

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room A

4730 Casa Cola Way

St. Augustine, Florida

on Monday, October 20, 2014

from 4:01 p.m. to 5:50 p.m.

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BOARD MEMBERS PRESENT:

- CARL YOUMAN
- ROBERT COX, Chairman
- KELLY BARRERA
- JOSEPH CIRIELLO
- RANDY BRUNSON

\*\*\*\*\*

ALSO PRESENT:

DOUGLAS N. BURNETT, Esquire, St. Johns Law Group,  
509 Anastasia Boulevard, St. Augustine, FL, 32080,  
Attorney for Airport Authority.

EDWARD WUELLNER, A.A.E., Executive Director.

\*\*\*\*\*

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1           P R O C E E D I N G S

2           CHAIRMAN COX: The Airport Authority meeting  
3 is called to order. Stand for the Pledge of  
4 Allegiance, please.

5           (Pledge of Allegiance.)

6           CHAIRMAN COX: Thank you, very much. Kelly,  
7 would you mind joining me for just a second,  
8 please? In appreciation for all the years of  
9 service and the dedication that you've provided to  
10 the citizens of St. Johns County and the airport,  
11 I'd like to present you with this and I can tell  
12 you that on behalf of myself and the staff and  
13 everybody at the airport, we're sad to see you go.

14          MS. BARRERA: Thank you. Thank you all very  
15 much.

16          CHAIRMAN COX: Would you come up for a second?

17          MR. WUELLNER: Can we do it again with  
18 pictures? She's so fast.

19          CHAIRMAN COX: I am.

20          MR. YOUMAN: You've got to stay up there.  
21 I've got to get a picture.

22          MR. WUELLNER: Let's change the direction.  
23 That window is killing us. There we go. Very  
24 good.

25          MR. YOUMAN: Wait till my phone starts back

1 up. Just stand there for a second and be patient.

2 MS. BARRERA: Okay.

3 MS. GREEN: One, two, three, while Carl's  
4 getting ready.

5 CHAIRMAN COX: Let's get it after the --

6 MR. YOUMAN: It happened so fast. Here we go.

7 MS. BARRERA: This is very nice. Thank you.

8 CHAIRMAN COX: Can you take it after the  
9 meeting, Carl?

10 MS. LUDLOW: Just one. Stand there, both of  
11 you. I can get one, please, because I don't think  
12 anybody's gotten one yet.

13 MS. BARRERA: Thank you.

14 CHAIRMAN COX: You're welcome.

15 MS. BARRERA: Thank you all. That was very  
16 nice.

17 MR. WUELLNER: We're gonna miss you.

18 MS. BARRERA: You will.

19 MR. WUELLNER: I know. I'll leave it at that.

20 We are.

21 CHAIRMAN COX: Okay.

22 MR. BRUNSON: I'm finished crying.

23 MEETING MINUTES & FINANCIAL REPORT

24 CHAIRMAN COX: Meeting minutes, any  
25 corrections or amendments to the meeting minutes,

1 anybody?

2 MR. YOUMAN: No.

3 CHAIRMAN COX: Then we will declare the  
4 minutes approved as distributed. Financial report?

5 MS. BARRERA: No exceptions.

6 CHAIRMAN COX: Financial report is accepted.

7 MR. WUELLNER: I would note to the financial  
8 reports that were -- the audit has officially begun  
9 as of this morning, so...

10 CHAIRMAN COX: It has.

11 MR. WUELLNER: It has.

12 AGENDA APPROVAL

13 CHAIRMAN COX: Very busy in the office. Any  
14 corrections or amendments to the meeting agenda?

15 (None.)

16 CHAIRMAN COX: I guess the silence is going to  
17 indicate to me that there are none. So agenda is  
18 approved as distributed.

19 EXECUTIVE DIRECTOR'S REPORT

20 CHAIRMAN COX: Executive director's report?

21 MR. WUELLNER: Yes, sir. Several items to  
22 bring you up to speed on. Fuel sales, about 12,600  
23 gallons for the month of September for us, 91,000  
24 of jet fuel for Atlantic and another 8300, almost  
25 8400 for low lead. Currently on pace for the year,

1 this is a calendar year of about -- we're currently  
2 doing 152,000 gallons, so I would expect at this  
3 point to get close to 180-, 190-, 190,000 gallons  
4 for the year. September was not a particularly  
5 good month primarily because of weather. It was a  
6 very wet month, especially early in the month.  
7 October's proving to be a very nice month so far,  
8 so...

9 MR. CIRIELLO: What was that again for the jet  
10 fuel?

11 MR. WUELLNER: Jet fuel was just under 92,000  
12 gallons for the month.

13 MR. CIRIELLO: Thank you.

14 MR. WUELLNER: Air traffic control numbers, we  
15 did 10,405 operations for the month of September.  
16 Year-to-date is 102,600. If we go ahead and  
17 annualize that number, it's, my memory correct,  
18 139,000 is estimated for the year if all goes well.  
19 I would expect that to be at least that number.

20 T-hangars, a hundred percent occupied. And we  
21 still have -- we have one large corporate hangar,  
22 the former Luhrs hangar that we're still trying to  
23 find a tenant for.

24 CHAIRMAN COX: What was the -- where were we  
25 at at this time last year on operations; do you

7

1 know? Do you have that data? If you don't --

2 MR. WUELLNER: You know what? I think I do  
3 have it. We were at 106,000 last year. We're at  
4 102-.

5 CHAIRMAN COX: Gotcha.

6 MR. WUELLNER: Last year was much more stable  
7 weather looking at this.

8 CHAIRMAN COX: Yes.

9 MR. WUELLNER: We had two very prolonged  
10 periods of weather.

11 CHAIRMAN COX: Been extremely rainy.

12 MR. WUELLNER: Yeah. One back in February and  
13 then one in September was low.

14 A couple of items. That's the metrics on --  
15 just to update you on -- because you're going to  
16 start seeing this if you haven't seen it already.

17 We got notification from Frontier at this point --  
18 you know, we have a normal ramp-down with these  
19 guys coming up November 19th, I believe it is, as  
20 we go from five flights a week to three flights a  
21 week on the Washington Dulles service.

22 They are at this point saying they plan to  
23 suspend that service here on -- after January 6th,  
24 the D.C. only, calling it a seasonal adjustment at  
25 this point. We have no word on what that means in

8

1 terms of long term with that particular market.

2 They continue to emphasize they're ecstatic over  
3 what they've got going on in Trenton. No matter  
4 what happens in D.C., it's still all good with them  
5 as far as they're concerned.

6 We do have a conference call, Elizabeth and  
7 I -- Elizabeth's here if you haven't seen her.  
8 We're on cue tomorrow around lunchtime to have a  
9 conversation with Frontier, their Dallas -- or  
10 Dallas -- their Denver folks and we'll get more  
11 details around that.

12 But in the interim, that's the story, but  
13 that's -- that kind of hit this morning because  
14 they adjusted the web site. So everybody started  
15 calling and -- because they couldn't book after --  
16 for that particular city after January, for flights  
17 after January 6th. So other than that, loads are  
18 great on Trenton still. I mean, they're still in  
19 the mid up -- mid 90s at this point, day in and day  
20 out. So extremely strong there.

21 We're doing very well in term -- I didn't  
22 bring -- I'm sorry, I forgot to print it before,  
23 but we're doing very well on our parking and rental  
24 car revenues on this. It's still well north of \$10  
25 month per enplanement, and last month was actually

9

1 over \$11 per enplanement, so good strong numbers  
2 there. And hopefully we'll be able to make a



3 strong case for not suspending that service  
4 seasonally when we chat with them tomorrow. Any  
5 other -- yes, sir?

6 MR. YOUMAN: Frontier, I haven't seen them  
7 advertising much, have you?

8 MR. WUELLNER: No. We believe that to be part  
9 of the issue, is they're -- they have -- one  
10 dynamic that's been going on all summer long which  
11 has really impeded their advertising in general  
12 systemwide is that they went -- you probably  
13 noticed they rebranded here in the last 30 days.  
14 They've changed their logo and how their aircraft  
15 are going to be painted and things like that.

16 That has had their marketing people completely  
17 tied up and made it very difficult to get  
18 advertising out of them to do. And they're also  
19 keep in mind very new to the Washington market.  
20 They are not -- this is not just us, but they  
21 started up, what, almost 20 cities at a very short  
22 time and don't seem to quite have their legs under  
23 them in D.C. yet in the general sense, so...

24 MR. YOUMAN: Is -- are we allowed to support  
25 them in any way with advertising?

10

1 MR. WUELLNER: We already do. We have a -- if  
2 you remember, we have a grant, a SCA- Small

3 Community Air Service Development grant that we can  
4 match with advertising dollars from them.

5 We recently found out we can match the dollars  
6 directly with Washington Dulles too, with those  
7 dollars. So we're hoping that's a part of what  
8 we'll talk about tomorrow, is maybe being able to  
9 put a more structured, more intensive advertising  
10 in both markets, and that's -- that's a pretty good  
11 chunk of money for advertising should it all be  
12 available.

13 MR. YOUMAN: Because they've done pretty good  
14 with no promotions.

15 MR. WUELLNER: Yeah, yeah, exactly.

16 MR. YOUMAN: Except for word of mouth through  
17 the community so far.

18 MR. WUELLNER: And my favorite statistic so  
19 far, we -- for the month of -- of September with  
20 Frontier, they registered on their web site 865  
21 station-related complaints. So these are  
22 complaints at their destinations and places they  
23 serve. And out of all 865, zero were associated  
24 with St. Augustine, so --

25 MR. YOUMAN: One last comment. My

11

1 brother-in-law and his wife -- my brother-in-law  
2 and his wife came down for a visit for a week last  
3 week, and he was amazed. They flew in here and

4 they were in and out of here, rented a car, got  
5 their luggage and to our house on the other side  
6 over there within a half hour of the plane coming  
7 up to the -- they were flabber -- they said it was  
8 fantastic.

9 MR. WUELLNER: Well, good. That seems to be  
10 the opinion of those that are flying. It's just  
11 we've got to get the word out better to some of  
12 these markets.

13 CHAIRMAN COX: Joe, you had a question?

14 MR. CIRIELLO: You say that in January they'll  
15 stop the Washington flights all together?

16 MR. WUELLNER: Yes, after January 6th, as it  
17 stands today. We're going to have that  
18 conversation with them tomorrow.

19 MR. CIRIELLO: Well then, it's possible they  
20 could change and still --

21 MR. WUELLNER: We hope they'll change their  
22 mind, yes, sir.

23 MR. CIRIELLO: Okay. You had a comment on  
24 November schedule change?

25 MR. WUELLNER: I just wanted to remind you

12

1 that it was changing from five days a week to three  
2 days a week. That was all. Today was another case  
3 where we had two airplanes on the ground. Pretty

4 much at least once a week so far we've had both  
5 airplanes on the ground on Mondays and Wednesdays.  
6 They seem to be launching out of D.C. a little  
7 late.

8 MR. YOUMAN: Have they told you what their  
9 passenger load is percentage?

10 MR. WUELLNER: I have not seen anything out of  
11 D.C. It hasn't been a full month yet. Very  
12 shortly we'll get -- typically within the next week  
13 I would think we'll get our first numbers for --  
14 well, actually both markets.

15 Enplanements are solid. We did go through  
16 10,000 enplanements already this year as a result  
17 of September. That's a good thing. That means  
18 you're guaranteed \$1 million in grant revenue the  
19 following year. So that's a good -- good threshold  
20 right there.

21 MR. YOUMAN: Love it.

22 CHAIRMAN COX: Kelly?

23 MS. BARRERA: Ed, back to our hangar and our  
24 hangar occupancy rate, I know in the past that the  
25 airport continually maintains a internal market

13

1 analysis, and I wondered about hangar rental rates.

2 MR. WUELLNER: We haven't done a survey for  
3 quite a while. Honestly we've been doing the CPI  
4 that was approved by policy a few years back. But

5 we can certainly do it; it's not that complicated.

6 MS. BARRERA: If you would, that would be  
7 great.

8 MR. WUELLNER: Yeah, sure.

9 CHAIRMAN COX: Is that it for you?

10 MR. WUELLNER: Yes, sir.

11 BUSINESS PARTNER UPDATES

12 CHAIRMAN COX: Okay. Business partner  
13 updates. Mr. Sanchez I don't believe is here for  
14 County Commission?

15 (Not present.)

16 CHAIRMAN COX: Ms. Crownover, Atlantic  
17 Aviation?

18 MS. CROWNOVER: I just wanted to invite you  
19 guys. If you want to, stop by. We're almost done  
20 with our renovations. Now they're just doing some  
21 touchups. So we'll do an official ribbon cutting  
22 once everything's done. I'll make sure everybody's  
23 invited. But feel free to stop by the FBO, check  
24 it out. It's completely different. It's really  
25 exciting. We still just have a few more things

14

1 left to do. And that's the biggest thing.

2 I also talked at the SAAPA meeting a week ago  
3 and invited all the SAAPA members also to stop by.  
4 Come check out -- you know, everything that we

5 have, our new equipment, some of the stuff is  
6 amazing. If you guys are interested in that kind  
7 of stuff, we'll show you around. And that's really  
8 all that's new right now. So just let me know if  
9 you need anything.

