

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Regular Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, September 15, 2003

6 from 4:10 p.m. to 4:58 p.m.

7 and from 5:49 p.m. to 7:15 p.m.

8 \* \* \* \* \*

9 BOARD MEMBERS PRESENT:

- 10 WAYNE "BUZZ" GEORGE, Secretary-Treasurer
- 11 JOSEPH CIRIELLO
- 12 BOB COX - (5:49 Meeting)
- 13 JOHN "JACK" GORMAN

12 BOARD MEMBERS ABSENT:

- 13 SUZANNE GREEN, Chairman
- 14 BOB COX - (4:10 Meeting)

15 \* \* \* \* \*

16 ALSO PRESENT:

- 17 DOUG BURNETT, Esquire, Rogers, Towers, Bailey,
- 18 Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
- 19 FL, 32084, Attorney for Airport Authority.
- 20 EDWARD WUELLNER, A.A.E., Executive Director.
- 21 BRYAN COOPER, Assistant Airport Director.

22 \* \* \* \* \*

23

24 St. Augustine Court Reporters  
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1 PROCEEDINGS

2 MR. GEORGE: We'll go ahead and get started.  
3 For the record, the executive session that we  
4 just completed is now considered closed and we're  
5 going back to our open meeting for the regular  
6 meeting of the Airport Authority. So, let's  
7 stand and do the Pledge of Allegiance.

8 (Pledge of Allegiance.)

9 3. - APPROVAL OF MEETING MINUTES

10 MR. GEORGE: We have two -- two meetings  
11 that we had the minutes from and the special  
12 meeting held August the 18th, and also the  
13 regular session on August the 25th. And so, any  
14 changes to either one of those, we'll try to get  
15 them both done at the same time.

16 (No corrections or changes.)

17 MR. GEORGE: Hearing no changes, then  
18 these -- both of the minutes of these will stand  
19 approved.

20 4. - ACCEPTANCE OF FINANCIAL REPORTS

21 MR. GEORGE: We have financial reports  
22 through August of the year 2003. As the  
23 secretary/treasurer, I've reviewed them and find

24 them consistent. Are there any questions or  
25 comments?

4

1 (No questions or comments.)

2 MR. GEORGE: Hearing no comments, then, we  
3 will assume that the financial statements then  
4 for August are also approved.

5 5. - APPROVAL OF MEETING AGENDA

6 MR. GEORGE: Are there any additional items  
7 or clarifications on the meeting agenda that need  
8 to be discussed?

9 UNIDENTIFIED SPEAKER: Does --

10 MR. GEORGE: I'm sorry.

11 UNIDENTIFIED SPEAKER: -- one need to sign  
12 up for public speaking?

13 MR. WUELLNER: No, ma'am. No. You can just  
14 get up --

15 UNIDENTIFIED SPEAKER: Good.

16 MR. WUELLNER: -- at the appropriate time.

17 MR. BURNETT: Mr. George, I -- I have one  
18 item I would like to add at the end of the  
19 meeting, perhaps letter F. A preliminary  
20 discussion of property, land use controls that  
21 can be put into place, or at least we can lobby  
22 to other local government entities for them to

23 put into place to protect the airport.

24 One of the buzz words that's been thrown  
25 around is avigation easements. So -- and I'd

5

1 like at least to --

2 MR. GEORGE: Okay.

3 MR. BURNETT: -- have an opportunity to  
4 discuss that.

5 MR. WUELLNER: And perhaps just modifying  
6 the agenda item on lease policy, I have some  
7 information I shared with the board; that is,  
8 it's on your -- on your positions up there  
9 relative to the letter from FAA.

10 MR. GEORGE: So, we'll just cover that when  
11 we get to the lease policy?

12 MR. WUELLNER: Yeah. I'm just making sure  
13 it -- we don't have an issue whether it's on the  
14 agenda or not.

15 MR. GEORGE: Oh, I see. Don't have a -- I  
16 don't see a problem, then. Any other items? Any  
17 objections to -- from the board for adding those?

18 (No objections.)

19 MR. GEORGE: Fine. Then we'll add that item  
20 F., and we'll also show the clarification on the  
21 lease policy then.

22 Reports? Bruce --

23 6.A. - COUNTY COMMISSIONER

24 MR. WUELLNER: Will not be here.

25 MR. GEORGE: Will not be here?

6

1 Mr. Slingluff?

2 6.B. - AERO SPORT

3 MR. SLINGLUFF: Nothing to report.

4 MR. GEORGE: Northrop Grumman?

5 6.C. - NORTHROP GRUMMAN

6 MR. LESLIE: No report, sir.

7 MR. GEORGE: St. Augustine Pilots

8 Association?

9 6.D. - S.A.P.A.

10 MR. RODERICK: I'm John Roderick. I'm chair

11 of a committee that will speak at these meetings,

12 not Jim Asselta. That's R-o-d-e-r-i-c-k.

13 The committee members, to ensure we have

14 representation, are Allen Arnold, who is here

15 today; Dan Holiday, who's here today; Reba

16 Ludlow, I don't see Reba; Dan Wilson, who is also

17 here today; and myself.

18 I would like to report that we had a very

19 successful community activity in the Young Eagles

20 program this summer. And we enjoyed it because

21 it involved the whole airport community. That's  
22 the Airport Authority staff, who was most  
23 helpful; the commercial tenants, especially Aero  
24 Sport; and the tower staff. We felt it brought  
25 this airport community closer to the general

7

1 community.

2 MR. GARDNER: Yeah. I didn't know he was  
3 going to speak on that behalf.

4 MR. GEORGE: Wait just a minute, sir.

5 MR. GARDNER: Yeah.

6 MR. GEORGE: When you get --

7 MR. GARDNER: Right.

8 MR. GEORGE: He'll have to --

9 MR. GARDNER: That's great.

10 MR. GEORGE: We'll have to take that in a  
11 minute.

12 MR. GARDNER: That's fine.

13 MR. RODERICK: And speaking of the devil,  
14 Bill Gardner, he's going to lead the next  
15 activity in November. And, Bill, you want to  
16 elaborate on that?

17 MR. GARDNER: Yeah.

18 MR. RODERICK: Well --

19 MR. GARDNER: First of all -- oh, you want

20 to do it now or --

21 MR. RODERICK: No, I'm just going to say  
22 that it involves 50 kids who have leukemia. And,  
23 again, it's another opportunity for us to draw  
24 closer, us, the airport community, to the  
25 community at large, sponsored by the airport

8

1 club, St. Augustine Airport Authority.

2 And then the third thing is, in the interest  
3 of getting more involved, the agenda was once  
4 again not on the web site. And I know you have  
5 directed that it be there and there are probably  
6 technical reasons that it's not.

7 MR. WUELLNER: It will be next meeting.

8 MR. RODERICK: Okay. Great. Because the  
9 better prepared we are, the better we can serve  
10 our community. Thank you.

11 MR. GEORGE: Would you like for -- to let  
12 Mr. Gardner continue your report?

13 MR. RODERICK: Sure. Bill?

14 MR. GARDNER: Great. Thank you.

15 MR. GEORGE: These are little 30-second  
16 jobs.

17 MR. GARDNER: Yeah.

18 MR. GEORGE: Yeah.



19 MR. GARDNER: Right. All right. I just

20 wanted to say briefly --

21 MR. GEORGE: You have to state who you are.

22 MR. GARDNER: My name is Bill Gardner.

23 MR. GEORGE: Address?

24 MR. GARDNER: St. Augustine Airport Pilots

25 Association. And I wanted to -- it's my first

9

1 time seeing some of you for the first time since  
2 we put on our Young Eagles event. It was a huge  
3 success. My main concern was to do something for  
4 our community and to bring other people to our  
5 airport.

6 One of the best things that we can do is to  
7 include our community back in here to our  
8 airport. It elevates us all at the airport. It  
9 provides a lot of opportunities for maybe some  
10 more people who might want to learn how to fly or  
11 come and take advantage of flight training, et  
12 cetera.

13 Secondly, it was a great event. We had full  
14 media coverage with the newspapers and television  
15 stations. You may have all seen that already.  
16 But most importantly was I wanted it to be a safe  
17 and a fun environment, and we accomplished that.

18       And I want to thank the Airport Authority  
19       for giving me what I needed for St. Augustine  
20       Airport Pilots Association, Ed Wuellner and  
21       Bryan. I needed barricades and everything to set  
22       it up, so we had a real safe event. And we  
23       really accomplished that. That was the main  
24       goal, safety and fun.

25       And I brought something which was given to

10

1       our club and also to myself, a little plaque. We  
2       not only gave them a certificate of flight for  
3       their flight of being a Young Eagle -- and today  
4       we have almost 950,000 Young Eagles, and we're  
5       hoping to have a million by December 17th around  
6       the world. Everyone is flying someone today.

7       But I'll just pass this around in case you  
8       didn't see this. But it shows some of the pilots  
9       here with the kids we flew. We had a great time.  
10       I just want to -- thanks for this opportunity.

11       And November 8th, we're going to do it  
12       again. I've been approached by many people in  
13       the community since the television coverage and  
14       the newspaper coverage, and I just want to say  
15       thanks to everybody for all their help.

16       And we're going to fly I think a little over

17 50 kids who are suffering with leukemia, and  
18 we're hoping to have another great event. So  
19 again, thanks. I'll just pass this around and  
20 you can take a look at it.

21 MR. GEORGE: Yeah. Thank you. Florida  
22 Aviation?

23 6.E. - FLORIDA AVIATION CAREER TRAINING

24 (Not present.)

25 MR. GEORGE: Doug?

11

1 6.F. - AIRPORT AUTHORITY ATTORNEY

2 MR. BURNETT: I think that for the board  
3 members, the -- the attorney's report's probably  
4 been taken care of from the executive meeting,  
5 and then the other thing that I have to discuss  
6 today is on the agenda now --

7 MR. GEORGE: Okay. Sounds good.

8 MR. BURNETT: -- so I'll skip time for now.

9 MR. GEORGE: So, we'll get into the action  
10 items. By the way, as a point of clarification,  
11 we do have a public hearing number two that will  
12 commence at 5:01, and we will temporarily  
13 terminate this meeting and go into that meeting,  
14 and then at the conclusion of that, then we'll go  
15 back to this open -- to this regular meeting.

16 Mr. Wuellner?

17 7.A. - PRESENTATION BY ST. JOHNS VISION - JIM SUTTON

18 MR. WUELLNER: First item today is a  
19 presentation that was requested by -- by the  
20 board from St. Johns Vision. And I'd like to  
21 welcome Mr. Jim Sutton, who's the executive  
22 director of St. Johns Vision, to give a brief  
23 presentation to the Authority.

24 MR. SUTTON: Thank you, gentlemen. My name  
25 is Jim Sutton. I live at 4265 Lewis Avenue in

12

1 St. Augustine. And I'm the executive director of  
2 St. Johns Vision. And I'm glad to hear from the  
3 two other people who spoke. One of the themes up  
4 here was getting the airport involved in the  
5 community and vice versa. So, I think we fit in  
6 real well there.

7 Just to tell you, in the package, you have  
8 the actual strategic plan document. This, I  
9 won't go into this one. I'm making this very  
10 short because I see what your agenda looks like.

11 The -- I want to give you about two minutes  
12 of background on it and just tell you what we're  
13 doing today and why we're here today to talk with  
14 you.

15 St. Johns Vision was started about three  
16 years ago when the county's Economic Development  
17 Committee decided that maybe it would behoove St.  
18 Johns County to look at its future a little bit  
19 beyond maybe the next election cycle of next  
20 budget year, a 10- or 15-year look down the road.

21 They spoke with the Chamber of Commerce who  
22 spoke with the Board of County Commissioners.  
23 Together, they decided they would look nationwide  
24 at some of the facilitators who do this type of  
25 long-range planning. Pardon me.

13

1 They interviewed for about six months and  
2 finally settled on Luke Planning, which is  
3 actually out of Jacksonville. And this is the  
4 52nd community that Henry Luke has -- has worked  
5 in around the country and around the world.

6 And I want you to know that -- that the  
7 basis of this is some -- Asheville, North  
8 Carolina is in its eleventh year of this. These  
9 are not -- these are not things where you kind of  
10 write a plan and then it sits on a shelf. It's  
11 about 5 percent coming up with a plan and about  
12 95 percent of implementing it.

13 On the left-hand side of your packet,

14 there's -- to go through this, I've given you an  
15 idea now of how it started. Basically, to recap  
16 real quickly, it began last December with  
17 Mr. Luke coming in, and he spoke with focus  
18 groups, about 3- or 400 people from -- we held  
19 them in Ponte Vedra and down here to get some  
20 idea of what the people thought were issues  
21 around here.

22 We held a community meeting March a year ago  
23 where 675 people came out. They were broken  
24 up -- they didn't know this, but they were  
25 randomly broken up into -- into 20 different

14

1 groups. They were locked in a room for an hour  
2 and forty-five minutes. And each group had to  
3 come up with some consensus of what the 10 top  
4 issues were.

5 It was very interesting. Probably the most  
6 interesting part of it for me thus far is we had  
7 an Excel spreadsheet, and as each group came back  
8 in from their meeting and said, here are the top  
9 10 issues, as we put them up on a screen and sort  
10 of built a matrix of what this group of people  
11 who didn't know each other in these rooms, in 20  
12 random rooms and random people thought were the

13 issues.

14 After that, a 185-member task force was  
15 seated, which was an interesting thing, that --  
16 185 people to agree to anything. But they used  
17 all of the information that we got from focus  
18 groups, all of the information that came from  
19 that community group, and all of the information  
20 that 185 citizens of St. Johns County just carry  
21 around with them to write a draft strategic plan.

22 That was done in May of last year. And in  
23 June, July, August, and September, the only thing  
24 we did was take the planned groups around the --  
25 around the county, small groups, large groups,

15

1 Rotaries, all the different things, nurses,  
2 auxiliaries.

3 We showed them the plan that -- most  
4 basically, we -- we gave them input sheets and we  
5 asked for specific input, not "We think it's  
6 okay," or, "We don't think it's okay;" that,  
7 "Section 1, number 4-D should be changed," or  
8 this and that.

9 And after that, the steering committee, or  
10 the board of directors now, went through three  
11 days, about thirty hours of editing, to finish --

12 to do a final document. And that was done in  
13 about September of last year.

14 Then we began really pretty much this  
15 January in starting the implementation process.  
16 And as you -- again, I don't want you to go  
17 through this now, but most of the information's  
18 here. You'll see this is -- this plan is divided  
19 into 165 strategies in 6 different areas or  
20 infrastructure, government, education, quality  
21 life issues, those types things. Private sector  
22 leadership.

23 And the way the plan works in the -- the  
24 implementation is very -- is very rigorous, and  
25 we pick -- each one of those six areas has a

16

1 board. And that group, all of this information,  
2 those people that are on these boards, all of the  
3 people that are on the alliances working on these  
4 things, are in this packet on the right-hand side  
5 of your -- that you can take a look at later.

6 But basically, it's not anything -- this  
7 thing is so huge you can't get your arms around  
8 it. It's -- it's -- you can't even understand  
9 how you could possibly do this, except each  
10 foundation picks one strategy, the very first one



11 they're going to do. They look at it. They pick  
12 a priority strategy. They say, "Who will we need  
13 to bring into this room with the expertise and --  
14 and who else would want -- would it be in their  
15 own interest to work on a strategy?"

16 They bring a group, a small group in, about  
17 10 people. They look at it. They bring the rest  
18 of the people they need. An alliance is formed,  
19 a community alliance. And these people become  
20 partners and go out and actually work -- I'm  
21 sorry. I skipped one important part.

22 Every strategy is measured. There's not, we  
23 want to be a little bit better at this next year  
24 or anything like that. It will be -- we will --  
25 the teen pregnancy rate in schools will drop 3

17

1 percent a year, or the ad valorem tax base in St.  
2 Johns County will shift, you know, by a half  
3 percent a year from 22 percent residential and  
4 78 -- or excuse me, 20 -- 78 residential and 22  
5 commercial. They're all measured. And then the  
6 groups just go out and begin working on them.  
7 And that's where we are right now.

8 The reason that we may not have been before  
9 the airport board before was, in the beginning, I

10 made a mistake, and I learned through this  
11 process as well, and I thought my success as  
12 director was to get as many people to these  
13 meetings in the beginning, whether it really had  
14 anything to do with what they had to do or not.  
15 And then, frankly, after two meetings of sit  
16 around -- sitting around and talking about things  
17 that you're not interested in, you lose the  
18 people.

19 Under the infrastructure area of this, what  
20 we call -- actually through the whole plan, what  
21 we call the 500-pound gorilla, is if you look, I  
22 think it's on page 7 under "Infrastructure" --  
23 you don't have to do it now -- but there's -- the  
24 number-one strategy is probably the -- the key to  
25 the entire strategic plan working.

18

1 It's doing an overlay of all the  
2 transportation, recreation, all the elements of  
3 St. Johns County in one plan. And it -- and I'm  
4 certain that's going to be at least a five-year  
5 effort. But at that point, we would want to  
6 certainly involve the airport board because of  
7 all the transportation issues here.

8 And if -- and on the last thing, if we

9 could, at the end of the sheet or the end of  
10 the -- the -- of the first part of the sheet you  
11 have is a -- is a St. Johns Vision partner  
12 sign-up sheet.

13 And you don't have to pay to be a partner.  
14 And we don't expect anything from you as a  
15 partner. It's just you're one of the people or  
16 one of the groups or entities that -- that we  
17 have in the hopper, that when we get to the -- to  
18 the issues that we know will affect the airport,  
19 that we call the airport and -- and start working  
20 with you on the issues.

21 So, that's all I really have, unless you  
22 have questions. I just wanted to give it -- give  
23 you a brief overview of what's going on.

24 MR. GEORGE: One of the questions I have is  
25 when is this transportation plan going to be

19

1 developed? Because we're in the process of  
2 developing a master plan, and we have some people  
3 in the audience that are developing that for the  
4 airport.

5 MR. SUTTON: This -- this happens -- I can't  
6 tell you, because the foundation -- that's --  
7 that's honestly, to be honest with you, under

8 infrastructure, they started first with  
9 affordable housing, and that's mainly because if  
10 we can't get anything done now with the  
11 interest -- with interest and the mortgage rate  
12 structure, we won't get anything done.

