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[1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY
 [2] Regular Meeting
 [3] held at 4796 U.S. 1 North
 [4] St. Augustine, Florida
 [5] on Monday, March 18, 2002
 [6] from 4 p.m. to 5:31 p.m.
 [7] *****
 [8] BOARD MEMBERS PRESENT:
 [9] WILLIAM "BILL" ROSE, Chairman
 [10] CHARLES LASSITER
 [10] DENNIS R. WATTS, Secretary-Treasurer
 [11] JOSEPH CIRIELLO
 [11] SUZANNE W. GREEN
 [12] *****
 [13] ALSO PRESENT:
 [14] GEORGE McCLURE, Esquire, Rogers, Towers, Bailey,
 [15] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
 [15] FL, 32084, Attorney for Airport Authority.
 [16] EDWARD WUELLNER, A.A.E., Executive Director.
 [17] BRYAN COOPER, Assistant Airport Director.
 [18] *****
 [19]
 [20] St. Augustine Court Reporters
 [21] 1510 N. Ponce de Leon Blvd., Suite A
 [21] St. Augustine, FL 32084
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 [23]
 [24]
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[1] P R O C E E D I N G S
 [2] CHAIRMAN ROSE: It's 4 o'clock. I'll call
 [3] this meeting of the St. Johns -- St.
 [4] Augustine-St. Johns County Airport Authority to
 [5] order and we'll begin with the pledge to the
 [6] flag, please.
 [7] (Pledge of Allegiance.)
 [8] 3. - INTRODUCTION OF NEW MEMBER
 [9] CHAIRMAN ROSE: I think the first order of
 [10] business is to recognize our new member, Susan
 [11] Green.
 [12] MS. GREEN: Suzanne.
 [13] CHAIRMAN ROSE: Suzanne Green. Okay. Do
 [14] we -- are we going to have an installation
 [15] ceremony of some --
 [16] MR. McCLURE: We are obliged to administer a
 [17] statutorily promulgated form of oath.
 [18] CHAIRMAN ROSE: Would you please make it
 [19] official?
 [20] MR. McCLURE: I would be happy to. Ms.
 [21] Green, I'd ask you to stand. Raise your right
 [22] hand and repeat after me.
 [23] (Whereupon, the oath was administered.)
 [24] CHAIRMAN ROSE: All right. Suzanne, if you
 [25] would sign that. We're delighted to have you

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[1] with us.
 [2] MS. GREEN: Thank you, sir.
 [3] CHAIRMAN ROSE: And we're glad to fill up
 [4] these seats up here. Joe's been lonely over
 [5] here. He hasn't had a neighbor.
 [6] MR. CIRIELLO: I can say I'm glad I'm not
 [7] chairman.
 [8] 4. - APPROVAL OF MINUTES
 [9] CHAIRMAN ROSE: Okay. You have -- the
 [10] minutes of the last meeting on February 11th have
 [11] been distributed. Are there any -- any
 [12] corrections or any additions to the minutes?
 [13] (No corrections or additions.)
 [14] CHAIRMAN ROSE: If not, then they'll stand
 [15] approved as they were distributed.
 [16] 5. - ACCEPTANCE OF FINANCIAL REPORTS
 [17] CHAIRMAN ROSE: And we have some financial
 [18] reports today.
 [19] MR. WATTS: Yes, sir. Mr. Chairman, I have
 [20] reviewed the budget and the figures with the five
 [21] months ended February 28th. Mr. Wuellner and I
 [22] discussed these. Everything seems to be in
 [23] order. I know Mr. Wuellner said that the audit
 [24] is still ongoing and we should have those -- or
 [25] that information back for our next meeting in --

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[1] in April.

[2] CHAIRMAN ROSE: Okay. So, what we have here

[3] is just a compilation of the last five months.

[4] MR. WATTS: Right. Since -- since what,

[5] October, Ed?

[6] MR. WUELLNER: October 1st, yes.

[7] CHAIRMAN ROSE: Okay.

[8] MR. WATTS: Yes, sir.

[9] MR. WUELLNER: And -- and just for

[10] clarification, it does not reflect an accurate

[11] beginning balance for the fiscal year. That will

[12] be adjusted at the completion of the audit.

[13] CHAIRMAN ROSE: The audit.

[14] MR. WUELLNER: So, it will just be a minor

[15] change at the conclusion of the audit, which you

[16] should have the report at next month's meeting.

[17] CHAIRMAN ROSE: Are there any questions of

[18] our treasurer?

[19] (No questions.)

[20] CHAIRMAN ROSE: Any comments on the report?

[21] (No comments.)

[22] CHAIRMAN ROSE: Well, that will stand

[23] approved, then, as it -- as you distributed it.

[24] 6. - APPROVAL OF MEETING AGENDA

[25] CHAIRMAN ROSE: Meeting agenda. Y'all have

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[1] Joe, have you got any --

[2] MR. CIRIELLO: Well, yes. I wanted to talk

[3] to Mr. Bryant about a -- one of the county

[4] commission things on their agenda tomorrow about

[5] aircraft landing fields. I already talked to Ed

[6] about it, and he doesn't think it's going to be

[7] anything to involve us. But anything that

[8] involves aviation, we should be aware of and be

[9] cognizant of. And I was going to ask him what

[10] brought this on all of a sudden out of the clear

[11] blue sky.

[12] And maybe -- maybe down the road, this

[13] airfield extension across the run -- the road

[14] could be affected by something if they change

[15] their development codes. And since he's not

[16] here, I'm just wondering, does anybody on the

[17] board think that maybe we should as a board get

[18] together with the county commissioners and have a

[19] little talk, see -- just to see what's on their

[20] mind and whether it will involve us or whether it

[21] won't, or should we just ignore it?

[22] CHAIRMAN ROSE: Joe, I think -- I think the

[23] thing to do is to ask our executive director to

[24] get with the county manager and see what -- if

[25] there are any issues. You've already done that.

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[1] a copy of the agenda. There's only one item that

[2] I'll comment on that. Where we have the

[3] Authority members listed for the closing

[4] comments, Suzanne's not on that list. And since

[5] you are now officially a member of the board,

[6] you'll be on the list next time.

[7] MS. GREEN: That means I have to speak,

[8] right?

[9] CHAIRMAN ROSE: You have to speak.

[10] MR. WUELLNER: At least -- at least to say

[11] you don't want to speak.

[12] CHAIRMAN ROSE: Also, we're going to let you

[13] speak this time.

[14] MS. GREEN: Okay.

[15] CHAIRMAN ROSE: Okay. Any -- any changes or

[16] comments on the agenda?

[17] (No comments or changes.)

[18] CHAIRMAN ROSE: That stands approved.

[19] 7. - REPORTS - MR. JIM BRYANT

[20] CHAIRMAN ROSE: And we'll begin with -- with

[21] our reports. Is anybody here from the county? I

[22] don't see Jim.

[23] MR. WUELLNER: He called and said he would

[24] not be here.

[25] CHAIRMAN ROSE: He's not going to be here.

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[1] MR. WUELLNER: No. But George has some

[2] specific knowledge about what's before the Board

[3] of County Commissioners.

[4] CHAIRMAN ROSE: Oh, okay.

[5] MR. WUELLNER: So, you'll probably get a

[6] little more detail and decide whether you want to

[7] do that afterwards.

[8] MR. McCLURE: Mr. Ciriello, the reason for

[9] the County's discussion was that they feel as

[10] though there that may be a glitch which came up

[11] in connection with their Land Development Code.

[12] There was an owner of a substantial amount

[13] of unimproved rural acreage in St. Johns County

[14] who was beginning the process of putting in an

[15] airstrip. It wasn't an airport; in other words,

[16] it wasn't going to be -- go through the

[17] permitting process for whatever it is that we do.

[18] However, he wanted to arrange so that he or other

[19] people like us could land on a -- on a grass

[20] field.

[21] The County felt as though it wished to

[22] regulate that activity and to not -- it wasn't

[23] addressed anywhere in the code about whether or

[24] not you could just land an airplane anywhere you

[25] wanted to land an airplane.

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[1] So, the reason for the hearing tomorrow was
 [2] to begin the process of correcting that so that
 [3] it requires a special exception or a special use
 [4] permit in order for people to have a landing
 [5] strip as an accessory use to their property.
 [6] MR. CIRIELLO: Well, let me ask you a
 [7] question, then. All airports, regardless of
 [8] whether they're just a private strip on
 [9] somebody's farm or one like ours or whatever, is
 [10] regulated by the FAA. What can the County do to
 [11] tell the FAA that we're going to stop somebody
 [12] from putting in his own private airport?
 [13] MR. McCLURE: They do have the right to
 [14] regulate land use in the county, so it would, I
 [15] presume, require the concurrence of both the
 [16] County and the FAA to authorize an airport. And,
 [17] so -- or to authorize a landing strip.
 [18] MR. WUELLNER: Yeah. And FAA's involvement
 [19] is strictly related to the airspace around the
 [20] airport, not the airport itself --
 [21] MR. McCLURE: Right.
 [22] MR. WUELLNER: -- the private airport.
 [23] CHAIRMAN ROSE: Well --
 [24] MR. CIRIELLO: As I see this, I don't know
 [25] what side of the fence people are on, but I know

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[1] MR. WUELLNER: We can certainly provide
 [2] information that --
 [3] CHAIRMAN ROSE: All right. Aero Sport.
 [4] 7.B. - REPORTS - MR. MICHAEL SLINGLUFF
 [5] MR. SLINGLUFF: Good afternoon. The golf
 [6] tournament traffic has begun. The blimp, I
 [7] think, has already arrived or it's in the
 [8] pattern. And we expect over the next two weeks,
 [9] we'll see the busiest traffic at the airport
 [10] we'll see all year long. We have over 50 jets
 [11] arriving and departing this week alone. So, I
 [12] hope everyone can operate safely.
 [13] It's unfortunate that the airport could not
 [14] coordinate with the FAA for a temporary tower and
 [15] airspace control. This is common at lots of
 [16] small fields at major annual sporting events.
 [17] This speed that the tower's going up, I'm sure
 [18] next year this problem will be alleviated.
 [19] It's also, just when the airport is in the
 [20] spotlight and as the crowds arrive, they'll find
 [21] a greatly diminished parking adjacent to the
 [22] terminal, even less than one year ago. The
 [23] parking area east of the terminal is unmarked
 [24] still and the walkway is incomplete and
 [25] hazardous. Just recently, several parking spaces

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[1] that in the county, that growth is a viable
 [2] subject. Some people are for it, some aren't.
 [3] In a way, I'm not.
 [4] But if you have a couple of guys here in the
 [5] county that has enough land to put in say a
 [6] small, minimum 2,000-foot grass runway, that's
 [7] land that won't be developed some day with
 [8] somebody putting up condominiums or putting up a
 [9] strip mall or putting up a housing development,
 [10] you know, not a -- not a project, but a housing
 [11] development. And that would be one way of
 [12] slowing down growth.
 [13] I mean, I know people are moving in and they
 [14] need homes, but I would strongly be against the
 [15] County going in there and saying that we're going
 [16] to tell all these people they can't have their
 [17] private strip. You may just have somebody with a
 [18] lot of land and enough money that doesn't want
 [19] growth and use that for an excuse to keep it
 [20] going. So, that's where I'm thinking, you know.
 [21] MR. McCLURE: Well, our --
 [22] CHAIRMAN ROSE: I think this is a county
 [23] issue, and I think that at this point, our -- our
 [24] board is not involved in it unless Ed gets some
 [25] information from the county that --

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[1] in front of the terminal were removed to make
 [2] room for a landscape sign, which is not yet
 [3] complete and now in suspension, so that remains
 [4] incomplete.
 [5] It's unfortunate that the construction on
 [6] the terminal expansion and the hangars has come
 [7] to a temporary halt, and from what I understand,
 [8] is now in the hands of the attorneys. This is --
 [9] will negatively affect all of the users and
 [10] businesses at the airport.
 [11] I think it would be prudent to ask the board
 [12] to review the method and criteria used in
 [13] awarding bids and project management review
 [14] process and reporting of ongoing building
 [15] projects. To have something get this far along
 [16] and come off the tracks is -- I don't understand
 [17] it.
 [18] Finally, as reported in the Jacksonville
 [19] Business Journal, fuel prices are once again
 [20] rising. Auto gas has risen 9.5 cents just this
 [21] month. So far, since the beginning of the year,
 [22] we've seen a 22 percent increase, and oil is now
 [23] just north of \$25 a barrel. This is all due to
 [24] Middle East tensions.
 [25] Aero Sport has been able to maintain its

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[1] price until last week. We've had to raise to av
 [2] gas to \$2.30 a gallon, and the jet fuel now is at
 [3] \$2.79 a gallon. That's all I have.

