

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 24, 2016  
 from 4:00 p.m. to 4:00 p.m.

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BOARD MEMBERS PRESENT:

CARL YOUMAN  
 SUZANNE GREEN, Chairman  
 RANDY BRUNSON  
 BRUCE MAGUIRE  
 MARK MINER

\*\*\*\*\*

ALSO PRESENT:

JAMES WHITEHOUSE, Esquire, St. Johns Law Group,  
 104 Sea Grove Main St., St. Augustine, FL, 32080,  
 Attorney for Airport Authority.  
 EDWARD WUELLNER, A.A.E., Executive Director.

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1 PROCEEDINGS  
 2 CHAIRMAN GREEN: Call the meeting to order  
 3 St. Augustine Airport Authority. Stand for the  
 4 Pledge of Allegiance.  
 5 (Pledge of Allegiance.)  
 6 MEETING MINUTES & FINANCIAL REPORT  
 7 CHAIRMAN GREEN: Okay. First agenda item is  
 8 our minutes and financial report acceptance. Does  
 9 anybody have any exceptions or comments on the  
 10 minutes of the last meeting?  
 11 (None.)  
 12 MR. MAGUIRE: No.  
 13 CHAIRMAN GREEN: Hearing none -- and we can  
 14 throw the financial report in there, too. Any  
 15 comments on our financial report? As of today's  
 16 date, we had an extensive budget go-round last  
 17 time, so...  
 18 MR. WUELLNER: Correct. And just point out  
 19 that we're due to begin annual audit work. We'll  
 20 begin I believe it's next week already.  
 21 It will still be December or January because  
 22 it will still be dependent on when the State  
 23 releases the actuarial data related to FRS before  
 24 they can finalize the statements. But hopefully  
 25 this year that will be much earlier than March as

1 INDEX  
 2 PAGE  
 3 CALL TO ORDER - CHAIRMAN 3  
 4 PLEDGE OF ALLEGIANCE 3  
 5 MEETING MINUTES & FINANCIAL REPORT ACCEPTANCE 3  
 6 AGENDA APPROVAL 4  
 7 EXECUTIVE DIRECTOR'S REPORT 4  
 8 BUSINESS PARTNERS UPDATES 26  
 9 BUSINESS ITEMS  
 10 A. Resolution 2016-13 27  
 11 B. Conditional Release of Retainage 30  
 11 C. Restaurant Discussion 32  
 12 PUBLIC COMMENT - GENERAL 40  
 13 AUTHORITY MEMBER COMMENTS AND REPORTS 41  
 14 ADJOURNMENT 51  
 15 REPORTER'S CERTIFICATE 52  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25

1 it was last year.  
 2 MR. MAGUIRE: That's an audit of last year's  
 3 expenses?  
 4 MR. WUELLNER: Yeah, beginning -- for Fiscal  
 5 Year 15-16.  
 6 MR. MAGUIRE: Okay.  
 7 CHAIRMAN GREEN: So I guess the minutes and  
 8 budget are accepted as presented?  
 9 MR. MINER: Yes.  
 10 AGENDA APPROVAL  
 11 CHAIRMAN GREEN: Okay. We have our agenda.  
 12 We have three agenda items. Approval of the  
 13 agenda, everybody okay with that? All right.  
 14 Then, Mr. Wuellner, your report.  
 15 EXECUTIVE DIRECTOR'S REPORT  
 16 MR. WUELLNER: Yeah. I'd like to start with  
 17 maybe if -- Cindy, if you can pull up, I've got a  
 18 quickie little slide show that has some photos that  
 19 I took and the lady -- she's not here, but Tammy up  
 20 at the tower, the tower manager, threw a few of  
 21 them in here, too.  
 22 These are some photos surrounding the  
 23 hurricane. You shouldn't have to hit that. Just  
 24 hit the play button there, the triangle. It  
 25 will -- it will cycle its way through these.

1 This gives you an idea of the FPL impact on  
2 the airport. We literally had a taxiway shut for a  
3 number of nights. Give you an idea of how involved  
4 that -- that logistics effort is in restoring  
5 powder -- power.

6 You're going to see some -- these are not in  
7 any particular order, so you're going to see some  
8 stuff during the storm on the airport, you're going  
9 to see some stuff the next morning after the storm  
10 to give you an idea how things -- that area you're  
11 seeing right there in that photo is actually above  
12 ground normally and is part of a pond next to the  
13 fire station. You see how far it flooded. You'll  
14 have a few better shots here coming up in a minute.

15 I didn't really edit them in any -- in any  
16 meaningful way, so they're just kind of views  
17 during the hours before and during. They get  
18 better than this as the cycle through.

19 MR. YOUMAN: Good pictures of raindrops.

20 MR. WUELLNER: Yeah, you get -- you get an  
21 idea of how far up the water level was adjacent to  
22 the airport. That's the approach lighting  
23 system --

24 MR. BRUNSON: Wow.

25 MR. YOUMAN: Holy smokes.

1 Runway 2. That's the localizer antenna -- I'm  
2 sorry, I keep saying that -- the glideslope  
3 antenna. You can see we took a hit on the  
4 glideslope antenna itself.

5 That's the floating dock for the seaplane  
6 basin. All of that came over the top of the  
7 moorings and floated out into the runway or the  
8 airport area. It's really unbelievable some of the  
9 stuff that -- that's the shed out by the seaplane  
10 ramp. So about the -- get a feel for under water.  
11 That came all the way up to about Runway 2/20, some  
12 level of flooding.

13 That's a shed in the seaplane basin area. You  
14 can see the water was -- you really couldn't tell  
15 where the land ended and the Intracoastal and marsh  
16 began. I don't think we have a ton more pictures  
17 here, but you get an idea of -- it just tumbled  
18 that. It sheared the hurricane straps right off  
19 that. I think it's a combination of that.

20 MR. YOUMAN: Is that your backyard?

21 MR. WUELLNER: Yeah.

22 CHAIRMAN GREEN: Did you survive okay?

23 MR. WUELLNER: Yeah, we did fine actually.

24 You get an idea of floating dock all over the  
25 runway. We had concrete dock that doesn't belong

1 MR. WUELLNER: -- from the end of the runway.  
2 You can see the taxiway in the foreground.

3 MR. MAGUIRE: On this end of the runway?

4 MR. WUELLNER: Yes, it is. Those are taxiway  
5 lights --

6 MR. MAGUIRE: Those are taxiway lights?

7 MR. WUELLNER: -- so that whole end of the  
8 runway and taxiway is completely under water.  
9 That's a distance remaining sign on the runway.

10 CHAIRMAN GREEN: Have you had the lights and  
11 everything checked for potential corrosion down the  
12 road?

13 MR. WUELLNER: We will continue to look at  
14 that. It is arguably a sealed system although it  
15 really isn't at the end of the day. Give you an  
16 idea of the water level on the south end.

17 MR. YOUMAN: Holy smokes.

18 MR. WUELLNER: And you'll see a few debris  
19 pictures of what was left when the water receded a  
20 few hours later. Those are the -- that's the main  
21 reason we couldn't open right away, is what was  
22 left sitting around. You start to get a feel for  
23 what was laying around on all the pavements.

24 That's the PAPI -- or in this case you have a  
25 PAPI. That's the ILS or localizer antenna. That's

1 to us. We don't know where it came from. This  
2 stuff was filled with --

3 CHAIRMAN GREEN: Cap's is gone.

4 MR. WUELLNER: Well, it could very well --  
5 well be from them. You kind of get a feel. It's  
6 not real clear there, but that's all debris  
7 literally up and down the runway. That's dock and  
8 other --

9 MR. MINER: Were those taken the Saturday  
10 after?

11 MR. WUELLNER: The morning after, yeah.

12 MR. MINER: I flew over you guys. It looked  
13 like you had an Army out here.

14 MR. WUELLNER: Yeah, we did. All our people  
15 showed up in force and got it cleaned off.  
16 Everything from phone poles -- I could have opened  
17 a one-legged sandal shop the number of flipflops  
18 that show up with just one.

19 We lost two cottonwood trees that fell between  
20 two of our T-hangars. Really just some hangar --  
21 knocked the -- knocked the light off and dented the  
22 roof, but structurally it missed it. Feeding  
23 frenzy by the roseate spoonbills coming out of the  
24 pond, all the fish that were trying to get out. I  
25 think that's about it. But you get a feel for it.

1 Scope -- a couple of scope items I can find in  
2 my notes here. Let me -- anyway, there was  
3 something -- we had something like 8000 operations  
4 by FP&L vehicles out at the airport in the course  
5 of about eight days they were here. They served  
6 something like 20,000 meals during that time out at  
7 the back area.

8 MR. MAGUIRE: When you say "they" --

9 MR. WUELLNER: "They" being FPL and their, I  
10 would call it mutual aid agreement partners.  
11 Everything from tree trimming crews to other  
12 electrical companies who send support into the  
13 area. All of that logistics was handled out of  
14 here -- not my office, but out of the FPL temporary  
15 facilities.

16 It's really amazing to watch and, you know, if  
17 you -- it's easy to jump on their back sometimes  
18 about how long it takes, but I'm -- it was  
19 phenomenal to watch that operation go, everything  
20 from fuel, to meals, to equipment, to replacement  
21 parts, to phone poles, to everything is  
22 orchestrated in a phenomenal way. They just do  
23 this really kind of cool dance with all that  
24 logistics and make it work. We were really --  
25 really impressed when you watch it all go down.

1 up here about roughly 24 hours after we lost it,  
2 and several trips by the Governor, several trips by  
3 FPL in through the community, all of which came  
4 through this area you're pretty much sitting in  
5 here. And I can't think of a -- they were already  
6 out here this morning -- believe it or not, they  
7 were out here resodding areas where trucks  
8 inadvertently drove on right-of-way and doing all  
9 of that, you know, without complaint. We lost a  
10 couple of taxiway lights in the entire operation.

11 It really can't -- I can't thank them enough  
12 for what all they did as a community, and they  
13 really just -- it's a phenomenal organization and  
14 it's really hard to complain about your electric  
15 bill some days when you see what goes into  
16 restoring it.

17 MR. MAGUIRE: Duval was pretty -- pretty easy,  
18 they complain all the time.

19 MR. WUELLNER: Yeah.

20 MR. MAGUIRE: They did do a good job because I  
21 got word all over the city and everything about how  
22 a good job, how fast they were. There were  
23 complaints because some people were down for a long  
24 time.

25 MR. WUELLNER: Sure.

1 And our -- you know, I have to give a lot of  
2 credit to our -- to our tenants. They were very  
3 very accommodating of this. This was a big  
4 interruption for almost a week, especially on the  
5 south end of the airport where all of this was  
6 going on.

7 We were able to close the taxiway at night, I  
8 think three or four nights in a row, when they  
9 announced they were having another 2- or 300 trucks  
10 show up into the area. There just simply was not  
11 enough -- enough room. They vacated in the  
12 morning, we reopened Taxiway Delta, and then closed  
13 it again about 5:00 in the evening.

14 Our tenants to a person no complaints, no  
15 issues, no -- you know, if they -- if they  
16 absolutely had to get out, they contacted us, we  
17 made sure we -- we found a way to get them out  
18 during -- during all of that operation. We know it  
19 was inconvenient, but I -- you know, I think  
20 internally we felt like the common good of our  
21 community was way more important than, you know, a  
22 single -- single user.

23 And honestly, there really wasn't any  
24 complaint. They may have been complaining amongst  
25 themselves, but at the end of the day we got power

1 MR. MAGUIRE: General question only so we can  
2 move on.

3 MR. WUELLNER: Sure.

4 MR. MAGUIRE: How long was the airport closed?

5 MR. WUELLNER: We were approximately 48 hours,  
6 a little less than 48 hours.

7 MR. MAGUIRE: Who did your cleanup for you?  
8 Did you have --

9 MR. WUELLNER: We did internally.

10 MR. MAGUIRE: You did it internally? You  
11 didn't subcontract that out?

12 MR. WUELLNER: We did not and -- we did most  
13 of it ourselves. A very -- you know, the finishing  
14 touches, if you will, was in concert with  
15 Northrop Grumman. They have some equipment that we  
16 do not own that allowed them to combine with a very  
17 high-power blower --

18 MR. MAGUIRE: Uh-huh.

19 MR. WUELLNER: -- and finish off the small  
20 stuff off the runway. And they continued to do  
21 that everyday for about a week, so the stuff dried  
22 up and become loose and it got blown off driveway.

23 MR. MAGUIRE: How much damage was there --

24 MR. WUELLNER: Well --

25 MR. MAGUIRE: -- to our side?

1 MR. WUELLNER: -- we're still coming up with a  
2 few numbers.

3 The primary damage here appears to have been  
4 we had -- we had some hangar -- I'll call it hangar  
5 rash, because it wasn't significant damage,  
6 nothing -- but we had a couple of port-a-ports that  
7 probably have -- are probably done only because  
8 they lifted the -- the concrete pilings that they  
9 sit on, pulled those up about six inches.

10 So there are a couple of -- those are really  
11 pre wind code days, go back into the 1960s those  
12 things were built. A couple of those are probably  
13 done. A little bit of hangar rash. A couple of  
14 corners of buildings blew up a little bit. They  
15 can be reattached and -- and reevaluated.

16 We had the two -- I started to mention the two  
17 cottonwood trees that fell between the hangars. We  
18 got that cleaned up. I think we got that into  
19 Sunday and Monday, got that kind of stuff cleaned  
20 out in front of hangars.

21 Primary damage I would say is to the seaplane  
22 docking facility, and then probably the two highest  
23 value items that we're still trying to get numbers  
24 on, the low -- I did it again. The glideslope  
25 component of our ILS, you probably saw it in the

1 of them being made. They're mostly for foreign  
2 countries. The U.S. is slowly getting rid of  
3 theirs at FAA. So -- but it's a great tool for  
4 training, so I -- from flight training and things  
5 of that nature, so it may be something that makes a  
6 lot of sense to keep doing. So we'll just see what  
7 the numbers are.

8 MR. MAGUIRE: Any people injured or anything?

9 MR. WUELLNER: No. Absolutely nothing that  
10 way.

11 MR. MAGUIRE: I guess I better talk into this  
12 one.

13 MR. WUELLNER: But -- probably want to bend  
14 that up just a smidge.

15 I think that, you know, from a -- from a  
16 personal standpoint we really didn't have any  
17 issues. We were able to -- you know, Mark had  
18 called I think Saturday, Friday or Saturday, I  
19 don't even know, but trying to make sure that if  
20 they needed to get air resources in here, we could  
21 get that to happen. I think we were in a good  
22 place to do that, they just changed the plans and  
23 didn't fly as many air missions in general.

24 MR. MAGUIRE: The people who have airplanes  
25 out here on the ramp, what did they do prior to the

1 pictures was hit a -- we believe hit by dock  
2 pieces, is probably what it was a result of.  
3 Crumpled those antennas. We're getting that priced  
4 so that those replacement items can be -- we can  
5 get an idea what the value is.

6 The other casualty, if you will, has been the  
7 VOR at this point. The DME portion of the VOR  
8 appears to be fine and would be workable. The  
9 actual VOR itself is -- was described by the navaid  
10 techs as toast. They're getting us an idea of what  
11 that value is of that or what it would take to  
12 replace it, if it's something we want to consider  
13 later on. But until we have a number, we don't  
14 really know whether there's a claim that gets past  
15 deductible at this point or not.

16 I suspect the glideslope is a fairly minor  
17 item, that being less than \$20,000, and that's just  
18 a -- it's basically the monitor antenna associated  
19 with it. The VOR, I don't even know. The  
20 particular one we have, as we mentioned a number of  
21 meetings, there really are no parts for anymore.  
22 So you're really looking at a quote unquote upgrade  
23 of that. I'm not sure it's going to make sense to  
24 replace. We'll again take a look at the numbers.

25 There's just very few of them -- there's few

1 hurricane if any?

2 MR. WUELLNER: We encouraged them -- starting  
3 about I think two or three days out, we -- based on  
4 where this was forecast going, we encouraged them  
5 to leave.

6 We do end up with some space -- Galaxy allowed  
7 Florida Aviation Career Training on -- that sits  
8 over in their ramp most of the time to store  
9 airplanes in a hangar that is normally leased to  
10 Rooms To Go on the north end of the field. They --  
11 they allowed them to just shove them in the hangar  
12 and get them out of the weather.

13 This flight school basically tied them all  
14 down, those that they didn't fly out. We didn't  
15 have very many airplanes out and exposed. I would  
16 say there was only 20, 25 airplanes max that were  
17 actually out in the weather that weren't in the  
18 hangar.

19 I noticed we had a lot of T-hangars tenants  
20 shifting things around and sharing space or, you  
21 know, getting it off one row they were concerned on  
22 and put in another. Anything like that, we just --  
23 we just allowed that to happen, whatever has to  
24 happen to keep the airplanes and people safe.

