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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 19, 2001  
 [ 6] from 4:11 p.m. to 5:23 p.m.  
 [ 7] \*\*\*\*\*  
 [ 8] BOARD MEMBERS PRESENT:  
 [ 9] WILLIAM "BILL" ROSE, Chairman  
 [10] CHARLES LASSITER  
 [10] JOSEPH CIRIELLO  
 [11] JIM BRYANT, County Commissioner/Airport Liaison  
 [11] \*\*\*\*\*  
 [12] BOARD MEMBERS ABSENT:  
 [13] DENNIS R. WATTS, Secretary-Treasurer  
 [14] BARBARA BOSANKO (Leave of absence)  
 [15] \*\*\*\*\*  
 [16] ALSO PRESENT:  
 [17] CINDY BARTIN, Esquire, Rogers, Towers, Bailey,  
 [18] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,  
 [18] FL, 32084, Attorney for Airport Authority.  
 [19] EDWARD WUELLNER, A.A.E., Executive Director.  
 [20] BRYAN COOPER, Assistant Airport Director.  
 [21] \*\*\*\*\*  
 [22] St. Augustine Court Reporters  
 [23] 1510 N. Ponce de Leon Blvd., Suite A  
 [23] St. Augustine, FL 32084  
 [24] (904) 825-0570  
 [25]

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[ 1] P R O C E E D I N G S  
 [ 2] CHAIRMAN ROSE: Pleased to report we now  
 [ 3] have a program -- a quorum, and our meeting is  
 [ 4] called to order. Our first order of business is  
 [ 5] pledge of allegiance to the flag.  
 [ 6] (Pledge of Allegiance.)  
 [ 7] CHAIRMAN ROSE: Please be seated. Donna,  
 [ 8] are you ready?  
 [ 9] AIRPORT SECRETARY: I'm ready.  
 [10] CHAIRMAN ROSE: Okay. All right.  
 [11] APPROVAL OF MEETING MINUTES  
 [12] CHAIRMAN ROSE: You have a -- the minutes of  
 [13] the last meeting were distributed with the agenda  
 [14] package. Are there any additions or corrections  
 [15] to the minutes as they were distributed?  
 [16] (No additions or corrections.)  
 [17] CHAIRMAN ROSE: Hearing none --  
 [18] MR. CIRIELLO: I'll make a motion to accept.  
 [19] CHAIRMAN ROSE: -- I'll -- the minutes are  
 [20] approved as they were distributed. Joe, under  
 [21] our new rules, we don't need a motion.  
 [22] MR. CIRIELLO: Oh, you don't?  
 [23] CHAIRMAN ROSE: If there's no objection, we  
 [24] just declare that they're accepted.  
 [25] MR. CIRIELLO: Oh, okay.

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[ 1] CHAIRMAN ROSE: Now, if there's a problem,  
 [ 2] then we'll, you know...  
 [ 3] MR. CIRIELLO: All right.  
 [ 4] ACCEPTANCE OF FINANCIAL REPORTS  
 [ 5] CHAIRMAN ROSE: Financial reports. We don't  
 [ 6] have our treasurer here. The financial reports,  
 [ 7] well, they were on your -- packet. Ed, is there  
 [ 8] anything we need to know about those?  
 [ 9] MR. WUELLNER: Other than they were late,  
 [10] no.  
 [11] CHAIRMAN ROSE: Hearing no comment, we'll  
 [12] accept the financial reports as they were  
 [13] distributed, and if our treasurer has some  
 [14] comments at the next meeting, we'll pick it up  
 [15] then.  
 [16] APPROVAL OF MEETING AGENDA  
 [17] CHAIRMAN ROSE: And are there any changes or  
 [18] additions to the agenda package, the agenda?  
 [19] (No changes or additions.)  
 [20] CHAIRMAN ROSE: Okay. If not, the agenda  
 [21] stands approved as it was distributed. We'll  
 [22] begin with our reports. Mr. Bryant for St. Johns  
 [23] County.  
 [24] 6.A. - COMMISSIONER BRYANT  
 [25] MR. BRYANT: No report, sir. No report.

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[ 1] CHAIRMAN ROSE: Okay. Aero Sport?  
 [ 2] 6.B. - MR. SLINGLUFF  
 [ 3] MR. SLINGLUFF: No reports.  
 [ 4] CHAIRMAN ROSE: Okay. Northrop.  
 [ 5] 6.C. - MR. LESLIE  
 [ 6] MR. LESLIE: No report, sir.  
 [ 7] CHAIRMAN ROSE: No report. St. Augustine  
 [ 8] Pilots Association. Wayne?  
 [ 9] 6.D. - MR. GEORGE  
 [10] MR. GEORGE: Yes, sir. Wayne George, St.  
 [11] Augustine Pilots Association. At the last  
 [12] meeting, we threw an additional item in to  
 [13] discuss, fuel, you know, on the facility, and  
 [14] what I'd like to do is I'd like to recommend that  
 [15] we add this as an agenda item. And when you  
 [16] threw it open, I didn't know if the audience  
 [17] could say, hey, throw one on if it was left here.  
 [18] That's the reason I didn't say anything.  
 [19] But it might be more meaningful if we talk  
 [20] about this maybe after the capital project  
 [21] priority list, just to kind of talk about what we  
 [22] found so far, you know, the other investigation  
 [23] that we've done.  
 [24] CHAIRMAN ROSE: This was your report on the  
 [25] gasoline --

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[ 1] there are no -- that that's consistent with what  
 [ 2] you directed us to do last time, that will serve  
 [ 3] as the revised Strategic Plan for the discussions  
 [ 4] later.  
 [ 5] Counter -- next item I have is a counter  
 [ 6] space lease request in the terminal, and it's to  
 [ 7] be -- would be used -- be leased to Aero Sport  
 [ 8] for the purposes of establishing a separate  
 [ 9] location for the rental car --  
 [10] CHAIRMAN ROSE: Wait a minute, Ed.  
 [11] MR. WUELLNER: -- business element.  
 [12] CHAIRMAN ROSE: Ed?  
 [13] MR. WUELLNER: Sir?  
 [14] CHAIRMAN ROSE: Back to the copies of the  
 [15] Strategic Plan.  
 [16] MR. WUELLNER: Uh-huh.  
 [17] CHAIRMAN ROSE: Is that -- have you  
 [18] completed your presentation on that?  
 [19] MR. WUELLNER: Yes, sir.  
 [20] CHAIRMAN ROSE: And all you've done is made  
 [21] the changes as we suggested at the last meeting.  
 [22] MR. WUELLNER: Yes, sir.  
 [23] CHAIRMAN ROSE: Any comment from anybody?  
 [24] MR. CIRIELLO: Well, I just wondered if we  
 [25] had to make any motions to accept that part of

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[ 1] MR. GEORGE: Yes, uh-huh.  
 [ 2] CHAIRMAN ROSE: -- prices?  
 [ 3] MR. GEORGE: We had made a -- we had made a  
 [ 4] request of the Authority, the board last week,  
 [ 5] that they consider two items. One item is  
 [ 6] consider putting in a self-service pump on the  
 [ 7] field. And the second item is start putting into  
 [ 8] their plans for the future a second FBO on the  
 [ 9] field.  
 [10] CHAIRMAN ROSE: Well, why don't I just add  
 [11] an item then under capital projects, the last  
 [12] item, say the Pilots Association has a  
 [13] discussion --  
 [14] MR. GEORGE: That'd be fine.  
 [15] CHAIRMAN ROSE: -- okay?  
 [16] MR. GEORGE: That's good. Thanks.  
 [17] CHAIRMAN ROSE: Okay. Wayne George. Cindy?  
 [18] 6.E. - MS. BARTIN  
 [19] MS. BARTIN: Nothing to report.  
 [20] CHAIRMAN ROSE: Okay. Let's move to our  
 [21] action items. Ed Wuellner, why don't you take  
 [22] over.  
 [23] 7.A. - REVISED COPIES OF STRATEGIC PLAN  
 [24] MR. WUELLNER: Let you know that you have a  
 [25] copy of the revised Strategic Plan, and assuming

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[ 1] the agenda or not.  
 [ 2] CHAIRMAN ROSE: I think we do. I think we  
 [ 3] need to have a motion to accept that plan as it  
 [ 4] has been amended. I would entertain a motion.  
 [ 5] MR. CIRIELLO: If that's what we need to do,  
 [ 6] then I'll make that motion to accept it.  
 [ 7] CHAIRMAN ROSE: Sure could use a second.  
 [ 8] MR. WUELLNER: I can't --  
 [ 9] MR. LASSITER: Was that --  
 [10] MR. WUELLNER: It won't hurt to do it twice,  
 [11] but I thought you did it last month with the  
 [12] changes.  
 [13] MR. LASSITER: We approved it as per the  
 [14] changes. I'll second the motion, to move along.  
 [15] CHAIRMAN ROSE: Okay. Any discussion?  
 [16] (No discussion.)  
 [17] CHAIRMAN ROSE: All in favor? Aye.  
 [18] MR. CIRIELLO: Aye.  
 [19] MR. LASSITER: Aye.  
 [20] CHAIRMAN ROSE: Opposed?  
 [21] (No opposition.)  
 [22] CHAIRMAN ROSE: Okay. Strategic Plan is  
 [23] amended as -- as suggested last week. Okay.  
 [24] Excuse me, Ed, go ahead.  
 [25] 7.B. - COUNTER LEASE - AERO SPORT

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[ 1] MR. WUELLNER: Again, counter space lease is  
[ 2] the next item, and it would be a lease with Aero  
[ 3] Sport for one of the counters in the terminal to  
[ 4] be used for a stand-alone automobile rental. As  
[ 5] a part of the Aero Sport agreement with us, they  
[ 6] currently lease vehicles using their own  
[ 7] leasehold.

[ 8] They would like to be able to move that  
[ 9] business unit to a separate facility, just I  
[10] think to free up some space in their -- their  
[11] center area there.

[12] The lease amounts to 96 square feet of area.  
[13] Would begin April 1st. Would be initially a  
[14] five-year agreement with some options, year  
[15] annual renewals after that. It's at the market  
[16] rate in the terminal of \$17 per square foot per  
[17] year and would equate to \$1,632 per year for the  
[18] lease.

[19] It also attempts to clean up several items  
[20] surrounding the rental car business, provides a  
[21] couple of additional reserve spaces in the  
[22] terminal, but in exchange gets cooperation on  
[23] where the rental cars are to be returned in the  
[24] complex and hopefully will greatly clean up the  
[25] confusion that exists in the terminal area as to

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[ 1] where to pick up and where to drop off rental  
[ 2] cars. Also establishes a requirement that they  
[ 3] use the newly constructed wash rack for the  
[ 4] purposes of the rental car prep.