13 And there's a historic preservation, which  
14 is under infrastructure as well, that's being put  
15 together now. And this would be the next one.  
16 But that one's so big, that we want to try to get  
17 our feet wet on something a little bit smaller,  
18 because it's going to be a huge effort.

19 But that's why groups like you under --  
20 under the environmental alliance we've just put  
21 together, we brought together developers and  
22 Sierra Club and -- and Audubon Society and  
23 biologists from the state and the NERR. And they  
24 all have parts of the plans put together, but  
25 they've never been put together.

20

1 So, that's why, if you do have something at  
2 that point that no one wants to reinvent the  
3 wheel, that can be either used in its entirety  
4 or -- or brought into it. But I would say it  
5 would be summer of next year --

6 MR. GEORGE: Okay.

7 MR. SUTTON: -- before they -- but I can't  
8 speak for that foundation. They supersede my  
9 authority and they could start on it at any time  
10 they wanted to.

11 MR. GEORGE: Well, who's the foundation  
12 that -- that is going to be responsible for  
13 creating the transportation --

14 MR. SUTTON: That's the --

15 MR. GEORGE: The 500-pound gorilla?

16 MR. SUTTON: That's the infrastructure  
17 foundation. And -- and they're -- they're well  
18 aware of -- George Jacunski, I don't know if you  
19 know George, was --

20 MR. GEORGE: No.

21 MR. SUTTON: -- ran the Civic Roundtable for  
22 four years. George is -- is the head of that  
23 foundation. Bill Abare, the president of St.  
24 Johns -- of Flagler College, leads the  
25 private-sector leadership, which I think we --

21

1 we'll get you all. Grumman's heavily involved in  
2 that. And that's another area I'd like to get  
3 you-all involved in earlier.

4 But, again, I don't -- I can't give you an  
5 exact date. But whatever data you're putting

6 together is certainly going to be very relevant

7 to whatever efforts they have.

8 MR. GEORGE: Any questions from the audience

9 or from the -- the board?

10 MR. GORMAN: No, I just have one comment.

11 It's just really a community think tank, to try

12 to condense everyone's thoughts and -- and

13 divisions --

14 MR. SUTTON: I think initially is, the only

15 exception I take to think tank, and people said

16 that, is they're going beyond thinking, that the

17 truth of it is, is there -- there are 266 people

18 right now on our alliances working. They're not

19 thinking.

20 They -- the thinking part's truly over on

21 this. I mean, the plan's done. Now they're --

22 now they're just out working on the thing. So, I

23 think initially that was -- that was closer to

24 it, but now it's pretty much a community work in

25 progress.

22

1 MR. GORMAN: That sounds important for the

2 board to know what you're doing.

3 MR. GEORGE: Yeah.

4 MR. SUTTON: I would love to keep you up to

5 date.

6 MR. GORMAN: Thank you.

7 MR. SUTTON: Thank you.

8 MR. GEORGE: Jim, thanks a lot. We  
9 appreciate you coming.

10 MR. SUTTON: Thank you guys.

11 MR. GEORGE: It's very enlightening.

12 MR. SUTTON: Ed, appreciate it.

13 MR. GEORGE: Okay. Mr. Wuellner, the  
14 project updates?

15 7.B. - PROJECT UPDATE

16 MR. WUELLNER: That's as clear as I can see.  
17 That may not help, but... Several items to cover  
18 with you today.

19 TVOR, northeast development area, terminal  
20 project, terminal project Phase II, airport  
21 maintenance facility, Taxiway Bravo, and the  
22 hardstand associated with it, and the Airport  
23 Master Plan are included in today's project  
24 update.

25 TVOR relocation, the equipment and shelter

23

1 has been ordered from the manufacturer --

2 manufacturer per last board meeting. So, that's

3 on schedule for delivery and -- and hopefully all

4 of that -- all of the activity related to the  
5 equipment will occur early in December.

6 All of the additional permitting and  
7 licensing is underway, including that with the  
8 Federal Aviation Administration for the  
9 relocation. Directional boring to the site has  
10 been completed. And the transformers to  
11 facilitate power to the site have been ordered.  
12 They're on a lead time to get in here in late  
13 November.

14 But that looks like everything timing-wise  
15 will working out, as does the material, the  
16 geogrid material, the environmentally friendly  
17 material that will be used to develop the right  
18 of -- or the roadway, the path, if you will, the  
19 vehicle access to the site for the balance of  
20 construction.

21 And it looks like installation, tune-up and  
22 preliminary flight check are still scheduled  
23 for -- with Thales for December of 2003. So,  
24 things seem to be moving fairly well at that.

25 There's a lot -- a few items, long lead

24

1 items that are in the works, and we'll see what  
2 goes on between here and there. Looks good right



3 now.

4 Northeast development area, which is hangars  
5 5, 6, and 7, as they are known, hangar 5, the  
6 fire-code work is ongoing. That's -- those of  
7 you that haven't seen hangar 5, it's the larger  
8 of the three complex out there, and entails about  
9 26-plus thousand square foot of hangar facilities  
10 separated into two bays.

11 But for fire reasons, fire code reasons,  
12 that entire inside has a one-hour fire rating  
13 that's been required, and -- and as a result is  
14 being Drywalled at this point. And as you can  
15 imagine, that's a -- very laborious -- especially  
16 this stuff that's 30 feet off the ground and the  
17 open bay. So, the grid work's about done in one  
18 of the two bays. And I'm sure they're going to  
19 move on to the other side to get that started on  
20 the other bay.

21 One layer of Drywall's completed in the  
22 second bay. The first bay I spoke of has the  
23 walls completed already. So, they're working on  
24 the ceiling. But -- and along with that, you've  
25 got interior Drywall that's proceeding on that,

25

1 as well as the site development work going on.

2 Hangar 6, the work is ongoing. That's --  
3 both 5 and 6 are completely dried in at this  
4 point, and they've moved on to interior framing  
5 and electrical and, you know, the rough-in work  
6 that goes on at this point.

7 Main door installation and power hookup's  
8 going to occur the -- beginning the week of the  
9 25th of September. The week of -- the Friday  
10 prior to that will be the hookup, and we'll have  
11 to down-power the Grumman North 40 complex for a  
12 period of two or three hours on that Friday in  
13 order to facilitate tapping into the underground  
14 power lines at that location and getting the --  
15 energizing the main transformer on the hangar 5.  
16 That has to be available before they begin the  
17 door work. So, looks like things are -- are  
18 moving ahead on 5 and 6's door.

19 Hangar 7 is dried in at this point -- or  
20 will be dried in. And the balance of the apron  
21 slab work will be accomplished by the end of the  
22 month. It's a -- call it two to three weeks  
23 behind. It'll rapidly catch up here because of  
24 how long it takes to do 5. But it will be  
25 probably two to three weeks behind the other two.

1 It -- it's got its own building permit and -- and  
2 shouldn't affect occupancy of the other two.

3 First phase of this should be done by the  
4 end of October, first few days of November, as it  
5 stands. And hangar 7 should be on-line, I would  
6 think no later than the first of December, on the  
7 downside of it.

8 Terminal project Phase I, the flight school,  
9 as you probably have figured out by this point,  
10 has moved into their -- their new digs there.  
11 The mobile office has been removed from the site.

12 About the only thing left to do over there for  
13 our purposes is we've got to get in there and get  
14 the anchors removed from that. The tie-down  
15 anchors for that mobile unit have to be removed  
16 since the contractor on-site is claiming that's  
17 now holding him up, which he has a long list of  
18 items that he believes affect his work schedule.

19 The site work resume -- at this point,  
20 they've mobilized the equipment back in there,  
21 and they're going to get the utility connections  
22 and the paving -- site work and paving work.  
23 It's supposed to be completed by October 10th at  
24 this point.

25 And we're going to make sure that nothing

1 happens from our end to hold that date up so that  
2 it's completed in time for the -- the Malibu-type  
3 fly-in that's occurring the following week. And  
4 there's still some ongoing, what you could  
5 probably characterize as warranty-type wrap-ups  
6 within the main building. But things are coming  
7 together very nicely.

8 The hangar floor was redone again and has  
9 come up dramatically in terms of quality and  
10 acceptability now. And they're working out the  
11 final details of the insulation detail for the --  
12 the main doors in the hangar. But other than  
13 that, the majority of it's wrapped up. There are  
14 a few things, as I said, they're chasing. But  
15 we're -- we're starting to see the daylight  
16 there.

17 Canopy project, which is Phase II,  
18 demolition of the slab is virtually done at this  
19 point. I think there's a small piece of -- when  
20 I looked there this morning, that they're still  
21 removing out of there. But for the most part,  
22 the -- the old slabs or the original Phase II  
23 slabs that were poured have been removed and  
24 are -- are offsite now.

25 They're expecting their -- their permits to

1 be able to get on the slab this week at the  
2 latest. And they expect to be formed up and --  
3 and pouring concrete within the next two weeks.  
4 So, it's going to go ahead real quick.  
5 Completion schedule is still on for first quarter  
6 of next year.

7 (Telephone interruption.)

8 MR. WUELLNER: That's not me. But the  
9 airport maintenance facility, we were able to  
10 work with the county at this point, and in lieu  
11 of having to rezone, we've been able to just  
12 slightly modify how it lays on the site, how  
13 the -- the buildings go on the site, and by  
14 shifting the buildings a few feet one way or the  
15 other, managed to get the buildings entirely in  
16 property that they can accept the existing zoning  
17 on. So, we don't have -- we've -- we've been  
18 able to kind of dodge a six- or eight-week bullet  
19 on going through the zoning process.

20 Eventually we'll all go through that, but at  
21 least short-term, we've been able to sidestep  
22 that. However, a new -- relatively new  
23 requirement for our purposes has resurrected  
24 its -- its head and it's a historic survey that's  
25 required to be done because most of St. Johns

1 County was overzealously determined to be  
2 historical possibilities, and as a result, you  
3 have to do a survey of that property and  
4 determine whether any artifacts or anything is on  
5 that property before construction commences. So,  
6 that's ongoing.

7 They've done the walk-through. The report's  
8 due early next week. It gets sent to the state.  
9 The state signs off on it, and then you're in a  
10 position where you can pull permits again.  
11 That's on its way. The project's at the DRC  
12 committee within the county, wrapping up the  
13 loose ends, and it should be second quarter next  
14 year before that's ready to be occupied.

15 MR. GEORGE: Provided they don't find any  
16 skeletons on the property?

17 MR. WUELLNER: Yeah. The walk-through, I  
18 understand was uneventful, but...

19 MR. GEORGE: Yeah.

20 MR. WUELLNER: Taxiway Bravo, we did execute  
21 the grant documents with FAA on the -- on the  
22 project. I do need to point out that all project  
23 items were funded. This was no small task.

24 When we submitted our project application,

25 FAA came back and funded strictly the Taxiway B

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1 portion, had not funded the hardstand, had not  
2 funded the paved shoulders. Basically reduced  
3 the announced grant amount by over a hundred  
4 thousand dollars.

5 Staff went to work with Congressman Mica's  
6 office, and in the course of about 36 hours,  
7 the -- not only was the original grant amount  
8 restored, but all project elements were funded  
9 completely. So, we did manage to escalate our  
10 actual grant to just under \$2 million from FAA.  
11 So, all project elements are now funded by FAA at  
12 90 percent. So, we did better than we -- we were  
13 hoping.

14 MR. GEORGE: Good deal. Congratulations.

15 MR. WUELLNER: Preconstruction meeting and  
16 contract execution, we -- we expect to be on  
17 track by the end of this month. Just some more  
18 paperwork and the like that's got to be  
19 accomplished.

20 However, the next agenda item or the lease  
21 policy where we discuss what goes on with FAA  
22 could dramatically affect whether the project  
23 gets built or when it gets built or the like.

24 So, we're going to have to be -- and I'll  
25 explain more of that as we move along, but you --

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1 there is some risk right now, based on the  
2 complaint that's been filed, that could affect  
3 FAA grants and grants moving into the future.

4 So, we'll -- and we'll talk about that next  
5 item. I just -- when I'm talking about schedule,  
6 we just need to be aware that that element's out  
7 there. And right now, it's not a problem, but it  
8 could -- you know, could be depending on how we  
9 move forward. And we're looking still first  
10 quarter of next year, this thing should be  
11 wrapped up. It's not a long construction  
12 duration.

13 Airport Master Plan update. I'm going to  
14 turn -- I'm finished with my portion of it. I'm  
15 going to turn the update over to your consultant  
16 at this point.

17 Do you need this?

18 MR. DiCARLO: Well, in light of the time and  
19 the agenda items, I'll -- I'll leave the decision  
20 up to them.

21 I had been prepared to give a presentation  
22 on really the whole master plan process. And



23 really, that was kind of in reaction to what we  
24 talked about last time, three weeks ago, about  
25 the schedule and where some of the milestones

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1 would be. And I think the last thing that  
2 Suzanne had said was, you know, we want to start  
3 talking about what days can we be expected to  
4 give input.

5 Well, we modified the schedule to kind of  
6 reflect that in a general note sampling. That  
7 really is to say that the main input by the  
8 Authority will be certainly at every meeting. As  
9 we go through this process, we'll be attending  
10 all of the Authority meetings, much like we are  
11 this evening. And some nights, we'll have more  
12 of a formal presentation. And that will be  
13 coupled with the various working papers that we  
14 discuss. There's six in total throughout the  
15 process.

16 And I'd be more than happy to -- to go ahead  
17 and present that if you like, or we can just  
18 discuss it in general, how that would work,  
19 because we have to roll in the technical advisory  
20 committee we also discussed the last time we were  
21 here.

22 And I think the reason I was again prepared  
23 to do this presentation on the whole master plan  
24 process wasn't certainly to -- to -- to give  
25 anyone a hard time about not understanding what

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1 we were doing or not, but just to provide that  
2 input, should -- there were still some questions  
3 out there about how this thing would transpire  
4 over the next 12 to 18 months. It could --  
5 again, with FA -- an agency review. So...

6 MR. GEORGE: I think the board has had  
7 several presentations about the whole time line.

8 MR. DiCARLO: Exactly.

9 MR. GEORGE: More specifically, the last  
10 meeting, we were interested -- and Joe, correct  
11 me if I'm -- if I'm wrong -- we were more  
12 specifically interested in specific dates in the  
13 short term at which opinions of the groups on the  
14 airport and the board would be sought. So, if  
15 you can not give us the whole thing, but give us  
16 the short --

17 MR. DiCARLO: Absolutely.

18 MR. GEORGE: -- is that basically --

19 MR. DiCARLO: That's what I was thinking,  
20 that would be better.

21 MR. GEORGE: Joe, is that basically what

22 I've --

23 MR. CIRIELLO: Yeah. Yeah. Yeah.

24 MR. DiCARLO: Okay. Excellent.

25 MR. GEORGE: All right.

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1 MR. DiCARLO: Well, as you know -- and this  
2 will give the -- the quick summary of the project  
3 update, to kind of wrap up Ed's discussion.

4 As you know, we've been getting through the  
5 inventory process, which is a little  
6 time-consuming and laborious. What we've done is  
7 we've certainly met with the majority of the  
8 tenants. There's still a few we've been trying  
9 to meet with.

10 Just today, I was able to get with some of  
11 the Pilots Association -- or, excuse me, the  
12 pilot group, including Jim, the president. And  
13 we will still meet with him a little further on  
14 because we ran out of time.

15 But what you can expect is, again, an update  
16 at every Airport Authority meeting, with the next  
17 one in October 20th, probably being just a --  
18 kind of a preview of where the forecasts are at  
19 that point, because the first working paper will

20 include a summary of the inventory, which is kind  
21 of, you know, what you have out there today.

22 But more importantly for really getting into  
23 the study is the activity forecast, what we're  
24 starting to find in the air service study and,  
25 you know, the historical analysis that we've done

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1 related to where we think we'll be at the end of  
2 the 20-year planning period.

3 So, on October 20th, we'll present again.  
4 And I think we'll have a pretty good picture,  
5 maybe a few graphs of where we think this is  
6 going, get some input at that point.

7 Shortly thereafter, I would say right at the  
8 end of the month, we're going to issue the first  
9 technical paper, working paper, as they're  
10 called, and all the scopes and schedules, which  
11 will put us at -- which would allow you a little  
12 over two weeks to look at those documents and get  
13 us set up to present to the technical advisory --  
14 they'll also be issued the same working papers at  
15 the same time, which would allow us to meet with  
16 them probably the week prior, get the technical  
17 advisory committee's input, because we're also  
18 still working with Staff on finalizing that list

19 and getting the invitations out to join that  
20 committee. But give you just over two weeks to  
21 look at that.

22 We'll have their input, be able to kind of  
23 initially respond to some. Come to you, present  
24 the findings, even though you will have had them  
25 a few weeks in advance, get your input, let you

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1 also know -- report back to you what the  
2 technical advisory committee's input was.

3 MR. GEORGE: So, that's the middle of  
4 November.

5 MR. DiCARLO: That would be your -- your  
6 November 17th meeting.

7 MR. GEORGE: Okay.

8 MR. DiCARLO: Again, I don't know if I  
9 stated this earlier -- we did last time -- but  
10 the intent is to have the master plan  
11 presentations at your meetings so we don't have  
12 to ask you to come to additional meetings through  
13 the process.

14 We'd be more than happy to have you come to  
15 additional meetings, if you like, but I -- I know  
16 that everyone else has other things that they do,  
17 and this takes a lot of time to -- and I think

18 it's just easier to do a little bit each month  
19 than to punch it into other meetings.  
20 Anyway, that would keep us right on track  
21 with the schedule we gave you last week, whereas  
22 the agency review can begin. And hopefully, if  
23 all goes well with the agency review, again, the  
24 unknown target, we would have their input by the  
25 end of the year and be able to keep the project

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1 on schedule and really get into the demand  
2 capacity facility comments, the really  
3 interesting stuff in the meantime.  
4 So, that's where it stands for the end of  
5 the year. We would be able to come to the 15th  
6 meeting and also give you an update on where the  
7 agency review is.