10 CHAIRMAN COX: Thanks, Michelle. Vic  
11 Martinelli not here for SAAPA but Ms. Ludlow is.

12 MS. LUDLOW: Oh goody, goody. I'm here.  
13 Don't take anything I say as Vic because he told me  
14 I couldn't say anything.

15 So at our last meeting of October 11th, I was  
16 in Thomasville. They had over 300 for their  
17 fly-in. Michelle was our speaker. She gave a  
18 great overview of Atlantic Aviation. Bruce  
19 arranged that, and Bruce also did our first Friday  
20 and it was a -- an Oktoberfest, and Bob O'Neill  
21 contributed the brats with -- Bob O'Neill with the  
22 Hilton. And for our Christmas party Bob O'Neill at  
23 the Hilton will also cater that for us. So we're  
24 really happy about that.

25 Bruce still wants to do a November fly day for  
15

1 the Aerospace Academy. It hasn't been totally  
2 arranged yet. We've been working on cleanup and  
3 repairs for the clubhouse. We're planning on a  
4 work day any time soon and we need a window air  
5 conditioner if anyone has one laying around.

6 We -- oh. SAAPA -- this is my part. SAAPA  
7 remains vigilant regarding airport activities.

8 Congratulations to Kelly on the school board.

9 We're having a sale on SAAPA shirts and hats, \$20  
10 and \$10. And if you approve of my report for  
11 Victor, please tell him.

12 CHAIRMAN COX: The board approves of your  
13 report. Thank you.

14 MS. LUDLOW: Thank you.

15 CHAIRMAN COX: Mr. Nehring?

16 MR. NEHRING: I have nothing.

17 CHAIRMAN COX: Thank you. Mr. Burnett?

18 MR. BURNETT: Nothing to report. I do have an  
19 observation to make if I might.

20 I think it'd be great if all the  
21 Airport Authority members in the future ran for  
22 other offices like county commission or city  
23 commission. I think that Ms. Barrera's lead is  
24 excellent, we'll get other government entities that  
25 know something about our airport. So that's my

16

1 only observation. That's really neat.

2 MR. YOUMAN: Will you be my campaign manager?

3 RISK MANAGEMENT - INSURANCE

4 CHAIRMAN COX: Okay. The risk management  
5 insurance discussion.

6 MR. WUELLNER: Yeah. Just bring you up to 3.  
7 Back in about January or February of last year  
8 when we were discussing -- or when Frontier  
9 approached us about the -- serving the airport, and  
10 then the following discussions were with Atlantic  
11 Aviation about servicing the -- the aircraft. And  
12 when we found out that Atlantic was not interested  
13 in doing anything but fuel and we moved into the  
14 service of the aircraft, we were prompted to begin  
15 to look at our airport insurance and particularly  
16 liability coverage at that time. We needed to get  
17 our liability insurance up to a minimum acceptable  
18 level. At this point and at that point, we went to  
19 a hundred million dollar liability related to the  
20 airport's liability insurance.

21 One of the things that was pointed out in that  
22 evaluation at the time was that the  
23 Airport Authority in servicing airplanes and doing  
24 certain things pull us potentially outside of the  
25 state sovereign immunity statute making that an

17

1 insurable risk as -- as would be done in the  
2 private sector. So it's important that we get  
3 covered in a meaningful way.

4 As we move forward into the year, it became  
5 apparent that we had a number of little holes that  
6 appear to be in our coverage as we had it out



7 there. So we commissioned over the summer a risk  
8 assessment or risk evaluation of the  
9 Airport Authority itself, and the results of that  
10 are kind of summarized in a -- a document we gave  
11 to you.

12 It identified areas where we either weren't  
13 covered, poorly covered, or had perhaps a policy  
14 structure that was not really necessarily favorable  
15 to the airport, especially financially. That  
16 resulted in us as we moved into insurance renewals  
17 in the month of basically September, with an effort  
18 after reviewing that report to plug those holes as  
19 we have to renew those policies or -- or provide  
20 coverage.

21 Our current coverage would then expire  
22 normally at the end of September. So we needed to  
23 get new policies in place. So we went out and  
24 really shopped that out and what we found was that  
25 we could -- we could basically for the same,

18

1 essentially the same amount of money we were  
2 already paying get better forms of coverage, get  
3 enhanced coverage in areas related to the property,  
4 and some areas that weren't currently being covered  
5 could be covered and covered in my opinion much  
6 better if not well moving forward.

7 A part of that risk assessment just as a last  
8 piece of this puzzle was a series of  
9 recommendations being made back to the Authority  
10 for consideration for inclusion in policy as it  
11 relates to our leasing activities. This is --  
12 they're really two distinct things, but as a part  
13 of determining our relative risk, they looked at  
14 our contractual agreements or major contracts with  
15 others, in particular leases. So there are some  
16 recommendations there, and I'll touch that in a  
17 second.

18 We -- suffice it to say, we found a number of  
19 areas that weren't covered well. The former policy  
20 was not -- not good. An example of which our  
21 property coverage. If you remember when we went  
22 into the -- our current or our previous land  
23 property insurance provider was a company called  
24 PGIT, which is an insurance trust, Public -- Public  
25 Governmental Insurance Trust in Florida. Covers  
19

1 only governmental property within Florida. Great  
2 great program, great great policy per se. The  
3 trouble we have is that the commercial market  
4 finally caught back up.

5 If you remember, we bought that policy, those  
6 of you that have been on the board a while, the  
7 insurance industry was in turmoil. You -- buying

8 commercial lines of property to insure us just not  
9 on the map, it either wasn't available or the price  
10 tag related to private commercial insurance was  
11 through the roof. So that led us to this insurance  
12 trust and we were happy there for a lot of years.

13 The downside to the trust is that our -- you  
14 know, in the event of loss, catastrophic loss  
15 around here, that we write the first check for  
16 upwards of \$2.7 million. That's the -- that's a  
17 big amount of money to just be stroking a check  
18 for.

19 The current -- the policy that we went to  
20 brings that number down to a much more manageable  
21 \$100,000. So all our properties are covered.  
22 They've all been through a brief Marshall, Swift  
23 evaluation at this point, meaning they've  
24 independently confirmed values of buildings and  
25 structures, things that we insure to make sure that

20

1 the -- the numbers we're using to insure are  
2 reasonable.

3 The other thing that occurred is our previous  
4 policy had an 80 percent coinsurance clause. We do  
5 not have that any longer. It's complete blanket  
6 coverage across all our buildings and all our  
7 property. So that's a -- that's a big step

8 forward. So there are no real gaps in physical  
9 plant as well as the liability side now.

10 Another piece of the puzzle that wasn't well  
11 covered on the airport, we didn't even understand  
12 how badly covered, was our environmental coverage.  
13 We've had insurance, liability insurance as relates  
14 to our fuel tanks that we own on the property that  
15 was adequately covered, but what we didn't have was  
16 a broad form liability coverage for the entire  
17 property so that in the event someone were to spill  
18 property on the airport and ultimately the airport  
19 be held responsible as the landowner, we had no  
20 insurance to back us up. So that would have been a  
21 check we would have had to write to get back in  
22 compliance. So that's now insured.

23 Another section of the policy that fell out  
24 somewhere along the line -- frankly I've been  
25 hard-pressed to figure out what -- what happened

21

1 and where it fell out, was an area of insurance  
2 called inland marine coverage.

3 The label is kind of a whole -- it was  
4 explained to me it was a very old term that went  
5 back to seaport days when that was the primary mode  
6 of transportation. But essentially it covers  
7 equipment, rolling stock, things like that. Bag  
8 tugs, any expensive lift devices, forklifts, you

9 know, all kinds of moving and nonmoving equipment  
10 on the airport that's -- that's solely limited to  
11 inside the airport property. So it's items that  
12 are not titled and tagged that we'd use on the  
13 road. So that kind of equipment. So we -- we now  
14 have coverage with a \$5000 deductible so -- for  
15 equipment that has significant value that would be  
16 expensive to replace. Generators, many of those  
17 items are significant. So that coverage is now in  
18 place.

19 That coverage was -- was bound. We're more  
20 making you aware of what you got for your dollar so  
21 to speak. It's as I said essentially the same  
22 amount of money that we spent last year. It was  
23 budgeted. It was within budget, the acquisition we  
24 did. So we just want to make sure you're aware of  
25 that.

22

1 Now, the second piece of this were the  
2 recommendations. Recommendations that we got are  
3 really at this point limited to what our commercial  
4 lease -- lease arrangements. You all know we have  
5 minimum commercial operating standards. They've  
6 been in place for long before I got here. They've  
7 been amended from time to time. But the current  
8 minimum operating standards are actually a part of

9 our overall lease policy that the Authority has.

10 Well, the minimum commercial operating  
11 standards require insurance of commercial operators  
12 on the airport. What do I mean by commercial  
13 operators? We're talking about if you operate a  
14 flight school, if you operate a charter business,  
15 if you operate an FBO. If you operate any kind of  
16 commercial activity on the airport, your compliance  
17 with minimum commercial operating standards is  
18 required including a minimum level of insurance.

19 If you are simply a -- at this point a  
20 T-hangar tenant, no commercial activity being  
21 conducted on the airport, these don't apply to you.  
22 There's a whole different -- you know, a whole  
23 different policy statement related to that.

24 We currently do not, by the way, require  
25 insurance of our T-hangar tenants. That's

23

1 something maybe needs to be discussed in the  
2 future. It is not an item we're proposing or  
3 discussing today, but it may be something you want  
4 to look at as a first line of -- of insurance  
5 related to the overall airport. But that's, as I  
6 said, not -- not here for today.

7 The limits, basically almost all forms of  
8 business that would be conducted on the airport  
9 right now require a million dollars worth of

10 liability insurance be provided to the  
11 Airport Authority. So they're providing a  
12 certificate of insurance naming us as an additional  
13 insured on the policy.

14 So they're buying a policy for their company  
15 and listing us there as the landlord as an  
16 additional insured on that policy, meaning we -- we  
17 stand basically in the same shoes as the tenant  
18 does in the event something happens on their --  
19 their leasehold or their activities on the airport.

20 We do not require them to insure their  
21 airplanes. That's really their -- their problem if  
22 the insure -- relative to the hull insurance of an  
23 airplane. That's their call if they want to insure  
24 the airplane. We're talking liability insurance  
25 for the most part. And it applies both to  
24

1 airplanes and automobiles.

2 So if you're going to operate an automobile  
3 inside the fence in a commercial manner, we've  
4 always required insurance for that. If they're  
5 going to operate an airplane in a commercial way  
6 inside the airport, they're going to be required to  
7 have -- in a commercial way, they're going to have  
8 to provide insurance.

9 The only real change that I saw in the

10 recommendations is related to air charter and taxi,  
11 air taxi. And it was a recommendation that that  
12 limit be moved from a million to \$5 million as the  
13 insurance for those operating charter businesses.  
14 And the -- the thought process here is that, you  
15 know, you really would like to see about a million  
16 dollars per seat available should something happen  
17 and somebody be in that plane as protection to the  
18 general public as well as against, you know,  
19 protecting us if you will at arm's length for  
20 activity.

21 We have looked at -- you know, once we looked  
22 at that limit, we were approached by somebody  
23 considering an operating agreement with us for a  
24 lesser limit. They would like to get -- stay at a  
25 million dollars. We approached the carrier here  
25

1 and said, hey, is that a reasonable number? They  
2 said, well, \$5 million for a small, you know,  
3 twin-engine airplane is a pretty big liability  
4 number. It may not -- it would be very expensive  
5 and very difficult to get. They agreed that  
6 probably a better number is \$2 million in some  
7 cases for smaller twin-engine kinds of activities  
8 with limited numbers of seats involved.

9 So we would recommend if you're -- when you  
10 consider this, that perhaps a secondary limit be



11 available for, you know, small charter operators,  
12 single aircraft operators, maybe light twin  
13 operator with one airplane that maybe that number  
14 could be reduced and still adequately protect the  
15 airport in that case.

16 The only other \$5 million commercial liability  
17 limit involved is the FBO. The FBO has and  
18 continues to provide more than \$50 million worth of  
19 liability insurance back to the airport. So this  
20 is -- there's nothing, you know, onerous to them.

21 I did want to -- I'm trying to think what  
22 the -- oh. If you're already in -- one other point  
23 on this. If you're in an existing lease with the  
24 Airport Authority, so if you're already in business  
25 as a commercial operator, we're collectively bound

26

1 by the terms of that lease agreement.

2 So anything you would adopt or be interested  
3 in adopting relative to policy on insurance, it  
4 would only apply to new people or anyone renewing  
5 or any other -- you know, when we've opened the  
6 lease up to where we -- they're asking us to do  
7 something or something -- for some reason that  
8 lease is open and able to be negotiated, it  
9 could -- it would enter the -- the discussion at  
10 that point. But if you're sitting on a lease

11 agreement with us and it's in good standing and  
12 everything's moving forward, there's no change to  
13 your lease. This doesn't materially affect that.  
14 So I want to make sure that's clear, too.

15 But we would recommend that you adopt a  
16 version of this, if not this -- these limits as  
17 a -- as an update to your minimum commercial  
18 aviation standards, which in effect amends your  
19 lease policy to include these as the replacement  
20 insurance limits within your policy.