25 MR. MAGUIRE: Okay. My last question. Do we

1 have generator capability?  
 2 MR. WUELLNER: Yeah, absolutely. For primary  
 3 function, rather. We have backup generator  
 4 capability at admin. We have it in the FBO area.  
 5 We have it in the airline terminal. We have it in  
 6 the whole tower and vault area. So air traffic  
 7 control as well as all airfield flighting and  
 8 nav aids can be --  
 9 MR. MAGUIRE: They're all separate -- separate  
 10 contained generators?  
 11 MR. WUELLNER: There are -- each of those  
 12 locations has a single generator --  
 13 MR. MAGUIRE: Okay.  
 14 MR. WUELLNER: -- that covers all of the  
 15 things hooked into it.  
 16 Most -- the biggest one we have is a 200 K --  
 17 KVA that's at the base of the tower. That does all  
 18 airfield lighting, all the nav aids, the tower,  
 19 electric vault, self-fuel. Those kinds of things  
 20 can be -- those are all on that generator as  
 21 needed. That does -- that one has about seven or  
 22 eight days of fuel capacity in it.  
 23 Most of the other ones we have are propane or  
 24 are on natural gas locations. So at least in the  
 25 propane one, it -- I mean, sorry, it's the natural

1 gas one, you can pretty much run it until it quits  
 2 basically.  
 3 So we felt like we were in a pretty good  
 4 place. It ran well. Everything -- we didn't have  
 5 generator issues with those. We have a number of  
 6 small ones we can deploy to gates should we not be  
 7 able to get power back to key gate locations.  
 8 Probably the biggest issue for us was the  
 9 operational part after the fact, is the dance  
 10 between FPL and aviation users and getting them --  
 11 you know, getting tenants into where they wanted to  
 12 go. Everybody wants to go check their airplane, we  
 13 get that. It's not necessarily able to go fly it  
 14 but, you know, they want to make sure that the  
 15 baby, so to speak, is in good stead and I'm not  
 16 aware of anybody that was damaged by the hurricane  
 17 so to speak.  
 18 CHAIRMAN GREEN: Carl?  
 19 MR. YOUAMAN: Are you -- have you given any  
 20 consideration to publish a story or get a story on  
 21 FPL in The Record or anything like that with all of  
 22 the great things that happened out here?  
 23 MR. WUELLNER: I don't know that we -- we  
 24 would have to do that with them. I'm sure they  
 25 want to control that message a little bit.

1 MR. YOUAMAN: Are you going to consider doing  
 2 it?  
 3 MR. WUELLNER: Yeah, I'd like to. It's a  
 4 really good story.  
 5 MR. YOUAMAN: It is. It sounds fantastic.  
 6 MR. WUELLNER: Those of you that get the ACI  
 7 magazine this next month in November, just a  
 8 heads-up, there will be a story about the new  
 9 airline terminal. So that's an international  
 10 publication and they're -- it's a nice story. I've  
 11 read it already. It includes some photos and the  
 12 like.  
 13 MR. YOUAMAN: Beautiful.  
 14 MR. WUELLNER: So that's -- that's coming out.  
 15 A couple of other things just to bring you  
 16 update, we have completed the evaluation and claim  
 17 submittal for the East Corporate 9 door that we had  
 18 the -- the failure on it's I guess 45, 60 days ago.  
 19 That's slightly north of a hundred thousand  
 20 dollars, is where the claim ends up on the deal  
 21 after -- after our deductible, which is  
 22 approximately \$10,000.  
 23 We are awaiting them to come back out and  
 24 inspect it. I expect that we'll be ready to roll  
 25 with getting that ordered and moving forward this

1 week. I -- I just don't believe it will take much  
 2 longer than that.  
 3 I did want to let you know that starting  
 4 really shortly after this meeting, we will get out  
 5 the -- the statements of interest, if you will,  
 6 from people that want to be officers on the board  
 7 for next year, committees, those kind of things.  
 8 So you can help us help you by expressing your  
 9 interest in getting us that back so that by the  
 10 November or early December timeline, you guys can  
 11 already be through that so that come January --  
 12 come January 1st, those new officers can step into  
 13 their job, we can get -- once we know who they are,  
 14 we can get the form signed and all that relative to  
 15 banking and state --  
 16 MR. YOUAMAN: I had two more questions.  
 17 MR. WUELLNER: Sure. I'm sorry.  
 18 MR. YOUAMAN: How long was the air --  
 19 commercial air out?  
 20 MR. WUELLNER: It was out -- well, we did not  
 21 fly Thursday evening, Friday, Saturday. We  
 22 returned to full service on Sunday. So --  
 23 MR. YOUAMAN: Wow.  
 24 MR. WUELLNER: -- the winds were up to -- and  
 25 the direction was like 30, 35 knots direct

1 crosswind starting Thursday.  
 2 MR. BRUNSON: We still had a nor'easter.  
 3 MR. WUELLNER: Yeah. That's what I mean. It  
 4 deteriorated much faster than a typical hurricane  
 5 would. And the directional wind was completely  
 6 not -- just basically 90 degrees off the runway  
 7 direction. So, you know, it created really  
 8 difficult crosswind scenarios for big airplanes.  
 9 So they resumed Sunday with our Via flight at 2:00  
 10 in the afternoon.  
 11 MR. YOUMAN: Last question.  
 12 MR. WUELLNER: Sure.  
 13 MR. YOUMAN: Where is the money coming from  
 14 out of the budget for the deductible on the  
 15 insurance?  
 16 MR. WUELLNER: It will probably come out of  
 17 reserves when we get to that point.  
 18 MR. YOUMAN: That's what I figured.  
 19 MR. WUELLNER: Yeah.  
 20 MR. YOUMAN: Okay.  
 21 MR. WUELLNER: We'll probably try to cover it  
 22 out of maintenance, but we'll see -- see how it  
 23 goes at the end.  
 24 MR. YOUMAN: How much is the deductible, the  
 25 maximum right now?

1 MR. WUELLNER: It depends on the particular --  
 2 CHAIRMAN GREEN: Flood --  
 3 MR. WUELLNER: -- determination by the -- by  
 4 the carriers, and that has not been accomplished  
 5 yet.  
 6 MR. YOUMAN: Okay.  
 7 MR. WUELLNER: So we're in line with, you  
 8 know, the entire east coast of Florida trying to  
 9 get adjusters and the like out here. Last item  
 10 I --  
 11 MR. YOUMAN: Thank you.  
 12 MR. WUELLNER: Is that good?  
 13 MR. YOUMAN: Thank you.  
 14 MR. WUELLNER: Yeah, sure.  
 15 Reminder that Frontier stops flying the end of  
 16 the week. So that'll begin their seasonal hiatus  
 17 with expectations we'll hear back in March or  
 18 April. As soon as I know, I promise I'll let you  
 19 know when the restart is.  
 20 If you didn't catch the media release, ViaAir  
 21 upgraded their service in terms of aircraft. They  
 22 are now flying the Embraer regional jets, have been  
 23 flying that about three weeks now. That's a  
 24 50-seat regional jet. That's to Charlotte still  
 25 flying two days a week.

1 We are in discussions with them about how to  
 2 add frequency with that as well as trying to get  
 3 them to agree to fly to BWI, Baltimore Washington  
 4 airport, another airport they're serving as a part  
 5 of their system.  
 6 The service with Via includes now four cities  
 7 in West Virginia and eastern Ohio consolidating  
 8 into Charlotte, a flight from Charlotte down to us.  
 9 So that's -- that should result in good things for  
 10 us. That will go year-round at this point as it  
 11 has. So we'll have com -- we'll continue to have  
 12 commercial airline service, we just won't have  
 13 Frontier for the next several months.  
 14 MR. YOUMAN: That amazes me they have that  
 15 many people coming out of some of those --  
 16 MR. WUELLNER: Yeah.  
 17 MR. YOUMAN: -- West Virginia cities. Utterly  
 18 amazes me.  
 19 MR. WUELLNER: Well, the nice part for us in  
 20 the -- in the service, it's both positive and  
 21 negative -- depends on which side of the taxpayer's  
 22 dime you're on. But many of those West Virginia  
 23 cities are considered essential air service  
 24 markets, so a great deal of the cost of operating  
 25 air service to Charlotte is covered by the federal

1 government in a grant to those locations. But once  
 2 they get to Charlotte, the leg down here is on its  
 3 own. So it -- the leg here has to make sense to  
 4 make money for them, and so far it's been a good  
 5 thing. Most of those places that want to get to  
 6 Florida, this is the logical way to do it.  
 7 MR. YOUMAN: Wonderful.  
 8 MR. WUELLNER: Starting soon, I think it's in  
 9 the next week or two, they are -- they will come up  
 10 on what's called GDS, Global Distribution System,  
 11 so they will be available to book on the  
 12 Travelocity and all of those sites as flights --  
 13 MR. YOUMAN: Via will?  
 14 MR. WUELLNER: Via will.  
 15 MR. YOUMAN: Wow.  
 16 MR. WUELLNER: Of course the cheapest way for  
 17 an individual to book will still be off their  
 18 web site via -- Flyviaair.com, but those flights  
 19 will be available to be booked.  
 20 There will also be the ability, depending on  
 21 how it's booked, to actually have that show up on  
 22 American Airlines as a system. Now you cannot book  
 23 it book it directly off American Airlines, you have  
 24 to go to one of the providers because the -- the  
 25 way the codes are shared are actually with Great

1 Lakes Airways. So Via is flying for Great Lakes  
2 who has the co-share arrangement with American  
3 Airlines at this point.

4 But if those numbers show strong, then it's  
5 very possible that ViaAir would be a new provider  
6 for American Airlines directly. That would cut out  
7 Great Lakes. That would make it completely  
8 available and transparent to anybody flying  
9 American Airlines at that point. So it's still a  
10 good thing, it's just a little more convoluted for  
11 particular bookings.

12 I think that's all I've got. Again, I can't  
13 thank our -- our tenants enough for just allowing  
14 us to I believe do what was right in the community  
15 for that period of time. They just -- they were  
16 very patient with us.

17 I felt like an idiot writing the update  
18 e-mails because it was like "We need one more  
19 night" and they couldn't tell us we need three  
20 nights so we could let everybody know. They  
21 just -- every morning they'd brief us and say,  
22 "Here we go again, we've got a hundred more," or,  
23 "There's more to getting it restored in these areas  
24 than we thought," or -- but it was crazy, a crazy  
25 time. Glad it doesn't come around like that very

1 ILS.

2 MR. MINER: I guess the commercial guys  
3 probably use that anyway.

4 CHAIRMAN GREEN: Uh-huh.

5 MR. WUELLNER: Yeah. I'm hoping by the end of  
6 the week we'll know not only what it will cost to  
7 get it back on line but what -- what the timeline  
8 is to get it restored. We want it back as soon as  
9 possible because we're entering a period time of  
10 where we actually need both the glideslope and  
11 approach lighting for that matter.

12 MR. MAGUIRE: Another question I thought  
13 about. Does FEMA get involved with airport  
14 operations and recovery and all?

15 MR. WUELLNER: At a point we could make a  
16 claim if -- if we feel it's in our interest to do  
17 that. Until I know those numbers, it's kind of  
18 hard to say worth the trouble filing. We might be  
19 able to actually get deductibles covered at some  
20 point, too.

21 CHAIRMAN GREEN: Uh-huh. And James?

22 MR. WHITEHOUSE: No.

23 RESOLUTION 2016-13

24 CHAIRMAN GREEN: All right. We have our first  
25 agenda item Resolution 2016-13.

1 often.

2 BUSINESS PARTNER UPDATES

3 CHAIRMAN GREEN: Okay. I don't see  
4 Ms. Bennett from the Commission. Atlantic?

5 MR. BEYERS: Nothing.

6 CHAIRMAN GREEN: Are you okay? Okay. And  
7 Mr. Grundy?

8 MR. GRUNDY: (Shakes head.)

9 CHAIRMAN GREEN: Nothing from SAAPA? Northrop  
10 Grumman I don't see. Tower? Do we have a tower  
11 update? I imagine they will.

12 MR. WUELLNER: The only -- I did have numbers,  
13 I'm sorry, I didn't share with you.

14 90 -- we had a little over 9700 operations in  
15 September. Year-to-date number is about 109,000  
16 takeoffs and landings this year so far. So you've  
17 still got October, November, December numbers to  
18 put in here, so we're going to be -- should be  
19 north of 40 at the time.

20 MR. MINER: Does the glideslope damage affect  
21 our traffic? Or will it, do you anticipate?

22 MR. WUELLNER: I'm sure it's going to affect  
23 some flight training, but they can also go to two  
24 other airports to do that. They can do -- still do  
25 localizer approaches, just not -- just not full

1 MR. WUELLNER: Yes. This represents the  
2 culmination of several months as we've been  
3 updating you on the line of credit for -- to back  
4 up our reserves. This is the resolution that the  
5 board would need to adopt to finalize that -- that  
6 instrument.

7 I think you were briefed on that, if there's  
8 anything we need to update, but that's done via  
9 resolution, which is 2016-13.

10 CHAIRMAN GREEN: Okay. Any board discussion?  
11 Mr. Youman?

12 MR. WUELLNER: Yes, sir.

13 MR. YOUMAN: Yes. Do all items that are for a  
14 debt under this consideration have to be approved  
15 by the board even if it's \$5?

16 MR. WUELLNER: Of course.

17 MR. YOUMAN: Okay.

18 MR. WUELLNER: Yes. Other than a -- like a  
19 consumer account or something like that. But  
20 anything that's -- would be a formal borrow that  
21 requires a resolution to borrow, yes, of course.

22 MR. YOUMAN: Okay.

23 CHAIRMAN GREEN: Any other board discussion?  
24 I just wanted to remind, different than  
25 residential, commercial there's a cost of us

1 carrying this each month just for the pleasure of  
 2 having it, but the necessity of having it.  
 3 MR. WUELLNER: And that is budgeted.  
 4 CHAIRMAN GREEN: That is budgeted.  
 5 MR. WUELLNER: Yeah.  
 6 CHAIRMAN GREEN: Okay. Any public comment? I  
 7 didn't receive any documents, so I'm assuming no  
 8 public comment.  
 9 (None.)  
 10 CHAIRMAN GREEN: All right. Then I need a  
 11 motion.  
 12 MR. MAGUIRE: So move.  
 13 MR. YOUMAN: Second.  
 14 CHAIRMAN GREEN: The motion is for?  
 15 MR. MAGUIRE: To approve. I was wondering if  
 16 anybody was going to catch that.  
 17 MR. YOUMAN: It's on the board, you can read  
 18 it.  
 19 MR. WUELLNER: He's kidding. We got it.  
 20 CHAIRMAN GREEN: For Resolution 2016-13 as  
 21 presented?  
 22 MR. MAGUIRE: As presented, yes.  
 23 CHAIRMAN GREEN: Is there a second?  
 24 MR. YOUMAN: Second.  
 25 CHAIRMAN GREEN: Any further board discussion?

1 glideslope at the same time and we can -- or we're  
 2 back in line again for something else. Those kind  
 3 of things are required to be flight-checked by FAA  
 4 before they're released back into service.  
 5 So anyway, our recommendation of course is to  
 6 go ahead and approve the conditional release of the  
 7 retainage.  
 8 CHAIRMAN GREEN: Again, not having received  
 9 any public comment, any board comment?  
 10 (None.)  
 11 CHAIRMAN GREEN: No? I need a motion.  
 12 MR. MINER: I'll make a motion to approve as  
 13 presented.  
 14 CHAIRMAN GREEN: Second?  
 15 MR. BRUNSON: I'll second.  
 16 CHAIRMAN GREEN: Motion made and seconded.  
 17 Any further board comment.  
 18 (None.)  
 19 CHAIRMAN GREEN: All in favor of the  
 20 conditional release of retainage motion, say aye.  
 21 MR. BRUNSON: Aye.  
 22 MR. YOUMAN: Aye.  
 23 MR. MAGUIRE: Aye.  
 24 MR. MINER: Aye.  
 25 CHAIRMAN GREEN: Aye. All opposed?