8 At that point, I'd like to think -- and this  
9 is kind of directed to you, Jack -- we would  
10 hopefully be able to have gotten in the aerial  
11 photogrammetry and start to look at some of the  
12 alternative sites for hangar developments, some  
13 of the things we said we'd try to fast-track for  
14 you.

15 So, those are things we can do when the  
16 holidays start coming upon us, things slow down,

17 and again, the agencies are in their unknown  
18 period of review.

19 And then come the first of the year, we'll  
20 have your new dates, which I don't think are  
21 posted yet, all of the Authority meetings. And  
22 we'll -- we'll keep you up to date as to when you  
23 can expect the next working paper and those sort  
24 of things.

25 MR. GEORGE: Okay. It would be helpful if

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1 maybe we could include, you know, a foil or two  
2 in Ed's project overview, because this is a  
3 project that's going on, and maybe have the dates  
4 of when the next meetings are and who you -- who  
5 you are anticipating input from --

6 MR. DiCARLO: Okay.

7 MR. GEORGE: -- if you will.

8 As far as having -- including your master  
9 plan updates at these meetings, I think that  
10 that's a good idea. I would solicit any thoughts  
11 about whether they should be at the project  
12 update time or put at the tail end, because I'm  
13 not sure if the public would, you know, want to  
14 sit through --

15 MR. DiCARLO: Well --

16 MR. GEORGE: -- ten or fifteen minutes --

17 MR. DiCARLO: -- and that was another reason  
18 that we had said we'd do that, was because it  
19 allowed additional public input or the  
20 opportunity. So, whether you do it at the  
21 beginning or the end of the meeting, that's  
22 entirely up to you.

23 MR. GORMAN: Exactly. So the public input  
24 can then influence the board, and then we can go  
25 on with the public's input.

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1 MR. GEORGE: Exactly.

2 MR. DiCARLO: That was something that was  
3 expressed early on, that you guys desired as much  
4 opportunity for that input.

5 MR. GEORGE: How much time do you think a  
6 typical monthly meeting, you know, update on the  
7 master plan would take, five minutes, fifteen  
8 minutes?

9 MR. DiCARLO: I would say ten to fifteen,  
10 but I'd say -- I can keep it to five to ten, and  
11 certainly take as much time as you like to answer  
12 your questions. But as we get to the  
13 alternatives, where it really gets a little  
14 interesting, those meetings, I will -- I will



15 warn you can take a lot longer, depending on --

16 MR. GEORGE: I think that those meetings are  
17 going to have to be separate from our regular  
18 meetings. I think, you know, that -- including  
19 you in the regular meeting for master plan  
20 updates on where we stand and what the next  
21 things are happening, to the tune of five to ten  
22 minutes, is good enough. Anytime we get past  
23 that, we probably need to do a special meeting.

24 MR. DiCARLO: And that's understood. I know  
25 these agenda items can get long, and nobody wants

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1 to be here, you know, all night, that's for sure.

2 MR. GEORGE: We don't mind it.

3 MR. DiCARLO: That's no problem. Well, I  
4 mean, we can do that a separate night so --

5 MR. GEORGE: Yeah. Right.

6 MR. DiCARLO: -- other people don't have to  
7 participate on that.

8 MR. GEORGE: Agreed.

9 MR. GORMAN: We'll have to have special  
10 meetings.

11 MR. GEORGE: Okay. Thank you.

12 MR. DiCARLO: All right.

13 MR. GEORGE: Are there any public comments

14 on the project updates? Please come forward.

15 When you get to the mic, state your name and  
16 who you're with or --

17 MR. GARDNER: Bill Gardner, St. Augustine  
18 Airport Pilots Association. This is just a  
19 comment. I received a couple of comments, and  
20 also myself just driving by on U.S. 1, someone  
21 had made a comment, what -- don't they have a  
22 paint scheme around here somewhere, you know? As  
23 the new hangars are being built, we normally have  
24 like a cream -- white/cream color --

25 MR. GEORGE: Mr. Gardner, this is public

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1 comment on the project updates. If there's a new  
2 subject --

3 MR. GARDNER: These are project updates.

4 MR. GEORGE: That's right. Just those  
5 project updates that he went over.

6 MR. GARDNER: I thought I'm addressing what  
7 Ed had just got done showing.

8 MR. GEORGE: Well, that was a project  
9 update.

10 MR. GARDNER: Yeah, and the hangars that are  
11 being completed.

12 MR. GEORGE: Okay. I'm sorry. I thought

13 you were getting into overall --

14 MR. GARDNER: No, I'm talking about the  
15 hangars that are being --

16 MR. GEORGE: Okay.

17 MR. GARDNER: And they're saying, "Well,  
18 look it; they're painting these like a  
19 sand-colored brown, and the other buildings on  
20 the airport are like a cream-colored white." And  
21 someone said, "Gees, it'd be nice if  
22 St. Augustine Airport kind of looked the same or  
23 homogenous, or we had some paint scheme."

24 And I just thought I'd bring it up, because  
25 I heard from two other people, and I even felt

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1 the same way one time driving down there, and  
2 thought, do -- why are we painting those a  
3 sand-colored brown when everything else is a  
4 cream-colored white?

5 And that's just a comment I wanted to make.  
6 I don't know if we had a paint scheme or --  
7 because I know they spent a lot of money on  
8 making sure our control tower looked like it fit  
9 in. So, I don't know. Anyway, that's my  
10 comment.

11 MR. GEORGE: Ed, do you want to respond to

12 these as you go?

13 MR. WUELLNER: Well, at its core, the  
14 reasoning behind color selections has to do with  
15 what's available from the metal building  
16 manufacturer that's ultimately selected for the  
17 job.

18 And while that varies by company -- company,  
19 the metal producer, then it's not -- it's not  
20 something you can just specify unless you're  
21 willing to spend all the extra money to get the  
22 same color.

23 MR. GARDNER: So, if someone had green, it  
24 would be green.

25 MR. WUELLNER: Well, I mean, you have a

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1 choice of colors. We try to keep it in the beige  
2 family or light-gray family, for the most part,  
3 on skin colors where available.

4 MR. GARDNER: Okay. Well, I just -- I  
5 observed it, and some other people observed it,  
6 and I thought maybe we should have a paint scheme  
7 here just so it looks kind of nice at  
8 St. Augustine Airport.

9 MR. WUELLNER: Yeah. Last couple of  
10 projects, a very light beige is not available.

11 MR. GARDNER: Okay. Great.

12 MR. GEORGE: Yes, ma'am?

13 MS. WILLIS: Mary Tarver Willis, 180 Indian  
14 Bend Road. I rise in rebuttal to Mr. Wuellner's  
15 comment about the county being overzealous in  
16 protecting the archaeological remains.

17 In fact, this is -- I am a founding member  
18 of the Archaeological Association, and in fact,  
19 many of our artifacts have already been plowed  
20 under and destroyed. So, I very much disagree.

21 MR. GEORGE: Thank you, ma'am.

22 Mr. Martinelli?

23 MR. MARTINELLI: Victor Martinelli, Ponte  
24 Vedra Beach, Florida. I'd like to ask  
25 Mr. DiCarlo, when did you meet with Jim Asselta?

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1 MR. DiCARLO: We just met this afternoon  
2 before this meeting.

3 MR. MARTINELLI: Okay. It was my  
4 understanding that you were going to come to our  
5 Pilots Association meeting on Saturday and get an  
6 input from the group.

7 MR. DiCARLO: No, I didn't -- hinted to Jim  
8 two weeks ago that I couldn't make that meeting  
9 on Saturday.

10 MR. MARTINELLI: Okay. Do you plan to  
11 attend another meeting or the next meeting so  
12 that you can get input from the group?

13 MR. DiCARLO: I will, yeah, if I can make  
14 one of them.

15 MR. MARTINELLI: I'd appreciate if you  
16 would. I think most of us in the Pilots  
17 Association would, simply because no one of us  
18 can really express the thoughts of 70 or 80  
19 people. And that's -- actually, there's more  
20 than that in the Pilots Association. And they're  
21 tenants. Most of the folks in the Pilots  
22 Association are tenants here. So, it's a  
23 majority of the tenants. And I would just like  
24 to suggest that. Thank you.

25 MR. GEORGE: Any other comments?

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1 (No further comments.)

2 MR. GEORGE: Okay. Then the next item on  
3 our agenda is the lease policy. I think that,  
4 Mr. Wuellner, you had some special comments you  
5 want to make about that?

6 7.C. - LEASE POLICY

7 MR. WUELLNER: Well, a couple of things.  
8 When we left it last time, we were going to get

9 comments from individual members relative to the  
10 policy so that we could include those in  
11 subsequent revisions.

12 To this point, I've only received one board  
13 member's comments, that being yours, Mr. George.  
14 And I guess I'm at this point trying to find if  
15 there's a consensus on changes or direction  
16 issues on this thing so we can get a more final  
17 draft back before the Authority for your October  
18 meeting.

19 So, if you have not done that, would you  
20 please look that document over and get either  
21 with me directly or -- or generate some written  
22 comments, whatever you feel is more appropriate,  
23 and let's -- let's see if we can't get some --  
24 some consolidation of comments together that  
25 allows us to present a more final version to you

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1 for consideration at your October meeting.

2 MR. GEORGE: At the last meeting, we did  
3 push it off to this meeting, because the board  
4 members thought that they didn't have enough time  
5 to have looked at it. This is the one that  
6 Mr. Cox said right out of the chute that this is  
7 such a large document --

8 MR. WUELLNER: Which it is.

9 MR. GEORGE: -- and only having a few days  
10 to look at it, he thought we should postpone the  
11 discussion. So, I thought today was going to be  
12 the discussion, you know, of this document.

13 MR. WUELLNER: That's fine, too, if you're  
14 prepared to do that. If -- if you're not, that's  
15 fine, too. I mean, it's --

16 MR. GEORGE: Well, I think we -- we have to  
17 be prepared --

18 MR. WUELLNER: You need to move a policy --

19 MR. GEORGE: Right.

20 MR. WUELLNER: -- through some resolution  
21 here in the next --

22 MR. GEORGE: We need to keep it moving;  
23 you're absolutely correct.

24 MR. WUELLNER: So anyway, if -- if we're not  
25 really prepared to talk in detail about some of

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1 it, we can do that at next meeting, and then look  
2 toward adoption at the November meeting. But  
3 I -- you know, we would like to keep it moving.

4 MR. GORMAN: Are there any particular issues  
5 that you need to resolve right away that we could  
6 discuss in at least --



7 MR. WUELLNER: Not as they affect  
8 production. I mean, what we were hoping to avoid  
9 was generating three or four iterations of this.

10 You can see it's a fairly good-size document.

11 So, it would be just -- we can take an  
12 approach at say the next meeting and -- and walk  
13 through it kind of section by section and see  
14 if -- because much of it's redundant in that it's  
15 the same format through other sections. So, once  
16 we get through a couple of sections, it -- we'll  
17 get the spirit of the comments and can probably  
18 put the wrap-up of --

19 MR. GEORGE: Well, let me ask the board  
20 members: Are you prepared to go through this  
21 section by section or to give your overall  
22 comments on this at this time?

23 MR. CIRIELLO: (Shakes head.)

24 MR. GORMAN: That's why I asked if there  
25 were any fires actually we needed to put out, any

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1 issues that actually needed to be commented on --

2 MR. GEORGE: Okay.

3 MR. GORMAN: -- and worked on --

4 MR. GEORGE: Then I suggest that --

5 MR. GORMAN: -- because it's a very long

6 process.

7 MR. GEORGE: Yeah. I suggest we move it to  
8 the next meeting session, but I also suggest that  
9 each one of the board members gets with  
10 Mr. Wuellner prior to the next session to give  
11 him their ideas, because it could get to be a  
12 very long and lengthy meeting, you know,  
13 discussing, you know, the points here.

14 MR. WUELLNER: Yeah. I think the -- the  
15 items that probably are going to form the basis  
16 of the discussion -- I don't think anybody has  
17 major issues with -- with the concept of how  
18 leasing is accomplished, because a lot of that's  
19 set down in statute and -- and -- and regulation.

20 But when we get to ideas of how to handle,  
21 you know, waiting lists, for example, and -- and  
22 percentage of return on investments and the like,  
23 while there's some criteria that's out there  
24 generically with FAA and FDOT, and you want --  
25 certainly want to be inclusive of those -- those

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1 kind of things, you want to -- you could  
2 structure that in any way you see fit. And  
3 that's what we need to -- those are the areas,  
4 thinking on return on investment and -- and

5 market and getting that language to something  
6 that everybody likes.

7 MR. GORMAN: Then I certainly would agree  
8 with Mr. -- Mr. George that we're going to have  
9 to each -- you're going to have to go through  
10 each one of the -- with each one of us board  
11 members so then we will identify the fires.  
12 We're going to have to get that done. We've had  
13 a lot of work to do.

14 MR. WUELLNER: Yeah. When you're looking  
15 through the document, those are going to be the  
16 areas that I -- you know, it's not the day-to-day  
17 language stuff that's -- I think that'll be  
18 problematic for everybody. It'll be coming to a  
19 consensus on return on investment and -- and  
20 dealing with the waiting list. So, I think  
21 that's probably it, the two items.

22 MR. GEORGE: Okay. I would like to throw it  
23 open now for any public comment on the leasing  
24 policy, if you've got any input. Mr. Martinelli?

25 MR. MARTINELLI: Victor Martinelli, Ponte

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1 Vedra Beach.

2 A suggestion, very similar to the suggestion  
3 that I made when you were selecting consultants.

4 This is a community. The airport is a community.  
5 It's a community of business, of tenants and  
6 hangars. The public certainly has an interest in  
7 it.

8 And so, this document which Ed has prepared,  
9 which is very comprehensive, and as I said  
10 before, I'll say again, a tremendous piece of  
11 work, still I think the suggestion that I would  
12 make is that you appoint an advisory committee to  
13 review this in whatever depth they so choose, and  
14 then come back to you folks with their  
15 suggestions.

16 And that advisory committee, I would  
17 suggest, be represented by Aero Sport, by  
18 Grumman, by the St. Augustine Airport Pilots  
19 Association, and any other, you know, business  
20 entity or entity on the field, and certainly  
21 Staff.

22 I think that this is a very far-reaching  
23 policy. It's one that's going to carry on into  
24 the future. In the interest of not having egg on  
25 our face as we go down the road, I think time

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1 spent now is time well spent, and I think that  
2 might be a way to approach it. Just a

3 suggestion. Thank you.

4 MR. GEORGE: Okay. Anybody else?

5 MR. WUELLNER: I think you're going to need  
6 to adjourn. Janet needs a couple of minutes, and  
7 you've got to reconvene the meeting.

8 MR. GEORGE: Okay.

9 MR. HOLIDAY: I'll be one second. Dan  
10 Holiday, St. Augustine. I just picked it up, and  
11 of course, I go by the "KIS" thing, keep it  
12 simple.

13 The first thing I'd like to suggest is that  
14 we use a little less paper just to save paper.  
15 And the second thing is, as -- as you said,  
16 please let's have a group of us get together and  
17 go through it and see if we can come up with any  
18 suggestions, positive or negative. Probably  
19 they've all -- they'll all be positive. Thank  
20 you.

21 MR. GEORGE: Okay. Any board discussion?

22 MR. CIRIELLO: Yeah. I've got something to  
23 say. I don't know if I can get it done in time.

24 MR. GEORGE: Well, do you want to hold off  
25 and --

1 MR. CIRIELLO: Yeah. How about --

2 MR. GEORGE: Let's do that.

3 MR. CIRIELLO: Yeah. Let's -- let's adjourn  
4 and then I'll be first coming back.

5 MR. GEORGE: Okay. We're going to adjourn  
6 this -- no, is it suspend or is it adjourn, or  
7 what is it?

8 MR. BURNETT: Suspend, yeah.

9 MR. GEORGE: We're going to suspend the  
10 regular meeting at this time so that in a few  
11 minutes, we can call a special meeting. And then  
12 after that meeting is over, we'll call this one  
13 back.

14 (Whereupon, the regular meeting was suspended at  
15 4:58 p.m. and reconvened at 5:49 p.m. as follows:)

16 MR. GEORGE: With the conclusion to the  
17 public hearing, we'll now go back into the  
18 regular scheduled meeting. At the point in the  
19 agenda, we were down to the lease policy.

20 MR. CIRIELLO: Yeah, and I had something to  
21 say.

22 MR. GEORGE: Okay. We'll go back into the  
23 regular meeting. At the point we left or  
24 suspended it, we were in the lease policy at that  
25 time.

1 Just let me summarize. Mr. Wuellner had  
2 brought up looking for comments to this very nice  
3 and thick document, and I think we had discussed  
4 the possibility of postponing it until the next  
5 meeting, but asking each one of the board members  
6 to get their comments individually with  
7 Mr. Wuellner so that at the next meeting, we can  
8 go through section by section by section of the  
9 document.

10 We're down at the point we've had the public  
11 comment. Mr. Martinelli suggested we set up a  
12 committee, you know, to go through this lease  
13 policy, since it is so important. And so, we're  
14 now down to the airport discussion -- I mean, the  
15 Authority discussion. Mr. Ciriello?

16 MR. CIRIELLO: Yes. I'd like to apologize  
17 to the board and anybody else that -- when we got  
18 this thick document -- what, last month or month  
19 before?

20 MR. GEORGE: Last month. August 5th.

21 MR. CIRIELLO: I kind of skimmed through it.  
22 I didn't concentrate on it. But as I was going  
23 through it, I saw no problems with it, and I  
24 thought it was accepted and a done deal. And now  
25 I hear that we should have gotten with

1 Mr. Wuellner and gone over it and hammered out  
2 any questions we might have had, and so it's  
3 maybe more important that I gave credence to.  
4 And so now I'm going to go home and take a good  
5 look at it.

6 Now, what I had -- what Mr. Martinelli and  
7 Holiday said, I agree with up to a point. A  
8 while back, not too long ago, we had a committee  
9 to go over a list of consultants that the board  
10 was supposed to do. And we got a committee to go  
11 over that and give us some help. I didn't think  
12 that was a bad idea. I thought that was okay.