[ 5] I think that was generally it. But it would  
[ 6] be Staff's recommendation that the Airport  
[ 7] Authority authorize the lease with Aero Sport for  
[ 8] the rental car business and that the Executive  
[ 9] Director's signature be authorized on the lease  
[10] agreement itself.

[11] I don't know if you want to -- if Aero Sport  
[12] had any other comments other than what you gave  
[13] me, just related to it.

[14] CHAIRMAN ROSE: Okay. Any of y'all have any  
[15] questions of Ed on this issue?

[16] (No questions.)

[17] CHAIRMAN ROSE: Any public comment?

[18] (No public comment.)

[19] CHAIRMAN ROSE: If there is no comment, I'll  
[20] entertain a motion to accept the Staff  
[21] recommendation.

[22] MR. LASSITER: I make a motion to accept  
[23] Staff recommendation.

[24] MR. CIRIELLO: Second.

[25] CHAIRMAN ROSE: All in favor? Aye.

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[ 1] MR. LASSITER: Aye.

[ 2] MR. CIRIELLO: Aye. I'm sorry. I fell  
[ 3] asleep. Aye.

[ 4] CHAIRMAN ROSE: Okay. Motion carried.

[ 5] 7.C. - TERMINAL PHASE II CONTRACT

[ 6] MR. WUELLNER: I'll try to make the next  
[ 7] item a little more rivetting for you. The next  
[ 8] item I have is a request to add Phase II work to  
[ 9] the existing terminal contract, terminal area  
[10] development contract. This would facilitate the  
[11] four additional corporate hangars that were  
[12] originally envisioned in the terminal area  
[13] expansion and bid, however, not awarded  
[14] initially.

[15] It's our belief that in our discussions with  
[16] Florida DOT as well as the contractor, that we  
[17] would be well advised to go ahead and make the  
[18] award of Phase II. The paperwork from Florida  
[19] DOT will catch up with us before or approximately  
[20] July of this year to amend the grant.

[21] There are no cash flow issues related to it,  
[22] as all of this would be accomplished in our  
[23] budget year; however, you won't have the grant --  
[24] final grant agreements cleaned up until after  
[25] that time until July. But there -- I don't see

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[ 1] any issues out there.

[ 2] But it would be our recommendation that we  
[ 3] award Phase II work to Global Construction in the  
[ 4] amount of \$661,151, and again, authorize the  
[ 5] Executive Director's signature to the contract  
[ 6] documents related thereto. And you will see the  
[ 7] grant agreements when they are available to us  
[ 8] from Florida DO2 -- DOT for the balance of the  
[ 9] grant work.

[10] CHAIRMAN ROSE: Any questions of Ed from the  
[11] Board?

[12] MR. LASSITER: I have one quick question.

[13] MR. WUELLNER: Uh-huh.

[14] MR. LASSITER: I know you don't anticipate  
[15] any snags, but what happens with this thing if we  
[16] do hit snags on the FDOT?

[17] MR. WUELLNER: It's covered by the existing  
[18] grant in terms of the description. The -- what  
[19] DOT is doing for us is closing out or basically  
[20] reshuffling some grants that we already have.

[21] MR. LASSITER: Uh-huh.

[22] MR. WUELLNER: They have to carry that money  
[23] forward in the next year in order to give it back  
[24] to us. So, the money is actually there, it's  
[25] just got to -- it's got to follow the channel

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[ 1] through the next fiscal year in order to get back  
 [ 2] to us. They can't do it in a current year.  
 [ 3] MR. LASSITER: So that's pretty much a  
 [ 4] hundred percent --  
 [ 5] MR. WUELLNER: Yeah, it's just formality of  
 [ 6] getting there.  
 [ 7] CHAIRMAN ROSE: Okay. Any public comment,  
 [ 8] questions from the public?  
 [ 9] (No public comment.)  
 [10] CHAIRMAN ROSE: Y'all ready to vote on to  
 [11] the issue? I'll entertain a motion to accept the  
 [12] Staff recommendation.  
 [13] MR. LASSITER: Make a motion that we accept  
 [14] Staff recommendation on item 7.C.  
 [15] MR. CIRIELLO: I'll second.  
 [16] CHAIRMAN ROSE: Any further discussion?  
 [17] (No further discussion.)  
 [18] CHAIRMAN ROSE: All in favor, say aye.  
 [19] MR. CIRIELLO: Aye.  
 [20] MR. LASSITER: Aye.  
 [21] CHAIRMAN ROSE: Opposed?  
 [22] (No opposition.)  
 [23] CHAIRMAN ROSE: Motion's carried.  
 [24] Okay. Capital projects priority  
 [25] presentation, Ed.

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[ 1] development, construct corporate hangar, improve  
 [ 2] the aircraft apron area, and construct some  
 [ 3] additional T-hangars.  
 [ 4] Master Plan, as a first project, is required  
 [ 5] to meet all the future needs of funding projects.  
 [ 6] It also provides a blueprint for a 20-year  
 [ 7] horizon year for the future development of the  
 [ 8] airport. It largely governs the direction the  
 [ 9] airport intends to go or is likely to go over a  
 [10] 20-year period. The first five years being of  
 [11] more certainty and of much more critical nature.  
 [12] This is what the airport has been developing  
 [13] on in previous years. The last update was in the  
 [14] year 2006 -- excuse me, 1996. The planning --  
 [15] the document itself provides for 5-, 10- and  
 [16] 20-year snapshots of what the airport would  
 [17] likely look like.  
 [18] It's a fairly expensive endeavor. It's  
 [19] largely funded by FAA at a 90/5/5 ratio, the  
 [20] State and the Authority each picking up 5 percent  
 [21] of the total. We envision this study also  
 [22] including an effort toward air service market --  
 [23] and what was the other element?  
 [24] MR. COOPER: I think we had the feasibility  
 [25] study on the seaplane.

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[ 1] 7.D. - CAPITAL PROJECTS PRIORITY PRESENTATION  
 [ 2] MR. WUELLNER: Okay. We prepared a -- some  
 [ 3] slides to be able to -- which correspond exactly  
 [ 4] to the handout that you had in your agenda  
 [ 5] package. So you're not going to see anything  
 [ 6] new, other than perhaps hearing some discussion  
 [ 7] to go with it.  
 [ 8] It's organized such that it goes with a  
 [ 9] summary on a year-to-year basis for the next five  
 [10] years, and then it's further broken down into  
 [11] individual projects with a very brief description  
 [12] of the project. And that would be the time to  
 [13] try and interject questions or adjustments. I  
 [14] suspect we'll try and approve these.  
 [15] CHAIRMAN ROSE: What will you do, give us a  
 [16] one-year presentation and then we'll have a  
 [17] discussion on that year?  
 [18] MR. WUELLNER: I think that's probably the  
 [19] most expedient way. That way, everybody's  
 [20] talking about the same year.  
 [21] CHAIRMAN ROSE: All right.  
 [22] MR. WUELLNER: Initially, year 2002 capital  
 [23] projects as listed would include updating the  
 [24] Airport Master Plan, constructing an airport  
 [25] maintenance facility, hangar construction site

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[ 1] MR. WUELLNER: Yeah.  
 [ 2] MR. COOPER: The air service study and I  
 [ 3] can't remember whether that included the  
 [ 4] multimodal study or --  
 [ 5] MR. WUELLNER: No. I don't think it did.  
 [ 6] Oh, it was a terminal development study, terminal  
 [ 7] area study. All of those elements would be  
 [ 8] included in the scope of the Master Plan Study.  
 [ 9] And it's fairly high priority with the  
 [10] Federal Government, so it's -- will likely get  
 [11] funded during the next fiscal year of FAA  
 [12] beginning October of next year -- October of this  
 [13] year, with -- and the duration of the study  
 [14] typically is a year in order to complete it and  
 [15] adopt it and accomplish the public hearings and  
 [16] all the things that go into that.  
 [17] I suspect it will be organized much like the  
 [18] transportation center development in that you'll  
 [19] have citizens and technical working groups that  
 [20] assist the Authority in developing the actual  
 [21] guts of the project in addition to consultant  
 [22] services.  
 [23] Airport maintenance facility. This would  
 [24] provide about 5,000 square foot of facility at a  
 [25] cost of \$450,000. This would replace the halfway

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[ 1] existing trailer down the street, mobile home  
[ 2] unit that the Airport Authority has used for the  
[ 3] last several years and which lost a roof during  
[ 4] the storms a couple of years ago.

[ 5] It would be a 50/50 project with Florida  
[ 6] DOT, and would include some site improvements to  
[ 7] paving. It might include, depending on the  
[ 8] project budget, a -- something reminiscent of a  
[ 9] shade hangar in which to park vehicles and  
[10] equipment, mowing equipment and the like outside  
[11] the weather.

[12] Next project's a hangar construction, the  
[13] site development, and this would be primarily  
[14] aimed at two areas on the airport; one being the  
[15] northeast corporate area, the other being the  
[16] area immediately south of the last three hangars  
[17] built, T-hangars built on the airport.

[18] So, down Estrella Avenue, the 300 block --  
[19] 300 block of Estrella Avenue, and would be an  
[20] 80/20 project with FDOT. It would include things  
[21] like establishing the drainage, the construction  
[22] of the drainage, any taxiways or utility inputs  
[23] to that area and the area to the northeast.

[24] Next is construct corporate hangars, and  
[25] \$1.3 million would facilitate the development up

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[ 1] to three corporate hangars, primarily targeted in  
[ 2] the northeast hangar corporate area. It could  
[ 3] also be used to build out the last unit in the  
[ 4] eastside corporate area that has site ability.  
[ 5] That would be at a 50/50 rate with Florida DOT.

[ 6] Next one is improve the aircraft apron.  
[ 7] This is a project that was programmed with DOT  
[ 8] and it's likely to be nothing more than a slurry  
[ 9] sea or over -- slurry seal or overlay in areas,  
[10] specific areas of the terminal. This will be  
[11] followed up in a year or two -- I'm not sure  
[12] exactly where it fits right here, but --

[13] MR. COOPER: One year, next year.

[14] MR. WUELLNER: -- the following year with a  
[15] federal project to construct additional apron in  
[16] anticipation of the -- the continued anticipation  
[17] of the growth that we've been seeing.

[18] Construct two 12-unit T-hangars. This is a  
[19] \$700,000 project, and this is designed to  
[20] replace --

[21] CHAIRMAN ROSE: Okay. You're moving into  
[22] the next year.

[23] MR. COOPER: That's still on it, isn't it?