21 And that's all I've got unless you've got  
22 other -- any kind of questions surrounding this  
23 topic. It's complicated, I'm sorry. And also I  
24 apologize that we didn't get this table in there, I  
25 think it may have helped clarify what we were  
27

1 actually asking to do. We just inadvertently  
2 didn't get it mailed.

3 CHAIRMAN COX: Quick question. You mentioned  
4 the air charter is \$5 million --

5 MR. WUELLNER: Yes, sir.

6 CHAIRMAN COX: -- and then your suggestion is  
7 you said a secondary consideration of \$2 million.

8 That is a case-by-case basis I take it --

9 MR. WUELLNER: It would be --

10 CHAIRMAN COX: -- based on your discretion.

11 MR. WUELLNER: Well, I would recommend that we

12 attach language that is just pretty simple. If  
13 it's single aircraft operation and it's not more  
14 than a twin-engine aircraft, you know, it's not  
15 turbojet -- we get into a lot of seats and a lot of  
16 value and a lot of liability --

17 CHAIRMAN COX: Right.

18 MR. WUELLNER: -- when we start moving up the  
19 food chain.

20 CHAIRMAN COX: We've got \$5 million  
21 single-engine turbo prop for 10 or 12 people.

22 MR. WUELLNER: Yeah. Now we're into \$5  
23 million.

24 CHAIRMAN COX: Yeah. Okay.

25 MR. YOUMAN: Mr. Cox?

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1 CHAIRMAN COX: Board discussion? Yes, sir?

2 MR. YOUMAN: The agency that did this review  
3 from what I read in the paperwork were totally  
4 independent from the insurance companies?

5 MR. WUELLNER: That's correct. They're --  
6 they're an agent at this point. They're a broker,  
7 an insurance broker. But at the time we did this  
8 study, they were -- all they had done is broker  
9 liability insurance for the Airport Authority only  
10 to get to the hundred million dollar level.

11 MR. YOUMAN: Okay. So then, back to the

12 charters, for example the biplane operator out

13 here, I believe he covers --

14 MR. WUELLNER: Uh-huh.

15 MR. YOUMAN: -- st. Augustine, his limit would

16 be adjusted quite lower than regular charter

17 aircraft?

18 MR. WUELLNER: It's a different classification

19 in the minimum operating standards.

20 MR. YOUMAN: What do you want me to do? I

21 can't get any closer.

22 CHAIRMAN COX: You can lean forward. They

23 can't hear you.

24 MR. BURNETT: Is it on?

25 MR. YOUMAN: Yes. It's green. Can you hear

29

1 me now?

2 CHAIRMAN COX: Yeah.

3 MR. WUELLNER: It's essentially the same

4 limit, but they come under a different section of

5 your minimum operating standards. They're not

6 considered a charter. They're considered a

7 specialized oper -- aircraft operator --

8 MR. YOUMAN: All right.

9 MR. WUELLNER: -- because it's simply

10 sightseeing.

11 MR. YOUMAN: Would any of these policies or --

12 or the price of the insurance run any of the people

13 out of here?

14 MR. WUELLNER: I wouldn't expect. They're  
15 basically the same limits we've had in place for a  
16 long time with the exception of aircraft charter.

17 MR. YOUMAN: Oh, okay. We're just formalizing  
18 it.

19 MR. WUELLNER: I think one of the only other  
20 things that we are -- you know, the key for us in  
21 doing this evaluation is to find out how -- a  
22 couple of things. One, make sure the limits that  
23 are in place are adequate to provide at least first  
24 blush protection of the Airport Authority before  
25 you start touching your own insurance for these

30

1 activities. We can't prevent somebody from suing  
2 us ultimately, but somebody's carrying first line  
3 of defense in their operation of an aircraft on the  
4 field.

5 MR. YOUMAN: Okay. So as I understand it, our  
6 policy for the airport, we plugged a lot of holes  
7 for the same type premium or --

8 MR. WUELLNER: Yes, sir.

9 MR. YOUMAN: -- around the same price that's  
10 within our budget currently, which therefore is  
11 great --

12 MR. WUELLNER: Uh-huh.

13 MR. YOUMAN: -- and this here just formalizes  
14 what we're doing currently except for charter  
15 operators overall?

16 MR. WUELLNER: That's correct. That's our  
17 intent.

18 And I think at a future date, we ought -- we  
19 ought to have a discussion as -- it's not pressing  
20 from our side, but I think you need going --  
21 perhaps into next summer when your -- your  
22 automatic lease renewals occur for your T-hangars,  
23 is at least visit formally again -- we haven't  
24 touched this in, well, 20 years at this point --  
25 whether you want to continue the policy of not

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1 requiring insurance of your T-hangar tenants.  
2 That's your call. Currently it's not required and  
3 it's -- it is what it is. But, you know, you have  
4 situations out there where a tenant could damage  
5 another tenant in a T-hangar scenario. We do have  
6 that --

7 MR. YOUMAN: That would fall into tort law,  
8 wouldn't it?

9 MR. WUELLNER: Well, certainly they can  
10 wrestle it out, but ultimately we're going to be  
11 named in it. It's just the way it is. But we're  
12 covered. I mean, we are insured for those kinds of  
13 activities. It's just whether you want to be

14 primary on the insurance line or you want to be  
15 the -- you know, the second level.

16 MR. YOUMAN: Okay. Can we get a comparison  
17 with other airports and see what they're doing?

18 MR. WUELLNER: Absolutely. I think you'll  
19 find you're one of the few not requiring insurance  
20 at well.

21 MR. YOUMAN: Interesting.

22 MR. WUELLNER: But it's worked well. I mean,  
23 we really have never had a claim in 20 years that  
24 I've been here and I think it was in place before I  
25 got here.

32

1 MR. YOUMAN: I'm happy. Thank you.

2 MS. BARRERA: I have questions. Okay. First  
3 of all, you mentioned the marine after of course we  
4 have a seaplane/seaport that would bring in the  
5 barges. Are we covered?

6 MR. WUELLNER: It's a whole different --

7 MS. BARRERA: Whole different policy?

8 MR. WUELLNER: -- the name -- as I said, the  
9 name's kind of -- it is covered under generalized  
10 liability --

11 MS. BARRERA: Under the umbrella?

12 MR. WUELLNER: Yes.

13 MS. BARRERA: Okay. And then the other

14 question I have for you is when I look at the fixed  
15 base operator and I see where the aircraft legal  
16 liability including passengers is a million/a  
17 hundred thousand per passenger for a business  
18 operating aircraft, but then when I look at the  
19 aircraft legal liability for the charter, I see  
20 \$5 million. And I'm curious about the disparity  
21 between the two.

22 MR. WUELLNER: I think the one refers to if  
23 they operate aircraft. The FBO here does not  
24 operate aircraft.

25 MS. BARRERA: Okay. So why are we --  
33

1 MR. WUELLNER: Not necessarily charter.

2 MS. BARRERA: -- doing a legal liability at  
3 \$5 million and we don't have anything that high,  
4 everything else is the standard \$1 million,  
5 \$100,000 per passenger on the legal liability?

6 MR. WUELLNER: I think because there's no --  
7 you're -- you're asking to cover people flying in  
8 their own airplane on their own business versus  
9 hanging your shingle out and calling it a charter  
10 business.

11 One you're protecting the public per se, the  
12 other you're protecting business customers. You're  
13 just requiring there's some baseline insurance  
14 covering the customers of the FBO. So to -- think



15 of the legal liability for the FBO as corporate  
16 aircraft operator's insurance on the airplane --

17 MS. BARRERA: Uh-huh.

18 MR. WUELLNER: -- versus a guy coming to you  
19 flying charters.

20 MS. BARRERA: But -- okay. And then my next  
21 question is, the specialized commercial flight  
22 services.

23 MR. WUELLNER: Uh-huh.

24 MS. BARRERA: What would be some examples of  
25 that?

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1 MR. WUELLNER: Ag flying. Sightseeing and  
2 tour operations. We have several of those.  
3 Helicopter tours. Biplane tours. Those kinds of  
4 operators. They're still carrying people for  
5 hire --

6 MS. BARRERA: Uh-huh.

7 MR. WUELLNER: -- in those cases or doing some  
8 commercial activity.

9 Also under our specialized, I believe we  
10 include -- I want to say we also include that --  
11 what am I -- explanation, but mom and pop, that  
12 single operator doing main -- aircraft maintenance  
13 on the field --

14 MS. BARRERA: Uh-huh.

15 MR. WUELLNER: -- for somebody on the airport.  
16 That was a big discussion item I think around  
17 eight -- seven or eight years ago, we came up with  
18 that classification. So I think they're included  
19 in that classification, also.

20 CHAIRMAN COX: Banner tow-ers.

21 MR. WUELLNER: Banner tow-ers. Thank you.  
22 Actually I -- okay. Sightseeing services for hire.  
23 Crop dusting, seeding, and spraying. Aerial  
24 photography and surveying. Power line and pipeline  
25 patrolling. Firefighting. Glider and sail plane

35

1 commercial operations and any other operation not  
2 specifically regulated under Parts 41 -- 43, 119,  
3 121, 135, 141, or 142 of FARs.

4 MS. BARRERA: Okay.

5 MR. WUELLNER: So basically 90 -- if you're  
6 operating commercially under Part 91 is probably  
7 where you're sitting.

8 MS. BARRERA: Uh-huh. So on the aircraft  
9 charter and air taxi, you're proposing that that  
10 could be reduced to \$2 million for both the  
11 commercial general and the aircraft --

12 MR. WUELLNER: Yes, ma'am.

13 MS. BARRERA: -- legal liability in both  
14 categories?

15 MR. WUELLNER: Yes, ma'am.

16 CHAIRMAN COX: Any other discussion?

17 (None.)

18 CHAIRMAN COX: Public comment?

19 MR. BRUNSON: Yeah, I just wanted to say that

20 I happened to come on the board when Ed was

21 reviewing all this and talking about things that

22 were omitted with our old policy and reviewing

23 things, and I certainly am one person who would

24 like to stay loyal to people in the area that can

25 provide the service, like Mr. Burnett, and that's

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1 important to me. But I think it comes a time when

2 you have to step above that and look at things that

3 you can get the biggest bang for your dollar, and

4 you've indicated that we budgeted for this for this

5 year and next year.

6 CHAIRMAN COX: Randy, get closer to your mic.

7 MR. BRUNSON: Okay. You can't hear me,

8 either?

9 CHAIRMAN COX: They need to hear you.

10 MR. BRUNSON: Okay. That we budgeted for

11 that, to have these additions with the revisions we

12 talked about. And I think Kelly was -- hit on

13 something.

14 You're talking about your umbrella. All these

15 extra functions we have here with my -- SAAPA and

16 with Civil Air Patrol and whatever we have and the  
17 incident we had how many years ago of somebody  
18 breaking their leg when we were flying the kids.

19 So we -- where is that covered that we are --

20 MR. WUELLNER: That would be our general  
21 liability.

22 MR. BRUNSON: Okay. So all of these extra  
23 activities we do are covered under the general.

24 MR. WUELLNER: Yes, sir.

25 MR. BRUNSON: Okay.

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1 MR. WUELLNER: The only things that aren't  
2 normally covered under general liability on the  
3 airport would be an air show, per se. Those are  
4 almost always excluded and require a specialized  
5 insurance policy that covers that. But even that  
6 policy covers -- we've had people trip and fall in  
7 the parking lot or things like that. All of those  
8 are covered under our general liability.

9 CHAIRMAN COX: Carl?

10 MR. BRUNSON: That's all I have, Mr. Chair.

11 MR. YOUMAN: The Airspace Academy --

12 MR. WUELLNER: Just general activities of the  
13 Authority are always covered.

14 MR. YOUMAN: -- SAAPA, is there a separate --  
15 is there a separate policy required for that?

16 MR. WUELLNER: It's not required, no. It's

17 part of our normal course of business.

18 CHAIRMAN COX: All right.

19 MR. YOUMAN: I make a motion --

20 CHAIRMAN COX: Public discussion? We're not  
21 after a motion yet.

22 MR. YOUMAN: Oh, okay.

23 MR. WARNER: Well, good afternoon. See if  
24 this is working. Is it working? Can you hear me?

25 CHAIRMAN COX: Just knock it around a bit.

38

1 MS. HOLLINGSWORTH: It's on.

2 CHAIRMAN COX: It's working. Not this way.

3 MR. WUELLNER: There you go.

4 MR. WARNER: Anyway, this is a point of  
5 inquiry and it goes back many years, and -- but it  
6 seems appropriate that since you've been talking  
7 about risk management and insurance, and years  
8 ago --

9 MR. BURNETT: Mr. Warner, excuse me, could you  
10 state your name and address for the record?

11 MR. WARNER: Oh. My name is Henry Warner and  
12 my address is 700 Pinehurst Place, St. Augustine,  
13 Florida. And just an added note, I am a candidate  
14 for the Airport Authority Board Seat 3.

15 But this is -- what I want to inquire with you  
16 about is an incident and a discussion that happened

17 many years ago. And the issue deals with people  
18 who are parking on the side roads of U.S. 1. And I  
19 don't know how often this happens, but it was  
20 happening fairly frequently a number of years ago  
21 where people would park to see planes take off and  
22 land.

