or so when they  
3 is get low on honey. I just think the world of  
4 what those folks do. And that's one little way I  
5 can show my appreciation to them. You know, it's a  
6 fine group of people.

7 Our daughter flies for one of the majors out  
8 of Atlanta. First time she came in here with me,  
9 we'd been up to pick up she and the grandchildren,  
10 and after a landing, turned off of 13 and ground  
11 comptroller says "Welcome back, Gunner." And she  
12 looked at me just aghast. She said, "Boy, they  
13 never do that for us in Atlanta." Which you can  
14 kind of understand. But I trust Mr. Wuellner. The  
15 rest of them, your lawyers and politicians, not so  
16 much, okay?

17 MR. COX: Hey, there.

18 MR. THOMPSON: Hey, I'm sorry, but there's at  
19 least two of you here that I know are on the dark  
20 side. And this nice lady over here, she just does  
21 her thing. The rest of you, I'm a little concerned  
22 about.

23 I don't want this to be a user fee, you know,  
24 the next time our hangar goes up 50 or a hundred

25 bucks. You know, I don't want to be sitting there

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1 saying are we paying for the tower with this? I  
2 want the tower here, but folks don't make any  
3 mistake: This is a political endeavor on the part  
4 of the administration in Washington, D.C.

5 Mr. Wuellner brought up one point I was going  
6 to bring up. Three-fourths of them are in  
7 Republican districts. Funny how Craig got spared  
8 and we didn't, isn't it? But Corrine delivers.  
9 Don't want to hurt anybody's feelings here. It  
10 might be a union member, former union member.  
11 Trial lawyers, I know are big Democrats. Not a  
12 single, not a single FAA union employee is going to  
13 lose their job over this. Not one. Now you tell  
14 me how that's -- measures up to anything but  
15 politics and I'll be glad to listen. But I don't  
16 think you can make that argument.

17 You guys may have a union, I don't know, Mark,  
18 but it's not PATCO or there's not a -- whatever the  
19 current union's called. I've already forgotten  
20 now. But not a single FAA employee is going to  
21 have their job eliminated as a result of this.  
22 It's all on the -- on the backs of the contractors,  
23 all right?

24 Within the last 60 days, the FAA's IG, their

25 IG released a report pointing out that the contract

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1 towers were more efficient and safer than the FAA's  
2 own towers. Where is the mention of that been in  
3 all of this discussion? Haven't heard a word about  
4 it, you know.

5 There are some innovative ways to deal with  
6 this. We've got a lot of local talent. My only  
7 recommendation to Mr. Wuellner -- and he's a smart  
8 guy. I don't -- I don't ever recall listening to  
9 him speak and say, boy, I sure would have done that  
10 differently.

11 But, you know, it's got to be approached as a  
12 completely separate negotiation from what the FAA's  
13 done in the past, you know. Say, hey, look, this  
14 is us talking to you guys about what you're going  
15 to do to keep you in a job. And, you know,  
16 sometimes half a loaf is better than no loaf at  
17 all. Just my thoughts on the subject.

18 Injunctive relief. Man, that's a great thing.  
19 Let's go sue them. It's a great country. The  
20 Obama administration has disobeyed injunction after  
21 injunction after injunction issued by the federal  
22 courts.

23 I'm not too sure it'd make a lick of  
24 difference, guys, but I think you ought to go after



25 it. I'd be a moral victory. But those guys don't

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1 do what they don't want to do. And that's where we  
2 are today. Thank you, very much.

3 MS. BARRERA: Gun --

4 CHAIRMAN YOUMAN: Gunner?

5 MS. BARRERA: Mr. Thompson --

6 MR. THOMPSON: Yes. I'm sorry.

7 MS. BARRERA: -- I wanted to ask you. I know  
8 you were involved with AOPA safety years ago. Do  
9 you have any information to impart about the  
10 uncontrolled airports and aircraft on the ground  
11 incidents?

12 MR. THOMPSON: I can sure call them and get  
13 that information. Frederick is one of only two or  
14 three -- of course Maryland's a tiny state by  
15 comparison. We've got better golf courses than  
16 they've got airports. But Frederick is -- they're  
17 losing their tower, too. I'm sorry. But, yes,  
18 I'll be glad to call -- call up there.

19 MR. COX: I've landed on some of those,  
20 Gunner. It's okay.

21 MR. THOMPSON: I've landed on some very nice  
22 airports myself in my day, so I'm not -- yeah,  
23 that's -- that's something that I was -- I made a  
24 note to myself to do and I'll see if I can get that

25 information to Mr. Wuellner and to anybody else

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1 that would like to have it.

2 MS. BARRERA: Thank you.

3 MR. THOMPSON: Anybody want to take a swipe?

4 I've got plenty of insults left, you know. Got a

5 couple of Darth Vaders sitting here. What are you

6 going to do with them? Thank you, very much.

7 MR. MERCER: Thank you.

8 CHAIRMAN YOUMAN: Now the eloquent Mr. Wayne

9 George.

10 MR. COX: Who?

11 MR. WUELLNER: Who?

12 CHAIRMAN YOUMAN: Buzz. Buzz.

13 MR. COX: Who?

14 MR. GEORGE: Stands for buzz off, guys.

15 MR. COX: State your name and address, sir.

16 MR. GEORGE: Buzz George, 223 South Matanzas

17 Boulevard, St. Augustine, Florida.

18 Most of the people here I feel share my next

19 comment. We are all very pleased at your apparent

20 concern of the tower and your commitment to making

21 something happen to stay through to the end, and we

22 applaud you for that.

23 The reserve fund is there as a reserve against

24 unexpected expenses. You guys control that purse

25 string. This is an unexpected expense. If you are

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1 concerned about there not being a cap on it, then  
2 in your motion approve Mr. Wuellner to spend  
3 \$55,000, \$60,000. That gets a cap on it and it  
4 forces you to take a look at it next time.

5 While the -- the next sessions are going on  
6 the next month or two, I urge you to look at other  
7 ways that we can help solve this. Item one, Joe  
8 brought up a great idea about an ATC control tower  
9 training program. We've got Jacksonville right up  
10 the road. I'm sure they would love to get involved  
11 with that with us.

12 Item two, there are a lot of other  
13 organizations on the field that might want to  
14 contribute to that \$51,500 or whatever. I would  
15 ask Galaxy. I would ask Grumman. I would ask  
16 Customs. And I would ask some of our other tenants  
17 that it is worthwhile for them to commit \$500 a  
18 month, a thousand a month, to keeping that open for  
19 three or four months for us to investigate it.

20 I applaud you again and thank you for having  
21 the foresight to want the tower here, and the  
22 people that elected you can be proud of you.

23 CHAIRMAN YOUMAN: Thank you, Mr. George. Any  
24 questions?

1 CHAIRMAN YOUMAN: Ms. Reba Ludlow?

2 MS. LUDLOW: I don't have to walk all the way  
3 down there, do I? Reba Ludlow, 46 Village Walk  
4 Drive, Ponte Vedra Beach.

5 I just -- I don't want to waste any more time.  
6 I want to say something different than everyone  
7 else is saying, and part of it is that you are  
8 all -- as Matt brought up many times, we're  
9 stewards -- you're stewards of the county's money  
10 and it's a no-brainer.

11 How can you cut out over \$500,000 in revenue  
12 to the county? No tower, no money, you know, it  
13 just makes a big big impact on that. And yes, we  
14 do love the tower. And I love my kids flying here,  
15 but I don't want them in the tower. I don't want  
16 the kids up there telling me where -- where to go  
17 when I'm not sure exactly. Let's see.

18 Okay. No tower. If we had no tower, the next  
19 thing, we would be having accidents, that's bound  
20 to happen 500 ops a day, and then we would be  
21 facing closure. So it's just a no-brainer as far  
22 as I'm concerned. That's all I have to say.

23 CHAIRMAN YOUMAN: Thank you, Mrs. Ludlow. Any  
24 comments from the board?

1 CHAIRMAN YOUMAN: Then the inimitable  
2 Mr. Victor Martinelli.

3 MR. MARTINELLI: Thank you. Excuse me. I may  
4 be old, but I think I'm still all here. Anyway.

5 MR. WUELLNER: Swing a mean cane.

6 MR. MARTINELLI: Let me first say I'm very  
7 very proud of the board and what you have done to  
8 date because as an attendee to this meeting, I'm  
9 getting the feeling that you definitely want to see  
10 that the tower stays here and that we are able  
11 somehow to manage that.

12 Secondly, I think Ed has presented just about  
13 every avenue to look at this that there is, except  
14 for one 800-pound gorilla which is in the room, and  
15 I'd like to pursue that.

16 First of all, I'm under the assumption we are  
17 going to have a tower. One way or another, we're  
18 going to have the tower here. We must have the  
19 tower here. And so the question is, how does that  
20 happen? How does it take effect?

21 Well, one of the big concerns which Ed voiced  
22 very clearly is that once you fund this, you go to  
23 the back of the line as far as FAA is concerned  
24 getting it re-funded, whether you do it as a

25 private tower or whether you do it back in the

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1 queue of getting what we have now. So I think  
2 that's something we need to think about because the  
3 probability of it happening is there and we must  
4 consider it.

5 There were two things that Ed brought up. One  
6 was a letter of no prejudice from the FAA if we  
7 decide to fund it. I think that's something that  
8 can be looked at immediately to determine whether  
9 or not that can happen. And secondly, the  
10 800-pound gorilla which is go back on the tax  
11 rolls.

12 And I think that's a way of funding it. It's  
13 a very logical way of funding it, and if I were not  
14 a pilot, if I were not on this the airport with my  
15 airplane and just a tax-paying citizen, if I knew  
16 the \$500 million economic impact that this airport  
17 has and how that helps me with my taxes that I pay  
18 to the county, then I think if that's made clear to  
19 me, I think I would say, yeah, I'm willing to pay  
20 40 bucks or 50 bucks a month on my tax bill in  
21 order to keep this airport with the tower and with  
22 all the benefits the tower gives us.

23 So to sum up, thank you. Going forward, we're  
24 going to have a tower. Secondly, pursue the letter

25 of no prejudice. And thirdly, consider going back

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1 on the tax rolls. And if that were the case, I'd  
2 do it in this next budget cycle because the reason  
3 is fresh. The reason is the sequester and we're  
4 suffering from it and we all are suffering,  
5 everyone in the county. So that's my thought.

6 CHAIRMAN YOUMAN: Thank you, Mr. Martinelli.  
7 Any comments? Mr. Ciriello?

8 MR. CIRIELLO: No comment. But Vic is  
9 thinking -- I'm thinking like him, instead of him  
10 thinking like me. I was sitting here thinking we  
11 could always go back on the tax roll. I thought if  
12 I said something like that, I'd be cutting my own  
13 throat.

14 But let me ask Ed, when you propose this new  
15 budget coming up, it would be feasible for you  
16 not -- for you to go ahead and put the ad valorem  
17 tax in the -- what we used to do, because we can  
18 always say take it out. I mean just for us to look  
19 at to see what it would do to help keep this  
20 airport tower going.

21 MR. WUELLNER: Right.

22 MR. CIRIELLO: It wouldn't hurt to put it in  
23 there even though we can all say, well, we'll take  
24 it out.

25 MR. WUELLNER: Right.

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1 MR. CIRIELLO: But I don't think it would hurt  
2 like Vic said to put it in the coming up budget so  
3 that it would give us some idea of where we could  
4 go.

5 MR. MARTINELLI: Can I speak to that just for  
6 a second?

7 CHAIRMAN YOUMAN: Yes.

8 MR. MARTINELLI: As I recall, our ad valorem  
9 tax revenues was what, around 1.7 million,  
10 somewhere in there?

11 MR. WUELLNER: That's somewhat abstract  
12 because depending on the year and the specific  
13 millage.

14 MR. MARTINELLI: Well, what I'm trying to say  
15 is, Joe, the millage that we're authorized to  
16 charge is more than enough to pay for the tower.  
17 That's what I wanted to say. Okay.

18 MR. CIRIELLO: I have no problem with going  
19 back to the tax roll if that would keep that tower  
20 going. But I think there's a maximum of what, .5  
21 that we could charge anyhow, so...

22 MR. WUELLNER: You would be nowhere near that  
23 kind of number, even if that was --

24 MR. CIRIELLO: Like I say, I want to go down



25 fighting. And if we have to raise money that way,

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1 then so be it.

2 MR. GEORGE: Good job, Joe.

3 CHAIRMAN YOUMAN: Ms. Barrera.

4 MS. BARRERA: I just would like to clarify.

5 With the additional revenue that we currently have

6 coming in that was unbudgeted that would not

7 necess -- necessitate the need to go back on the

8 tax rolls to keep the tower open. I'd just like

9 that point clarified for everybody in the room's

10 benefit.

11 CHAIRMAN YOUMAN: And I -- and as chairman, I

12 just want to clarify looking at that is almost a --

13 an impossible last resort, let's put it that way.

14 MR. COX: Comment?

15 CHAIRMAN YOUMAN: Mr. Cox.

16 MR. COX: If we have no tower, we lose 30

17 percent of our available corporate military

18 traffic. We're now in a position of 30 percent

19 less money coming in, funds coming into the

20 airport, you know, arguably. So anyway we're going

21 to find ourselves in a position where we're digging

22 a hole and, you know, it's going to be we're in a

23 Catch-22.

24 So we either make it work so that the tower's

25 there so that we make funds and we can hopefully

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1 dig ourselves out of that hole where we don't have  
2 to go to the -- but, you know, if you're talking  
3 this comes out to \$300,000 a year. That's  
4 approximately, you know, like 20 percent of what we  
5 were charging -- you know, what the ad valorem was  
6 before.

7 You know, I'm just -- I don't know. I think  
8 we're going to be in a world -- I agree it's a last  
9 resort, but I don't think we should cross it --  
10 just summarily cross it off of the option board.

11 CHAIRMAN YOUMAN: We -- we're a five-member  
12 board and I agree with you.

13 MR. MERCER: I'll just say for the record  
14 again, I -- I -- I'm in favor of doing -- having  
15 the matter noticed in a way that we have a meeting  
16 where the idea of tapping into some money that's in  
17 the budget is clear, where I have the data in front  
18 of me, where we actually have the intel on what the  
19 real expense is. We don't know.

20 I'm also in favor of the board making the  
21 decision. If we have to have a special meeting, we  
22 can do that. I think that there has been a  
23 tendency in the last five to eight -- five to six  
24 years to abrogate -- this board has been abrogating

25 a great deal of its authority and responsibility to

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1 the airport manager. I think it's important that  
2 the board fulfill its duty and -- and have the  
3 data, have the intel, have the numbers and then be  
4 able to put it to a vote.

5 CHAIRMAN YOUMAN: I take umbrage to that  
6 comment. This board has been diligent. This board  
7 has maintained strict observance of the budgets.  
8 They followed and they understand where the  
9 expenditures are going. And to sit here and to say  
10 that the boards in the past have not done their job  
11 is an insult.

12 MR. MERCER: Well, I think, Mr. Chairman, with  
13 all due respect, you should listen a little bit  
14 more carefully to the point that I made. In all  
15 candor, I didn't say that the prior boards didn't  
16 do their job.

17 I said there has been a tendency over the last  
18 five to six years for the board to delegate  
19 responsibility and authority to the manager on  
20 decisions that frankly the board should be in a  
21 position to be making.

22 And that's -- that's a simple question of  
23 whether or not the power is going to be vested in  
24 one person or whether the power to make decisions

25 concerning the airport is vested in the board.

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1 Thank you.

2 CHAIRMAN YOUMAN: And the major decisions that  
3 have been passed through this board, Mr. Wuellner  
4 has had to come to the board for approval to  
5 implement those decisions. But he is very  
6 aggressive in what he does and that's what we pay  
7 for him. Mr. Ciriello?

8 MR. CIRIELLO: Yes. More or less in support  
9 of what Mr. Mercer said, years and years ago before  
10 anybody on this board even thought of being on this  
11 board, I used to attend meetings just as these  
12 people out here, and I -- I can't remember  
13 instances right now, but I do remember sitting out  
14 there and a few occasions where the board had a  
15 problem presented to it, and it properly so asked  
16 the director to look into it and take care of it.  
17 But instead -- but they gave the director right  
18 then and there the power to go ahead and take care  
19 of the problem. They didn't say, go get all the  
20 details, come back, and then we'll make a decision.  
21 There have been a couple of occasions where that  
22 has happened.

23 So in effect, what Mr. Mercer said, there has  
24 been a few times -- and I've even said it at

25 meetings myself and it's on the record somewhere

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1 that there have been a few times where the board  
2 doesn't do its job, it shoves it off onto the  
3 director, and I think it's unfair that he has to go  
4 and do something that we should be doing.

5 I've said more than once that this board  
6 doesn't do what it's supposed to do on occasions of  
7 taking a bull by the horn and saying what's going  
8 to happen and what's not going to happen. They  
9 depend too much on staff to direct them and then  
10 they just rubber stamp whatever staff says. That's  
11 happened on occasion. So...

12 CHAIRMAN YOUMAN: Ms. Barrera?

13 MS. BARRERA: Might I suggest that if you do  
14 your homework before you come to the board  
15 meetings, if you contact outside agencies, if you  
16 get outside professional opinions, when you come to  
17 the board meetings, it doesn't take as much  
18 feedback from Mr. Wuellner to provide because  
19 you've already done that.

20 And over the last -- during my term, I've not  
21 only seen that for myself, but I've seen that from  
22 other members of the board. So that would be my  
23 statement as far as where it seems like we're  
24 del -- relegating our responsibilities. Instead of

25 relegating our responsibilities, we've already done

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1 our homework before we come to the meeting.

2 MR. COX: Well said.

3 CHAIRMAN YOUMAN: Mr. Cox?

4 MR. COX: Well said. At some point whenever

5 you can, I would like to have you entertain a

6 motion. So whenever we're done with discussion on

7 this particular issue.

8 CHAIRMAN YOUMAN: I would like to suggest a

9 motion and you can adapt it any way you want. That

10 we have Mr. Wuellner take all aggressive efforts to

11 seek injunctive relief and whatever he can do to

12 find ways he can find to make the tower viable in

13 the long-term nature for safety and revenue

14 considerations, that he be given a three-month

15 ability to fund the tower and that we look at it

16 again after that. Y'all can adapt it any way you

17 want. Ms. Barrera?

18 MS. BARRERA: I -- I would be in favor of

19 looking at once we have more information and making

20 a decision on a much shorter term than a

21 three-month term.

22 I think that looking at either moving our

23 April meeting up a week when we have it a little

24 bit closer to the time that we would be looking at

25 more information as far as the injunction might be

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1 concerned or the letter of prejudice. I -- I would  
2 be more interested in doing that than moving to a  
3 full three months.

4 CHAIRMAN YOUMAN: Go ahead and make the  
5 motion.

6 MS. BARRERA: I'd like to make a motion that  
7 we move our next board meeting up a week to April  
8 the 8th and look at funding the tower up until  
9 we've had that opportunity to meet again. That  
10 would be one day. One -- one or two weeks, we  
11 would be looking at that. How long would it take?