1 (None.)  
 2 CHAIRMAN GREEN: All in favor of the  
 3 resolution as presented by staff, say aye.  
 4 MR. BRUNSON: Aye.  
 5 MR. YOUMAN: Aye.  
 6 MR. MAGUIRE: Aye.  
 7 MR. MINER: Aye.  
 8 CHAIRMAN GREEN: Aye. Any opposed?  
 9 (None.)  
 10 CHAIRMAN GREEN: And the motion carries.  
 11 CONDITIONAL RELEASE OF RETAINAGE - PRECISION APPROACH  
 12 MR. WUELLNER: Okay. Fairly simple business  
 13 item.  
 14 This is our conditional release of retainage  
 15 to the contractor Precision Approach, LLC. They  
 16 were your approach lighting MALS system installer.  
 17 It's always conditioned on the receipt of all of  
 18 the closeout documentation and all that, but it  
 19 does allow them to get promptly paid when the work  
 20 is completed. And this is also contingent upon a  
 21 flight check with FAA for that work.  
 22 So I'm not quite sure when we'll actually  
 23 stroke the check. We still don't have a firm  
 24 flight check date, but I'm also hoping that the  
 25 firm flight check date will allow us to reply the

1 (None.)  
 2 CHAIRMAN GREEN: Motion carries.  
 3 RESTAURANT DISCUSSION  
 4 MR. WUELLNER: Okay. Last is more a  
 5 discussion and direction request of you guys. You  
 6 know we've been out for a long time on replacing  
 7 the restaurant operator. We only had one actual  
 8 letter of interest a while back. They since have  
 9 rescinded that interest.  
 10 I know your chairman and myself and others  
 11 have spoken to operators within the community, some  
 12 indicating interest, but yet no one has really  
 13 shown up and stepped up and provided any meaningful  
 14 action for us to do.  
 15 Curious what you would like us to do. Just  
 16 leave it out there a little while and keep -- keep  
 17 soliciting this? You know, as the -- hopefully as  
 18 the economy gets better, you know, somebody steps  
 19 up. Do you want us to explore other uses of the  
 20 space? Do you -- this is kind of a policy  
 21 direction at the end of the day. Do you want us to  
 22 revisit the terms of -- of the solicitation and,  
 23 you know, consider some other proposal method or --  
 24 CHAIRMAN GREEN: That was kind of my thought  
 25 process because a lot of the people I approached

1 were saying, "Well, where do I read about it?" And  
 2 I sent them to the web site, you know.  
 3 MR. WUELLNER: Yeah.  
 4 CHAIRMAN GREEN: Is there some way we could  
 5 work with The St. Augustine Record or some  
 6 publication and say, "Hey, the airport's looking  
 7 for an airport (sic)," and do a news article on it.  
 8 Something that everybody can read --  
 9 MR. WUELLNER: That might be a way to do it,  
 10 do some media on it --  
 11 CHAIRMAN GREEN: -- rather than having to dig  
 12 through the back pages like when you publish a  
 13 foreclosure or something like that.  
 14 MR. YOUMAN: How about these brokers that buy  
 15 and sell businesses? I mean, they don't buy and  
 16 sell businesses, they're brokers.  
 17 CHAIRMAN GREEN: No, they're business brokers.  
 18 MR. YOUMAN: Yeah. They know what they're  
 19 doing and they know who to contact.  
 20 MR. WUELLNER: Okay.  
 21 CHAIRMAN GREEN: Uh-huh.  
 22 MR. MINER: I do think while we're doing that,  
 23 it would be worthwhile to explore other ways to get  
 24 some revenue out of that space. You know, I don't  
 25 know. Maybe it turn it into office space.

1 CHAIRMAN GREEN: We'd have to look at it  
 2 because there's some significant readjustment for  
 3 that.  
 4 MR. MINER: The first choice I would think is  
 5 a restaurant.  
 6 CHAIRMAN GREEN: Yeah.  
 7 MR. MINER: I know that brings in a lot of  
 8 business. I like to get refueled where there's  
 9 food and I think most people do.  
 10 MR. MAGUIRE: Do we have any idea how much the  
 11 previous tenant made in terms of --  
 12 MR. WUELLNER: We do.  
 13 MR. MAGUIRE: -- revenue?  
 14 MR. WUELLNER: We do.  
 15 MR. MAGUIRE: Cause that -- I think that would  
 16 be a considerable draw or not a considerable draw  
 17 depending on --  
 18 CHAIRMAN GREEN: A lot of his revenue came  
 19 from catering, also.  
 20 MR. MAGUIRE: Right.  
 21 CHAIRMAN GREEN: So we need to let people know  
 22 that. It's not just hands-on at the restaurant.  
 23 MR. WUELLNER: We never --  
 24 CHAIRMAN GREEN: There's a catering business  
 25 out there --

1 MR. WUELLNER: Yeah, I would --  
 2 CHAIRMAN GREEN: -- or clientele.  
 3 MR. WUELLNER: We never -- we never audited  
 4 that. We know what they reported to us, so again,  
 5 that's a pretty consistent number over the years.  
 6 They used to do a very good lunch business.  
 7 CHAIRMAN GREEN: Uh-huh.  
 8 MR. WUELLNER: You know, it never was an  
 9 extremely popular evening place. And they've tried  
 10 breakfast a few times, so --  
 11 MR. MAGUIRE: Yeah, we used to come out every  
 12 other week and eat breakfast here.  
 13 MR. WUELLNER: Yeah, it used to be quite good.  
 14 CHAIRMAN GREEN: Yeah, we'd get some  
 15 courthouse personnel and Grumman. I've heard a lot  
 16 of grumbings from Grumman.  
 17 MR. YOUMAN: What, because the restaurant's  
 18 not there?  
 19 CHAIRMAN GREEN: Right.  
 20 MR. YOUMAN: Yeah, I've had people come up  
 21 to -- who was it? Oh, the head of the chief of  
 22 democrats, or she's on the -- also on the Mosquito  
 23 Board, Jeannie Moeller.  
 24 CHAIRMAN GREEN: Uh-huh.  
 25 MR. YOUMAN: She asked me when we're going to

1 get a restaurant. She said used -- she used to go  
 2 there on a regular basis and they'd go outside and  
 3 just loved it.  
 4 MR. WUELLNER: Uh-huh.  
 5 CHAIRMAN GREEN: I just would like to give it  
 6 one more --  
 7 MR. WUELLNER: Yeah.  
 8 CHAIRMAN GREEN: If we can come up with  
 9 another use for it to get some -- some kind of --  
 10 MR. WUELLNER: Well, y'all have some great  
 11 ideas. If we get an article, that would take it  
 12 out of the classified so to speak and people might,  
 13 you know, give it some notice or --  
 14 CHAIRMAN GREEN: Do you know what? I've been  
 15 approached, although I don't have office space in  
 16 my building, but a couple of insurance companies  
 17 are looking for just a space to put themselves here  
 18 pending all the claims that they're having to do.  
 19 They need electricity, you know, but nothing fancy.  
 20 So I'm not sure --  
 21 MR. MINER: Like a short-term lease?  
 22 CHAIRMAN GREEN: Short term --  
 23 MR. MINER: Let's do it.  
 24 CHAIRMAN GREEN: -- like month-to-month  
 25 looking for something.

1 MR. MINER: I love it.  
 2 CHAIRMAN GREEN: I couldn't accommodate them,  
 3 but that might be something out there.  
 4 MR. WUELLNER: Send them our way.  
 5 MR. MAGUIRE: Short term would be good. I  
 6 hate to lose the restaurant because it's a major  
 7 draw.  
 8 CHAIRMAN GREEN: Oh, yeah. No, these people  
 9 are definitely temporary. They're here to handle  
 10 claims for maybe a couple of months and out of  
 11 here.  
 12 MR. MAGUIRE: Okay.  
 13 MR. YOUMAN: All of the space in this building  
 14 is rented, right?  
 15 MR. WUELLNER: Oh, yeah. Yeah.  
 16 MR. YOUMAN: And there's people that's wanting  
 17 to get in still.  
 18 MR. WUELLNER: Yeah. There's no office space.  
 19 CHAIRMAN GREEN: Okay.  
 20 MR. WUELLNER: We could really build another  
 21 building and keep it leased for office.  
 22 MR. BRUNSON: Ed, what -- is there large  
 23 revenues -- I don't guess so because we don't have  
 24 commercial flights, but private catering to  
 25 aircraft?

1 MR. WUELLNER: Yes. The -- the catering to  
 2 corporate-type aircraft is quite lucrative, that  
 3 piece of it. The restaurant piece can be very good  
 4 if you can build a customer clientele. You know,  
 5 it was popular on airport, also. Especially --  
 6 MR. BRUNSON: I just wonder if there's  
 7 somebody in this area that would -- that does  
 8 catering that might be interested in looking at it  
 9 at least.  
 10 CHAIRMAN GREEN: That's why I was saying about  
 11 the -- the local news article. I mean, I've tried  
 12 to put word of mouth out and people --  
 13 MR. WUELLNER: Yeah, I think it gets lost --  
 14 you know, lost in the clouds.  
 15 MR. BRUNSON: You know, help me, Bruce. Who  
 16 was the gentleman that was the chef for the  
 17 Air Force 2 that opened the restaurant down off  
 18 King Street?  
 19 MR. MAGUIRE: That was quite a while ago. I  
 20 don't remember his name.  
 21 MR. BRUNSON: But he kind of impressed me that  
 22 he -- you know, he's familiar with aviation and  
 23 I'll try to look him up again and see. He might  
 24 know someone.  
 25 CHAIRMAN GREEN: Okay. I didn't have any

1 public comment on that -- Mr. Grundy? Sorry. We  
 2 have to hear you. We want to hear you.  
 3 MR. GRUNDY: Oh, I can make sure you can hear  
 4 me.  
 5 Why don't you offer a reduced rental rate for  
 6 the first six months? You've gone for six months  
 7 and nothing's happened. Offer a really attractive  
 8 rental rate for six months and draw somebody in.  
 9 CHAIRMAN GREEN: I think we actually have,  
 10 because on the advertisements there's not an amount  
 11 that's required for rent. It just says the square  
 12 footage. We haven't even had anybody come back and  
 13 say "What kind of rate are you to reduce it for  
 14 me?"  
 15 MR. GRUNDY: Tell them it's free rent for six  
 16 months.  
 17 MR. MAGUIRE: If they respond.  
 18 MR. BRUNSON: We thought of that, but we  
 19 thought that for six months they'd be there and  
 20 they'd leave.  
 21 CHAIRMAN GREEN: Right. And a lot of that  
 22 they wanted us to build out or to front things.  
 23 MR. YOUMAN: When -- when the room is rented  
 24 for weddings or functions --  
 25 MR. WUELLNER: This room, yes.

1 MR. YOUMAN: Yeah, this room. Do we -- when  
 2 the restaurant was open, did we suggest them as a  
 3 caterer along with that package?  
 4 MR. WUELLNER: Yes. Yes. Among -- I mean,  
 5 they had their choice of anyone, but yes, we let  
 6 them know they're here. I don't think they did  
 7 that kind of catering --  
 8 CHAIRMAN GREEN: No.  
 9 MR. WUELLNER: -- frankly. The kind of  
 10 catering these -- the previous owners did was  
 11 strictly aviation kinds of catering --  
 12 MR. YOUMAN: Okay.  
 13 MR. WUELLNER: -- where they do six or eight  
 14 meals at a time for a corporate jet. It's very  
 15 high end. It's not Styrofoam meals kind of served.  
 16 It's on china kind of stuff.  
 17 CHAIRMAN GREEN: So I guess you have some  
 18 direction.  
 19 MR. WUELLNER: I do and there's some good  
 20 ideas there.  
 21 PUBLIC COMMENT - GENERAL  
 22 CHAIRMAN GREEN: All right. Public comment?  
 23 Anybody?  
 24 (None.)  
 25

1 MEMBER COMMENTS AND REPORTS

2 CHAIRMAN GREEN: Okay. Board members.

3 Mr. Maguire, anything?

4 MR. MAGUIRE: Yeah. You covered the hurricane  
5 damage adequately. That was real good to hear.  
6 And the restaurant, those were two of my big ones.

7 MR. WUELLNER: Uh-huh.

8 MR. MAGUIRE: I'm not going to get into it  
9 right now, but what I would again reiterate as we  
10 go forward into this next year, I really want to  
11 push getting an assistant because I can see --  
12 thinking ahead, I can see more and more demands on  
13 your time.

14 I brought it up once before. I'd like to get  
15 an ID card so I don't have to come out here and  
16 ring the doorbell and say, "Is there anybody there  
17 that can escort me around the airport?"

18 MR. WUELLNER: You've just got to call the  
19 office.

20 MR. MAGUIRE: Yeah. So I'd like to -- I'd  
21 like for all of the board members to have the  
22 ability to get an ID card.

23 T-hangars, I want to get back involved with  
24 the T-hangars this coming year so we get something  
25 very definitive. And the plan for insurance

1 was trying to approach to. Because I didn't want  
2 to do it. And the intergovernmental I can see has  
3 been canceled. The next meeting is January the  
4 4th. So that leaves the TPO.

5 I'm not sure which -- I think I'll go this  
6 way. There's new planning requirements that came  
7 out of President Obama December the 4th, 2015.  
8 It's the first long-term authorization act in a  
9 decade to result in bipartisan cooperation and  
10 compromise, and it provides five years of funding  
11 certainty for infrastructure planning and  
12 investment.

13 An overview -- quick overview, it authorizes  
14 \$305 billion all modes over for year 2016 to 2020,  
15 \$70 billion in transfers to keep the highway trust  
16 fund solvent, fully paid for offset by unrelated  
17 savings, whatever that means, \$7.6 billion recision  
18 in 2020. Renamed STP to STPGP.

19 And it goes into new planning factors, new  
20 interested parties. It adds public ports and an  
21 inner city bus operation. I found that  
22 interesting. I asked them why not AMTRAK, but they  
23 couldn't -- didn't have an answer. They said,  
24 well, that was Obama's bill.

25 There's a new TMA structure. New congestion

1 review --

2 CHAIRMAN GREEN: Uh-huh.

3 MR. MAGUIRE: -- focus on that.

4 MR. YOUMAN: Isn't that all part of the  
5 master plan?

6 CHAIRMAN GREEN: It is. A lot of it's part of  
7 the master plan.

8 MR. WUELLNER: Not the insurance.

9 CHAIRMAN GREEN: Not the insurance but all the  
10 hangars.

11 MR. MAGUIRE: Yeah. But those would be my  
12 biggest interest items coming up this next year.

13 CHAIRMAN GREEN: Thank you. Mr. Youman?

14 MR. YOUMAN: I have never received any -- I don't  
15 have any notification from the EDC as to events or meetings  
16 or anything else, so I cannot go to the EDC.

17 MR. WUELLNER: Cindy will follow up for you on  
18 that.

19 CHAIRMAN GREEN: I'm on that, too, and I  
20 haven't received. They canceled a few things, but  
21 I haven't seen anything.

22 MR. WUELLNER: Cindy's going to follow up with  
23 EDC for you and make sure that that's -- if they're  
24 sending stuff out, that you're getting it.

25 MR. YOUMAN: Great. Thank you. That's what I

1 mitigation process. New long-range transportation  
2 plan. Next steps for guidance coming. Next step  
3 for board members, that's going to be on the  
4 weekend for the planning for elected officials to  
5 include this information.

6 Then the other important thing that came out  
7 of there, the North Florida TPO federal  
8 certification review, this happens every four  
9 years. And four years ago this TPO was the top TPO  
10 in the country and the federal -- the federal  
11 people were using this TPO as an example, as a  
12 guideline for other TPOs to follow. And I'm very  
13 happy to say that this occurred again this year,  
14 that the North Florida TPO is number one again, and  
15 they did a heck of a job.

16 One of the things that they -- review people,  
17 a few of the things that they were very happy about  
18 was -- let me see. The act -- proactive way this  
19 TPO handles public meetings for projects, that  
20 they're very, very, very proactive in making sure  
21 the public is informed, making sure that they have  
22 the ability to get there, and discussing these  
23 transportation plans not only once, but two or  
24 three times before completion of planning or  
25 whatever happens.

1 Noteworthy practices, for example, were  
 2 transit intelligent transportation systems, and  
 3 that's the signs you see on highways now. They  
 4 have a control center in the TPO which I told  
 5 you-all about in a previous meeting, and this  
 6 control center in conjunction with FDOT and their  
 7 planning kept the traffic flowing from the  
 8 hurricane. There weren't big jams. And when jams  
 9 were starting to occur, they were able to do  
 10 whatever they did to unjam whatever was getting  
 11 jammed up without this jam trailing down to stop  
 12 everything like you saw in other cities. So great  
 13 planning and outreach and public participation.

14 Let's see. The certification will remain in  
 15 effect til September 2020. And in summary, the  
 16 North Florida TPO is commended for the leadership  
 17 and coordination throughout the region. The  
 18 federal review team remains available to assist the  
 19 staff as needed.

20 Oh, yeah. One of the things they really  
 21 highlighted was the teamwork between the counties  
 22 in this North Florida region. They said it was  
 23 very impressive because most other TPOs are  
 24 fighting each other and not accomplishing anything,  
 25 but this TPO is a cooperative affair and they try

1 see the piles of -- and it is heart breaking. I  
 2 dodged a bullet. I don't know how. But I live at  
 3 the Conch House. Water was that deep. My condo  
 4 missed it by that much. I -- Carol and I thought  
 5 we were going to have go ahead and dig into savings  
 6 and knew we had to replace all of the furniture.  
 7 We did not have a drop of water inside, and so that  
 8 was good.

9 You made a statement that we might have to go  
 10 into reserves. That's what reserves are for. And  
 11 we'll -- we'll come back from this and keep working  
 12 hard, as I know you're already doing, every penny  
 13 you can get from anybody to help. So,  
 14 congratulations to all of the staff and personnel.

15 CHAIRMAN GREEN: Thank you.

16 MR. YOUMAN: Suzanne -- I mean, Ms. Green --

17 CHAIRMAN GREEN: Yes?

18 MR. YOUMAN: -- Chairman Green, may I make one  
 19 more point?

20 CHAIRMAN GREEN: Briefly, then Mr. Miner.

21 MR. YOUMAN: It's a very quick point.

22 CHAIRMAN GREEN: Okay.

23 MR. YOUMAN: The Jacksonville National  
 24 Cemetery, I have a very good friend that I buried  
 25 there. And when we went out there, the road coming

1 to be fair in disbursing funds to the different  
 2 projects and counties. And as you can see in  
 3 St. Johns we've had some very very major projects  
 4 in this county which could have gone to Duval very  
 5 easily if they voted that way.

6 CHAIRMAN GREEN: Thank you.

7 MR. YOUMAN: Was that too long?

8 CHAIRMAN GREEN: No, not at all. Mr. Brunson?

9 MR. BRUNSON: That's very important what you  
 10 were --

11 CHAIRMAN GREEN: It is.

12 MR. BRUNSON: -- talking. Very very.

13 My only thoughts is to thank staff and  
 14 everybody for what you've done. I just know how  
 15 hard it was, especially associated with the  
 16 Sheriff's Department. I think they did an  
 17 unbelievable job, unbelievable.