23 Now, I did lose a friend who had an auto  
24 problem at night right down at the Airport  
25 Authority road and a car ran into her after her car

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1 became disabled. So that's not really relevant so  
2 much to the issue of people parking alongside of  
3 the road and trying to show their kids or  
4 themselves their interest in aircraft operations,  
5 watching takeoffs and landings.

6 One of the past dialogues that went on with  
7 Jack Gorman and I is how can we make this a more  
8 friendly and less dangerous activity? And I was  
9 talking with Joe Ciriello just a minute ago about,  
10 well, what happened to that little park that was  
11 being designed to give some relief perhaps to  
12 people who have an interest and their children have  
13 an interest in watching aircraft take off and land?  
14 So that was one issue surrounding that that came up  
15 in dialogue some time ago.

16 There are perhaps a lot of other answers to  
17 this if that is -- continues to be an issue of

18 people parking on the side of the roads on U.S. 1,  
19 to take advantage of the view of the airport. So  
20 my -- again, my comment to you is to whether this  
21 has been discussed or any action taken to resolve  
22 the problem. Thanks.

23 CHAIRMAN COX: Thank you. Hold on. I was  
24 going to let Ed address that.

25 MR. WUELLNER: I'm not sure there's a question  
40

1 in there.

2 MR. CIRIELLO: I've got a question.

3 MR. WUELLNER: Okay. All I can tell you is  
4 the liability -- you know, you've got inherent  
5 liability to operating the airport. If they're  
6 outside the fence of the airport or on right-of-way  
7 of U.S. 1 or any other public street, I would  
8 assume it's an automobile insurance issue primary.

9 That doesn't mean they can't find an avenue to  
10 potentially come against us. But in the event they  
11 do find an avenue to us, my guess is this is going  
12 to fall under our normal sovereign immunity type  
13 activities and would have a relatively low exposure  
14 to the Authority somewhere in the \$250,000 maximum  
15 exposure to us range unless they can find some --  
16 some way to pierce that sovereign immunity statute.  
17 Wouldn't you agree with that, Doug?

18 MR. BURNETT: Yeah. And maybe it delves  
19 into -- I'm going to speak loud so I make sure it  
20 picks me up. Maybe it delves into the issue of a  
21 policy on how we deal with those things and maybe  
22 creating parking outside or, you know, signage  
23 related to getting there.

24 But that's separate from the actual issue on  
25 liability here today. Because exactly as you said,  
41

1 on something like that, that's the fundamental most  
2 basic area of where our sovereign immunity does  
3 kick in. It -- it's not even related to an airport  
4 operation. It's outside. It's either -- it's  
5 either on roadways owned by the state or roadways  
6 owned by the county or some other private roadways  
7 that aren't owned by the airport. So...

8 CHAIRMAN COX: All right. Well, I don't want  
9 to get off track of the discussion because we're  
10 getting out of context of this. This is a pretty  
11 finite area that we're talking about. We're  
12 getting into other areas of insurance that's not  
13 covered in this discussion. So did you have  
14 something to say?

15 MR. WUELLNER: No. I just --

16 CHAIRMAN COX: I agree with you. What's your  
17 question, Joe?

18 MR. CIRIELLO: The way that Mr. Warner was



19 talking, I'm just wondering -- well, Ed said that  
20 this insurance covers all airport activities within  
21 the fence, but we own a lot of property now outside  
22 the fence, and if somebody gets injured somehow not  
23 aviation-related but on our property that's outside  
24 the fence, does this insurance cover that or is  
25 there some other kind of insurance that you would  
42

1 have to go by?

2 MR. WUELLNER: Mr. Ciriello, if we own it,  
3 it's covered under this policy. It's blanket  
4 cover --

5 MR. CIRIELLO: It doesn't necessarily have to  
6 be inside the fence.

7 MR. WUELLNER: That's correct. That's  
8 correct.

9 MR. CIRIELLO: Well, in that line, where does  
10 our property start and end -- say what Mr. Warner  
11 was talking about, U.S. 1. We have a fence right  
12 out here on U.S. 1. Now, how far past that fence  
13 is really our property or is it right where the  
14 fence is inside?

15 MR. WUELLNER: I believe you're going to find  
16 the fence is -- for the most part is located on the  
17 right-of-way. So the ownership change occurs  
18 approximately at the fence line. With -- now there

19 are a few places that there's exceptions because  
20 you either couldn't get fence there or for some  
21 reason or not it's not on the line, but...

22 MR. CIRIELLO: Okay.

23 CHAIRMAN COX: All right. Any further  
24 discussion?

25 MS. BARRERA: Yeah.

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1 MR. MINTZER: Oh, yes. Thank you. I'll try  
2 and be loud enough. Do I need to use it or no?

3 CHAIRMAN COX: Yeah. It's more about the  
4 recording, not us hearing you as the formal --

5 MR. MINTZER: Got you, all right.

6 Well, my name is Elliot Mintzer. I am an  
7 owner/operator of Boomerang Air Charter that's  
8 located here at the Northeast Florida Regional  
9 Airport.

10 MR. BURNETT: Address.

11 MR. MINTZER: Oh, my address is 140 Marsh  
12 Island Circle in St. Augustine.

13 I'd like to thank the board for allowing me an  
14 opportunity to come and speak and sort of give you  
15 a progress report on how the air charter service  
16 has been doing since we came to the field last  
17 November.

18 I'm excited to tell you that in the first year  
19 of operation, we conducted 80 flights flying 225

20 hours and buying 6,750 gallons of avgas from the  
21 airport, not counting the number of rental cars,  
22 the amount of catering we've bought from the Fly-By  
23 Cafe, and the number of services we've utilized on  
24 the field like maintenance and detail.

25 As we all know, we live in a, you know,  
44

1 litigious world and insurance is expensive. We  
2 currently have provided the airport with insurance  
3 that was required in the minimum operating  
4 standards as per our lease agreement.

5 We've in the past two months moved out of our  
6 Casa Cola facility due to needed expansion in the  
7 next few months, and we've moved into the SK -- the  
8 old SK facility that is now leased by Atlantic.  
9 I'm still a little confused on operating under an  
10 operating on, but here nor there, we're now smacked  
11 with \$5 million for insurance for liability, for a  
12 \$1 million on a vehicle and \$5 million for  
13 aircraft.

14 Board members, I run a twin-engine Baron.  
15 It's worth \$160,000. There's no company out there  
16 that's going to give me even \$2 million on a Baron.  
17 And if I was able to get it let's say through  
18 Lloyds of London, that policy would be 18 grand.  
19 I'd have to move. I'd be done. I couldn't

20 compete.

21 I've asked the board for an exception. I've  
22 asked for you to consider the current insurance we  
23 have in place. I do have a \$2 million liability  
24 policy that I went out and got. So if you couple  
25 that policy which runs me \$2500 a year with my  
45

1 current insurance which is \$4500 a year, that's  
2 \$7000 worth of insurance that we pay for and  
3 unfortunately we have to pass that on to the  
4 customer. If we go to this new recommendation,  
5 we're going to have to move. There's no way I can  
6 afford, you know, having my insurance virtually two  
7 and a half times what it is -- what it is now.

8 So we're on track this year to double what we  
9 did last year. We're projected to fly over 300  
10 hours, over 165 flights, and buy a whole lot more  
11 avgas than we did last year. So I respectfully ask  
12 the board to seriously consider that if these  
13 insurance requirements go into place, the little  
14 guys like me will be driven off the field.

15 I am prepared to move my whole operation to  
16 another airport and at that time we'll cease to use  
17 the services here and we'll just fly in and out  
18 like every other charter operator does that uses  
19 the FBO and our normal insurance won't even be an  
20 issue. So we'd like to continue to call the

21 airport home and I ask you to consider that. If  
22 you have any questions, I'm more than happy to  
23 answer them.

24 CHAIRMAN COX: Go ahead.

25 MS. BARRERA: I have a question.

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1 MR. MINTZER: Sure.

2 MS. BARRERA: If the limits were as Ed  
3 suggested, the \$2 million for both your aircraft  
4 legal liability and your commercial general  
5 liability, is that -- that sounds like you already  
6 have that.

7 MR. MINTZER: I have the \$2 million general  
8 liability that was asked when we moved into the  
9 Casa Cola facility.

10 MS. BARRERA: Okay.

11 MR. MINTZER: But I can't get \$2 million on a  
12 Baron. And if I could, it would be so cost  
13 prohibitive that I couldn't do it. Nobody would  
14 even talk to me about \$5 million. My current  
15 coverage is a million now.

16 MR. YOUMAN: Why would we require \$2 million  
17 on a \$200,000 aircraft?

18 MR. WUELLNER: It's not insurance for the  
19 airplane. It's liability insurance not -- not  
20 insurance about the aircraft itself. It's not --

21 MR. YOUMAN: These --

22 MR. WUELLNER: It's not like collision

23 insurance.

24 MR. YOUMAN: Then he's covered.

25 MR. WUELLNER: He does not currently possess

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1 that I'm aware of aircraft legal liability. That's

2 dif -- that's a different -- it's like the

3 liability for the operation of the aircraft versus

4 commercial liability, standard commercial

5 liability, which is his activities on -- on the

6 property he leases.

7 MR. YOUMAN: Have -- have you two sat down and

8 talked and had an insurance agent with you when you

9 talked about it?

10 MR. WUELLNER: We -- we re -- we've taken his

11 questions to the risk management people every time.

12 This is -- this is down -- he is -- he is exactly

13 the kind of entity we're talking about being able

14 to reduce it from 5 to 2 because of the scale of

15 his operation.

16 We personally from an airport perspective

17 don't really care if he insures his airplane for

18 damage on the airplane. That's not -- that's not

19 our call. He can carry whatever he'd like there.

20 It doesn't have a risk to the Airport Authority,

21 per se.

22 CHAIRMAN COX: So what is he missing exactly?

23 MR. WUELLNER: It's liability in the operation

24 of the aircraft on the airport.

25 CHAIRMAN COX: Where does that fall under?

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1 MR. WUELLNER: Okay. You have two different

2 kinds of liability insurance in play here.

3 One is commercial general liability, which

4 means any activity associated with his leasehold or

5 his activity on the airport that's not in the

6 airplane is what is covered under commercial

7 general liability insurance. His activities while

8 passengers are on the airplane or he's doing

9 something relative to the airplane's movement on

10 the property is a distinctly different line of

11 insurance.

12 CHAIRMAN COX: Elliot, I'm wondering why it --

13 why it makes any difference what aircraft you're in

14 to get that insurance. Because you're not --

15 you're not talking about hull insurance.

16 MR. WUELLNER: No.

17 MR. MINTZER: Right.

18 CHAIRMAN COX: So why -- why does it make any

19 difference to the -- to the insurance company what

20 aircraft you're utilizing for this type of

21 liability insurance?

22 MR. MINTZER: I don't know the answer to that  
23 question. All I know is when I sent these  
24 requirements to my aviation insurance guy, I know  
25 we -- we've been back and forth, he said, sure, I  
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1 can go out and get you \$5 million aircraft legal  
2 liability. It's 18 grand. He goes, I can get you  
3 5 million in general liability. It's 9 grand. And  
4 I can get you -- I can get you whatever you want,  
5 we'll find it. It's cost prohibitive.

6 So, I mean, again, the board needs to do what  
7 it needs to do to protect the airport. I get that.  
8 I'm okay with that. I'm just saying if that's what  
9 it is, an operator like myself would have to leave.  
10 We have no other choice.

11 CHAIRMAN COX: Go ahead, Kelly.

12 MS. BARRERA: No, I just would -- I would like  
13 to find out what the distinction would be between  
14 your -- your charter operation and the requirements  
15 for that and the requirement for the specialized  
16 commercial flight services.

17 Because if it comes down -- if -- it seems to  
18 me that it would be reasonable with a million  
19 dollars coverage and a hundred thousand per  
20 passenger if that's -- unless there's a significant  
21 distinction that I'm not aware of, that would be  
22 reasonable under the aircraft legal liability that



23 includes passengers.

24 MR. YOUMAN: And wouldn't that come under Ed's  
25 discretion to -- as an airport administrator to  
50

1 make that judgment call?

2 MR. WUELLNER: Currently all I can do -- well,  
3 if you adopt this, all I can do is to get him down  
4 to \$2 million.

5 CHAIRMAN COX: Right.

6 MR. WUELLNER: Now, what I -- what might be a  
7 stopgap provision here is that we could -- we could  
8 revisit the \$2 million one more time and ask the  
9 exact question Kelly's asking, why the distinction  
10 between those aircraft operated under air charter  
11 and those under specialized commercial, why are  
12 there distinctly different per passenger numbers  
13 and get an answer back to you on those two  
14 particular questions. I think those are really --  
15 it's a very valid question to be asking.

16 MR. MINTZER: I do have one question that  
17 maybe y'all could answer for me. Is I'm having a  
18 hard time wrapping my head around -- I can -- as a  
19 charter operator, if I'm based in Palatka or I'm  
20 based at Craig or I'm based in Orlando, I can fly  
21 in and out of here all day long. Insurance doesn't  
22 even come into play.