[24] MR. WUELLNER: I have it as project number  
[25] 6.

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[ 1] CHAIRMAN ROSE: Two 12-unit T-hangars. I  
[ 2] have for 2003.

[ 3] MR. LASSITER: Unless it's out of order.

[ 4] MR. WUELLNER: It's under construct  
[ 5] T-hangars.

[ 6] MR. COOPER: It may have gotten left off.

[ 7] MR. LASSITER: Here, it's -- is that the one  
[ 8] you're talking about?

[ 9] MR. WUELLNER: Yeah.

[10] MR. LASSITER: It's --

[11] MR. WUELLNER: It just got past the sheet.  
[12] It's a 2002 project. Anyway, this is designed to  
[13] replace with two T-hangar units the three rows of  
[14] port-a-ports that exist out there today.

[15] It provides essentially the same capacity,  
[16] but the problem it solves long term is to correct  
[17] the nonstandard separation between the buildings  
[18] there that would allow long-term expansion into  
[19] the -- a cross Estrella Avenue. Without getting  
[20] the right separation moving across the street  
[21] would be impossible from that location.

[22] So it does -- it does two things, get rid --  
[23] gets rid of a long-term maintenance problem that  
[24] the airport's had as well as provide for future  
[25] projects to the south of that area. And I think

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[ 1] that concludes the year 2002 projects.

[ 2] CHAIRMAN ROSE: All right. We'll open  
[ 3] discussion then for those items included in the  
[ 4] 2002 plan. Any questions or discussion from  
[ 5] board members?

[ 6] MR. CIRIELLO: Yeah, this is before you  
[ 7] continue on? Okay. I wanted to ask about this  
[ 8] airport maintenance facility. I thought -- I  
[ 9] wrote myself a note down. I thought maybe you  
[10] was talking about replacing the one we have over  
[11] there at the FBO, but then you said replace the  
[12] mobile home and what.

[13] You're telling me that the Airport Authority  
[14] needs a facility that big to put in its tractors  
[15] and lawn mowers and trucks and whatnot that costs  
[16] almost a half a million dollars? And you're  
[17] talking about the mobile home, which used to be  
[18] the office for this place, and it's now here.  
[19] You're not -- this isn't including changing this  
[20] building in this facility, is it?

[21] MR. WUELLNER: No. This will remain  
[22] administrative, this building.

[23] MR. CIRIELLO: Isn't that a pretty big  
[24] project just to put in some tractors and lawn  
[25] mowers and a few trucks --

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[ 1] MR. WUELLNER: Well, the facility -- the  
[ 2] building part of what would be constructed here  
[ 3] is the indoor warehouse stuff that the Airport  
[ 4] Authority keeps, and includes everything from  
[ 5] airfield lighting pieces and parts and  
[ 6] components, stuff that's scattered over four  
[ 7] buildings now, one of which is located within the  
[ 8] building restriction line of Runway 6/24, and  
[ 9] really needs to be removed over a period of time  
[10] here.

[11] The other building we use routinely is the  
[12] one located at the end of North Boulevard, which  
[13] was a fairly dilapidated metal building that was  
[14] acquired as a part of some land there. And we  
[15] also have a block, kind of a block building  
[16] that's sitting on the same site as we're  
[17] proposing this that serves as a kind of a garage  
[18] catchall place at this location.

[19] This facility that we're proposing would  
[20] organize and facilitate the proper maintenance  
[21] and inventory of parts and things the Airport  
[22] Authority maintains to a routine basis.

[23] MR. CIRIELLO: Could I ask you, is there any  
[24] equipment that could be considered valuable that  
[25] we have that sits outside because we have no

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[ 1] shelter for it that this would help facilitate?

[ 2] MR. WUELLNER: Other than small riding lawn  
[ 3] mowers, all of our maintenance equipment sits  
[ 4] outside today.

[ 5] MR. CIRIELLO: Well, I mean, what about  
[ 6] parts, like parts for hangars and things like  
[ 7] that?

[ 8] MR. WUELLNER: That's the type of stuff that  
[ 9] could -- that is inventoried and some of it needs  
[10] to be inside, some of it can be done outside.

[11] MR. CIRIELLO: Yeah. In other words, we  
[12] could get more stuff under roof and protect it  
[13] with this facility than what we have now.

[14] MR. WUELLNER: Oh, yeah.

[15] MR. CIRIELLO: Oh, okay.

[16] MR. WUELLNER: It's a dramatic improvement.

[17] MR. CIRIELLO: Okay.

[18] MR. WUELLNER: And the square footage is  
[19] approximate. That was based on an estimate we  
[20] did a couple of years ago.

[21] MR. LASSITER: I have just a -- I'm assuming  
[22] that this is going to be a steel metal structure.

[23] MR. WUELLNER: Yes.

[24] MR. LASSITER: Well, in following Joe's  
[25] questioning, I have a little question as to the

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[ 1] \$90 a square foot for a steel building.

[ 2] MR. WUELLNER: Well, there's --

[ 3] MR. LASSITER: That's a pretty upper-end  
[ 4] steel building --

[ 5] MR. WUELLNER: As I said, there's more to it  
[ 6] than the building. It would include also in  
[ 7] addition to that have a -- we're hoping to be  
[ 8] able to construct a lean-to, shade hangar kind of  
[ 9] a thing, a stand-alone thing that allows vehicle  
[10] areas -- vehicles to be parked under it and out  
[11] of the weather. But it's not an enclosed metal  
[12] building; the second building of this.

[13] Also, there's site improvements that have to  
[14] be done there, including paving that area. I'm  
[15] sure the County's going to require us to pave  
[16] that area once we go into construction over  
[17] there. Any drainage-related things, anything  
[18] that comes out of the permitting. They are two  
[19] separate buildings facilitated into this.

[20] MR. LASSITER: So your number is pretty much  
[21] a ballpark number that you're saying --

[22] MR. WUELLNER: This is actually about  
[23] \$250,000 less than what we originally or what  
[24] was -- the engineering estimate that was  
[25] prepared, what, two years ago.

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[ 1] We had an engineering estimate prepared on  
[ 2] the site and we felt that there were things that  
[ 3] were in that original one that could be pared out  
[ 4] of it to make it within the grant abilities of  
[ 5] Florida DOT and the airport's budget. I'm trying  
[ 6] to -- what else was in there; do you remember?

[ 7] But it will -- right now, we have no way of  
[ 8] loading or unloading anything off of a tractor  
[ 9] trailer short -- I mean, if it can't be lifted  
[10] off of there, we don't own anything to do that  
[11] kind of stuff.

[12] MR. LASSITER: So you're talking about  
[13] loading docks and --

[14] MR. WUELLNER: At least one, to be able to  
[15] move things on and off of trucks.

[16] MR. COOPER: There was restroom, air  
[17] compressors with wiring and some equipment --

[18] MR. WUELLNER: They were going to facilitate  
[19] the sign-making down there. Basically move --

[20] MR. PEARCE: I'm James Pearce. I'm with  
[21] Earth Tech. We're your general consulting  
[22] engineer.

[23] Basically what we did two years ago when the  
[24] hurricane came through, we looked at that  
[25] facility. It's -- we were talking about putting

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[ 1] a 10,000-square-foot pre-engineered metal  
 [ 2] building in there with a -- with a depressed  
 [ 3] loading dock so that they could offload  
 [ 4] fertilizer and that kind of thing.  
 [ 5] We also included a 2,000-square-foot office  
 [ 6] space down there to house a location for a break  
 [ 7] room, if you will, for your maintenance staff and  
 [ 8] we were looking at restrooms and things like  
 [ 9] lockers so that they could store their personal  
 [10] belongings, so they could change out of their  
 [11] uniform if they wanted to.  
 [12] Those kinds of things we included, we  
 [13] probably don't need them. I don't know, we threw  
 [14] all that stuff in when we were starting to look  
 [15] at it for a budget. And as Ed says, we've pared  
 [16] out some of those things at this time.  
 [17] MR. LASSITER: I just recently completed  
 [18] construction of a 10,000-square-foot building and  
 [19] the square footage cost of this is just way, way  
 [20] over what I came in on mine, and mine has  
 [21] everything but the loading docks. It has  
 [22] bathrooms and offices and all of these other  
 [23] things, and it's -- this is just a really high  
 [24] number.  
 [25] MR. PEARCE: Yeah. The 10,000 square foot

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[ 1] going to be impacted by that location?  
 [ 2] MR. WUELLNER: The first two would not. The  
 [ 3] two we're proposing in 2003 would likely be on  
 [ 4] that site or part of that site.  
 [ 5] MR. LASSITER: Okay. As you well know,  
 [ 6] that's still something that we really -- it's  
 [ 7] kind of like you have to know that before we move  
 [ 8] into the other. And I know there's some people  
 [ 9] out in the audience that are asking questions  
 [10] every month as to what is the timetable of that  
 [11] to come in front of us.  
 [12] MR. WUELLNER: Well, the first \$550,000 of  
 [13] the site development money, you executed a grant  
 [14] on last fall, and is literally waiting on  
 [15] retrieval of the property to begin some of the  
 [16] site development work.  
 [17] MR. LASSITER: Now, if that does not go  
 [18] through, if those properties are not obtained,  
 [19] where do we go from there?  
 [20] MR. WUELLNER: If they were not?  
 [21] MR. LASSITER: Yes.  
 [22] MR. WUELLNER: I assume we'd work around it  
 [23] by not going down that far and would have to  
 [24] attempt to repermit the Water Management and all  
 [25] of that with the Water Management District.