12 MR. WUELLNER: I'm not sure that we can  
13 contract for less than month to month with them,  
14 but we can certainly ask. I mean, I'm just not  
15 aware.

16 MS. BARRERA: Okay. Then I would make a  
17 motion that we look at funding the control tower  
18 for only one month and keep our meeting on April  
19 the 15th and have more information to look at and  
20 evaluate and have an update on the letter of  
21 prejudice on the insurance cost and on all the  
22 particulars it would take for us to fund it. That  
23 would be my motion.

24 CHAIRMAN YOUMAN: Do I have a second?

1 CHAIRMAN YOUMAN: Do I have another motion?

2 MR. MERCER: I make a motion that we give

3 Mr. Wuellner the opportunity to do the

4 investigative work on the numbers, that we

5 reconvene a special meeting of this board next

6 week, this coming week, before -- well before April

7 7th, and we consider the data, we consider the

8 numbers, we consider the actual numbers, and we put

9 the matter to a vote to attempt to address the

10 issue with the tower -- potential tower furlough at

11 that time.

12 CHAIRMAN YOUMAN: Do I have a second on the

13 motion?

14 (No second.)

15 CHAIRMAN YOUMAN: Mr. Cox?

16 MR. COX: Proffer this motion. To approve the

17 executive director have the discretion to fund the

18 air traffic control tower for up to six months with

19 board approval with the caveat that the first month

20 will be at a cap of \$55,000 and with the agreement

21 that the director will provide the board with

22 finite budgetary data for board perusal in order to

23 approve a budgetary support for the tower until

24 September, if necessary.



25 CHAIRMAN YOUMAN: Can I second?

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1 MR. COX: Certainly.

2 CHAIRMAN YOUMAN: I second that motion.

3 MR. COX: Does anybody want me to read that  
4 again? I'll go over it slowly if you need to.

5 Because it gives us the control. It gives -- it  
6 gives the director the ability -- because we need  
7 to buy time. We've only got what, ten days -- how  
8 many days till April 7th?

9 MR. WUELLNER: Ten days.

10 MR. COX: Not very much excluding weekends and  
11 stuff. We won't have the time to get the data that  
12 we need as the board to look at this.

13 And we've got some basic budgetary guidelines  
14 right now of 51 and some change for that. Then we  
15 can reassess the budget for the tower once Ed  
16 brings us some more -- you know, more finite  
17 numbers and look at that again and then go over a  
18 budget that we can live with for the next whatever  
19 we need to.

20 MS. BARRERA: But you're putting in your  
21 motion to go ahead and fund it for six months out.

22 MR. COX: If necessary.

23 MS. BARRERA: If necessary. But only  
24 committing to funding it with a cap of \$55,000 for

1 MR. COX: For the first month, right.

2 MS. BARRERA: But you're not making any other  
3 financial commitment beyond that 55.

4 MR. COX: No. Unless we -- after he brings us  
5 the data, we make the decision to go with whatever  
6 that number happens to be.

7 MS. BARRERA: Okay.

8 MR. COX: That's my intent anyway.

9 CHAIRMAN YOUMAN: Mr. Ciriello?

10 MR. CIRIELLO: Yes. Ed, this April 15th date,  
11 will the tower still be open as far as you know on  
12 that date?

13 MR. WUELLNER: I -- I -- I don't know. My --  
14 the information we have seen up to this point is  
15 tentative. It would suggest the tower would still  
16 be open by the 15th.

17 The way the item came down to us is they will  
18 begin phased closure beginning the 7th of April.  
19 So it's not a guarantee that it would still be open  
20 on the 15th. It could be closed as early as the  
21 7th. I -- until that's communicated to us  
22 officially as this is the date and we're all  
23 heading that direction, I don't -- I can't.

24 MS. BARRERA: That's why my motion didn't

1 MR. WUELLNER: I think that's -- I think you  
2 have -- unless that changes, I think you have about  
3 a month if the phaseout schedule that I've seen  
4 holds. But it was preliminary. If they elect to  
5 change that or communicate it differently to us,  
6 then it could be as early as the 7th.

7 MR. CIRIELLO: Well, I have a little  
8 problem --

9 MR. WUELLNER: I'm sorry I'm being vague, but  
10 that's all I know.

11 MR. CIRIELLO: -- with that motion. It sounds  
12 to me as though here the board is giving you six  
13 months' permission to go ahead and do something  
14 and --

15 MR. COX: Can I read it again?

16 MR. CIRIELLO: Hold on a minute. I would  
17 rather table that motion and just go ahead with  
18 what we're doing now till the 15th and then if we  
19 have to make a drastic measure right then and then  
20 to finance this thing for the next six months or  
21 so, we can do it then. But right now --

22 MR. WUELLNER: Here's the -- just make sure  
23 you're clear on the risk. The risk is if it comes  
24 out that the 7th is the date, then as of the 7th,

25 you are no longer in the Federal Contract Tower

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1 Program.

2 Once you're out of the Federal Contract Tower  
3 Program, the only avenue currently available to get  
4 back into air traffic control in any form or  
5 fashion is through the nonfederal program, which  
6 has a minimum right now six-month wait, meaning the  
7 tower would remain closed for six months or more  
8 until which time as you could get permission to  
9 restart in some form or fashion. So there's an  
10 important need to stay -- the continuity remain at  
11 this point.

12 I think the time line is reasonable right now,  
13 meaning we have a high likelihood that we would  
14 still have till the first few days of May to get  
15 something solved in a -- in a firm way. I just  
16 can't guarantee you that. I think they'll hold the  
17 schedule I've seen, but that doesn't mean they  
18 will. I'm not -- I'm not a party to that schedule  
19 and I have no influence on it at this point.

20 MR. COX: We need to assume it's the 7th.

21 MR. WUELLNER: I think from a backup plan, you  
22 have to assume it's the 7th. The reality is we may  
23 not end up spending a dollar until you've met again  
24 and decided what's -- what's going on.

25 MR. MERCER: Why don't we get together on the

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1 5th? Let's get together on April the 5th.

2 MR. COX: Well -- go ahead.

3 CHAIRMAN YOUMAN: I don't understand. Either  
4 we're going to support Mr. Wuellner in his efforts  
5 or why do we have Mr. Wuellner?

6 MR. CIRIELLO: We just want to be involved  
7 with it.

8 CHAIRMAN YOUMAN: We are involved. We're  
9 making the motion. But each of us -- each of us  
10 said that we wanted to support the tower being  
11 open. Either we support it or we don't. And to  
12 support it, you've got to spend money. I'm sorry.  
13 That's the way -- that's the way it is.

14 MR. CIRIELLO: That's not what my point was.

15 CHAIRMAN YOUMAN: Either -- either you give  
16 him the flexibility to work within the confines of  
17 the law community, within FAA, whatever the detail  
18 is, or maybe we individually just take over his  
19 job.

20 Do you want to take over his job? And then  
21 each of us can go out there and get a little  
22 segment of this information and meet and sit here  
23 and say, okay, let's maybe give him one month pay  
24 to support the tower.

25           Either we're going to support him or we're

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1     not. It's point -- it's black and white. Like  
2     Reba said, it's a -- it's very frustrating because  
3     it's a no-brainer. Either we support the tower  
4     staying open or we don't.

5           MR. MERCER: That's not true, Mr. Chairman.  
6     The reality is it is okay for Mr. Ciriello and  
7     other members on this board to have differing  
8     opinions on the way we get to saving the tower and  
9     preserving -- protecting the tower employees.

10          CHAIRMAN YOUMAN: I understand that --

11          MR. MERCER: And I --

12          CHAIRMAN YOUMAN: -- but it's going to cost  
13     money.

14          MR. MERCER: I think it is reasonable to  
15     suggest that if we had a firm proposal for  
16     tonight's discussion by this board, we might be in  
17     a better position to take the vote.

18          We -- Ed's doing a good job of getting the  
19     data. He's getting more data. I think we need the  
20     numbers. And then I think it would be prudent --  
21     look, let me -- let me back up for just a second.  
22     In all candor, okay?

23          We've got a real problem in this country.

24          We've got government spending way too much money

25 and writing way too many blank checks just to

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1 spend, spend, spend. And we as stewards have got  
2 to do a better job if we're elected officials of  
3 making sure we understand what the numbers are.  
4 What are the numbers?

5 CHAIRMAN YOUMAN: \$51,500 right now --

6 MR. MERCER: Repeat.

7 CHAIRMAN YOUMAN: -- per month. \$51,500 per  
8 month.

9 MR. MERCER: I think Mr. Wuellner said he's  
10 not sure that's the right now.

11 CHAIRMAN YOUMAN: 60,500. 70,500. Somewhere  
12 in that range.

13 MS. BARRERA: Can we call it to a vote?

14 MR. COX: Yes.

15 MS. BARRERA: I'm ready. We've got a motion,  
16 we've got a second.

17 CHAIRMAN YOUMAN: All in favor?

18 MS. BARRERA: Aye.

19 CHAIRMAN YOUMAN: Aye.

20 MR. COX: Aye.

21 CHAIRMAN YOUMAN: All not in favor?

22 MR. MERCER: I will abstain.

23 MR. WUELLNER: You can't.

24 MS. BARRERA: You can't.

25 MR. CIRIELLO: No.

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1 MR. BURNETT: If we could, we need to have --  
2 we've already got all in favor of three. To record  
3 a proper vote, we need all opposed and we need to  
4 record the vote. Mr. Mercer, unless it inures to  
5 your special pecuniary gain or loss or unless you  
6 have some sort of conflict of interest, it's  
7 required as an elected official that you vote, sir.

8 MR. MERCER: Then I will, based on the wording  
9 of the motion, be forced reluctantly to vote nay.

10 MR. BURNETT: And, Mr. Ciriello, your vote  
11 was?

12 MR. CIRIELLO: No on that particular motion.

13 MR. BURNETT: Understand, sir. I just need to  
14 make sure we've got a clear record.

15 CHAIRMAN YOUMAN: Motion passes three in  
16 favor, two nays. May I -- may I suggest we take a  
17 ten-minute break because we have a lot of items  
18 coming before the board.

19 (Recess had.)

20 CHAIRMAN YOUMAN: Board meeting reconvened at  
21 6:45 p.m. May I have silence, please? May I have  
22 silence, please? Thank you.

23 The next item on the agenda is the proposed  
24 supplemental agreement with Passero Associates.



25 Mr. Wuellner, could you please tell go over what

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1 this is?

2 ECONOMIC DEVELOPMENT PLANNING STUDY

3 MR. WUELLNER: Yes, sir. At previous  
4 meetings, the Airport Authority has approved a  
5 grant with Florida DOT for 50 percent of the cost  
6 related to an economic development plan study.

7 We provided you a copy under separate cover  
8 from the agenda, a copy of the proposed study of  
9 design with Passero. And it reflects the agreed  
10 upon tasks that were approved by Florida DOT, which  
11 are reflected in this slide. Get the next slide up  
12 here. Shows the funding breakdown or I should say  
13 the task breakdown associated with the project.

14 This was -- this is a current year budgeted  
15 project, just for your edification, at the \$150,000  
16 total project level with 50 percent Florida DOT  
17 participation in this. And it is pretty much ready  
18 to go, meaning we're ready to kick that study off.

19 I do want to point out that this -- this not  
20 only has support from, but we will -- they have  
21 agreed to participate in the development of the  
22 plan, agencies such as the Economic Development  
23 Council, St. Johns County's economic development  
24 office, Florida DOT, as well as St. Johns County

25 schools using the academies and a concept or a

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1 methodology they refer to as project based

2 learning.

3 There'll be input points for schools and the  
4 different career academies across the county. That  
5 will be probably in talking to Paula much more  
6 likely to be plug-in kind of items toward the end  
7 of the study and probably as school year kicks off  
8 next year in order to make sure it gets in the  
9 curriculum and can be made a part of it.

10 So anyway, that's where it is. Staff would  
11 recommend you go ahead and approve the contract  
12 with Passero for the \$150,000 as we outlined. And  
13 I'd certainly be happy to address any questions you  
14 might have.

15 CHAIRMAN YOUMAN: Mr. Ciriello?

16 MR. CIRIELLO: Yeah.

17 MR. WUELLNER: Yes, sir.

18 MR. CIRIELLO: Actually and truly what benefit  
19 is this information to the airport? Is it  
20 something that we could live without? I mean, that  
21 \$150,000 could go to keep that tower going for a  
22 couple of two or three months.

23 MR. WUELLNER: Yeah, you'd think that would be  
24 that easy. The -- the FDOT side is only eligible

25 for capital kind of things such as planning and

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1 physical plant types of things.

2 Currently, FDOT rules don't even allow them to  
3 participate in any operational item. They would  
4 consider operating the tower that way as an  
5 operational expense. So at this point, statutes  
6 don't even allow them to do that. So the state  
7 side of this, the \$75,000 isn't even eligible for  
8 that in the first place.

9 Second of all, you've already executed an  
10 agreement with Florida DOT for this project and for  
11 this amount of money. You did that last month or  
12 our last meeting. I believe it was last meeting.  
13 It might have been in December. But any case, you  
14 did that recently. So it's really just been  
15 awaiting putting the contract in front of you to go  
16 ahead and get started on this job.

17 This particular work as you recall is to look  
18 at west side properties, on-airport properties,  
19 trying to work jointly with our economic  
20 development agencies in the county to see what  
21 the -- sort of the highest and best use kind of  
22 opportunities are available in the general area of  
23 the airport.

24 It doesn't -- it's not necessarily a precursor

25 to Airport Authority -- airport expansion or

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1 anything else because nothing about this infers the  
2 airport needs to own anything more than it owns  
3 right now.

4 But in order for the county to become an  
5 economic hub and have it centered more around the  
6 airport, which incidentally has a side benefit of  
7 protecting the land uses close into the airport, a  
8 study like this sort of sets the stage for  
9 additional capital contributions by the state and  
10 the even federal government later on.

11 It's a way of putting a head on everybody's  
12 understanding and doing the planning and looking at  
13 this and seeing if it makes sense to go any further  
14 than just this quick look at it.

15 MR. CIRIELLO: Are you saying without this  
16 study, there is a possibility that if there's some  
17 future grant we might want, that we wouldn't get it  
18 because we don't have this information?

19 MR. WUELLNER: That's correct, if it's related  
20 to the development of this.

21 MR. CIRIELLO: All right.

22 MR. WUELLNER: It doesn't affect our normal  
23 aviation grants, to be clear.

24 MR. CIRIELLO: Yeah.

25 CHAIRMAN YOUMAN: Any other discussion?

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1 MR. MERCER: This is \$150,000 of airport money

2 or --

3 MR. WUELLNER: No, sir?

4 MR. MERCER: -- FDOT money?

5 MR. WUELLNER: It's a common -- it's a 50/50

6 grant. The total project is 150, so it's 75 each.

7 CHAIRMAN YOUMAN: Any further discussion?

8 (None.)

9 CHAIRMAN YOUMAN: Public comment?

10 Mr. Martinelli?

11 MR. MARTINELLI: No comment.

12 CHAIRMAN YOUMAN: Reba, did you check all

13 these or are you just going for the --

14 MS. LUDLOW: I checked every one of them.

15 CHAIRMAN YOUMAN: Did you want to comment?

16 MS. LUDLOW: No comment. But I never know if

17 I might not want to talk about something until you

18 talk about it.

19 CHAIRMAN YOUMAN: I was just wanted to be sure

20 I was seeing what I was seeing. Thank you, very

21 much. Mr. George, do you have any comments?

22 MR. GEORGE: No. No, sir.

23 MR. COX: Did you check them all, too?

24 CHAIRMAN YOUMAN: May I have a motion to

25 accept this proposed supplemental agreement to get

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1 it started with Passero Associates, please?

2 MR. CIRIELLO: So move.

3 CHAIRMAN YOUMAN: Second?

4 MS. BARRERA: I'll second it.

5 CHAIRMAN YOUMAN: All in favor?

6 MR. CIRIELLO: Aye.

7 MR. COX: Aye.

8 MS. BARRERA: Aye.

9 CHAIRMAN YOUMAN: Aye. All opposed?

10 MR. MERCER: Nay.

11 CHAIRMAN YOUMAN: Passes four to one.

12 PROPERTY ACQUISITION

13 THE WITNESS: Next item has -- has to do with

14 the property acquisition that we brought up or we

15 had discussion on it last meeting. We moved

16 forward with negotiations on three properties.

17 I'm going to ask if you don't mind since we're

18 now having an April meeting that two of the three,

19 which would be the first two that you come across

20 in your pocket here, to be specific the addresses

21 of 4778 U.S. 1 and 4762 U.S. 1, I believe that

22 since we're having a meeting, we can go ahead and

23 defer those if you don't mind till the next meeting

24 and we'll vet those more fully at that meeting.

25 But I do -- would like -- I do wish that we

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1 would have a conversation about 4742 U.S. 1, which  
2 is the formal -- formal -- I can't get this out.

3 MR. COX: Former.

4 MR. WUELLNER: Former, thank you. Daddle  
5 Peppers Lounge, Daddle Peppers bar.

6 This was a foreclosed property. The appraised  
7 value is 260 on this and I added the taxable value  
8 in here. The offer is at 260.

9 This is a existing Florida DOT grant we've had  
10 that is a -- I want to say the original grant, the  
11 original grant -- yeah. The original grant, almost  
12 positive was \$1.8 million of state share available  
13 to match property acquisition around -- on and  
14 around the airport. It's not specifically tied to  
15 any one parcel. Just related to general  
16 acquisition to support the airport.

17 We would propose using a 50 percent match,  
18 which the grant accommodates. Florida DOT has seen  
19 the contract, has seen the attorney fees, and has  
20 seen the appraisal and has signed off on all three  
21 of them in the last few days. We are asking to go  
22 ahead and move forward with purchasing this.

23 The reason I'm move -- going ahead and moving  
24 this faster, it is -- it is ready to go. We have

25 a -- there is a discount that lets us purchase it

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1 at 260 if we're in a position to close it by the  
2 end of this month, which is this week. So we're in  
3 a position to do that if you -- if you should  
4 desire to do that. What else can I tell you about  
5 it?

6 MR. MERCER: When's the appraisal as of?

7 MR. WUELLNER: I'm sorry?

8 MR. MERCER: The appraised value of 260, the  
9 offer of 260, when's the appraisal as of?

10 MR. WUELLNER: As of I'd say September or  
11 October of last year.

12 MR. BURNETT: It's a relatively fresh  
13 appraisal. It's certainly within the last six  
14 months.

15 MR. WUELLNER: Yeah, DO -- that's a condition  
16 of DOT accepting it, too, is within six months.

17 MR. CIRIELLO: Are we able to ask questions  
18 before the motion or not?

19 MR. WUELLNER: Sure.

20 CHAIRMAN YOUMAN: Are we ready for board  
21 discussion? Ed, are you ready?

22 MR. WUELLNER: I can answer questions or I  
23 can -- if you need more --

24 CHAIRMAN YOUMAN: Mr. Ciriello.



1 that.