13 But when it come down to the hard work --  
14 and I say hard work in the committee, I'm not  
15 belittling their effort. When it was brought to  
16 the board, it was, okay, here's the list we came  
17 up with, three people, three companies, and that  
18 was it. It wasn't a recommendation; it was a  
19 mandate.

20 And I brought up at the meeting, if there's  
21 somebody on that board or that list that I  
22 personally think is rated higher than some of the  
23 ones they got, what can I do about it? And,  
24 well, you can mention it, but don't know if it  
25 would get anywhere.



1       So, I'm not against this idea of the  
2       committee that Vic and Dan said, but I want it to  
3       be understood when they come back to us, it is  
4       just a recommendation on their thoughts. It's  
5       not a mandate, that here's what we come up with  
6       and this is what you have to do, like that  
7       consultant thing.

8       If that comes to be, then I'm going to be  
9       against committees forever, because that's all  
10      they're supposed to do, is recommend something.  
11      They're not supposed to come and say, "Here's  
12      what we come up with and this is what you've got  
13      to do."

14      So, I -- I'm not against that idea. And  
15      like I said, I apologize for not going over this  
16      document better, because I thought it was a done  
17      deal, and I really wasn't -- didn't have many --  
18      any objections to it that I can think of. But  
19      I'm going to look at it better now.

20      MR. GEORGE: Okay. Mr. Gorman?

21      MR. GORMAN: Well, I have a suggestion.

22      It's -- I don't think a lot of the board  
23      members -- I think maybe, Mr. Ciriello, would you  
24      like to do in committee the kind of thing that  
25      was done before?

1 I mean, I think you could do a good job with  
2 it and review this, because that's such a huge  
3 document. It does require review, and it is  
4 going to review that points be brought up that  
5 maybe are contentious or some problems, so maybe  
6 that does need a committee assigned to it. Do  
7 you -- well, how do you think to solve the  
8 problem? I mean, how are we going to solve the  
9 problem of looking through this?

10 MR. CIRIELLO: Well, Mr. Martinelli gave a  
11 suggestion to get the fixed base operator and the  
12 flight school and the Pilots Association and  
13 other people on the airport who are affected that  
14 would be interested to get together and go over  
15 the document and see if they have any objections  
16 to it.

17 That's -- I have no problems with that.  
18 If -- if you want somebody to sit in with them  
19 while they're doing this, there's no problem with  
20 that, either. I can do that.

21 MR. GORMAN: What would constitute a  
22 committee?

23 MR. CIRIELLO: Huh?

24 MR. GORMAN: That would constitute a

25 committee?

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1 MR. CIRIELLO: Yeah, it would constitute a  
2 committee but with the understanding when they  
3 come back with their recommendations, that's all  
4 it is; it's not a mandate. That's all I was  
5 saying.

6 MR. GEORGE: So, Mr. Gorman, are you saying  
7 that a committee, we need to form a committee?  
8 That's -- that that's acceptable to you?

9 MR. GORMAN: It's work that needs to be  
10 done. It needs to be looked at. It's a huge  
11 document. Each one of us going in with  
12 Mr. Wuellner is a good idea.

13 Maybe a committee would actually get it done  
14 more thoroughly. I don't know. What do you  
15 think? That's my idea, is it's got to be done;  
16 it hasn't been done. It's been almost two  
17 sessions. What do you think?

18 MR. GEORGE: My feelings on it from a board  
19 member is I don't think I agree with the  
20 committee. I think that this is a policy and  
21 procedure manual that -- that we're trying to put  
22 together for how we're going to handle things.

23 I think that our input, along with

24 Mr. Wuellner, with our attorney, you know,  
25 overlooking, and then once we have completed it,

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1 then we need to do probably a mass distribution  
2 to the people on the field and say, "Okay, you  
3 know, we're going to bring it up at the next  
4 meeting and we need your input. You know, we  
5 need your -- your points."

6 Because we -- we can -- a committee could  
7 hammer for four days on, you know, a paragraph,  
8 which wouldn't necessarily be appropriate for the  
9 rest of it. So, I would say not to the committee  
10 now, but to do it the other, would be my feeling.

11 Mr. Cox?

12 MR. COX: Question, Ed. The -- the lease  
13 policy procedures is pretty much -- is just for  
14 corporate and large noncorporate use, right?

15 MR. WUELLNER: Right.

16 MR. COX: It's not -- not for --

17 MR. GEORGE: It's for non-T-hangars.

18 MR. WUELLNER: Anything but T-hangars.

19 MR. COX: So, that would be outside,  
20 actually as a -- I'll say -- I'll use the word  
21 "purview" of the people leasing. I mean, it  
22 wouldn't be a concern for T-hangar lessees, you

23 know.

24 MR. WUELLNER: I wouldn't think so, unless  
25 they were intending to lease other types of

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1 facilities.

2 MR. COX: Yeah, right. Or a large -- you  
3 know, large corporate. I'm thinking that we get  
4 up -- and I kind of end up in -- in concurrence  
5 with everybody on the board, is that we -- we end  
6 up tying up or taking up a lot more time with a  
7 lot of the voices.

8 Did -- did we check to see if the community  
9 that we're talking about to form a committee even  
10 wants to have people be -- to take the time to be  
11 on a committee?

12 MR. GEORGE: Yeah. Are you making a motion  
13 that we do that?

14 MR. COX: What I would suggest is that  
15 the -- that the Authority members, or one  
16 appointed Authority member, go solicit input from  
17 the corporate tenants to see what input they have  
18 and just bring that back, and then we discuss it  
19 with Ed. That way, it won't have --

20 MR. WUELLNER: Well, with -- with the  
21 exception of a few small points, a lot of it

22 is -- is just procedural, how we do it within the  
23 office versus being regulatory, because much of  
24 that is already prescribed in -- in your FDOT and  
25 FAA grant compliance documents.

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1 I mean, you don't -- all we're trying to do  
2 is put it in a format that's -- that's highly  
3 usable in our day-to-day administration. There  
4 are some items that are left up to the discretion  
5 of -- of local board. Examples of how you're  
6 handling your waiting lists, you know, or lists  
7 list, however -- however you set it up, how --  
8 how it moves through us and at what points you  
9 want to look at it, things like that.

10 But relative to who we have to lease to, you  
11 know, what documents pertain to that, and even to  
12 some extent the -- the range of -- of rates  
13 charged are -- are many respects already -- you  
14 don't have a choice in.

15 MR. GORMAN: So, in other words, your --  
16 your solution is for each of us then to finish  
17 our homework, make a hot-sheet list, and then  
18 discuss it again.

19 MR. WUELLNER: I think it's an excellent  
20 idea to send it out before final adoption, as to,

21 you know, work -- work it to where you five are  
22 comfortable. Because what -- what precipitated  
23 this, those that have -- and we're not following  
24 the bouncing ball here, but what kind of  
25 precipitated bringing the lease policy back is

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1 you -- you have a lease policy --

2 MR. COX: Right.

3 MR. WUELLNER: -- but we found, quote,  
4 unquote, anomalies when working through  
5 Embry-Riddle that weren't addressed specifically  
6 in this policy, that required interpretation or  
7 kind of creating policy on the fly, as that -- as  
8 that lease kept getting presented to the  
9 Authority. And that's -- that's not a good way  
10 to -- to administer.

11 It also helps us as Staff bring leases that  
12 are in compliance or you don't get them, which  
13 is -- is the kind problem we had with the  
14 Embry-Riddle, is that all of those -- those  
15 answers weren't in place before we -- we brought  
16 it to the Authority. So, as a result, you didn't  
17 have a complete document or a complete proposal  
18 that you were looking for.

19 So it's -- I think it's critical that you --

20 that you five take ownership of the document and  
21 become intimate with the details of it so that  
22 when we bring you a lease for consideration, that  
23 that would be developed under that policy,  
24 that -- that you know what you should expect.

25 MR. GORMAN: There is a public comment when

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1 we open it to public, I think.

2 MR. GEORGE: Yeah, there would be. Well,  
3 we've already closed the public comment,  
4 Mr. Martinelli. But since we had the -- the  
5 opening, you know, the -- I'll open it back up.

6 MR. MARTINELLI: Appreciate it. Okay.  
7 Since -- since you're discussing a proposal that  
8 I have -- or a suggestion that I had made, I -- I  
9 figure I should at least have something to say  
10 about it, so I appreciate your letting me come  
11 back up here.

12 The whole premise of my suggestion was that  
13 this airport is a community, and much like the  
14 county -- as I said before, the county requires  
15 concurrency; they require impact studies on any  
16 major new development. And the reason they do  
17 that is because that new development is going to  
18 impact or -- or have some effect on the rest of



19 the community, and more specifically on the  
20 environment, on roads, on the infrastructure.  
21 And that all leads to tax base and so on. This  
22 is the county now. And this is why the county  
23 does what they do.

24 Now, here, the airport is a community. And  
25 any new major tenant that comes on this airport

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1 affects the community. It affects it for  
2 concurrency, if I can use that term loosely, for  
3 the infrastructure. And our infrastructure here  
4 is runways, taxiways. And we're  
5 three-dimensional. It also affects the airspace  
6 above.

7 And when you're talking about bringing a  
8 major tenant on board that may affect any of  
9 those -- any of that infrastructure, I think that  
10 the -- the people who are living in the  
11 community, much the same as the people who live  
12 in the county, should have an opportunity to look  
13 at the policy that the airport then takes, and --  
14 and more specifically, to have an opportunity --  
15 or the Airport, I think, Authority should do an  
16 impact study to review the impact of any new  
17 tenant coming on the airport, as it affects the

18 remaining tenants who are already here. That's  
19 the reason I made the suggestion that I did,  
20 okay?

21 MR. GEORGE: Yes, sir.

22 MR. PENNINGTON: Mr. Chairman, thank you for  
23 opening the comments back up. My name is James  
24 Pennington. I live at 103 Dolphin Drive. And  
25 I'm here to represent the Chamber of Commerce.

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1 I have the honor of serving as the chairman  
2 of the board, and I'd like to offer the Chamber  
3 of Commerce's help any way we can in kind of  
4 helping facilitate some sort of conclusion on the  
5 process of -- of what you -- the bill you've got  
6 here right now, the -- the -- set a policy and  
7 procedure for leasing, you know, because we're  
8 the people charged with the responsibility of  
9 bringing tenants into the community who want to  
10 be here.

11 And -- and until we know that there is an  
12 absolute definable concrete policy and  
13 procedures, we don't want to go through another  
14 embarrassing situation like Embry-Riddle. It  
15 drug out for almost a year and a half. I think  
16 it was a disgrace. And it just certainly

17 discourages any qualified corporate client of an  
18 enterprise nature. And that's what the Chamber  
19 of Commerce and the EDC is responsible for doing.

20 If we can be part of that process and lend  
21 some sort of, you know, community support -- we  
22 have 1100 members; we have a 24-member board. We  
23 voted unanimously for that. We want to be  
24 involved that this never happens again.

25 MR. GORMAN: Mr. Pennington?

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1 MR. PENNINGTON: Yes, sir.

2 MR. GORMAN: I might say that we appreciate  
3 you being here and that I wish you'd have been  
4 here earlier, because I think that if you were  
5 involved at the same level we're involved in,  
6 we'd probably come to the same conclusions and  
7 everything would go nice and smooth.

8 MR. PENNINGTON: Well, this is probably not  
9 the venue to die on the hill.

10 MR. GEORGE: You're right.

11 MR. PENNINGTON: Mr. Ciriello certainly shed  
12 some blood here tonight. We don't need any more  
13 of that. The Chamber of Commerce I think is a  
14 positive group. We want to move forward. But we  
15 do want to make sure that there are no hidden

16 agendas, and the way to do that is by policy and  
17 procedure, openness of the airport. The citizens  
18 of this community expect that.

19 You were elected by them. That is your  
20 mandate, to be totally upfront and honest -- and  
21 I'm -- I'm saying you are. That there needs to  
22 be that openness and candor with everybody. We  
23 expect that, because if you look at that pie  
24 chart, we pay twice as much as any other person  
25 or entity out here for its revenue. It ought to

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1 be swapped around. And the only way you're going  
2 to get to --

3 MR. GEORGE: Mr. Pennington, this particular  
4 subject is --

5 MR. PENNINGTON: Yes, sir.

6 MR. GEORGE: -- has to do with our lease  
7 policy, not to Embry-Riddle. And I -- I  
8 appreciate your comments. And when we --

9 MR. PENNINGTON: You're right.

10 MR. GEORGE: -- get through with this lease  
11 policy, we'll be glad to let you take a look at  
12 it.

13 MR. PENNINGTON: Well, I don't think we have  
14 any more discussion on it. We want to be part of

15 the process.

16 MR. GEORGE: Sounds good. Any other comment  
17 from the Authority members on how we proceed with  
18 reviewing this lease document?

19 MR. COX: I'd like to make a suggestion  
20 concerning the committee suggestion. And I might  
21 propose this: Instead of having a committee,  
22 which I spoke about earlier, and I would  
23 volunteer to do this if y'all find favor in it,  
24 and that is to solicit input from all of the  
25 major components of the people on the field and

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1 bring that back to the board and -- when we have  
2 discussions, instead of going -- having a  
3 committee bring all of these -- you know, like  
4 this. That would be my idea.

5 MR. GEORGE: Yeah.

6 MR. COX: Because I'm going to be here --

7 MR. GEORGE: I -- I, for one, and am not in  
8 favor of having, you know, committees where we  
9 set establishing policies. I think the  
10 generation of that policy is our responsibility.  
11 And we have a responsibility to the community to  
12 share that with them and get their input.

13 I think we all have a responsibility for

14 going through it in quite a bit of depth and  
15 talking to everybody that you think that it  
16 might, you know, impact. So, I would recommend  
17 that we all do that.

18 MR. COX: Okay.

19 MR. GEORGE: Without any objection then, I'm  
20 going to proceed on tabling this subject until  
21 next month, having each one of the board members  
22 do their homework, you know, with other people in  
23 the community, and come back. We'll then get the  
24 changes made to it and distribute it and then go  
25 from that point.

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1 MR. COX: Any comments, Ed?

2 MR. WUELLNER: No.

3 MR. COX: Any suggestions?

4 MR. WUELLNER: No. I just need to move on  
5 to the other part of that same agenda.

6 MR. GEORGE: Okay. Well, now let's get to  
7 the second part, which is --

8 MR. WUELLNER: You have a copy of the letter  
9 dated just the other day, which I stated today.

10 MR. GEORGE: Well, the public doesn't. Are  
11 you going to read it? Whatever. Okay. Just  
12 tell the public what it is.

13 MR. WUELLNER: We received a letter from the  
14 Federal Aviation Administration responding to a  
15 formal written complaint asserting that the  
16 public-use airport's rights have been violated by  
17 the Airport Authority against Embry-Riddle  
18 Aeronautical University. This letter from FAA  
19 begins the formal process of resolving that  
20 matter with the Airport Authority.

21 MR. GORMAN: Can I say one thing? It's very  
22 overt. It's very simple. In other words, we get  
23 a letter from Embry-Riddle stating this. Well,  
24 if we had given the lease to Embry-Riddle,  
25 wouldn't we get nine other letters from the nine

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1 people on the waiting list?

2 MR. WUELLNER: There you are.

3 MR. GORMAN: They would be in the same  
4 position that these people say they are. That's  
5 the only simple thing I have to say.

6 MR. WUELLNER: Did you want -- did you want  
7 me to read it?

8 MR. GEORGE: Well, give everybody the -- the  
9 gist of it.

10 MR. WUELLNER: Basically, FAA is requesting  
11 that we specifically respond to the allegations

12 made by Embry-Riddle, which is the attached  
13 letter dated last week, September 11th, to the  
14 manager of the FAA's Orlando airports district  
15 office, wherein they allude to a number of  
16 inconsistencies in our application of our leasing  
17 policy, to give you an idea of just how important  
18 this is, in moving their lease forward or  
19 potential lease forward with the Airport  
20 Authority.

21 We need to generate a response, which we are  
22 happy to do from the Staff perspective, and it  
23 will certainly reflect the meetings, the  
24 discussions, and the like.

25 We will also be required to provide the

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1 current lease policy as it relates to that, or  
2 the lease policy that was applied to that, which  
3 is the previous -- or I guess you call it current  
4 lease policy in the absence of adopting a new  
5 one -- detailing our compliance with FAA Order  
6 5190 dash -- .6A.

7 We'll need to provide them with  
8 documentation relative to verification to them  
9 that no exclusive rights have been granted to  
10 entity -- any entity on the airport, and



11 verification that we've not expended any AIP  
12 funds upon any unauthorized use or development,  
13 which I don't have any issues with any of that.

14 It will be a significant effort. Our  
15 answer, if you will, to FAA will be forwarded to  
16 Embry-Riddle by FAA for their comment on our  
17 response. The matter could very well drop at  
18 that point, depending on the strength of our  
19 arguments, and it goes no further.

20 There is the possibility, which I need to  
21 inform you of, that the possibility does exist  
22 that the entire matter would be brought into the  
23 5190 process, which is a -- a drawn-out,  
24 full-blown compliance audit that FAA would do out  
25 of the Washington, D.C. office that involves

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1 literally opening every lease and lease document  
2 that's ever been constructed by the Airport  
3 Authority for strict interpretation by the  
4 auditor, state -- DOT auditor's office, relative  
5 to their compliance.

6 I mean, that would be the long version of  
7 it, if it does happen. It also subjects the  
8 Authority to, at that point, suspension of any  
9 existing grants and the possibility of not

10 issuing additional grants by FAA. And in a  
11 severe case, I think you even open the door to  
12 having to repay grants that were done in the  
13 previous 20-year period where the compliance  
14 requirements stretch for 20 years. It's not --  
15 I've not known of a case where it goes to that  
16 extreme, but the process itself can draw out for  
17 upwards of two years, if it were to go to that.

18 We'll generate a response. We'll run it  
19 by -- if we can run it by you-all individually so  
20 you see that. We have till the 29th of  
21 September. We'll generate a first draft of that,  
22 if you will, get it circulated between members.  
23 And I'll discuss it with each of you  
24 individually. And we won't meet again before the  
25 29th. But assuming you're still on the same page

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1 from your -- from your previous actions that were  
2 done here in this forum, we'll -- as I said,  
3 we'll generate the letter based on that.