18 And I had to board in Pedro High School for  
 19 three nights, and we were on call and we got so  
 20 much assistance from the state and the federal  
 21 government even. And the good communications  
 22 between everybody, which made your job better  
 23 and -- and we knew what was going on here and there  
 24 was an update continuously.

25 I am so sad to ride around in Davis Shores and

1 up to the Jacksonville National Cemetery is hard,  
 2 the approaches to a facility like that.

3 And I brought it up at a -- just as an item at  
 4 the TPO meeting maybe eight months -- about eight  
 5 months ago and just said is there anything that can  
 6 be done. Because it's -- you have to get all of  
 7 this into the plans, you have to get FDOT to  
 8 approve it and all, and the key thing is getting  
 9 money.

10 And they took it as a side project off the  
 11 books and just scrounged around to find pieces of  
 12 money, the FDOT people did the same thing, and --  
 13 excuse me.

14 CHAIRMAN GREEN: I'm assuming they have a  
 15 wonderful drive now?

16 MR. YOUMAN: I'm very happy to say they came  
 17 up with the money and the project's going to start  
 18 within a year.

19 CHAIRMAN GREEN: It's going to start.

20 MR. MAGUIRE: Good.

21 MR. YOUMAN: And it's fantastic. It was very  
 22 gratifying that something like that could happen.

23 CHAIRMAN GREEN: Absolutely.

24 MR. YOUMAN: Thank you.

25 CHAIRMAN GREEN: Thank you.

1 MR. WUELLNER: Very nice.  
 2 CHAIRMAN GREEN: Mr. Miner?  
 3 MR. MINER: Thank you, Madam Chair. Carl,  
 4 thanks for all of your work on that, that's  
 5 important -- important stuff and I know the  
 6 veterans' community appreciates your leadership on  
 7 that issue.  
 8 On the insurance piece, you know, I tend to  
 9 agree with Bruce, I think the sooner we can get on  
 10 that and get it addressed and talk about how we  
 11 want to proceed, maybe an RFP, the earlier the  
 12 better and we can focus on other stuff.  
 13 And then I did want to mention, Ed, I think  
 14 you handled the hurricane exceptionally. I think  
 15 the staff did. I know the information was flowing  
 16 continuously. I'd get it from Cindy, then right  
 17 away I'd get it from SAAPA. So I know everything  
 18 was getting out. And I know -- I talked to you a  
 19 couple of times. I think you slept here --  
 20 CHAIRMAN GREEN: Yep.  
 21 MR. MINER: -- around the clock keeping things  
 22 going.  
 23 MR. WUELLNER: Yeah.  
 24 MR. MINER: And then again, I flew over  
 25 Saturday morning and it looked like everybody and

1 campaigning and were very interested in the  
 2 airport. They might put something on the air  
 3 waves, too, for us.  
 4 MR. WUELLNER: Uh-huh.  
 5 CHAIRMAN GREEN: Okay. The only thing I have  
 6 is Aerospace Academy, other than the accolades that  
 7 everyone else has given to staff. I got all of the  
 8 updates, too. And I got out of dodge, so I know  
 9 with you staying here, it helps.  
 10 MR. WUELLNER: Yeah, Aerospace --  
 11 CHAIRMAN GREEN: Wednesday.  
 12 MR. WUELLNER: Yeah, Wednesday.  
 13 CHAIRMAN GREEN: Wednesday is our meeting here  
 14 at 5:00, so I'll have more update for that at our  
 15 next meeting, which happens to be December 5 at  
 16 4:00. If everybody is okay. And having that, then  
 17 the meeting is adjourned. I appreciate everybody  
 18 coming out.  
 19 MR. MAGUIRE: Thanks.  
 20 (Meeting adjourned at 4:50 p.m.)  
 21  
 22  
 23  
 24  
 25

1 their mom was out there on that runway trying to  
 2 get things operational. So thank you for the way  
 3 you handled that.  
 4 MR. BRUNSON: Here here.  
 5 MR. WUELLNER: Thank staff. They're the ones  
 6 doing the work.  
 7 MR. MAGUIRE: And going to back to something I  
 8 said earlier, a simple call to The St. Augustine  
 9 Record, they'll send a reporter out here, so you  
 10 don't have to write anything. They'll just  
 11 question you and they will write a tremendously  
 12 good article. They better.  
 13 CHAIRMAN GREEN: Well, we can incorporate that  
 14 with the --  
 15 MR. MAGUIRE: Yeah.  
 16 CHAIRMAN GREEN: -- FPL and the restaurant.  
 17 MR. MAGUIRE: Yeah.  
 18 MR. MINER: I'd call the publisher directly.  
 19 MR. MAGUIRE: Yeah, they don't do anything  
 20 else, they can do that.  
 21 MR. MINER: That's right.  
 22 CHAIRMAN GREEN: And I'll bet you 105.5 --  
 23 they have been very accommodating to the airport.  
 24 They come to our EDC meetings and they've  
 25 interviewed myself and other people that were

1 REPORTER'S CERTIFICATE  
 2  
 3 STATE OF FLORIDA )  
 4 COUNTY OF ST. JOHNS )  
 5  
 6 I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that  
 7 I was authorized to and did stenographically report the  
 8 foregoing proceedings and that the transcript is a true  
 9 record of my stenographic notes.  
 10 Dated this 2nd day of November, 2016.  
 11  
 12  
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 14 \_\_\_\_\_  
 15 JANET M. BEASON, RPR-CP, RMR, CRR  
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 21  
 22  
 23  
 24  
 25

**CHAIRMAN GREEN:** [90]  
**MR. BEYERS:** [1] 26/4  
**MR. BRUNSON:** [13] 5/23  
21/1 30/3 31/14 31/20 37/21  
38/5 38/14 38/20 39/17 46/8  
46/11 50/3  
**MR. GRUNDY:** [3] 26/7 39/2  
39/14  
**MR. MAGUIRE:** [47] 3/11 4/1  
4/5 6/2 6/5 9/7 11/16 11/19  
11/25 12/3 12/6 12/9 12/17  
12/22 12/24 15/7 15/10 15/23  
16/24 17/8 17/12 27/11 29/11  
29/14 29/21 30/5 31/22 34/9  
34/12 34/14 34/19 35/10 37/4  
37/11 38/18 39/16 41/3 41/7  
41/19 42/2 42/10 48/19 50/6  
50/14 50/16 50/18 51/18  
**MR. MINER:** [19] 4/8 8/8 8/11  
26/19 27/1 30/6 31/11 31/23  
33/21 34/3 34/6 36/20 36/22  
36/25 49/2 49/20 49/23 50/17  
50/20  
**MR. WHITEHOUSE:** [1] 27/21  
**MR. WUELLNER:** [100]  
**MR. YOUMAN:** [53]

## \$

**\$10,000** [1] 19/22  
**\$20,000** [1] 14/17  
**\$305** [1] 43/14  
**\$5** [1] 28/15  
**\$7.6** [1] 43/17  
**\$70** [1] 43/15

## 0

**0570** [1] 1/23

## 1

**104** [1] 1/15  
**105.5** [1] 50/22  
**109,000** [1] 26/15  
**13** [5] 2/10 27/23 27/25 28/9  
29/20  
**15-16** [1] 4/5  
**1510** [1] 1/22  
**16** [1] 4/5  
**1960s** [1] 13/11  
**1st** [1] 20/12

## 2

**20** [2] 7/11 16/16  
**20,000** [1] 9/6  
**200** [1] 17/16

**2015** [1] 43/7  
**2016** [3] 1/6 43/14 52/10  
**2016-13** [4] 2/10 27/23 27/25  
28/9  
**2020** [3] 43/14 43/18 45/15  
**24** [2] 1/6 11/1  
**25** [1] 16/16  
**26** [1] 2/8  
**27** [1] 2/10  
**2:00** [1] 21/9  
**2nd** [1] 52/10

## 3

**30** [2] 2/10 20/25  
**300** [1] 10/9  
**32** [1] 2/11  
**32080** [1] 1/15  
**32084** [1] 1/22  
**35** [1] 20/25

## 4

**40** [2] 2/12 26/19  
**41** [1] 2/13  
**45** [1] 19/18  
**4730** [1] 1/4  
**48** [2] 12/5 12/6  
**4:00** [3] 1/7 1/7 51/16  
**4:50** [1] 51/20  
**4th** [2] 43/4 43/7

## 5

**50-seat** [1] 22/24  
**51** [1] 2/14  
**52** [1] 2/15  
**5:00** [2] 10/13 51/14

## 6

**60** [1] 19/18

## 8

**8000** [1] 9/3  
**825-0570** [1] 1/23

## 9

**90** [2] 21/6 26/14  
**904** [1] 1/23  
**9700** [1] 26/14

## A

**A.A.E** [1] 1/17  
**ability** [3] 24/20 41/22 44/22  
**able** [6] 10/7 15/17 18/7 18/13  
27/19 45/9  
**about** [25] 7/10 7/11 8/25 9/5  
9/18 10/13 11/1 11/14 11/21  
12/21 13/9 16/3 17/21 19/8

22/23 23/1 26/15 27/13 33/1  
33/14 38/10 44/17 45/5 48/4  
49/10  
**above** [1] 5/11  
**absolutely** [4] 10/16 15/9 17/2  
48/23  
**Academy** [1] 51/6  
**acceptance** [2] 2/5 3/8  
**accepted** [1] 4/8  
**accolades** [1] 51/6  
**accommodate** [1] 37/2  
**accommodating** [2] 10/3  
50/23  
**accomplished** [1] 22/4  
**accomplishing** [1] 45/24  
**account** [1] 28/19  
**ACI** [1] 19/6  
**act** [2] 43/8 44/18  
**action** [1] 32/14  
**actual** [2] 14/9 32/7  
**actually** [9] 5/11 7/23 16/17  
24/21 24/25 27/10 27/19 30/22  
39/9  
**actuarial** [1] 3/23  
**add** [1] 23/2  
**addressed** [1] 49/10  
**adds** [1] 43/20  
**adequately** [1] 41/5  
**adjacent** [1] 5/21  
**adjourned** [2] 51/17 51/20  
**ADJOURNMENT** [1] 2/14  
**adjusters** [1] 22/9  
**admin** [1] 17/4  
**adopt** [1] 28/5  
**advertisements** [1] 39/10  
**Aerospace** [2] 51/6 51/10  
**affair** [1] 45/25  
**affect** [2] 26/20 26/22  
**after** [8] 5/9 8/10 8/11 11/1  
18/9 19/21 19/21 20/4  
**afternoon** [1] 21/10  
**again** [13] 10/13 13/24 14/24  
25/12 25/22 31/2 31/8 35/4  
38/23 41/9 44/13 44/14 49/24  
**agenda** [7] 2/6 3/7 4/10 4/11  
4/12 4/13 27/25  
**ago** [4] 19/18 38/19 44/9 48/5  
**agree** [2] 23/3 49/9  
**agreement** [1] 9/10  
**ahead** [3] 31/6 41/12 47/5  
**aid** [1] 9/10  
**air** [9] 15/20 15/23 17/6 20/18  
20/19 23/23 23/25 38/17 51/2  
**Air Force** [1] 38/17  
**aircraft** [3] 22/21 37/25 38/2

**A**

**airfield [2]** 17/7 17/18  
**airline [3]** 17/5 19/9 23/12  
**Airlines [5]** 24/22 24/23 25/3 25/6 25/9  
**airplane [1]** 18/12  
**airplanes [6]** 15/24 16/9 16/15 16/16 16/24 21/8  
**airport [18]** 1/1 1/16 3/3 5/2 5/8 5/22 7/8 9/4 10/5 12/4 23/4 23/4 27/13 33/7 38/5 41/17 50/23 51/2  
**airport's [1]** 33/6  
**airports [1]** 26/24  
**Airways [1]** 25/1  
**all [53]**  
**ALLEGIANCE [3]** 2/4 3/4 3/5  
**allow [2]** 30/19 30/25  
**allowed [4]** 12/16 16/6 16/11 16/23  
**allowing [1]** 25/13  
**almost [1]** 10/4  
**along [1]** 40/3  
**already [5]** 3/20 11/5 19/11 20/11 47/12  
**also [8]** 1/14 24/20 26/23 30/20 30/24 34/19 35/22 38/5  
**although [2]** 6/14 36/15  
**always [1]** 30/17  
**am [1]** 46/25  
**amazes [2]** 23/14 23/18  
**amazing [1]** 9/16  
**American [5]** 24/22 24/23 25/2 25/6 25/9  
**Among [1]** 40/4  
**amongst [1]** 10/24  
**amount [1]** 39/10  
**AMTRAK [1]** 43/22  
**announced [1]** 10/9  
**annual [1]** 3/19  
**another [6]** 10/9 16/22 23/4 27/12 36/9 37/20  
**answer [1]** 43/23  
**antenna [5]** 6/25 7/1 7/3 7/4 14/18  
**antennas [1]** 14/3  
**anticipate [1]** 26/21  
**any [24]** 3/9 3/14 5/7 5/15 5/15 10/23 15/8 15/16 16/1 18/19 28/10 28/23 29/6 29/7 29/25 30/8 31/9 31/9 31/17 32/13 34/10 38/25 42/14 42/14  
**anybody [8]** 3/9 18/16 25/8 29/16 39/12 40/23 41/16 47/13

**anymore [1]** 14/21  
**anyone [1]** 40/5  
**anything [12]** 15/8 16/22 18/21 28/8 28/20 41/3 42/16 42/21 45/24 48/5 50/10 50/19  
**anyway [3]** 9/2 27/3 31/5  
**appears [2]** 13/3 14/8  
**appreciate [1]** 51/17  
**appreciates [1]** 49/6  
**approach [6]** 5/22 27/11 30/11 30/15 30/16 43/1  
**approached [2]** 32/25 36/15  
**approaches [2]** 26/25 48/2  
**APPROVAL [3]** 2/6 4/10 4/12  
**approve [4]** 29/15 31/6 31/12 48/8  
**approved [1]** 28/14  
**approximately [2]** 12/5 19/22  
**April [1]** 22/18  
**are [34]** 4/8 4/22 5/6 6/4 6/6 6/20 13/7 13/10 13/10 13/12 14/21 15/7 17/11 17/20 17/23 17/24 18/19 19/1 19/23 20/13 22/22 23/1 23/23 24/9 24/25 24/25 26/6 28/13 31/3 36/17 37/9 39/13 45/23 47/10  
**area [10]** 5/10 7/8 7/13 9/7 9/13 10/10 11/4 17/4 17/6 38/7  
**areas [2]** 11/7 25/23  
**arguably [1]** 6/14  
**Army [1]** 8/13  
**around [8]** 6/22 6/23 16/20 25/25 41/17 46/25 48/11 49/21  
**arrangement [1]** 25/2  
**article [4]** 33/7 36/11 38/11 50/12  
**as [38]** 3/15 3/25 4/8 5/18 11/12 14/10 14/20 15/23 17/7 17/7 17/20 22/18 22/18 23/2 23/2 23/4 23/10 24/12 24/22 27/8 27/8 28/2 29/20 29/22 30/3 31/12 32/17 32/17 40/2 41/9 42/15 44/11 44/11 45/19 46/2 47/12 48/3 48/10  
**asked [2]** 35/25 43/22  
**assist [1]** 45/18  
**assistance [1]** 46/20  
**assistant [1]** 41/11  
**associated [2]** 14/18 46/15  
**assuming [2]** 29/7 48/14  
**Atlantic [1]** 26/4  
**Attorney [1]** 1/16  
**attractive [1]** 39/7  
**audit [2]** 3/19 4/2  
**audited [1]** 35/3

**AUGUSTINE [8]** 1/1 1/5 1/15 1/21 1/22 3/3 33/5 50/8  
**AUTHORITY [4]** 1/1 1/16 2/13 3/3  
**authorization [1]** 43/8  
**authorized [1]** 52/7  
**authorizes [1]** 43/13  
**available [4]** 24/11 24/19 25/8 45/18  
**aviation [4]** 16/7 18/10 38/22 40/11  
**awaiting [1]** 19/23  
**aware [1]** 18/16  
**away [2]** 6/21 49/17  
**aye [12]** 30/3 30/4 30/5 30/6 30/7 30/8 31/20 31/21 31/22 31/23 31/24 31/25

**B**

**baby [1]** 18/15  
**back [18]** 9/7 9/17 13/11 18/7 19/23 20/9 22/17 27/7 27/8 28/3 31/2 31/4 32/8 33/12 39/12 41/23 47/11 50/7  
**backup [1]** 17/3  
**backyard [1]** 7/20  
**Baltimore [1]** 23/3  
**banking [1]** 20/15  
**base [1]** 17/17  
**based [1]** 16/3  
**basically [4]** 14/18 16/13 18/2 21/6  
**basin [2]** 7/6 7/13  
**basis [1]** 36/2  
**be [42]** 3/21 3/22 3/25 8/5 13/15 14/4 14/8 14/8 15/5 17/8 17/20 18/6 19/8 19/24 20/6 20/11 24/11 24/17 24/19 24/19 24/20 25/5 26/18 26/18 27/18 28/14 28/20 31/3 33/9 33/23 34/16 35/13 37/3 37/5 38/3 38/8 39/19 42/11 44/3 46/1 48/6 51/15  
**BEASON [3]** 1/21 52/6 52/14  
**Beautiful [1]** 19/13  
**because [18]** 3/21 11/20 11/23 13/5 13/7 24/24 25/18 27/9 32/25 34/2 35/17 37/6 37/23 39/10 41/11 43/1 45/23 48/6  
**become [1]** 12/22  
**been [11]** 10/24 13/3 14/6 22/4 22/22 24/4 28/2 32/6 36/14 43/3 50/23  
**before [5]** 3/23 5/17 31/4 41/14 44/24