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[ 1] just covered the warehouse and then you came out  
 [ 2] and we had 4,000 square feet or 2,000 square feet  
 [ 3] for the office and locker room space, and then we  
 [ 4] had another 8,000 square feet for your shed  
 [ 5] hangar.  
 [ 6] You know, it's all built into that  
 [ 7] 10,000-square-foot cost, including all the paving  
 [ 8] and the drainage and bringing the water lines  
 [ 9] across the street, all of those kinds of things.  
 [10] And you're right, that number's probably more in  
 [11] line with \$50 -- \$50 to \$60 a square foot.  
 [12] MR. LASSITER: I don't want to micromanage  
 [13] it, but by the same token, it sounds like it's  
 [14] truly Cadillacking the building at this price.  
 [15] So I need to probably take a look at what y'all  
 [16] are doing before I can make a --  
 [17] MR. WUELLNER: Oh, yeah. I mean, you're  
 [18] going to -- you'd see the whole project before  
 [19] that, anyway.  
 [20] MR. LASSITER: I have one other question.  
 [21] Thank you. When we go into this T-hangar, or  
 [22] kind of move back to the other one, let me have  
 [23] a -- if I can -- Ed, if it's -- if you're able to  
 [24] do it now, we're -- we moved probably four months  
 [25] ago for some condemnation. Are these T-hangars

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[ 1] MR. LASSITER: Okay.  
 [ 2] MR. WUELLNER: Try to find another way to  
 [ 3] do --  
 [ 4] MR. LASSITER: When -- when do you see that  
 [ 5] coming before us?  
 [ 6] MR. WUELLNER: The condemnation part?  
 [ 7] MR. LASSITER: Right.  
 [ 8] MR. WUELLNER: The last update I had from  
 [ 9] Mark Arnold a couple of weeks ago before he went  
 [10] in for emergency appendectomy is we will see  
 [11] it -- you will have that information to make the  
 [12] determination whether to make the offers at your  
 [13] April meeting. So, next month.  
 [14] MR. LASSITER: Okay.  
 [15] MR. WUELLNER: That's when you'll make the  
 [16] decision whether to extend offers to those  
 [17] individuals or not.  
 [18] MR. LASSITER: That's it.  
 [19] CHAIRMAN ROSE: Joe, have you got anything  
 [20] else on this year?  
 [21] MR. CIRIELLO: I will later, but not right  
 [22] now.  
 [23] CHAIRMAN ROSE: Okay. Any public comment?  
 [24] (No public comment.)  
 [25] CHAIRMAN ROSE: Okay. Let's -- are we ready

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[ 1] to move on to 2003? Okay.

[ 2] MR. WUELLNER: Are you better with them or

[ 3] without (talking to Mr. Cooper)?

[ 4] MR. COOPER: Amazing what these do.

[ 5] MR. WUELLNER: I know for me that's a fact.

[ 6] All right. Summary, 2003. Construct additional

[ 7] aircraft apron as -- and runway safety area, and

[ 8] I thought -- all right. And construct corporate

[ 9] hangars. The first one is the construct

[10] additional aircraft apron. Or there's a -- I'm

[11] sorry, I skipped over two T-hangars, two 12-unit

[12] T-hangars.

[13] The first one is construct additional

[14] aircraft apron, and this would facilitate

[15] approximately 20,000 square yards of additional

[16] aircraft parking apron in the vicinity of the

[17] fixed base operator or in support of fixed base

[18] operator operations.

[19] This could occur in one of two places; the

[20] existing FBO area, or in the event the Authority

[21] desires to pursue a second FBO, that could be

[22] earmarked for an FBO area, a second FBO area as

[23] the initial development area. Either way, it

[24] provides necessary capacity for parking aircraft.

[25] It would be a 90/5/5 project, with FAA picking up

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[ 1] necessary. It falls into the same category of

[ 2] funding that corporate hangars do. So it could

[ 3] be defined or changed at the end.

[ 4] We also have corporate hangar construction

[ 5] there, that would either build a single larger

[ 6] hangar in the area of about 20,000 square foot or

[ 7] facilitate two smaller in the general area of

[ 8] about 10,000 square foot each.

[ 9] Again, would either go in the eastside

[10] corporate area or the northeast development area.

[11] Could also go in the south, if that would be a

[12] change of direction later on. It could literally

[13] be built anywhere on the airport at this point.

[14] The grants are generally being built as

[15] generically as possible now with Florida DOT

[16] rather than identifying a particular parcel on

[17] the airport or working with them to keep them

[18] fairly generic that allows us to be as flexible

[19] as possible when locating them when it comes time

[20] to build. And I think that wrapped up 2003.

[21] CHAIRMAN ROSE: Do you have any questions of

[22] Ed on this year, 2003?

[23] MR. PEARCE: There's one more.

[24] MR. WUELLNER: What'd I miss?

[25] MR. PEARCE: Isn't there four? Isn't there

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[ 1] 90 percent of the bill.

[ 2] Next project is a Runway 31 safety area.

[ 3] This would likely be the first phase funding, and

[ 4] these are, again, just estimates of what the

[ 5] first phase cost would be to reestablish the

[ 6] safety area along the east side of Runway 13/31

[ 7] south of Runway 2/20, the intersection of that.

[ 8] It runs basically down through the seaplane

[ 9] ramp all the way down to the southern end of the

[10] runway and would reestablish the safety area

[11] there. It would be a 90/5/5 project. That may

[12] or may not be adequate funding to complete that.

[13] That is the area that's currently beginning

[14] the efforts of the permitting, and that

[15] permitting could take many years by the time it's

[16] all through the environmental and the permitting,

[17] the environmental either EIS or EA, as necessary,

[18] and then the actual construction.

[19] Next project's two T-hangars. Despite what

[20] it says here about replacing, these would be two

[21] stand-alone T-hangars. In the event the site has

[22] not been acquired and those -- those can't be

[23] developed there, those -- that money could be

[24] allocated towards corporate hangars. So, it

[25] could be changed at the last minute, if

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[ 1] four items?

[ 2] MR. COOPER: They've got four. The

[ 3] corporate hangar was out of sequence there.

[ 4] MR. PEARCE: Oh.

[ 5] CHAIRMAN ROSE: Okay. Is that it, Ed?

[ 6] MR. WUELLNER: Yes, sir.

[ 7] CHAIRMAN ROSE: Joe, did you want --

[ 8] MR. CIRIELLO: Yeah. I think I misread this

[ 9] when these -- from what Ed was talking about when

[10] he was talking about Runway 31 safety area. I

[11] was thinking this is what you was referring to

[12] putting that 800-foot extension on.

[13] MR. WUELLNER: No.

[14] MR. CIRIELLO: But nonetheless, this runway

[15] safety area you're talking about is along the

[16] side of the runways on the Intracoastal side.

[17] From the information I have here from the

[18] FAA on runway safety areas, I would think more

[19] than what you're talking about, that this problem

[20] that you want to solve is nothing more than

[21] putting in some bulkheads to keep erosion from

[22] our runways and has nothing to do with runway

[23] safety area. Let me find the place I had

[24] underlined here. I thought I had it underlined.

[25] Must be something else in here.

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[ 1] In here, it says -- I could not find -- this  
 [ 2] is Mr. Gary Raymond -- I don't know if you know  
 [ 3] him or not -- from the FAA in Atlanta, Georgia,  
 [ 4] who is in charge -- well, I don't know if he's in  
 [ 5] charge of the whole thing, but the Atlanta FAA  
 [ 6] office is in charge of southeastern United  
 [ 7] States.

[ 8] And I had talked to him on the phone back in  
 [ 9] September about the ILS and this runway extension  
 [10] and everything and wanting to know why the FAA  
 [11] would say we had to do things like that.

[12] And he said, "I looked into the problem  
 [13] about the Runway Safety Area at St. Augustine  
 [14] that you brought to my attention, and this what  
 [15] is I found: I could not find any reference to  
 [16] the FAA providing funds or equipment for a new  
 [17] ILS system at St. Augustine Airport."

[18] And then he goes on to talk about the early  
 [19] years of aviation and safety area -- you know,  
 [20] for airplanes, and somewhere in here he says that  
 [21] this runway safety area pertains -- oh, here it  
 [22] is. "These dimensions standards pertain to  
 [23] facilities for small airplanes exclusively." And  
 [24] with a 100-foot runway out there, there's plenty  
 [25] of room on that runway.

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[ 1] version of a bulkhead and the like after  
 [ 2] reestablishing the terrain or the turf area, the  
 [ 3] area that satisfies the safety area requirements,  
 [ 4] then that area would be bulkheaded or -- in some  
 [ 5] form or fashion, it will be designed however to  
 [ 6] reestablish the eastern boundary, if you will, of  
 [ 7] the safety area for that length of Runway 13/31.

[ 8] MR. CIRIELLO: Okay. I found it --

[ 9] MR. WUELLNER: The standard he may be  
 [10] applying is that for a basic utility or basic  
 [11] service runway at a small general aviation  
 [12] airport, and that may squarely fit within the  
 [13] property.

[14] But fortunately or unfortunately the runway  
 [15] design standards that apply to that particular  
 [16] runway, 13/31, are greatly expanded from that,  
 [17] which I have a feeling he's referring to.

[18] MR. CIRIELLO: Well, he has here, "Joe: The  
 [19] Atlanta Flight Procedures Office is responsible  
 [20] for protecting Airspace surfaces (TERPS) from  
 [21] encroaching obstacles (towers, buildings, roads,  
 [22] etc.) In this capacity we are not directly  
 [23] involved in how airports determine what needs to  
 [24] be constructed on an airport and to bring the  
 [25] airport into compliance with various

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[ 1] So, really what we're talking about is not a  
 [ 2] runway safety area, but keeping our airport from  
 [ 3] eroding (sic), and all you need, I would say, is  
 [ 4] put in some bulkheads like they do down in  
 [ 5] Treasure Beach and some of those places that have  
 [ 6] canals and everything.

[ 7] And according to what Mr. Raymond says, the  
 [ 8] FAA has nothing -- well, he says in here, and I  
 [ 9] can't find it right offhand, that the FAA does  
 [10] not dictate to airports about these kind of  
 [11] matters. In other words, they don't say you have  
 [12] to do this, you don't; it's all up to the  
 [13] decision of the airports. So --

[14] MR. WUELLNER: Well, allow me to respectfully  
 [15] disagree with you almost completely. The runway  
 [16] safety areas are an absolute requirement of FAA  
 [17] in terms of licensing of your airport.

[18] The safety area we're referring to does  
 [19] extend over the edge of the water, the area  
 [20] that's eroded to date and does not provide or  
 [21] meet the standards for a safety area associated  
 [22] with that runway.

[23] MR. CIRIELLO: All right.

[24] MR. WUELLNER: You're correct in what the  
 [25] project is. We are indeed trying to do some

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[ 1] regulations." And then he said, "I looked into  
 [ 2] the problem about the Runway Safety Area at St.  
 [ 3] Augustine," and I already read that.

[ 4] But you're saying that this guy that works  
 [ 5] out of Atlanta FAA is telling me something wrong,  
 [ 6] and he says right here that the FAA doesn't tell  
 [ 7] us anything like that, that we have to do  
 [ 8] anything.

[ 9] CHAIRMAN ROSE: Hold on just a minute.

[10] MR. WUELLNER: I can tell you --

[11] CHAIRMAN ROSE: Have you had a chance to  
 [12] discuss this with Joe?

[13] MR. WUELLNER: No, sir.

[14] CHAIRMAN ROSE: Joe, you shouldn't bring  
 [15] this up in a meeting without having reviewed it  
 [16] with our Director and have an opportunity to -- I  
 [17] mean, you can disagree with him.