23 MR. WUELLNER: That --

24 MR. MINTZER: I mean, how many -- the FBO has  
25 charter operators in and out all day long. So I  
51

1 don't -- I can't wrap my head around, I mean, why  
2 we need this when I'm doing exactly the same thing  
3 that every other charter operator is. And I'm okay  
4 with giving you whatever liability you need general  
5 for the aircraft, but let's just try and work it  
6 out so we can stay here and call this place home.

7 CHAIRMAN COX: Question, and I -- I'm just  
8 curious. You said earlier that everything -- that  
9 current operators that had an operating agreement  
10 were grandfathered in under the old clause. What  
11 changed?

12 MR. WUELLNER: He surrendered his lease  
13 agreement with us --

14 CHAIRMAN COX: Okay.

15 MR. WUELLNER: -- and now needs to negotiate  
16 an operating agreement independent of that.

17 CHAIRMAN COX: All right.

18 MR. WUELLNER: Otherwise it would have held  
19 till the renewal at least.

20 CHAIRMAN COX: Right.

21 MR. WUELLNER: The way the lease is  
22 particularly written. All I can tell you is we  
23 certainly can pose questions. These are -- these

24 are -- as I said at the beginning, they're  
25 recommend -- recommended levels. I mean, there's  
52

1 certainly -- a provision always has been within  
2 your policy that, you know, just as you're hearing  
3 from Mr. Mintzer right now, I mean, if you want to  
4 consider on a case-by-case basis, they always have  
5 that ability to make that request.

6 But, you know, the policy -- this basically  
7 sets the limits that I can agree to. You as a  
8 board can agree to whatever limits you want at any  
9 time with any individual. These are kind of the --  
10 the expectations you're giving me to enforce  
11 administratively.

12 MR. YOUMAN: Yeah, that was -- that was my  
13 question before, were these policies -- were these  
14 minimums or maximums, run anybody off the airport  
15 and all of a sudden we have a gentleman here that  
16 says yes --

17 CHAIRMAN COX: It's a single case, but if  
18 we --

19 MR. YOUMAN: I -- I know it's a single case,  
20 but has this gone out to everybody?

21 CHAIRMAN COX: Pardon me?

22 MR. YOUMAN: Has this gone out to everybody on  
23 the airport yet?

24 MR. WUELLNER: Not yet.

25 CHAIRMAN COX: If we adopt this as a policy,

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1 Ed won't have any choice to -- he won't have  
2 discretion as to where he's -- he'd have to come  
3 back to the board.

4 MR. WUELLNER: Unless you build that in  
5 somewhere unless.

6 CHAIRMAN COX: Unless you build it into the  
7 language.

8 MR. YOUMAN: Can we make a survey of the  
9 people on the airport to find out what effect this  
10 is going to have on them so we know? I don't know.  
11 I mean, I'd hate to end up running people off the  
12 airport --

13 MR. WUELLNER: Well, this -- this happens to  
14 be the classification where the liability limits  
15 are proposed to be different than what they were  
16 originally. So your other operators have these  
17 same limits today.

18 He's trying to start something new, for all  
19 intents and purposes for agreement purposes, and  
20 the limits have the proposed change. This is one  
21 of the -- one of only two places where the limit's  
22 changed or proposed to change.

23 MR. MINTZER: So the sightseeing guy doesn't  
24 need to have these limits, correct?

25 MR. WUELLNER: Currently, no.  
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1 MR. MINTZER: Okay. When will he?

2 MR. WUELLNER: He would need these limits when  
3 his agreement expires, whenever that is.

4 MR. MINTZER: And operating agreements are  
5 annual, correct?

6 MR. WUELLNER: Depends on the agreement, yeah.  
7 He -- he's actually on a lease -- lease operating  
8 agreement with us --

9 MR. MINTZER: Okay.

10 MR. WUELLNER: -- because he leases space in  
11 the terminal.

12 MR. MINTZER: But the maintenance facilities,  
13 nobody else would --

14 MR. WUELLNER: Yeah. Any time that -- that it  
15 expires, a lease expires, it would be subject to  
16 new agreements. I -- I'd have to check each -- to  
17 be forthright, I don't know. It depends on the  
18 language of the specific lease --

19 MR. MINTZER: Right.

20 MR. WUELLNER: -- as to whether it would be  
21 open to impose new liability limits at a renewal  
22 point or whether it's a full --

23 MR. MINTZER: Yeah, it really doesn't matter  
24 like you said. I mean, we needed to expand. We

25 had to surrender our lease and go into a new lease.

55

1 But now --

2 MR. WUELLNER: You just kind of got caught in

3 the --

4 MR. MINTZER: Yeah. Yeah. Okay. Well, I

5 appreciate everybody's time and hopefully we can

6 stay.

7 MR. WUELLNER: Well, maybe the short term --

8 if I could offer a suggestion. While we

9 investigate that distinction and that one line

10 item, we could adopt -- perhaps consider adopting

11 the revised versions here, leave the old limits in

12 place currently for air charter and air taxi until

13 we can get back to you next month with the -- the

14 explanation of why that's distinctly different in

15 terms of liability.

16 MR. BRUNSON: We need -- we need to find out

17 if we want to try to help him and we do --

18 MR. WUELLNER: Uh-huh.

19 MR. BRUNSON: -- is what this does to our

20 overall --

21 MR. WUELLNER: Absolutely. Ability to --

22 MR. BRUNSON: And I think that's an excellent

23 suggestion. If we could do that, to come back and

24 give us a good and the bad --

25 MR. WUELLNER: Uh-huh.

1 MR. BRUNSON: -- about this decision that --  
2 and keeping in mind we want to try to help him.

3 MR. WUELLNER: Yeah.

4 MR. YOUMAN: The distinction was --

5 CHAIRMAN COX: Hold on. I don't want to get  
6 involved in more board discussion. We're still in  
7 public comment here and we're getting into board  
8 discussion. I understand. So if you don't mind,  
9 just keep your points to -- hold on to them and let  
10 me get back to you because we've got some other  
11 people out here. Reba's first and then Ms. Green.

12 MS. LUDLOW: Oh, sorry. We'll go back to this  
13 thing recommended. This is what is recommended.  
14 This doesn't mean this is what has to be done.

15 I think if Elliot has been a tenant for 12  
16 months previous and just because he moved to  
17 another facility, I don't think he should be caught  
18 under this. Nor do I -- this says new member --  
19 applies to new people or the agreement expires.  
20 His agreement really didn't expire. He just got  
21 another one and he's still on the field.

22 I suggest you postpone the whole thing and do  
23 not adopt any of it until -- this is the first  
24 anybody's heard of it, and I suggest that we --  
25 some other people would like to look into that. So

1 I would suggest you do not adopt it at this time.

2 CHAIRMAN COX: Thank you. Ms. Green?

3 MS. GREEN: Suzanne Green, 105-B Solano Road,  
4 Ponte Vedra Beach, Florida.

5 I just had one question, maybe another hybrid  
6 of what Ed was saying, that you adopt what you can,  
7 get the definition or the distinction between the  
8 charter and the other special operations, and maybe  
9 Doug could look at some waiver language that's  
10 tight enough so that when you have certain  
11 instances like this with Elliot and you look at it,  
12 that the board has authority, Ed and the board has  
13 authority to maybe make a waiver in certain  
14 specific instances.

15 It's a hybrid, but it might give you a caveat  
16 to get the coverage you need and be able to pass  
17 something and take care of people that have been on  
18 the airport that don't really fall into that big  
19 5 million.

20 CHAIRMAN COX: Thank you. Ms. Crownover?

21 MS. CROWNOVER: Michelle Crownover, 758  
22 Matanzas Circle, St. Augustine.

23 Just on -- speaking from the FBO point of  
24 view -- and this is not directly for anybody in  
25 particular. Elliot's a good tenant of ours, rent's



1 paid on time, buys a lot of fuel from us now which  
2 in turn makes the airport money.

3 Bringing in other small operators like, you  
4 know, maybe a Cirrus doing charter or something  
5 like that, these limits are going to prohibit any  
6 small -- that small operator growth on the field,  
7 if that makes sense.

8 You know, I'm constantly out there trying to  
9 get new business brought in and I'm afraid this \$2  
10 million is going to inhibit the people that we have  
11 and any new business. So my suggestion would be to  
12 revisit that for the small operator. For the big  
13 one, you know, \$5 million seems more appropriate.  
14 But for somebody small, maybe it could be  
15 revisited.

16 CHAIRMAN COX: Thank you. Any further public  
17 comment?

18 (None.)

19 CHAIRMAN COX: Joe?

20 MR. CIRIELLO: Yes. In line with what Carl  
21 was saying about chasing people, when this  
22 gentleman that was speaking, I don't know what size  
23 operation he is operating, but I got to thinking we  
24 mentioned the helicopter sightseeing tour, we  
25 mentioned a biplane sightseeing tour. So those two

1 small businesses, to me they're small, similar to  
2 what this gentleman was saying and then Kelly had a  
3 question about comparing those two units.

4 Would it be possible to table this discussion  
5 on this accepting or rejecting this until Ed can  
6 find out the question of what the difference is  
7 between the -- the two insurances that Kelly was  
8 talking about and seeing then with that answer if  
9 we could somehow get some kind of language  
10 incorporated in here to help small businesses?

11 Cause it would seem to me that if we're going to  
12 chase him out of here, that helicopter and biplane  
13 might be leaving, too, I mean, if they can't afford  
14 that insurance.

15 CHAIRMAN COX: Well, it's kind of apples and  
16 insurance oranges in commercial -- the difference  
17 between types of commercial flight. We're talking  
18 about point-to-point charter, people paying going  
19 places, and the FARs make a distinction about  
20 different kinds of commercial flights. So -- and  
21 I'm sure that's taken into account in the risk  
22 assessment of the deal.

23 I -- I'm not really in favor of tabling this  
24 right now because I think we can adopt a hybrid  
25 language that will resolve the issue for everybody

1 I think at least in the interim.

2 MR. WUELLNER: If you don't mind, I would also  
3 hesitate to use -- regardless of this particular  
4 discussion, I think it's an inappropriate and  
5 ill-advised point of view to use insurance that's  
6 protecting the airport's -- airport itself, your  
7 exposure, as an economic development tool.

8 I think there are -- if you want to -- if you  
9 want to incentivize business on the airport, I  
10 don't think the way to go about this is to increase  
11 your exposure from a liability standpoint. So I  
12 would encourage you to find another vehicle to  
13 incentivize small business rather than, you know,  
14 taking this tact on the same issue.

15 CHAIRMAN COX: We're walking a fine line  
16 because we've got to protect the airport on one  
17 hand and we've got to incentivize business on the  
18 other. So we've got -- it's a tight rope. Yes,  
19 sir?

20 MR. YOUMAN: Just to refer back to something  
21 you said before one of my questions, the only two  
22 areas of contention as I see it is the charter and  
23 the specialized insurance and everything else is  
24 the same as it's been in the past overall.

25 MR. WUELLNER: Yes. Actually there's only one

1 area --

2 CHAIRMAN COX: One.

3 MR. WUELLNER: -- of contention that's related  
4 to that charter.

5 MR. YOUMAN: Right.

6 MR. WUELLNER: What we're trying -- what we've  
7 been asked to do is make -- find out what the  
8 distinction between the two operations are and why  
9 those limits versus what is being in specialized  
10 operations.

11 MR. YOUMAN: Can we vote on everything in here  
12 except those two items --

13 MR. WUELLNER: Yes.

14 MR. YOUMAN: -- until it's -- until that's  
15 cleared up?

16 CHAIRMAN COX: There's only --

17 MR. WUELLNER: It's only one item, but yes.

18 CHAIRMAN COX: -- one item in contention.

19 MR. YOUMAN: Well, why is it one item? It's  
20 charter and specialized, isn't it?

21 MR. WUELLNER: No. The liability issue on the  
22 table as I understand it is related to the charter  
23 operation. What Ms. Kelly brought into the  
24 conversation is the comparison. She asked the  
25 question of why is it different --

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1 MR. YOUMAN: I understand that.

2 MR. WUELLNER: -- under specialized liability,  
3 which is a great question. But it's not calling  
4 specialized into question per se.

5 MR. YOUMAN: You could handle it if it was  
6 under the specialized category; is that correct or  
7 incorrect?

8 MR. MINTZER: That's correct. It would --  
9 then my limits that the airport has currently  
10 accepted would be satisfactory.

11 MR. WUELLNER: We'll get that question  
12 answered for that particular -- the charter line  
13 item.

14 CHAIRMAN COX: Any further board discussion?  
15 Go ahead.

16 MS. BARRERA: So it is within our authority to  
17 be able to grandfather anybody who's currently on  
18 the field.

19 MR. WUELLNER: Absolutely. This is all a  
20 policy question, not -- not a legal question.

21 MS. BARRERA: I'm just -- I'm just clarifying.

22 CHAIRMAN COX: The Chair stands open for a  
23 motion.

24 MR. BRUNSON: You know, if you don't mind,  
25 Mr. Chairman, I'd like for Doug to maybe lead us a

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1 little bit in a motion that adds to the -- that Ed  
2 would have the opportunity to address the air

3 charter and get back to us on that and put that in  
4 the motion.

5 MR. BURNETT: I think the motion could be that  
6 the Airport Authority accepts the recommendation  
7 adopting the Appendix 1, the Minimum Insurance  
8 Policy Limits, but on Page 2 of that at the top  
9 column, Aircraft Charter, that that policy would be  
10 brought back to next month's meeting for review and  
11 consideration and further input from staff.