**B**

**began [1]** 7/16  
**begin [3]** 3/19 3/20 22/16  
**beginning [1]** 4/4  
**being [3]** 9/9 14/17 15/1  
**believe [5]** 3/20 11/6 14/1 20/1 25/14  
**belong [1]** 7/25  
**bend [1]** 15/13  
**Bennett [1]** 26/4  
**bet [1]** 50/22  
**better [7]** 5/14 5/18 15/11 32/18 46/22 49/12 50/12  
**between [5]** 8/19 13/17 18/10 45/21 46/22  
**big [4]** 10/3 21/8 41/6 45/8  
**biggest [3]** 17/16 18/8 42/12  
**bill [2]** 11/15 43/24  
**billion [3]** 43/14 43/15 43/17  
**bipartisan [1]** 43/9  
**bit [3]** 13/13 13/14 18/25  
**blew [1]** 13/14  
**blower [1]** 12/17  
**blown [1]** 12/22  
**board [15]** 1/9 20/6 28/5 28/10 28/15 28/23 29/17 29/25 31/9 31/17 35/23 41/2 41/21 44/3 46/18  
**book [4]** 24/11 24/17 24/22 24/23  
**booked [2]** 24/19 24/21  
**bookings [1]** 25/11  
**books [1]** 48/11  
**borrow [2]** 28/20 28/21  
**both [2]** 23/20 27/10  
**Boulevard [1]** 1/22  
**breakfast [2]** 35/10 35/12  
**breaking [1]** 47/1  
**brief [1]** 25/21  
**briefed [1]** 28/7  
**Briefly [1]** 47/20  
**bring [1]** 19/15  
**brings [1]** 34/7  
**brokers [3]** 33/14 33/16 33/17  
**brought [2]** 41/14 48/3  
**BRUCE [3]** 1/11 38/15 49/9  
**BRUNSON [2]** 1/11 46/8  
**budget [3]** 3/16 4/8 21/14  
**budgeted [2]** 29/3 29/4  
**build [3]** 37/20 38/4 39/22  
**building [3]** 36/16 37/13 37/21  
**buildings [1]** 13/14  
**built [1]** 13/12  
**bullet [1]** 47/2

**buried [1]** 47/24  
**bus [1]** 43/21  
**business [8]** 2/8 2/9 26/2 30/12 33/17 34/8 34/24 35/6  
**businesses [2]** 33/15 33/16  
**button [1]** 4/24  
**buy [2]** 33/14 33/15  
**BWI [1]** 23/3

**C**

**call [8]** 2/3 3/2 9/10 13/4 41/18 46/19 50/8 50/18  
**called [2]** 15/18 24/10  
**came [8]** 7/6 7/11 8/1 11/3 34/18 43/6 44/6 48/16  
**campaigning [1]** 51/1  
**can [41]** 3/13 3/24 4/17 6/2 7/3 7/14 9/1 12/1 13/15 14/4 14/4 17/8 17/20 18/1 18/6 20/8 20/10 20/12 20/13 20/14 26/23 26/24 29/17 31/1 33/8 36/8 38/3 38/4 39/3 39/3 41/11 41/12 41/17 43/2 46/2 47/13 48/5 49/9 49/12 50/13 50/20  
**can't [4]** 11/5 11/11 11/11 25/12  
**canceled [2]** 42/20 43/3  
**cannot [2]** 24/22 42/16  
**Cap's [1]** 8/3  
**capability [2]** 17/1 17/4  
**capacity [1]** 17/22  
**card [2]** 41/15 41/22  
**Career [1]** 16/7  
**CARL [3]** 1/10 18/18 49/3  
**Carol [1]** 47/4  
**carriers [1]** 22/4  
**carries [2]** 30/10 32/2  
**carrying [1]** 29/1  
**Casa [1]** 1/4  
**case [1]** 6/24  
**casualty [1]** 14/6  
**catch [2]** 22/20 29/16  
**caterer [1]** 40/3  
**catering [8]** 34/19 34/24 37/24 38/1 38/8 40/7 40/10 40/11  
**Cause [1]** 34/15  
**Cemetery [2]** 47/24 48/1  
**center [3]** 1/3 45/4 45/6  
**certainty [1]** 43/11  
**CERTIFICATE [2]** 2/15 52/1  
**certification [2]** 44/8 45/14  
**certify [1]** 52/6  
**Chair [1]** 49/3  
**chairman [4]** 1/10 2/3 32/10 47/18

**changed [1]** 15/22  
**Charlotte [5]** 22/24 23/8 23/8 23/25 24/2  
**cheapest [1]** 24/16  
**check [5]** 18/12 30/21 30/23 30/24 30/25  
**checked [2]** 6/11 31/3  
**chef [1]** 38/16  
**chief [1]** 35/21  
**china [1]** 40/16  
**choice [2]** 34/4 40/5  
**Cindy [3]** 4/17 42/17 49/16  
**Cindy's [1]** 42/22  
**cities [4]** 23/6 23/17 23/23 45/12  
**city [2]** 11/21 43/21  
**claim [4]** 14/14 19/16 19/20 27/16  
**claims [2]** 36/18 37/10  
**classified [1]** 36/12  
**cleaned [3]** 8/15 13/18 13/19  
**cleanup [1]** 12/7  
**clear [1]** 8/6  
**clientele [2]** 35/2 38/4  
**clock [1]** 49/21  
**close [1]** 10/7  
**closed [2]** 10/12 12/4  
**closeout [1]** 30/18  
**clouds [1]** 38/14  
**co [1]** 25/2  
**co-share [1]** 25/2  
**coast [1]** 22/8  
**code [1]** 13/11  
**codes [1]** 24/25  
**Cola [1]** 1/4  
**com [1]** 23/11  
**combination [1]** 7/19  
**combine [1]** 12/16  
**come [13]** 19/23 20/11 20/12 21/16 24/9 25/25 35/11 35/20 36/8 39/12 41/15 47/11 50/24  
**coming [11]** 5/14 8/23 13/1 19/14 21/13 23/15 41/24 42/12 44/2 47/25 51/18  
**commended [1]** 45/16  
**comment [9]** 2/12 29/6 29/8 31/9 31/9 31/17 39/1 40/21 40/22  
**comments [4]** 2/13 3/9 3/15 41/1  
**commercial [5]** 20/19 23/12 27/2 28/25 37/24  
**Commission [1]** 26/4  
**committees [1]** 20/7  
**common [1]** 10/20

**C**

**communications [1]** 46/21  
**community [6]** 10/21 11/3  
 11/12 25/14 32/11 49/6  
**companies [2]** 9/12 36/16  
**complain [2]** 11/14 11/18  
**complaining [1]** 10/24  
**complaint [2]** 10/24 11/9  
**complaints [2]** 10/14 11/23  
**completed [2]** 19/16 30/20  
**completely [3]** 6/8 21/5 25/7  
**completion [1]** 44/24  
**component [1]** 13/25  
**compromise [1]** 43/10  
**concerned [1]** 16/21  
**concert [1]** 12/14  
**Conch [1]** 47/3  
**concrete [2]** 7/25 13/8  
**conditional [5]** 2/10 30/11  
 30/14 31/6 31/20  
**conditioned [1]** 30/17  
**condo [1]** 47/3  
**Conference [1]** 1/3  
**congestion [1]** 43/25  
**congratulations [1]** 47/14  
**conjunction [1]** 45/6  
**consider [3]** 14/12 19/1 32/23  
**considerable [2]** 34/16 34/16  
**consideration [2]** 18/20 28/14  
**considered [1]** 23/23  
**consistent [1]** 35/5  
**consolidating [1]** 23/7  
**consumer [1]** 28/19  
**contact [1]** 33/19  
**contacted [1]** 10/16  
**contained [1]** 17/10  
**contingent [1]** 30/20  
**continue [2]** 6/13 23/11  
**continued [1]** 12/20  
**continuously [2]** 46/24 49/16  
**contractor [1]** 30/15  
**control [4]** 17/7 18/25 45/4  
 45/6  
**convoluted [1]** 25/10  
**cool [1]** 9/23  
**cooperation [1]** 43/9  
**cooperative [1]** 45/25  
**coordination [1]** 45/17  
**corners [1]** 13/14  
**corporate [3]** 19/17 38/2 40/14  
**corporate-type [1]** 38/2  
**Correct [1]** 3/18  
**corrosion [1]** 6/11  
**cost [3]** 23/24 27/6 28/25

**cottonwood [2]** 8/19 13/17  
**could [9]** 8/4 8/16 15/20 25/20  
 27/15 33/4 37/20 46/4 48/22  
**couldn't [5]** 6/21 7/14 25/19  
 37/2 43/23  
**counties [2]** 45/21 46/2  
**countries [1]** 15/2  
**country [1]** 44/10  
**county [3]** 1/1 46/4 52/4  
**couple [10]** 9/1 11/10 13/6  
 13/10 13/12 13/13 19/15 36/16  
 37/10 49/19  
**course [5]** 9/4 24/16 28/16  
 28/21 31/5  
**Court [1]** 1/21  
**courthouse [1]** 35/15  
**cover [1]** 21/21  
**covered [3]** 23/25 27/19 41/4  
**covers [1]** 17/14  
**CP [2]** 52/6 52/14  
**crazy [2]** 25/24 25/24  
**created [1]** 21/7  
**credit [2]** 10/2 28/3  
**crews [1]** 9/11  
**crosswind [2]** 21/1 21/8  
**CRR [3]** 1/21 52/6 52/14  
**Crumpled [1]** 14/3  
**culmination [1]** 28/2  
**Curious [1]** 32/15  
**customer [1]** 38/4  
**cut [1]** 25/6  
**cycle [2]** 4/25 5/18

**D**

**damage [6]** 12/23 13/3 13/5  
 13/21 26/20 41/5  
**damaged [1]** 18/16  
**dance [2]** 9/23 18/9  
**data [1]** 3/23  
**date [4]** 3/16 26/15 30/24 30/25  
**Dated [1]** 52/10  
**Davis [1]** 46/25  
**day [4]** 6/15 10/25 32/21 52/10  
**days [7]** 9/5 11/15 13/11 16/3  
 17/22 19/18 22/25  
**de [1]** 1/22  
**deal [2]** 19/20 23/24  
**debris [2]** 6/18 8/6  
**debt [1]** 28/14  
**decade [1]** 43/9  
**December [5]** 3/21 20/10 26/17  
 43/7 51/15  
**deductible [4]** 14/15 19/21  
 21/14 21/24  
**deductibles [1]** 27/19

**deep [1]** 47/3  
**definitely [1]** 37/9  
**definitive [1]** 41/25  
**degrees [1]** 21/6  
**Delta [1]** 10/12  
**demands [1]** 41/12  
**democrats [1]** 35/22  
**dented [1]** 8/21  
**Department [1]** 46/16  
**dependent [1]** 3/22  
**depending [2]** 24/20 34/17  
**depends [2]** 22/1 23/21  
**deploy [1]** 18/6  
**described [1]** 14/9  
**deteriorated [1]** 21/4  
**determination [1]** 22/3  
**did [27]** 7/22 7/23 8/14 11/12  
 11/20 12/7 12/8 12/9 12/10  
 12/12 12/12 13/24 15/25 20/3  
 20/20 26/12 40/2 40/6 40/10  
 44/15 45/10 46/16 47/7 48/12  
 49/13 49/15 52/7  
**didn't [13]** 5/15 12/11 15/16  
 15/23 16/14 16/14 18/4 22/20  
 26/13 29/7 38/25 43/1 43/23  
**different [2]** 28/24 46/1  
**difficult [1]** 21/8  
**dig [2]** 33/11 47/5  
**dime [1]** 23/22  
**direct [1]** 20/25  
**direction [5]** 20/25 21/7 32/5  
 32/21 40/18  
**directional [1]** 21/5  
**directly [3]** 24/23 25/6 50/18  
**Director [1]** 1/17  
**DIRECTOR'S [2]** 2/7 4/15  
**disbursing [1]** 46/1  
**discussing [1]** 44/22  
**discussion [6]** 2/11 28/10  
 28/23 29/25 32/3 32/5  
**discussions [1]** 23/1  
**distance [1]** 6/9  
**Distribution [1]** 24/10  
**DME [1]** 14/7  
**do [43]** 9/22 11/20 12/16 12/20  
 15/22 15/25 16/6 16/25 18/24  
 24/6 25/14 26/10 26/21 26/24  
 26/24 26/24 27/16 28/13 32/14  
 32/15 32/19 32/20 32/21 33/1  
 33/7 33/9 33/10 33/22 34/9  
 34/10 34/12 34/14 35/6 36/14  
 36/18 36/23 40/1 40/13 40/19  
 43/2 45/9 50/19 50/20  
**dock [5]** 7/5 7/24 7/25 8/7 14/1  
**docking [1]** 13/22

**D**

documentation [1] 30/18  
documents [1] 29/7  
dodge [1] 51/8  
dodged [1] 47/2  
does [7] 3/8 17/17 17/21 26/20  
27/13 30/19 38/7  
doesn't [2] 7/25 25/25  
doing [7] 11/8 15/6 19/1 33/19  
33/22 47/12 50/6  
dollars [1] 19/20  
don't [22] 7/16 8/1 14/13 14/19  
15/19 18/23 20/1 26/3 26/10  
30/23 33/15 33/24 36/15 37/23  
37/23 38/20 39/5 40/6 41/15  
47/2 50/10 50/19  
done [5] 13/7 13/13 28/8 46/14  
48/6  
door [1] 19/17  
doorbell [1] 41/16  
down [9] 6/11 8/7 9/25 11/23  
16/14 23/8 24/2 38/17 45/11  
draw [4] 34/16 34/16 37/7 39/8  
dried [1] 12/21  
drive [1] 48/15  
driveway [1] 12/22  
drop [1] 47/7  
drove [1] 11/8  
due [1] 3/19  
during [6] 5/8 5/17 5/17 9/6  
10/18 10/18  
Duval [2] 11/17 46/4

**E**

e-mails [1] 25/18  
each [3] 17/11 29/1 45/24  
earlier [3] 3/25 49/11 50/8  
early [1] 20/10  
easily [1] 46/5  
east [2] 19/17 22/8  
eastern [1] 23/7  
easy [2] 9/17 11/17  
eat [1] 35/12  
economy [1] 32/18  
Ed [2] 37/22 49/13  
EDC [4] 42/15 42/16 42/23  
50/24  
edit [1] 5/15  
EDWARD [1] 1/17  
effect [1] 45/15  
effort [1] 5/4  
eight [5] 9/5 17/22 40/13 48/4  
48/4  
elected [1] 44/4

electric [2] 11/14 17/19  
electrical [1] 9/12  
electricity [1] 36/19  
else [4] 31/2 42/16 50/20 51/7  
Embraer [1] 22/22  
encouraged [2] 16/2 16/4  
end [14] 6/1 6/3 6/7 6/15 6/16  
10/5 10/25 16/6 16/10 21/23  
22/15 27/5 32/21 40/15  
ended [1] 7/15  
ends [1] 19/20  
enough [4] 10/11 10/11 11/11  
25/13  
entering [1] 27/9  
entire [2] 11/10 22/8  
equipment [2] 9/20 12/15  
escort [1] 41/17  
especially [3] 10/4 38/5 46/15  
Esquire [1] 1/15  
essential [1] 23/23  
evaluation [1] 19/16  
even [5] 14/19 15/19 28/15  
39/12 46/21  
evening [3] 10/13 20/21 35/9  
events [1] 42/15  
every [4] 25/21 35/11 44/8  
47/12  
everybody [9] 4/13 18/12  
25/20 33/8 46/14 46/22 49/25  
51/16 51/17  
everyday [1] 12/21  
everyone [1] 51/7  
everything [9] 6/11 8/16 9/11  
9/19 9/21 11/21 18/4 45/12  
49/17  
example [2] 44/11 45/1  
exceptionally [1] 49/14  
exceptions [1] 3/9  
excuse [1] 48/13  
Executive [3] 1/17 2/7 4/15  
expect [1] 19/24  
expectations [1] 22/17  
expenses [1] 4/3  
explore [2] 32/19 33/23  
exposed [1] 16/15  
expressing [1] 20/8  
extensive [1] 3/16  
extremely [1] 35/9