[4] CHAIRMAN ROSE: Thank you. Northrop.
 [5] 7.C. - REPORTS - MR. JOHN LESLIE

[6] MR. LESLIE: Yes, sir. John Leslie from
 [7] Northrop Grumman. To coincide with the busiest
 [8] time at the airport for the civil traffic, we
 [9] flew Thursday afternoon the first flight on an
 [10] aircraft that arrived here about 18 months ago on
 [11] a flatbed suffering pretty severe damage due to a
 [12] landing mishap. That aircraft has been
 [13] instrumented for a flight-test program that's
 [14] going to last for about the next two months.

[15] So, you'll see some heightened activity with
 [16] our F-5 flight operations commencing Friday,
 [17] approximately two months, at which time the
 [18] aircraft will be prepared and -- for delivery
 [19] back to the F-5 adversary squadrons. But it will
 [20] be some increased activity. And the new tower
 [21] has come along at just the right time as far as
 [22] I'm concerned. Thank you.

[23] CHAIRMAN ROSE: Okay. Thank you. Pilots
 [24] Association?

[25] 7.D. - REPORTS MR. JIM ASSELTA

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[1] As you know, the project, as under Global
 [2] Construction's supervision, is behind in its
 [3] completion, and it appeared that with this
 [4] suspension of its qualifying agent's authority,
 [5] that it was not going to be able to continue with
 [6] the project on a timely basis.

[7] At our recommendation, the Staff sent, under
 [8] the terms of the contract, what's known as a
 [9] ten-day letter, and that ten-day letter basically
 [10] says you've got ten days within which to place
 [11] somebody -- or to place adequate materials,
 [12] services, and personnel on the job site to get
 [13] this back to work and underway. And the
 [14] expiration of that ten days is today. And, of
 [15] course, because of the withdrawal of the
 [16] qualifying agent, Global Constructors -- or
 [17] Construction Managers, is not able to meet the
 [18] terms of that ten-day letter.

[19] We have contacted the bonding agent for
 [20] Global Construction Managers and -- with respect
 [21] to our intention to tender the job to the bonding
 [22] agent, because we believe that they are in
 [23] default.

[24] And it is our request on behalf of staff
 [25] that you authorize the staff to in fact terminate

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[1] (Representative absent.)

[2] CHAIRMAN ROSE: Anyone speaking for the
 [3] Pilots Association?

[4] All right. Mr. George McClure.

[5] 7.E. - REPORTS - MR. GEORGE McCLURE

[6] MR. McCLURE: I have one item on the report
 [7] today, and it touches on comments that
 [8] Mr. Slingluff made in connection with Aero Sport.

[9] We were -- became aware over the last couple
 [10] of weeks that the County had suspended
 [11] inspections on the terminal expansion project
 [12] that we have going on across the street. And on
 [13] further inquiry from your staff in determining
 [14] the basis for that suspension, it was determined
 [15] that the qualifying agent for the contract --
 [16] contractor was Global Construction Managers,
 [17] Inc., and their qualifying agent was Richard
 [18] Biladeau (phonetic), had withdrawn or had sent a
 [19] letter to the County withdrawing his
 [20] authorization to use his license as qualifying
 [21] agent.

[22] As a result, none of the work that was being
 [23] performed by Global Construction Managers would
 [24] have met the code and it would not have qualified
 [25] for -- for inspection by the County.

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[1] the agreement with Global Construction Managers
 [2] and to authorize your staff and your counsel to
 [3] take such action as may be necessary to protect
 [4] the airport's interest, including, if necessary,
 [5] the initiation or defense of litigation involving
 [6] their default under this agreement.

[7] CHAIRMAN ROSE: Would you like us to take
 [8] that action now?

[9] MR. McCLURE: In fact, I would.

[10] CHAIRMAN ROSE: All right.

[11] MR. McCLURE: And we do consider it --
 [12] obviously, we wouldn't have recommended the --
 [13] the transmittal of a default letter to them if we
 [14] did not consider the default material. And we in
 [15] fact met with the contractor this past Thursday,
 [16] who has -- did not indicate an ability to comply
 [17] with the terms of its contract within the time
 [18] specified. So, we do think that this is prudent.

[19] CHAIRMAN ROSE: George, would you state the
 [20] motion that you'd like to see?

[21] MR. McCLURE: The motion that we would like
 [22] to see is that the Authority authorizes its
 [23] executive director to terminate the contract with
 [24] Global Construction Managers, Inc. and to
 [25] authorize its staff and its counsel to undertake

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[1] such action as is necessary to protect the
 [2] airport's interest in this regard.
 [3] CHAIRMAN ROSE: Is there any public comment
 [4] at this point?
 [5] MR. SLINGLUFF: A question. Can you explain
 [6] what the process is for the -- for the short term
 [7] and what will be done at the site?
 [8] MR. McCLURE: The -- the issue that we have
 [9] with the bonding agent that's out there is that
 [10] it's important for us not to jeopardize the
 [11] Authority's position with respect to the bonding
 [12] company. It is the bonding company's obligation
 [13] under that bond to both assure the payment of any
 [14] subcontractors and to assure the performance of
 [15] the contractor's work. It's up to them to
 [16] complete the job.
 [17] And so, we have input on the recommendations
 [18] that they may come up with, as far as how they
 [19] intend to do that, but the ball is in the bonding
 [20] company's court first to come up with what their
 [21] plan is to make us whole.
 [22] MR. SLINGLUFF: Who -- who is currently
 [23] responsible for things like sidewalks that are
 [24] incomplete with holes and -- and it's dangerous
 [25] walking across the parking lot right now.

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[1] other discussion?
 [2] MS. GREEN: I have one question. Do you
 [3] have any idea of the timeliness of the bonding
 [4] company? Are they ready to start looking at --
 [5] if we have outstanding subs, I'm assuming there's
 [6] no liens that have been filed or anything.
 [7] MR. McCLURE: Right. We have spoken to the
 [8] bonding company this past Thursday. They have
 [9] given us a list of things that they'd like to
 [10] receive from us, which we've compiled the ones
 [11] that we think are appropriate for them to have.
 [12] So, they stand in the shoes of the
 [13] contractor. So, for example, damages for delay
 [14] and things like that are things that they would
 [15] be concerned about. So, we would anticipate
 [16] they'd move promptly.
 [17] CHAIRMAN ROSE: Any other questions?
 [18] (No questions.)
 [19] CHAIRMAN ROSE: Are you ready to vote? All
 [20] in favor, say aye.
 [21] MR. CIRIELLO: Aye.
 [22] CHAIRMAN ROSE: Aye.
 [23] MR. LASSITER: Aye.
 [24] MR. WATTS: Aye.
 [25] MS. GREEN: Aye.

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[1] MR. McCLURE: We have attempted to secure
 [2] the job site. We've fenced the job site and done
 [3] a few things to try and make sure that we can
 [4] deliver the project in the same condition as it
 [5] is now to the bonding company without any loss of
 [6] materials that are stored on the job site or
 [7] destruction.
 [8] As far as any conditions that may result in
 [9] any liability, we'll have to look into that and
 [10] see what we can do to secure the job site
 [11] further.
 [12] CHAIRMAN ROSE: Members of the board, any
 [13] questions?
 [14] MR. CIRIELLO: Not actually a question, just
 [15] a statement. The sooner we settle this matter,
 [16] the sooner we can get on with the construction
 [17] and get it finished so that everybody will be
 [18] happy. So, in that light, I would make the
 [19] motion that the attorney put forth that we direct
 [20] Staff to take whatever legal action they need to
 [21] take to get this thing moving.
 [22] CHAIRMAN ROSE: Is there a second?
 [23] MR. LASSITER: Second. I second the motion.
 [24] CHAIRMAN ROSE: All right. We have a motion
 [25] on the -- made and seconded on the floor. Any

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[1] CHAIRMAN ROSE: Opposed, like sign?
 [2] (No opposition.)
 [3] CHAIRMAN ROSE: Motion is carried.
 [4] Mr. McClure, you'll proceed.
 [5] MR. McCLURE: Thank you. And that concludes
 [6] our report.
 [7] CHAIRMAN ROSE: All right. Ed?
 [8] 8.A. - TENTATIVE AWARD - TAXIWAY "B"
 [9] MR. WUELLNER: Yes, sir. Excuse me. The
 [10] first item I have is tentative award of Taxiway B
 [11] contract.
 [12] As you know from previous meetings, we were
 [13] given the indication from FAA airport's district
 [14] office in Orlando that they had identified the
 [15] funding to build the center portion of Taxiway B,
 [16] which is the infield portion of it, and suggested
 [17] we go ahead and solicit bids for that, which we
 [18] have done.
 [19] You have a copy of the letter from our
 [20] consultant, consulting engineer on the job, as
 [21] well as a bid tabulation. Those have been
 [22] provided. Unfortunately, we didn't open bids on
 [23] this till Thursday, so we apologize for the short
 [24] suspense in getting this to you.
 [25] But what we're asking from a staff

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[1] perspective is to tentatively award the contract
 [2] subject to the receipt of an actual grant from
 [3] the FAA for this work. That will hold or let the
 [4] contractor know and put it on -- essentially on
 [5] hold. There's a six-month time line that was
 [6] established in the solicitation for them to hold
 [7] that bid, waiting on FAA's grant.

[8] We did receive a letter from FAA, and in
 [9] their words, it was a tentative-tentative
 [10] allocation, which was subject to completion of an
 [11] environmental checklist that we have to do on all
 [12] projects, which is in the works right now.

[13] A formal grant application is filed after
 [14] the tabulation's been done and a recommendation
 [15] for an award. That is compiled and will be
 [16] submitted to FAA late this week or early next
 [17] week on our behest. And then it just is going to
 [18] sit there until FAA has -- is in a position to
 [19] formally admin -- issue the grant offer to the
 [20] Airport Authority.

[21] CHAIRMAN ROSE: You have every -- every
 [22] reason to believe we will receive that grant.

[23] MR. WUELLNER: Yes, sir. If it gets this
 [24] far, it's --

[25] CHAIRMAN ROSE: What we're doing is just

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[1] going ahead with the administrative work until --
 [2] MR. WUELLNER: Right. And basically, it's
 [3] just going to sit here until which time as a
 [4] grant offer shows up.

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

[7] CHAIRMAN ROSE: Board members?
 [8] (No board comments.)

[9] CHAIRMAN ROSE: I'll entertain a motion.

[10] MR. WUELLNER: I was going to say, in terms
 [11] of a motion, since we didn't provide you with
 [12] specific language, we're looking to tentatively
 [13] award a construction contract to Sloan Associates
 [14] in amount not exceeding \$1,385,664.05, as the low
 [15] bidder on the job, and to submit that in the form
 [16] of a grant application to the Federal Aviation
 [17] Administration.

[18] And then in the event the grant does show
 [19] up, we would further ask that we be able to
 [20] execute the grant offer with -- to FAA and return
 [21] that to them, at which point we'll be in a
 [22] position to actually sign a contract.

[23] CHAIRMAN ROSE: That's a nice concise
 [24] motion.

[25] MR. WUELLNER: I know. I'm sorry, but

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[1] there's just a lot of pieces to it.

[2] CHAIRMAN ROSE: Can you repeat that, please?

[3] MR. WUELLNER: No, I couldn't.

[4] CHAIRMAN ROSE: Got here that --

[5] MR. LASSITER: I make a motion --

[6] CHAIRMAN ROSE: Got to make -- and a second
 [7] to the motion?

[8] MR. LASSITER: -- that we approve Staff's
 [9] directions, I guess. Would that be sufficient?

[10] MR. WUELLNER: Probably close enough.

[11] CHAIRMAN ROSE: Is there a second?

[12] MR. WATTS: I second.

[13] CHAIRMAN ROSE: Any discussion?

[14] MR. LASSITER: I have just one quick
 [15] question. Ed, this is a 5 percent local?

[16] MR. WUELLNER: Correct. It's 5 percent
 [17] local, 90 percent federal, 5 percent state, also.

[18] So, it's about -- at this level, I don't know
 [19] what it is. The original \$1.8 was about \$90,000,
 [20] so something less than that --

[21] MR. LASSITER: About \$70,000.

[22] MR. WUELLNER: -- without doing the math.

[23] CHAIRMAN ROSE: Anything else? All of those
 [24] in favor, say aye.

[25] MR. CIRIELLO: Aye.

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[1] CHAIRMAN ROSE: Aye.

[2] MR. LASSITER: Aye.

[3] MR. WATTS: Aye.

[4] MS. GREEN: Aye.

[5] CHAIRMAN ROSE: Opposed?

[6] (No opposition.)

[7] CHAIRMAN ROSE: Motion is carried. Ed?