2 MR. CIRIELLO: Yeah. I think at the last  
3 meeting, I made a mention that on getting these  
4 properties, just to get them to be getting them, I  
5 wouldn't be for, I'd want to know why we're going  
6 to do it. And down here I see it says "Remove main  
7 structures. Await master plan recommendations."

8 To me that's saying, well, we'll buy the  
9 property, but we don't know why or when we're going  
10 to use it. And I see on a couple of these where it  
11 says "Await master plan recommendations." I don't  
12 recall this board or any board for the last few  
13 years sitting down and reviewing and going over the  
14 master plan to see what we might implement and what  
15 we might not.

16 So I -- I'm not in favor of spending a quarter  
17 of a million dollars to buy a piece of property  
18 just -- just so down the road we can wait and see  
19 what we might want to do with it because it seemed  
20 like a good deal now.

21 If we don't have a reason for it just to buy  
22 it to buy it, I'm not for that. And I don't see  
23 any reason down there for it. So going into  
24 whatever you guys do, you'll know that I'm not for

1 MR. WUELLNER: Just a point of clarification.

2 The Airport Master Plan that I'm referring to in  
3 this is the Airport Master Plan you will be  
4 beginning within the next about 18 months or less.

5 That is a -- it will be a fresh master plan.

6 It will allow you to look at those properties in --  
7 in -- they weren't on the map so to speak at the  
8 time of the last -- the last master plan refresh in  
9 2005, I want to say it was. So it wasn't -- they  
10 were in a massive group to be acquired. The  
11 airport has acquired almost all those properties at  
12 this point.

13 This is -- I would consider it an integral  
14 frontage piece. The Airport Authority would have  
15 available, if -- if the balance of properties are  
16 acquired in this neighborhood, would have an  
17 approximate 20-acre land envelope that could be  
18 planned to do anything. Anything from commercial  
19 highway frontage uses that the Airport Authority's  
20 involved in all the way through and including hard  
21 core aviation uses in the future. Without owning  
22 that property, you don't have that opportunity.

23 Certainly as the economy continues to  
24 recovers, which you hope it does over time, the

25 values of those properties go up. And -- and worse

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1 yet, they may not be available at the time, too,  
2 which could put you in a situation where you want a  
3 piece of property along U.S. 1, either can't afford  
4 it or are forced to consider things such as eminent  
5 domain if you really felt strongly about it. I'm  
6 not suggesting you would --

7 MR. CIRIELLO: Well, it's not affecting the  
8 airport right now. We don't have it. Somebody  
9 else doesn't. It's not affecting the airport. The  
10 airport's life doesn't depend on that.

11 MR. WUELLNER: No, it doesn't.

12 MR. CIRIELLO: Now, I'm still thinking the  
13 idea of a motel. If you come in with an idea and  
14 say, well, we just might be able to do that, you  
15 might win me over. But right now you want to spend  
16 that money and you have absolutely no idea what  
17 you're going to do with a piece of land.

18 MR. WUELLNER: I would tell you a hotel is  
19 certainly within the realm of possibilities for  
20 that piece of property.

21 MR. CIRIELLO: I haven't heard anybody say  
22 nothing but me.

23 MR. WUELLNER: That's what the master plan  
24 recommendation is.

25 CHAIRMAN YOUMAN: Mr. Cox?

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1 MR. COX: I'd like to build a hotel right

2 there, Ed. No.

3 MR. WUELLNER: So you're going to buy it.

4 MR. COX: I'm kidding you. My question is

5 it's appraised at 260. You said we get a discount

6 if we make an offer on it.

7 CHAIRMAN YOUMAN: The -- the bank has --

8 MR. COX: The offer is 260.

9 MR. WUELLNER: He knows the numbers better

10 than I do.

11 MR. BURNETT: The bank is agreeing to eat the

12 closing costs --

13 MR. COX: Okay.

14 MR. BURNETT: -- if the airport closes by the

15 end of the month, rather than putting that on the

16 airport. And I guess there's some thought process

17 that this parcel is worth more than the two parcels

18 to the north of it because this parcel, it was a

19 bar, lounge, and --

20 MR. COX: It's got some commercial value.

21 MR. BURNETT: -- presumably could have some

22 ability to operate that way, although the airport

23 never would.

24 MR. COX: Right.

1 Bank of St. Augustine wants to get it off their  
2 books. So they're willing to forego I guess \$3- or  
3 \$4000 to get the deal done by the end of the month.

4 MR. WUELLNER: The other piece I just want to  
5 call your attention to. If you'll look at the  
6 first, the very first exhibit that was here, it was  
7 ahead of the other two properties, but you get a  
8 feel for the property that you already own in this  
9 neighborhood. Just -- just so everybody's clear on  
10 this. This isn't a new area that the airport's  
11 expanding into. It is quite simply the probability  
12 or the ability to begin finishing the checkerboard  
13 that's left.

14 All the other property that's not highlighted  
15 on that drawing is already owned by the airport.  
16 All the way down and including the seven acres you  
17 bought about two years ago I think it is now. That  
18 was available from I think it was described as the  
19 airport commerce park or something that some locals  
20 had cobbled together and then lost to the bank  
21 later on.

22 MR. CIRIELLO: All right. Looking at this  
23 first one down here, you have remove structure,  
24 relocate storage building. Are you talking about

25 our own storage or are you talking about putting in

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1 self-storage units --

2 MR. WUELLNER: No.

3 MR. CIRIELLO: -- that are making money?

4 MR. WUELLNER: Well, first of all, this

5 isn't -- this isn't a property we're talking about

6 today.

7 MR. CIRIELLO: No, I know that. But you

8 brought --

9 MR. WUELLNER: Yes, there is a --

10 MR. CIRIELLO: You just mentioned going back

11 to look at it.

12 MR. WUELLNER: If you stand in our office

13 parking lot, you'll see a little Quonset hut

14 building that's relatively new on the property.

15 It's within the last ten years. It's not

16 particularly big, but it's still got some useful

17 life in it.

18 The balance of the real property on there is

19 beyond economic life and it would -- in its current

20 even zoning classification has been impossible to

21 lease by the owners over the years as it doesn't

22 conform to county standards for commercial

23 property. So there's -- there's a whole lot of

24 investment that would be required in order to rent

25 it as a commercial use currently up to county code.

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1 MR. CIRIELLO: Well, one thing --

2 MR. WUELLNER: So --

3 MR. CIRIELLO: -- putting a storage building  
4 on U.S. 1 facing --

5 MR. WUELLNER: No, no, no.

6 MR. CIRIELLO: -- to me is ugly.

7 MR. WUELLNER: We are not -- we are not  
8 proposing to do that.

9 MR. CIRIELLO: Well, you've got it down here.

10 MR. WUELLNER: I'm talking about pulling the  
11 building off of that site, not putting it on.

12 MR. CIRIELLO: Oh.

13 MR. WUELLNER: When I say relocate it, I mean  
14 take it off it, not put it on.

15 MR. CIRIELLO: Well, in any case, and now what  
16 with this tower thing coming up, we don't know what  
17 the future of this airport is right now really. I  
18 mean, we're going to fight, yes, but we still have  
19 no idea. So how valuable is this property going to  
20 be in another -- you know, if something happens to  
21 this tower deal? That's a couple of thoughts.

22 CHAIRMAN YOUMAN: Mr. Mercer?

23 MR. MERCER: Thank you, Mr. Chairman. You  
24 know, it all comes down to Parker Brothers and

25 Milton Bradley for me sometimes. When I was a boy

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1 I used to play Monopoly and one of my favorite  
2 things to do when I played Monopoly was try to buy  
3 up every little parcel I could. If I landed on  
4 Baltic Avenue, I wanted to buy it. If I landed on  
5 Park Place, I wanted to buy it.

6 There is something convenient about having the  
7 whole quilt. I understand that. But I do share  
8 Mr. Ciriello's sentiments on this point. That I  
9 think without a -- an immediate use, without a  
10 specific purpose, we're writing a lot of checks at  
11 this airport. I'm hearing from this people in this  
12 county.

13 There are folks that are very happy with the  
14 money we're spending and there are a lot of folks  
15 who are very concerned about the money that this  
16 airport is spending. Lots of acquisition, lots of  
17 building, lots of construction, and lots of  
18 spending.

19 And one of the things that I campaigned on was  
20 a commitment that I would for my votes be very very  
21 cautious in voting to spend money and make sure  
22 there was a -- a legitimate purpose, a use, a plan  
23 before we dole out as Mr. Ciriello I think astutely  
24 said a quarter million dollars.



25 I will have to vote against it unless we have

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1 a purpose for that land. I mean, I think I  
2 mentioned this at our January meeting when we --  
3 when I voted in the minority on the issue of should  
4 we give the airport manager authority to go and  
5 investigate or open negotiations.

6 At some point, where does the growth and  
7 expansion of the airport end? I mean, how far  
8 north and how far south does it go? I think I will  
9 have to -- to vote against this proposal as it's --  
10 as it's being presented.

11 CHAIRMAN YOUMAN: Any other board comments?

12 MS. BARRERA: Are we opening it up for public?

13 CHAIRMAN YOUMAN: Not yet. I just asked for  
14 the --

15 MS. BARRERA: No. I'll wait.

16 CHAIRMAN YOUMAN: Now we're open for public  
17 comment. Property acquisition. Mr. George?

18 MR. GEORGE: Ten years ago when I came onto  
19 the board, we had two building lots to cover  
20 everything and we were forced into something called  
21 eminent domain.

22 I think what Mr. Wuellner is trying to do,  
23 he's trying to complete his blocks of space so that  
24 we still never have to go through eminent domain

25 again. Joe, you remember all of the discussions of

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1 taking people's houses and everything and Bob does.

2 MR. CIRIELLO: And I was the only board member  
3 that opposed it.

4 MR. GEORGE: That's right. Well, I think that  
5 the board had given him direction that, not to  
6 spend all the money that the board has, but to work  
7 toward completing those blocks so we weren't put in  
8 that position again.

9 Why would we be put in that position? I don't  
10 know. Coast Guard wants to come in and put a nice  
11 facility. Something the Grumman is already going  
12 to use the 70 acres on the north side of the field.  
13 We don't have a place to put them. I'm not saying  
14 we need it for five years or eight years or ten  
15 years. All I'm saying is that consider it as  
16 completing the blocks so that you don't have to go  
17 through eminent domain again. Thanks.

18 CHAIRMAN YOUMAN: Mrs. Ludlow?

19 MS. LUDLOW: Yes. I just want to say look how  
20 close this is to our airport right there -- Reba  
21 Ludlow, 46 Village Walk Drive. And somebody's  
22 going to buy that property and we're going to need  
23 that property and then we're going to be paying  
24 \$20,000 for that property or more -- well, \$20,000.

25 \$50,000 more. It's just going to go way up in

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1 value. It's better if we get it now. So, only  
2 \$260. Well, 260, that's a bargain for something  
3 sitting right there on U.S. 1. I think we need it  
4 because it's close to the airport and it's going to  
5 go up and we won't be able to afford it.

6 CHAIRMAN YOUMAN: Mr. Martinelli?

7 MR. MARTINELLI: I think that we all in our  
8 private lives when it comes to spending money look  
9 at that expenditure from two ways or two vantage  
10 points. One: Do I need it now or is it good for  
11 me to have down the road? And if any one of you  
12 has made an expenditure and hasn't looked at it  
13 that way, except of course in an emergency, then  
14 you can't really relate to this. But I'm sure you  
15 have.

16 And we have to look -- we. You have to look  
17 at this airport the way you would look at your own  
18 expenditure. And it definitely is something that  
19 you don't need now, but you know you're going to  
20 need it down the road and you know you're going to  
21 get it at the right price now.

22 And I think that's the way you have to look at  
23 this. It's an investment in your future and it  
24 rounds out the block. It clearly fits. And the

25 use definitely will be something that will benefit

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1 the airport when that time comes. Okay.

2 CHAIRMAN YOUMAN: From my opinion, if you look  
3 at the situation in the short term looking at  
4 tomorrow, this next week, next month, I would agree  
5 with Mr. Mercer and Mr. Ciriello not to purchase  
6 the property.

7 But in looking out for the future of the  
8 airport years ahead, this property -- there's an  
9 old adage I guess you can say in finance: Buy low  
10 and sell high. We have an opportunity to buy low  
11 to fill out the plan that was set forth by previous  
12 boards on this block of property. And to pass it  
13 up, I think would be a disservice to the -- this is  
14 my personal opinion, disservice to the citizens and  
15 taxpayers of St. Johns County for the future  
16 development -- economic development of this  
17 airport. And yes, it would give you an opportunity  
18 to bring up your hotel. I'm not being facetious  
19 about that, either.

20 MR. COX: I wasn't, either.

21 CHAIRMAN YOUMAN: Because then the property  
22 would be in one piece. And I believe we should --  
23 as just my -- my personal one opinion that we  
24 should go forward and purchase this property at the

25 discounted value due to the economic conditions and

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1 put it in the bank for future development of the  
2 economic development of the airport. Mr. Mercer?

3 MR. MERCER: Well, I think the economic  
4 development argument, which is what we hear a lot  
5 by governments, is a yes-able proposition. Who  
6 could say no to the word economic and development,  
7 those two words?

8 The problem is, is that I don't think spending  
9 \$260,000 of today's money, present value of that  
10 money, is a way to grow the economy or the way to  
11 develop the economy with this airport. You're  
12 buying a vacant piece of land that nobody can tell  
13 me if we're going to make use of it in the next 20  
14 years, 30 years, or longer.

15 If we want to develop the economy with this  
16 airport, let's host an air show. Let's take some  
17 of that \$260,000 and put it to use to promotional  
18 ideas that are going to get people flying in here,  
19 get people making use of the airport, open it up to  
20 the public.

21 There are lots of ways to stimulate economic  
22 development in ways that will have short-term  
23 direct and meaningful applications and cost a lot  
24 less than \$260,000. Putting a quarter million into

25 a vacant parcel of land, it's my individual opinion

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1 is not going to stimulate -- stimulate economic  
2 development, particularly when we don't have a time  
3 line of 30 years or 40 years or 20 years before we  
4 may theoretically possibly some day maybe make use  
5 of that particular parcel.

6 CHAIRMAN YOUMAN: If we believe in the  
7 economy, we believe what's happening in  
8 St. Johns County that the property values are  
9 increasing, in five years we could sell it and make  
10 a ton of money for the airport and have ten air  
11 shows.

12 MR. MERCER: Speculative. People gambled in  
13 2006 and lost their shirts with that speculative  
14 belief.

15 CHAIRMAN YOUMAN: Economic development is  
16 speculative.

17 MR. MERCER: Well --

18 CHAIRMAN YOUMAN: It always is.

19 MR. MERCER: -- I'm not here to gamble with  
20 the money.

21 CHAIRMAN YOUMAN: We're not gambling.

22 MR. CIRIELLO: How many places in  
23 St. Johns County can you think that are sitting  
24 vacant?

25 Right down by where I go to church, they put

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1 in a brand new Food Lion a couple of years ago and  
2 a whole bunch of other buildings. You drive by  
3 there today and the only thing that's there is a  
4 drug store, that Walgreen's or whatever it is.  
5 Food Lion moved out and everybody else.

6 You go down on Old Moultrie and there's a lot  
7 of storefronts there that are open. Kmart was just  
8 demolished. And of course a couple of new people  
9 are coming in. But the economy isn't that great.

10 There's a lot of vacant space here in  
11 St. Johns County available for businesses if they  
12 want it. So without an immediate use for this  
13 land, I can't see buying it.

14 CHAIRMAN YOUMAN: Mr. Cox?

15 MR. COX: To clarify one thing, it would only  
16 cost us \$130,000 because we get 50 percent FDOT  
17 participation in this. And to say that we're going  
18 to get highway front property for \$130,000 and not  
19 take advantage of that is -- is, you know -- I  
20 don't know.

21 It's just not a -- it's just not a good idea  
22 right now to say we're not going to take advantage  
23 of that. But I wanted to ask Mr. Slingluff,  
24 because he's got some expertise in the area here

25 and stuff, about what your thoughts are on it.

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1 MR. SLINGLUFF: Yeah. Thank you.

2 Mr. Ciriello, you were involved in the acquisition  
3 of the property. Some of it was eminent domain in  
4 this area here. This -- this land out here as you  
5 can see is a hundred percent occupied and it's  
6 probably the most economically viable property on  
7 the airport. But six years ago these were these  
8 kind of lots.

9 So I don't understand why you think this would  
10 never be developed. We don't have any more land  
11 out here. The very last piece at the last meeting  
12 you-all leased out. There is no more land.

13 MR. CIRIELLO: The way you said that, it makes  
14 it sound as though I was in favor of that building  
15 hangars and -- back then, and I still say when we  
16 move families out and force them out, disrupting  
17 their lives to go out and build a all-metal  
18 building with nothing but a couple of wall sockets  
19 in it so some guy can keep his hundred thousand  
20 dollar toy in there and you moved out families  
21 raising kids and everything else, I didn't agree  
22 with it then and I still don't.

23 If you don't have room to expand, the airport  
24 stays the way it is and that's it. You learn to



25 live with it. There's no rule or anything in a

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1 book that says you've got to keep moving and moving  
2 and growing and growing. If you can't grow, you  
3 stay where you're at.

4 MR. SLINGLUFF: Is this land that's being used  
5 now economically viable and providing positive cash  
6 flow to the airport?

7 MR. CIRIELLO: That's not what my point was.  
8 My point was disrupting people to make a buck.

9 MR. COX: He's asking you, Ed.

10 MR. SLINGLUFF: This is my point. Because I  
11 think this is what the airport needs.

12 MR. MERCER: Well, I -- can I respond to Mr --  
13 Mr. Mike?

14 CHAIRMAN YOUMAN: Sure.

15 MR. MERCER: I think Mike makes a good point.

16 It may sound like -- surprising that I'm coming

17 over to that side. But there we have a plan.

18 There, we have a -- a plan to acquire land for the

19 purpose of building light general -- light general

20 aviation hangars, if I'm looking at the picture

21 correctly on the south -- is that the south 40

22 there?

23 MR. SLINGLUFF: Yeah, we're -- right outside

24 the door here.

25 MR. MERCER: Those are fantastic hangars, and

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1 I applaud the airport for putting those in.

2 They're a great benefit. But we had a plan -- we  
3 have a plan to put hangars in there. We don't have  
4 any plan. And I think that's Joe's point --

5 MR. SLINGLUFF: Wait, wait. There is a  
6 business downstairs, a flight school downstairs  
7 that is thinking about relocating to another  
8 airport because there's no more space for him,  
9 space for dormitory buildings, classrooms, and  
10 offices.

11 MR. CIRIELLO: Good. Let's put some  
12 dormitories in there, then.

13 MR. SLINGLUFF: So this -- this is the natural  
14 expansion area. But if you don't take the  
15 opportunity and invest in it now, how can you  
16 expand or -- or grab opportunities as they come  
17 along? Yes, it's a bit of a land bank, but don't  
18 you need that?