**F**

FAA [3] 15/3 30/21 31/3  
facilities [1] 9/15  
facility [2] 13/22 48/2  
fact [1] 18/9  
factors [1] 43/19

failure [1] 19/18  
fair [1] 46/1  
fairly [2] 14/16 30/12  
familiar [1] 38/22  
fancy [1] 36/19  
fantastic [2] 19/5 48/21  
far [4] 5/13 5/21 24/4 26/16  
fast [1] 11/22  
faster [1] 21/4  
favor [2] 30/2 31/19  
FBO [1] 17/4  
FDOT [3] 45/6 48/7 48/12  
federal [6] 23/25 44/7 44/10  
44/10 45/18 46/20  
Feeding [1] 8/22  
feel [5] 6/22 7/10 8/5 8/25  
27/16  
fell [2] 8/19 13/17  
felt [3] 10/20 18/3 25/17  
FEMA [1] 27/13  
few [10] 4/20 5/14 6/18 6/20  
13/2 14/25 14/25 35/10 42/20  
44/17  
field [1] 16/10  
fighting [1] 45/24  
figured [1] 21/18  
filing [1] 27/18  
filled [1] 8/2  
finalize [2] 3/24 28/5  
financial [5] 2/5 3/6 3/8 3/14  
3/15  
find [2] 9/1 48/11  
fine [2] 7/23 14/8  
finish [1] 12/19  
finishing [1] 12/13  
fire [1] 5/13  
firm [2] 30/23 30/25  
first [5] 3/7 27/24 34/4 39/6  
43/8  
Fiscal [1] 4/4  
fish [1] 8/24  
five [1] 43/10  
FL [2] 1/15 1/22  
flew [2] 8/12 49/24  
flight [9] 15/4 16/13 21/9 23/8  
26/23 30/21 30/24 30/25 31/3  
flight-checked [1] 31/3  
fighting [1] 17/7  
flights [3] 24/12 24/18 37/24  
flipflops [1] 8/17  
floated [1] 7/7  
floating [2] 7/5 7/24  
Flood [1] 22/2  
flooded [1] 5/13  
flooding [1] 7/12

**F**

**Florida** [9] 1/5 16/7 22/8 24/6 44/7 44/14 45/16 45/22 52/3  
**flowing** [2] 45/7 49/15  
**fly** [5] 15/23 16/14 18/13 20/21 23/3  
**flying** [6] 22/15 22/22 22/23 22/25 25/1 25/8  
**Flyviaair.com** [1] 24/18  
**focus** [2] 42/3 49/12  
**follow** [3] 42/17 42/22 44/12  
**food** [1] 34/9  
**footage** [1] 39/12  
**force** [2] 8/15 38/17  
**forecast** [1] 16/4  
**foreclosure** [1] 33/13  
**foregoing** [1] 52/8  
**foreground** [1] 6/2  
**foreign** [1] 15/1  
**form** [1] 20/14  
**formal** [1] 28/20  
**forward** [2] 19/25 41/10  
**found** [2] 10/17 43/21  
**four** [4] 10/8 23/6 44/8 44/9  
**FP** [1] 9/4  
**FPL** [7] 5/1 9/9 9/14 11/3 18/10 18/21 50/16  
**frankly** [1] 40/9  
**free** [1] 39/15  
**frenzy** [1] 8/23  
**frequency** [1] 23/2  
**Friday** [2] 15/18 20/21  
**friend** [1] 47/24  
**front** [2] 13/20 39/22  
**Frontier** [2] 22/15 23/13  
**FRS** [1] 3/23  
**fuel** [3] 9/20 17/19 17/22  
**full** [2] 20/22 26/25  
**fully** [1] 43/16  
**function** [1] 17/3  
**functions** [1] 39/24  
**fund** [1] 43/16  
**funding** [1] 43/10  
**funds** [1] 46/1  
**furniture** [1] 47/6  
**further** [2] 29/25 31/17

**G**

**Galaxy** [1] 16/6  
**gas** [2] 17/24 18/1  
**gate** [1] 18/7  
**gates** [1] 18/6  
**GDS** [1] 24/10  
**general** [4] 2/12 12/1 15/23

40/21  
**generator** [5] 17/1 17/3 17/12 17/20 18/5  
**generators** [1] 17/10  
**gentleman** [1] 38/16  
**get** [55]  
**gets** [3] 14/14 32/18 38/13  
**getting** [14] 14/3 14/10 15/2 16/21 18/10 18/11 19/25 20/9 25/23 41/11 42/24 45/10 48/8 49/18  
**give** [6] 5/3 5/10 6/15 10/1 36/5 36/13  
**given** [2] 18/19 51/7  
**gives** [1] 5/1  
**Glad** [1] 25/25  
**glideslope** [7] 7/2 7/4 13/24 14/16 26/20 27/10 31/1  
**Global** [1] 24/10  
**go** [20] 3/16 9/19 9/25 13/11 16/10 18/12 18/12 18/13 23/10 24/24 25/22 26/23 31/6 36/1 36/2 41/10 42/16 43/5 47/5 47/9  
**go-round** [1] 3/16  
**goes** [3] 11/15 21/23 43/19  
**going** [20] 5/6 5/7 5/8 10/6 14/23 16/4 19/1 26/18 26/22 29/16 35/25 41/8 42/22 44/3 46/23 47/5 48/17 48/19 49/22 50/7  
**gone** [3] 8/3 39/6 46/4  
**good** [23] 5/19 10/20 11/20 11/22 15/21 18/3 18/15 19/4 22/12 23/9 24/4 25/10 35/6 35/13 37/5 38/3 40/19 41/5 46/21 47/8 47/24 48/20 50/12  
**got** [16] 4/17 8/15 10/25 11/21 12/22 13/18 13/18 13/19 25/12 25/22 26/17 29/19 41/18 46/19 51/7 51/8  
**government** [2] 24/1 46/21  
**Governor** [1] 11/2  
**grant** [1] 24/1  
**gratifying** [1] 48/22  
**great** [9] 15/3 18/22 23/24 24/25 25/1 25/7 36/10 42/25 45/12  
**Great Lakes** [2] 25/1 25/7  
**GREEN** [3] 1/10 47/16 47/18  
**ground** [1] 5/12  
**Group** [1] 1/15  
**Grove** [1] 1/15  
**grumblings** [1] 35/16  
**Grumman** [4] 12/15 26/10

35/15 35/16  
**Grundy** [2] 26/7 39/1  
**guess** [6] 4/7 15/11 19/18 27/2 37/23 40/17  
**guidance** [1] 44/2  
**guideline** [1] 44/12  
**guys** [4] 8/12 20/10 27/2 32/5

**H**

**had** [24] 3/16 5/2 6/10 7/25 8/13 9/3 10/16 13/4 13/4 13/6 13/16 15/17 16/19 19/17 20/16 21/2 26/14 32/7 35/20 39/12 40/5 46/3 46/18 47/6  
**handle** [1] 37/9  
**handled** [3] 9/13 49/14 50/3  
**handles** [1] 44/19  
**hands** [1] 34/22  
**hands-on** [1] 34/22  
**hangar** [7] 8/20 13/4 13/4 13/13 16/9 16/11 16/18  
**hangars** [7] 8/20 13/17 13/20 16/19 41/23 41/24 42/10  
**happen** [4] 15/21 16/23 16/24 48/22  
**happened** [2] 18/22 39/7  
**happens** [3] 44/8 44/25 51/15  
**happy** [3] 44/13 44/17 48/16  
**hard** [5] 11/14 27/18 46/15 47/12 48/1  
**has** [12] 4/18 14/6 16/23 17/12 17/21 22/4 23/11 24/3 25/2 32/12 43/2 51/7  
**hate** [1] 37/6  
**have** [73]  
**haven't** [3] 39/12 42/20 42/21  
**having** [7] 10/9 29/2 29/2 31/8 33/11 36/18 51/16  
**he** [3] 38/21 38/22 38/23  
**he's** [2] 29/19 38/22  
**head** [2] 26/8 35/21  
**heads** [1] 19/8  
**heads-up** [1] 19/8  
**hear** [5] 22/17 39/2 39/2 39/3 41/5  
**heard** [1] 35/15  
**Hearing** [1] 3/13  
**heart** [1] 47/1  
**heck** [1] 44/15  
**held** [1] 1/3  
**help** [4] 20/8 20/8 38/15 47/13  
**helps** [1] 51/9  
**here** [34] 4/19 4/21 5/14 7/17 8/13 9/2 9/5 9/14 11/1 11/5 11/6 11/7 13/3 15/20 15/25

**H**

**here... [19]** 18/22 22/9 24/2  
24/3 25/22 26/18 35/12 36/17  
37/9 37/11 40/6 41/15 46/23  
49/19 50/4 50/4 50/9 51/9  
51/13  
**Hey [1]** 33/6  
**hiatus [1]** 22/16  
**high [3]** 12/17 40/15 46/18  
**high-power [1]** 12/17  
**highest [1]** 13/22  
**highlighted [1]** 45/21  
**highway [1]** 43/15  
**highways [1]** 45/3  
**him [1]** 38/23  
**his [2]** 34/18 38/20  
**hit [5]** 4/23 4/24 7/3 14/1 14/1  
**Holy [2]** 5/25 6/17  
**honestly [1]** 10/23  
**hooked [1]** 17/15  
**hopefully [2]** 3/24 32/17  
**hoping [2]** 27/5 30/24  
**hours [5]** 5/17 6/20 11/1 12/5  
12/6  
**House [1]** 47/3  
**how [19]** 5/3 5/10 5/13 5/21  
9/18 11/21 11/22 12/4 12/23  
20/18 21/22 21/24 23/1 24/21  
33/14 34/10 46/14 47/2 49/10  
**huh [10]** 12/18 27/4 27/21  
33/21 35/7 35/24 36/4 41/7  
42/2 51/4  
**hundred [2]** 19/19 25/22  
**hurricane [8]** 4/23 7/18 16/1  
18/16 21/4 41/4 45/8 49/14

**I**

**I'd [8]** 4/16 19/3 41/14 41/20  
41/20 49/16 49/17 50/18  
**I'll [8]** 13/4 22/18 31/12 31/15  
38/23 43/5 50/22 51/14  
**I'm [19]** 7/1 9/18 14/23 18/15  
18/24 20/17 26/13 26/22 27/5  
29/7 30/22 30/24 36/20 41/8  
42/19 43/5 44/12 48/14 48/16  
**I've [7]** 4/17 19/10 25/12 35/15  
35/20 36/14 38/11  
**ID [2]** 41/15 41/22  
**idea [10]** 5/1 5/3 5/10 5/21 6/16  
7/17 7/24 14/5 14/10 34/10  
**ideas [2]** 36/11 40/20  
**idiot [1]** 25/17  
**ILS [3]** 6/25 13/25 27/1  
**imagine [1]** 26/11

**impact [1]** 5/1

**important [5]** 10/21 44/6 46/9  
49/5 49/5  
**impressed [2]** 9/25 38/21  
**impressive [1]** 45/23  
**inadvertently [1]** 11/8  
**inches [1]** 13/9  
**include [1]** 44/5  
**includes [2]** 19/11 23/6  
**inconvenient [1]** 10/19  
**incorporate [1]** 50/13  
**indicating [1]** 32/12  
**individual [1]** 24/17  
**information [2]** 44/5 49/15  
**informed [1]** 44/21  
**infrastructure [1]** 43/11  
**injured [1]** 15/8  
**inner [1]** 43/21  
**inside [1]** 47/7  
**inspect [1]** 19/24  
**installer [1]** 30/16  
**instrument [1]** 28/6  
**insurance [6]** 21/15 36/16  
41/25 42/8 42/9 49/8  
**intelligent [1]** 45/2  
**interest [7]** 20/5 20/9 27/16  
32/8 32/9 32/12 42/12  
**interested [3]** 38/8 43/20 51/1  
**interesting [1]** 43/22  
**intergovernmental [1]** 43/2  
**internally [3]** 10/20 12/9 12/10  
**international [1]** 19/9  
**interruption [1]** 10/4  
**interviewed [1]** 50/25  
**Intracoastal [1]** 7/15  
**investment [1]** 43/12  
**involved [3]** 5/3 27/13 41/23  
**is [71]**  
**isn't [2]** 6/15 42/4  
**issue [2]** 18/8 49/7  
**issues [3]** 10/15 15/17 18/5  
**it's [42]** 3/20 7/8 7/19 8/5 9/16  
9/17 11/13 11/14 14/12 14/18  
14/23 15/3 17/25 18/13 19/3  
19/10 19/18 23/20 24/4 24/8  
24/21 25/4 25/9 25/10 26/22  
27/16 27/17 28/15 29/17 30/17  
34/22 37/6 39/15 40/14 40/15  
40/16 42/6 43/8 47/21 48/6  
48/19 48/21  
**item [6]** 3/7 14/17 22/9 27/25  
30/13 48/3  
**items [7]** 2/9 4/12 9/1 13/23  
14/4 28/13 42/12  
**its [2]** 4/25 24/2

**itself [2]** 7/4 14/9**J**

**Jacksonville [2]** 47/23 48/1  
**jam [1]** 45/11  
**JAMES [2]** 1/15 27/21  
**jammed [1]** 45/11  
**jams [2]** 45/8 45/8  
**JANET [3]** 1/21 52/6 52/14  
**January [4]** 3/21 20/11 20/12  
43/3  
**Jeannie [1]** 35/23  
**jet [2]** 22/24 40/14  
**jets [1]** 22/22  
**job [6]** 11/20 11/22 20/13 44/15  
46/17 46/22  
**JOHNS [4]** 1/1 1/15 46/3 52/4  
**jump [1]** 9/17  
**just [43]** 3/18 4/23 5/16 7/17  
8/18 8/20 9/22 10/10 11/13  
14/17 14/25 15/6 15/14 15/22  
16/11 16/22 16/23 19/7 19/15  
20/1 21/6 23/12 25/10 25/13  
25/15 25/21 26/25 26/25 28/24  
29/1 32/15 34/22 36/3 36/5  
36/17 38/6 39/11 41/18 46/14  
48/3 48/5 48/11 50/10

**K**

**keep [8]** 7/2 15/6 16/24 32/16  
32/16 37/21 43/15 47/11  
**keeping [1]** 49/21  
**kept [1]** 45/7  
**key [2]** 18/7 48/8  
**kidding [1]** 29/19  
**kind [16]** 5/16 8/5 9/23 13/19  
20/7 27/17 31/2 32/20 32/24  
36/9 38/21 39/13 40/7 40/9  
40/15 40/16  
**kinds [2]** 17/19 40/11  
**King [1]** 38/18  
**King Street [1]** 38/18  
**knew [2]** 46/23 47/6  
**knocked [2]** 8/21 8/21  
**knots [1]** 20/25  
**know [59]**  
**KVA [1]** 17/17

**L**

**lady [1]** 4/19  
**Lakes [3]** 25/1 25/1 25/7  
**land [1]** 7/15  
**landings [1]** 26/16  
**large [1]** 37/22  
**last [8]** 3/10 3/16 4/1 4/2 16/25

**L**

**last... [3]** 21/11 22/9 32/4  
**later [2]** 6/20 14/13  
**Law [1]** 1/15  
**laying [1]** 6/23  
**leadership [2]** 45/16 49/6  
**lease [1]** 36/21  
**leased [2]** 16/9 37/21  
**least [2]** 17/24 38/9  
**leave [3]** 16/5 32/16 39/20  
**leaves [1]** 43/4  
**left [2]** 6/19 6/22  
**leg [2]** 24/2 24/3  
**legged [1]** 8/17  
**Leon [1]** 1/22  
**less [2]** 12/6 14/17  
**let [7]** 9/2 20/3 22/18 25/20  
 34/21 40/5 44/18  
**Let's [2]** 36/23 45/14  
**letter [1]** 32/8  
**level [3]** 5/21 6/16 7/12  
**lifted [1]** 13/8  
**light [1]** 8/21  
**lighting [4]** 5/22 17/18 27/11  
 30/16  
**lights [4]** 6/5 6/6 6/10 11/10  
**like [31]** 4/16 8/13 9/3 9/6  
 10/20 16/22 18/3 18/21 19/3  
 19/12 20/25 22/9 25/17 25/18  
 25/25 28/18 28/19 32/15 33/12  
 33/13 34/8 36/5 36/21 36/24  
 41/14 41/20 41/21 45/12 48/2  
 48/22 49/25  
**line [4]** 22/7 27/7 28/3 31/2  
**literally [2]** 5/2 8/7  
**little [8]** 4/18 12/6 13/13 13/14  
 18/25 25/10 26/14 32/16  
**live [1]** 47/2  
**LLC [1]** 30/15  
**local [1]** 38/11  
**localizer [3]** 6/25 7/1 26/25  
**locations [4]** 17/12 17/24 18/7  
 24/1  
**logical [1]** 24/6  
**logistics [3]** 5/4 9/13 9/24  
**long [8]** 9/18 11/23 12/4 20/18  
 32/6 43/8 44/1 46/7  
**long-range [1]** 44/1  
**long-term [1]** 43/8  
**longer [1]** 20/2  
**look [4]** 6/13 14/24 34/1 38/23  
**looked [2]** 8/12 49/25  
**looking [5]** 14/22 33/6 36/17  
 36/25 38/8

**loose [1]** 12/22  
**lose [1]** 37/6  
**lost [5]** 8/19 11/1 11/9 38/13  
 38/14  
**lot [9]** 10/1 15/6 16/19 32/25  
 34/7 34/18 35/15 39/21 42/6  
**love [1]** 37/1  
**loved [1]** 36/3  
**low [1]** 13/24  
**lucrative [1]** 38/2  
**lunch [1]** 35/6