[8] 8.B. - TENTATIVE AWARD - HANGAR #7

[9] MR. WUELLNER: Thank you. Next item is
 [10] hangar 7. I may need a little assistance here,

[11] Brian, referring to our consultant here.

[12] You have in your package a copy of the
 [13] letter and recommendation relative to hangar
 [14] number 7 in the northeast corporate area. I do
 [15] have some items I need to go over in addition to
 [16] the bid itself, and probably they need to be
 [17] covered in advance.

[18] The total north -- and let me also call
 [19] attention to one of the documents you were
 [20] provided, which was a copy of the -- essentially
 [21] the tentative agreement relative to hangars 5 and
 [22] 6, also in that development area, which
 [23] constitutes the entirety of the development.

[24] We were successful in the sense of
 [25] negotiating and value engineering the project for

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[1] hangars 5 and 6 down to the number that we
[2] identified -- reducing the total cost \$729,346 to
[3] a total of \$2,387,803.40 for hangars 4 -- excuse
[4] me, hangars 5, 6 and the infrastructure in the
[5] northeast area. That exceeds the existing grant
[6] as we identified the last time by about \$150,000
[7] state share, or a total of about \$300,000.

[8] Our discussions with the State indicate or
[9] they're suggesting we go ahead and award, that
[10] that money will become available either late this
[11] current fiscal year with them, which is June, or
[12] early next fiscal year, which is July of this
[13] same year, that they see no problems with having
[14] the additional money available to us.

[15] Part and parcel of that is hangar number 7.
[16] Hangar number 7 was -- if you recall, this was
[17] the original Regency Electric hangar modification
[18] that was going to go on, that at some point
[19] changed gears from hangar modification to an
[20] entirely new facility on the northeast, because
[21] it simply could not be accommodated on the
[22] original site.

[23] That project grew from adding 8- or 9,000
[24] square foot to the existing facility up to now a
[25] little over 18,000 square feet of complex. So,

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[1] it's dramatically different in scope.

[2] As a result, when it was bid, the bids came
[3] in at slightly over a million dollars, which you
[4] have on your -- your tab here. The total project
[5] exceeds the available grant funds for this by
[6] approximately \$500,000 in total numbers.

[7] When you add 5, 6, and 7 together, you're
[8] looking at about an \$800,000 disparity. I need
[9] to explain to you how we would do this so that
[10] we're clear on the financial side of it before
[11] you decide what you're going to do with hangar 7
[12] here.

[13] The 5 and 6, I'm quite comfortable with.
[14] Hangar 7, we have a meeting with Florida DOT on
[15] Thursday of this week to have the discussions
[16] about how to -- and to what level FDOT can
[17] continue to participate in this project.

[18] In the interim, we would like to go ahead,
[19] pending the outcome of that meeting, but would
[20] like to be in a position to award hangar number 7
[21] at this point, too. We would look to defer in
[22] our existing budget the construction of the
[23] aircraft -- excuse me, of the airport's
[24] maintenance facility scheduled to be constructed
[25] down the street until next fiscal year. So,

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[1] postpone that construction work -- it has not
[2] been bid yet -- until after October of this
[3] current year at some point, and make it a part of
[4] next year's budget request and budget package.

[5] In addition to that, because of the delay on
[6] the terminal project, it is highly unlikely that
[7] we will be in a position -- based on the terms of
[8] our memorandum of understanding with Aero Sport,
[9] we will not be in a position to do the
[10] rehabilitation of the bulk hangar until after
[11] that construction work's done in the terminal
[12] area, which is in all probability going to take
[13] us into next fiscal year, too. You also -- and
[14] it can be rebudgeted into next fiscal year. That
[15] was a \$150,000 line item.

[16] The previous maintenance building request is
[17] a \$225,000 local share. When you put those two
[18] together, you're about \$25,000 difference at this
[19] point from having your half of the disparity of
[20] the hangars 5, 6, and 7.

[21] We're proposing that that money be freed up
[22] to match the additional DOT grants without
[23] increasing the overall budget and going through
[24] that process, so would just simply be a
[25] substitution of some capital line items.

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[1] In the event that after negotiations, the
[2] State of Florida cannot come up to the entirety
[3] of the \$400,000 and that number gets -- and in
[4] final negotiations with the contractor, they
[5] cannot come up to that, we'll look -- we'll come
[6] back to you when we know that number, and in the
[7] event it needs to be discussed, we would come to
[8] you and discuss whether we want to consider
[9] taking that out of reserves at that point and
[10] doing it or considering -- or continue working
[11] with Florida DOT for other alternatives related
[12] to grants.

[13] We're just going to have to kind of wing
[14] this a little bit, but I think it's important
[15] that all three of these projects -- we've got
[16] commitments to the tenants. And, in fact, the
[17] tenant on the hangar 7 is certainly willing right
[18] now to have the discussions with us on maybe some
[19] additional value engineering or some things they
[20] could live without relative to the hangar in an
[21] effort to try and get that cost down a little
[22] bit, anyway. And, of course, that helps our
[23] total position in the project, too.

[24] With that said, and assuming that is
[25] agreeable, which you all will decide here in a

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[1] minute, we would recommend that consistent with
 [2] our attorney's -- or attorney's -- our engineer's
 [3] recommendation relative to the project, that
 [4] we -- I guess we ought to explain how we got to
 [5] there, too.

[6] We opened bids and there were -- 17?

[7] MR. THOMPSON: Seventeen bidders.

[8] MR. WUELLNER: Seventeen bids on this
 [9] project for hangar thir- -- hangar 13, no.

[10] MR. THOMPSON: 7.

[11] MR. WUELLNER: Hangar 7. There were 17 bids
 [12] on this, an unusual amount for our projects,
 [13] anyway. The low bidder, which was CAP
 [14] Contracting, we had some qualification issues
 [15] when we reviewed the package submitted by the
 [16] contractor to the point where we probably were
 [17] not going to be in a position to recommend them
 [18] for approval on the project in any case.

[19] Since that time, they have vol -- they also
 [20] won another contract somewhere else. They
 [21] cannot, by the limits of their bonding company,
 [22] do both projects. They -- they would not have
 [23] that ability. They have volunteered to withdraw
 [24] their bid from this project, assuming the
 [25] Authority would not hold the bid bond against

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[1] them for the project.

[2] Reality is we aren't going to award to them
 [3] anyway. The next -- four bidders?

[4] MR. THOMPSON: Yeah.

[5] MR. WUELLNER: All failed to meet the bid
 [6] specifications as it was bid relative to the door
 [7] required in the project, and as such, in our
 [8] opinion, invalidates the bids. They're no longer
 [9] compliant with our advertisement on the bid.
 [10] Which brings you to the next bid.

[11] The next bid that -- the first bid, I should
 [12] say, that met all of the terms of the
 [13] solicitation in earnest was DiMare, which would
 [14] put the entire northeast development project with
 [15] a single contractor, one we've -- are
 [16] well-acquainted with here, has built almost
 [17] the -- in fact, the entirety, other than the
 [18] infrastructure in the -- in the eastside
 [19] corporate area, the four buildings that are over
 [20] there, built all those, as well as several
 [21] buildings down Estrella Avenue here, a company
 [22] we're pretty familiar with locally and are very
 [23] comfortable with.

[24] And as such, that would be I think the joint
 [25] recommendation of our engineering consultant and

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[1] Staff, would be to award the contract to DiMare
 [2] for the construction. Now, obviously, that's
 [3] contingent upon some sort of, at least tacit
 [4] endorsement, of how we would proceed from a
 [5] financial side into the project.

[6] So, that's where we are. That's our
 [7] recommendation on the -- on hangar 7 and how to
 [8] pay for it.

[9] CHAIRMAN ROSE: Public comment?

[10] MR. SLINGLUFF: In light of what has
 [11] happened with the terminal expansion project, Ed,
 [12] what -- what measures have you taken with your
 [13] staff as far as the impact of all these open
 [14] projects?

[15] MR. WUELLNER: All of these open projects?

[16] MR. SLINGLUFF: Well, you've got incomplete
 [17] hangar that's now in suspension. You're re --
 [18] you're deferring the rehabilitation of the bulk
 [19] hangar, which is an Airport Authority building.
 [20] You want to start on the other hangars. We've
 [21] got the tower going. What -- who on your staff
 [22] reviews these projects and keeps you informed?

[23] MR. WUELLNER: On a day-to-day basis, we
 [24] have a project manager on staff and they also
 [25] work very closely with our consulting engineers

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[1] on the details of compliance with bid
 [2] specifications and billing and those things.

[3] MR. SLINGLUFF: The -- the current project,
 [4] though, is seven months in arrears. Were you
 [5] informed of that on a daily basis?

[6] MR. WUELLNER: We have been made aware,
 [7] based on the contract time, of the progress of
 [8] the project, yes, sir.

[9] MR. SLINGLUFF: And you feel that your
 [10] current staff can handle all of the open
 [11] projects.

[12] MR. WUELLNER: At this point.

[13] MR. SLINGLUFF: How many open projects are
 [14] there, construction projects and runway projects
 [15] that are currently in process?

[16] MR. WUELLNER: Currently in construction?

[17] MR. SLINGLUFF: Uh-huh.

[18] MR. WUELLNER: Two.

[19] MR. SLINGLUFF: Well, the runway lighting
 [20] system, which is opened and exposed?

[21] MR. WUELLNER: That's not a current
 [22] construction project from a contract standpoint.

[23] MR. SLINGLUFF: But that's an open project.

[24] MR. WUELLNER: It is an internal maintenance
 [25] project.

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[1] MR. SLINGLUFF: Okay. I -- I don't
 [2] understand the reason for -- to defer the
 [3] rehabilitation of the bulk hangar. The roof is
 [4] leaking. The doors are very difficult to
 [5] operate.

[6] We've been led to believe that the
 [7] rehabilitation will take place -- it was to take
 [8] place last October. Now it's going to take place
 [9] into next fiscal year, which would be about 18
 [10] months out from the original date.

[11] MR. WUELLNER: Correct. And if you read
 [12] your memorandum of understanding relative to the
 [13] terminal project, it explains the schedule for
 [14] the development or the rehab of that hangar as
 [15] tied specifically to the conclusion of
 [16] construction.

[17] Primarily, that language is in there at Aero
 [18] Sport's request because it was tied to
 [19] specifically to being able to pull the aircraft
 [20] out of the old bulk hangar and place it in the
 [21] new hangar so that none of those aircraft ended
 [22] out on the ramp during that rehab project.

[23] MR. SLINGLUFF: But in the meantime, we have
 [24] lost roof panels, we have a considerable amount
 [25] of water coming into the building. We are going

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[1] ahead with our refurb of the -- of our building
 [2] adjacent to that. We're replacing the roof on
 [3] that and upgrading several systems in there.

[4] I'm afraid that over the next 18 months,
 [5] you're going to incur considerable costs in the
 [6] actual frame of the building deteriorating with
 [7] the amount of water that's running in there and
 [8] the deterioration of the door tracks.

[9] MR. WUELLNER: Yeah. I don't think we have
 [10] any structural issues with the building. The
 [11] building --

[12] MR. SLINGLUFF: Well, I think the building
 [13] ought to be --

[14] MR. WUELLNER: -- being the exterior.

[15] MR. SLINGLUFF: -- inspected then, because I
 [16] think you do have some structural issues.

[17] MR. WUELLNER: It has been. It was -- it
 [18] was done by our engineering consultant when we
 [19] identified the project and established the budget
 [20] for it.

[21] MR. SLINGLUFF: Thank you.

[22] CHAIRMAN ROSE: Any other public comment?
 [23] Board members, I'd entertain a motion. Then
 [24] we'll discuss the motion. I don't hear a motion.

[25] MR. CIRIELLO: You want a motion before we

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[1] discuss this?

[2] CHAIRMAN ROSE: Yes.

[3] MR. CIRIELLO: Okay. I'll make a motion for
 [4] purposes of discussion to accept Staff's
 [5] recommendation.

[6] CHAIRMAN ROSE: The motion is to approve
 [7] Staff recommendation.

[8] MR. CIRIELLO: Yeah.

[9] CHAIRMAN ROSE: Is there a second?

[10] MR. LASSITER: I'll second.

[11] CHAIRMAN ROSE: All right. Motion made and
 [12] seconded. Now we'll open discussion of the
 [13] Board.

[14] MR. CIRIELLO: Okay. I have a couple of
 [15] questions for Mr. Ed. As I -- just on this
 [16] hangar 7 thing, as I read these first five
 [17] contracting things -- of course, number 1
 [18] withdrew, but number 2, 3, 4, and 5, I get that
 [19] because of the door issue, they were to be --
 [20] we're to disqualify them, was a door specifically
 [21] in the contract, said --

[22] MR. WUELLNER: Yeah. There was very precise
 [23] language --

[24] MR. CIRIELLO: Okay.