4 If it's problematic and it comes down to  
5 where there's significant disagreement among  
6 members, we'll certainly have it back, get a  
7 meeting scheduled in there before the 29th, which  
8 is not very long, by the way.

9 MR. GEORGE: When do you think that you can  
10 have a rough draft of it for --

11 MR. WUELLNER: Tomorrow afternoon.

12 MR. GEORGE: -- us to look at?

13 MR. WUELLNER: Tomorrow afternoon.

14 MR. GEORGE: Tomorrow afternoon? Then why  
15 don't we let you get that rough draft put  
16 together, get the comments back. And part of the  
17 comments should probably be that -- whether the  
18 board members think that we need to call a  
19 special meeting just to go through that. But we  
20 need to adhere to that schedule on the 29th and  
21 get that, you know, answered and back to it.

22 The records are fairly clear from the first  
23 time it was turned down and the second time it  
24 was turned down, and I am assuming that we did  
25 comply with everything that FAA was, you know,

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1 requiring along the way.

2 Anybody going to be out of town for any  
3 length of time before the 29th?

4 MR. GORMAN: I guess not.

5 MR. GEORGE: Any of the board --

6 MR. WUELLNER: It's not my intention to  
7 draft a response that should be problematic;

8 let's put it that way.

9 MR. GEORGE: Right. Yeah. Does the -- this  
10 is just one item of the -- the lease policy, but  
11 I will ask if there's any comment to the --  
12 constructive public comment?

13 (No public comment.)

14 MR. GEORGE: Any board members want to make  
15 any other comments?

16 (No comments.)

17 MR. GEORGE: Okay. We'll proceed by that,  
18 then. Look forward in the next day or so to get  
19 a rough draft and meet with us individually.

20 Okay. The next item that we're going over  
21 is the meeting policy.

22 7.D. - MEETING POLICY

23 MR. WUELLNER: I'll be brief here. The  
24 policy was provided several -- several meetings  
25 ago. You also got one when you first started

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1 here. But we noticed that during the course of  
2 meetings, that a number of things that were  
3 currently in policy are not normally being  
4 followed by the board.

5 And some of it's just a matter of  
6 simplifying your life here relative to, a couple

7 of examples, just how you treat minutes and --  
8 and financial approvals, that they're assumed to  
9 be approved unless someone objects. And that --  
10 that kind of language is in here. And I would  
11 ask that you refamiliarize yourself with that.

12 We will try to draft language that  
13 supplements this to deal with the notification  
14 issue that we discussed last month about the  
15 web-related -- getting agendas out on the web and  
16 changing the advertisement and the like.

17 Please look it over and see if time lines  
18 related to meetings, you know, how long they have  
19 to be advertised. That deals with a lot of  
20 latitude here about the fact that, as an example,  
21 signatures by Authority members on documents that  
22 have been approved by the Authority are assumed  
23 to be approved unless you otherwise -- it saves  
24 us asking every time, that allows somebody to  
25 sign the document or -- or the like.

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1 There's a way to simplify this and maybe cut  
2 a little bit of time out of meetings if we  
3 acquaint ourselves with what's in here. Any  
4 format issues relative to meetings, this is how  
5 you do it. I've had questions about how we build

6 the agenda and the like. That explains exactly  
7 how we do that routinely.

8 If you don't like what's in here, this --  
9 you know, the next meeting is the time to get  
10 those -- get those things on the table and let's  
11 get the document to what you guys want to live  
12 with, and -- and that will be how we conduct  
13 meetings moving forward.

14 So, this -- this is what the previous board  
15 operated under. It's not -- not atypical to have  
16 that reviewed by -- when a new board comes in and  
17 see if that's still how they want to do it.  
18 That's all I've got on that.

19 MR. GEORGE: Okay. Any public comment on  
20 what we're doing?

21 (No public comment.)

22 MR. GEORGE: Board comment?

23 MR. GORMAN: I have one other comment. It's  
24 just as far as meetings go. It's just very  
25 quick, very simple.

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1 There's many times when the public has  
2 something to say because the discussion gets  
3 heated, and I feel that we should be able to,  
4 like you just did, reopen to public comment, only

5 because leaving the public out of the loop, you

6 know, seems to be --

7 MR. GEORGE: Right.

8 MR. GORMAN: Yeah. And I think you've

9 already started that. And I don't think that

10 requires any new --

11 MR. WUELLNER: I don't think so, either. I

12 think by consensus, at any time you can do

13 whatever you want.

14 MR. GORMAN: That's fine.

15 MR. WUELLNER: You know, this is more like

16 the -- use the term, "gentlemen's agreement" on

17 how you're going to conduct your meetings.

18 MR. GORMAN: Right.

19 MR. WUELLNER: And, you know, if you want to

20 go outside that, you just agree to do that.

21 MR. GEORGE: Yeah. Any other comments?

22 MR. COX: One comment. I'd like for us to

23 try to adhere to, in the meetings, the future

24 meetings when we open the meeting up to Authority

25 comments at the end of our sessions -- and we're

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1 all guilty of this, so it's not picking on any

2 particular person.

3 It's not an open invitation to launch into

4 new agenda items, new agenda items; i.e., just  
5 about anything I want to talk about, the Araquay  
6 Park issue, the VOR, other airplanes flying  
7 around and -- the traffic control. Whatever it  
8 is, those need to be approved as agenda items by  
9 the Chair for either that meeting that we're  
10 going to talk about.

11 Comments are comments. And typically  
12 they're supposed to be two minutes or less, not  
13 launch into a whole new agenda item for  
14 discussion, which is -- and like I said before,  
15 we're all guilty of. So -- and it takes up --  
16 and we go through -- five board members take up  
17 five or six minutes of conversation, we've  
18 launched into another 45 minutes before you know  
19 it of meeting time.

20 Anyway, I'd like to see us try to keep our  
21 comments -- and that includes the public, too. I  
22 don't think the Authority ought to allow comments  
23 from the public to start launching into new --

24 MR. GEORGE: Yeah.

25 MR. COX: -- you know, get outside of the

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1 track of what we're discussing as an agenda item.

2 MR. GORMAN: We just limit the time. I



3 mean, I don't want to --

4 MR. COX: Right.

5 MR. GORMAN: -- limit what people say, but  
6 just limit the time.

7 MR. COX: At the discretion of the Chair.

8 If the Chair wants to allow discussion to  
9 continue for whatever amount of time, that's up  
10 to the Chair, but I think for general purpose, we  
11 need to keep our comment time in a, you know,  
12 realistic time frame.

13 MR. GEORGE: I think that -- okay. My  
14 comments are, in response to yours, I think that  
15 the -- at the beginning of the meetings, we have  
16 an approval of the meeting agenda. And if  
17 there's something imperative that needs to be  
18 brought up, as Mr. Burnett did, you know, it gets  
19 voted on and added to it.

20 I would think at the tail end, where the  
21 board members are making comments, that that's  
22 when they would request that something be  
23 included on the next board meeting --

24 MR. WUELLNER: You --

25 MR. GEORGE: -- but not to get into a

1 discussion, you know, of it, as you have meant

2 it.

3 MR. WUELLNER: When -- when you read through  
4 this, you'll see there's a section in there under  
5 agenda preparation that basically says Authority  
6 members can call the full Authority's attention  
7 to an item during his or her member comment time,  
8 and with the consent of a majority vote of the  
9 Authority present, the item will be placed on the  
10 agenda for consideration at the next appropriate  
11 meeting.

12 MR. GEORGE: Right.

13 MR. WUELLNER: So, you have the ability --  
14 you know, it's already there. It's up to you if  
15 you want to modify that or change that. And  
16 that's -- that's what we'll kick around next  
17 meeting. So, if you don't like how that's worded  
18 or don't like what it says or just don't want it  
19 there, that's --

20 MR. GEORGE: My comment, you know, on the --  
21 on the policy is two-fold. Really, it's  
22 singular. And that is response. To have the  
23 public stand up and give their comment and -- and  
24 request some information or something and then we  
25 turn around and don't respond, I think that we're

1 guilty of not keeping the communication channels  
2 going.

3 And I would like to see in this document  
4 something similar to a correspondence log, you  
5 know, of things that come in, and a time limit of  
6 like two weeks for a response to go back out.

7 And the response might be that, "We talked about  
8 this on such-and-such a day and I hope I answered  
9 your questions."

10 But we got into a situation with  
11 Embry-Riddle where -- I will show my neglect,  
12 where I get a letter from Mr. Pennington or  
13 Mr. Patrick, and I'm sitting here and saying,  
14 "Well, I can't really answer that for the board,  
15 you know." And -- and I was derelict in my duty  
16 in firing him a letter back. I was using The  
17 St. Augustine Record to do that, which is not the  
18 right place to do it.

19 And I would like to see under the conduct  
20 piece, you know, that we have something in place  
21 that we do have a time limit that we respond to  
22 inquiries, you know, in-kind, coming into the --  
23 into the Authority.

24 Okay. So, we'll review this, and you're  
25 going to update it and bring it back next time?

1 MR. WUELLNER: Well, you're going to look it  
2 over and provide --

3 MR. GEORGE: Provide input to you. Okay.  
4 Fine.

5 MR. WUELLNER: And then we'll get you a  
6 final.

7 MR. GEORGE: Sounds good.

8 MR. WUELLNER: Assuming you want to  
9 significantly change it.

10 7.E. - AIRPORT AUTHORITY LOAN RFD

11 MR. WUELLNER: All right. Last item I  
12 have -- and a reminder that Doug's got one, also.  
13 I -- I need some answers relative to the -- the  
14 line item relative to borrowing money to acquire  
15 property in Araquay Park.

16 And you need -- I'm going to work you  
17 through the -- I'll ask you the questions, but I  
18 need some direction, because I assume that you're  
19 going to want us to prepare an RFP to go out  
20 there to solicit that -- that information from  
21 lenders. And we're going to need some  
22 consistency in what we're doing.

23 So, I'm going to bounce some questions off  
24 and you-all tell me how you want it structured.  
25 In some cases, you can get it structured multiple

1 ways, but you're going to provide it.

2 First amount -- first question I've got:

3 Loan amount, do you want to do this -- you have

4 two ways you can set this up. One is as a

5 straight borrow of that funds, wherein once

6 you -- once the line -- the loan is -- is

7 consummated, they essentially put the money in

8 the account and it sits there until it's

9 expended.

10 Alternative to that, we can go out and do

11 this as a line of credit, wherein you're only

12 returning money or paying back money as you're

13 using it. So, it's out there for the Authority

14 to use for this purpose; however, it doesn't --

15 we're not formally borrowing it until you conduct

16 a transaction for the sale. So, it's probably

17 significantly cheaper in the long term to do this

18 as a line of credit. However, the other is -- is

19 appropriate, too, if you want to do that.

20 MR. GEORGE: I would make a suggestion you

21 do it as a line of credit.

22 MR. GORMAN: You're not paying interest on

23 it until you --

24 MR. GEORGE: No, we're not going to pay it

25 till we use it.

1 MR. WUELLNER: I mean, we can put the money  
2 in a full borrow. You can put the money at SBA  
3 and earn some of it back, but you're not going to  
4 exceed your interest rate. And you've got an  
5 arbitrage issue if you're just doing that for any  
6 significant time, so...

7 MR. COX: I'd go with that.

8 MR. WUELLNER: Line of credit, is that --

9 MR. GEORGE: Line of credit. Joe?

10 MR. CIRIELLO: Well, I'm against it all  
11 together, period, so you don't --

12 MR. GEORGE: Okay. That's not the question.  
13 The question -- do you have any comment? What  
14 he's asking, though, he's asking -- he is going  
15 out on it. We have a -- we approved him to go  
16 out on it. So, if we go out -- I'm sorry.

17 MR. CIRIELLO: Financially, which is the  
18 best way, if you use it as you go and then pay  
19 your payments then, or get it as a lump sum and  
20 let it draw some interest as you're paying it  
21 back? Which would give us the best financial  
22 gain?

23 MR. WUELLNER: Significantly, line of credit  
24 would improve your position.

25 MR. CIRIELLO: Well then, that's the way to

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1 go.

2 MR. GEORGE: Okay.

3 MR. WUELLNER: All right. The reason I ask,

4 is because previously we did it as a fixed

5 borrow, but it was for a lump-sum payment to

6 something, so...

7 All right. Are we soliciting the loan based

8 on fixed rates or variable rates?

9 MR. GEORGE: Best rate.

10 MR. WUELLNER: So, you want to solicit it

11 both ways and then make the determination.

12 MR. COX: Best rate.

13 MR. GORMAN: Considering the interest rate,

14 is it a, what, 30-year loan?

15 MR. WUELLNER: Probably.

16 MR. GORMAN: Seems that the common wisdom

17 would be to go fixed.

18 MR. WUELLNER: Go fixed and lock it?

19 MR. GEORGE: I would request --

20 MR. WUELLNER: We can solicit it --

21 MR. GEORGE: -- it both ways --

22 MR. WUELLNER: -- both ways, then you can

23 select.

24 MR. GEORGE: -- and then we make the  
25 decision, you know?

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1 MR. WUELLNER: You tell me. We're going to  
2 do it.

3 MR. GEORGE: I suggest we go both way. Is  
4 that how you feel, Mr. Cox? Both ways?

5 MR. WUELLNER: They'll quote a rate for both  
6 ways.

7 MR. COX: Yeah.

8 MR. WUELLNER: We did that that way last  
9 time. And I'm not trying to tell you how to do  
10 it, but that's --

11 MR. COX: No, I understand.

12 MR. GEORGE: Mr. Gorman?

13 MR. COX: Yeah.

14 MR. GEORGE: Jack?

15 MR. GORMAN: Just want to minimize the  
16 liability of --

17 MR. WUELLNER: Sure.

18 MR. GORMAN: -- the interest rates  
19 increasing.

20 MR. GEORGE: This way, we get to choose when  
21 it comes back, which one we want.

22 MR. GORMAN: Well, I mean, you can do that,



23 but I -- like I said, in other words, with a  
24 30-year low on mortgage rates, when you don't fix  
25 your loan amount, then you've got a liability out

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1 there on -- just a time-line liability.

2 MR. GEORGE: But do you not want to have the  
3 visibility of seeing what it is?

4 MR. GORMAN: Oh, certainly, you want to see  
5 it.

6 MR. GEORGE: Oh, good. Then both ways then,  
7 is what I'm saying.

8 MR. GORMAN: But, I mean, I wouldn't -- I  
9 mean, common sense, wouldn't vote for it.

10 MR. GEORGE: Okay. Mr. Ciriello, do you  
11 agree with going out for -- getting a quote back  
12 from the banks both ways, a fixed rate and a  
13 variable rate? Variable rate meaning --

14 MR. CIRIELLO: Oh, yeah, yeah, yeah, yeah.

15 MR. GEORGE: Okay.

16 MR. WUELLNER: Both ways?

17 MR. CIRIELLO: And then you're going to --  
18 then you're going to pick.

19 MR. GEORGE: Exactly. Right.

20 MR. WUELLNER: All right. Loan term, five,  
21 ten, or fifteen years? Now, keep in mind this is

22 probably a worst-case scenario, that -- the  
23 advantage to a longer term, obviously, is less up  
24 front on that -- on the first half of the money,  
25 in that your -- you have grants that will offset

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1 50 percent of this money. But those grants  
2 aren't in our possession in total, except through  
3 the first four-year period. And we'll augment  
4 that -- beyond that, we'll try with DOT. So,  
5 it's five years beginning --

6 MR. GEORGE: What term do the federal grants  
7 that we're in line for, provided we don't -- we  
8 get a proper response on September the 29th?  
9 What --

10 MR. WUELLNER: You -- you -- well, I mean,  
11 your life expectancy of the projects is actually  
12 in excess of 20 years. You're required to  
13 maintain that product -- or project for 20 years.  
14 It's -- I'm not sure that affects how long you  
15 borrow it, but...

16 MR. GEORGE: We were expecting two and a  
17 half million out of --

18 MR. WUELLNER: Within five years.

19 MR. GEORGE: Within five years. Okay. That  
20 was my question, within five years.

21 MR. WUELLNER: It's -- it's -- you get a  
22 little each year, but through five years.

23 MR. GEORGE: I understand. So, ask the  
24 question again about the term.

25 MR. WUELLNER: Initially, we -- when we

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1 talked and budgeted for interest and principal,  
2 we did that on a 10-year repay; that is, we  
3 structured it so that the Authority's money, you  
4 know, set up to where -- because initially, we're  
5 paying the nut, if you will, through the balance  
6 of roughly the first year, till the first grant  
7 takes a place -- takes place.

8 With it all basically wrapping up at about  
9 year five, you'd retire the debt on the note at  
10 that point because you've paid the principal and  
11 interest payment that the Authority's share is by  
12 year five, and the -- and the money from the  
13 state is all in our possession; i.e., forwarded  
14 to the bank by year five. In a sense, you pay it  
15 off five years early.

16 But it's structured it so that you didn't  
17 pay it on a higher rate or higher share of it up  
18 front. By borrowing it say for five years, you'd  
19 be responsible for the entire nut for five years.

20 MR. GEORGE: Right.

21 MR. WUELLNER: Which meant that you doubled  
22 your principal -- principal payment at least  
23 during that period.

24 MR. GEORGE: Well, if the FAA grants are  
25 five years --

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1 MR. WUELLNER: DOT.

2 MR. GEORGE: -- and then we made it ten --  
3 DOT -- and we made it ten years, that'd give us  
4 the flexibility in case something didn't happen,  
5 you know, to their particular half of it.

6 What typically are the other increments from  
7 past ten years? Are they -- they'll do anything  
8 you want?

9 MR. WUELLNER: You literally could write it  
10 for whatever you want. I mean, you could write  
11 it for seven years one month and three days, if  
12 you want to -- you know, if you want to solicit  
13 that way. I mean, it doesn't necessarily make  
14 sense.