**M**

**Madam [1]** 49/3  
**made [6]** 10/17 15/1 31/16  
 34/11 46/22 47/9  
**magazine [1]** 19/7  
**MAGUIRE [2]** 1/11 41/3  
**mails [1]** 25/18  
**main [2]** 1/15 6/20  
**maintenance [1]** 21/22  
**major [2]** 37/6 46/3  
**make [12]** 9/24 14/23 15/19  
 18/14 24/3 24/4 25/7 27/15  
 31/12 39/3 42/23 47/18  
**makes [1]** 15/5  
**making [2]** 44/20 44/21  
**MALSR [1]** 30/16  
**manager [1]** 4/20  
**many [4]** 15/23 16/15 23/15  
 23/22  
**March [2]** 3/25 22/17  
**MARK [2]** 1/12 15/17  
**markets [1]** 23/24  
**marsh [1]** 7/15  
**master [2]** 42/5 42/7  
**master plan [1]** 42/5  
**matter [1]** 27/11  
**max [1]** 16/16  
**maximum [1]** 21/25  
**may [3]** 10/24 15/5 47/18  
**maybe [5]** 4/17 33/25 37/10  
 48/4 49/11  
**me [11]** 9/2 23/14 23/18 35/25  
 38/15 38/21 39/4 39/14 41/17  
 44/18 48/13  
**meals [4]** 9/6 9/20 40/14 40/15  
**mean [6]** 17/25 21/3 33/15  
 38/11 40/4 47/16  
**meaningful [2]** 5/16 32/13  
**means [1]** 43/17  
**media [2]** 22/20 33/10  
**meeting [14]** 1/2 1/3 2/5 3/2  
 3/6 3/10 20/4 43/3 45/5 48/4  
 51/13 51/15 51/17 51/20

**meetings [4]** 14/21 42/15  
 44/19 50/24  
**MEMBER [2]** 2/13 41/1  
**members [4]** 1/9 41/2 41/21  
 44/3  
**mention [2]** 13/16 49/13  
**mentioned [1]** 14/20  
**message [1]** 18/25  
**method [1]** 32/23  
**might [8]** 27/18 33/9 36/12  
 37/3 38/8 38/23 47/9 51/2  
**MINER [3]** 1/12 47/20 49/2  
**minor [1]** 14/16  
**minute [1]** 5/14  
**minutes [5]** 2/5 3/6 3/8 3/10  
 4/7  
**missed [2]** 8/22 47/4  
**missions [1]** 15/23  
**mitigation [1]** 44/1  
**modes [1]** 43/14  
**Moeller [1]** 35/23  
**mom [1]** 50/1  
**Monday [2]** 1/6 13/19  
**money [5]** 21/13 24/4 48/9  
 48/12 48/17  
**monitor [1]** 14/18  
**month [4]** 19/7 29/1 36/24  
 36/24  
**month-to-month [1]** 36/24  
**months [10]** 23/13 28/2 37/10  
 39/6 39/6 39/8 39/16 39/19  
 48/4 48/5  
**moorings [1]** 7/7  
**more [13]** 7/16 10/21 20/16  
 25/10 25/18 25/22 25/23 32/4  
 36/6 41/12 41/12 47/19 51/14  
**morning [6]** 5/9 8/11 10/12  
 11/6 25/21 49/25  
**Mosquito [1]** 35/22  
**most [7]** 12/12 16/8 17/16  
 17/23 24/5 34/9 45/23  
**mostly [1]** 15/1  
**motion [8]** 29/11 29/14 30/10  
 31/11 31/12 31/16 31/20 32/2  
**mouth [1]** 38/12  
**move [2]** 12/2 29/12  
**moving [1]** 19/25  
**Mr. [9]** 4/14 26/7 28/11 39/1  
 41/3 42/13 46/8 47/20 49/2  
**Mr. Brunson [1]** 46/8  
**Mr. Grundy [2]** 26/7 39/1  
**Mr. Maguire [1]** 41/3  
**Mr. Miner [2]** 47/20 49/2  
**Mr. Wuellner [1]** 4/14  
**Mr. Youman [2]** 28/11 42/13

**M**

**Ms. [2]** 26/4 47/16  
**Ms. Bennett [1]** 26/4  
**Ms. Green [1]** 47/16  
**much [10]** 3/25 11/4 12/23  
 18/1 20/1 21/4 21/24 34/10  
 46/20 47/4  
**mutual [1]** 9/10  
**my [10]** 9/2 9/14 16/25 32/24  
 36/16 41/6 42/11 46/13 47/3  
 52/9  
**myself [2]** 32/10 50/25

**N**

**name [1]** 38/20  
**National [2]** 47/23 48/1  
**natural [2]** 17/24 17/25  
**nature [1]** 15/5  
**navaid [1]** 14/9  
**navaids [2]** 17/8 17/18  
**necessarily [1]** 18/13  
**necessity [1]** 29/2  
**need [9]** 25/18 25/19 27/10  
 28/5 28/8 29/10 31/11 34/21  
 36/19  
**needed [3]** 15/20 17/21 45/19  
**negative [1]** 23/21  
**never [5]** 34/23 35/3 35/3 35/8  
 42/14  
**new [9]** 19/8 20/12 25/5 43/6  
 43/19 43/19 43/25 43/25 44/1  
**news [2]** 33/7 38/11  
**next [13]** 3/20 5/9 5/12 19/7  
 20/7 23/13 24/9 41/10 42/12  
 43/3 44/2 44/2 51/15  
**nice [3]** 19/10 23/19 49/1  
**night [2]** 10/7 25/19  
**nights [4]** 5/3 10/8 25/20 46/19  
**no [15]** 3/12 10/14 10/14 10/15  
 14/21 15/9 27/22 29/7 31/11  
 32/12 33/17 37/8 37/18 40/8  
 46/8  
**none [9]** 3/11 3/13 29/9 30/1  
 30/9 31/10 31/18 32/1 40/24  
**nor'easter [1]** 21/2  
**normally [2]** 5/12 16/9  
**north [7]** 16/10 19/19 26/19  
 44/7 44/14 45/16 45/22  
**North Florida [1]** 45/22  
**Northrop [2]** 12/15 26/9  
**Northrop Grumman [1]** 12/15  
**not [36]** 4/19 5/6 8/6 9/14  
 10/10 11/6 12/12 12/16 14/15  
 14/23 18/6 18/13 18/15 20/20

21/6 22/4 26/25 26/25 27/6  
 30/22 31/8 34/16 34/22 35/18  
 36/20 39/10 40/15 41/8 42/8  
 42/9 43/5 43/22 44/23 45/24  
 46/8 47/7  
**notes [2]** 9/2 52/9  
**Noteworthy [1]** 45/1  
**nothing [5]** 13/6 15/9 26/5 26/9  
 36/19  
**nothing's [1]** 39/7  
**notice [1]** 36/13  
**noticed [1]** 16/19  
**notification [1]** 42/15  
**November [4]** 19/7 20/10  
 26/17 52/10  
**now [8]** 21/25 22/22 22/23 23/6  
 24/22 41/9 45/3 48/15  
**number [8]** 5/3 8/17 14/13  
 14/20 18/5 26/15 35/5 44/14  
**numbers [8]** 13/2 13/23 14/24  
 15/7 25/4 26/12 26/17 27/17

**O**

**Obama [1]** 43/7  
**Obama's [1]** 43/24  
**occur [1]** 45/9  
**occurred [1]** 44/13  
**October [2]** 1/6 26/17  
**off [12]** 7/18 8/15 8/21 12/19  
 12/20 12/22 16/21 21/6 24/17  
 24/23 38/17 48/10  
**offer [2]** 39/5 39/7  
**office [6]** 9/14 33/25 36/15  
 37/18 37/21 41/19  
**officers [2]** 20/6 20/12  
**officials [1]** 44/4  
**offset [1]** 43/16  
**often [1]** 26/1  
**Oh [5]** 35/21 37/8 37/15 39/3  
 45/20  
**Ohio [1]** 23/7  
**once [4]** 20/13 24/1 41/14  
 44/23  
**one [18]** 8/17 8/18 14/20 15/12  
 16/21 17/16 17/21 17/25 18/1  
 24/24 25/18 32/7 32/12 36/6  
 44/14 44/16 45/20 47/18  
**one-legged [1]** 8/17  
**ones [4]** 17/23 18/6 41/6 50/5  
**only [9]** 12/1 13/7 16/16 26/12  
 27/6 32/7 44/23 46/13 51/5  
**open [2]** 6/21 40/2  
**opened [2]** 8/16 38/17  
**operating [1]** 23/24  
**operation [4]** 9/19 10/18 11/10

43/21  
**operational [2]** 18/9 50/2  
**operations [3]** 9/3 26/14 27/14  
**operator [1]** 32/7  
**operators [1]** 32/11  
**opposed [2]** 30/8 31/25  
**orchestrated [1]** 9/22  
**order [3]** 2/3 3/2 5/7  
**ordered [1]** 19/25  
**organization [1]** 11/13  
**other [20]** 8/8 9/11 14/6 17/23  
 19/15 26/24 28/18 28/23 32/19  
 32/23 33/23 35/12 44/6 44/12  
 45/12 45/23 45/24 49/12 50/25  
 51/6  
**others [1]** 32/10  
**our [26]** 3/8 3/15 4/11 8/14  
 8/20 10/1 10/2 10/2 10/14  
 10/20 12/25 13/25 19/21 21/9  
 25/13 25/13 26/21 27/16 27/24  
 28/4 30/14 31/5 37/4 50/24  
 51/13 51/14  
**ourselves [1]** 12/13  
**out [54]**  
**outreach [1]** 45/13  
**outside [1]** 36/2  
**over [9]** 7/6 7/24 8/12 11/21  
 16/8 26/14 35/5 43/14 49/24  
**overview [2]** 43/13 43/13  
**own [2]** 12/16 24/3  
**owners [1]** 40/10

**P**

**p.m [3]** 1/7 1/7 51/20  
**package [1]** 40/3  
**PAGE [1]** 2/2  
**pages [1]** 33/12  
**paid [2]** 30/19 43/16  
**PAPI [2]** 6/24 6/25  
**part [6]** 5/12 18/9 23/4 23/19  
 42/4 42/6  
**participation [1]** 45/13  
**particular [4]** 5/7 14/20 22/1  
 25/11  
**parties [1]** 43/20  
**PARTNER [1]** 26/2  
**partners [2]** 2/8 9/10  
**parts [2]** 9/21 14/21  
**past [1]** 14/14  
**patient [1]** 25/16  
**pavements [1]** 6/23  
**Pedro [1]** 46/18  
**pending [1]** 36/18  
**penny [1]** 47/12  
**people [19]** 8/14 11/23 15/8

**P**

**people...** [16] 15/24 16/24 20/6  
 23/15 32/25 34/9 34/21 35/20  
 36/12 37/8 37/16 38/12 44/11  
 44/16 48/12 50/25  
**period** [2] 25/15 27/9  
**person** [1] 10/14  
**personal** [1] 15/16  
**personnel** [2] 35/15 47/14  
**phenomenal** [3] 9/19 9/22  
 11/13  
**phone** [2] 8/16 9/21  
**photo** [1] 5/11  
**photos** [3] 4/18 4/22 19/11  
**pictures** [4] 5/19 6/19 7/16  
 14/1  
**piece** [3] 38/3 38/3 49/8  
**pieces** [2] 14/2 48/11  
**piles** [1] 47/1  
**pilings** [1] 13/8  
**place** [3] 15/22 18/4 35/9  
**places** [1] 24/5  
**plan** [4] 41/25 42/5 42/7 44/2  
**planning** [7] 43/6 43/11 43/19  
 44/4 44/24 45/7 45/13  
**plans** [3] 15/22 44/23 48/7  
**play** [1] 4/24  
**pleasure** [1] 29/1  
**PLEDGE** [3] 2/4 3/4 3/5  
**point** [11] 3/18 14/7 14/15  
 21/17 23/10 25/3 25/9 27/15  
 27/20 47/19 47/21  
**poles** [2] 8/16 9/21  
**policy** [1] 32/20  
**Ponce** [1] 1/22  
**pond** [2] 5/12 8/24  
**popular** [2] 35/9 38/5  
**port** [1] 13/6  
**port-a-ports** [1] 13/6  
**portion** [1] 14/7  
**ports** [2] 13/6 43/20  
**positive** [1] 23/20  
**possible** [2] 25/5 27/9  
**potential** [1] 6/11  
**powder** [1] 5/5  
**power** [4] 5/5 10/25 12/17 18/7  
**practices** [1] 45/1  
**pre** [1] 13/11  
**PRECISION** [2] 30/11 30/15  
**PRESENT** [2] 1/9 1/14  
**presented** [5] 4/8 29/21 29/22  
 30/3 31/13  
**President** [1] 43/7  
**President Obama** [1] 43/7

**pretty** [6] 11/4 11/17 11/17  
 18/1 18/3 35/5  
**previous** [3] 34/11 40/10 45/5  
**priced** [1] 14/3  
**primary** [3] 13/3 13/21 17/2  
**prior** [1] 15/25  
**private** [1] 37/24  
**proactive** [2] 44/18 44/20  
**probably** [11] 13/7 13/7 13/12  
 13/22 13/25 14/2 15/13 18/8  
 21/16 21/21 27/3  
**proceed** [1] 49/11  
**proceedings** [1] 52/8  
**process** [2] 32/25 44/1  
**project** [1] 48/10  
**project's** [1] 48/17  
**projects** [3] 44/19 46/2 46/3  
**promise** [1] 22/18  
**promptly** [1] 30/19  
**propane** [2] 17/23 17/25  
**proposal** [1] 32/23  
**provided** [1] 32/13  
**provider** [1] 25/5  
**providers** [1] 24/24  
**provides** [1] 43/10  
**public** [11] 2/12 29/6 29/8 31/9  
 39/1 40/21 40/22 43/20 44/19  
 44/21 45/13  
**publication** [2] 19/10 33/6  
**publish** [2] 18/20 33/12  
**publisher** [1] 50/18  
**pull** [1] 4/17  
**pulled** [1] 13/9  
**push** [1] 41/11  
**put** [5] 16/22 26/18 36/17  
 38/12 51/2

**Q**

**question** [5] 12/1 16/25 21/11  
 27/12 50/11  
**questions** [1] 20/16  
**quick** [2] 43/13 47/21  
**quickle** [1] 4/18  
**quite** [4] 30/22 35/13 38/2  
 38/19  
**quits** [1] 18/1  
**quote** [1] 14/22

**R**

**raindrops** [1] 5/19  
**ramp** [3] 7/10 15/25 16/8  
**ran** [1] 18/4  
**RANDY** [1] 1/11  
**range** [1] 44/1  
**rash** [2] 13/5 13/13

**rate** [3] 39/5 39/8 39/13  
**rather** [2] 17/3 33/11  
**read** [4] 19/11 29/17 33/1 33/8  
**readjustment** [1] 34/2  
**ready** [1] 19/24  
**real** [2] 8/6 41/5  
**really** [26] 5/15 6/15 7/8 7/14  
 8/20 9/16 9/23 9/24 9/25 10/23  
 11/11 11/13 11/14 13/10 14/14  
 14/21 14/22 15/16 19/4 20/4  
 21/7 32/12 37/20 39/7 41/10  
 45/20  
**reason** [1] 6/21  
**reattached** [1] 13/15  
**receded** [1] 6/19  
**receipt** [1] 30/17  
**receive** [1] 29/7  
**received** [3] 31/8 42/14 42/20  
**recision** [1] 43/17  
**recommendation** [1] 31/5  
**record** [4] 18/21 33/5 50/9 52/9  
**recovery** [1] 27/14  
**reduce** [1] 39/13  
**reduced** [1] 39/5  
**reevaluated** [1] 13/15  
**refly** [1] 30/25  
**refueled** [1] 34/8  
**region** [2] 45/17 45/22  
**regional** [2] 22/22 22/24  
**regular** [2] 1/2 36/2  
**reiterate** [1] 41/9  
**related** [1] 3/23  
**relative** [1] 20/14  
**release** [6] 2/10 22/20 30/11  
 30/14 31/6 31/20  
**released** [1] 31/4  
**releases** [1] 3/23  
**remain** [1] 45/14  
**remaining** [1] 6/9  
**remains** [1] 45/18  
**remember** [1] 38/20  
**remind** [1] 28/24  
**Reminder** [1] 22/15  
**Renamed** [1] 43/18  
**rent** [2] 39/11 39/15  
**rental** [2] 39/5 39/8  
**rented** [2] 37/14 39/23  
**reopened** [1] 10/12  
**replace** [3] 14/12 14/24 47/6  
**replacement** [2] 9/20 14/4  
**replacing** [1] 32/6  
**report** [9] 2/5 2/7 3/6 3/8 3/14  
 3/15 4/14 4/15 52/7  
**reported** [1] 35/4  
**reporter** [1] 50/9