[25] MR. WUELLNER: -- in the contract relative

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[1] to --

[2] MR. CIRIELLO: But now, when I read this --
 [3] and of course this is probably a silly question.
 [4] I come down here, and on the last sentence for
 [5] DiMare, it said, DiMare bid the project to the
 [6] specifications, can provide at a voluntary
 [7] alternate deductive price for an alternate door
 [8] supplier.

[9] So, that tells me that they didn't come up
 [10] with the complete door as the other guys didn't
 [11] do.

[12] MR. WUELLNER: No.

[13] MR. CIRIELLO: So, why are you awarding it
 [14] to --

[15] MR. WUELLNER: No, no. They did. They bid
 [16] it exactly as we solicited. They also provided
 [17] at the bottom of the bid a deductive alternate
 [18] that they hand-wrote in saying if you would
 [19] choose to change doors, this is how much the
 [20] contract could be reduced.

[21] MR. CIRIELLO: Oh, okay. I just saw that
 [22] alternate --

[23] MR. WUELLNER: So, they complied completely.

[24] MR. CIRIELLO: -- and thought maybe that
 [25] door that they were proposing wasn't the right

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[1] one.

[2] MR. WUELLNER: No.

[3] MR. CIRIELLO: Okay. All right.

[4] MR. LASSITER: Ed?

[5] MR. WUELLNER: Yes, sir.

[6] MR. LASSITER: I'm sorry, Mr. Chairman. I

[7] have -- I'm just a little bit confused now as far

[8] as how these things -- how you're going about

[9] grant money from the state.

[10] MR. WUELLNER: Uh-huh.

[11] MR. LASSITER: And you're -- you're trying

[12] to bring the project diverse. You had a

[13] diversion originally from the original 5, 6, and

[14] 7. And you trimmed one down to 5 and 6 and the

[15] infrastructure for 7.

[16] MR. WUELLNER: Yes.

[17] MR. LASSITER: And now you're trying to work

[18] this to where you get 7 back in on the expanded

[19] basis. Is this --

[20] MR. WUELLNER: Correct. We had -- there

[21] were essentially four different project elements,

[22] hangars 5, 6, and the site work. 5, 6, and the

[23] site work were a single contract solicitation,

[24] even though there are separate grants involved.

[25] It was a single contract solicitation which we

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[1] of capital projects.

[2] In the event the state cannot participate or

[3] can't come up to the total that we're asking, it

[4] would be back again to this board to make the

[5] determination whether they would care to go into

[6] reserves to make that final award or -- or not.

[7] And in the event you don't, then we simply have a

[8] delay in this project until funds can be there

[9] for DOT.

[10] MR. LASSITER: What is the consequences of

[11] the delay? Just your tenant --

[12] MR. WUELLNER: Well, I think your -- yeah, I

[13] mean, obviously, they're -- they're expecting a

[14] new hangar, you know, at the end of the year, or

[15] at the conclusion of construction. The -- but

[16] that's -- that's just one piece of it.

[17] The other consequence would be whether --

[18] well, it's obviously a budget consequence in this

[19] from a revenue standpoint, also. We think that

[20] realistically we shouldn't have any issues with

[21] Florida DOT moving forward. It's just a matter

[22] of going through the formality.

[23] Their -- their issues in being able to say

[24] yes today, is they're -- they're late. They're

[25] basically into the fourth quarter of their fiscal

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[1] opened and tentatively awarded based on a

[2] not-to-exceed number that we were authorized to

[3] negotiate at last meeting, which we -- we did,

[4] and met.

[5] Our discussions at that point were with

[6] Florida DOT based on the information we had.

[7] They felt they had identified or had the ability

[8] to participate up to a full 50 percent without

[9] any concerns on their end, and they were

[10] certainly recommending we go ahead and award 5,

[11] 6, and the infrastructure.

[12] MR. LASSITER: So, we're covered on this.

[13] MR. WUELLNER: We're covered there.

[14] MR. LASSITER: Okay.

[15] MR. WUELLNER: The only unknown piece here

[16] is the balance of hangar 7 is, subject to

[17] discussions on Thursday with Florida DOT, we'll

[18] have some idea of what kind of level they can

[19] come up to. And we'll have to get back to you

[20] specifically as to exactly what the numbers and

[21] the final implications would be relative to our

[22] budget.

[23] But we feel like our local share, the

[24] Authority share is pretty well covered within the

[25] budget without -- other than deferring a couple

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[1] year, and they don't ordinarily extend grant

[2] offers at that point.

[3] There are also projects that have been

[4] awarded within actually the entirety of DOT, but

[5] in particular district 2, that likely won't be

[6] put under grant by the end of the year. And they

[7] generally write, I think it's into April, early

[8] May, the nasty-gram comes out to all the airports

[9] saying if it's not under grant by June 1st, which

[10] means they need to react now, that money

[11] basically disappears from their work program and

[12] becomes available for them to identify or it to

[13] go to other projects that are identified.

[14] Clearly, we're in line for that fallout

[15] money plus anything else they may have, what they

[16] describe -- probably Bill knows better than me,

[17] but they call it "boxed" money, money that's not

[18] specifically set aside for a project yet, but is

[19] within the DOT budget to award to construction

[20] projects. They just have yet to specifically

[21] call it a project within the district.

[22] So, all of those things give kind of the --

[23] it's hard to quantify at this point in their

[24] year. But come July 1, all of that money rolls

[25] forward to the new year, and they're able to

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[1] execute grants, because at that point, previous
 [2] projects have forfeited their claim to the funds.
 [3] MR. LASSITER: And that's where you want to
 [4] be.
 [5] MR. WUELLNER: Exactly.
 [6] MR. LASSITER: You want to have this thing
 [7] all set up with us --
 [8] MR. WUELLNER: And he'll -- he'll be pretty
 [9] close within, I would think, the next week or two
 [10] in telling us what he sees as being available to
 [11] us. And we'll know so that we can advise you at
 [12] the next board meeting exactly what the final --
 [13] or what we expect to be the final outcome of it,
 [14] and along what time line.
 [15] MR. LASSITER: Okay.
 [16] MR. WUELLNER: I'm sorry. I can't make it
 [17] any simpler than that. But it's just kind of a
 [18] complicated issue right now.
 [19] CHAIRMAN ROSE: Dennis, do you have
 [20] anything?
 [21] MR. WATTS: No.
 [22] CHAIRMAN ROSE: Suzanne?
 [23] MR. WUELLNER: Just historically, we've had
 [24] a great deal of success in this approach with our
 [25] projects. We've had a lot of projects that we

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[1] ended up getting funding for just by having one
 [2] ready to go that needed money.
 [3] MS. GREEN: Our tenant is, I guess,
 [4] well-aware of all of this and if we come in
 [5] close, if DOT comes in close --
 [6] MR. WUELLNER: Right. And we're also going
 [7] to talk --
 [8] MS. GREEN: -- they're willing to work with
 [9] us.
 [10] MR. WUELLNER: I'm sorry. Yeah. We're also
 [11] going to be talking to them over the next month
 [12] to see if there are indeed some value engineering
 [13] things that can help get the total back -- you
 [14] know, the closer we can get it, the better off
 [15] it'll be.
 [16] MR. LASSITER: One -- and DiMare realizes,
 [17] as well, this is a tentative bid?
 [18] MR. WUELLNER: Yeah, yeah.
 [19] MR. LASSITER: Okay. Everybody's lined up.
 [20] MR. WUELLNER: Yes.
 [21] MR. LASSITER: Everybody's on the same page.
 [22] MR. WUELLNER: At this point, except you
 [23] guys.
 [24] CHAIRMAN ROSE: If there's no other
 [25] discussion, I'll call for a vote then. All in

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[1] favor?
 [2] MR. CIRIELLO: Aye.
 [3] CHAIRMAN ROSE: Aye.
 [4] MR. LASSITER: Aye.
 [5] MR. WATTS: Aye.
 [6] MS. GREEN: Aye.
 [7] CHAIRMAN ROSE: Opposed?
 [8] (No opposition.)
 [9] CHAIRMAN ROSE: Motion is carried.
 [10] MR. WUELLNER: All right.
 [11] CHAIRMAN ROSE: Okay. Mr. Wuellner?
 [12] 8.C. - POLICY 02-01 - SELF FUEL PRICING
 [13] MR. WUELLNER: Next item I have is proposed
 [14] policy 02-01, which by title is a policy to
 [15] establish the retail price of Airport
 [16] Authority-operated aircraft self-fuel operations
 [17] at the airport. And the policy is pretty
 [18] straightforward.
 [19] Without reading it word-for-word -- you've
 [20] had it for a few days -- but basically what we're
 [21] looking to do is use an average, a composite
 [22] average of Northeast Florida airports that offer
 [23] self-service fuel and use that average to
 [24] establish the Airport Authority's pricing on the
 [25] self-fuel.

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[1] And other than a couple of definition issues
 [2] in the -- in the res -- resolution -- in the
 [3] policy itself, that -- that's it. And that we
 [4] would at the point of taking new fuel deliveries,
 [5] would be the point where we reevaluate the retail
 [6] price in Northeast Florida, because that's the
 [7] time we're making the commitment to purchase
 [8] additional fuel, is reevaluate the price at the
 [9] time of delivery rather than trying to do this
 [10] exercise on a daily or even weekly basis.
 [11] CHAIRMAN ROSE: That's -- you would
 [12] recalculate the price when -- when we get a
 [13] delivery of bulk fuel.
 [14] MR. WUELLNER: Exactly.
 [15] CHAIRMAN ROSE: Yeah. Okay.
 [16] MR. WUELLNER: And we -- we identify the
 [17] airports that we look at as Herlong, Flagler
 [18] County, Kay Larkin, Keystone Heights, Fernandina,
 [19] and Ormond as the six that we came up with in
 [20] this area.
 [21] CHAIRMAN ROSE: Public comment?
 [22] (No public comment.)
 [23] CHAIRMAN ROSE: Board?
 [24] MR. CIRIELLO: Yeah, I've got a couple of
 [25] questions to Ed.

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[1] MR. WUELLNER: Yeah.
 [2] MR. CIRIELLO: Theoretically, if we get a
 [3] truckload of gas every week, once a week, you
 [4] could be switching prices once a week just like
 [5] these gas stations do out here.
 [6] MR. WUELLNER: In theory, yes, you could.
 [7] The reality is, with using an average mentality,
 [8] you're -- it tends to negate the extreme changes.
 [9] One airport changes, one doesn't, and it --
 [10] MR. CIRIELLO: Well, these gas stations out
 [11] here, they change it even when they think they're
 [12] going to get a raise.
 [13] Anyhow, the other question: The actual
 [14] price setting, when are we going to know that
 [15] figure or --
 [16] MR. WUELLNER: The initial?
 [17] MR. CIRIELLO: Yeah. Well, let me put it
 [18] this way: Who's going to set the actual price of
 [19] the gas, a dollar a gallon, \$2 a gallon, or
 [20] whatever? Who's going to really set that?
 [21] MR. WUELLNER: We -- you are by this policy.
 [22] MR. CIRIELLO: In other words, I thought
 [23] maybe by this, it says the executive director --
 [24] MR. WUELLNER: Well, obviously, we do the
 [25] labor. I mean, we -- we --

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[1] MR. CIRIELLO: But we're going to have to
 [2] okay it.
 [3] MR. WUELLNER: You won't -- no, not every
 [4] time the price changes. You're telling me how --
 [5] MR. CIRIELLO: No, I mean, originally.
 [6] MR. WUELLNER: -- you want it done from this
 [7] point forward.
 [8] MR. CIRIELLO: Because what I'm getting at,
 [9] is that irregardless of what the other airports
 [10] are getting, it doesn't matter. What matters to
 [11] me is that when we set the price, although I
 [12] didn't like this deal right from the beginning,
 [13] but when we set the price, the minimum that we
 [14] should get for ourselves is at least what Aero
 [15] Sport gives us for every gallon they pump.
 [16] MR. WUELLNER: You're talking two different
 [17] things. That's the fuel flowage fee, and that is
 [18] included in the retail price. We specifically
 [19] say in line 1 here that the fuel flowage is
 [20] identified as a part of the retail price.
 [21] So, it -- it's already in there and it's
 [22] identical to what everybody on the airport pays.
 [23] You pay it essentially to yourself. But it is a
 [24] part of the formula. Item number 1 under your
 [25] policy statements.