19 MR. CIRIELLO: Well, if they need dormitories,  
20 instead of putting my hotel in there, put the dorm  
21 stories. Do it now, why wait?

22 MR. SLINGLUFF: That may be a possibility.

23 CHAIRMAN YOUMAN: Okay. Mr. Cox, I have a  
24 question for you.

25 MR. COX: Yes, sir.

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1 CHAIRMAN YOUMAN: You're a real estate person,  
2 aren't you?

3 MR. COX: Yes.

4 CHAIRMAN YOUMAN: Do real estate people do  
5 these type of transactions, the developers,  
6 et cetera, even without a plan?

7 MR. COX: Oh, absolutely. They buy vacant  
8 land and then with the expectation that in five  
9 years, they're going to build a hundred condos on  
10 it.

11 CHAIRMAN YOUMAN: And they try to buy it at  
12 the lowest price possible in the lowest price  
13 market?

14 MR. COX: Yes, sir.

15 CHAIRMAN YOUMAN: Is that logical?

16 MR. COX: That's logical.

17 CHAIRMAN YOUMAN: Thank you.

18 MR. WUELLNER: I did want to -- we keep  
19 referring -- and I apologize if I haven't been  
20 terribly clear on this. When I refer to the master  
21 plan, one, there's an existing master plan done in  
22 2005 that has -- and I -- sorry, I was trying to  
23 find a way to bring it up on the iPad, but I'm not  
24 sure I'm going to be able to. The Airport Master

25 Plan does show uses for that property and has shown

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1 uses for that property since long before I got here  
2 as potential uses for the property. They plan it  
3 out each cycle.

4 Where I was going with my comment about the  
5 next is the next master plan because you've  
6 actually acquired nearly all of it in that block,  
7 which you didn't have in the 2005 update. You now  
8 have ownership and you now have the ability to look  
9 realistically at how you develop the property, not  
10 just from a high level planning perspective, but  
11 you can now go, hey, let's consider that hotel.  
12 Let's consider rental car. Let's consider any  
13 other use. Consider hangars. You can consider  
14 anything you want on the property.

15 But the reality is you can consider anything  
16 you want for a piece of property, but if you don't  
17 own it, there's no way to move it to fruition. And  
18 there's no guarantee of the ability to own it at  
19 any time by this board unless you advantage of it  
20 when it's for sale or the opportunity to take it  
21 under eminent domain, the least favorable  
22 methodology we ever look at.

23 MR. CIRIELLO: Well, if it's in the master  
24 plan, what's the problem? Buy it and do it.

25 MS. BARRERA: We still have to vote on it.

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1 MR. WUELLNER: It doesn't quite go like that.

2 MR. CIRIELLO: Huh?

3 MS. BARRERA: We still have to vote on it as a  
4 board because it's our decision.

5 MR. WUELLNER: In order to implement -- I want  
6 to be clear. I'm sorry I can't bring a drawing up,  
7 but it's just not there.

8 In order to be able to implement what the  
9 current master plans shows, which I'm almost a  
10 hundred percent certain shows additional general  
11 aviation development, meaning hangars and that kind  
12 of development in that area, in order to do that,  
13 you have to be able to buy the four or five homes  
14 that right now serve as a roadblock.

15 Can you bring that first exhibit back up? But  
16 the -- all of these blue blocks here are the pieces  
17 that stand in your way of developing the balance of  
18 this property. These are not for sale at the  
19 current time. We have possibility of one, which is  
20 splitting this larger rectangle in half, that that  
21 may become available in the short term. But it  
22 still doesn't open the -- open the larger parcel to  
23 it right this minute.

24 MR. MERCER: So what is the master plan use

25 for it, then?

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1 MR. WUELLNER: It is general aviation  
2 development. It shows hangars. It shows -- I  
3 believe there's even a -- this configuration wasn't  
4 quite the same as originally looked at in 2005.

5 I think it had airfield access coming up this  
6 direction and then back down this way. It was a  
7 larger infield area that when you dissected it  
8 or -- during the engineering and planning process,  
9 you realized there was no access to be had from a  
10 vehicle standpoint to make it -- make it work, so  
11 we had to preserve a road in.

12 MR. MERCER: Well, I love the idea of more  
13 hangars coming in. That gives me a use, okay?

14 MR. WUELLNER: You -- you've got the master  
15 plan? Thank you.

16 MR. MERCER: We're talking about 4742, right?

17 MR. WUELLNER: Yeah.

18 MR. MERCER: So -- so in the current master  
19 plan, 4742 contemplates the use for light general  
20 aviation?

21 MR. WUELLNER: General aviation, that's  
22 correct. The piece that was never in our master  
23 plan that we never addressed was the original 7.1  
24 acres that we acquired down here. We never figured

25 to acquire that. Basically it was the old Indian

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1 Bend Road in here, was the balance of lots along  
2 that that faced Indian Bend. That was really the  
3 development limit that ever was contemplated by the  
4 Authority.

5 We had that opportunity about two years ago to  
6 pick up what had been cobbled together by a couple  
7 of local developers, a bunch of smaller parcels,  
8 had managed to get it up to if my memory's correct  
9 7 -- 7.1 acres of single -- they had gone and done  
10 the, what is it, PUD or whatever -- whatever the  
11 terminology is. But they had created a single  
12 commercial project out of it. They bankrupted it.  
13 The bank allowed us to purchase it at a fraction of  
14 what it was valued.

15 MR. MERCER: Is your -- okay. Now your --

16 MR. WUELLNER: And now you've got Civil Air  
17 Patrol on it.

18 MR. MERCER: With respect to the blue squares  
19 and then the orange rectangle there --

20 MR. WUELLNER: Yes, sir.

21 MR. MERCER: -- is your commitment that that  
22 area is going to be used to build light GA hangars?

23 MR. WUELLNER: As its shown in the current  
24 master plan, that would be the commitment. I think

25 as a part of the normal master plan process that

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1 will start again in 18 months --

2 MR. MERCER: Okay.

3 MR. WUELLNER: -- you can reconsider the use  
4 of that into anything else. It's up to you guys.

5 MR. MERCER: Well, now -- now you've given me  
6 a reason and I have -- you've won me over on that.  
7 Okay.

8 MR. CIRIELLO: And those blue blocks, block  
9 anything --

10 MR. WUELLNER: It is currently.

11 MR. CIRIELLO: -- you can't build anything  
12 other than a store where the orange stuff is. You  
13 couldn't put hangars in there where those other  
14 people, where they're at.

15 MR. WUELLNER: Well, you could -- the blue  
16 blocks, to be clear, block aviation connectivity to  
17 the balance of the airfield. If you look at it,  
18 it's literally a roadblock of the two taxiway  
19 access points. It's really the roadblock to get  
20 any further west on this piece of property.

21 You could develop it as U.S. 1 frontage. I  
22 mean, you could change your mind over time, use it  
23 for U.S. 1 kind of highway frontages that don't  
24 involve aviation today when you acquired if that



25 was your desire. I'm not saying that's the

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1 recommendation, but it's a desire.

2 And the master plan, the next master plan  
3 cycle may very well be a topic of discussion among  
4 the board, whether you want to isolate the U.S. 1  
5 frontage parcels and do -- you know, make those for  
6 some other use and purpose, and then pick up the  
7 airfield access from behind it. All of those  
8 options are on the table as you go through the next  
9 master plan cycle. Currently all that is shown as  
10 GA development all the way to U.S. 1.

11 MR. CIRIELLO: Have you tried to get any of  
12 that blue property?

13 MR. WUELLNER: We -- we've written letters  
14 over the years. The last effort was back when we  
15 finished the balance of what is the east --

16 MR. CIRIELLO: I mean lately. Because if you  
17 had that property, I'd have no problem --

18 MR. WUELLNER: Well, I mentioned we have --

19 MR. CIRIELLO: Unless you buy that, forget it.

20 MR. WUELLNER: Well, I mentioned that the  
21 larger rectangle which kind of sits in the middle  
22 there, one of the two -- that's a two-parcel two  
23 different owner block. The northernmost piece of  
24 that has -- they've had initial contact with us in

25 the last several weeks.

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1 Without getting into a lot of detail, the  
2 original owners were divorced. It's a joint asset.  
3 The home there, the -- one of the original owners  
4 still lives there. There's some pressure on that  
5 issue to sell the property. They have come to us  
6 and asked about our interest. Of course we're  
7 interested. It all comes down to value and of  
8 course you know subject to this kind of approval.  
9 It's nowhere near that point to make a conversation  
10 out of it.

11 MR. MERCER: And when is the new master plan  
12 process done by the board?

13 MR. WUELLNER: If -- I -- if my memory's  
14 correct, it's due to begin within 18 months and it  
15 typically takes one year to --

16 MS. BARRERA: At least a year.

17 MR. WUELLNER: -- get through the process.

18 MR. MERCER: Wow.

19 MR. WUELLNER: You could have an idea sooner  
20 than a year of how you want to use it, but to  
21 complete the whole thing and gain FAA concurrence  
22 in the study, it takes about a year.

23 MS. BARRERA: And it's at least a five-year  
24 plan.

25 MR. WUELLNER: It's actually a 20-year plan

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1 and they create three different --

2 MS. BARRERA: Five years each.

3 MR. WUELLNER: -- planning horizons, a five, a

4 ten and a 20-year horizon. The five's pretty

5 actionable. That's -- that's literally how we

6 program grants and slam and get development done,

7 is within that five-year period.

8 We are in kind of the five- to ten-year

9 placement right now in our master plan. So the --

10 the detail in the plan is less, but it's there.

11 You know, we now -- we need to refresh that. We've

12 had a lot happen in the last eight, ten years to

13 warrant it, you know. Anyway, that's kind of where

14 it sits.

15 MR. BURNETT: Can I add one thing? Having now

16 been here for a while, I think there was a plan

17 that showed this being more corporate hangar and

18 lighter --

19 MR. SLINGLUFF: Yes.

20 MR. BURNETT: -- GA hangars back in this

21 range.

22 MR. SLINGLUFF: Yes, that's correct.

23 MR. WUELLNER: That's probably correct.

24 MR. BURNETT: And that idea of Hangars 8, 9

25 and 10 that happened over on the -- by the North 40

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1 removed that from this location and put it over  
2 there and that's how these lighter GA hangars got  
3 built.

4 MR. WUELLNER: That's actually --

5 MR. BURNETT: So I recall that.

6 MR. WUELLNER: That's actually a real good  
7 point, Doug. After the last master plan a couple  
8 of years into it, we -- we as an Airport Authority  
9 broke into three separate study groups and looked  
10 at the airport as sort of operating areas that made  
11 sense together. And the southern area that you're  
12 seeing out the window here and seeing in this  
13 picture including all these T-hangars along  
14 Runway 6/24 were -- were earmarked, designated,  
15 committed basically by the authority to light  
16 general aviation.

17 So when you look at how we develop back here,  
18 it's not with an eye toward as many corporate jets  
19 as we can get back here or anything like that. We  
20 committed that activity to another part of the  
21 airport so that like users could enjoy similar  
22 operating parameters. We don't have jets blowing,  
23 you know, singles off -- off the tarmac or hangars.  
24 And it allowed a much more flexible design as we

25 move through this development in particular out the

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1 window here. You couldn't do that with corporate  
2 jets and get away with it.

3 MR. MERCER: Thank you.

4 MR. SLINGLUFF: If I might just make one  
5 comment. This really was done as -- as a GA  
6 committee got together and planned this area out,  
7 keeping in mind that we wanted to create a buffer  
8 from the heavy traffic to the developments to the  
9 south of us. So this is all low impact GA. And it  
10 really worked out that way. It's a general  
11 aviation campus area and it works.

12 MR. MERCER: Well, I appreciate the -- I mean,  
13 the clarification that that's a light GA intended  
14 under the current master plan gives me some  
15 assurance and comfort that we have a plan for it.  
16 So I appreciate that clarification, Mr. Wuellner.

17 MR. WUELLNER: I'm sorry. We'll do better  
18 with getting the graphics up there if I --

19 CHAIRMAN YOUMAN: May I ask for a motion?

20 MR. THOMPSON: Could I ask a couple of  
21 questions real quickly?

22 MR. COX: I'd like to present a motion.

23 MR. WUELLNER: It's up to the chair.

24 CHAIRMAN YOUMAN: Go ahead, Mr. Cox.

25 MR. COX: I'd like to move that we accept

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1 staff recommendation for property acquisition at  
2 4742 U.S. Highway 1 at the 50/50 participation rate  
3 with FDOT at \$260,000.

4 CHAIRMAN YOUMAN: Do I have a second?

5 MR. MERCER: Second.

6 CHAIRMAN YOUMAN: May I have a vote in favor?

7 MR. COX: Aye.

8 MR. MERCER: Aye.

9 MS. BARRERA: Aye.

10 CHAIRMAN YOUMAN: Aye. All opposed?

11 MR. CIRIELLO: No.

12 CHAIRMAN YOUMAN: Passes four to one.

13 MR. WUELLNER: Thank you.

14 EXECUTIVE DIRECTOR CONTRACT NOTIFICATION

15 CHAIRMAN YOUMAN: Now we are into executive  
16 director's contract. Mr. Wuellner's current  
17 five-year contract expires June the 30th, 2013. We  
18 have all received -- have all received a copy of  
19 the revised contracts for your review. Has  
20 everybody had the opportunity to review the  
21 contracts?

22 MR. COX: Yes.

23 CHAIRMAN YOUMAN: I'd like to ask Mr. Burnett  
24 in a controlled fashion to go over the contract

25 with each board member, to go over the items

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1 they're opposed or approve, and if there's any  
2 opposals, we will just have a summary vote on that  
3 item to see if it passes or not, and then congeal  
4 it into a whole.

5 MR. MERCER: When are we going to have an  
6 opportunity to comment as members on the individual  
7 provisions?

8 CHAIRMAN YOUMAN: As we go through.

9 MR. MERCER: Okay.

10 MR. BURNETT: Okay. I'm getting the format.  
11 Similar to when we did the personnel policy --

12 CHAIRMAN YOUMAN: Correct.

13 MR. BURNETT: -- manual I guess.

14 The amended and restated employment contract,  
15 I guess I'll give sort of a very broad, loose  
16 overall comment about it. The contract's been  
17 for -- traditionally for Mr. Wuellner has been  
18 five-year contracts. We've had three of them now?

19 MR. WUELLNER: No. Actually, at least four,  
20 might be five. Since I've been here.

21 MR. BURNETT: The last three were five-year  
22 deals at least that I know of.

23 MR. WUELLNER: Correct.

24 MR. BURNETT: We're now in a situation where

25 the current five-year contract expires in June.

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1 June 30th, to be specific. So in advance of that,  
2 this effort's been made to amend the contract.

3 One of the things that since my being here  
4 we've experienced is reviews of Mr. Wuellner and  
5 trying to tie some bonus-type component to it and  
6 how you measure that annually. And as part of that  
7 effort, there's been a whole lot of comment about  
8 it every year, some from current board members,  
9 some from past board members on how to do that.

10 And there's been some effort made in this new  
11 contract to address a way to measure it.

12 So with that, let me go through some of the  
13 issues to hit some of the high points. Starting  
14 from the beginning, it's a contract that would run  
15 from March 25th, today, 2013, through June 30th,  
16 2018. That five-year time period would have an  
17 automatic renewal for an additional five-year time  
18 period. The extent of services under Section --

19 MR. MERCER: Wait. Just one second.

20 MR. BURNETT: Yes.

21 MR. MERCER: Are we going to comment before we  
22 go on to the next section and get into each  
23 section, or is he going to go through the whole  
24 contract and then we're come back?



1 we'll come back.

2 MR. MERCER: Okay.

3 MR. BURNETT: The Section 2, the extent of  
4 services remains unchanged from prior contract  
5 drafts. The residency requirement in Section 3,  
6 largely it's unchanged. There's a couple of things  
7 in there. The traditional thought process of  
8 residency is that the authority wanted the  
9 executive director close to the property for when  
10 there's any kind of issues, proximity because  
11 typically executives are exempt from the Fair Labor  
12 Standards Act. Under the federal government, if  
13 they work more than 40 hours, you don't have to pay  
14 them overtime. And so convenience to the property  
15 encourages them to work more, I think is part of  
16 the process. And also when there's an emergency,  
17 he's close by.

18 There is one nuance that's been added in here  
19 of -- that I'll point out to you. There's other  
20 language that's been added, but I think the biggest  
21 part of -- that's been added is related to  
22 reinvestment in the structure.

23 This is a -- as I understand the executive  
24 director's residence is a structure that's not

25 within the south area development. It's across the

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1 ditch, as I call it, into an area that the airport

2 doesn't have plans to develop.

3 And so there's -- if it was on the other side

4 where it was in the south area development, I'm not

5 sure the airport would be making reinvestment in a

6 structure that might get torn down in the future.

7 But the executive director's residence is one that

8 presumably is a house that will stand for a long

9 period of time to come because it's not in the

10 development area.

11 And so it's -- the contract has a provision to

12 reinvest into that structure of \$7500 per year to

13 modernize it over the next period of time.

14 Apparently the structure does need work or even if

15 it doesn't need work currently, we all have

16 maintenance on homes, and so it's one of those

17 things that will need it in the future.

18 Compensation, Section 4, I guess pointing out

19 the highlight here on changes to the compensation,

20 the overall change that's happened in this first

21 part of the compensation is that we now have a set

22 number for the annual increase of compensation

23 to -- excuse me, annual increase to base

24 compensation.

25 Previously it was tied to CPI and some sort of

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1 change in computer -- Consumer Price Index or the  
2 like and that didn't always occur. And so now  
3 we've got a mechanism in there that's in the  
4 contract, proposed to be in the contract of 2.25  
5 percent and then it increases to 3 percent.

6 I'll touch on another section that's within  
7 this compensation is the executive director's  
8 vehicle. Not uncommon to rather than have a  
9 vehicle that here's the executive director's  
10 vehicle, but have a compensation related to the  
11 vehicle where the executive director's reimbursed  
12 for.

13 It's not unusual -- in fact, more recently in  
14 the City of St. Augustine Beach, we dealt with the  
15 issue where the police officers are paid a stipend  
16 for their cell phone rather than the police  
17 department providing them a cell phone. So you  
18 don't have to differentiate between whether those  
19 minutes were outside of the police department's  
20 plan and we have -- if you have an excessive user,  
21 you just give them a certain amount of money and if  
22 they use it more, it's not on the government's  
23 dollar so to speak.

24 There's a new section here, Section D related

25 to reimbursement for travel. And Section D that

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1 I'll point out as being fairly significantly  
2 changed or added to. I'll come back to comment  
3 about it generally.

4 The two things that I started off talking  
5 about is we now have this performance based  
6 compensation payment, which is a measurable way to  
7 incentivize the executive director and a way that's  
8 very easy to quantify. Which is the -- excuse me,  
9 this base performance compensation payment, the  
10 BPCP as it's called.

11 One way is through, if there's commercial  
12 service and there's more than 50,000 passengers at  
13 the airport a year, then there's additional  
14 compensation to the executive director for that.