[18] MR. CIRIELLO: I didn't know it was going to  
 [19] be on the agenda until just the other day. All  
 [20] right. I apologize.

[21] CHAIRMAN ROSE: All I'm saying is that if  
 [22] you have an issue that you have some facts that  
 [23] we need to understand before we approve  
 [24] something, it ought to be something that the  
 [25] Director can address so that we -- so that we all

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[ 1] get the same information at the same time.  
 [ 2] MR. CIRIELLO: Could I give this to Donna  
 [ 3] and let her make copies so Ed could have a copy  
 [ 4] and then he'd have the same information I got?  
 [ 5] CHAIRMAN ROSE: That would be perfectly --  
 [ 6] that would be appropriate. Okay. We're on the  
 [ 7] year 2003. Joe, have you got anything else on  
 [ 8] that year?  
 [ 9] MR. CIRIELLO: No, no.  
 [10] CHAIRMAN ROSE: Any public comment on the  
 [11] items for this year?  
 [12] (No public comment.)  
 [13] CHAIRMAN ROSE: Okay. Let's move on, Ed.  
 [14] MR. WUELLNER: Okay. 2004. Runway safety  
 [15] area project, the second phase. The terminal  
 [16] facility. Construct airside -- airside service  
 [17] road on the north. Construct two 12-unit  
 [18] T-hangar buildings again. Reconstruct and modify  
 [19] seaplane ramp. Construct docking facilities at  
 [20] the ramp.  
 [21] And I think there was an item for industrial  
 [22] park infrastructure that I'm not sure why it's  
 [23] still in there. I thought we had deleted that  
 [24] earlier.  
 [25] CHAIRMAN ROSE: Delete that item?

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[ 1] south side or could be converted to corporate  
 [ 2] hangars as the need arises.  
 [ 3] Reconstruct and modify the seaplane ramp  
 [ 4] would allow us to rehab that facility, bring it  
 [ 5] up to more current design standards, and it's  
 [ 6] kind of a joint project with the next one, which  
 [ 7] would be construct some sort of a small dock  
 [ 8] facility to allow true seaplanes to be able to  
 [ 9] tie up as well as have access to services such as  
 [10] refueling. Something we have very difficult time  
 [11] facilitating now. And then I think that  
 [12] concludes 2004.  
 [13] CHAIRMAN ROSE: All right. You're deleting  
 [14] the industrial park infrastructure. Any  
 [15] questions of Ed on the year 2004? Joe?  
 [16] MR. CIRIELLO: I'm looking.  
 [17] CHAIRMAN ROSE: Richard -- I mean Charles,  
 [18] I'm sorry.  
 [19] MR. LASSITER: This service road would  
 [20] facilitate us getting into the realignment of  
 [21] that?  
 [22] MR. WUELLNER: Correct. It would need to be  
 [23] accomplished before the last two hangars could be  
 [24] built in the northeast development area, because  
 [25] that road impacts that project dimension.

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[ 1] MR. WUELLNER: That had been deleted.  
 [ 2] CHAIRMAN ROSE: Industrial park  
 [ 3] infrastructure was deleted.  
 [ 4] MR. WUELLNER: Correct. All right. Safety  
 [ 5] area project would be phase two of this or it may  
 [ 6] serve to be the safety area associated with the  
 [ 7] extension of Taxiway B on the west side. Again,  
 [ 8] 90/5/5 project with Flor -- Florida DOT and FAA  
 [ 9] participating.  
 [10] Terminal facility would complete either the  
 [11] last phase of the existing terminal area, or this  
 [12] could also be used to construct facilities  
 [13] associated with a second FBO. It won't have to  
 [14] be identified at this point. It would be a joint  
 [15] project with Florida DOT.  
 [16] North airside service area would be to  
 [17] reconstruct or realign the access road to the  
 [18] east side general aviation area through the  
 [19] property that would be acquired from the Gun Club  
 [20] there. Would facilitate straightening that and  
 [21] would facilitate additional units on the airside  
 [22] development in that northeast quadrant of the  
 [23] airport. And I would suspect it would be a  
 [24] 90/5/5 or an 80/20 with Florida DOT.  
 [25] Two T-hangar units again would be on the

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[ 1] MR. LASSITER: And that would be buildout  
 [ 2] after those two?  
 [ 3] MR. WUELLNER: You might get another unit or  
 [ 4] two in the eastside corporate area after that by  
 [ 5] being able to close that portion of -- might be  
 [ 6] able to. Might get enough depth there to  
 [ 7] actually build a building or two in that area.  
 [ 8] CHAIRMAN ROSE: Charles, anything else?  
 [ 9] MR. LASSITER: That's it.  
 [10] CHAIRMAN ROSE: Anything else, Joe?  
 [11] MR. CIRIELLO: No.  
 [12] CHAIRMAN ROSE: Any public comment on this  
 [13] year's?  
 [14] (No public comment.)  
 [15] CHAIRMAN ROSE: Okay, Ed. Let's move on.  
 [16] MR. WUELLNER: 2005. 200 block  
 [17] infrastructure improvements. Construct four  
 [18] corporate hangars. Construct heliport facility.  
 [19] Construct three 12-unit T-hangars. And construct  
 [20] corporate hangars over at the heliport site.  
 [21] 200 block infrastructure improvements relate  
 [22] to the 200 block of Estrella. And of course that  
 [23] antic -- would anticipate the finalization of any  
 [24] acquisition that needed to be done in the 200  
 [25] block.

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[ 1] And again, would be for water, sewer,  
[ 2] taxiway, and any drainage or Water Management  
[ 3] issues that come up as a part of it. And that  
[ 4] would also include of course removal of any --  
[ 5] any homes that are left in that block at that  
[ 6] point.

[ 7] Four corporate hangars. And these hangars  
[ 8] could be used in the northeast area, the eastside  
[ 9] corporate or in support of a second FBO, whatever  
[10] is determined to be a priority at that time by  
[11] this board.

[12] Next project's construct a heliport. This  
[13] was envisioned and it will be -- its location  
[14] determined as a part of the Master Plan Study.  
[15] Right now, it's anticipated that would be over in  
[16] the vicinity of the industrial park property  
[17] north and west of U.S. 1, or primarily west of  
[18] U.S. 1 and north of Big Oak Road, and include  
[19] paving the area necessary, any clearing, and  
[20] hopefully fencing the area in support of that.

[21] Would be an 80/20 project with Florida DOT.  
[22] There would be additional T-hangars available and  
[23] they'll primarily be located in the 200 block of  
[24] Estrella, and then you had some corporate hangars  
[25] for the heliport which would facilitate services

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[ 1] which just replaces existing capacity, all of the  
[ 2] future ones would be to work on waiting list and  
[ 3] future demand.

[ 4] MR. FLEMING: Okay. Thank you very much.

[ 5] CHAIRMAN ROSE: Any other comments?

[ 6] (No further comments.)

[ 7] CHAIRMAN ROSE: All right. Ed, let's move  
[ 8] on to 2006.

[ 9] MR. WUELLNER: Okay. Last year's summary.  
[10] Let's see here. Expand terminal building. There  
[11] are three additional 12-unit T-hangars in here,  
[12] and we left the relocate glideslope project in  
[13] here, but it's probably -- that was  
[14] anticipating -- that was in there originally  
[15] anticipating recovering the safety area to the  
[16] south and relocating the threshold to 31.

[17] That probably wouldn't be in there anymore,  
[18] and the glideslope itself, we probably would  
[19] reclassify this into a different project title in  
[20] the future. So, it's --

[21] CHAIRMAN ROSE: Should we take it out of  
[22] here?

[23] MR. WUELLNER: It could be taken out of  
[24] there or we'll reserve the title for it for  
[25] something else.

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[ 1] as well as any exclusive heliport uses,  
[ 2] helicopter operator, rotorcraft operators in the  
[ 3] vicinity of the heliport. And I believe that  
[ 4] concludes 2005.

[ 5] CHAIRMAN ROSE: Do you have any questions  
[ 6] from the board for Ed Wuellner? Joe?

[ 7] MR. CIRIELLO: No.

[ 8] CHAIRMAN ROSE: Charles?

[ 9] MR. LASSITER: No.

[10] CHAIRMAN ROSE: Any public questions or  
[11] comments?

[12] MR. FLEMING: Yes. Robert Fleming from --

[13] CHAIRMAN ROSE: Do you want to come up?

[14] MR. FLEMING: I'm sorry.

[15] CHAIRMAN ROSE: Got to get you on the  
[16] speaker here.

[17] MR. FLEMING: Robert Fleming, Pilots  
[18] Association. With the various years of the  
[19] T-hangar construction, about how long -- with the  
[20] current aircraft that are here, how many years do  
[21] you think it would take to facilitate, you know,  
[22] the current occupants? Because you've got  
[23] several of these under, you know, planning  
[24] stages.

[25] MR. WUELLNER: Other than the first year,

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[ 1] Terminal building expansion would facilitate  
[ 2] the last phase in the FBO area, existing FBO  
[ 3] area, or could be used at a second FBO location  
[ 4] as you choose.

[ 5] There are additional three 12-unit  
[ 6] T-hangars, and this looks like it anticipates  
[ 7] some site development costs to go with it. And  
[ 8] the glideslope, we've eliminated. And that  
[ 9] concludes projects for the next five years as  
[10] such.

[11] There are projects that I need to make you  
[12] aware of that are not in this list, projects  
[13] either in current year or we have already  
[14] requested funds for that have not been programmed  
[15] with DOT.

[16] We are working with DOT to find out how best  
[17] and where best to place these and have yet to get  
[18] clarification from them as to what happens when  
[19] we request projects in a specific year and they  
[20] go unfunded; do they move out or drop off the  
[21] list in which case it would be our need to  
[22] reprogram those projects at the next available  
[23] opportunity, and then of course reprioritize the  
[24] entire year as they fall in there.

[25] And those included enclosing some

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[ 1] drainage -- and this was -- this would be the  
[ 2] balance of the 13 -- excuse me, of the 6/24  
[ 3] drainage enclosing.

[ 4] There was a GA facility expansion. The  
[ 5] extension of Taxiway B, which at this point is  
[ 6] still waiting FAA funds. There was construction  
[ 7] of an ARF facility, a firefighting and rescue  
[ 8] facility.

[ 9] Additional funds have been requested for the  
[10] south hangar area along Estrella. Airport rescue  
[11] firefighting equipment. Additional drainage  
[12] enclosure. And I think there's an ongoing  
[13] request for some corporate hangars in the mix,  
[14] also.

[15] These are projects we're going to -- again,  
[16] we'll try and get a chance from DOT as to whether  
[17] they remain viable candidates for funding or we  
[18] need to kind of reshuffle them into the existing  
[19] priority program.