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[1] MR. CIRIELLO: I don't have a good feeling
 [2] for this thing.
 [3] MR. WATTS: Mr. Wuellner, is this one of --
 [4] the progress we're making on the self-service
 [5] facility, is that one of the things you're going
 [6] to cover under project updates as well?
 [7] MR. WUELLNER: Yes, sir. But I can base --
 [8] I'm sorry. Didn't mean to yank it out from
 [9] underneath you. The self-fuel facility, the
 [10] apron's been poured. The pad for the tank and
 [11] pumping equipment has been poured. The site --
 [12] most of the site work's done. The lime rock's in
 [13] place. I assume they were rolling it today. I
 [14] did not get out to look at it.
 [15] They've got a small amount of paving to do.
 [16] And they've been on schedule to basically turn
 [17] the facility over to us at the end of the month
 [18] or, you know, plus or minus a couple of days
 [19] there. So, it's -- it should be at a point here
 [20] in early April to be on line with fuel ready to
 [21] go.
 [22] CHAIRMAN ROSE: I think before we discuss
 [23] this any further, we ought to have a motion on
 [24] the floor. Anyone prepared to make that?
 [25] MR. LASSITER: I make the motion that we

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[1] accept the policy as presented concerning the
 [2] self-fuel operations.
 [3] CHAIRMAN ROSE: Is there a second to that
 [4] motion?
 [5] MR. WATTS: Second.
 [6] CHAIRMAN ROSE: Okay. We have a motion on
 [7] the floor. Any further discussion? Joe, did you
 [8] have something else?
 [9] MR. CIRIELLO: I don't know what really I
 [10] want to say. I just have a bad, not a bad, don't
 [11] really mean bad, but I just have a feeling that
 [12] something's -- something's not right. What did
 [13] you say you guys were charging for fuel now?
 [14] MR. SLINGLUFF: We're currently charging
 [15] \$2.30 a gallon. And we basically -- we do the
 [16] same formula; we look at the airports in the
 [17] northeast. But our wholesale cost is determined
 [18] by OPUS. We also use that with our Northrop
 [19] Grumman contracts and government contracts.
 [20] The OPUS price is the terminal prices that
 [21] are set every Monday morning. And that's --
 [22] normally you only see fuel adjusts, you know,
 [23] when you have a delivery or back to them Monday
 [24] morning. Price is set by OPUS.
 [25] MR. CIRIELLO: I guess what I'm thinking

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[1] is -- maybe my thinking is dumb, because I know
 [2] when I drive around, if I see a gas station with
 [3] one cent less for a gallon of gas, that's where I
 [4] buy my gas, for a lousy penny.

[5] But I'm thinking let's say your gas is \$2.30
 [6] a gallon, and by the time we buy our gas and our
 [7] bulk and figure everything in, the least we can
 [8] charge is \$2.25, which is a nickel savings,
 [9] naturally, but some -- a lot of us may not
 [10] figure, well, for a lousy nickel, I'm not going
 [11] to go over there and pump it myself; they'll go
 [12] to you, and so we're not going to really to
 [13] benefit much. But I really didn't like to begin
 [14] with. I didn't want to go in competition with
 [15] you guys. You people know that.

[16] But if it's not a -- really, a substantial
 [17] savings per gallon, the original intent, as far
 [18] as the Pilots Association goes, to get some
 [19] cheaper fuel, might not seem as nice as they
 [20] thought it was going to be, and the whole thing
 [21] isn't going to work out too good. That's what
 [22] I'm wondering.

[23] Are we going to be able to sell the stuff
 [24] cheap enough that they're going to be really
 [25] happy, or is it going to be almost the same as

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[1] or three that's lower than us. So, I think this
 [2] is a good policy to start out with.

[3] It may need tweaking down the road, but
 [4] right now it allows us to say we're going to be
 [5] right in the middle of the pack and allows him a
 [6] day-to-day control over maintaining right in the
 [7] middle of the pack. So, I think -- I think this
 [8] will be a good starting point.

[9] MR. CIRIELLO: When they sell bulk fuel, Ed,
 [10] do they sell it to us on a contract amount, or is
 [11] it -- depends on how much you get? Like if we
 [12] get one trailer load a week or a month, and Aero
 [13] Sport gets three, are they going to get their
 [14] three tankers full of gas a lot cheaper than what
 [15] we will? Or is it going to be basically the same
 [16] as far as buying it in bulk per gallon?

[17] MR. WUELLNER: It's my understanding it's
 [18] basically a function of what the wholesale price
 [19] is that day. And it can even change by hour,
 [20] depending on what's going on.

[21] MR. CIRIELLO: It doesn't matter how much
 [22] you buy.

[23] MR. WUELLNER: Well, I -- I don't know that
 [24] there's any substantive change. You know, when
 [25] your -- the breaks really come -- if you remember

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[1] Aero Sport's and they not be happy? That --
 [2] somehow or another, I'm kind of thinking that
 [3] this isn't going to fly too good.

[4] CHAIRMAN ROSE: Ed, if this -- this doesn't
 [5] pan out, we always have the option of revising
 [6] our policy, do we not?

[7] MR. WUELLNER: At any time you wish.

[8] MR. LASSITER: I think to answer Joe's kind
 [9] of not-too-warm and fuzzy feeling, I think Joe,
 [10] this is where Ed needs to start to go out there.
 [11] We've committed ourselves past -- I won't say
 [12] past the point of no return, because there's no
 [13] such thing on this one.

[14] But he needs -- he needs to have a policy
 [15] that we can follow, a formula that's repeatable.
 [16] And this is what this is. Your fears are there
 [17] and -- but we have to move on with the ability to
 [18] move ahead and find out exactly how this thing's
 [19] going to be accepted.

[20] So, I think that's what we're trying to do
 [21] here, is just present Ed with a repeatable
 [22] formula on development of this. And if we sit in
 [23] the middle of the pack and you've got a penny
 [24] person who's looking for the cheapest penny, he's
 [25] going to have to fly a few miles to find the two

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[1] the solicitation we did, I think it was going on
 [2] a year ago, when we solicited from the various
 [3] wholesalers, none of them indicated price breaks,
 [4] whether you're ordering, you know, 10,000 a month
 [5] or -- you know, and using 10,000 a year, for that
 [6] matter, up to several hundred thousand. They --
 [7] we asked for specific information if there were
 [8] price breaks if you used more than 300,000
 [9] gallons in a year, is that a -- you know, does
 [10] that consummate a better discount or a discount
 [11] at all? That does not appear to be the case, and
 [12] it's -- it was specifically not the case in the
 [13] wholesale that we're using.

[14] The wholesale price is the wholesale price.
 [15] I mean, it's whatever you have to add into it.
 [16] Where we become in a better position with
 [17] quantity is that the fixed costs related to the
 [18] facility flatten out relative to price.

[19] CHAIRMAN ROSE: Are we ready to vote?

[20] MR. CIRIELLO: I was thinking.

[21] MR. WUELLNER: One other thing. To just --
 [22] I probably need to just -- philosophically, in --
 [23] in developing our approach to the policy, because
 [24] we are a governmental entity, we felt strongly
 [25] internally that we -- we should not be in a

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[1] position and nor should we flex a muscle that
 [2] could indiscriminately determine or adversely
 [3] affect the entire fuel market in Northeast
 [4] Florida.

[5] You have the ability to effectively sell at
 [6] cost. You have no sworn profit motive in this,
 [7] if you want to come right down to it. And if you
 [8] care to not make a penny on it, you could provide
 [9] it at what it costs you day in and day out, as
 [10] ridiculous as that might be. That would
 [11] artificially hold down in a sense all of the fuel
 [12] prices in Northeast Florida, if not even a bigger
 [13] area than that.

[14] We felt like it -- we should not be, as a
 [15] governmental entity, doing that kind of thing.
 [16] That's not our function for being in this. And
 [17] using an average approach keeps us from being the
 [18] highest. It keeps us from tying it to local
 [19] wholesale prices -- or, excuse me, local retail
 [20] full-serve prices, which we don't control any
 [21] aspect of, which would be the danger in
 [22] establishing a fixed cents-per-gallon reduction
 [23] or a difference between the two methods.

[24] We just really felt strongly that we should
 [25] neither lead nor follow in the scheme of things

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[1] and that the market puts us squarely in theory in
 [2] the middle or the -- at the average of what goes
 [3] on.

[4] CHAIRMAN ROSE: I think we're ready for a
 [5] vote on the policy. Do you have anything else
 [6] you want to say?

[7] MR. CIRIELLO: Well, just something that Ed
 [8] said about we could just go ahead and make it at
 [9] cost if we wanted to with no really reason not
 [10] to.

[11] Well, my -- remind the board that we
 [12] invested some money into building this darn
 [13] thing. We used taxpayers' money to do it, and to
 [14] just go and break even at cost isn't right. We
 [15] have to make some money on it because we used
 [16] taxpayers' money to build it.

[17] CHAIRMAN ROSE: I don't think we intend to
 [18] do that.

[19] MR. WUELLNER: Yeah, that was not my
 [20] suggestion to do that.

[21] CHAIRMAN ROSE: All of those in favor of
 [22] approving the policy 02-01, signify by saying
 [23] aye.

[24] MR. CIRIELLO: Aye.

[25] CHAIRMAN ROSE: Aye.

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[1] MR. LASSITER: Aye.

[2] MR. WATTS: Aye.

[3] MS. GREEN: Aye.

[4] CHAIRMAN ROSE: Opposed?

[5] (No opposition.)

[6] CHAIRMAN ROSE: Motion is carried.

[7] 8.D. - SCOPE & CHANGE PROPOSAL - EASTSIDE CORPORATE

[8] MR. WUELLNER: Next item I have, as you
 [9] recall, we were required to do a fair amount of
 [10] value engineering, which included the elimination
 [11] of a 13,000-square-foot hangar associated with
 [12] the SK project on hangar 5.

[13] This request -- when we eliminated that
 [14] hangar, it required the office that was to
 [15] separate the two to become -- one of those walls
 [16] to become an exterior wall and to -- a fair
 [17] amount of engineering after the fact to get
 [18] that -- to get the value engineering done, as
 [19] well as come up with the alternate specs to make
 [20] that happen.

[21] And as a result, Earth Tech has requested an
 [22] additional \$17,000 in professional design
 [23] services in order to facilitate that value
 [24] engineering that cuts \$700 -- \$730,000 in round
 [25] numbers out of the original bid price.

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[1] And it would be our recommendation that the
 [2] board go ahead and agree to the \$17,000, bringing
 [3] the total to \$83,106 for hangars 6 and 7.

[4] CHAIRMAN ROSE: Public comment?

[5] (No public comment.)

[6] CHAIRMAN ROSE: Board comment?

[7] (No board comment.)

[8] CHAIRMAN ROSE: I'll entertain a motion.

[9] MR. CIRIELLO: I'll -- I'll make a motion.

[10] CHAIRMAN ROSE: Motion is made. Do we have
 [11] a second?

[12] MS. GREEN: I'll second.

[13] CHAIRMAN ROSE: Suzanne? Okay. We have a
 [14] motion on the floor. Any further discussion?
 [15] Defer to Ed.

[16] MR. LASSITER: Ed, on these design
 [17] parameters, are we there now? I mean --

[18] MR. WUELLNER: Yes, sir. We've gotten the
 [19] project down within budget and it's -- will be
 [20] satisfactory.

[21] CHAIRMAN ROSE: Okay. All in favor, say
 [22] aye.

[23] MR. CIRIELLO: Aye.

[24] CHAIRMAN ROSE: Aye.

[25] MR. LASSITER: Aye.

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[1] MR. WATTS: Aye.
 [2] MS. GREEN: Aye.
 [3] CHAIRMAN ROSE: Opposed?
 [4] (No opposition.)
 [5] CHAIRMAN ROSE: Motion is carried.
 [6] 8.E. - PRESTIGE REFINISHING - TENANT REQUEST
 [7] MR. WUELLNER: Next item, you have a copy of
 [8] the letter from Aero Aircraft Refinishing
 [9] relative to the lease that we've been involved
 [10] in, or the attempted revision of that lease, for
 [11] many, many months now.
 [12] They have notified us, as you can see in the
 [13] letter, that they will not be executing the lease
 [14] with us, and they are requesting that you allow
 [15] them to remain in the facility until the end of
 [16] April of this year to allow them to complete work
 [17] that they've got ongoing in the facility. Staff
 [18] has no objection to that.
 [19] CHAIRMAN ROSE: So, you recommend we approve
 [20] that.
 [21] MR. WUELLNER: That's fine.
 [22] CHAIRMAN ROSE: Any public comment?
 [23] (No public comment.)
 [24] CHAIRMAN ROSE: Entertain a motion. We'll
 [25] discuss it.