12 MR. BRUNSON: Okay. That's --

13 MR. WUELLNER: And I would -- I would, just  
14 for clarification, that the existing limits would  
15 remain in place, although --

16 MR. BURNETT: Yes.

17 MR. WUELLNER: -- we would bring that type of  
18 an agreement back to you anyway.

19 So I -- I think the only alternate direction  
20 I'd want to be sure is, just so we're all on the  
21 same page, are you desiring for us to complete  
22 transactions in process right now under old limits,  
23 defer those until you take action at the next, say  
24 the next meeting on this item? What's your  
25 preference?

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1 I need some direction here, because  
2 Mr. Mintzer's owed an answer at some point here

3 whether it's using our old limits in, which case  
4 he's indicated a willingness to provide those  
5 limits today for lack of better words or -- don't  
6 let me put words in your mouth.

7 MR. MINTZER: Very good.

8 MR. WUELLNER: But essentially if he's willing  
9 to provide that today, then you can take whatever  
10 action the next month.

11 To raise those limits, he would -- at that  
12 point, I don't need you here but you'd be  
13 effectively grandfathering him into whatever you  
14 did next month if you leave that in place within  
15 the normal policy guidelines. That's your -- your  
16 call. You're almost de facto granting a waiver  
17 by --

18 CHAIRMAN COX: For one month.

19 MR. WUELLNER: -- which -- for one month.  
20 Well, we're not granting him -- we'd be granting  
21 him a permanent waiver as long as his operating  
22 agreement remains in effect.

23 MR. YOUMAN: Because I doubt very much -- he  
24 doesn't want to move into his new facility until  
25 this is clarified, I would think. He's hanging out  
65

1 there on a string, in my opinion.

2 MR. WUELLNER: He's on a string right now, but  
3 it's not --

4 CHAIRMAN COX: Here's -- I'm sorry.

5 MS. BARRERA: I'll go ahead and make a motion.

6 I make a motion that we accept the insurance

7 appendix provided under our current set of

8 insurance limits that we currently have in effect

9 with this new air serve company. Does that -- does

10 that do it? The current limits --

11 MR. BRUNSON: You're going --

12 MS. BARRERA: -- under our current policy.

13 MR. BURNETT: If I might, I think I know where

14 you're going.

15 MS. BARRERA: Uh-huh.

16 MR. BURNETT: If -- if I might. Would the

17 motion be to accept staff's recommendation and

18 adopting Appendix 1, the minimum insurance policy

19 limits --

20 MR. WUELLNER: With the exception --

21 MS. BARRERA: With the --

22 MR. BURNETT: -- with the exception of

23 Aircraft Charter and Air Taxi, that top column on

24 Page 2 --

25 MR. WUELLNER: And just leave that.

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1 MR. BURNETT: -- and --

2 MS. BARRERA: That is my motion as stated for

3 the record.



4 MR. BURNETT: Then I guess the question is if  
5 there's a second.

6 CHAIRMAN COX: Yeah --

7 MR. BURNETT: Go ahead.

8 CHAIRMAN COX: -- question. So your point  
9 is -- and I want to make sure, I mean, I didn't  
10 understand it, that by doing that, we grant a  
11 perpetual waiver?

12 MR. WUELLNER: No.

13 CHAIRMAN COX: Okay. What did she say --

14 MR. WUELLNER: Just for the length of an  
15 operating agreement he would execute on this.

16 CHAIRMAN COX: The length of the operating --

17 MR. WUELLNER: Probably a year.

18 MR. BURNETT: So, Mr. Chairman, if he's able  
19 to get an operating agreement executed between now  
20 and the next meeting, presumably were you to adopt  
21 this -- where you adopt column number 2 on the  
22 second page, then he'll have a policy -- he'll have  
23 an operating agreement in place already and so his  
24 operating agreement would stay in force and effect  
25 obviously --

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1 CHAIRMAN COX: Under his old -- under the old  
2 parameters.

3 MR. YOUMAN: That would be a separate motion,  
4 wouldn't it?

5 MR. WUELLNER: No.

6 MR. BURNETT: No.

7 MR. WUELLNER: It falls back to that's the

8 liability limit that's in place today.

9 CHAIRMAN COX: Now, as a discussionary point,

10 my concern is setting a precedent for one

11 operator --

12 MS. BARRERA: We're not.

13 CHAIRMAN COX: Okay.

14 MS. BARRERA: We're not. Because we don't

15 have an answer on this question and we're all fully

16 comfortable with instituting a motion on every

17 other item under -- on this draft.

18 CHAIRMAN COX: True.

19 MS. BARRERA: So we're not. We're putting

20 that one item back for further investigation out of

21 this appendix that we brought back to the board at

22 a later date. Once that has been clarified,

23 because that is the only area of this that has

24 caused any questions.

25 MR. WUELLNER: And in the interim, the

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1 existing limits apply.

2 CHAIRMAN COX: Okay.

3 MR. YOUMAN: And that would cover --

4 MR. BRUNSON: Mr. Chairman, we don't want to

5 table this, we --

6 CHAIRMAN COX: I don't want to table --

7 MS. BARRERA: We just need a second on my  
8 motion.

9 MR. YOUMAN: Second.

10 CHAIRMAN COX: Okay. Motion on the table and  
11 a second. All in favor?

12 MR. CIRIELLO: Aye.

13 MS. BARRERA: Aye.

14 MR. YOUMAN: Aye.

15 MR. BRUNSON: Aye.

16 CHAIRMAN COX: Aye. Motion passes.

17 MR. YOUMAN: Okay, Elliot?

18 MR. MINTZER: I thank you very much.

19 AIRLINE TERMINAL PROJECT

20 MR. WUELLNER: Next item I'm hoping is more  
21 fun. We -- we mentioned during -- not mentioned,  
22 but we discussed at some length the funding  
23 availability going into this fiscal year as a part  
24 of our budget effort.

25 So I mentioned during that time we had

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1 successfully reprogrammed some money with Florida  
2 DOT into a couple of classifications, one being  
3 some pavement infrastructure improvements, funding  
4 some building-related improvements, and the third  
5 being some equipment acquisition related to --

6 primarily related to the airline terminal area  
7 itself. Those resulted in JPAs which you-all  
8 approved the motions to. Those are now fully  
9 executed and we are now trying to inch forward with  
10 what -- whatever we'd like to do at this point.

11 I -- I am -- hopefully you're ready to pull  
12 up -- yeah, there we go. A couple of things we'd  
13 like to just kind of walk you through and see if  
14 we've got any -- or I should say you've got any  
15 real heartburn with the concepts and what we're  
16 trying to accomplish.

17 We're trying to address some operational  
18 issues that will likely reappear as we keep going  
19 forward. We'd also like to do some improvements  
20 that help us improve the overall passenger  
21 experience that we have here.

22 And, you know, Mr. Ciriello was right to point  
23 out some time ago that we -- you know, we leave  
24 passengers very much weather exposed, especially  
25 how we're operating it today for, you know, nearly

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1 a hundred feet in many cases for -- or more, which  
2 could be in pouring down rain or whatever the  
3 atmosphere gives us that day.

4 One of the things we asked to -- we took a  
5 look at in a very -- these are -- these are

6 conceptual, these are not engineered, we are no  
7 further than just discussing the ideas here. But  
8 one is look at perhaps angled -- angling the  
9 aircraft in versus parking toe to -- or, you know,  
10 nose to tail with the one in front. That brings  
11 the -- the passenger door, if you will, much closer  
12 to where they -- where passengers ultimately want  
13 to be.

14       Secondarily -- I'm going to get up and kind of  
15 point as we go. I'll do the one behind you. That  
16 seems to be the one everybody's looking at most.  
17 One of the ideas was to create just a covered  
18 walkway along the fence line on the inside of the  
19 fence with the aircraft nose sitting approximately  
20 here and here and here.

21       It's a very -- we've shortened by more than  
22 half the distance from the nose, in fact it's now  
23 probably a 20- to 30-foot walk at most between the  
24 switchback unit that actually facilitates the  
25 passengers off the airplane and the covered

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1 walkway.

2       By making sure we're using the covered  
3 switchback unit and potentially even a little eve  
4 over this area, we believe you can probably get  
5 that down to just a few feet at worst that you'd be  
6 exposed to weather getting off the airplane. That

7 would -- that would go a long way to improving the  
8 customer experience around here, too.

9 We'd also like to look at maybe a covered  
10 structure between the edge of our current bag claim  
11 and the fence line so it would integrate into that  
12 walkway so you essentially can be dry for the most  
13 part the whole experience.

14 What we didn't want to kill in the -- in the  
15 concept was what people like most, which is was  
16 being able to actually see, smell, touch, and kind  
17 of feel the whole airline experience, something  
18 that you can't do today at larger airports. You're  
19 shoved in that little tunnel and never allowed to  
20 really experience what the airplane is on the  
21 outside, how big, how loud, how everything else  
22 that goes with it. And this kind of in our point  
23 of view gets that hybrid, if you will, experience  
24 where you still get all that stuff but you don't  
25 have to get soaking wet to enjoy it on certain

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1 days.

2 We're also, probably at a future phase, but  
3 one of the things that will likely enter the  
4 picture longer term is how especially is if -- when  
5 and if volume were to increase, is how bags are  
6 processed by TSA. Currently that's a hand

7 inspection process where literally every bag is  
8 checked by TSA individually.

9 At some point, the volume of bags through  
10 there will encourage TSA to place an electronic  
11 methodology of doing that. So basically a -- they  
12 call them ETD machines, but Explosive Trace  
13 Detection machines where they run the bag through a  
14 machine and it determines whether it's safe to go  
15 on the airplane, a more mechanical process but it's  
16 a very heavy intensive kind of piece of equipment  
17 that probably requires a better climate control  
18 environment to be functional down the road.

19 So we would probably defer until or when and  
20 if TSA indicated a willingness to put ETD  
21 capability at the airport modifying our baggage  
22 makeup area to coincide with their demands later on  
23 rather than to make a short improvement here that  
24 was rendered useless perhaps a few months later,  
25 you know, when TSA changed their mind. So that's

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1 kind of the layout we'd like to do.

2 Some of the other things that kind of play  
3 into this. This also does another really -- and  
4 Kelly, I know she'll appreciate this and Carl  
5 because they love that sustainability stuff. But  
6 one of the things we can do is right now if you've  
7 been out there and watched what we do and how we do

8 it, there's a lot of engine-driven equipment that  
9 supports the airplane while it's on the ground.  
10 Ground power unit, air-conditioning to the  
11 aircraft, all of those things are driven by either  
12 a gas or electric engine vehicle. Even tugs to  
13 some degree.

14 We can do a lot of those things by changing  
15 the units under that equipment grant to electric  
16 units, and in many cases like the GPU in  
17 air-conditioning, we can fix the units on the  
18 ground so that they are not even rolling stock any  
19 longer.

20 In the event one of those units failed to  
21 operate, we can always pull the other engine-driven  
22 unit out and support the airplane, but day in and  
23 day out these are much more reliable than relying  
24 on an engine to run a generator as an example. Is  
25 this not on? Oh. You're not hearing it.

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1 Anyway, those things could get as many as six  
2 or more engine-driven pieces of equipment off the  
3 ramp. It will also bring the overall noise  
4 exposure on that ramp. You might be surprise --  
5 down dramatically. As you might be surprised to  
6 learn, there's only about four decibels difference  
7 between all that equipment running on the ramp with



8 the engines off on the aircraft and the aircraft  
9 engines running on the ramp. And you would think  
10 that would be dramatically different, but it's only  
11 about a four or five dB difference. So it's a  
12 noisy environment that we expose everybody to,  
13 including employees. So, that's -- that's pretty  
14 much in a nutshell what we'd like to do in terms of  
15 a site plan. Can you give me the next one there?

16 The other thing on the back side we'd like to  
17 do -- this is airside, so this is the aircraft  
18 side. You can see that walkway structure kind of  
19 running this direction. One of the things we'd  
20 like to do is bring that -- you recall we have kind  
21 of a -- we refer to it as the eyebrow because  
22 that's what they told us it was -- but basically  
23 the big covered porch that hangs off -- it's the  
24 same roofline as the building, hangs off the back  
25 of the air-conditioning space in the terminal.

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1 We would like to basically enclose that area,  
2 open it up, make it air-conditioned space, put  
3 flooring down, basically do what we've done in the  
4 rest of the terminal. Make it air-conditioned  
5 space. The big advantage to us is it then allows  
6 enough seating in the terminal for two full flights  
7 of airplanes. Right now we do not have that  
8 capability, so there's a significant number of

9 people standing even when we just overlap flights  
10 at this point once or twice a week. So it would be  
11 helpful to get that space.

12 The other nice thing it does in -- in working  
13 just conceptually is that we can create kind of a  
14 center point -- as you walk through TSA and look  
15 straight ahead, you'll see that's where the gate  
16 check-in or the gate counter is, if you will. And  
17 the doors can be right on each side.

18 So instead of having the doors on the outside  
19 edges of this building, we can move it more center.

20 It can be more of a little bit of a focal point so  
21 there's no way to get disoriented as to where you  
22 go. We frequently have people turn right or left  
23 and then don't know they need to be left and it  
24 should have been right and it's not real clear.