15 And the other way is through cash from operating  
16 activities and averaging the two lowest totals of  
17 net cash. Then it would be a 1 percent bonus to  
18 the executive director. There is an addition to  
19 add a accidental death insurance policy of  
20 \$250,000, which isn't uncommon in executive  
21 compensation packages. Even at the --

22 MR. WUELLNER: That's in the existing one.

23 MR. BURNETT: What's that?

24 MR. WUELLNER: It's in the existing.

25 MR. BURNETT: Is it? I missed it then if it

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1 was in the existing. I've got my highlights here  
2 of what I need to go over.

3 MR. WUELLNER: It's in a different spot.

4 MR. BURNETT: A couple of things that are  
5 changes statutorily. In the termination of the  
6 executive director, the severance package -- and  
7 this is something that we're experience -- that is  
8 being experienced statewide.

9 The legislature decided to limit the amount of  
10 severance down to four months. And so as part of  
11 that, and if you've been following the county  
12 attorney's contract in the news media, it's  
13 something that's been talked about over at their  
14 level -- you know, I don't want to get too far  
15 afield, but there's a lot of debate over this issue  
16 of lowering severance pay down to four months when  
17 you have folks that may have worked in one place  
18 for 20 years and then go to a new place and they  
19 have four months of guaranteed income and they may  
20 not have it after that. But anyways, the contract  
21 from where it was to now has been adjusted to  
22 reflect this new statutory change.

23 That's over all the highlights. One thing I  
24 wanted to go back to sort of talk about as far as

25 the general flavor of this contract, it is taken

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1 from a couple of other executive director  
2 agreements in the state of Florida. Some of the  
3 terms in here are barred from there, and so that's  
4 where you get some of this thought process  
5 especially as it relates to the compensation, this  
6 performance based compensation plan that's in here.

7 So with that, that's really my overview of it.  
8 It's far more complex than that, as you probably  
9 read. But there's the highlights, if you will.

10 CHAIRMAN YOUMAN: Are you going to go over the  
11 contract provisions with each member?

12 MR. BURNETT: I can certainly go through it  
13 and you-all can tell me wherever you want me to  
14 change.

15 CHAIRMAN YOUMAN: Mr. Mercer, you want to go  
16 ahead and kick it off?

17 MR. MERCER: Yes, sir. Thank you, Mr. Chair.  
18 I'll come back to recitals Charlie and Echo.

19 My first issue was with numerical paragraph  
20 1.A. And by the way, let me -- let me start by  
21 saying that my comments have -- I love Ed. Ed's a  
22 nice guy. He's a professional. He's always very  
23 courteous to me. My concern is with some of the  
24 provisions in the contract that I'll share with

25 you. It is not -- it is not directed towards Ed at

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1 all.

2 My concern with the first provision Section

3 1.A. This deals with the initial term. In my

4 book, if you're a first round draft pick coming out

5 to play NFL football, you need a five-year

6 contract. You don't need a five-year contract if

7 you're an airport manager. You might if you're

8 located in a city where it's difficult to attract

9 talent. A five-year initial term is a problem for

10 a couple of reasons. Number one, it would tie the

11 hands of the future board.

12 We have three board seats coming up in 2014

13 according to the e-mail I got from Reba Ludlow who

14 sends out the liaison e-mail to all of the SAAPA

15 members. And it's obviously possible that the

16 airport board could change in 2014.

17 It would be improper in my judgment for the

18 initial term for employment reasons to go beyond

19 the new -- newly impaneled board in 2014. My

20 suggestion on that is, look, take the initial term

21 in 1.A. and make it a one-year term running until

22 June 30th of 2014.

23 Section B is an automatic renewal clause. Now

24 let me tell you my experience -- here's the --

25 here's the dirty little secret about automatic

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1 renewal contracts in any kind of contract. They  
2 always automatically renew, right, 90 percent of  
3 the time because people forget to give notice of  
4 nonrenewal.

5 This contract, I've had people in the county  
6 tell me they're concerned about because it would  
7 take the director's employment out to the year 2023  
8 unless this board just happens to remember to  
9 convene at exactly the right window of not less  
10 than 90 days prior to the expiration of the then  
11 current term, to somehow have a meeting notice to  
12 quorum and put it to a vote to not renew it or to  
13 go on a shorter term or month to month or something  
14 like that.

15 We may have Ed here for another 20 years.  
16 It's not a matter of having Ed here or not having  
17 Ed here. Ed may want to retire in less than 20  
18 years. The point is, what is a commercially  
19 reasonable contract?

20 A renewal term on a month-to-month basis,  
21 Section 1.B., I think ought to be on a  
22 month-to-month basis. Section 1.A. should be a  
23 one-year initial term so we don't tie the hands of  
24 the future board.



1 MR. MERCER: Those are my comments on Section

2 1.

3 CHAIRMAN YOUMAN: Okay. Does anyone -- does

4 any of the board members agree with this or

5 disagree?

6 MR. COX: I disagree.

7 CHAIRMAN YOUMAN: Mr. Ciriello?

8 MR. CIRIELLO: Yeah, the same statement that

9 Mr. Mercer made. Any statements I might make from

10 here on in concerning this contract have nothing do

11 with Ed. It's about the job.

12 Now there's nothing in this contract that I

13 saw in any part of it that states how much he

14 really makes. What -- and, you know -- and with

15 all the little bonus clauses in there that are

16 automatic, and then yet every year we get an

17 evaluation, he comes out tops -- of course he

18 deserves it, there's no doubt about it -- and he

19 gets a raise. On top of all those other little

20 incentives, he automatically gets a raise. So in

21 effect, you might say it's stretching the point

22 that this is a one-year contract. Every year he's

23 given a raise.

24 When an athlete like he mentioned signs a

25 contract for five years, unless he's somebody

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1 really super special, he's obligated to go by that  
2 contract for the five years. Now they come in  
3 sometimes and try to get them to change it and give  
4 them more money and the owners say no, no, no, you  
5 signed a contract that's what you go by.

6 So if we're going to automatically review him  
7 every year and give him a raise because he's had  
8 another year seniority and because he does his job,  
9 which is what he was hired to do, in effect it's a  
10 one-year contract. So why do we need to say it's a  
11 five-year contract? If it's a five-year contract,  
12 whatever the terms are, that's what he lives with.

13 CHAIRMAN YOUMAN: Mr. Cox?

14 MR. CIRIELLO: Okay. Go ahead.

15 MR. COX: There's some basic reasons we don't  
16 want to go with a one-year contract. We need to  
17 hire talent and the talent needs to have the  
18 confidence that there's going to be some tenure  
19 involved with his job, not that a future board's  
20 going to come in there and remove that person every  
21 other year, ostensibly.

22 We have a termination clause language in there  
23 that the board -- if the board doesn't like the job  
24 that Ed is doing -- can you go do that, Doug?

25 MR. BURNETT: Yes, sir.

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1 MR. COX: It's -- it's not -- you know, this  
2 is -- just because we said -- you know, Ed has a  
3 five-year contract with the board doesn't mean that  
4 Ed stays with the airport ad infinitum if we -- if  
5 he's not performing. And a future board, if that's  
6 the concern, could come in and say, Mr. Director,  
7 you're not performing up to our standards, you  
8 know. Have you got that, Doug?

9 CHAIRMAN YOUMAN: Mrs. Barrera?

10 MS. BARRERA: I'm quite comfortable with the  
11 five-year contract, and I feel like we as a board  
12 could cancel the contract at any point --

13 CHAIRMAN YOUMAN: I concur.

14 MS. BARRERA: -- should the contract not be  
15 satisfactory or his performance not be  
16 satisfactory.

17 CHAIRMAN YOUMAN: I concur.

18 MR. COX: Do you concur?

19 MR. WUELLNER: Concur?

20 MR. COX: Concur --

21 MR. WUELLNER: I don't have a vote.

22 MR. COX: -- with the fact that we could  
23 terminate your contract at any point if we were not  
24 happy with your performance.

1 along with it, but yes.

2 MR. WUELLNER: For none -- for no cause.

3 MR. COX: Understood. Right. Right. Right.

4 It's not -- I mean, the point being is that we want

5 the director to be confident that there -- that

6 this job is going to have some tenure to it and not

7 that every other -- every year he's going to be

8 standing at the table wondering if he's going to

9 have a job the next year.

10 CHAIRMAN YOUMAN: Correct.

11 MR. WUELLNER: My -- my -- my general position

12 on it and one of the reasons I did this is with --

13 you know, I look at this -- I put 17 years in here.

14 I see -- if it's up to me, I would finish my

15 career here. That's the, you know, long-term

16 intent. I project that to be approximately ten

17 years out. I would like -- you know, this -- this

18 takes me to where I think I want time-wise. It

19 does not unnecessarily bind anyone's hands in the

20 interim, I don't believe.

21 Certainly if I'm not performing or you just

22 have a change of heart in the direction the

23 airport's going and I'm not the guy anymore,

24 that's -- I mean, that's normal course of business

25 in my opinion and there's a methodology out of it.

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1 And that's -- you know, that's fair I believe on  
2 both sides.

3 I would frankly -- I mean, if the board is --  
4 you know, if the mentality is that they don't  
5 expect me to finish my career here, then I'd like  
6 to know that today, because I'd like to find  
7 something elsewhere where I can reasonably rely on  
8 finishing my career out.

9 And I don't mean that as a threat. I'm not  
10 trying to in any way posture it that way. I just  
11 mean my goal was to finish my career out here and I  
12 still want to do that without doubt.

13 MR. MERCER: Let me say that in the way the  
14 real world works, none of us have any assurances.  
15 When I worked for a big law firm, I was at will. I  
16 never had assurances. I would love to have the  
17 assurance that I could be involved for 10 years,  
18 2023, automatic renewals. The real world doesn't  
19 work that way in business. It doesn't work that  
20 way with corporations, law firms.

21 The fact of the matter is I think it is --  
22 whether I like you or don't like you, the idea of  
23 an employment contract that's going to -- that's a  
24 five-year term, that's going to automatically renew

25 until 2023, if I thought everything that the

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1 director, whoever the director was, was doing was  
2 perfect, from a vision standpoint for the future of  
3 the airport, I would be very concerned about a  
4 five-year contract term.

5 It is not necessary to retain talent with as  
6 many wonderful benefits as we have here in this  
7 community and this county and at this airport to  
8 lock somebody in till the year 2023, and that is  
9 why I am opposed to a contract length of that -- of  
10 that much.

11 MR. COX: Real quick comment.

12 CHAIRMAN YOUMAN: Mr. Cox?

13 MR. COX: As a rejoinder, in the real world,  
14 the iteration of this contract has worked very well  
15 for the last three or four iterations of the  
16 contract, and there's one, two, three, four former  
17 board members who have voted for those contracts  
18 and it seems to have worked fine. So to say that  
19 in the real world five-year contracts don't work, I  
20 would have to disagree with it.

21 CHAIRMAN YOUMAN: And again, if the board  
22 finds that Mr. Wuellner is not doing his job, he  
23 can be terminated under this agreement anyway. So  
24 I'm not sure --

25 MR. MERCER: Well, let's --

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1 CHAIRMAN YOUMAN: He has -- he has -- he has  
2 the protection of a five-year agreement extending  
3 into ten years based on whether he performs or not.  
4 If he doesn't perform, the board can release him  
5 from his services.

6 MR. MERCER: But let's also be clear that the  
7 board should not be telling Ed, or whoever the  
8 director is -- I don't like to even personalize  
9 because it's not about Ed. It's not about  
10 Mr. Wuellner. It's about the position. It's about  
11 the contract. The board should not be saying,  
12 let's go ahead and do a ten-year contract, a  
13 five-year contract because we can always break our  
14 promise later. The point --

15 CHAIRMAN YOUMAN: It's not a promise.

16 MR. MERCER: Let me finish, Mr. Chairman.

17 The point of a board of directors is to come  
18 up with a -- an employment arrangement for the  
19 manager of an airport, in this case a small Class D  
20 airport, that is reasonable.

21 And to go out and to lock it up for the  
22 next -- till the year 2023, as this contract will  
23 do and as it states that it will if it  
24 automatically renews, I just think is -- is

25 egregious, and I'll be on the record for saying

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1 that.

2 CHAIRMAN YOUMAN: Okay. Mr. Ciriello?

3 MR. CIRIELLO: Yes. I was in the audience the  
4 night the board with Mr. Martinelli and them hired

5 Mr. Wuellner. And as I sat there and heard those

6 three or four guys giving their resumé in --

7 orally, I sat there and thought to myself if I was

8 going to hire one of these guys, it would be

9 Mr. Wuellner. And that's who the board hired. So

10 all these years -- I don't know. What was it 15,

11 17 years ago?

12 MR. WUELLNER: 17.

13 MR. CIRIELLO: I can't think of all the times

14 I've been here that I would ever think that he

15 should be removed and replaced. And I doubt if all

16 them years you could find one board member who was

17 dissatisfied with his performance.

18 MR. COX: One.

19 MR. CIRIELLO: Now, I -- I have no objection

20 to this five-year contract. I would like to see

21 the automatic five years taken out so at the end of

22 the five years it has to be gone over again. And I

23 doubt if anybody on the board at that time will say

24 get rid of him. So I think with the five year and



25 throw that automatic extra five years out would be

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1 okay.

2 But one other thing I'd like to see gone is  
3 that yearly evaluation of giving him a raise on top  
4 of all the other raises. In fact there's one raise  
5 in there that probably won't come true but seems  
6 silly to me, is where he gets X number of dollars  
7 for a certain amount of airline passengers that  
8 pass through here.

9 MR. MERCER: We'll get to that later.

10 MR. BURNETT: Yes. Mr. Ciriello, we haven't  
11 gotten there yet.

12 MR. CIRIELLO: Oh, okay. Okay. All right.

13 MR. MERCER: We're on Section 1.

14 MR. CIRIELLO: Take out that yearly  
15 evaluation, leave the contract strictly at five  
16 years with no automatic extension and I can go with  
17 that. I don't know about anybody else.

18 CHAIRMAN YOUMAN: Ms. Barrera?

19 MS. BARRERA: Doug, did the contract before  
20 have an automatic one year? There was no  
21 automatic?

22 MR. WUELLNER: No automatic.

23 MR. BURNETT: No. It was month to month.

24 MR. WUELLNER: It was month to month.

1 the expiration? We -- I think that as a board, we  
2 need some protection to know that -- and I remember  
3 Mr. George, this was always one of his concerns, is  
4 because we do have exceptional talent here, the  
5 five-year contract is really to lock in the talent  
6 and to have that consistency for that five-year  
7 period.

8 And that was the thought behind the five-year  
9 contract as opposed to a one-year contract where we  
10 could lose that talent. Because he is considered  
11 very desirable, very well thought of in the  
12 industry, and it is -- it is normal in the industry  
13 to have five-year contracts.

14 CHAIRMAN YOUMAN: Mr. Wuellner, can you --  
15 could you agree to a five-year contract without a  
16 renewal?

17 MR. WUELLNER: Certainly.

18 CHAIRMAN YOUMAN: Pardon me?

19 MR. WUELLNER: Yes.

20 CHAIRMAN YOUMAN: Would that be satisfactory?

21 MR. WUELLNER: That would be fine. I would be  
22 also open to the insertion of language that  
23 requires that notification be given to the board  
24 ahead of a renewal if you were inclined to leave it

1 My -- my general concern continues to be being  
2 able to finish out my career. And I don't want to  
3 find myself at 59 years old not -- not at the point  
4 to be able to finish it out or hunting down, you  
5 know, a career ending five year someplace.

6 You know, at that point, not that this is the  
7 overwhelming issue, it doesn't seem extremely fair  
8 to me to have invested at that point 22 years here  
9 to effectively walk away, you know, five years  
10 short of the goal line more or less. That's  
11 personally, not professionally.

12 So, I -- you know, would I agree to a five  
13 year? Sure. You know, that's been the history  
14 around here, I'd take my lumps at year five and  
15 whatever. But it's a risk scenario that, you  
16 know --

17 MR. MERCER: And as I said, even on a month --  
18 even on a year-to-year basis, it may well be here  
19 that you're here 10, 12, 15 years more. I -- my  
20 objection is not with you being here. My objection  
21 is with anybody having a five-year contract.

22 CHAIRMAN YOUMAN: I believe it's the consensus  
23 of the board that a five-year contract is  
24 acceptable and we can move on to the next item.

25 MR. BURNETT: Can I -- can I as the lawyer

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1 just break it in two?

2 CHAIRMAN YOUMAN: Sure.

3 MR. BURNETT: Let's take 1.A., which is  
4 whether or not there should be a five-year  
5 contract. Can we -- can we call for a vote on the  
6 five-year contract issue under 1.A. so we can get  
7 through that and then look at 1.B.?

8 CHAIRMAN YOUMAN: All right. Can we have a  
9 vote on employment 1.A. all in favor --

10 MR. WUELLNER: I would -- I was just going to  
11 say as a matter of process, why don't you look at,  
12 if you're okay with this, handling the individual  
13 provisions as consensus --

14 CHAIRMAN YOUMAN: Consensus.

15 MR. WUELLNER: -- and then deal with a single  
16 vote at the end.

17 MR. COX: Good.

18 MR. WUELLNER: That's up to you --

19 MR. MERCER: One wise thing about what  
20 Mr. Wuellner said is you may see the larger picture  
21 and feel differently about -- so I like that idea.

22 CHAIRMAN YOUMAN: This is a consensus vote  
23 only --

24 MR. COX: Right.

25 MR. WUELLNER: Which doesn't --

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1 CHAIRMAN YOUMAN: -- on each section. And  
2 then the totality after the consensus is done is  
3 we'll vote a final vote.

4 MR. BURNETT: Yeah. I'm going to make the  
5 changes as we go through, whatever the changes are.

6 MR. MERCER: Based on the consensus.

7 CHAIRMAN YOUMAN: Based on the consensus,  
8 correct. That's the only way we can proceed  
9 through this thing.

10 MR. MERCER: Seems reasonable.

11 CHAIRMAN YOUMAN: Did we have the vote?

12 MR. COX: No.

13 CHAIRMAN YOUMAN: Oh.

14 MR. WUELLNER: I interrupted you.

15 CHAIRMAN YOUMAN: May I have those in favor of  
16 1.A. being the five-year agreement on consensus?

17 MR. COX: Aye.

18 CHAIRMAN YOUMAN: All in favor?

19 MS. BARRERA: Aye.

20 CHAIRMAN YOUMAN: Aye.

21 MR. CIRIELLO: Aye. Those not in favor?

22 MR. MERCER: Nay.

23 CHAIRMAN YOUMAN: Four to one.

24 MR. BURNETT: What about 1.B., the automatic

25 renewal for additional five years?

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1 CHAIRMAN YOUMAN: Those in favor?

2 MR. COX: Aye.

3 CHAIRMAN YOUMAN: Aye. Those not in favor?

4 MR. MERCER: Nay.

5 MR. CIRIELLO: No.

6 MS. BARRERA: I would be in favor of a

7 one-year automatic renewal.