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[1] 8.F. - PROJECTS UPDATE - REPORT ONLY
 [2] MR. WUELLNER: Projects update. You saw an
 [3] article in the paper, and there's been some
 [4] discussion, but you have a copy of a request that
 [5] we sent out to all local elected officials and
 [6] high-level staff within the community requesting
 [7] their assistance in lobbying, if you want to call
 [8] it that, the state legislature appropriations
 [9] elements toward providing some funding toward the
 [10] multimodal facility.
 [11] I can't really bring you too much up to
 [12] speed on what's going on with that because,
 [13] frankly, we don't know. There's a conference
 [14] call that I believe to be at least statewide in
 [15] nature with AMTRAK on the 26th of this month that
 [16] we'll be involved with, but it's our belief that
 [17] what they are going to be doing is notifying all
 [18] of the states that they serve currently because
 [19] of the statutory requirement that they notify
 [20] states when they abandon service, that they're
 [21] going to do that by the end of March in order to
 [22] comply with the statute through the end of the
 [23] year.
 [24] They are -- their funding runs out the end
 [25] of September, or the fiscal new year -- or fiscal

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[1] MR. CIRIELLO: I'll make the motion.
 [2] CHAIRMAN ROSE: Second?
 [3] MR. WATTS: Second.
 [4] CHAIRMAN ROSE: Discussion on the motion?
 [5] (No discussion.)
 [6] CHAIRMAN ROSE: All in favor, say aye.
 [7] MR. CIRIELLO: Aye.
 [8] CHAIRMAN ROSE: Aye.
 [9] MR. LASSITER: Aye.
 [10] MR. WATTS: Aye.
 [11] MS. GREEN: Aye.
 [12] CHAIRMAN ROSE: Opposed?
 [13] (No opposition.)
 [14] CHAIRMAN ROSE: Motion is carried.
 [15] MR. WUELLNER: I did want to call your
 [16] attention to the attachment to it, which was one
 [17] of the companies that's interested in doing
 [18] something with us.
 [19] The proposal as it's written here is
 [20] unacceptable, and we have notified them of that.
 [21] And that negotiation continues. And I would
 [22] suspect if they're interested, we'll have
 [23] something to you in the next month or two to put
 [24] somebody else in there.
 [25] Worst case, it falls back to storage and...

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[1] year, which is September, federal fiscal year.
 [2] And they have asked Congress to appropriate, I
 [3] believe the number's \$1.2 billion to continue to
 [4] subsidize AMTRAK's operations.
 [5] It's entirely up to the Federal Government
 [6] whether that happens or doesn't happen. As a
 [7] result, State of Florida is not issuing the
 [8] grants for the platforms or anything else at this
 [9] moment relative to AMTRAK, until which time as
 [10] they sort out whether the Federal Government's
 [11] going to continue to keep AMTRAK in business. In
 [12] the event they make that decision to do that, the
 [13] State of Florida will release the money. It's
 [14] available, but that's kind of where that one
 [15] sits.
 [16] Air traffic control tower, if you've had a
 [17] chance to go through there and take a look at it,
 [18] my compliments to our new board member, who made
 [19] the trip all the way to the top in high heels the
 [20] other day just to take advantage of the view,
 [21] which it's an outstanding view if you want to go
 [22] up there. It's truly amazing. If you want to
 [23] wait a couple more weeks, the elevator will be in
 [24] place. But, God love her; she walked the
 [25] seven -- seven or eight floors up there to have a

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[1] view.

[2] But it's progressing beautifully. It's on
[3] schedule, on budget, and by all -- by all
[4] accounts, it's -- it's looking like a first-class
[5] operation there. Lots of activity on the site
[6] and the like.

[7] Same way with the fuel facility. As we said
[8] earlier, that -- that should wrap up on time.

[9] You know the status on the terminal,
[10] unfortunately. And we are continuing the
[11] development with all the regulatory agencies
[12] relative to constructing an environmental
[13] assessment relative to that shoreline
[14] stabilization on the east side. That's still a
[15] long ways coming.

[16] Part of the FAA's letter to us indicated
[17] that they intend to fund the master plan or have
[18] the funds set aside there, so we will, over the
[19] next -- I would think next month or two with you
[20] folks, will attempt to hone out a -- a work scope
[21] relative to the master plan so that we all can
[22] come to some agreement on what we're going to try
[23] to accomplish within that study.

[24] Clearly, that study is going to dominate
[25] what the Airport Authority's projects and

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[1] development goals are for a 20-year development
[2] period, the first 5 -- 5 to 10 of which are the
[3] most important in terms of developing capital
[4] strategies to get there.

[5] So, it's going to be a really important
[6] project. And I would think in the next 60 days
[7] on the outside, we should be able to come to
[8] terms on a scope and get that application
[9] formalized with FAA so that they can commit --
[10] commit the money to it and we can get going on
[11] it. So, that's on the horizon.

[12] Otherwise, that's probably everything. If
[13] you've got other specific project questions, I
[14] would be happy to try --

[15] CHAIRMAN ROSE: ILS?

[16] MR. WUELLNER: Oh, ILS. Power is on to the
[17] ILS. We are -- made our formal request for
[18] ground check with FAA, and it's my understanding,
[19] though, that that request -- the work part of it
[20] comes out of St. Pete, and it's my understanding
[21] that those technicians are fairly tied up with
[22] Sun 'N Fun, and as soon as that event includes,
[23] we will have a technician up here to do the
[24] ground check and we'll be -- we'll be plodding
[25] along. But power is finally on to the site and

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[1] everything seems to be good. So, we won't know
[2] the final results until FAA's completed with our
[3] examining tech, so...

[4] CHAIRMAN ROSE: Okay.

[5] MR. CIRIELLO: Can I ask one more question?

[6] CHAIRMAN ROSE: Go ahead.

[7] MR. CIRIELLO: Ed, I'd like to --

[8] MR. WUELLNER: Yes, sir.

[9] MR. CIRIELLO: -- ask you one question in
[10] your report about this multimodal thing.

[11] MR. WUELLNER: Uh-huh.

[12] MR. CIRIELLO: Do you happen to know if any
[13] of the stops on the line on down, any of those
[14] towns or communities has actually started to do
[15] anything with their stations and whatnot?

[16] MR. WUELLNER: Yes. There are a number of
[17] what they call RFPs out right now, and I think a
[18] couple of communities may have already made
[19] selections of architect or design teams to
[20] facilitate the work.

[21] But they're in the same position we are
[22] relative to money. While they've gone through
[23] the effort of getting somebody on board, they
[24] don't have any money either unless they're
[25] funding it locally, which would be quite a risk,

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[1] I would think. Publicly, anyway.

[2] But, yes, there are several communities that
[3] are moved ahead. We -- we weren't so worried
[4] about that, because we -- we have a consultant on
[5] board who technically can do that.

[6] 9.A. - Authority Member Reports - Chairman Rose

[7] CHAIRMAN ROSE: All right. We have
[8] Authority member comments. And I'll just
[9] reiterate, Suzanne Green, how pleased we are that
[10] you're on our board and look forward to many
[11] happy meetings with you.

[12] I had the assignment to provide a
[13] recommendation to you on the compensation for our
[14] executive director. And there's a memo that was
[15] put before you. I think you can -- it's
[16] relatively short. You might want to look through
[17] it. But I'm recommending a 9 percent increase.
[18] The increase is within the budget that we
[19] approved. And be glad to answer any questions.

[20] MR. WATTS: Mr. Chairman, I have one
[21] question, please. I know the last time that we
[22] had -- that the board had increased Mr. -- or
[23] looked at -- or evaluated, I guess, Mr. Wuellner,
[24] was back in October of 2000.

[25] CHAIRMAN ROSE: Yes.

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[1] MR. WATTS: And being that this was a little
[2] time spent here from last October, does this mean
[3] that this would be retroactive back to October?

[4] CHAIRMAN ROSE: No. I suggested it be
[5] retroactive to January 1st of this year.

[6] MR. WATTS: Okay. Yeah, I saw that.

[7] CHAIRMAN ROSE: Yeah. Well, that's --
[8] that's what I recommended. I saw no reason to
[9] go -- to go back any further than that.

[10] Joe?

[11] MR. CIRIELLO: Well, I have no problems with
[12] your recommendations. I believe Mr. Wuellner is
[13] a very talented and qualified man and deserves
[14] everything he gets.

[15] But just for clarity, I thought last month
[16] when we talked about this and you was going to
[17] bring this to us, that you'd say let's make it
[18] retroactive. And I was assuming that you meant
[19] retroactive to last month, because that's when we
[20] were supposed to talk about his wage package, was
[21] last month, and we postponed it to this month.

[22] Now I see here that the retroactivity goes
[23] back all the way to January instead of last
[24] month. It's just a mixup in my mind. No
[25] problems with it. I have no problems with it.

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[1] CHAIRMAN ROSE: We were talking about it
[2] last -- last month. That's what I had in mind,
[3] you know, that we were talking about going back
[4] to the first of, what, February, I guess.

[5] MR. CIRIELLO: Yeah.

[6] CHAIRMAN ROSE: And then just, I don't know,
[7] when I was thinking about this, I thought it
[8] ought to be the first of the year.

[9] MR. CIRIELLO: Well, I just wanted a
[10] clarification. The minutes show that it was for
[11] one month, but I have no objection to this, none
[12] at all.

[13] CHAIRMAN ROSE: Yes, sir?

[14] MR. KILE: Hi. I'm Mr. Anthony G. Kile,
[15] just a citizen St. Johns County. Did you say a 9
[16] percent increase?

[17] CHAIRMAN ROSE: That's -- that's right.

[18] MR. KILE: I don't know how many citizens
[19] you know, but I know a lot of them -- and I'm an
[20] employer of some of them -- and nobody in the
[21] last year has received a 9 percent increase in
[22] their salary across the board, let alone
[23] retroactive.

[24] I'm sorry, gentlemen; you're spending my
[25] money, and I'm a taxpayer, and even government

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[1] employees are getting a two or a three percent
[2] increase. And to -- to across the board -- and
[3] I'm sure the executive director is worth every
[4] penny of 10 percent, but I've got a lot of
[5] employees that are due 10 percent, but the
[6] economy doesn't allow it.

[7] We're in -- we're in a -- in a time period
[8] where we have recession that we're coming out of.
[9] We have an economy in the State of Florida that
[10] has been depressed. We have all kinds of
[11] economic cutbacks. And -- and you're basically
[12] allowing a public employee a 10 percent increase
[13] when nobody else in this state is even near to
[14] that.

[15] And I -- I would like you to reconsider --
[16] and this is nothing against the executive
[17] director. I mean, I'm not saying he isn't worth
[18] it. But in today's day -- day and economy, we
[19] can't afford it.

[20] I just heard you over the last 45 minutes
[21] talk about \$150,000 here and several hundred
[22] thousand dollars there. And it was like give
[23] away money.

[24] You're taking that money from me, the
[25] citizen, and the rest of these citizens out here.

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[1] And, you know, there was a congressman or a
[2] senator in Illinois said a million here, a
[3] million there, you start talking about real
[4] money. Well, 10 percent here and \$150,000 there
[5] gets to be real money.

[6] Now, if you were talking about Mr. Warner
[7] (sic) -- am I saying that right? Mr. Warner
[8] (sic) getting a 2 or 3 percent increase, I could
[9] understand that, because most government
[10] employees and most people across the board will
[11] get a 2 or 3 percent increase due to inflation.

[12] But talking about 9 point something percent
[13] I think is utterly out of the picture and should
[14] be totally opposed by the board. Thank you.

[15] CHAIRMAN ROSE: I might -- I might comment
[16] that in the year 2000, the average salary for an
[17] airport executive director, an airport this size,
[18] was \$88,210. And the recommendation that I made
[19] still leaves our director -- our executive
[20] director below the average of other executive
[21] directors in airports of this size.

[22] So, I -- I stick with my recommendation.
[23] And I understand what the gentleman just said.
[24] But I also own a business and I've raised several
[25] people more than 10 percent because I want to

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[1] keep them and they're doing good work.
 [2] MR. CIRIELLO: Mr. Chairman?
 [3] CHAIRMAN ROSE: Yes.
 [4] MR. CIRIELLO: According to this sheet you
 [5] gave us, you have, "This recommended salary is
 [6] within budget limits set by the Authority."
 [7] And correct me if I'm wrong, but when we set
 [8] our budget for this coming year, that this was
 [9] included because it was, oh, I guess I should say
 [10] anticipated. And so, it's within the realms of
 [11] our budgeting. It's -- it's nothing more than
 [12] what we've promised. So --
 [13] CHAIRMAN ROSE: Yes.
 [14] MR. CIRIELLO: -- I see no problem with it.
 [15] CHAIRMAN ROSE: Yes. And -- and, very
 [16] carefully, we -- we don't want to exceed the
 [17] budget that we have set aside for salaries, and
 [18] this does not exceed that budget. So, are we
 [19] ready for a vote? All in favor.
 [20] MR. CIRIELLO: Aye.
 [21] CHAIRMAN ROSE: Aye.
 [22] MR. LASSITER: Aye.
 [23] MR. WATTS: Aye.
 [24] MS. GREEN: Aye.
 [25] CHAIRMAN ROSE: Opposed?