15 The next logical step to us, with just using  
16 five years, was take it out to fifteen. It  
17 limits your first year's payments. I mean,  
18 you're continuing to cut down what you actually

19 have to expend in the current year. But it --  
20 but it may extend your payment, if you choose to  
21 pay it like that, continue to pay it like it's a  
22 loan, to maybe seven years. You also have the  
23 option in any annual year of just paying it off.  
24 I mean, it's not --  
25 MR. GORMAN: But if you do it 15 year on the

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1 way, most -- the way the loan's structured,  
2 aren't you going to front-end load your interest?  
3 And -- even though you don't have a prepayment  
4 penalty, aren't you going to --

5 MR. WUELLNER: Yeah, we would definitely --

6 MR. GORMAN: -- isn't that going to be a  
7 more expensive loan, net-net, like --

8 MR. WUELLNER: Sure.

9 MR. GORMAN: -- like Mr. Martinelli was  
10 talking about --

11 MR. WUELLNER: Sure.

12 MR. GORMAN: -- the cost to the public total  
13 of -- of the money?

14 MR. WUELLNER: Yeah. You're -- you're going  
15 to pay it off early either way. I mean --

16 MR. GORMAN: Right.

17 MR. WUELLNER: -- that's the intent here.

18 MR. GORMAN: Right.

19 MR. WUELLNER: The question is, how -- how

20 do you -- do you opt to pay less up front or

21 early --

22 MR. GEORGE: I think --

23 MR. WUELLNER: -- as DOT money arrives?

24 MR. GEORGE: -- it would behoove us to do

25 two different time frames so we can see what the

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1 banking institution is going to -- what is the

2 benefit to us.

3 One benefit for doing it long term is if we

4 do get into the industrial park and the interest

5 rates all of a sudden go back to double digit,

6 we're kind of locked in at a lower rate and it

7 kind of gives us some flexibility. But what is

8 the cost of that flexibility? So, I'd recommend

9 you go after 10 and 20.

10 MR. WUELLNER: Ten and twenty?

11 MR. GEORGE: What is your recommendation?

12 MR. WUELLNER: I think 10 and 15 would be

13 way adequate.

14 MR. COX: Why 20? What -- where do you get

15 that?

16 MR. GEORGE: Right there (indicating).

17 MR. COX: I'd go for the ten. That's my  
18 personal opinion.

19 MR. WUELLNER: Ten keeps --

20 MR. GEORGE: And don't even consider getting  
21 another quote for 15?

22 MR. COX: Well, I agree with Jack on the 15.  
23 I mean, 10 seems to be somewhere in the middle  
24 between, you know, the worst of the five and the  
25 worst of the --

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1 MR. GEORGE: Yeah.

2 MR. GORMAN: Are the -- are the loans  
3 structured like a normal -- would these loans be  
4 structured interest-wise like a normal home  
5 mortgage loan, for instance, where the interest  
6 is front-end loaded? I mean, that's my question.  
7 That's my question.

8 MR. WUELLNER: That's part of what the  
9 response is going to be --

10 MR. GORMAN: Right.

11 MR. WUELLNER: -- is whether they're, you  
12 know, set up as simple interest loans or set up  
13 more conventional mortgage-type loans. That's  
14 part of what they're going to have to respond to,  
15 unless you specifically have a structure you want

16 to use, in which case we'd ask them to structure  
17 it that way. And then all your responses  
18 would --

19 MR. COX: Can you bring us the numbers on  
20 the 10 and the 15 and -- and -- so we can look at  
21 that a little more -- have you got them, or  
22 something close to that?

23 MR. GEORGE: No, no, no, because I think  
24 that the bank, if they're going to quote 15, it's  
25 one interest rate. If you quote 10, it's a

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1 different interest rate.

2 MR. GORMAN: Sure.

3 MR. WUELLNER: Sure.

4 MR. GEORGE: I mean, we can't just go to the  
5 manual and say this is what the difference is.  
6 You've got to let them quote it.

7 MR. WUELLNER: I mean, we -- we have an idea  
8 what to expect on a 10-year right now. So, I  
9 mean, we've asked --

10 MR. GEORGE: Right.

11 MR. WUELLNER: You know you -- did you --

12 MR. GEORGE: Was there any objection to  
13 giving him direction to go with the 10 and a 15  
14 quote and then we can decide which one we want?



15 MR. COX: Yeah. Fine with me.

16 MR. GEORGE: Ten and fifteen.

17 MR. WUELLNER: All right. I need to -- some

18 feel of when you would expect to close the loan,

19 November, December, or January? It's going to

20 take you about 30 to 45 days to go -- you know,

21 get to a point where you could consummate it, if

22 you will. Is it --

23 MR. GEORGE: How long is the --

24 MR. WUELLNER: The sooner, obviously, the

25 quicker you get started on --

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1 MR. GEORGE: How soon is the -- why don't

2 you explain to everybody what you're doing with

3 real estate companies as far as contacting the

4 owners there to establish --

5 MR. WUELLNER: Right. We're -- we're going

6 to enter into an agreement with a local firm to

7 solicit the sale -- voluntary sales, that is --

8 of anybody in the area where you are desiring to

9 acquire. That hopefully will result in a number

10 of -- of transactions or contracts for sale that

11 come up. We go through that motion, close them,

12 and we're done.

13 Then that will leave you with a list of

14 those that either we need to continue to  
15 negotiate with productively or move on to  
16 decisions relative to pursuing eminent domain  
17 actions, which will be separate questions.  
18 They're not -- not asking you to do anything with  
19 those today.

20 But that -- that will hasten the process to  
21 where we can get those that are interested in  
22 voluntary sales, even if we don't close those  
23 transactions till spring or, you know, allow them  
24 to remain in homes for a period of time till we  
25 need to get to the construction phase of

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1 something there. There's -- you know, we -- we  
2 can work those individually with the -- with the  
3 owners as we -- as we acquire them.

4 We'll -- we'll pick a magic number at some  
5 point collectively, that is the de facto drop  
6 date -- drop-dead date for vacancy of the  
7 properties in allowing a project to move into a  
8 construction phase. But the reality is, you're  
9 not on a pace to do construction until probably  
10 this time next year, which --

11 MR. GEORGE: I would suggest you go for a  
12 closing on some -- some sort of funds from this

13 variable thing by 12/31/03. That gives us a  
14 chance to get a time line of when we think the  
15 apron's going to come in, you know --

16 MR. WUELLNER: Well --

17 MR. GEORGE: -- and when everything is going  
18 to come together. That just gives us the  
19 flexibility.

20 MR. WUELLNER: I think if we were borrowing,  
21 you know, on a straight loan where you've got the  
22 money being deposited in the bank, that -- that a  
23 date that far out may make some sense. But --  
24 but in this case, you're establishing a line of  
25 credit, but you're not establishing any payments

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1 until you --

2 MR. GEORGE: Okay. So, I can close on the  
3 line of credit but not take anything from it for  
4 a while.

5 MR. WUELLNER: Correct. Correct.

6 MR. GEORGE: Then take whatever the bank  
7 wants.

8 MR. WUELLNER: We'll close -- close the loan  
9 on the earliest time line, whatever that is.  
10 Probably early November, I would think.

11 MR. COX: Yeah, I was going to say how about

12 prior to November 15th? Let's say it works

13 sometime before Thanksgiving --

14 MR. WUELLNER: Okay.

15 MR. COX: -- then to keep away from that

16 time frame.

17 MR. GEORGE: Yeah, at the -- at the

18 discretion of the lending institution, just as

19 long as it's not past 12/31.

20 MR. WUELLNER: Do you care what type of a

21 payback schedule you're -- are we doing this

22 monthly, quarterly, semiannually, annual payments

23 back to the -- to the bank? Do you -- do you

24 care how we structure that?

25 MR. GEORGE: How much does it affect the

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1 interest rate?

2 MR. WUELLNER: Well, that's -- that's the

3 question we need to ask, because --

4 MR. GEORGE: That's why I'm asking, yeah.

5 MR. WUELLNER: -- that's the question

6 they're asking. I don't know.

7 MR. GORMAN: But can you key it to -- to our

8 repayment with federal funding; so, in other

9 words, we can actually kind of synchronize that

10 to some extent?

11 MR. WUELLNER: Yeah. I mean, we can do  
12 that -- set up an annual -- there'd be no  
13 prepayment clause, because that's one of the  
14 things I assume you-all want in there.

15 MR. GEORGE: Right.

16 MR. COX: Yeah.

17 MR. WUELLNER: Which wouldn't really affect  
18 how we did the DOT stuff. So, is that -- if they  
19 got into a new fiscal year say this time each  
20 year, you'd have -- expect a check from DOT at  
21 some point for the whole amount of what was  
22 appropriated that year. And you would literally  
23 run that to the bank and be done with it for  
24 their por -- for the DOT share.

25 The question we have is, you know, do you

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1 want us to structure it so that, otherwise, we  
2 make monthly payments? That's the -- you know,  
3 principal reduction payments, if you want to call  
4 it. But the regular payments on the loan, do you  
5 want us to structure to do that monthly for cash  
6 flow reasons or -- or do that quarterly or do  
7 whatever?

8 MR. GEORGE: I think from a flexibility  
9 standpoint, what typically is the time that we

10 receive ad valorem taxes -- money? What time is  
11 it available to us?

12 MR. WUELLNER: What time? The lion's share  
13 of it comes in in December -- December, January.  
14 You probably have 85 percent of the ad valorem  
15 receipts.

16 MR. GEORGE: Then let's make it January  
17 every year. We can always come in and pay it  
18 sooner. But I think you -- you have to ask the  
19 question: What is the difference if I do it  
20 quarterly, if I do it monthly, or if I do it, you  
21 know, annually? Because repaying the principal  
22 can occur any month -- any day of any month, I'm  
23 assuming, throughout the whole lease (sic).

24 MR. WUELLNER: Yeah.

25 MR. GEORGE: But we're talking about a

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1 commitment now that this -- the Authority has to  
2 be committed and understand that they're  
3 committed to writing a check on a particular day.  
4 But it would seem to me it would be nice to have  
5 that coincide with the date that the funds come  
6 in.

7 MR. GORMAN: Exactly.

8 MR. WUELLNER: Okay.

9 MR. COX: If the funds come in.

10 MR. GEORGE: Right?

11 MR. WUELLNER: Well, previous --

12 MR. COX: We're depending on it.

13 MR. WUELLNER: -- previously, we just set it

14 up monthly, and it was -- we just wrote a

15 principal, interest check monthly.

16 MR. GEORGE: Well, I know that sometimes

17 lending institutions, you get a better rate if

18 you're going to let them draw on your account on

19 a monthly basis. And what I'm saying is we're

20 looking for rate -- you know, and if the rate's,

21 you know, different for annual versus monthly,

22 we'll consider monthly.

23 MR. WUELLNER: You want us to put both down

24 then, we'll ask annual and monthly?

25 MR. GEORGE: Sounds good.

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1 MR. WUELLNER: Is that all right?

2 MR. COX: Yeah.

3 MR. WUELLNER: All right. All right. And I

4 assume because we're doing this without the

5 requirement of referendum, that we will be

6 pledging ad -- or be pledging lease revenues,

7 Airport Authority revenues versus ad valorem

8 proceeds, correct?

9 MR. GEORGE: Is that your recommendation?

10 MR. WUELLNER: Well, if you're going to do

11 that without a referendum, that's --

12 MR. GEORGE: We're going to do it without a

13 referendum, so...

14 MR. WUELLNER: -- haven't got a choice here.

15 All right.

16 MR. GEORGE: Wasn't that the general way

17 that we approved and put it on the --

18 MR. WUELLNER: Well, I'm just --

19 MR. GEORGE: I know. I think it's good that

20 you --

21 MR. WUELLNER: -- clarifying.

22 MR. GEORGE: -- bring these things up.

23 MR. WUELLNER: Do you want the -- because

24 this will be both bank qualified as well as we'll

25 qualify under the IRS sections for a public

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1 project, do you want us to list it as for both

2 property acquisition and airport redevelopment or

3 airport development? That way, you have

4 flexibility in the use of the funds. Or do you

5 want to strictly limit it to acquisition?

6 It shouldn't affect the rate, but it would



7 affect audit-related things as to how the funds  
8 were expended. The Authority would have the  
9 flexibility to use the \$5 million for any --

10 MR. GEORGE: Put the whole umbrella there --

11 MR. WUELLNER: -- public-purpose project  
12 during the period of the loan.

13 MR. GEORGE: Put the umbrella there that  
14 gives us the most flexibility.

15 MR. COX: Exactly.

16 MR. WUELLNER: You have to do --

17 MR. COX: Most flexibility.

18 MR. WUELLNER: It's not mine. But -- but if  
19 we keep it generic, you get -- you've got some  
20 generic options out there. If you -- we specify  
21 it strictly for this purpose, then that's the  
22 purpose the funds can be expended, so you'll have  
23 no other options.

24 MR. COX: I agree with the Chair. Make it  
25 the most flexible.

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1 MR. GEORGE: Yeah.

2 MR. COX: So, whatever is the most generic.

3 MR. GEORGE: And by the way, I'm not asking  
4 for, you know, motions and stuff on all this, but  
5 if you disagree with what we're telling him,

6 raise your hand.

7 MR. COX: Well, we don't need a motion on  
8 any of this.

9 MR. GEORGE: No.

10 MR. COX: He's just looking for direction.

11 MR. GEORGE: Right.

12 MR. GORMAN: We're just shopping, basically.

13 MR. WUELLNER: Yeah. You still have to  
14 approve the loan and --

15 MR. GEORGE: Okay.

16 MR. WUELLNER: -- all of those things later.

17 MR. COX: Just a second.

18 MR. GEORGE: Okay. Item number -- item  
19 number 18. I'm just kidding you, Ed.

20 MR. WUELLNER: I have two more questions.

21 MR. COX: Okay. Just a second. Can I ask  
22 the members of the audience to hold their  
23 comments or discussions or take them outside,  
24 because we're having a hard time, or I am,  
25 focussing on what Mr. Wuellner is saying? Thank

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1 you.

2 MR. WUELLNER: Okay.

3 MR. COX: Go ahead, Ed.

4 MR. WUELLNER: You'll need to specify the

5 basis for award of the loan. Now, that -- is  
6 that going to be based on -- I mean, it seems  
7 obvious to me, but I just want to make sure --  
8 based on lowest rate? Could be favorable payback  
9 schedule, could be flex -- I mean, you can  
10 identify things that --

11 MR. GEORGE: Do we have to identify?

12 MR. WUELLNER: I think you do. You've  
13 got -- you've got to tell them what the -- how  
14 are you evaluating their proposal.

15 MR. GORMAN: It seems obvious.

16 MR. WUELLNER: It seems obvious it's rate,  
17 but...

18 MR. GORMAN: It's the most responsible to  
19 the -- to the bottom line, net-to-net --

20 MR. GEORGE: Yeah, I'd say rate.

21 MR. GORMAN: -- cost.

22 MR. WUELLNER: It's generally going to be  
23 rate. It'll be whatever is -- all right. And do  
24 they have the ability to submit more than one  
25 proposal or more than one option?

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1 Some lenders have multiple programs they can  
2 lease -- or loan money under, and do you want to  
3 see -- do you have a problem with receiving

4 multiple proposals from the same banking

5 institutions?

6 MR. COX: Well, I think if we could limit it  
7 to a certain number. If we're talking multiple  
8 that's outside of not twenty, but three or two,  
9 whatever would be appropriate for -- for Staff to  
10 peruse --

11 MR. GEORGE: Right.

12 MR. COX: -- at any particular time. Do you  
13 want to keep it to three? I think multiple  
14 proposals are great.

15 MR. WUELLNER: I think that's fine. I mean,  
16 you may have some --

17 MR. GEORGE: Me, too. Yeah.

18 MR. WUELLNER: -- some advantages to one  
19 program versus another.

20 MR. COX: Right.

21 MR. WUELLNER: So, limit it to three? Is  
22 that --

23 MR. COX: That's just a number I threw out.  
24 I mean, whatever you think would be appropriate  
25 in what you want to see, so...

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1 MR. WUELLNER: I don't -- I can't imagine  
2 needing more than two --

3 MR. COX: Okay. Three.

4 MR. WUELLNER: -- or three proposals.

5 MR. COX: Does that work for everybody?

6 MR. GEORGE: Okay.

7 MR. WUELLNER: Especially after you've

8 declared it's going to be based on rate --

9 MR. GEORGE: Right.

10 MR. WUELLNER: -- give me your best shot and

11 get out of here. All right. That's all I have.

12 I have our direction. We'll get it out on the

13 street. And this shouldn't take long. You might

14 have something to talk about in October, so...

15 MR. GEORGE: Okay. We -- we kind of went

16 through your presentation and got right into our

17 answer without giving the public a chance to --

18 MR. WUELLNER: I'm sorry. You're right.

19 MR. GEORGE: -- to make comments on it.

20 Anybody other than Mr. Martinelli want to make --

21 I'm sorry, Vic. Vic's our financial guy. John?

22 MR. RODERICK: Okay. John Roderick. I

23 think you're -- you're going to have to get four

24 from each bank. You asked for fixed and variable

25 rates and a 10- and a 15-year term. Wouldn't

1 that be four proposals from each bank or lending

2 institution?

3 MR. GEORGE: I don't think so. I think what  
4 Mr. Wuellner was saying was a bank has a, "Well,  
5 we have a special going on this week of no  
6 check" -- you know, "no checking" --

7 MR. RODERICK: Oh.

8 MR. GEORGE: -- "so therefore, we'll do it  
9 under this one or we'll do it under the other  
10 one." But each one of the proposals will give us  
11 those options. That's my understanding that we  
12 asked for.

13 MR. RODERICK: Thank you.

14 MR. GEORGE: Mr. Martinelli?

15 MR. MARTINELLI: No comment.

16 MR. WUELLNER: Been teaching me well over  
17 the years.

18 MR. GEORGE: Mr. Holiday?

19 MR. HOLIDAY: We're not setting a precedent  
20 here. This has been done all over the place.

21 MR. WUELLNER: Sure.

22 MR. HOLIDAY: I don't know if it's come out  
23 in the conversation, I haven't heard anybody say  
24 it, but this is not something that is a brand-new  
25 idea. It's been done by other airports and

1 it's --

2 MR. WUELLNER: Yeah.

3 MR. HOLIDAY: -- it's a pretty common,  
4 normal thing that's -- to be done. And so, I --  
5 I really am impressed that you're going this  
6 direction.