8 CHAIRMAN YOUMAN: How do we handle that,

9 revote?

10 MR. BURNETT: Well, we've got a 2 -- we've got

11 a 2-2 with a one year in the middle, so --

12 MR. COX: We're going with consensus.

13 MR. MERCER: I think she has to --

14 MR. COX: That's all --

15 MR. BURNETT: Does it -- based on -- if I

16 might, Mr. Chair. Based on Ms. Barrera's vote and

17 comment related to one year, is there a consensus

18 for it to renew automatically for one year?

19 MR. WUELLNER: For one-year periods or one

20 year period?

21 MS. BARRERA: Periods.

22 MR. MERCER: Usually the automatic renewal is

23 for successive one-year periods, plural.

24 MR. WUELLNER: To a maximum term or just leave

25 it undefined?

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1 MR. MERCER: Well, that's one of the things  
2 about the automatic renewal clause in contracts.

3 It's -- it just usually goes on.

4 MS. BARRERA: Undefined usually.

5 CHAIRMAN YOUMAN: Mr. Burnett, can I entertain  
6 a comment from the public at this point or not?

7 MR. BURNETT: That's up to the Authority or  
8 y'all can hold it for the end once you've gone  
9 through the --

10 CHAIRMAN YOUMAN: I'm going to have Mr. George  
11 put -- give us his input because he's experienced  
12 in the past and just to see what he says.

13 MR. GEORGE: The purpose of a contract in  
14 my -- Buzz George. The purpose of a contract in my  
15 opinion is to have an acceptable and -- the purpose  
16 of a contract and its existence is to have an  
17 avenue that shows the individual what you think of  
18 him, and it also creates a -- an atmosphere for the  
19 person that's going to follow behind him.

20 I disagree with the automatic five-year  
21 option. I think you the board have a  
22 responsibility to get back involved in this.  
23 You're giving him a five-year contract, which I  
24 agree with. But I think that the automatic

25 extension should be put down to where the board has

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1 to decide the automatic extension length based on  
2 performance. Thank you, sir.

3 CHAIRMAN YOUMAN: Mr. Martinelli?

4 MR. MARTINELLI: I've been on the commercial  
5 side of this in my career, and I can tell you very  
6 simply that my employment contracts with the  
7 companies that I served on boards and officers of  
8 were contracts that simply said very simply you're  
9 hired and you will not be discharged except for  
10 malfeasance, misfeasance, and nonfeasance. And if  
11 you are discharged, you have a severance agreement.  
12 And that severance agreement generally was for a  
13 year.

14 But it was that -- in other words, the  
15 employment contract was continuing. It wasn't for  
16 five years. It wasn't for two years. It wasn't  
17 for ten. It was as long as I performed and  
18 performed under those three conditions. And I  
19 think that's simple, but it really gets right to  
20 the point.

21 At any point in time, if there's malfeasance,  
22 nonfeasance or misfeasance, then it's grounds for  
23 dismissal. And under the con -- terms of contract  
24 dismissal was handled in a certain way.



25 I think when you get into all of these nuances

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1 and you try to make it so specific, you're tying  
2 your own hands in terms of how you evaluate and how  
3 the contract and how the employee progresses.  
4 Because I knew in my situation as long as I didn't  
5 do those three things, I knew I had a job and I  
6 knew it was there and I knew the compensation was  
7 there and all the other goodies that went with it.  
8 And so I just put that out there for your  
9 consideration.

10 CHAIRMAN YOUMAN: Mr. Cox?

11 MR. COX: In an effort to try to move  
12 everybody towards what I think would I think  
13 would -- in Ed's corner here and I agree with him.  
14 Having spent 22 years here at the end of this  
15 month, he needs to have some kind of a horizon  
16 looking out there where he can retire at, you know,  
17 a certain point.

18 If we say there's a five-year renewal on this  
19 end one of this one, automatic five-year renewal as  
20 opposed to a one-year renewal, what difference does  
21 it make? We can terminate -- that board at ten  
22 years in the future can terminate the director  
23 at -- at their whim if he's not performing. I  
24 don't understand why a five-year automatic renewal

25 is -- is an issue.

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1 MR. MERCER: Well, among another -- a number  
2 of reasons. You often will get into lengthy and  
3 expensive lawsuits over termination decisions.

4 You may say it's based on misfeasance or  
5 malfeasance or nonfeasance, and you can look at the  
6 contract and lawyers can fight in court for tens of  
7 thousands if not six figures in some cases and  
8 attorney's fees quibbling before a judge for years  
9 of civil litigation over whether or not you have an  
10 event that falls within the ambit of the  
11 termination right under the contract or whether  
12 it's outside the ambit.

13 And the reality is -- I mean, you know, at  
14 some point we have to say the vast majority of  
15 people in this county work on an at-will basis.  
16 They do a good job. That's the best assurance that  
17 they're going to stay.

18 CHAIRMAN YOUMAN: Mr. Cox?

19 MR. COX: We're not talking about the vast  
20 majority of the people in the county. We're  
21 talking about our executive director. And -- and I  
22 feel that the board needs to give him the loyalty  
23 and the support after -- after the many many  
24 decades of work that he's -- well, at that point it

25 will be several decades of work.

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1 We've never had any problems where we've had  
2 litigation issues and -- and I would say -- and  
3 this has nothing to do with your current position  
4 as an attorney. But if there was not an attorney  
5 on the board to point that out, we wouldn't even be  
6 approaching the idea of litigation in a contract  
7 issue. I still feel the five-year automatic  
8 renewal is -- shouldn't be an issue for us.

9 CHAIRMAN YOUMAN: Well, let's -- how do we  
10 want to reword this? We've got --

11 MS. BARRERA: You have swayed me. To  
12 automatically renew for a five-year period is  
13 just -- it's beyond the norm of a standard  
14 employment agreement. So I'm -- I'm uncomfortable  
15 doing that. Certainly to automatically renew for  
16 one year is more customary.

17 CHAIRMAN YOUMAN: And it would also be the  
18 discretion of the board when the first five years  
19 are up anyway if they want to renew it for five  
20 years or one year anyway. They can do anything  
21 they want to in five years.

22 MR. MERCER: People, in my experience no  
23 matter what the industry is, whether it's a service  
24 agreement, a purchase agreement, employment

25 agreement, whatever it is, there's a huge

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1 percentage of the time where people do not remember  
2 to give notice of nonrenewal.

3 And if you don't give that notice surgically  
4 within 90 days, you have to have everything fall  
5 into place, there is a very high probability of a  
6 five-year automatic renewal, in my -- in my  
7 experience. We heard Mr. Cox's real estate  
8 experience. I'm just sharing what my experience  
9 has been as a lawyer.

10 MR. COX: Maybe we need to look for consensus  
11 on --

12 CHAIRMAN YOUMAN: May I ask for a consensus on  
13 the five-year and the one-year renewal after that  
14 based on Mrs. Barrera's recommendation?

15 MR. COX: Are you proffering one year?

16 MS. BARRERA: I'm proffering one year.

17 MR. COX: I guess I'll go with one year  
18 because I don't think we're going to reach  
19 consensus on five.

20 CHAIRMAN YOUMAN: I agree. I -- I say five  
21 and one and you say five and one, and Joe?

22 MR. CIRIELLO: In other words, it's going to  
23 be like a six-year contract.

24 CHAIRMAN YOUMAN: Five year --

25 MR. CIRIELLO: And one year --

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1 CHAIRMAN YOUMAN: Automatic renewal.

2 MR. CIRIELLO: You might say it's a six-year  
3 contract. All right.

4 MR. BURNETT: And that's for a total of --  
5 it's one-year renewals for a total of five years.

6 MS. BARRERA: No. It's a five-year contract  
7 with -- oh, yes. Yes, what you're talking about.

8 MR. BURNETT: They would be one-year  
9 successive renewals for a total of five additional  
10 years.

11 MR. CIRIELLO: Wait a minute. Wait a minute.

12 MR. BURNETT: I want to make sure I have  
13 that --

14 MR. COX: That puts you into retirement; is  
15 that correct?

16 MR. WUELLNER: General provision --

17 MR. CIRIELLO: That's not a change to me. I  
18 thought the way she was putting that, as a  
19 five-year contract with a one-year renewal and then  
20 at the end of that one year, we have to go into  
21 another five-year negotiation. But if it's going  
22 to be one year, one year, it's -- in effect it's  
23 the five-year extension.

24 MR. COX: Right.

25 MR. CIRIELLO: That's just a play on words, a

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1 cute way of playing on it. No, no, no, no.

2 MR. MERCER: I mean, in all -- in all  
3 fairness, if I'm -- if I'm sitting in Ed's chair, I  
4 understand. I mean, it's good to be on that -- to  
5 have an automatic renewal when you're on that side.  
6 There's nothing inappropriate about wanting it,  
7 okay?

8 It's just that it's not likely when you have a  
9 board that can't even talk to each other because  
10 we're in the state of Florida and we have a  
11 sunshine act -- I mean, it's very very difficult in  
12 commercial contracts to remember to give notice of  
13 nonrenewal. Not that that's what the future board  
14 would want to do. But it's just -- it's not a wise  
15 provision in my judgment to have any automatic  
16 renewal.

17 MR. WUELLNER: What if -- would the comfort  
18 level be elevated if it's a contract requirement or  
19 the provision is not effective that notification be  
20 provided? That your -- that the renewal period is  
21 pending?

22 MR. MERCER: I don't -- I don't follow that.

23 MR. WUELLNER: You mentioned a horizon in  
24 which you have to re --

25 MR. COX: Respond.

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1 MR. WUELLNER: -- act on the renewal to --

2 MR. COX: The 90-day window of time that you  
3 have to put out.

4 MR. WUELLNER: If that's made a contract  
5 provision, that notification is required to the  
6 board in order to effect the provision -- in other  
7 words, the renewal does not happen if the  
8 notification was not provided.

9 It's sort of the -- I have zero problem  
10 with -- I understand your concerns, as I would have  
11 the same concern sitting in here working for the  
12 Airport Authority in that capacity. Automatic  
13 renewals, we get burned periodically on everything  
14 from dumpster contracts to whatever when those  
15 provisions are in there.

16 MR. MERCER: Yeah.

17 MR. WUELLNER: I'm saying I completely get  
18 that and would be entirely comfortable with having  
19 a contractual obligation on my side that says in  
20 order to even effect the renewal, a five-year  
21 automatic renewal provision, I have to provide the  
22 board notice that that 90-day window is there.

23 MR. MERCER: I like the movement on that.  
24 Particularly if it said you gave notice to all the

25 board members. Because right now notice under this

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1 only goes to Carl and it's at the same address that

2 your -- your mail --

3 MR. WUELLNER: That would be fine.

4 MR. MERCER: You know, notices go to the same

5 address and it's his mailbox, okay?

6 MR. WUELLNER: I understand.

7 MR. MERCER: But let me compliment Ed -- and

8 I'm going to take Ed out to Dunkin Donuts, because

9 I off -- I bump into Ed every Saturday at Dunkin

10 Donuts. But seriously I could agree with something

11 on that except that I can't live with the five-year

12 initial term. And but -- but for that, I could

13 work with you on that on the renewal.

14 MR. COX: At what length, five year or one

15 year?

16 MR. MERCER: I could -- I could live with an

17 automatic renewal for one year. That wouldn't give

18 me heartache if we had an -- if we had a one-year

19 initial term that would automatically renew for a

20 successive one-year term. And that could go on,

21 you know what I mean, for multiple automatic

22 renewals, even up to the point of ten years.

23 My concern is not so much with ten years. My

24 concern with these big chunks of locking in five



25 years and another five years. That's where I'm

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1 having difficulty.

2 If we say it's an initial term that's going to  
3 go until let's say from today through June 30th,  
4 2014 and it will automatically renew for an  
5 additional one year unless there's notice of  
6 nonrenewal given, that to me is commercially  
7 reasonable. That I could -- I could live with  
8 something along those lines.

9 And if there's no notice of nonrenewal given  
10 by the board next year, which there probably won't  
11 be, then it automatically renews for an additional  
12 year. And every year if nobody gives -- if Ed  
13 doesn't give notice and the board doesn't give  
14 notice, it just keeps automatically renewing for  
15 one-year increments and it can get him up to his  
16 ten years.

17 CHAIRMAN YOUMAN: Any comments, Mr. Cox?

18 MR. COX: Yeah. I'm thinking -- I think the  
19 five-year initial chunk of time needs to stay where  
20 that's at and then I'll go with the one-year  
21 automatic renewal based on the window of time that  
22 Ed's responsible for making the automatic renewal.  
23 What do you think, Kelly?

24 MS. BARRERA: I'm comfortable with that.

25 CHAIRMAN YOUMAN: So am I. Mr. Ciriello?

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1 MR. CIRIELLO: Now you've got me thinking.

2 My -- I think Ed's last point that he puts the  
3 responsibility on himself to give notification that  
4 the extension time is up, and if he fails to do  
5 that, then what happens?

6 MR. WUELLNER: Then that provision basically  
7 disappears. There's no automatic --

8 CHAIRMAN YOUMAN: There's no automatic  
9 renewal.

10 MR. CIRIELLO: Then you can't go and  
11 renegotiate the contract.

12 MR. WUELLNER: Absolutely.

13 MR. CIRIELLO: But you're not out the door.

14 MS. BARRERA: It becomes a new contract.

15 MR. WUELLNER: No. It just becomes a new  
16 contract.

17 MR. MERCER: It would expire then and he would  
18 have to revisit --

19 MR. COX: A new board.

20 MR. CIRIELLO: I think a one-year contract  
21 is --

22 CHAIRMAN YOUMAN: It's a five-year.

23 MR. CIRIELLO: -- a little less. I know. I  
24 mean the point --

1 one-year renewal after that based on his notifying  
2 the board that the renewal is coming.

3 MR. CIRIELLO: I get all that. But Mr. Mercer  
4 wants a one-year, and even in the steel industry we  
5 signed three-year contracts. But once we signed a  
6 contract --

7 MR. COX: We're talking about Ed's, not the  
8 steel contract.

9 MR. CIRIELLO: I know that. But once we  
10 signed a contract, what we signed is what we got  
11 and what we did. I still object a little bit to  
12 that year evaluation --

13 CHAIRMAN YOUMAN: Well, we don't --

14 MR. CIRIELLO: -- that he gets a bonus just  
15 for being here for another year.

16 MR. COX: We're not discussing that.

17 MR. MERCER: That's coming later.

18 MR. CIRIELLO: That's not in this part?

19 MR. MERCER: Well, right now we're still on  
20 Section 1.

21 CHAIRMAN YOUMAN: We're on Section 1.

22 MR. CIRIELLO: Okay.

23 MR. MERCER: We'll get to the bonus later.

24 MR. CIRIELLO: I'll go with the five-year with

25 a one-year and 90-day.

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1 CHAIRMAN YOUMAN: Okay. We got -- we got  
2 Number 1.A, and B. finished four to one, four to  
3 one.

4 MR. COX: Do you have that, Doug?

5 MR. WUELLNER: With -- with the notification  
6 provision.

7 MR. BURNETT: How does the notification  
8 provision work; 90 days prior to expiration, you  
9 give notification?

10 MR. WUELLNER: No, I do.

11 MR. BURNETT: And -- and then the Authority  
12 does what with it?

13 MR. WUELLNER: Has the option of terminating  
14 the automatic provision.

15 MR. MERCER: First of all, I say Ed -- Mr --  
16 whoever the director is, I don't want to  
17 personalize it, the director should I think give  
18 notice to each board member at their individual  
19 address of record in writing 180 days prior to the  
20 expiration of the then current term. And then the  
21 board would have until I would suggest lowering  
22 that 90 days to 30 days.

23 That gives the board a little more flexibility  
24 when you have problems getting quorums and people

25 on vacation and that type of thing. So instead of

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1 90 days' notice of nonrenewal, you've got a 30-day

2 prior to the expiration of the then current term.

3 I'm not joining the consensus; I'm just suggesting

4 ways that can be worked.

5 CHAIRMAN YOUMAN: We -- we could agree with

6 you on that. We could agree with you on that

7 portion of the --

8 MR. MERCER: Janet, did you get that?

9 CHAIRMAN YOUMAN: Do I have consensus on

10 Mr. Mercer's --

11 MR. WUELLNER: This --

12 MR. COX: What, Ed?

13 MR. WUELLNER: My only concern with the 30

14 days is nothing happens in 30 days relative to my

15 contract in the history of the 17 years.

16 MR. COX: Oh, okay.

17 MR. WUELLNER: So I think the 90-day -- if we

18 give six month -- if I give six-month notification,

19 that gives you three months to make a decision,

20 which gives me three months to find another job. I

21 think that's -- if that's -- if the intent at that

22 point is not to continue or not negotiate something

23 or whatever. And I'm not presupposing anything

24 there; I'm just --

25 CHAIRMAN YOUMAN: Right. Just business.

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1 MR. WUELLNER: Or I would have no problem  
2 bringing it out even further, the notification  
3 piece of it, so that there's adequate time for me  
4 to look for work, for lack of better words. My  
5 concern is just 30 days. 30 days, there's a door,  
6 we don't have to do anything else.

7 CHAIRMAN YOUMAN: 90 days. But that's -- that  
8 was in the original discussion, was it not? So we  
9 don't need it.

10 MR. WUELLNER: So -- so --

11 MR. MERCER: The only thing new I think what  
12 Doug is working on is the notice -- the Wuellner  
13 idea of him giving notice to the board members,  
14 hey, guys, just a friendly reminder my thing is up  
15 for renewal and here's the provision so that the  
16 board 180 days out would have an opportunity to  
17 either say we love Ed and throw it in the trash, or  
18 if that future board sometime down the road decides  
19 they want to visit the issue, they can.

20 MR. WUELLNER: I'm fine with that.

21 CHAIRMAN YOUMAN: How did it change in the  
22 middle here? Where did this 30 days come from?

23 MR. WUELLNER: It was a suggestion of --

24 MR. MERCER: I think -- I think Ed's made a

25 good point, that the 30 days would not give the

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1 director --

2 (Mr. Cox leaves the room.)

3 CHAIRMAN YOUMAN: Oh, okay.

4 MR. MERCER: -- perhaps a sufficient period of  
5 time to anticipate --

6 CHAIRMAN YOUMAN: It's still 180 days. All  
7 right.

8 MR. WUELLNER: My notification is 180.

9 MR. MERCER: And then the board would have 90  
10 days to give notice of nonrenewal. Otherwise it  
11 automatically jumps to five -- another one year.  
12 Is it one year? Yeah, one year.

13 CHAIRMAN YOUMAN: Yeah.

14 MR. MERCER: Now I'm not in the consensus on  
15 that. That's just suggested wording from the  
16 question that was asked.