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[1] increases you have to have to keep that person in
 [2] place, because if you lose him, you not only lose
 [3] potentially greater value in your -- your job,
 [4] but your future earning capacity is reduced.
 [5] And that's where I think Mr. Wuellner brings
 [6] to us here, is not only his ability to perform
 [7] the job now but in years to come. So, that's
 [8] what I have to say on that.
 [9] 9.D. - MR. JOSEPH A. CIRIELLO
 [10] CHAIRMAN ROSE: Mr. Ciriello?
 [11] MR. CIRIELLO: Yes. I would like to add my
 [12] two cents in, in welcoming Mrs. Green on board.
 [13] I'm sure she's going to do a great job. And if
 [14] not, I'll be right here to bounce her like I do
 [15] everybody else. But, now, I --
 [16] CHAIRMAN ROSE: You better wear a football
 [17] helmet.
 [18] MR. CIRIELLO: Huh?
 [19] CHAIRMAN ROSE: She better wear a football
 [20] helmet.
 [21] MS. GREEN: I have those heels, though, Mr.
 [22] Ciriello.
 [23] MR. WUELLNER: There you go.
 [24] MR. CIRIELLO: You can't run very good in
 [25] them, but I can run pretty fast. Okay.

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[1] (No opposition.)
 [2] CHAIRMAN ROSE: Motion is carried. I have
 [3] nothing else.
 [4] 9.B. - MR. DENNIS WATTS
 [5] CHAIRMAN ROSE: Let's move on to the other
 [6] board members. And let's see how we -- how we
 [7] list it here. Dennis?
 [8] MR. WATTS: I would just like to say,
 [9] Mr. Wuellner, you and your staff are doing an
 [10] excellent job, and I know that this board member
 [11] appreciates what you do.
 [12] MR. WUELLNER: Thank you.
 [13] MR. WATTS: So, thank you.
 [14] 9.C. - MR. CHARLES LASSITER
 [15] CHAIRMAN ROSE: Mr. Lassiter?
 [16] MR. LASSITER: Well, I'd like to also
 [17] welcome Ms. Green to -- to our gathering here.
 [18] And it's been a long time coming that we've had
 [19] all five here, so welcome.
 [20] Also, I'd like to say to Mr. Kile, I run a
 [21] business, too, and I understand exactly what
 [22] you're saying. But I also know that if I have an
 [23] employee that is exceptionally good and does his
 [24] job that adds value way beyond inflation, then
 [25] that person is worth doing the percentage

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[1] Other than that joking out of the way, I've
 [2] got two pieces of paper here in front of me, and
 [3] I'm just wondering, what does this AR aging
 [4] summary represent and what does this cowboy boots
 [5] represent?
 [6] MR. LASSITER: The AR report.
 [7] CHAIRMAN ROSE: It's the accounts
 [8] receivable.
 [9] MR. CIRIELLO: This and this (indicating).
 [10] CHAIRMAN ROSE: It's the aging of our
 [11] receivables.
 [12] MR. WUELLNER: The AR, as -- excuse me -- as
 [13] promised, we told you with financial information,
 [14] we'd provide you with the accounts receivable
 [15] aging, which gives you an idea of what the
 [16] current balance is owed the Airport Authority by
 [17] all of the tenants on the airport are, and that's
 [18] what this list represents.
 [19] If you want to go over it, there are several
 [20] items which are -- largely make up the bigger
 [21] items in the greater-than-90 days, are -- several
 [22] of those are items that you authorized to be
 [23] removed from the books a while back, have yet to
 [24] be accomplished. We have somebody new on board
 [25] doing that. That has not made it all the way

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[1] through the AR today.

[2] But you can see this came down from -- I

[3] think it was close to \$80,000 when you last saw

[4] one. It is now down less than \$10,000, most of

[5] which is -- is stuff that was all -- should be

[6] cleared off the books, and will be. But if

[7] you -- if you look here, many of these

[8] significant balances also are credit balances.

[9] CHAIRMAN ROSE: I think Joe also asked about

[10] the --

[11] MR. CIRIELLO: Yeah, what's this?

[12] (indicating).

[13] MR. WUELLNER: The last item is just the

[14] AAAE annual meeting. That's in Dallas. And we

[15] give that information to you every year in the

[16] event any of you wish to attend that. It gives

[17] you an idea of what's all in the -- what all is

[18] included in the conference, in terms of what

[19] activities and the agenda for the event.

[20] MR. CIRIELLO: Does any action have to be --

[21] MR. WUELLNER: If you want to do that --

[22] but -- no, unless you care to attend, then -- if

[23] somebody wants to attend, you need to let me know

[24] which -- you know, for you folks to travel, you

[25] need to kind of generally concur that another

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[1] arrangements.

[2] CHAIRMAN ROSE: Does it help you to have a

[3] motion that simply says that we'll approve any

[4] board member upon their application to you

[5] that --

[6] MR. WUELLNER: That certainly removes any

[7] doubt, as long as --

[8] MR. CIRIELLO: That's what I was getting at,

[9] a prior approval in case anybody wanted to go

[10] that --

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

[12] MR. CIRIELLO: -- the legality to spend the

[13] money is out of the way.

[14] MR. WUELLNER: Certainly --

[15] MR. CIRIELLO: So, I'll make a motion to

[16] that effect.

[17] CHAIRMAN ROSE: Is there a second to that

[18] motion?

[19] MR. WATTS: Yeah, I'll second it.

[20] CHAIRMAN ROSE: Any further discussion?

[21] (No discussion.)

[22] CHAIRMAN ROSE: All in favor?

[23] MR. CIRIELLO: Aye.

[24] CHAIRMAN ROSE: Aye.

[25] MR. LASSITER: Aye.

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[1] member travels.

[2] MR. CIRIELLO: Well, this is what I'm

[3] getting at. There's -- doesn't there have to be

[4] any action by the board to allow or okay the

[5] expenditure for any board member that wants to

[6] go?

[7] MR. WUELLNER: That's what I'm saying. If

[8] any of the board members want to go, you folks

[9] need to authorize that individual to go and to

[10] essentially spend the money to do that.

[11] MR. CIRIELLO: Do we need to make a -- do

[12] that now, make a motion just in case, so that

[13] it's -- it's down on the record or --

[14] MR. WUELLNER: That's fine, if somebody --

[15] if you've got somebody that specifically wants to

[16] go, or members that want to go for that matter,

[17] we can accommodate. I just -- I need to know for

[18] purposes of planning it.

[19] CHAIRMAN ROSE: You need to know

[20] specifically who goes, not generally. If anybody

[21] wants to go --

[22] MR. WUELLNER: Correct.

[23] CHAIRMAN ROSE: -- it's okay.

[24] MR. WUELLNER: And the sooner, the better in

[25] terms of being sure we can accommodate the travel

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[1] MR. WATTS: Aye.

[2] MS. GREEN: Aye.

[3] CHAIRMAN ROSE: Opposed?

[4] (No opposition.)

[5] CHAIRMAN ROSE: Motion carried.

[6] 9.E. - MS. SUZANNE W. GREEN

[7] CHAIRMAN ROSE: Now, Mrs. Green, it's your

[8] turn.

[9] MS. GREEN: I just want to thank the board.

[10] I'm looking forward to this very much. And also

[11] thank Mr. Wuellner and Mr. McClure for taking a

[12] great deal of time the other day to walk me

[13] around the airport and bringing me up to speed as

[14] much as I could in that short period of time as

[15] to what the projects were.

[16] He also provided me, both the parties, with

[17] minutes from the past year or so, which I went

[18] through and which at least got me acquainted with

[19] some of the terminology and the projects that are

[20] going on.

[21] And just want you to know that I'm going to

[22] do the best I can to make this an active and fair

[23] board. We take our job seriously. My family's

[24] here today, too. This is all a part of our

[25] community as well. So, thank you very much. I'm

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[1] looking forward to it.
 [2] CHAIRMAN ROSE: Thank you. We're glad to
 [3] have you. Yes, sir?
 [4] 10. - PUBLIC COMMENT
 [5] MR. KILE: I'd just like to respond to
 [6] Mr. Lassiter. I'm sure Mr. Wuellner is a very
 [7] valuable asset to the Airport Authority. But I
 [8] would like to ask: How long has he been with the
 [9] Airport Authority?
 [10] MR. WUELLNER: Six years.
 [11] MR. KILE: Six years. Were you happy with
 [12] your compensation six years ago?
 [13] MR. WUELLNER: Relative to today?
 [14] MR. KILE: No. Relative to six years ago,
 [15] were you happy with your -- when you applied for
 [16] the job and they posted a salary, were you happy
 [17] with that salary?
 [18] MR. WUELLNER: I was happy with what I
 [19] signed a contract for, yes, sir.
 [20] MR. KILE: Okay. And over the last past
 [21] five years, have you received substantial
 [22] increases in your salary?
 [23] MR. WUELLNER: Not every year, but yes, sir.
 [24] MR. KILE: How about last year?
 [25] MR. WUELLNER: The last calendar year? The

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[1] last 12 months, I haven't received any salary
 [2] increase.
 [3] MR. KILE: When was your last pay increase?
 [4] MR. WUELLNER: October of 2000.
 [5] MR. KILE: October 2000. And what was that
 [6] pay increase?
 [7] MR. WUELLNER: That was 15 percent.
 [8] MR. KILE: Fifteen percent. So, the rest of
 [9] the population -- and this is --
 [10] CHAIRMAN ROSE: I think this is out of
 [11] order. If you are concerned and you want this
 [12] information, if you'll meet with me or with
 [13] Mr. Wuellner privately, I'll give you anything
 [14] you need. But you're following a line of
 [15] discussion that is out of order at this point. I
 [16] appreciate your interest very much.
 [17] MR. KILE: All right, Mr. Chairman.
 [18] CHAIRMAN ROSE: Yeah?
 [19] MR. WATTS: Mr. Chairman. Mrs. Green, I
 [20] apologize to you. I officially also welcome you
 [21] to the board. I unofficially welcomed you a
 [22] while ago, and then I tripped over the chair as I
 [23] came in. But just for the record, it is -- it's
 [24] a pleasure to have you and look forward to
 [25] working with you on the board. Thank you.

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[1] CHAIRMAN ROSE: Anybody else want to welcome
 [2] Ms. Green? Okay. Is there any other public
 [3] comment?
 [4] MR. HARVEY: I'm Mel Harvey, 417 Indian Bend
 [5] Road. Forgot where I live. It is good to see
 [6] five people up there.
 [7] CHAIRMAN ROSE: Yeah, it is.
 [8] MR. HARVEY: I have one question. Last
 [9] year, or maybe a year before last, you mentioned
 [10] about a dirt overrun on -- I think you call it
 [11] the south end of the runway. Has that been
 [12] dropped or going on or whatever?
 [13] MR. WUELLNER: We are not actively moving
 [14] that through.
 [15] MR. HARVEY: You know, I just wondered,
 [16] because I hadn't heard anything or --
 [17] MR. WUELLNER: No. I think the appropriate
 [18] location to discuss that will be in the master
 [19] plan study which --
 [20] MR. HARVEY: Okay. And when will -- when
 [21] will that be ready for review, a couple months?
 [22] MR. WUELLNER: No. This -- we won't even
 [23] begin the effort for two months. It's
 [24] approximately a year-long process to get through
 [25] it, so --

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[1] MR. HARVEY: Well, I understand that, but
 [2] the master plan is -- tentatively, you have it
 [3] ready now or --
 [4] MR. WUELLNER: No, no, no, no. It's
 [5] developed with community input. It's not
 [6] something that we do and just --
 [7] MR. HARVEY: When can the public see that,
 [8] do that?
 [9] MR. WUELLNER: Once the process starts,
 [10] which will be another 60 days or more until we
 [11] receive the federal grant, once we get the grant,
 [12] the effort will begin and that process will be
 [13] ongoing for about a year.
 [14] MR. HARVEY: Well, I understand that, but, I
 [15] mean, how soon could we take a look at it?
 [16] MR. COOPER: It will be a year before it's
 [17] done.
 [18] CHAIRMAN ROSE: Well, it will be developed.
 [19] All the --
 [20] MR. WUELLNER: Yeah, it's not something --
 [21] MR. HARVEY: You don't have a drawing now,
 [22] tentatively?
 [23] MR. WUELLNER: We have the previous master
 [24] plan.
 [25] MR. HARVEY: Well, thank you.

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[1] CHAIRMAN ROSE: Okay.

[2] MR. MILLER: Yes. My name is Russell
 [3] Miller. I'm with the Civil Air Patrol. I'm a
 [4] citizen of the United States, obviously, and St.
 [5] Augustine, Florida, 4805 Winton Circle. And I'm
 [6] a little nervous, so excuse me.