[20] CHAIRMAN ROSE: Well, Ed, at this point, we  
[21] don't know where those projects will end up?

[22] MR. WUELLNER: No. I wish I had a straight  
[23] answer from you.

[24] CHAIRMAN ROSE: If -- what we just did was  
[25] look at an array, a priority array of projects

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[ 1] that are coming up over the next several years.

[ 2] If one of those falls by the wayside for any  
[ 3] reason, does that mean that the other ones below  
[ 4] that move up one?

[ 5] MR. WUELLNER: If "by the wayside" you mean  
[ 6] you elect not to do --

[ 7] CHAIRMAN ROSE: Or we can't do for one  
[ 8] reason. Maybe DOT decides not to participate in  
[ 9] something or, you know --

[10] MR. WUELLNER: The way they're going to base  
[11] their funding they're telling us in the future is  
[12] they will start at priority one and move through  
[13] whatever they can facilitate funding on.

[14] CHAIRMAN ROSE: Right. So they may not  
[15] go --

[16] MR. WUELLNER: So they probably won't pull a  
[17] project out other than they aren't going to fund  
[18] it. Then it's our problem to reshuffle it.

[19] CHAIRMAN ROSE: Well, maybe in 2004 we won't  
[20] get as far as we --

[21] MR. WUELLNER: Exactly. Any year.

[22] CHAIRMAN ROSE: -- would like to go because  
[23] of whatever, for either FAA or DOT funding.

[24] MR. WUELLNER: Correct.

[25] CHAIRMAN ROSE: Which means that project

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[ 1] just moves down and we pick it up the next year  
[ 2] or when the funds --

[ 3] MR. WUELLNER: Correct. The other thing  
[ 4] that has happened in the past is that one of them  
[ 5] has program money and the other not.

[ 6] CHAIRMAN ROSE: Yeah. So we've got to wade  
[ 7] through all of that to catch up with it.

[ 8] MR. WUELLNER: Correct. It's --  
[ 9] unfortunately, it's not an exact science.

[10] CHAIRMAN ROSE: Board members, do you have  
[11] any further questions of Ed on these?

[12] MR. LASSITER: I just have one. Carrying  
[13] this a little further, if we budget funding in a  
[14] budget year, will we always be budgeting for  
[15] funding that's already been approved, or will  
[16] budgeted funding be carried over?

[17] MR. WUELLNER: We typically budget for all  
[18] of the projects that are anticipated in a  
[19] particular fiscal year.

[20] On -- from time to time, for whatever  
[21] reason, sometimes it's funding, sometimes it's  
[22] just delay in developing the project, those  
[23] projects move out into future years or in the  
[24] next year, usually the next area.

[25] We like to budget -- we would like to

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[ 1] continue to budget for the entire list, and the  
[ 2] reason is that periodically, and we've been a  
[ 3] great beneficiary to this in the last couple of  
[ 4] years, projects that don't get completed at other  
[ 5] airports free up money within DOT, and airports  
[ 6] that have projects ready to go have typically  
[ 7] fared very well in that fall-through funding from  
[ 8] other locations.

[ 9] And this airport took advantage of that in  
[10] particular thanks to Gainesville a number of  
[11] times failing to execute grants and the money  
[12] freed up and we were able to move projects  
[13] through funding that might otherwise not have  
[14] happened or happened as fast.

[15] CHAIRMAN ROSE: I can certainly agree with  
[16] that. Through my experience with dealing with  
[17] the Transportation funds, that if you're ready to  
[18] go on a project and somebody somewhere in the  
[19] country can't meet their commitment and there's a  
[20] pot of money that's available, you can could move  
[21] your priority up one.

[22] MR. WUELLNER: We've been very success in  
[23] the past.

[24] MR. LASSITER: So you just allocate it to  
[25] carry over for the next year.

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[ 1] MR. WUELLNER: Yes, uh-huh. In fact, you've  
[ 2] seen that with Taxiway B over the last two years.  
[ 3] We're still waiting the federal grant on it, but  
[ 4] it's moved forward at least two times.

[ 5] MR. CIRIELLO: And just to get a picture in  
[ 6] my mind, Ed, right now we're going through a  
[ 7] Phase 1 on the terminal expansion, right, and  
[ 8] there's a Phase 2 behind it?

[ 9] MR. WUELLNER: Correct.

[10] MR. CIRIELLO: Phase 1 is actually expanding  
[11] the terminal and Phase 2 will be hangars.

[12] MR. WUELLNER: Phase 1 includes a  
[13] 10,000-square-foot hangar --

[14] MR. CIRIELLO: But they --

[15] MR. WUELLNER: -- they won't --

[16] MR. CIRIELLO: -- close to each other.

[17] MR. WUELLNER: They aren't physically  
[18] attached. It's almost one building.

[19] MR. CIRIELLO: Well, this expansion you're  
[20] talking about in 2006, how much room is there  
[21] going to be to expand it? I mean, if we're  
[22] expanding now and then right beside it's going to  
[23] be a big hangar or something, is there a lot of  
[24] room between the two to put on another extension,  
[25] or you going at a different --

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[ 1] need to -- need to look at, we ought to bring it  
[ 2] up maybe at the next meeting.

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

[ 4] CHAIRMAN ROSE: I would entertain a motion  
[ 5] to approve the priority program that Ed laid out  
[ 6] for us.

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

[ 8] MR. LASSITER: I'll second, and I just have  
[ 9] a question. Is this what you're looking for, Ed,  
[10] is just kind of a general, okay, yeah, at first  
[11] blush, it looks good?

[12] MR. WUELLNER: Yes. If this generally  
[13] corresponds to what you're thinking in terms of  
[14] priorities.

[15] We've tried to mix in straight capital  
[16] projects that are typically nonrevenue-producing  
[17] with some that are revenue-producing so that at  
[18] least can continue to strike a reasonable balance  
[19] on those type of developments projects rather  
[20] than focus on one way or the other.

[21] CHAIRMAN ROSE: Is there any discussion?  
[22] Any public comment?

[23] MR. GEORGE: Wayne George, Pilots  
[24] Association again. This plan for 2002 through  
[25] 2006, I'm assuming that this is a general plan as

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[ 1] MR. WUELLNER: Yes. That's where the last  
[ 2] phase goes, is between the two buildings that  
[ 3] we're constructing now.

[ 4] MR. CIRIELLO: Okay.

[ 5] MR. WUELLNER: Yes, sir.

[ 6] CHAIRMAN ROSE: What is the status of our  
[ 7] aircraft maintenance facility?

[ 8] MR. WUELLNER: It would be one of the  
[ 9] corporate hangars identified here.

[10] CHAIRMAN ROSE: Okay.

[11] MR. WUELLNER: We generically call them  
[12] corporate hangars. They might better be called  
[13] conventional hangars.

[14] CHAIRMAN ROSE: I'm thinking about the one  
[15] where Kramer Upchurch is. That's getting kind of  
[16] crowded down there. Okay. Are there any other  
[17] comments on this priority discussion that we've  
[18] had?

[19] (No comments.)

[20] CHAIRMAN ROSE: Ed, I think I'd like to see  
[21] just a general approval of your priorities, but  
[22] I -- I'd like -- we had one question that was  
[23] raised by Joe concerning the safety area on 31,  
[24] and he's making -- having a copy made of the  
[25] letter. But if there's an issue there that we

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[ 1] we now sit and if something came up six months  
[ 2] from now that had a bigger priority would not be  
[ 3] precluded from being added or sandwiched in; is  
[ 4] that correct?

[ 5] MR. WUELLNER: Yes and no.

[ 6] CHAIRMAN ROSE: Is there anything else that  
[ 7] we can do for you?

[ 8] MR. GEORGE: No, thank you.

[ 9] MR. WUELLNER: There's no simple way to  
[10] explain it. To get a new project in the DOT Work  
[11] Program would take a minimum of a year, depending  
[12] on your timing. Sometimes longer.

[13] And, for instance, if we wanted to add a  
[14] project today as a new item, the earliest it's  
[15] going to show up in the Work Program is July of  
[16] next year, would be the earliest to get a new  
[17] project, assuming there was money available and  
[18] everything.

[19] The other thing that allows us to respond  
[20] quicker is that frequently FDOT is flexible in  
[21] allowing us to amend an existing grant to add  
[22] that description to it and find additional money  
[23] to put in there if they can do that. As long as  
[24] they're able to do that, we typically have been  
[25] able to shorten the response time.

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[ 1] CHAIRMAN ROSE: So if the Board agrees on a  
 [ 2] change in priority and you can arrange for some  
 [ 3] funding arrangement, then we can move it?  
 [ 4] MR. WUELLNER: Yes.  
 [ 5] MR. GEORGE: That answers my question.  
 [ 6] Thank you.  
 [ 7] MR. WUELLNER: It's going to be harder and  
 [ 8] harder to do, because they're going to rely more  
 [ 9] and more on this five-year plan.  
 [10] CHAIRMAN ROSE: That's why we have such a  
 [11] talented Executive Director.  
 [12] MR. WUELLNER: Thank you.  
 [13] CHAIRMAN ROSE: Okay. We have a motion on  
 [14] the floor and a second. All in favor? Aye.  
 [15] MR. LASSITER: Aye.  
 [16] MR. CIRIELLO: Aye.  
 [17] CHAIRMAN ROSE: Opposed?  
 [18] (No opposition.)  
 [19] CHAIRMAN ROSE: Motion carried. We have you  
 [20] on the agenda now, Mr. George.  
 [21] ST. AUGUSTINE PILOTS ASSOCIATION  
 [22] MR. GEORGE: Thank you, sir.  
 [23] CHAIRMAN ROSE: I'd like to -- is that what  
 [24] you were just reading from?  
 [25] MR. CIRIELLO: No, that's about the --

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[ 1] What we're trying to do, though, what we're  
 [ 2] trying to say, let's give the pilots an option.  
 [ 3] I think Bryan made a comment at some meeting  
 [ 4] we had within the last month that about seven  
 [ 5] years ago, there was only one self-service pump,  
 [ 6] you know, in the State of Florida. And I think  
 [ 7] the trend for self-service av gas, you know, is  
 [ 8] on the increase, and the statistics that we have  
 [ 9] come up with kind of bear that in mind.  
 [10] And when you look at the price difference,  
 [11] Mr. Ciriello, you brought up last time that we  
 [12] had already looked at this three years ago and  
 [13] that was when the price was maybe \$.20, \$.30  
 [14] different.  
 [15] But we're talking \$.80, \$.90 cents a gallon  
 [16] difference. It's now \$2.89, and with our \$.15  
 [17] discount that they give the locals, it gets down  
 [18] to \$2.74. But we're looking at New Smyrna,  
 [19] \$1.98. Daytona, a brand-new FBO having a  
 [20] self-service pump at \$2.09. Ormond, \$2.11.  
 [21] Titusville, \$1.90. Flagler, \$2.06. Herlong,  
 [22] \$2.06. Lake City, \$1.95, and Hinesville, \$1.98.  
 [23] So, we're all in that \$1.95 to \$2.10, you  
 [24] know, range compared to \$2.70 price range.  
 [25] That's affecting naturally us poor guys who want