25 And it's not very open there. If you remember,

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1 there's only about 20 feet I think of depth as you  
2 leave TSA to mill around there. So it gets a bit  
3 congested at the end of the TSA.

4 We -- we think just a minor architectural kind  
5 of treatment using -- we're using like split block  
6 and split face block, stuff that's permanently  
7 colored, doesn't require maintenance or anything  
8 else. We can use it also double faced so that the

9 inside of the building is that treatment also so  
10 we're not subjecting ourselves to a whole lot of  
11 new painting and interior finishes or anything  
12 else. It's the same block inside and out.

13 It adds some windows there so people will  
14 have -- can see what's going on out there. Also  
15 that has the side benefit of adding natural light  
16 to the building, something that currently is not at  
17 all in the building except in doors. So it  
18 dramatically improves the visual experience there,  
19 too.

20 With the canopy on the end of that, you now  
21 have an area that's, other than the first thing in  
22 the morning when the sun's just peeking above the  
23 sky, you've got a -- you get the light without all  
24 of the heat working it's way into the building  
25 also.

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1 We kind of like the idea. We think that the  
2 first phase, this piece, and at least one gate's  
3 worth -- this is kind of an expandable thing. But  
4 at least one gate's worth of equipment and covered  
5 walkway and all that can easily be done within  
6 what's currently budgeted.

7 We also need -- just so you know included in  
8 that same budget number we believe it's -- we're  
9 really a few months away from absolutely needing to

10 go ahead and reskin that building. It's  
11 approaching 10 years, believe it or not. And the  
12 good part, though, is what we can now reskin it  
13 with has a 20- to 30-year life material. So we  
14 don't have to go back to the material that was  
15 originally on that building. It's -- if you get  
16 inside that building and look out, you can see the  
17 pinholes of light coming through -- through the  
18 fabric. So it's just a matter of time before that  
19 starts becoming water in the building.

20 So the original budget -- budget project  
21 includes those items. So it would be reskin the  
22 building as well as do those improvements on the  
23 west -- east end of the building.

24 MR. HARVEY: Mention the insulation --

25 MR. WUELLNER: Well, all of the work done  
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1 existing as well as into the future would all still  
2 carry the high R-value of insulation there that  
3 keeps our electric bill in that terminal building  
4 extremely low. So that's the concept. So, either  
5 love it or hate it at this point. We'd love some  
6 feedback.

7 CHAIRMAN COX: Joe?

8 MR. CIRIELLO: I've got to recharge the  
9 thought here. How soon do you want to jump on this

10 project?

11 MR. WUELLNER: We'd like to get design going  
12 now. I would think that we would -- we could  
13 potentially be in construction as early as  
14 February, March. I mean, it's still got to be  
15 permitted -- design permitted before we could ever  
16 start building it.

17 MR. CIRIELLO: Okay. How much money do you  
18 think you're talking about?

19 MR. WUELLNER: Well, I think the budget line  
20 item on this is right around a half a million  
21 dollars for all of it.

22 CHAIRMAN COX: It's already in the budget.

23 MR. CIRIELLO: Okay. Well --

24 MR. WUELLNER: It's 50/50 with State of  
25 Florida, too.

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1 MR. CIRIELLO: The last thing that I'm  
2 wondering about, what kind of a contract do we have  
3 with Frontier? I'm going back now. Airbus (sic)  
4 was here for eight months and everything looked  
5 good at the start and then we put that terminal in  
6 out there and they up and left.

7 MR. WUELLNER: Yeah.

8 MR. CIRIELLO: Frontier comes in, it looks  
9 real great. They put in a second flight from here  
10 to Washington. Now you're telling us that in the

11 first of the year, they're going to cancel that.  
12 So how are they locked in with us that they can't  
13 just jump out of the Trenton thing and leave all  
14 together and then we go and have all of this money  
15 tied up into this fancy thing which I like --

16 MR. WUELLNER: Uh-huh.

17 MR. CIRIELLO: -- but then we'll be stuck with  
18 it and nothing to use it on maybe until five or six  
19 years down the road another airline comes in.

20 MR. WUELLNER: Well, I think you've got a  
21 great question. Got a couple distinctions I want  
22 to make.

23 One, Frontier is not a Skybus in the sense  
24 that it's not a startup carrier. It's a long  
25 established -- this carrier has a 35-, 40-year  
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1 history of flying. So it's not -- you know, it's a  
2 little different in terms of that. That doesn't,  
3 you know, that's -- materially affect the direct  
4 question.

5 I think there's a natural pause point just  
6 like we had with the rental car facility years ago  
7 that when we get to the end of design, we know what  
8 we're looking at for service going into the next  
9 year and we make the call based on that.

10 I don't -- I don't think you're going to --

11 we're going to be able to guarantee service by any  
12 carrier into the future.

13 CHAIRMAN COX: Randy?

14 MR. BRUNSON: Hey, do you think that doing  
15 this some small way might attract other carriers?

16 Or --

17 MR. WUELLNER: Well, it certainly doesn't  
18 hurt. What it does allow us to do is be  
19 potentially more flexible on scheduling of  
20 aircraft. So as an example, if we were to attract  
21 another carrier and Frontier's trying to fly a  
22 flight at essentially the same time, you can  
23 accommodate both flights likely in that building or  
24 two flights from any one carrier at the same time.

25 Right now, it's -- it's a difficult thing to

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1 do two flights with people in the same -- in that  
2 building. It's just not -- it was never intended  
3 to do that. And we didn't have that problem, if  
4 you recall, back in Skybus days. The way they  
5 scheduled flights was throughout the day. In fact,  
6 it could make a long 12-hour day out of flying  
7 experience, but we almost never had two flights  
8 that were on the ground at the same time.

9 CHAIRMAN COX: Carl?

10 MR. YOUMAN: Will this be told to -- will this  
11 be told to Frontier Airlines tomorrow --

12 MR. WUELLNER: If you --

13 MR. YOUMAN: -- the contemplated improvements?

14 MR. WUELLNER: -- this if this is agreeable to  
15 you, I'd be happy to communicate anything you wish  
16 to them tomorrow.

17 MR. YOUMAN: It would help, wouldn't it?

18 MR. WUELLNER: I don't see where it hurts.

19 MR. YOUMAN: This is a little point. All of  
20 these things sticking out from the building, since  
21 we have nor'easters and hurricanes, can they be --  
22 can they be made hurricane proof?

23 MR. WUELLNER: They are all wind loaded at I  
24 believe 130 or 140.

25 MR. NARDONE: 140.

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1 MR. YOUMAN: And the blocks being used, would  
2 they be in the decor correlating to the  
3 St. Augustine theme so we can -- you know, the  
4 Spanish --

5 MR. WUELLNER: The color choice?

6 MR. YOUMAN: Yeah, whatever.

7 MR. WUELLNER: Well, you -- you kind of have a  
8 building that's virtually impossible to make it  
9 look Hispanic -- or Spanish, I guess is a better  
10 way to say it.

11 But we certainly choose colors -- we already



12 softened that whole building. If you look at what  
13 we've done to the canopies out front, it's now more  
14 St. Augustine colors involved versus the green that  
15 we went down the road a few years back. And  
16 eventually we'll have to replace the cover on the  
17 bag claim and that's down the road. But when it  
18 does happen, I'm sure we'll go to a similar  
19 color --

20 MR. YOUMAN: What do you need --

21 MR. WUELLNER: -- because it stands out now.

22 MR. YOUMAN: What do you need from the board  
23 today?

24 MR. WUELLNER: Well, just general consensus in  
25 the direction. I think that's really it at this

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1 moment.

2 CHAIRMAN COX: You were asking for a motion?

3 MR. BURNETT: Can I?

4 CHAIRMAN COX: Yes, sir.

5 MR. BURNETT: One quick thing. Ed, you talked  
6 about earlier in the meeting that because of the  
7 number of flights and enplanements that have  
8 already occurred, the airport had -- will be  
9 receiving the \$1 million from FAA?

10 MR. WUELLNER: Uh-huh.

11 MR. BURNETT: When does that occur? And  
12 there's nothing that can stop that from occurring.

13 MR. WUELLNER: That's correct. At this --  
14 short of them not keeping the program in place.  
15 But at this point, yes, it's -- we're guaranteed at  
16 least one million at this point.

17 Now, I want to clarify that million dollars  
18 may or may not be eligible for this kind of project  
19 depending on how we phase it. There are things we  
20 do -- we have done, and I don't know if you keep up  
21 with it, but Punta Gorda airport, you know, has  
22 managed to get Allegiant to a fairly high level, I  
23 think something like 18 destinations at this point.

24 They just successfully got a FAA grant to do  
25 terminal-related improvements there. FAA's

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1 condition is they have to be common area -- common  
2 area kinds of improvements. But I think down the  
3 road they're the next likely source of funding one  
4 form or another. Kelly's pressing me for PFCs  
5 again, but I don't think at 10,000 passengers  
6 it's --

7 MS. BARRERA: You have to get the paperwork  
8 in.

9 MR. WUELLNER: -- \$40,000. So it's got a long  
10 way to go before it's real money in the sense of  
11 construction numbers. But, you know, I don't  
12 disagree with the premise.

13 CHAIRMAN COX: Did you have a question?

14 MS. BARRERA: No. I just made a statement.

15 CHAIRMAN COX: Okay. Go ahead.

16 MR. BRUNSON: This 50/50 grant, does it have a  
17 time limit, Ed?

18 MR. WUELLNER: We just -- it was just  
19 executed, so it's got a two-year -- two-year ride.

20 MR. BRUNSON: I'm just curious.

21 MR. WUELLNER: You also have an additional --  
22 some of that exterior work where we're talking  
23 about doing some of the sustainability, you know,  
24 principles along there with the electric and the  
25 like, some of that infrastructure associated with  
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1 that can be done as we're doing the small paving.

2 There's about a hundred thousand dollars of  
3 paving-related improvements and that infrastructure  
4 work could be done as a part of that -- that effort  
5 because it's all in an area we intended to be  
6 repave there. So we get a little more bang out of  
7 that buck, out of that \$500,000.

8 CHAIRMAN COX: Your concern over reskinning  
9 the building, is that something that's going to be  
10 really time --

11 MR. WUELLNER: Yeah. We would very much like  
12 to be underway with at least the reskinning. Even  
13 if no other improvement gets done, the reskin

14 really needs to be addressed because if nothing  
15 else, it's going to preserve your asset long term.

16 CHAIRMAN COX: Which leads to my question  
17 about we need more than just consensus here from  
18 the board.

19 MR. WUELLNER: Well, we don't have a contract  
20 or anything related to that work yet.

21 CHAIRMAN COX: All right. All right.

22 MR. WUELLNER: But we're heading that way. If  
23 we're all in general agreement, we'll be heading  
24 that way pretty quickly.

25 CHAIRMAN COX: Okay. All right.  
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1 MR. WUELLNER: So we don't want to find  
2 ourselves bogged down.

3 CHAIRMAN COX: Do you have anything?

4 MR. YOUMAN: I make a motion to give Ed  
5 consensus.

6 CHAIRMAN COX: Is everybody in agreement with  
7 the discussion that -- hold on. I've got to go to  
8 public comment real quick. Public -- I open the  
9 floor for public comment.

10 MS. LUDLOW: No comment.

11 MR. WARNER: Only --

12 CHAIRMAN COX: You have to step up to the mic  
13 if you want --

14 MR. WARNER: Okay. Well --

15 CHAIRMAN COX: All right. Yes, no?

16 MR. WARNER: No, let it go.

17 CHAIRMAN COX: All right. No public comment?

18 (None.)

19 CHAIRMAN COX: Further board discussion? So

20 is everybody in agreement with the discussion that

21 we've had?

22 MR. BRUNSON: Very much so.

23 MR. YOUMAN: Yes.

24 CHAIRMAN COX: Joe?

25 MR. CIRIELLO: Yeah.

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1 CHAIRMAN COX: Okay. There's your consensus.

2 MR. WUELLNER: Thank you.

3 MR. BRUNSON: Make it pretty.

4 MR. WUELLNER: Thank you to Passero for

5 helping throw the illustrations together and

6 getting us moving here.

7 PUBLIC COMMENT - GENERAL

8 CHAIRMAN COX: Yeah, that's the end of that

9 agenda item. I'm hopefully opening the floor to

10 open public comment. Any public comment of a

11 general nature?

12 (None.)

13 MEMBER COMMENTS & REPORTS

14 CHAIRMAN COX: Well, in that case, let's go to

15 board reports. Mr. Ciriello?

16 MR. CIRIELLO: Well, I don't have a report,  
17 but I want to make a comment that somebody else was  
18 supposed to bring up. Oh, she's leaving.

19 CHAIRMAN COX: Come here, Reba.

20 MS. LUDLOW: That's why I'm leaving.

21 MR. CIRIELLO: I wanted an update on this park  
22 of -- on anything that's been going on out here.  
23 Has any work been done on it and my 3D project that  
24 I wanted put in? Do you know anything about that  
25 at all?

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1 CHAIRMAN COX: By the way, happy birthday.