7 MR. GEORGE: Okay. Okay. We'll close  
8 discussion of that item, then. Anything else  
9 from that one?

10 MR. WUELLNER: I did --

11 MR. GEORGE: Now we have the land use  
12 control that we added to the agenda.

13 MR. BURNETT: Thank you, Mr. Chair.

14 MR. WUELLNER: The last -- I did want to  
15 tell you that your RFP for the -- for the  
16 attorney services and -- what was the other?

17 MR. COX: The RFP for what?

18 MR. GEORGE: Attorney services, legal fee --  
19 services.

20 MR. WUELLNER: And what else was coming?

21 MR. GEORGE: Okay. Well, when he gets here,  
22 let us know.

23 MR. WUELLNER: Oh, your parking study will  
24 be here for the October meeting also.

25 MR. GEORGE: Oh, yeah. Everybody understand

1 what he's saying? Mr. Gorman?

2 MR. WUELLNER: That's why I wrote it down  
3 here. Just couldn't find it.

4 MR. GORMAN: Parking?

5 MR. GEORGE: Yes. The survey we did --

6 MR. WUELLNER: For the terminal parking.

7 MR. GEORGE: -- at your request had done of  
8 the terminal building --

9 MR. WUELLNER: Terminal parking.

10 MR. GEORGE: -- to see how many parking  
11 spots we actually need and where we're going to  
12 get them.

13 MR. WUELLNER: Automobile parking.

14 MR. GEORGE: And he's finishing that up now.

15 MR. GORMAN: That will be presented later.

16 MR. WUELLNER: October.

17 MR. GEORGE: Yeah.

18 MR. GORMAN: That's great.

19 7.F. - LAND-USE CONTROLS - MR. BURNETT

20 MR. BURNETT: All right. I'm going to try  
21 and stand up and talk so that I can use the  
22 overhead, and I'm going to speak loud enough.  
23 Hopefully Janet can pick me up good.

24 One of the things, for those in the  
25 audience, the board members had instructed the



1 legal staff to come back with recommendations for  
2 how the airport can protect itself from claims by  
3 property owners of all sorts of natures related  
4 to the airport's operations.

5 And I guess one of the things that comes to  
6 mind very quickly is noise. One of the things  
7 that -- one of the buzz words or buzz -- key  
8 phrases that Mr. Gorman had kicked around there,  
9 and I think Mr -- Mr. George as well, is the idea  
10 of an avigation easement. And so, I want to talk  
11 about that as a land-use control and others, as  
12 well.

13 One of the things I want to start with,  
14 though, is to discuss some of the objectives and  
15 reasons for coming up with these type of land-use  
16 controls, and some of these are going to be  
17 obvious, but ones that we might not think about  
18 until we start analyzing the issue.

19 One of the first things is to protect  
20 against incompatible residential uses. Another  
21 thing -- and this is nationwide; it's not just  
22 something that's particular to us here in St.  
23 Johns County or in the State of Florida.

24 The other thing is, oftentimes, you want to  
25 discourage congregations of pre -- of people in

1 approach and departure paths. We don't have a  
2 stadium going in at one end of 13/31 -- 13/31  
3 anytime soon, but that is something to consider.  
4 Churches or other meeting-type places. Prohibit  
5 manmade and natural structures interfering with  
6 flight.

7 Well, one thing that -- that we don't have  
8 to worry about is the FAA has a lot of  
9 regulations already in place for  
10 telecommunications towers. So, that tends to be  
11 taking care of itself.

12 The county has a limitation on a lot of  
13 structures here countywide unless it's within a  
14 PUD or -- or other -- other appropriate zoning  
15 structures are limited to 35 feet in height. So,  
16 we don't have some of the height problems that  
17 you may encounter in other locales.

18 Another reason for land-use controls is to  
19 limit uses that may generate light emissions or  
20 electronic emissions. We don't want someone a  
21 hundred yards down the way with a blinking light  
22 of some sort that's blinking all night or -- or  
23 some other pattern of lights that may distract  
24 or -- or even mislead pilots.

25           The other thing is electronic emissions. We

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1     don't want emissions coming here in neighboring  
2     properties or surrounding properties that are  
3     going to interfere with communications here at  
4     the airport.

5           The last thing that I've got up there is to  
6     prohibit wildlife attractions, such as landfills  
7     and certain agricultural uses. If you've been  
8     out in Hastings and you've seen them plowing  
9     under the fields, you'll see quite a few seagulls  
10    around at the same time picking up a snack while  
11    they're plowing the fields.

12          So, anyways, moving on. How -- what -- the  
13    main thing and what I want to stress is this is  
14    not something that the Airport Authority can go  
15    out and start imposing right off the bat.

16    Generally, what I'm going to talk about is more  
17    of a lobbying effort for the Airport Authority to  
18    go lobby the City Commission or the County  
19    Commission to lobby them to put in these land-use  
20    controls, and we can get some help from them.

21          One of the things, to just start off with,  
22    is -- is an easement, and specifically an  
23    avigation easement. And this is a grant of an

24 avigation easement. It looks like any other  
25 easement for ingress or egress from a residential

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1 property or commercial property.

2 But what you'll see is, aside from the  
3 general language, once we get past the general  
4 language of a grant of easement and we move into  
5 the second page of this easement, you'll see the  
6 things that start to become important for our  
7 airport.

8 And you'll see, starting into here  
9 (indicating), the grantor of the easement is  
10 going to agree that -- and understand that the  
11 property -- and this would be any individual  
12 property owner that's anywhere around the Airport  
13 Authority, is going to be subject to noise,  
14 vibration, fumes, deposits of dust and other  
15 particulate matter, fuel particles incidental to  
16 the normal operation of the airport. Fear,  
17 interference with sleep and communication and any  
18 other effects.

19 And you may laugh about fear, but having an  
20 uncle that did some crop dusting, the old lady  
21 next door always complained that she was scared  
22 he was going to crash into her house. So, you

23 know, people can have fear from planes flying  
24 overhead. Our biggest problem, though, is noise  
25 and perhaps vibration.

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1 You'll see going down through the -- the  
2 easements, some of the other suggested language  
3 that we can include in there is related to a  
4 property owner not erecting or permitting the  
5 erection or growth of their property that's going  
6 to interfere.

7 And one of the things, a runway protection  
8 zone, you want -- you've got a zone of an area --  
9 and I'm going to go back to this in a minute --  
10 of -- of takeoff and landing or approach and  
11 departure from all of the runways where you have  
12 additional concerns that you don't ordinarily  
13 have from some of the other neighboring  
14 properties.

15 One thing in here is it deals with radio  
16 communication; don't have interference with  
17 communications, which I touched upon earlier. We  
18 also have a definition of an aircraft.

19 Of course, aircraft, as we've seen over the  
20 years, has -- has changed dramatically. It could  
21 continue to change. There might be something --

22 some other propulsion system out there other  
23 than -- than a jet that may come along later, and  
24 we don't want someone complaining that -- that  
25 our definition of an aircraft wasn't sufficiently

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1 broad enough to cover whatever that new method  
2 is.

3 The other thing that I've got down here is  
4 related -- and this number -- and this is  
5 really -- I'm doing this for you today so that  
6 you can take this home and take a look at it and  
7 think about it and say, "What is it that I think  
8 the airport should have in an aviation easement?  
9 What should we be lobbying for?"

10 This number that's been thrown in here in  
11 this last paragraph, you see it's 150 feet. We  
12 don't want someone to build anything that's over  
13 150 feet or grow over 150 feet on their property.  
14 It may be that we only want 50 feet. It may be  
15 that you're not worried about it at all because  
16 the FAA's going to take care of those  
17 requirements with a telecommunications tower and  
18 the like. But it's something that can certainly  
19 be put into an easement agreement.

20 The other thing that -- that may be of

21 interest to the airport is construction of  
22 improvement on the easement premises. If a  
23 neighboring property owner goes to make an  
24 improvement on the property, and you're concerned  
25 about it, one way that you can have some control

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1 over it or have an idea that it's going to happen  
2 before it happens to you, especially, for  
3 example, a telecommunications tower, is that they  
4 give you a notice and an opportunity so that you  
5 understand when they submit their plans to the  
6 airport and that the airport has an idea of  
7 what's going to be built before it's built,  
8 that's something you may want to include in an  
9 easement as well. And that's what this paragraph  
10 takes care of.

11 Most of the remaining language -- and I'll  
12 just show it in there -- has to do with running  
13 for the land, construction on how the terms of  
14 the easement are interpreted and noticed. Those  
15 are general provisions on any lease in the state  
16 of Florida.

17 Going to a bigger picture, though -- and I  
18 think what you get into is the other controls on  
19 how you -- it asks the county or the city to take

20 measures like this or ask developers in  
21 particular to convey all of their subsequent  
22 properties subject to an easement. And that  
23 really would be a good mechanism for it.

24 For example, the developer of the Ponce  
25 property, for that developer to sign an easement

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1 such as this prior to conveying the individual  
2 parcels, so that therefore the individual parcels  
3 would all be governed by this type of an  
4 easement.

5 You could do that -- you could ask the  
6 county or the city across all of these properties  
7 in the area where, you know, there's -- across  
8 U.S. 1, there's large parcels of property that  
9 are yet to be developed. You could ask for those  
10 types of controls.

11 A -- but a mechanism also for that, though,  
12 is to add language into Planned Unit  
13 Developments. The counties and cities develop  
14 parcels of property. And the county, if you have  
15 a parcel of property that's larger than 40 acres,  
16 you have to develop through a Planned Unit  
17 Development. And so, one of the things you can  
18 do is lobby the county and ask the county, every



19 time you have a Planned Unit Development, insert  
20 some language in there that protects the airport.  
21 And I've got some language -- and this is  
22 just a first crack at it, and I've given this to  
23 you in your materials. But basically, it --  
24 it -- it reiterates some of that language from  
25 our avigation easement.

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1 It says, "This property which is the subject  
2 of [this] Planned Unit Development is located in  
3 proximity to the St. Augustine-St. Johns County  
4 Airport Authority and residents, structures and  
5 other improvements way -- will" -- and you might  
6 want to say "may" -- I need to, I think, correct  
7 that, but "may experience vibrations, fumes,  
8 deposits of dust and other particular matter,  
9 fuel particles," and -- and on and on.

10 The other thing is -- and this is important.  
11 They do this with Community Development Districts  
12 when they approve Community Development  
13 Districts. One of the things that the county  
14 likes to do is to make sure that the sales  
15 material discloses to the homeowners, the home  
16 buyers that's subject to a Community Development  
17 District. The same type of concept could be done

18 with the -- with the airport, in that real estate  
19 and sales materials disclose that it's close to  
20 an airport and might be subject to airport noise.

21 Folks that come out at -- at one time of the  
22 day and -- and see a home, the model home, and  
23 decide they want to buy the model home or have a  
24 home built just like the model home, don't  
25 realize that it's located next to the airport or

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1 that they're going to hear airport noise,  
2 especially when they're from a distant locale,  
3 which is we've got more and more people moving  
4 into this county. So, there's one way to address  
5 that issue. And I'm talking fast; I apologize.

6 MR. GEORGE: That's all right.

7 MR. BURNETT: I just know it's at the end of  
8 the day, so I want to keep -- keep moving.

9 The other thing that I have, and I didn't  
10 make it for the over -- for the overhead  
11 projector -- I didn't get a chance to do it --  
12 but one of the things that you've got in your  
13 packet and -- and for those of you in the  
14 audience who are interested, I brought extra  
15 copies. I'll be happy to give them to you.

16 Aircraft noise overlay district. If you'll

17 turn to that document, you'll see that Orlando  
18 has -- has adopted a noise overlay district. And  
19 you say, "Well, what's an overlay district?"

20 Well, for those of you who are familiar with  
21 county zoning and county land use, Ponte Vedra is  
22 subject to an overlay district, Anastasia Island  
23 is subject to an overlay district. And basically  
24 what that is, is additional requirements -- when  
25 you're going to build a development in Ponte

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1 Vedra, you've got additional requirements.

2 And, for example, in Ponte Vedra, all of the  
3 sign regulations, they have additional  
4 regulations. The signs have to be smaller. They  
5 have to be spaced differently. The writing has  
6 to be a little different than the rest of the  
7 county. Just another restriction that they have.  
8 We can -- that is possible to do that for the  
9 airport.

10 And if you'll turn to the second page of  
11 that Orlando aircraft noise overlay district,  
12 you'll see that there's -- there's a mapped-out  
13 area that Orlando has taken. And that top area  
14 is Orlando's Executive Airport. The main is --  
15 the section in the middle with the three

16 runways -- three areas, I believe that they're  
17 runways, is Orlando's International Airport.  
18 They've broken it into zones. And the  
19 closer you are to the -- to the runway, the more  
20 restrictions there are. The farther away, the  
21 less you're -- you're involved with -- with the  
22 airport or the impacts of the airport. There's  
23 fewer controls.

24 One of the things that they've done in  
25 Orlando is air -- if you'll flip over to the

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1 fifth page in there, aircraft noise land use  
2 controls. And they've got a guide there for  
3 residential uses. And if you're going to develop  
4 a residential use, here's the things you have to  
5 have. And they've got the different zones. And,  
6 of course, on the airport or right next to the  
7 airport, they have the most controls. And you'll  
8 see the things on there is agree to enter -- to  
9 execute an avigation easement, waiver of claim,  
10 notification. And then you'll say, "What's the  
11 SLR?"

12 Well, if you flip over one more page, sound  
13 level reduction design requirements. And what  
14 Orlando says is, hey, developer, if you're going

15 to develop within a certain area, you've got to  
16 build those structures with certain sound-level  
17 reduction measures.

18 The county -- the county or city could  
19 impose these type of requirements. But again,  
20 it's more of a lobbying effort than it is  
21 something that we can force them to do. But  
22 that's certainly an approach that could be taken.

23 If you'll recall, this was sort of the idea  
24 that I had when this topic was first brought up,  
25 is sort of map out an area around the airport of

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1 where you're most concerned.

2 Naturally, we've got this great area at the  
3 end of 13/31 that is, you know, the Intracoastal  
4 Waterway and the big marsh area there. It may be  
5 less of a problem in some of the other  
6 neighboring properties coming down to the south  
7 and the west and to the north.

8 So, these are things that -- that can be  
9 done to help the airport and help the airport  
10 from future claims or -- or noise abatement  
11 measures or the like. So -- and that's sort of  
12 my first crack at this.

13 The other thing that I gave you there was an

14 airport compatible land use. This is a document  
15 from the FAA. It's an older document. I think  
16 it's a 1998 document, but it gives you a good  
17 general overview of land-use controls, why we  
18 need land-use controls, why they can be  
19 beneficial to protect airports, from  
20 comprehensive plan measures to actual zoning and  
21 other land-use controls.

22 If you've got any questions, I'll be happy  
23 to field those. I additionally anticipate that  
24 you'll have more questions or maybe want us to  
25 speak about this in more depth at a future

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1 meeting. I just wanted to give you a prime  
2 reference.

3 MR. GEORGE: You say you will be ready to  
4 talk about it in more depth at another meeting,  
5 or you can if we ask for it?

6 MR. BURNETT: I can talk about it now as  
7 well, but I -- certainly, if you want me to come  
8 back at another meeting and we'll talk about it  
9 in more depth, maybe y'all can kick some of this  
10 information. I know I've sprung it on you last  
11 minute here. So, maybe you want to kick around  
12 the information and come back at another meeting.

13 It's just up to the board.

14 MR. GEORGE: That would be a good idea.

15 MR. GORMAN: I certainly think that's a

16 great presentation. I really think to pursue

17 this -- I'm going to kind of dun the rest of the

18 board to pursue this, because I really think it

19 is for the greater good.

20 I think that, considering the precedent that

21 AOPA and lots of other people have done, you

22 know, it's -- it's -- it's something that we need

23 to review and to ask you to pursue.

24 MR. GEORGE: Let's get public comment, then,

25 unless you've got some specific questions of him.

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1 Any public comment on it? Yes, sir?

2 MR. MESMER: The only question I have is do

3 you have any noise abatement procedures now,

4 climb or arrival procedures at this airport now?

5 MR. GORMAN: We do actually have noise

6 abatement procedures, and they are not mandatory,

7 and the idea being that we don't want them

8 mandatory.

9 MR. MESMER: Thank you. Yeah.

10 MR. GEORGE: Okay. Board comment? If you

11 want to continue, Mr. Gorman, is that it?

12 MR. GORMAN: No, I'm fine. I was answering  
13 his question.  
14 MR. GEORGE: Okay. Mr. Ciriello, do you  
15 have any comment on this?  
16 MR. CIRIELLO: No.  
17 MR. GEORGE: Mr. Cox?  
18 MR. COX: Go ahead.  
19 MR. BURNETT: If I could add one other  
20 thing, too, and --  
21 MR. GEORGE: No.  
22 MR. BURNETT: No?  
23 MR. GEORGE: Okay.  
24 MR. BURNETT: I -- I've heard this mentioned  
25 once. I don't think it's -- from what I've

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1 gathered, it might not be likely, but if, for  
2 example, the airport were to ever convey some of  
3 the industrial park property on the west of  
4 U.S. 1, you certainly would want to consider  
5 conveying it with an avigational easement so that  
6 you wouldn't have to worry about someone  
7 complaining in the future about the noise. If  
8 you were to convey it back to the public, for  
9 example.  
10 MR. GEORGE: Okay. My comments are very



11 similar to Mr. Gorman. I think it's -- we're  
12 probably at the right time and the right place  
13 to -- to get a plan in place for handling this.  
14 I think that the Ponce project is a -- is a very  
15 good lobbying effort, if you will, for us to get  
16 things like Orlando did, get it identified so it  
17 can get into the master planning and -- and  
18 stuff.

19 Your suggested language, you know, I would  
20 appreciate if you would continue to work on that  
21 to get it up. I would suggest, based on what you  
22 said, that -- that maybe some other comments,  
23 that they should be aware of FAA restrictions to  
24 height of buildings, lights, you know, et cetera,  
25 something just to let the property owners know

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1 that you're buying into an area that there are  
2 some restrictions, you know, and let the real  
3 estate people define what those restrictions are,  
4 you know, to them.