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[ 1] CHAIRMAN ROSE: Oh.  
 [ 2] MR. GEORGE: As just a means of regressing  
 [ 3] and reminding, at the last meeting, the --  
 [ 4] everybody knows fuel prices are going up and the  
 [ 5] latest fuel prices here at St. Augustine caused  
 [ 6] the pilots group to kind of get together and kind  
 [ 7] of discuss, you know, what's going on and what do  
 [ 8] we need.  
 [ 9] In looking into it, I presented some  
 [10] statistics last week -- or last month, and since  
 [11] that time, we've done some more investigation,  
 [12] and basically, we've continued those  
 [13] investigations.  
 [14] We've gotten prices from all over the State  
 [15] of Florida, prices from all over the south.  
 [16] Bryan's got some good, you know, tabulations, you  
 [17] know, of those, but what we've said the price is  
 [18] here at the FBO is really Aerospace's (sic)  
 [19] business.  
 [20] MR. WUELLNER: Aero Sport.  
 [21] MR. GEORGE: I'm sorry.  
 [22] MR. WUELLNER: Aero Sport.  
 [23] MR. GEORGE: Okay. Aero Sport's business.  
 [24] And we're not trying to get in here and say --  
 [25] trying to tell them how to run their business.

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[ 1] to get up and just fly our airplanes around the  
 [ 2] patch.  
 [ 3] But in addition to the prices that we looked  
 [ 4] into, we've also done some investigation with  
 [ 5] people that do fuel farms, and I'll present this  
 [ 6] right here as just one option that you might want  
 [ 7] to look at.  
 [ 8] It's kind of a self-contained 12,000-gallon  
 [ 9] facility that the cost of that facility and the  
 [10] credit card processing, you know, with it, is in  
 [11] the \$60,000 range. And I guess when you start  
 [12] talking, you know, we have to add the ramp space  
 [13] and stuff like that, you're up to \$150,000, you  
 [14] know, in that neighborhood. Not anywhere close  
 [15] to the projects we were doing for the 200 -- I  
 [16] mean for the next five years.  
 [17] But, as we grow, if we could find some way  
 [18] of facilitating that and putting it into one of  
 [19] the other plans, it would help out the local  
 [20] public, the local aviation, you know, the public,  
 [21] give us another option.  
 [22] And we're not after it, you know, to try to  
 [23] make money; we just want to be competitive with  
 [24] what the other counties that are surrounding us,  
 [25] you know, are offering. And to that extent, we

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[ 1] would like to get the Board's direction to  
[ 2] proceed with a full -- you know, a full-blown  
[ 3] investigation of how can we make that happen.

[ 4] CHAIRMAN ROSE: Your proposal being to have  
[ 5] a self-service --

[ 6] MR. GEORGE: A self-serve facility on the  
[ 7] field that is consistent with the pricing of the  
[ 8] other counties surrounding St. Augustine.

[ 9] Now, I think, you know, one of the reasons  
[10] you'll find differences in prices from FBOs is  
[11] naturally services that are provided, you know,  
[12] their cost and stuff like that. But we're  
[13] looking like a, you know, pure strip-down -- if  
[14] the other counties can do it, then we're smart as  
[15] they are, we ought to be able to do it.

[16] CHAIRMAN ROSE: Fuel only.

[17] MR. GEORGE: Yes, self-service fuel only.

[18] CHAIRMAN ROSE: Ed, have we had any  
[19] investigations at all along this line?

[20] MR. WUELLNER: Well, in just trying to  
[21] update some of the numbers we had in '96, which  
[22] is when we did it last, we would certainly concur  
[23] that \$150,000 is probably in the area of what it  
[24] would cost to do when you factor in meeting --  
[25] having to build some apron at some point, nothing

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[ 1] elaborate in terms of size, but obviously we'd  
[ 2] want to do that in concrete.

[ 3] You've got environmental issues to make that  
[ 4] all able to be permitted. That -- that's  
[ 5] including the 6 -- around \$60,000 for the fuel  
[ 6] system itself. You know, it certainly could be  
[ 7] done. Finding the money, I'm assuming you're  
[ 8] looking to us to find a way to make that work.

[ 9] MR. GEORGE: You do that so well.

[10] MR. WUELLNER: Yeah. It is -- I mean, it's  
[11] possible to -- in order to be able to respond to  
[12] this in a reasonable time line, to, as we just  
[13] spoke of a minute ago, amend that to an existing  
[14] grant, assuming we could find the money with DOT  
[15] or get their concurrence to give us the money.  
[16] It's probably eligible, even up to 80 percent  
[17] funding from DOT. 50 to 80 percent would be my  
[18] best guess.

[19] We did broach the topic in the last couple  
[20] of weeks with -- with Aero Sport, and I'm sure  
[21] they're not overly -- weren't overly thrilled  
[22] with the concept of either a second FBO or a  
[23] self-fuel, but my recollection of our meeting was  
[24] that I didn't get the impression or I think they  
[25] came right out and said they wouldn't oppose

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[ 1] self-fuel.

[ 2] You know, it would be my personal opinion,  
[ 3] you know, I'd rather see the FBO facilitate a,  
[ 4] you know, self-fuel facility that would allow  
[ 5] inadequate disparity. But absent that kind of a  
[ 6] commitment from them, I'm fairly certain we can  
[ 7] get there.

[ 8] Now, you know, what all's involved in that,  
[ 9] you know, we -- I would concur, we need to look  
[10] at a lot -- a lot of different things in order to  
[11] make some informed decision or bring an informed  
[12] recommendation back, including updating that  
[13] cost-per -- cost-per-gallon iteration we did back  
[14] in '96 and come back with numbers that, you know,  
[15] work today. What are they today? And again,  
[16] bring that back to -- back to you guys.

[17] We could review, I would think, before the  
[18] next meeting. I think there would be enough time  
[19] to get -- look at what we could do grants-wise on  
[20] it, try and find an acceptable site on the  
[21] airport that might lend itself to developing  
[22] this, update the cost of the facility as well as  
[23] what it would take, how much would you have to  
[24] pump to make it all work.

[25] CHAIRMAN ROSE: Well, Ed, it seems to me

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[ 1] that the Pilots Association's request that we  
[ 2] help them resolve this problem is certainly  
[ 3] reasonable, and it's the sort of thing that the  
[ 4] Airport ought to try to work out, either through  
[ 5] our existing FBO or through some other  
[ 6] arrangement. I would sure like to see some kind  
[ 7] of a recommendation put together so that we have  
[ 8] something specific to talk about --

[ 9] MR. WUELLNER: Okay.

[10] CHAIRMAN ROSE: -- that answers the problem  
[11] that the Pilots Association brings up.

[12] MR. WUELLNER: Okay.

[13] CHAIRMAN ROSE: Maybe Charles or Joe have a  
[14] comment.

[15] MR. LASSITER: Well, I'd just like to say if  
[16] airports of comparable size, with the amount of  
[17] ops that go in and out, if they're moved to the  
[18] self-service, then I think that we need to stay  
[19] with the trends.

[20] The question of course would be is: If the  
[21] FBO doesn't operate the facility, who does? And  
[22] from what I'm hearing, I don't think Ed wants to  
[23] get in the gas station business. So, I think  
[24] that that needs to be addressed, if the  
[25] negotiations can be carried out. But if the FBO

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[ 1] runs the service station, that also has to be  
 [ 2] acceptable to the pilots.  
 [ 3] MR. GEORGE: I think it would be acceptable  
 [ 4] to the pilots, you know, if the FBO did run it.  
 [ 5] I'd like to point out one larger airport that had  
 [ 6] self-service and that's Peachtree DeKalb in  
 [ 7] Atlanta, right in Chamblee, right there in  
 [ 8] Buckhead.  
 [ 9] They had a self-service with Air BP and  
 [10] Signature came in and bought the FBO that was  
 [11] running it, and within nine months, they had  
 [12] escalated the price so much, you know, of the  
 [13] self-serve pump that they were convinced that  
 [14] they needed to shut it down. Why? Because they  
 [15] were giving a \$.50 a gallon discount if you  
 [16] bought your gas on the weekend. The problem is  
 [17] that their gas up there was like \$3.20 a gallon.  
 [18] So, to buy it self-service is \$2.70.  
 [19] I have no problem -- you know, I don't think  
 [20] the Pilots Association would have a problem with  
 [21] Aero Sport running it, as long as we had  
 [22] something in there that it was comparable to the  
 [23] same retail prices that we were experiencing at  
 [24] other airports.  
 [25] MR. LASSITER: That may be, but having been

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[ 1] competitors to the FBO and it was kicked around  
 [ 2] and finally they just dropped it -- the Board  
 [ 3] dropped it because it was a hot potato.  
 [ 4] And as I stated last month, I don't think --  
 [ 5] doesn't mean I can't change my mind, but I don't  
 [ 6] think that I could be convinced that this  
 [ 7] authority should go in competition with the FBO  
 [ 8] into the gas business.  
 [ 9] But Ed was making mention about funds and  
 [10] everything, so I want to ask him: If we seek  
 [11] funds to put in a self-service system and  
 [12] everything with the intention of leasing it back  
 [13] to the FBO, we could do that probably.  
 [14] MR. WUELLNER: Certainly.  
 [15] MR. CIRIELLO: But could the FBO in  
 [16] themselves go to the expense of putting it, the  
 [17] self-service part in and it would be theirs?  
 [18] Like right now, the fuel farm belongs to us.  
 [19] But if they went to the self-service entity to  
 [20] add to their system and did it, would they be  
 [21] allowed to do it on their own to install it and  
 [22] finance it and everything, if they would want to?  
 [23] I don't know.  
 [24] MR. WUELLNER: I'm not aware of anything  
 [25] that would prevent them.