2 MR. BRUNSON: Thank you. Oh.

3 MS. LUDLOW: Thank you.

4 MR. WUELLNER: Yours, too? His was last week,  
5 too.

6 MS. LUDLOW: That's right. I had a birthday.  
7 But, Joe -- oh, Joe, I knew you were going to ask  
8 me about that. I'll just have to say that --

9 MR. BURNETT: Name and address, please.

10 MS. LUDLOW: I am Reba J. Ludlow, 46 Village  
11 Walk Drive, Ponte Vedra Beach, Florida. President  
12 of SAAPA and EAA chapter.

13 Joe, I have your -- I still have the  
14 information on the kiosk thing you want and it is

15 so perfect and all I can say is, no, not -- nothing  
16 has been done at this point other than still  
17 talking, but I can just guarantee you it's going to  
18 happen. You know, maybe next year I'll have more  
19 time and -- the time has just gotten -- taken a  
20 different direction, I guess.

21 But what you have in your mind is perfect for  
22 us and we're going to do that. I wasn't too  
23 thrilled, let's say, about the off -- the parking,  
24 you know, that thing, Henry. But I don't think  
25 that really has much to do with it.

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1 What we want to do, I totally am in line with  
2 Joe. I really want that park done. I want it to  
3 be a place where people would come out and have  
4 Easter egg hunts or where they would have parties.  
5 I would like to see it be used like the carousel  
6 park down there by the library, you know. And I  
7 think we can do that, you know. It -- but just  
8 getting it kicked off. But as soon as we get it  
9 kicked off, you know, I think it will go.

10 Just like this building. We didn't have  
11 people that wanted to come have their meetings at  
12 this building, but when we got it up, then now we  
13 have a lot of downtown people, you know, coming to  
14 the building. So I do think when we get it up, it  
15 will be a success. And I'm open for any help and

16 assistance that anybody would like to give us.

17 CHAIRMAN COX: Thanks, Reba. Ms. Barrera?

18 MR. WUELLNER: Do you have intergovernmental?

19 MR. CIRIELLO: Hmm?

20 MR. WUELLNER: Did you have intergovernmental

21 to share?

22 MR. CIRIELLO: No. Intergovernmental --

23 CHAIRMAN COX: Oh.

24 MR. WUELLNER: Sorry.

25 MR. CIRIELLO: -- hasn't met since our last

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1 board meeting. We meet the 6th or the 5th of

2 November, so I'll have a report then.

3 CHAIRMAN COX: Thank you. EDC and TPO and

4 anything else?

5 MS. BARRERA: Happy to report on that. We

6 attended the EDC's annual dinner, and I'm very

7 proud to say that Northeast Florida Regional

8 Airport was listed as their partner, business

9 partner of the year for -- not the Chamber, but for

10 the Economic Development Council.

11 And then even more excited to share with you

12 that our own Ed Wuellner was chosen as the economic

13 development professional for the year. And we were

14 all very proud to see him receive that award. It

15 was well deserved.



16 I also attended the TPO, and they do have some  
17 things that we need to be aware of that Ed is going  
18 to be looking at. And one thing in particular is  
19 this Path Forward Plan, investing in our future.  
20 Right now it's a draft and I've asked Ed to take a  
21 look at it and see where the airport might fit into  
22 that, especially in our multimodal plans as we go  
23 forward.

24 CHAIRMAN COX: Okay.

25 MS. BARRERA: And then last, I wanted to thank

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1 everybody. I have thoroughly enjoyed working with  
2 all of you.

3 Doug, your legal team, your professionalism  
4 has been excellent. Your mind is sharp and I have  
5 so enjoyed working with you. Andrew, your team and  
6 you yourself, very professional, creative, and I  
7 think some of your designs have really put -- with  
8 the board support and with staff support put our  
9 airport on the map. So I want to definitely thank  
10 you.

11 My fellow board members, I have so enjoyed  
12 each one of you. And at times we don't all agree,  
13 but I think there's a mutual admiration and respect  
14 for each other, and I've been proud to serve for  
15 the last eight years. And mostly to the staff and  
16 to Janet. You guys are excellent. So thank you

17 all.

18 CHAIRMAN COX: Hmm. Well, it's been a  
19 pleasure and a honor to work with you for a long  
20 time.

21 MS. BARRERA: Thank you.

22 CHAIRMAN COX: A long time. Just -- you and I  
23 and Joe have been here for, whew, lots of years.  
24 Anyway, good luck on your endeavors.

25 MS. BARRERA: Thank you. I'll maintain being  
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1 an advocate for the airport.

2 CHAIRMAN COX: I'm sure of that.

3 MS. BARRERA: There's a lot of great things  
4 here and great people to advocate for.

5 MR. WUELLNER: Planning to get more done with  
6 education, hmm?

7 MS. BARRERA: I'll definitely give it my best.

8 CHAIRMAN COX: Carl?

9 MR. WUELLNER: I'm sure.

10 MR. YOUMAN: I have nothing to report since  
11 I'm the TPO guy and Kelly was the substitute for  
12 me. Ed, I'd like to ask you. Sustainability, can  
13 we have another audit or is it time for another  
14 audit to see how we're doing?

15 MR. WUELLNER: I promise we'll start it with  
16 our next JU intern.

17 MR. YOUMAN: When is that?

18 MR. WUELLNER: I don't know yet. I would hope  
19 we'll have one this January when they start a new  
20 term.

21 MR. YOUMAN: I was going to ask about the  
22 park, but that has already been asked.

23 Meeting dates. I'd like to ask the board  
24 would consider changing the November meeting date  
25 to either the 10th or the 24th of November. The

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1 reason being, I'm -- I'm on vacation wandering  
2 around the country with my wife. I don't know if  
3 that's sufficient reason or not, but I'm asking.

4 And the other thing is the TPO meeting is  
5 right in the middle of my vacation on the 13th.  
6 Since Kelly's not qualified anymore, is there  
7 anyone that might be able to cover for me?

8 MR. WUELLNER: Randy, you want to do the TPO  
9 meeting in November?

10 MR. BRUNSON: Sure.

11 MR. YOUMAN: Thank you, Randy.

12 CHAIRMAN COX: Randy, you're up.

13 MR. YOUMAN: I'm not finished yet.

14 CHAIRMAN COX: Oh. Well, don't stop talking.

15 MR. YOUMAN: I thought we were going to cover  
16 the meeting dates or --

17 CHAIRMAN COX: No, not yet. Wait. We can.

18 I'll get to it.

19 MR. YOUMAN: I've got to talk about Kelly for  
20 a minute.

21 CHAIRMAN COX: Okay.

22 MR. YOUMAN: I came on this board, what, six  
23 years ago and Kelly was the chairman. I came in  
24 this room and I had trepidations to say the least  
25 because I hadn't the slightest idea what I was

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1 doing. And Kelly took her time with me and she  
2 explained, you know, how this thing works.

3 It was never done talking policy or anything  
4 like that. It was just introducing me to what's  
5 going on and how to handle myself, et cetera,  
6 et cetera. And over the years, I've watched Kelly  
7 operate. And she's a very unusual person in that  
8 she's not paid for what she does, but she was at  
9 all these meetings. I mean, she was everywhere.

10 She's a networker's networker and it was for the  
11 benefit of the airport and the St. Johns County  
12 taxpayers and the pilots out here based on the  
13 regional airport.

14 She's the greatest supporter I've ever seen in  
15 my life. And I just want the taxpayers of  
16 St. Johns County to know that wherever they vote --  
17 the voters in particular, that they should keep

18 voting for her for whatever office she wants to  
19 run, because you can get your bottom dollar that  
20 whatever office she's in, she's going to represent  
21 those people to the fullest and best that you can  
22 do.

23 And I know Gil knows that, because he's had to  
24 attend these functions with her a lot of times when  
25 he's here, and he's traveled with her and he's --

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1 her husband, he's a great support guy. I've  
2 watched him operate, too. Thank you, Kelly.

3 MS. BARRERA: Thank you, Carl.

4 MR. YOUMAN: Now I'm finished.

5 CHAIRMAN COX: Are you done?

6 MR. YOUMAN: Yes, I am.

7 CHAIRMAN COX: Mr. Brunson?

8 MR. BRUNSON: I'm about to cry myself.

9 I have not attended an aerospace meeting as of  
10 yet, but I've attended a lot of other airport  
11 functions at EDC and so forth and so on. But I too  
12 would like to -- I was extremely proud of the  
13 Chamber event, the annual dinner where Ed Wuellner  
14 received the recognition. And I am so happy that  
15 we are involved in so many community things now,  
16 the EDC especially. I look forward to serving and  
17 doing more work than I did the last time I was  
18 here.

19 Kelly, I'd like to ditto what he said. You  
20 are very special person. You're the only person  
21 that my wife -- I better not say that like I was  
22 going to say it. But she was with us the night we  
23 spent the floor -- on the floor of the airport in  
24 Washington, D.C. We got grounded.

25 And -- but we have fond memories and you've  
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1 done excellent work here, and I hope I can follow  
2 in your footsteps to continue to do what you're --  
3 been doing. And we're going to miss you. But  
4 we're going to go to the school board board  
5 meetings and we're going to talk about common core  
6 and a lot of other things, but you'll be up on it.

7 MS. BARRERA: Well, thank you. We also have  
8 to talk about the Aerospace Academy.

9 MR. BRUNSON: Okay. That's all.

10 CHAIRMAN COX: Thanks, Randy. Well, I'll  
11 reflect their comments. Like I said before, it's  
12 been a honor and pleasure to work with you. I hope  
13 you come back and visit with us.

14 MS. BARRERA: Thank you.

15 CHAIRMAN COX: So next meeting -- and just as  
16 a reminder, we don't have to have this on a Monday.  
17 And in November, Thanksgiving's on the 20 what 7th,  
18 28th? Whatever. The 24th I think's too close to

19 ask anybody to be worrying about that week, so --

20 MR. YOUMAN: Yeah, I'm gone between the 11th  
21 and the 21st.

22 CHAIRMAN COX: So, I mean --

23 MR. YOUMAN: If there's any possibility.

24 CHAIRMAN COX: -- anything between the 3rd and  
25 7th and the 10th, is that what you're saying?

97

1 MR. YOUMAN: Yes.

2 CHAIRMAN COX: Anybody? Ed?

3 MR. WUELLNER: The week of the 10th is air  
4 service development meeting. 11th is Veteran's Day  
5 already.

6 CHAIRMAN COX: Yeah. So the week before?

7 MR. WUELLNER: Well, that's already next week,  
8 believe it --

9 MS. BARRERA: Or in December?

10 MR. WUELLNER: Yeah, I -- maybe an alternative  
11 if it's agreeable, maybe look at the 1st or 8th of  
12 December and combine the two?

13 CHAIRMAN COX: Yeah.

14 MR. WUELLNER: Otherwise, it would naturally  
15 be the 15th of December. So maybe move it a week  
16 or two closer.

17 CHAIRMAN COX: Okay.

18 MR. WUELLNER: You know, I agree between the  
19 week of air service development and the

20 Thanksgiving week there, you -- there's a lot of --  
21 not a lot happens in terms of official business in  
22 that regard.

23 CHAIRMAN COX: Why don't we shoot then for one  
24 of the first two weeks in December, one day in the  
25 first two weeks in December? Does that work?

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1 MR. BRUNSON: No problem.

2 CHAIRMAN COX: Combine the two months?

3 MR. YOUMAN: Fine with me. Thank you.

4 MR. BURNETT: December the 8th, is that --

5 CHAIRMAN COX: That's good.

6 MR. WUELLNER: December the 8th is a Monday?

7 CHAIRMAN COX: Yeah.

8 MR. WUELLNER: Does that --

9 CHAIRMAN COX: Does that work for everybody?

10 MR. WUELLNER: That's fine.

11 CHAIRMAN COX: Okay.

12 MR. WUELLNER: December 8th.

13 CHAIRMAN COX: December 8th next meeting.

14 MR. WUELLNER: Are you good with that?

15 CHAIRMAN COX: Any further discussion?

16 MR. CIRIELLO: I'm okay with the 8th. What

17 you're saying, then there won't be a meeting in

18 November.

19 CHAIRMAN COX: No meeting in November. And I



20 know you love that.

21 MR. CIRIELLO: Yeah. Just put down in the  
22 record that I'm opposed to canceling that meeting.

23 CHAIRMAN COX: I'm going to write it down  
24 right here. I'm teasing you.

25 MR. CIRIELLO: I don't want to read what you  
99

1 wrote down. 4 o'clock?

2 CHAIRMAN COX: Just -- just think we don't get  
3 any paychecks for those meeting on those days we  
4 don't come.

5 MR. CIRIELLO: Well, you guys are going to  
6 work on that.

7 MR. BRUNSON: When?

8 CHAIRMAN COX: Everybody agree on December  
9 8th, then, right? Okay. Okay.

10 MR. YOUMAN: I thank the board. Thank you.

11 CHAIRMAN COX: With no other business on the  
12 table, the meeting is adjourned.

13 (Meeting adjourned at 5:50 p.m.)

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REPORTER'S CERTIFICATE

STATE OF FLORIDA )  
COUNTY OF ST. JOHNS )

I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that  
I was authorized to and did stenographically report the  
foregoing proceedings and that the transcript is a true  
record of my stenographic notes.

Dated this 16th day of November, 2014.

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JANET M. BEASON, RPR-CP, RMR, CRR

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