17 MS. BARRERA: You sound like you were in the  
18 consensus to me.

19 MR. MERCER: I would be in the consensus --

20 MS. BARRERA: I think we're going to put you  
21 down as being in the consensus on that one.

22 MR. MERCER: If it was a one-year initial  
23 term, I would be with Brother Ed.

24 MR. WUELLNER: He's in the consensus club on

25 the B provision, just not the A provision --

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1 CHAIRMAN YOUMAN: Okay. Can we move on to  
2 item 2 there --

3 MR. WUELLNER: -- if that's fair.

4 (Mr. Cox enters the room.)

5 MR. BURNETT: Can I -- real quick, I'm going  
6 to raise my hand when I read the new language.  
7 That way it's clear to everyone.

8 "Upon expiration of the initial employment  
9 period, this agreement shall be automatically  
10 renewed pursuant to the same terms and conditions  
11 as contained here -- herein for any additional  
12 one-year term and successive one-year terms for  
13 each year thereafter for a total of five more years  
14 extending from July 1st, 2018 to a maximum of June  
15 30th, 2023, option employment period, unless the  
16 agreement has been earlier terminated as provided  
17 in Paragraph 5 below or unless the Authority gives  
18 notice 90 days prior to the expiration after the  
19 executive director gives notice to the Authority  
20 180 days prior to June 30th, 2018 or prior to June  
21 30th of each successive one-year renewal of the  
22 then effective expiration date." It's a mouthful,  
23 but --

24 MR. MARTINELLI: Are you from Philadelphia?



25 MR. WUELLNER: It seems to be there.

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1 MR. MERCER: One typo. You said, Doug, "any  
2 additional." I think you meant "an additional."  
3 Or did you mean "any"?

4 MR. BURNETT: You're correct.

5 MR. MERCER: Okay.

6 CHAIRMAN YOUMAN: Lawyer to lawyer, amazing.

7 MR. MERCER: I just play one on TV.

8 MR. MARTINELLI: I think he's from  
9 Philadelphia.

10 CHAIRMAN YOUMAN: How somebody could write  
11 something like that in an instant is beyond me.

12 MR. WUELLNER: I would think, too --

13 MR. BURNETT: Okay. Are we on to the next  
14 thing now?

15 CHAIRMAN YOUMAN: Yeah, extent of services.

16 MR. WUELLNER: I would think 2 should go  
17 fairly quickly.

18 CHAIRMAN YOUMAN: Hope so. This is exactly  
19 the same as it was in the original contract.

20 MR. GEORGE: Exhibit A.

21 MR. MERCER: That was -- I'm sorry. Go ahead,  
22 Buzz.

23 MR. WUELLNER: I thought we attached it.

24 MR. BURNETT: Pardon?

25 MR. WUELLNER: Was it never attached, the

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1 original A?

2 MR. BURNETT: No.

3 MR. MERCER: My issue with -- the only issue  
4 that I had with section -- numerical Section 2 was  
5 the fact that there is no Schedule A or Exhibit A  
6 attached to the proposed contract. So I have no  
7 idea what's in the exhibit. And I -- I asked for a  
8 copy of the old agreement, which I got from the  
9 attorney.

10 MR. WUELLNER: Probably wasn't attached there,  
11 either, was it?

12 MR. MERCER: But I did not see it attached  
13 there, either.

14 MR. WUELLNER: Do you --

15 MS. HOLLINGSWORTH: I do not have it. I think  
16 it's your job description.

17 MR. WUELLNER: It is.

18 MR. CIRIELLO: What is Number 2?

19 MS. BARRERA: Huh? Extent of services.

20 MR. WUELLNER: Do you have access to that?

21 MS. HOLLINGSWORTH: Look in your --

22 MR. WUELLNER: Where am I looking?

23 MS. HOLLINGSWORTH: See if your job  
24 description isn't there.

1 then for extent of services?

2 MR. MERCER: Yeah, let's come back to it.

3 CHAIRMAN YOUMAN: 2.A.

4 MR. BURNETT: Let's move -- let's skip 2 all

5 together and come back to it then since we're

6 looking for this issue. How about residency,

7 Number 3? Any changes or issues on the residency

8 paragraphs?

9 MR. COX: Not from me.

10 CHAIRMAN YOUMAN: Mr. Mercer? You're the head

11 of the table. That's the only reason.

12 MR. MERCER: I -- I got asked by some people

13 in the county, as happens I guess when you're

14 elected, people come up to you or whatnot and ask

15 you. I guess on one level from an economic

16 standpoint -- and as you guys get to know me

17 better, you'll see I'm driven a lot by that.

18 I -- I have concern I think with the idea,

19 number one, that an employment agreement is

20 providing free residency unless one is the governor

21 or the vice president or the president or something

22 along those lines. I -- I guess I take an issue --

23 I take issue with free residency.

24 I also take issue with the fact that there's

25 a -- now added to this proposed agreement is a

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1 minimum provision of \$7500 per year at a minimum  
2 that the airport's going to be paying for home  
3 maintenance.

4 Again, I come back to my position that that's  
5 not real world. In fact, an argument can be made  
6 that the director should perhaps pay rent to have  
7 the use of the house that the airport owns. Most  
8 people don't get free housing from their employers.

9 The idea that, well, we have this house  
10 because we want the director to be near the  
11 airport, well that's not necessarily essential. I  
12 mean, for one thing, the airport director position  
13 has over 30 days of vacation. So presumably if an  
14 incident happened God forbid when the person is on  
15 vacation in Tahiti, they're not near the airport.

16 Look at other airports nearby. Flagler, where  
17 I fly into regularly, the airport director there,  
18 you know how close he lives to the airport? He  
19 commutes in from Ocala everyday, and yet he manages  
20 an airport right down one county south in Flagler  
21 County. So I guess I take issue with the idea of  
22 free housing and free maintenance.

23 Again, I call that sort of what I call in my  
24 legal profession is sort of a fat cat, good old boy

25 contract provision. I'm opposed to it. I want

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1 everybody to be able to live somewhere, but I also  
2 think most employees have to pay rent or have to  
3 pay a mortgage. And I don't think that the  
4 customers who are paying fuel and rent -- rent  
5 hangar increases and that type of thing should be  
6 subsidizing free housing or free maintenance on  
7 that housing.

8 CHAIRMAN YOUMAN: Ms. Barrera?

9 MS. BARRERA: Was it Sarasota's airport who's  
10 free house came with a pool?

11 CHAIRMAN YOUMAN: Yeah.

12 MS. BARRERA: I'm -- I definitely want our  
13 executive director as many other professions  
14 including ministry and -- where they're tending to  
15 something that they want to have a close proximity  
16 live in the house that he was asked to live in 17  
17 years ago.

18 But I do think that -- and I do think it  
19 probably or most definitely at 25 years needs  
20 reinvestment. I would -- I would change the word  
21 minimum to a maximum of 75 -- \$7500 or to a  
22 different maximum instead of the word minimum.  
23 That would be my suggestion.

24 CHAIRMAN YOUMAN: Mr. Ciriello?

25 MR. CIRIELLO: Yes. After all these years of

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1 him having that free housing, I have no problem  
2 with doing anything about that. You know, it's  
3 kind of late to pull a rug out from under him.

4 But my -- the only question I have is this  
5 \$7500 maintenance. Supposing nothing goes wrong  
6 with that house and there's not a dollar put into  
7 that maintenance, does he get any of that \$7500  
8 because it didn't go into the house --

9 MR. WUELLNER: No.

10 MR. CIRIELLO: -- or is that just something  
11 that the Authority doesn't have to spend?

12 MR. WUELLNER: It doesn't -- it was intended  
13 to be a reinvestment in your own property. It's  
14 not anything that inures directly to me.

15 MR. CIRIELLO: Well then, I have no problem  
16 with that either --

17 (Mr. Mercer leaves the room.)

18 MR. CIRIELLO: -- because if we spend it,  
19 fine. If we don't, we haven't lost anything. And  
20 as far as you having that house for 17 years, I  
21 would have objected to it right off the bat, but  
22 after 17 years, I'm not going to pull the rug out  
23 from under you.

24 CHAIRMAN YOUMAN: I just had one question. It

25 says "Authority shall be responsible for all major

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1 maintenance and repairs of the residence." Why  
2 does the \$7500 have to be in there?

3 MR. WUELLNER: The -- the word -- the wording  
4 is intended to be modernization of the home, not  
5 maintenance of the home.

6 CHAIRMAN YOUMAN: Okay. Modernization such  
7 as? Just --

8 MR. BURNETT: Kitchen cabinets need to be  
9 replaced. Appliances need to be replaced, that  
10 sort of thing.

11 CHAIRMAN YOUMAN: Okay.

12 MR. WUELLNER: 25-year-old bathrooms in there.  
13 25-year-old flooring. There -- I mean, that kind  
14 of thing.

15 CHAIRMAN YOUMAN: And, Kelly, you suggested --

16 MS. BARRERA: We need -- in my opinion, we  
17 need a cap on that. And I don't know that it needs  
18 to be a -- yeah, we need a maximum cap. Not a  
19 minimum cap.

20 (Mr. Mercer enters the room.)

21 MR. CIRIELLO: The example Doug gave about  
22 appliances and everything like that, if he was in  
23 effect renting that place, it would be up to the  
24 owner of the house to do all that replacing of

25 appliances and stuff, not the renter. So why would

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1 anybody object to if he had to have a new  
2 refrigerator because the other one went bad or  
3 whatever? That's just --

4 CHAIRMAN YOUMAN: So the --

5 MR. CIRIELLO: -- part of owning property.

6 CHAIRMAN YOUMAN: -- recommendation is to  
7 change that minimum to a maximum.

8 MS. BARRERA: And I'm not committed on that  
9 amount. I would defer to -- to the people who are  
10 in property. I would like to hear what Bob has to  
11 say who deals with --

12 CHAIRMAN YOUMAN: What are your comments,  
13 Mr. Cox?

14 MS. BARRERA: -- a reasonable amount.

15 MR. CIRIELLO: I don't think it needs to be in  
16 there because --

17 MR. COX: Just as a thought process, if  
18 modernizing the home, I'm not sure that \$7500  
19 any -- any amount of money annually is going to do  
20 what we -- to reach that, you know, ending.

21 If we're going to -- if the home needs to  
22 remodernized, then maybe we need to get a bid and  
23 say here's what needs to be done to modernize. I  
24 mean, the \$7500 a year, you might be able to



25 replace the kitchen cabinets and then next year he

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1 might be able to redo the bathroom and the next  
2 year maybe the floor. I don't know.

3 I mean, I'd have to defer to Ed's -- I don't  
4 know what's -- I haven't been inside the home, so I  
5 don't know what needs to be done with it. I really  
6 don't know. Is this -- is this a new -- is this  
7 new to the contract, this 7500 annually?

8 MR. BURNETT: It is. And it has a lot to do  
9 with the fact that it's 25 years old --

10 MR. COX: Understood. Understood.

11 MR. BURNETT: -- and the contract's 17 years  
12 old.

13 MR. COX: And I don't recall seeing it in the  
14 previous iteration of the contract. So --

15 MR. WUELLNER: It is not in previous versions,  
16 that is true.

17 MR. COX: Right. Okay. Do you think \$7500 a  
18 year is going to be actually able to modernize the  
19 home to the point that you're --

20 MR. WUELLNER: Yeah.

21 MR. COX: Which goes to Kelly's point. I  
22 mean, is 7500, is that -- do we -- does it need to  
23 be something else?

24 MR. WUELLNER: I'm okay with the wording

25 cap -- capping as a max. It really wasn't the

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1 intent to -- I never -- you know, I look at it a  
2 little more pragmatically. I'm also wearing  
3 another hat when I look at the provision.

4 I don't see any reason to go jump or dump a  
5 whole bunch of money at any one solid time here and  
6 make it a difficult, you know, budget condition.

7 It can be systematically done over time. It  
8 doesn't have to be --

9 MR. COX: Do you feel like \$7500 as a max --

10 MR. WUELLNER: I think it's plenty.

11 MR. COX: -- as a cap is good?

12 MR. WUELLNER: Yeah.

13 MR. COX: Okay. I'm good with it.

14 MS. BARRERA: We have it in there as minimum  
15 instead of maximum.

16 CHAIRMAN YOUMAN: You have it as a minimum.

17 MR. WUELLNER: Okay. The intent was that the  
18 Authority's prepared to invest \$7500 a year. Not  
19 that it has to. I mean, that's not the -- so the  
20 language, I'm fine with the word max. I think it's  
21 the same spirit of what we're trying to say.

22 CHAIRMAN YOUMAN: Joe?

23 MR. CIRIELLO: As the property owner, we're  
24 responsible for the upkeep of the home to start

25 with, so I don't even know why that needs to be in

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1 there.

2 Now I don't think as a resident of the home,  
3 if he comes in and says, hey, I'd like to have a  
4 new bathroom just because I want to remodel or  
5 something like that if it -- it could be 150 years  
6 old. If everything works, you don't need to change  
7 anything just to bring it up to modern --  
8 modernization. So we're responsible for that  
9 place. So it doesn't have to have that in there at  
10 all.

11 MR. MERCER: Well, let me disagree with that.

12 First of all, when you're leasing real  
13 property, all right, lease having Bob -- Mr. Cox is  
14 nodding. Leases allocate risk. And they either  
15 allocate the risk of maintenance on the tenant and  
16 you see leases that have 100 percent the tenant's  
17 responsible for all of the maintenance. Some of  
18 them say the landlord's responsible for heating and  
19 plumbing and the tenant's...

20 So the reality is it's not a foregone  
21 conclusion. I mean, we have a situation here where  
22 we've got zero rent coming in for an asset of the  
23 airport. So there's a free ride on that, which is  
24 just absolutely unheard of in employment contracts.

25 Again, waste. It -- this is waste. It is not the

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1 way the real world works. You don't give free  
2 homes to employees.

3 And -- but it seems that the consensus is  
4 developing against that view based on what I'm  
5 hearing in the comments. But I'm opposed to the  
6 provision. I think there ought to be some rent --  
7 rent paid.

8 CHAIRMAN YOUMAN: Martinelli and George --

9 MR. GEORGE: You first.

10 CHAIRMAN YOUMAN: -- public comment.

11 MR. WUELLNER: Before they -- before they  
12 start, I mention those of you that have here your  
13 iPad, I sent you the job description so you would  
14 have a chance -- what should be Exhibit A.

15 MR. MARTINELLI: I might clarify, excuse me,  
16 this last discussion. If you look at it from the  
17 standpoint of capital improvements versus  
18 maintenance or operating costs, I think the intent  
19 here is capital improvements.

20 Anything that has a life -- and you can define  
21 that, anything that has a life of more than five  
22 years, two years or whatever, then that comes under  
23 this \$7500 or whatever the amount is.

24 Any maintenance item, let's say a pipe bursts

25 or water heater springs a leak or something like

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1 that and you need to main -- do some maintenance on  
2 that, that is not a part of this. So that would be  
3 a way of distinguishing between what qualifies for  
4 the \$7500 or whatever and what does not.

5 On the other score, Mr. Mercer, I have a  
6 son-in-law who's an Episcopal priest and who has a  
7 parish and part of his compensation is a house  
8 which the parishioners provide for him. So it is a  
9 practice in some areas for a home to be provided to  
10 an employee. And bottom line is he's an employee  
11 of the parish. He's an Episcopal priest in  
12 Philadelphia.

13 MR. MERCER: Traditional -- traditional roots  
14 and origins of parish ministers and certain pastors  
15 having parishes is because they weren't paid very  
16 well. And out of tradition, it became necessary to  
17 provide them a home so that they could take the  
18 position. And that is one very obviously very  
19 narrow job out of thousands of different  
20 professions where there is no free home given to an  
21 employee.

22 CHAIRMAN YOUMAN: Thank you, Mr. Mercer.  
23 Mr. George?

24 MR. GEORGE: Buzz George. Back in the --

25 excuse me. Back in the 90's when Mr. Wuellner was

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1 hired, the board at that time evidently had  
2 experienced an incident on the field where the TV  
3 cameras were here, microphones were stuck in  
4 people's face, and people were saying things that  
5 shouldn't be said.

6 So consequently the board at that time, and  
7 I'm going from a conversation I had with Bill Rose,  
8 they felt that they needed a person that was  
9 educated and when to talk and when to shut up to be  
10 here when the cameras got here, when all the press  
11 got here. Consequently they had it set up in the  
12 contract that they would provide him the house.

13 Now, we had two options. We could provide him  
14 salary and let him pay for the house or we could  
15 provide him the house. We elected to provide him  
16 the house because if we rented it to him, we'd pay  
17 county taxes on that rental property. That's our  
18 property now, we don't pay any taxes on it. So  
19 that would probably hit us for another 10,000 a  
20 year out of that. So that's the way -- the reason  
21 we elected to do it this way.

22 MS. LUDLOW: Thanks. I have to tell you -- my  
23 name is Reba Ludlow, 46 Village Walk Drive.

24 MR. COX: Who?

25 MS. LUDLOW: I -- if Ed is 59 years old and

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1 you guys won't give him five years? Ed, are you  
2 59?

3 MR. WUELLNER: No, ma'am.

4 MS. LUDLOW: How old are you?

5 MR. WUELLNER: Not yet. 54.

6 MR. THOMPSON: That's a personal question.

7 MS. LUDLOW: Okay. Well, at any rate.

8 MR. COX: You said that earlier.

9 MS. LUDLOW: You did say.

10 MR. WUELLNER: No.

11 MS. BARRERA: In ten years. In five years,  
12 he'll be 59.

13 MS. LUDLOW: In five years he'll be 59. Okay.

14 So in ten years he'll be 69. If you have a job --  
15 I mean, I've had jobs for 15 years. I've had jobs  
16 for a long time. If I had to stand up every year  
17 and say, you know, oh, you don't like the color  
18 dress I have on, so you're not -- you're going to  
19 fire me this year? I think y'all are being really  
20 nitpicky, especially some of you that are so new on  
21 the board, to pass judgment against Ed that's been  
22 here for 17 years. I think it's really nasty.

23 MR. COX: We love public comment.

24 MR. THOMPSON: Thank you. I'm Mike Thompson.

25 I live at 895 Roberts Road in Fruit Cove. Some of

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1 you might remember I spoke to you earlier today.

2 MR. COX: Tell us your true feelings here.

3 MR. WUELLNER: I dare him not to.

4 MR. COX: A good point.

5 MR. THOMPSON: The overarching theme of what

6 I'm going to say to you is -- and I want you to

7 keep this in mind -- boards come and boards go,

8 folks. And I never would have thought that I would

9 have to be part of the institutional memory of this

10 airport, but when I heard the comments that were

11 just made -- I'm sorry, no personal offense, but

12 lots of professions provide housing for their

13 people. Lots of them, you know. You just don't --

14 this is a government job.

15 You get a lot of government jobs that provide

16 houses for various levels of people. It's just

17 routine. You know, it's no good for lawyers --

18 well, never mind, a lot of things we don't do for

19 lawyers we probably ought to.

20 But the point that I want to make is that I've

21 been here ten years that I've been coming to these

22 meetings hanging around, and I was going to bring

23 up initially the point that Mr. George just made.