[7] I was wondering if I could indulge the board
 [8] in just a few minutes for a request. I have a
 [9] small handout to give to you regarding the Civil
 [10] Air Patrol and a request I have. And if I
 [11] promise not to mention salaries, could you give
 [12] me just a few minutes?

[13] All right. I'll just hand you out the -- I
 [14] made a copy of it. Basically, I want to make
 [15] sure you know who we are. I bet most people
 [16] don't even know we're here at St. Augustine.
 [17] We've been at St. Augustine for many years. And
 [18] a lot of people don't even know what Civil Air
 [19] Patrol is. And I thought I might just spend
 [20] about two minutes to explain what Civil Air
 [21] Patrol is and what St. Augustine is, and a
 [22] request I have for the board.

[23] The Civil Air Patrol was formed December
 [24] 1st, 1941, a week before Pearl Harbor. It was
 [25] designed for citizens who wanted to help out the

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[1] military who may not have qualified for military
 [2] service, and they wanted to help on the homeland
 [3] security, if you will.

[4] And through the years, during the war, they
 [5] did a lot of things, finding a lot of subs off
 [6] the east coast and even sinking a few with some
 [7] bombs they put on little J-3 Cubs. They served
 [8] the United States very well.

[9] In fact, the German U-boat captains quit
 [10] approaching the coastline because of the
 [11] blankety-blank yellow airplanes that kept flying
 [12] over and bombing them and telling everybody where
 [13] they were at. So, that's how we started and
 [14] that's -- were our roots.

[15] And, today, our mission has slightly
 [16] changed. We don't go out and bomb things or do
 [17] anything like that. We're a civil organization.
 [18] And we're not at wartime with any country right
 [19] now per se in the United States. But we are
 [20] upcoming with homeland security. They've already
 [21] asked us to do some missions for them in the
 [22] future.

[23] And right now, we're comprised of over
 [24] 60,000 members nationwide. We have over 500
 [25] aircraft that we fly around the United States

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[1] doing search-and-rescue missions primarily,
 [2] meaning any downed aircraft, we'll go out and
 [3] find.

[4] We do 80 percent of the United States'
 [5] search-and-recovery missions, which basically
 [6] means if an airplane goes down, the Air Force is
 [7] going to call us out first, because we're their
 [8] auxiliary. We're a volunteer organization for
 [9] the United States.

[10] There's a vision statement, a mission
 [11] statement. I won't read that to you. But
 [12] currently, our missions are aerospace education,
 [13] which we go out to schools and teach kids about
 [14] aerospace; cadet programs, we're bringing up
 [15] youth learning, much like an ROTC program that is
 [16] in the Air Force. We also do emergency services,
 [17] like I just mentioned, disaster relief, and we
 [18] also help with counter narcotics and drug
 [19] reduction.

[20] And recently we've been tasked to go do some
 [21] things for homeland defense, mainly going out and
 [22] looking for ships coming in to port and making
 [23] sure they are the right ships at the right place
 [24] at the right time. Those are the kind of things
 [25] that we're doing.

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[1] Our St. Augustine mission, what we do here
 [2] in St. Augustine is we get called out on a weekly
 [3] basis just about to go find EOT signals that go
 [4] off and EPIRBs that go off.

[5] As you know, there are satellites up, United
 [6] States and Russian, that picks up any signal of a
 [7] distressed vessel. And if it's over land, we get
 [8] called. If it's over the water, the Coast Guard
 [9] gets called. We go out and find them.
 [10] Sometimes -- and 80 percent of them are a
 [11] nondistress, but you never know. And if you
 [12] don't turn off the nondistress signals, it'll
 [13] confuse the ones that really are distress. So,
 [14] if somebody doesn't go out there and find them
 [15] and turn them off, it could end up to lives being
 [16] lost.

[17] And we've actually been here on the airport
 [18] turning them off in hangars and whatnot. So,
 [19] we've actually done a service here in the
 [20] community. We've also done -- recently last year
 [21] during Gabriel tropical storm came through, the
 [22] State authorized us and asked us to go take
 [23] aerial photography, send it back to the State
 [24] EOC.

[25] And we started at St. Augustine, went south

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[1] to Flagler and back over towards the river and
 [2] back up. And sent that back in to them for
 [3] assessment of how bad the tropical storm affected
 [4] this area. And that will be the same thing we
 [5] would do in a hurricane. We've actually worked
 [6] with the state doing lane reversal. We'd be the
 [7] ones flying over the highways to make sure that
 [8] they're clear and that the reversal is working,
 [9] calling it back to the State EOC.

[10] We'd also take pictures after the hurricane
 [11] to do damage assessment. We're probably the
 [12] first ones back in to take pictures and send them
 [13] to the governor. And in fact, CAP, just along
 [14] that same lines, was the first civilian aircraft
 [15] up after September 11th. We actually went above
 [16] where the air -- the twin center -- the towers
 [17] were, and actually took aerial photography for
 [18] the state, for the Governor of Florida -- or New
 [19] York, excuse me. I'm still a little nervous.

[20] But we did that, and we were the first
 [21] civilian airplane up, and we did that with -- in
 [22] fact, in St. Augustine, I believe we were the
 [23] first civilian airplane up for Gabriel, because
 [24] that was just right after September 11th. So, we
 [25] had to go through special procedures or they

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[1] would have come shoot us down kind of thing.
 [2] And I'll kind of wrap this up. What we're
 [3] trying to do is, we have other squadrons in the
 [4] area, like up in Fernandina. They have a nice
 [5] relationship with the county up there. And they
 [6] provide grants and a building for them. And what
 [7] they do, is in return, if -- they do photography
 [8] and sundowner patrols for the county and flies
 [9] over the beaches during the summertime on
 [10] weekends when there's a lot of traffic and a lot
 [11] of people out on the beach, they look for
 [12] distressed cars and boats, you know, just -- and
 [13] basically call it into the Sheriff's Department
 [14] and help them out in that time of need.

[15] We also do like aerial surveys. If you want
 [16] another picture of the airport, a particular
 [17] piece of the airport, we'd be happy to help out
 [18] in those means with digital cameras.

[19] What I'm asking here from the board -- and
 [20] I'll just sum it up. I hope I have -- anybody
 [21] have any questions about what we are and what we
 [22] do?

[23] (No questions.)

[24] MR. MILLER: Okay. Basically, the way it
 [25] works is that the Air Force, when they sanction a

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[1] squadron, you have to have a certain number of
 [2] membership that are United States citizens and
 [3] pass certain security checks, but what they do is
 [4] they expect the community to support that
 [5] organization.

[6] In other words, they'll provide an aircraft,
 [7] if you qualify, and a few radios to talk to the
 [8] Air Force and some of the other CAP units, but
 [9] they expect us, as volunteers, to be able to
 [10] raise the money or the resources to continue the
 [11] squadron.

[12] And just recently, we've done so well in
 [13] this area that the Air Force and the Florida Wing
 [14] has granted us a 2001 Cessna 172S model to base
 [15] here at St. Augustine. You've probably seen the
 [16] red, white, and blue airplane out there on the
 [17] ramp. It's getting ready to get its logos and
 [18] everything put on it. And they were, of course,
 [19] wanting us to put it in a hangar, since it's a
 [20] brand-new airplane. And we just don't have the
 [21] funds to do that.

[22] They're also wanting us to have a permanent
 [23] office location so they can send correspondence
 [24] and keep some of our radio gear that they're
 [25] going to provide for us.

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[1] And they also want us to be able to support
 [2] missions when, like if a hurricane came through
 [3] here and they had set this up as maybe one of the
 [4] command centers, or maybe something happened here
 [5] in St. Augustine, or maybe a missing airplane
 [6] around this area of North Florida, they may set
 [7] this up for a mission base where we'd have up to
 [8] 20 of the Florida Wing airplanes or maybe even
 [9] some from Georgia come in and work out here to
 [10] try to find or do this emergency relief.

[11] So, we need basically access to the ramp,
 [12] parking area, and really a meeting room to be
 [13] able to meet and have training sessions and also
 [14] have missions.

[15] So, what I've asked for in these pages here
 [16] is -- for the Airport Authority to maybe -- what
 [17] I'm asking or requesting is if they would look at
 [18] some of the facilities that either are available
 [19] or may come available in the near future to help
 [20] us support our mission here in St. Augustine,
 [21] which may be a couple of offices, availability of
 [22] a conference room, hangar ramp space, parking,
 [23] those kind of things to help us out.

[24] We'll be also asking for local community
 [25] companies to, you know, contribute funds to help

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[1] us operate. But we're mainly thinking the
 [2] Airport Authority would -- would help us out in
 [3] this endeavor.
 [4] CHAIRMAN ROSE: Okay. I'm sure you
 [5] understand we can't take that action tonight.
 [6] MR. MILLER: No. No, sir. I'm just asking
 [7] for consideration.
 [8] CHAIRMAN ROSE: We have your package and
 [9] your proposal, and we'll look it over and study
 [10] it. And we have your address and we can get a --
 [11] there's a phone number in there. We'll -- we'll
 [12] get back and respond and, if necessary, have
 [13] another --
 [14] MR. MILLER: That's absolutely what I'm
 [15] asking.
 [16] CHAIRMAN ROSE: -- at a future meeting.
 [17] MR. MILLER: That's absolutely what I'm
 [18] asking.
 [19] CHAIRMAN ROSE: That's what we'll do.
 [20] MR. MILLER: Thank you so much.
 [21] CHAIRMAN ROSE: Okay.
 [22] MR. MILLER: Any questions?
 [23] (No questions.)
 [24] MR. MILLER: Thank you. Thank you for your
 [25] time.

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[1] So -- and they're ideally developed with a
 [2] whole lot of public input getting to that point.
 [3] So, typically, you would form one or two
 [4] committees and move it through the process. It's
 [5] got public and citizen input in it.
 [6] CHAIRMAN ROSE: But all of these meetings
 [7] are open to the public.
 [8] MR. WUELLNER: Absolutely.
 [9] CHAIRMAN ROSE: Okay. Mr --
 [10] MR. WUELLNER: And as far as the schedule,
 [11] it will be a function of when the actual funding
 [12] happens and when the project formally kicks off.
 [13] MR. LASSITER: And you -- Ed, you use the
 [14] old master plan as kind of like the guidelines.
 [15] So, nothing is developed --
 [16] MR. WUELLNER: Things like inventory and
 [17] history and things like that generally don't
 [18] change. You know, a couple of new sentences at
 [19] the end so to speak, and that's it. That part of
 [20] it stays the same. So, we're more focused
 [21] entirely in the process on where are we going
 [22] from there.
 [23] CHAIRMAN ROSE: All right.
 [24] 11. - NEXT REGULAR BOARD MEETING
 [25] CHAIRMAN ROSE: Our next meeting is April

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[1] CHAIRMAN ROSE: Mr. Ciriello, you wanted to
 [2] make a comment?
 [3] MR. CIRIELLO: Yeah. Something to what
 [4] Mr. Harvey was talking about. I can't put words
 [5] in his mouth, but I recall that the last master
 [6] plan that was made up was before Mr. Wuellner
 [7] came on board, that there were public meetings
 [8] here with the board and certain individuals who
 [9] were working on the master plan to put input into
 [10] it.
 [11] And I think this is what he's asking, is if
 [12] the public is going to be able to be in on these
 [13] meetings and --
 [14] MR. WUELLNER: Absolutely.
 [15] MR. CIRIELLO: -- put in some import --
 [16] input, and if so, what times -- you know, will
 [17] they be announced publicly that there'd be a
 [18] meeting so that they can come? I'm not sure, but
 [19] I think that's what he was asking.
 [20] MR. WUELLNER: Yeah. The answer is yes,
 [21] they're required, in order to submit the master
 [22] plan for consideration of FAA's approval, the
 [23] public meeting side of it. And yes, they have to
 [24] be held like a normal public hearing would be and
 [25] public information.

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[1] 15th, 4 o'clock right here. The meeting is
 [2] adjourned.
 [3] (Thereupon, the meeting adjourned at 5:31 p.m.)
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[1] REPORTER'S COURT 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

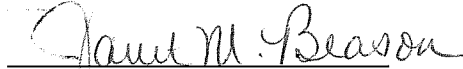
[8] foregoing proceedings and that the transcript is a true

[9] record of my stenographic notes.

[10]

[11] Dated this 1st day of April, 2002.

[12]



[13]

JANET M. BEASON, RPR-CP, RMR, CRR
Notary Public - State of Florida
My Commission No.: CC 705710
Expires: April 30, 2002

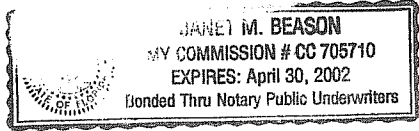
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