5 I think we need to become proactive, you  
6 know, in this whole thing, especially with  
7 Mr. Marsh bringing up today about the industrial  
8 park, and then the suggestions that were made to  
9 Embry-Riddle about go on the other side of U.S. 1

10 and build a runway. I mean, we need to get  
11 some -- something done.

12 So, what would you suggest the direction  
13 that we give to get something like that done?

14 What direction are you looking for?

15 MR. BURNETT: There's -- there's a multitude  
16 of ways to approach it. One would be -- and I  
17 don't know that you do this first. I think this  
18 is the cart before -- the cart before the horse,  
19 if you will.

20 But one way is to get before the -- the City  
21 Commission or the County Commission and discuss  
22 the issue with them. And before you do that, you  
23 may want to actually have it before their  
24 Planning and Zoning Agency, just for  
25 informational purposes, to see if their Planning

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1 and Zoning Agency doesn't want to offer comments  
2 to the commission related to the issue, whether  
3 they think it's good or bad.

4 But before that, the individual city and  
5 county planning staff, and -- and talk to, you  
6 know, the -- the key people there, the one or two  
7 top people at the county or one or two top people  
8 at the city, to discuss with them first their

9 thoughts on it. Because they have -- it really  
10 is something personal to the county staff members  
11 or to the city staff members, because those folks  
12 typically have spent years drafting their Land  
13 Development Regulations and their Comprehensive  
14 Plans. And they may have a suggested way of,  
15 well, we'd rather not do a comp -- to do a -- an  
16 overlay district, but we could add something in  
17 our Land Development Code to address the issue in  
18 certain zoning parameters, so...

19 MR. GORMAN: Can you put together a program  
20 for the board to follow so that we don't miss any  
21 opportunities to be able to do a proper job of  
22 conveying our interests?

23 MR. BURNETT: Yeah. I -- I can certainly  
24 give you a suggested course. I think it's going  
25 to start -- it's going to start with meeting with

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1 planning staff from the county and planning staff  
2 with the city.

3 MR. GEORGE: I -- I would suggest that  
4 you -- that you've done a good start at getting  
5 the necessary reference documents together and  
6 maybe finishing some of this language. And then  
7 if you could generate a letter for Mr. Wuellner's

8 signature to these agencies, with us having a  
9 briefing on what this packet says and getting a  
10 copy of it so that we can then in turn lobby, you  
11 know, with our constituents.

12 But let's let it get, you know, some formal  
13 documentation coming from, you know, the  
14 Authority that this is the direction that we --  
15 we're going to be putting special emphasis on  
16 this as we go down the road.

17 MR. WUELLNER: Well, we've already -- I  
18 mean, we were directed -- Staff was directed, I  
19 don't know, 45 days ago to get a letter off,  
20 which we did, to the city and the county relative  
21 to moving these kind of issues forward. But,  
22 unfortunately, we really don't have a response  
23 back from them. But --

24 MR. GEORGE: Well --

25 MR. WUELLNER: The other thing I would

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1 suggest is maybe it's more appropriate if you  
2 meet one more time on the topic and -- and hammer  
3 out the specific parameters you're looking to  
4 accomplish. Because it's a lot easier, it's my  
5 experience working with planning staff and the  
6 county and the city, that if you go in there with

7 what you -- you know, with a well-defined what  
8 you're looking to do, they can help you find a  
9 way to get it incorporated into code.

10 MR. GEORGE: Well, that was my intent --

11 MR. WUELLNER: But if you come in there --

12 MR. GEORGE: -- of letting Doug make the  
13 recommendation.

14 MR. WUELLNER: -- willy-nilly, well, it's  
15 sort of like this, they -- you know, you get  
16 nowhere.

17 MR. GORMAN: Certainly, couldn't we copycat  
18 a successful program --

19 MR. WUELLNER: Sure.

20 MR. GORMAN: -- like he's already done with  
21 Orlando?

22 MR. WUELLNER: Absolutely.

23 MR. BURNETT: Sure. But you --

24 MR. GEORGE: Yeah. My thought would be for  
25 Doug to -- to finish his ideas. He had put

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1 together, you know, something as a suggestion  
2 that we go forward on.

3 MR. WUELLNER: I think all Doug's trying to  
4 say is that there's -- the approach we take with  
5 the county may very well be different when you --

6 when you're dealing with the city in that the  
7 mechanism to -- to effect what you're trying to  
8 do may be entirely different with the city. One  
9 size doesn't fit all.

10 MR. GEORGE: Okay. I guess --

11 MR. WUELLNER: The vehicle within the  
12 structure.

13 MR. GEORGE: I guess what I'm saying is  
14 within your knowledge of how to deal with those,  
15 put together something. Don't -- come back to  
16 the board so that we can then say, okay, now go  
17 to the -- this planning board in this fashion.

18 MR. GORMAN: At this point, I think the  
19 board needs direction from the board's counsel as  
20 to exactly a program to be able to pursue this  
21 issue, you know, aggressively.

22 MR. BURNETT: We'll do. And -- and the  
23 other thing that I comment on, and you know these  
24 things better than I do, I would guess, because  
25 you're out here all the time. You may know of

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1 particular issues where neighboring property  
2 owners are complaining about the blimp. I don't  
3 know.

4 You may want to comment -- you may want to

5 add some language in there related to some  
6 particular type of aircraft or some particular  
7 type of operation that we want to have language  
8 to protect. And -- and that's why the materials  
9 you may want to take a look at.

10 MR. COX: Doug, I've got a couple of  
11 questions. One, do we have any options for  
12 governmental enforcement as opposed to lobbying  
13 for these types of issue? In other words, can  
14 the state or the FAA say, "Okay, here's a zone;  
15 it's now a noise --" I mean, it's -- "we have an  
16 aviation easement there," you know, period?  
17 There's no question; you know what I'm saying?

18 MR. WUELLNER: You sort of do. But not --  
19 the problem with the FAA side is that, while it's  
20 a great regulation of Part 77 here, it doesn't  
21 have any teeth to it. It relies on local zoning  
22 rules to enforce compliance with 77.

23 MR. COX: That -- that's my question. So  
24 we --

25 MR. WUELLNER: The other piece that's --

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1 that's a little better, significantly better in  
2 some cases, is using the state, through Chapter  
3 333, there's some -- some leverage for

4 communities who have failed to adopt any  
5 regulatory language. So, using that, the state  
6 will actually come forward and help you tell the  
7 city that they can't do it.

8 MR. COX: My sense is that any developer, I  
9 mean, from a business point of view, is going to  
10 say, "No, we're not going to put anything like  
11 this stuff in anything we're going to sell  
12 people, because" --

13 MR. WUELLNER: Don't expect --

14 MR. COX: -- they're not going to do it.  
15 So, it's going to be delay, delay, delay, and  
16 we're never going to get this done. We're going  
17 to need something with teeth in it to say, "Yeah,  
18 you are, and here it is."

19 MR. BURNETT: The -- the county zoning or  
20 city zoning is the mechanism for that, because  
21 once they have it in place and they adopt it, as  
22 whatever it might be -- if it's the -- the county  
23 puts in the Land Development Regulations that  
24 every PUD must have this language in it, that is  
25 within this circle --

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1 MR. GEORGE: Yeah.

2 MR. BURNETT: -- they have to have -- they



3 would have to get a variance or some other  
4 mechanism like that and show why it's unduly  
5 burdensome to have that language in there.

6 MR. COX: Okay.

7 MR. BURNETT: The county typically -- and  
8 I'm just giving an example.

9 MR. COX: Yeah.

10 MR. BURNETT: So, if you can convince the  
11 county or the city to get it in there, you're  
12 probably pretty safe that it's -- that language  
13 will --

14 MR. COX: Not hard to lobby that issue.

15 MR. BURNETT: -- be pushed on. It's a  
16 matter -- the hard lobby -- the hard sell is  
17 getting the county or the city to put it in  
18 there. But once you've got it in there, that's  
19 another story.

20 MR. GORMAN: We've got a time constraint,  
21 though. In other words, I have -- personally, I  
22 have absolutely nothing against Mr. Stokes for  
23 developing that property. He's going to develop.  
24 He's a businessman.

25 But, if we've got to get that language in

1 place before that development goes in, because

2 that is going to be the center focus of any type  
3 of complaint, because of the density, because of  
4 the --

5 MR. COX: Socioeconomic level.

6 MR. GORMAN: Just everything.

7 MR. GEORGE: Yeah.

8 MR. GORMAN: It's going to be the -- that'll  
9 be the -- so, that needs to be done really  
10 quickly, almost to me, I don't know, before  
11 actually this development is -- proceeds. So,  
12 that's why it seems to me --

13 MR. COX: Imperative.

14 MR. GORMAN: -- something we need to do  
15 quickly.

16 MR. GEORGE: Well, Mr. Stokes's corporation  
17 has agreed to put terminology in there. So,  
18 maybe it would be appropriate for us to tell the  
19 county and the city or whoever he agreed to,  
20 "Here's the language we'd suggest you put in;  
21 more to come," you know. Do you think it  
22 appropriate that we continue this then at the  
23 next meeting?

24 MR. WUELLNER: Well, I think we -- you know,  
25 based on modeling it after other things, we can

1 get it to a point where we're working it with  
2 both ends and --  
3 MR. GEORGE: Good. Okay.  
4 MR. WUELLNER: -- we can just keep you  
5 updated. I mean --  
6 MR. GEORGE: So do it.  
7 MR. WUELLNER: -- unless there's something  
8 specific you don't want in there or do want in  
9 there, I think you know what --  
10 MR. GARDNER: Public --  
11 MR. GEORGE: Public comment's not on.  
12 MR. GARDNER: Okay.  
13 MR. BURNETT: But please contact me, though,  
14 if you do see something that you want, an  
15 additional language related to the height of  
16 structures or --  
17 MR. GEORGE: Okay.  
18 MR. BURNETT: -- type of structure or the  
19 like.  
20 MR. GEORGE: Sounds good. That --  
21 MR. BURNETT: One other --  
22 MR. GEORGE: I'm sorry?  
23 MR. BURNETT: And I was just going to  
24 comment that one of the things that's even in  
25 there is related to trimming vegetation once

1 it -- once it reaches a certain height. You may  
2 or may not have one feeling related to that,  
3 so...

4 MR. GEORGE: Okay. All right. So, that  
5 concludes our agenda, you know, items. We'll go  
6 into Authority members' comments. Mr. Cox?

7 8.D. - MR. BOB COX

8 MR. COX: No comments.

9 MR. GEORGE: Mr. Ciriello?

10 8.B. - MR. JOSEPH CIRIELLO

11 MR. CIRIELLO: Nothing.

12 MR. GEORGE: Mr. Gorman?

13 8.E. - MR. JOHN "JACK" GORMAN

14 MR. GORMAN: (Shakes head.)

15 8.C. - MR. WAYNE GEORGE

16 MR. GEORGE: I think I've made all my  
17 comments along, you know, the way also. Any  
18 public comment?

19 9. - PUBLIC COMMENT

20 MR. GARDNER: Yeah.

21 MS. WILLIS: Okay. Thank you. Mary Tarver  
22 Willis, Araquay Park, which has been there a lot  
23 longer than the airport. I may have been here  
24 longer than the airport. I have lived in Araquay  
25 Park 20 years; before that, 31 years at Crescent

1 Beach; before that, 21 years north of the  
2 airport. I have put my comments in writing, so I  
3 will pass them out at the end of my comments.

4 I have not been able to attend your recent  
5 meetings for several years. This was -- seemed  
6 to be on hold and on the back burner, that you  
7 weren't going to invade Araquay Park anymore.  
8 Then suddenly I returned from a trip abroad, and  
9 not until the early part of August, and it was  
10 all in the headlines that you were going to take  
11 over Araquay Park.

12 Having lived there 20 years and cultivated  
13 trees, et cetera, I was very upset and unhappy.  
14 I have no desire to move, with all of the things  
15 that that entails. I realize, of course, we're  
16 talking about a larger project than what I want.

17 Then after I returned to this country, I  
18 unfortunately was in the hospital, so I have not  
19 been able to attend your meetings and tell you  
20 face to face I do not want to sell my property to  
21 you, nor will I willingly sell my property to  
22 you.

23 I would like to emphasize that I have lived  
24 in St. Johns County for 72 years, longer than  
25 most of you have even lived. That doesn't give

1 me any rights; just gives me seniority.

2 My home, which my father built with his own  
3 two hands from the ground up, sat on six acres  
4 north of the airport until the airport required  
5 that they take that property in 1954. So, we've  
6 already been disrupted once. Here you come  
7 again.

8 Number 3, in the 20 years that I have lived  
9 back in my family home, I have planted and  
10 cultivated eight fruit trees and a grape arbor,  
11 along with a lot of other things. They're all  
12 bearing. I will not live long enough to regrow a  
13 20-year-old grapefruit tree.

14 Three weeks ago, I talked on the phone to  
15 Mr. Ciriello, Mr. George, Mr. Gorman. Thank you  
16 for your time. I was unable to get the two from  
17 Ponte Vedra. Unfortunately, Mr. Cox, you did not  
18 return my call; I did leave a message. I did not  
19 leave a message with Suzanne Green. Her -- she  
20 had left her law office for the day.

21 But I want to tell you, it is wrong for you  
22 to want to take my home to build garages,  
23 technically hangars, for wealthy people to store  
24 their airplanes. That's it. And, Mr. Cox, would

25 you see --

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1 MR. COX: Yeah, sure.

2 MS. WILLIS: -- that everyone gets one of

3 these?

4 MR. GEORGE: Thank you, Ms. Willis.

5 MR. GARDNER: Bill Gardner, St. Augustine.

6 MR. WUELLNER: Just a second. Let the tape

7 start. All right.

8 MR. GARDNER: Bill Gardner, St. Augustine.

9 Just so we don't have something like what I just

10 heard where she had to move again, it is good to

11 have a policy and move forward on it fast, as

12 that development is happening.

13 And I just wanted to make a comment, a

14 suggestion. I lived in Santa Monica, California.

15 And this was always a big problem. As people

16 started moving into Santa Monica -- it never used

17 to be that way, and that's where Douglas Aircraft

18 built their DC-3s. It was quite a big factory

19 there. But as more people moved in and moved in,

20 things changed.

21 I'm making just a suggestion that you might

22 want to have our counsel look at what they did in

23 Santa Monica, because they've been trying to

24 close Santa Monica for a long time. I don't know  
25 what they did put in place, but there might be

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1 some things that we may overlook that maybe Santa  
2 Monica might be some model to look at. That's  
3 just my suggestion.

4 MR. GEORGE: Okay. Thank you.

5 MR. COX: Thanks, Bill.

6 MR. GEORGE: Any other comment? Next  
7 regular meeting will be --

8 MR. COX: Oh, wait a minute. We've got one.

9 MR. GEORGE: Oh, I'm sorry.

10 MS. PORTER: Excuse me. I'd like to ask one  
11 question. How far west are you in the future  
12 thinking about moving the airport? Expanding, I  
13 should say.

14 MR. COX: Palatka.

15 MS. PORTER: Palatka?

16 MR. GEORGE: No, no, no. He didn't mean  
17 that.

18 MR. WUELLNER: He didn't mean it.

19 MS. PORTER: I know.

20 MR. COX: Teasing you.

21 MR. GEORGE: No. Ed, will you tell her what  
22 the -- we have an airport zoning area?



23 MS. PORTER: I read your 25-year master  
24 plan. It took me all weekend practically to do  
25 that. And you mentioned two roads that I sit on.

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1 And I -- I'm thinking about possibly selling my  
2 property if, provided, I'm going to be  
3 interfering with what you've got, or you're going  
4 to interfere with mine.

5 And I don't know what the perimeter is that  
6 you're going to -- to possibly build your runway  
7 on. Maybe you don't want to say anything about  
8 it, which is fine, too.

9 MR. GEORGE: We -- we don't -- we have not  
10 come to a conclusion.

11 MS. PORTER: I'm going to be doing this  
12 pretty soon. And not only that, what Mr. Burnett  
13 is talking about, your wording to get all of that  
14 in there, if I do -- if I am in your path, the  
15 sooner you get that in there, the better off the  
16 airport's going to be.

17 MR. GEORGE: Absolutely.

18 MS. PORTER: I'm not trying to fight you or  
19 fuss with you or do anything about that, but I'm  
20 saying it's going to be good for you and it's  
21 good for me, because I have timber that's ready

22 to be cut. But I need to know what we all have  
23 to do in order to be compatible. Now, who do I  
24 talk to about that?

25 MR. GEORGE: Mr. Wuellner would be the --

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1 MS. PORTER: Mr. Wuellner?

2 MR. GEORGE: -- best source --

3 MR. WUELLNER: Yes, ma'am.

4 MS. PORTER: All right.

5 MR. GEORGE: -- of that information.

6 MS. PORTER: I'm Doris Porter, and I'll be  
7 getting in touch with you --

8 MR. WUELLNER: Super.

9 MS. PORTER: -- when you get some of that  
10 together.

11 MR. WUELLNER: Look forward to it. Thank  
12 you.

13 MS. PORTER: All right.

14 MR. BURNETT: For the record, that was Doris  
15 Porter, Porter Road, St. Augustine, Florida.

16 MR. GEORGE: Okay. Any other public  
17 comment?

18 (No further public comment.)

19 10. & 11. - NEXT REGULAR BOARD MEETING AND ADJOURNMENT

20 MR. GEORGE: Not hearing any other public

21 comment, the next regular scheduled meeting will  
22 be October the 20th. And this meeting is  
23 adjourned.  
24 (Whereupon, the meeting adjourned at 7:15 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, certify that I  
7 was authorized to and did stenographically report the  
8 foregoing proceedings and that the transcript is a true  
9 record of my stenographic notes.

10

11 Dated this 2nd day of October 2003.

12

13

\_\_\_\_\_  
JANET M. BEASON, RPR-CP, RMR, CRR  
Notary Public - State of Florida  
My Commission No.: DD102224  
Expires: April 30, 2006

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