24 I was in the room, and I'm sure it was ten



25 years ago based on what you're saying about these

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1 five years blocks of time, and there was great  
2 discussion about why Ed was in that house he was  
3 in, that his salary was reduced accordingly, and  
4 you were a member of the board then, thank you, as  
5 was Mr. George. You weren't at that point.

6 MR. MARTINELLI: No, we just hired him.

7 MR. THOMPSON: Yeah. Well, you did good. But  
8 his salary was reduced a certain amount. And if  
9 you guys have not elected to carry that on, you  
10 know, at this point, it seems just -- it seems -- I  
11 like what Mr. Ciriello said, we're jerking the rug  
12 out from under him.

13 I've seen that house, I think. And quite  
14 honestly, that's not a house I'd particularly care  
15 to live in. It's not the nicest house in  
16 St. Augustine if any of you are not familiar with  
17 it. You know, it doesn't look like it belongs on  
18 the beach.

19 Some of you probably don't know I was in the  
20 avionics business for a lot of years and there are  
21 a lot of general aviation airports that I have been  
22 on in this country. When I go to the alphabet  
23 meetings, I generally try to wear a shirt that has  
24 St. Augustine Pilots Association or something about

1 And I'm astonished at the number of total  
2 strangers who walk up that know this airport. If  
3 you'll remember, just over four years ago I had  
4 Phil Boyer come down and the first supposedly town  
5 hall meeting he did, he did right here after a year  
6 of not traveling for fighting off user fees in D.C.

7 He came to St. Augustine and then the article  
8 that he wrote about it a month later in AOPA Pilot,  
9 he said St. Augustine was his favorite general  
10 aviation airport in the country. Now he may say  
11 that about every general aviation airport he  
12 visits, I don't know, but he said that right there  
13 on the -- inside the front cover, whatever, of the  
14 next edition of AOPA pilot.

15 People walk up to me that know this airport.  
16 Within the last ten days, I've had two  
17 conversations with people. One is an old friend of  
18 mine, and the only person in this room that knows  
19 him is Reba, but he has Mr. Youman's position at an  
20 airport in North Carolina. And the other guy many  
21 of you know, he keeps a hangar here, he has a  
22 business at Craig. And both of them were saying,  
23 "Why can't our airport be like St. Augustine?"  
24 And, folks, the answer is simple.

1 credit. This airport has the strength and the  
2 reputation that it has because of Ed and his staff.  
3 Purely and simply. And you know without Ed's  
4 constant support and beating the drum for us and  
5 the things that he does for this airport that --  
6 you know, you guys just don't know everything that  
7 he does to support this airport.

8 And I'm sitting here, and I'm sorry, if Ed  
9 turns around and somebody's going to give him a  
10 10-year contract and he leaves, I know y'all think  
11 I'm this sweet little old teddy bear, you know,  
12 just an old doddering fool, but I'm going to be in  
13 your face like you can't imagine. Because one of  
14 the things that I have expressed wonderment about  
15 over the years that I've been here -- as I said, it  
16 ain't that many, so I'm surprised to have to be  
17 part of the institutional memory of this airport.  
18 I have wondered many times how we keep Ed at this  
19 airport.

20 He can go anywhere in this country he wants to  
21 go. And I expect there are a lot of places he can  
22 go without all of the nitpicking. Now renew his  
23 contract and go home, please. Thank you, very  
24 much.

25 MS. LUDLOW: Thank you.

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1 MR. THOMPSON: Anybody got any questions? I  
2 would be glad to answer them while I'm here. Thank  
3 you.

4 CHAIRMAN YOUMAN: Thank you. Residency  
5 consensus is changing the minimum to maximum.  
6 Mr. Mercer, all no -- all in favor?

7 MR. COX: Aye.

8 CHAIRMAN YOUMAN: Aye.

9 MS. BARRERA: Aye.

10 CHAIRMAN YOUMAN: All against?

11 MR. CIRIELLO: Oh, okay.

12 CHAIRMAN YOUMAN: Board favor?

13 MR. CIRIELLO: When you say okay, that's aye,  
14 isn't it?

15 CHAIRMAN YOUMAN: I just want to make sure.  
16 Thank you, sir. All right. Mr. Mercer?

17 MR. MERCER: Opposed. Nay.

18 MR. BURNETT: Okay. Number 4, compensation.  
19 Let's I guess take it with the first part, regular  
20 compensation.

21 MR. MERCER: First issue I have with this, if  
22 I can lead, Mr. Chair, is when we look at an  
23 employment contract, one of the things we like to  
24 see is where the salary is identified in the

25 contract. This proposed contract has absolutely no

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1 salary. And I would like to ask the other board

2 members --

3 (Mr. Cox leaves the room.)

4 MR. MERCER: -- can any of you with reference

5 to this contract tell me what the salary is? Show

6 of hands?

7 MS. BARRERA: The salary's not listed on the

8 contract.

9 MR. MERCER: Yet when I looked at the version

10 that he had in 2008, the salary five years ago was

11 listed in there. So for some reason the salary was

12 taken out of contract.

13 Isn't that fundamental and essential to

14 knowing whether or not we should vote for an

15 employment -- by the way, the salary in -- the base

16 salary in 2008 was \$128,000. I have no idea

17 looking at this proposed contract what his current

18 salary is or what it would be under this proposed

19 salary. Excuse me, proposed agreement. I also

20 believe that --

21 CHAIRMAN YOUMAN: What is -- what is the

22 annual -- current annual salary as of March 2013?

23 MR. MERCER: No one can tell from the proposed

24 agreement.

25 MR. WUELLNER: It's the amount y'all approved

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1 in January, two months ago.

2 MR. GEORGE: Let's make it 250.

3 CHAIRMAN YOUMAN: Huh?

4 MR. GEORGE: Just throwing a number out.

5 MR. CIRIELLO: Were you talking about the  
6 proposed salary?

7 MR. WUELLNER: I have no objection to putting  
8 a number in there. I don't -- it was --

9 MR. MERCER: I'm just saying --

10 MR. WUELLNER: -- the form of contract we were  
11 using. It wasn't intended to mislead.

12 MR. MERCER: I mean, we had the base salary in  
13 the old contract. We have a removal of that in the  
14 new proposed contract. So my first issue is I  
15 can't vote on something where I don't know what the  
16 salary is when it's an employment contract. It's  
17 pretty essential.

18 The second, I'm also opposed to automatic  
19 escalators on salary. I like the idea of there  
20 being some measurable number. And I think I  
21 appreciate the idea that CPI is sometimes difficult  
22 to measure because we don't know which CPI it is.

23 Is it All Urban Consumers? Which index is it?

24 But I think that generally raises should be at

25 the discretion of the board. It ought to be based

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1 on performance. I don't think we should have on  
2 auto pilot, if you'll pardon the pun, on raises  
3 that go 2 1/2 percent year after year and then over  
4 3 percent. I think that ought to be visited by the  
5 board on an annual basis. And by the way, perhaps  
6 the board elects to give a 5 percent raise and not  
7 just a 2 percent. But I don't think we ought to  
8 have an auto -- auto pilot on the raise. Those  
9 are --

10 (Mr. Cox enters the room.)

11 MR. MERCER: -- my two concerns about this  
12 proposed contract.

13 CHAIRMAN YOUMAN: Ms. Barrera?

14 MS. BARRERA: I didn't have any concerns on  
15 that one -- on either of those items that were  
16 mentioned.

17 CHAIRMAN YOUMAN: Mr. Ciriello?

18 MR. CIRIELLO: Yeah. I -- I have the same  
19 thought. I don't know what Ed makes. And you're  
20 talking about his salary right now. Is that just  
21 strictly the basic salary, or are we talking about  
22 a total package?

23 In other words, you take his salary, you take  
24 the value of the house, you take the automatic CPI

25 every year of -- that's in there, and then I was

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1 going to mention earlier that that silly part in  
2 there about the airline passengers, if so many  
3 passengers pass through, he gets a raise. What in  
4 the world does any direct -- director that happens  
5 to be Ed have to do with how many passengers some  
6 airline can get -- get to go through their  
7 turnstiles? He's not there out waving a banner  
8 come fly with USAir or whatever. Why is he getting  
9 a bonus because some airline can con somebody into  
10 flying with their airplane? So, I don't see --  
11 that shouldn't be in there.

12 But I'd like to know what the total package  
13 is. The salary, the house, and all of these little  
14 incentives in here that gives him a raise every  
15 year, I'd like to know what that total cost is.  
16 And I said this year and years and years ago, and  
17 it has nothing do with Ed, it's the job.

18 I don't think this airport is that big, that  
19 complicated and complex to pay the salary we're  
20 paying. The Governor of the state almost doesn't  
21 make that much money. And he has thousands of  
22 employees. Ed has what, 12, 13? So I'd like to  
23 know how much money total we're talking about.

24 MR. MERCER: Can anybody in the room tell me



25 what the base salary of the government employee

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1 that we're considering the contract for, this

2 director position, what the base salary is?

3 MS. BARRERA: 128 is the base salary on the

4 contract. Before the --

5 MR. MERCER: That was five years ago, though.

6 MS. BARRERA: Yes. With -- with two years of

7 no increases.

8 MR. MERCER: What I need to know is what is

9 Mr. Wuellner's base salary as of March 2013. The

10 proposed agreement doesn't tell me that.

11 MR. WUELLNER: I can get you within a couple

12 of dollars. I don't know the exact number.

13 Approximately 141.

14 MR. MERCER: Did any of the board members --

15 did any of the board members here know it was 14 --

16 was approximately 141,000?

17 CHAIRMAN YOUMAN: When we voted on it in

18 March, yes.

19 MR. MERCER: March when, last year?

20 MR. WUELLNER: Not March.

21 CHAIRMAN YOUMAN: Huh?

22 MR. WUELLNER: January.

23 CHAIRMAN YOUMAN: January.

24 MS. BARRERA: It was January.

25 MR. CIRIELLO: I don't recall that figure.

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1 MR. MERCER: That wasn't in January. I was  
2 here in January.

3 MR. WUELLNER: November? January? When was  
4 it? You're sitting with the agendas. Look it up.

5 MR. CIRIELLO: I don't recall ever hearing a  
6 figure.

7 CHAIRMAN YOUMAN: I think we voted on it.

8 MR. COX: Have you had your office locked  
9 or -- has it been -- have you been available to  
10 every board member here since 17 years?

11 MR. BURNETT: Is the --

12 MR. MERCER: I think the -- I think part of  
13 the problem is -- I think part of the problem is I  
14 have folks in the county who have come up to me and  
15 they have seen the proposed contract or gotten a  
16 copy of it, not from me, and they've said what is  
17 the salary?

18 CHAIRMAN YOUMAN: Could you do me a favor?  
19 I'd love to meet these people and sit down with  
20 them also because I've never met them.

21 MS. LUDLOW: Yeah. Thank you.

22 CHAIRMAN YOUMAN: I have never met all of  
23 these people you refer to in this nebulous cloud --

24 MS. BARRERA: You're going to have to excuse

1 (Ms. Barrera leaves the room.)

2 CHAIRMAN YOUMAN: -- that ask these questions.

3 I really haven't.

4 MR. MERCER: Why don't you come on my radio

5 show. You can talk to them live, because they call

6 into the show.

7 CHAIRMAN YOUMAN: That's what I thought.

8 MR. MERCER: I guess you can't come on the

9 radio show, though, we've got sunshine. So let's

10 not do that.

11 Here's the problem that people have. The

12 problem people have is they want a transparent

13 government. They want to know that their

14 government employees, that the salaries are not

15 being taken out of the employment contracts and

16 buried or hidden.

17 They want know that they're up front so that

18 the board who's voting on it can make an informed

19 decision. And I take issue with the fact that we

20 didn't have a base salary figure in this proposed

21 contract and here we are to take a vote on it.

22 CHAIRMAN YOUMAN: Is Kelly coming back?

23 MR. BURNETT: Yes.

24 CHAIRMAN YOUMAN: Where is she?

25 MR. BURNETT: Can I -- I think the consensus

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1 is to put the dollar amount in. So am I hearing

2 that?

3 MR. COX: The consensus is what?

4 MR. BURNETT: To put the dollar -- the present

5 dollar amount that Mr. Wuellner's being said --

6 being paid, to insert that into this section.

7 MR. COX: I don't need it in there.

8 MR. CIRIELLO: Is this the part where we

9 discuss --

10 MR. COX: I mean, if an individual board

11 member wants it in --

12 MR. CIRIELLO: -- the evaluation that I

13 objected to? Is that in this yet?

14 MR. BURNETT: No, sir. We haven't gotten

15 there.

16 MR. MERCER: Mr. Cox, are you suggesting the

17 salary not be in the employment contract?

18 MR. COX: No. I'm saying it doesn't need to

19 be posted in the contract. If we know what it is,

20 why does it need to be in the contract?

21 MR. MERCER: So that it's a matter of public

22 record for the public --

23 MR. COX: It's a matter of public record.

24 Anybody can call and ask.

25 MR. MERCER: Why are we hiding it?

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1 MR. COX: I'm not hiding it.

2 MR. MERCER: Are we embarrassed about how much  
3 he's being paid --

4 MR. COX: No.

5 MR. MERCER: -- in base salary?

6 MR. COX: I've never had an issue with it  
7 until you brought it up. And nobody else has  
8 either that I'm aware of. I've never in whatever,  
9 how many, 15 years -- have you ever had anybody ask  
10 you? I don't know. I've never had it.

11 MR. CIRIELLO: I brought it up at meetings  
12 when I was on the board before that I thought this  
13 job wasn't worth the money we're paying. And that  
14 was way back when it wasn't even a hundred thousand  
15 yet. So don't say nobody's ever objected.

16 (Mr. Ciriello leaves the room.)

17 CHAIRMAN YOUMAN: Let's take a ten-minute  
18 break.

19 (Recess had.)

20 MS. BARRERA: Mr. Chairman?

21 MR. CIRIELLO: Who was on the floor last?

22 CHAIRMAN YOUMAN: Pardon me?

23 MR. CIRIELLO: Who was on the floor last?  
24 I've got a comment.

25 MS. BARRERA: Mr. Chairman, also I had

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1 something I wanted to say. I don't want to --

2 MR. CIRIELLO: No. I'll -- I'll waive to  
3 beauty.

4 MS. BARRERA: I would like for the board to --  
5 I'd like for the board to consider finishing up  
6 this meeting at this time and reconvene -- either  
7 reconvene in a special session or reconvene on  
8 April the 15th.

9 But at this point, I don't know that -- I  
10 believe that everybody's getting a little punchy.  
11 I don't know that there's a lot of clear thinking.  
12 Most everybody has not eaten dinner. And I don't  
13 think that it's the most productive use of our time  
14 and I don't think it's the most productive use of  
15 Mr. Wuellner's time and I don't think it's fair to  
16 him.

17 MR. COX: That's a good point.

18 MS. BARRERA: So I would make a motion that we  
19 convene the rest of this meeting at a later time.

20 CHAIRMAN YOUMAN: Second?

21 MR. COX: Second it.

22 CHAIRMAN YOUMAN: Voting in favor?

23 MR. CIRIELLO: Aye.

24 MR. COX: Aye.

25 MR. MERCER: Aye.

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1 MS. BARRERA: Aye.

2 CHAIRMAN YOUMAN: Aye.

3 MR. COX: What, Ed? What were you going to  
4 say?

5 MR. WUELLNER: No. From a procedural -- I  
6 don't think it's reconvening. I know what you  
7 mean.

8 MR. BURNETT: I guess we're going to continue  
9 this item over to the next meeting --

10 MR. COX: Table this.

11 MR. WUELLNER: You know which --

12 MR. BURNETT: -- so that we're both on the  
13 same page.

14 MR. CIRIELLO: So when are we gonna redo this,  
15 the 15th or have another meeting?

16 MR. WUELLNER: Yeah.

17 MR. CIRIELLO: Which is it?

18 MR. WUELLNER: The 15th.

19 CHAIRMAN YOUMAN: The 15th.

20 MR. BURNETT: Is that a consensus? We'll put  
21 on it the agenda on the 15th? It will be continued  
22 to that? Okay.

23 MR. WUELLNER: In the interim, we'll just go  
24 ahead and put the -- I'll put the amounts -- have

25 the amount plugged in there so that it's obvious.

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1 I didn't have an objection to that in the first  
2 place; it just happened to be the form we were  
3 using.

4 MR. BURNETT: If you'll e-mail it to me,  
5 that'd be great. If anybody has any comments in  
6 advance of the other meeting, please get them to  
7 me. Is that it?

8 MS. HOLLINGSWORTH: I've got one thing. Am I  
9 allowed? Anybody attending Outlook Conference, I  
10 have your tickets.

11 MR. WUELLNER: The Outlook Conference in  
12 Jacksonville.

13 MR. COX: You signed up for it.

14 MS. LUDLOW: I have a comment, too.

15 MR. WUELLNER: We haven't closed the meeting.

16 MS. LUDLOW: Okay.

17 CHAIRMAN YOUMAN: I haven't hit the gavel yet.

18 MS. LUDLOW: Okay. This is -- I want this  
19 read into the record, Janet. So this is a letter  
20 from Jim Werter. I passed it out to everybody and  
21 it has some very very good points.

22 It says, yes, Ed has been here for 17 years.  
23 Yes, it is rather demeaning to try to look at him  
24 or give him a contract for one year instead of



25 three to five years and the airport's for 195,000

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1 plus people. And Ed has brought it, you know, to  
2 the point that it is right now. And that we're  
3 facing very very difficult times and I want to --  
4 let me see.

5 I have to stick to the letter here. Highly  
6 successful and loyal contract during the worst and  
7 best of times. I'm going to give you a copy of  
8 this, Janet. I want everybody to please read it  
9 and I agree with every bit of it.

10 MR. BURNETT: It goes to Cindy.

11 MS. HOLLINGSWORTH: I have it.

12 CHAIRMAN YOUMAN: Can -- just a question. Can  
13 some of these people who have asked all of these  
14 questions come and ask the board members these  
15 questions?

16 MR. WUELLNER: Yes.

17 CHAIRMAN YOUMAN: I'd be curious.

18 MR. MERCER: Can some of who?

19 CHAIRMAN YOUMAN: These people that ask you  
20 all of these questions, ask the board members these  
21 questions.

22 MR. MERCER: Well, certainly they can if  
23 they're inclined to. But people that are coming up  
24 to me as an elected official and expressing concern

25 about the waste and spending with this airport,

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1 they're choosing to come to me because they know  
2 that I campaigned on a commitment that I was going  
3 to get the waste and spending under control.

4 If they choose to voluntarily want to talk to  
5 some of you who are voting in favor of spending,  
6 spending, spending, that will be up to those people  
7 to make that decision, not mine.

8 CHAIRMAN YOUMAN: Well, we can stop spending  
9 and shut the airport down. Meeting concluded.

10 (Meeting adjourned at 8:56 p.m.)

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA )

4 COUNTY OF ST. JOHNS )

5

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

7 that I was authorized to and did stenographically report

8 the foregoing proceedings and that the transcript is a

9 true record of my stenographic notes.

10 Dated this 7th day of April, 2013.

11

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

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