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[ 1] in the gas business once myself, I know that your  
 [ 2] inventory control on gas is somewhat difficult  
 [ 3] with the way -- it's a commodity and it bounces  
 [ 4] like crazy all over the map.  
 [ 5] So, to -- shall we -- I hate to use the  
 [ 6] word, price restraints on somebody, it's very  
 [ 7] difficult to do that to a businessman that's  
 [ 8] trying to make a living.  
 [ 9] MR. GEORGE: Yeah. Would you also think  
 [10] that the same fluctuations would happen at  
 [11] Flagler County? All we're saying is everybody  
 [12] should have the same fluctuations in inventory,  
 [13] so...  
 [14] MR. LASSITER: I can tell you it depends on  
 [15] the size of the tanks.  
 [16] MR. GEORGE: You're right. Okay.  
 [17] CHAIRMAN ROSE: Joe?  
 [18] MR. CIRIELLO: Yeah, I've got some comments.  
 [19] This report that Ed was talking about was done in  
 [20] June 1996 and it was kicked around here at the  
 [21] Authority.  
 [22] At the time, it sounded as though a few  
 [23] people, I don't remember if it was Authority  
 [24] Members or audience members, wanted the Authority  
 [25] to put in a self-service pump and act as

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[ 1] MR. CIRIELLO: Okay. Now, just for  
 [ 2] comparison, just for the heck of it, you guys  
 [ 3] mentioned other places. Like I mentioned  
 [ 4] earlier, I was in contact with Atlanta.  
 [ 5] I contacted the Beaver County airport up in  
 [ 6] Pennsylvania where I know a lot of them because  
 [ 7] that's where I flew from. And that airport is  
 [ 8] 5,000 foot with a hundred foot wide runway.  
 [ 9] They have three fixed-base operators on  
 [10] there, who perform flight training, self-fuel on  
 [11] the field. So they gave me the March fuel prices  
 [12] for the three services.  
 [13] Beaver Aviation sells BP, hundred low-lead,  
 [14] self-service \$1.99 a gallon. Jet A full-service  
 [15] \$2.15. Pro Flight Center sells Phillips, 100 LL  
 [16] at the pump, and it doesn't say if they have  
 [17] self-service, but at the pump, it's \$2.06.  
 [18] Delivered, \$2.11. So they must have a truck that  
 [19] will come out to the ramp. And then Prospect  
 [20] Aviation sells Texaco 100 LL for \$2.10 or \$2.19.  
 [21] And then they I don't know if that means  
 [22] self-service or full-service or whatever. But  
 [23] then their Jet A is \$1.99 or \$2.08. Of course,  
 [24] different parts of the country have different  
 [25] fuel prices. You can't --

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[ 1] MR. GEORGE: Right.  
 [ 2] MR. CIRIELLO: You know, because of  
 [ 3] deliveries and stuff.  
 [ 4] MR. GEORGE: Taxes.  
 [ 5] MR. CIRIELLO: Here's an airport with a  
 [ 6] 5,000 foot runway a hundred foot wide that has  
 [ 7] three FBOs on it and they all have flight  
 [ 8] training and sell fuel. Of course, I know two of  
 [ 9] them personally is -- does repair works, sells  
 [10] airplanes and all of that kind of stuff, and one  
 [11] of them even has a freight service and charter  
 [12] service, that's Beaver Aviation.  
 [13] But I don't know why, if we wanted to go  
 [14] that way, if Aero Sport couldn't either let us  
 [15] put it in and re-lease it from us or do it on  
 [16] their own -- it would be a courtesy thing, more  
 [17] or less to me, I would think. I don't think it  
 [18] would be so much to drive their prices down.  
 [19] They wouldn't put in a self-service pump and  
 [20] knock \$.50 a gallon off of it.  
 [21] MR. GEORGE: Yeah, I can't see them making a  
 [22] capital investment to get less revenue, no.  
 [23] MR. CIRIELLO: I don't like the idea of us  
 [24] being in the fuel-sell business or fuel-selling  
 [25] business. That's all I'm objecting to. But like

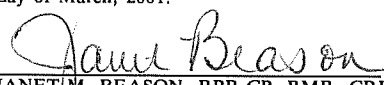
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[ 1] CHAIRMAN ROSE: -- that will solve the  
 [ 2] problem that we're talking about, that you would  
 [ 3] get with Aero Sport and with the Pilots  
 [ 4] Association and do what has to be done to bring  
 [ 5] something to us.  
 [ 6] MR. GEORGE: Very good.  
 [ 7] CHAIRMAN ROSE: Thank you, Wayne.  
 [ 8] MR. GEORGE: Thank you, sir.  
 [ 9] CHAIRMAN ROSE: Are there any public  
 [10] comments?  
 [11] (No public comment.)  
 [12] CHAIRMAN ROSE: Any other business? If not,  
 [13] I'll declare the meeting adjourned and we'll meet  
 [14] on the 8th -- on April 16th at 4 o'clock.  
 [15] (Whereupon, the meeting adjourned at 5:23 p.m.)  
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[ 1] you say, no matter how you get it, it would be a  
 [ 2] convenience. You know, after hours and things,  
 [ 3] you could use it or hurry up, you wouldn't have  
 [ 4] to wait for anybody, just go up and pump it  
 [ 5] yourself. So, I'm not a hundred percent against  
 [ 6] the idea, but --  
 [ 7] MR. GEORGE: Well, I think that the Pilots  
 [ 8] Association feels that long range a second FBO,  
 [ 9] you know, is kind of what we need as a check and  
 [10] balance. It also gives us another option of  
 [11] where we can go for maintenance, where we can go  
 [12] for this and so forth. And maybe that's what  
 [13] you're finding in the Beaver, New York --  
 [14] MR. CIRIELLO: Pennsylvania.  
 [15] MR. GEORGE: Pennsylvania, I'm sorry.  
 [16] Because they do have multiple FBOs and isn't that  
 [17] basically what the whole American economy has  
 [18] been based on, let's get the competition in there  
 [19] and, you know, prices will seek a certain level,  
 [20] you know, that's competitive.  
 [21] CHAIRMAN ROSE: Well, Ed, I think we're at  
 [22] the point where the Board would like to see some  
 [23] kind of an option come forward that we can look  
 [24] at and maybe modify --  
 [25] MR. WUELLNER: Okay.

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[ 1] REPORTER'S CERTIFICATE  
 [ 2]  
 [ 3] STATE OF FLORIDA )  
 [ 4] COUNTY OF ST. JOHNS )  
 [ 5]  
 [ 6] I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I  
 [ 7] was authorized to and did stenographically report the  
 [ 8] foregoing proceedings and that the transcript is a true  
 [ 9] record of my stenographic notes.  
 [10]  
 [11] Dated this 23rd day of March, 2001.  
 [12]  
 [13]   
 [14] JANET M. BEASON, RPR-CP, RMR, CRR  
 [15] Notary Public - State of Florida  
 [16] My Commission No.: CC 705710  
 [17] Expires: April 30, 2002  
 [18]  
 [19]  
 [20]  
 [21]  
 [22]  
 [23]  
 [24]  
 [25]

\$	3	ADJOURNMENT 2/15 adjustments 14/13 administrative 20/22 adopt 16/15 advantage 48/9 advised 11/17 Aero 2/8, 2/12, 5/1, 7/7, 8/25, 9/2, 9/5, 10/7, 10/11, 54/20, 54/22, 54/23, 58/20, 61/21, 65/14, 67/3 Aerospace's 54/18 affecting 55/25 AGENDA 2/6, 3/13, 4/16, 4/18, 4/20, 5/15, 8/1, 14/4, 36/19, 53/20 agree 48/15 agreement 9/5, 9/14, 10/10 agreements 11/24, 12/7 agrees 53/1 aimed 17/14 air 15/22, 16/2, 24/16, 61/9 aircraft 15/2, 18/6, 29/7, 29/10, 29/14, 29/16, 29/24, 42/20, 50/7 airfield 21/5 airplanes 33/20, 33/23, 56/1, 65/10 AIRPORT 1/1, 1/18, 1/20, 3/9, 10/6, 14/24, 15/8, 15/9, 15/12, 15/16, 16/23, 17/2, 17/14, 17/17, 20/8, 20/13, 21/3, 21/21, 31/13, 31/17, 33/17, 34/2, 34/17, 35/12, 35/24, 35/25, 38/23, 45/10, 48/9, 59/21, 60/4, 61/5, 64/5, 64/7, 65/5 airport's 19/24, 24/5 airports 34/10, 34/13, 35/23, 48/5, 60/16, 61/24 airside 37/16, 38/16, 38/21 Airspace 35/20 ALLEGIANCE 2/3, 3/5, 3/6 allocate 48/24 allocated 30/24 allow 19/18, 34/14, 39/4, 39/8, 59/4 allowed 63/21 allowing 52/21 allows 23/9, 31/18, 52/19 Amazing 29/4 amend 11/20, 52/21, 58/13 amended 8/4, 8/23 American 66/17 amount 12/4, 60/16 amounts 9/12 annual 9/15 answer 45/23 answers 53/5, 60/10 antic 40/23 anticipate 12/14, 40/23 anticipated 41/15, 47/18 anticipates 44/6 anticipating 43/14, 43/15 anticipation 18/16 apologize 36/20 appendectomy 28/10 apply 35/15 applying 35/10 appropriate 37/6 APPROVAL 2/4, 2/6, 3/11, 4/16, 50/21 approve 14/14, 36/23, 51/5 approved 3/20, 4/21, 8/13, 47/15 approximate 22/19 April 9/13, 28/13, 67/14 apron 15/2, 18/6, 18/15, 29/7, 29/10, 29/14, 29/16, 57/25 area 9/11, 9/12, 9/25, 11/9, 11/12, 15/2, 16/7, 17/15, 17/16, 17/23, 18/2, 18/4, 19/25, 23/14, 23/16, 29/7, 29/20, 29/22, 29/23, 30/2, 30/6, 30/10, 30/13, 31/6, 31/7, 31/10, 32/10, 32/15, 32/23, 33/13, 33/19, 33/21, 34/2, 34/18, 34/19, 34/21, 35/2, 35/3, 35/4, 35/7, 36/2, 37/15, 38/5, 38/6, 38/11, 38/16, 38/18, 39/24, 40/4, 40/7, 41/8, 41/19, 41/20, 43/15, 44/2, 44/3, 45/10, 47/24, 50/23, 57/23 areas 17/14, 18/9, 18/10, 23/10, 32/18, 34/16 ARF 45/7 arises 39/2 Arnold 28/9 arrange 53/2 arrangement 53/3, 60/6 array 45/25 asleep 11/3 assist 16/20 Assistant 1/20 associated 34/21, 38/6, 38/13 Association 2/14, 5/8, 5/11, 6/12, 42/18, 51/24, 53/21, 60/11, 61/20, 66/8, 67/4 Association's 60/1 Atlanta 33/3, 33/5, 35/19, 36/5, 61/7, 64/4 attached 49/18
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