**R**

**REPORTER'S** [2] 2/15 52/1  
**Reporters** [1] 1/21  
**REPORTS** [2] 2/13 41/1  
**represents** [1] 28/1  
**request** [1] 32/5  
**required** [2] 31/3 39/11  
**requirements** [1] 43/6  
**requires** [1] 28/21  
**rescinded** [1] 32/9  
**reserves** [4] 21/17 28/4 47/10 47/10  
**residential** [1] 28/25  
**resodding** [1] 11/7  
**resolution** [8] 2/10 27/23 27/25 28/4 28/9 28/21 29/20 30/3  
**Resolution 2016-13** [1] 29/20  
**resources** [1] 15/20  
**respond** [1] 39/17  
**restart** [1] 22/19  
**restaurant** [12] 2/11 32/3 32/7 34/5 34/22 36/1 37/6 38/3 38/17 40/2 41/6 50/16  
**restaurant's** [1] 35/17  
**restored** [2] 25/23 27/8  
**restoring** [2] 5/4 11/16  
**result** [3] 14/2 23/9 43/9  
**resumed** [1] 21/9  
**retainage** [5] 2/10 30/11 30/14 31/7 31/20  
**returned** [1] 20/22  
**revenue** [3] 33/24 34/13 34/18  
**revenues** [1] 37/23  
**review** [4] 42/1 44/8 44/16 45/18  
**revisit** [1] 32/22  
**RFP** [1] 49/11  
**rid** [1] 15/2  
**ride** [1] 46/25  
**right** [17] 4/13 5/11 6/21 7/18 11/8 21/25 25/14 27/24 29/10 34/20 35/19 37/14 39/21 40/22 41/9 49/16 50/21  
**right-of-way** [1] 11/8  
**ring** [1] 41/16  
**RMR** [3] 1/21 52/6 52/14  
**road** [2] 6/12 47/25  
**roll** [1] 19/24  
**roof** [1] 8/22  
**room** [5] 1/3 10/11 39/23 39/25 40/1  
**Rooms** [1] 16/10  
**roseate** [1] 8/23

**roughly** [1] 11/1  
**round** [2] 3/16 23/10  
**row** [2] 10/8 16/21  
**RPR** [3] 1/21 52/6 52/14  
**RPR-CP** [2] 52/6 52/14  
**run** [1] 18/1  
**runway** [12] 6/1 6/3 6/8 6/9 7/1 7/7 7/11 7/25 8/7 12/20 21/6 50/1  
**Runway 2** [1] 7/1  
**Runway 2/20** [1] 7/11

**S**

**SAAPA** [2] 26/9 49/17  
**sad** [1] 46/25  
**safe** [1] 16/24  
**said** [5] 36/1 43/23 45/22 48/5 50/8  
**same** [2] 31/1 48/12  
**sandal** [1] 8/17  
**Saturday** [5] 8/9 15/18 15/18 20/21 49/25  
**savings** [2] 43/17 47/5  
**saw** [2] 13/25 45/12  
**say** [12] 9/8 13/21 16/16 25/21 27/18 30/3 31/20 33/6 39/13 41/16 44/13 48/16  
**saying** [3] 7/2 33/1 38/10  
**says** [1] 39/11  
**scenarios** [1] 21/8  
**school** [2] 16/13 46/18  
**scope** [2] 9/1 9/1  
**scrounged** [1] 48/11  
**Sea** [1] 1/15  
**sealed** [1] 6/14  
**seaplane** [4] 7/5 7/9 7/13 13/21  
**seasonal** [1] 22/16  
**seat** [1] 22/24  
**second** [5] 29/13 29/23 29/24 31/14 31/15  
**seconded** [1] 31/16  
**see** [23] 5/6 5/7 5/9 5/13 6/2 6/18 7/3 7/14 11/15 15/6 21/22 21/22 26/3 26/10 38/23 41/11 41/12 43/2 44/18 45/3 45/14 46/2 47/1  
**seeing** [1] 5/11  
**seen** [1] 42/21  
**self** [1] 17/19  
**self-fuel** [1] 17/19  
**sell** [2] 33/15 33/16  
**send** [3] 9/12 37/4 50/9  
**sending** [1] 42/24  
**sense** [3] 14/23 15/6 24/3  
**sent** [1] 33/2  
**separate** [2] 17/9 17/9  
**September** [2] 26/15 45/15  
**served** [2] 9/5 40/15  
**service** [8] 20/22 22/21 23/6 23/12 23/20 23/23 23/25 31/4  
**serving** [1] 23/4  
**seven** [1] 17/21  
**several** [4] 11/2 11/2 23/13 28/2  
**Shakes** [1] 26/8  
**share** [2] 25/2 26/13  
**shared** [1] 24/25  
**sharing** [1] 16/20  
**she** [3] 35/25 36/1 36/1  
**she's** [2] 4/19 35/22  
**sheared** [1] 7/18  
**shed** [2] 7/9 7/13  
**Sheriff's** [1] 46/16  
**Sheriff's Department** [1] 46/16  
**shifting** [1] 16/20  
**shop** [1] 8/17  
**Shores** [1] 46/25  
**short** [3] 36/21 36/22 37/5  
**short-term** [1] 36/21  
**shortly** [1] 20/4  
**shots** [1] 5/14  
**should** [3] 18/6 23/9 26/18  
**shouldn't** [1] 4/23  
**shove** [1] 16/11  
**show** [5] 4/18 8/18 10/10 24/21 25/4  
**showed** [1] 8/15  
**shown** [1] 32/13  
**shut** [1] 5/2  
**sic** [1] 33/7  
**side** [3] 12/25 23/21 48/10  
**sign** [1] 6/9  
**signed** [1] 20/14  
**significant** [2] 13/5 34/2  
**signs** [1] 45/3  
**simple** [2] 30/12 50/8  
**simply** [1] 10/10  
**since** [1] 32/8  
**single** [3] 10/22 10/22 17/12  
**sir** [1] 28/12  
**sit** [1] 13/9  
**site** [2] 24/18 33/2  
**sites** [1] 24/12  
**sits** [1] 16/7  
**sitting** [2] 6/22 11/4  
**six** [7] 13/9 39/6 39/6 39/8 39/15 39/19 40/13  
**slept** [1] 49/19  
**slide** [1] 4/18

**S**

**slightly [1]** 19/19  
**slowly [1]** 15/2  
**small [2]** 12/19 18/6  
**smidge [1]** 15/14  
**smokes [2]** 5/25 6/17  
**so [68]**  
**solicitation [1]** 32/22  
**soliciting [1]** 32/17  
**solvent [1]** 43/16  
**some [32]** 4/18 4/22 5/6 5/7  
 5/9 7/8 7/11 8/20 11/15 11/23  
 12/15 13/4 16/6 19/11 23/15  
 26/23 27/19 32/11 32/23 33/4  
 33/5 33/10 33/24 34/2 35/14  
 36/9 36/9 36/10 36/13 40/17  
 40/19 46/3  
**somebody [3]** 32/18 38/7 39/8  
**someone [1]** 38/24  
**something [15]** 9/3 9/3 9/6  
 14/12 15/5 28/19 31/2 33/8  
 33/13 36/25 37/3 41/24 48/22  
 50/7 51/2  
**sometimes [1]** 9/17  
**soon [3]** 22/18 24/8 27/8  
**sooner [1]** 49/9  
**sorry [5]** 7/2 17/25 20/17 26/13  
 39/1  
**sounds [1]** 19/5  
**south [2]** 6/16 10/5  
**space [9]** 16/6 16/20 32/20  
 33/24 33/25 36/15 36/17 37/13  
 37/18  
**speak [3]** 18/15 18/17 36/12  
**spoken [1]** 32/11  
**spoonbills [1]** 8/23  
**square [1]** 39/11  
**ST [9]** 1/1 1/1 1/5 1/15 1/15  
 1/15 1/21 1/22 52/4  
**St. [4]** 3/3 33/5 46/3 50/8  
**St. Augustine [3]** 3/3 33/5 50/8  
**St. Johns [1]** 46/3  
**staff [7]** 30/3 45/19 46/13  
 47/14 49/15 50/5 51/7  
**Stand [1]** 3/3  
**standpoint [1]** 15/16  
**start [4]** 4/16 6/22 48/17 48/19  
**started [1]** 13/16  
**starting [5]** 16/2 20/3 21/1 24/8  
 45/9  
**state [4]** 3/22 20/15 46/20 52/3  
**statement [1]** 47/9  
**statements [2]** 3/24 20/5  
**station [1]** 5/13

**staying [1]** 51/9  
**stead [1]** 18/15  
**stenographic [1]** 52/9  
**stenographically [1]** 52/7  
**step [2]** 20/12 44/2  
**stepped [1]** 32/13  
**steps [2]** 32/18 44/2  
**still [12]** 3/21 3/22 13/1 13/23  
 21/2 22/24 24/17 25/9 26/17  
 26/24 30/23 37/17  
**stop [1]** 45/11  
**stops [1]** 22/15  
**store [1]** 16/8  
**storm [2]** 5/8 5/9  
**story [5]** 18/20 18/20 19/4 19/8  
 19/10  
**STP [1]** 43/18  
**STPGP [1]** 43/18  
**straps [1]** 7/18  
**Street [1]** 38/18  
**strictly [1]** 40/11  
**stroke [1]** 30/23  
**strong [1]** 25/4  
**structurally [1]** 8/22  
**structure [1]** 43/25  
**stuff [11]** 5/8 5/9 7/9 8/2 12/20  
 12/21 13/19 40/16 42/24 49/5  
 49/12  
**Styrofoam [1]** 40/15  
**subcontract [1]** 12/11  
**submittal [1]** 19/17  
**suggest [1]** 40/2  
**summary [1]** 45/15  
**Sunday [3]** 13/19 20/22 21/9  
**support [1]** 9/12  
**sure [18]** 10/17 11/25 12/3  
 14/23 15/19 18/14 18/24 20/17  
 21/12 22/14 26/22 30/22 36/20  
 39/3 42/23 43/5 44/20 44/21  
**surrounding [1]** 4/22  
**survive [1]** 7/22  
**suspect [1]** 14/16  
**SUZANNE [2]** 1/10 47/16  
**system [6]** 5/23 6/14 23/5  
 24/10 24/22 30/16  
**systems [1]** 45/2

**T**

**T-hangars [4]** 8/20 16/19 41/23  
 41/24  
**take [4]** 14/11 14/24 20/1 36/11  
**taken [1]** 8/9  
**takeoffs [1]** 26/16  
**takes [1]** 9/18  
**talk [2]** 15/11 49/10

**talked [1]** 49/18  
**talking [1]** 46/12  
**Tammy [1]** 4/19  
**taxiway [8]** 5/2 6/2 6/4 6/6 6/8  
 10/7 10/12 11/10  
**Taxiway Delta [1]** 10/12  
**taxpayer's [1]** 23/21  
**team [1]** 45/18  
**teamwork [1]** 45/21  
**techs [1]** 14/10  
**tell [3]** 7/14 25/19 39/15  
**temporary [2]** 9/14 37/9  
**tenant [1]** 34/11  
**tenants [5]** 10/2 10/14 16/19  
 18/11 25/13  
**tend [1]** 49/8  
**term [4]** 36/21 36/22 37/5 43/8  
**terminal [2]** 17/5 19/9  
**terms [3]** 22/21 32/22 34/11  
**than [12]** 3/25 5/18 10/21 12/6  
 14/17 20/2 21/4 25/24 28/18  
 28/24 33/11 51/6  
**thank [14]** 11/11 22/11 22/13  
 25/13 42/13 42/25 46/6 46/13  
 47/15 48/24 48/25 49/3 50/2  
 50/5  
**thanks [2]** 49/4 51/19  
**that [198]**  
**that'll [1]** 22/16  
**that's [40]** 4/2 5/22 6/9 6/20  
 6/24 6/25 6/25 7/1 7/5 7/9 7/13  
 8/6 8/7 8/25 14/17 17/17 19/9  
 19/14 19/14 19/19 21/3 21/18  
 22/23 22/24 23/9 25/12 28/8  
 28/20 35/5 37/16 38/10 39/11  
 42/23 42/25 44/3 45/3 46/9  
 47/10 49/4 50/21  
**their [12]** 9/9 9/17 16/8 18/12  
 20/13 22/16 22/21 23/5 24/17  
 40/5 45/6 50/1  
**theirs [1]** 15/3  
**them [28]** 4/21 5/15 8/5 10/17  
 11/11 12/16 14/25 15/1 16/2  
 16/4 16/11 16/11 16/12 16/13  
 18/10 18/24 19/23 23/1 23/3  
 24/4 30/19 33/2 37/2 37/4  
 39/15 40/2 40/6 43/22  
**themselves [2]** 10/25 36/17  
**then [11]** 4/14 10/12 13/22  
 25/4 29/10 44/6 47/20 49/13  
 49/16 49/24 51/16  
**there [35]** 3/14 4/24 5/11 8/6  
 9/2 10/10 10/23 11/22 12/23  
 13/10 14/21 16/16 17/11 19/8  
 24/20 29/23 32/16 33/4 34/25

**T**

**there...** [16] 35/18 36/2 37/3 37/22 39/19 40/20 41/16 41/16 44/7 44/22 45/8 46/23 47/25 47/25 48/5 50/1

**there's** [16] 14/14 14/25 14/25 25/23 28/7 28/25 34/2 34/8 34/24 37/16 37/18 38/6 39/10 40/19 43/6 43/25

**these** [8] 4/22 4/25 5/6 25/23 33/14 37/8 40/10 44/22

**they** [90]

**they'd** [4] 25/21 36/2 39/19 39/20

**they'll** [2] 50/9 50/10

**they're** [16] 5/16 14/10 15/1 17/9 19/10 23/4 31/4 33/16 33/17 33/18 36/18 37/9 40/6 42/23 44/20 50/5

**they've** [2] 35/9 50/24

**thing** [6] 24/5 25/10 44/6 48/8 48/12 51/5

**things** [18] 5/10 13/12 15/4 16/20 17/15 17/19 18/22 19/15 20/7 23/9 31/3 39/22 42/20 44/16 44/17 45/20 49/21 50/2

**think** [27] 7/16 7/19 8/25 10/8 10/19 11/5 13/18 15/15 15/18 15/21 16/3 24/8 25/12 28/7 33/22 34/4 34/9 34/15 38/13 39/9 40/6 43/5 46/16 49/9 49/13 49/14 49/19

**thinking** [1] 41/12

**this** [55]

**those** [29] 6/4 6/6 6/20 8/9 13/9 13/10 13/11 13/12 14/3 14/4 16/14 17/11 17/19 17/20 18/5 19/6 20/7 20/12 23/15 23/22 24/1 24/5 24/12 24/18 25/4 27/17 31/2 41/6 42/11

**thought** [6] 25/24 27/12 32/24 39/18 39/19 47/4

**thoughts** [1] 46/13

**thousand** [1] 19/19

**three** [7] 4/12 10/8 16/3 22/23 25/19 44/24 46/19

**threw** [1] 4/20

**through** [6] 4/25 5/18 11/3 11/4 20/11 33/12

**throughout** [1] 45/17

**throw** [1] 3/14

**Thursday** [2] 20/21 21/1

**tied** [1] 16/13

**til** [1] 45/15

**time** [13] 3/17 9/6 11/18 11/24 16/8 25/15 25/25 26/19 27/9 31/1 32/6 40/14 41/13

**timeline** [2] 20/10 27/7

**times** [3] 35/10 44/24 49/19

**TMA** [1] 43/25

**toast** [1] 14/10

**today's** [1] 3/15

**told** [1] 45/4

**ton** [1] 7/16

**too** [7] 3/14 4/21 27/20 42/19 46/7 51/3 51/8

**took** [3] 4/19 7/3 48/10

**tool** [1] 15/3

**top** [2] 7/6 44/9

**touches** [1] 12/14

**tower** [7] 4/20 4/20 17/6 17/17 17/18 26/10 26/10

**TPO** [11] 43/4 44/7 44/9 44/9 44/11 44/14 44/19 45/4 45/16 45/25 48/4

**TPOs** [2] 44/12 45/23

**traffic** [3] 17/6 26/21 45/7

**trailing** [1] 45/11

**training** [4] 15/4 15/4 16/7 26/23

**transcript** [1] 52/8

**transfers** [1] 43/15

**transit** [1] 45/2

**transparent** [1] 25/8

**transportation** [3] 44/1 44/23 45/2

**Travelocities** [1] 24/12

**tree** [1] 9/11

**trees** [2] 8/19 13/17

**tremendously** [1] 50/11

**triangle** [1] 4/24

**tried** [2] 35/9 38/11

**trimming** [1] 9/11

**trips** [2] 11/2 11/2

**trouble** [1] 27/18

**trucks** [2] 10/9 11/7

**true** [1] 52/8

**trust** [1] 43/15

**try** [3] 21/21 38/23 45/25

**trying** [7] 8/24 13/23 15/19 22/8 23/2 43/1 50/1

**tumbled** [1] 7/17

**turn** [1] 33/25

**two** [12] 8/19 8/20 13/16 13/16 13/22 16/3 20/16 22/25 24/9 26/23 41/6 44/23

**type** [1] 38/2

**typical** [1] 21/4

**U**

**U.S** [1] 15/2

**Uh** [10] 12/18 27/4 27/21 33/21 35/7 35/24 36/4 41/7 42/2 51/4

**Uh-huh** [10] 12/18 27/4 27/21 33/21 35/7 35/24 36/4 41/7 42/2 51/4

**unbelievable** [3] 7/8 46/17 46/17

**under** [3] 6/8 7/10 28/14

**unjam** [1] 45/10

**unquote** [1] 14/22

**unrelated** [1] 43/16

**until** [3] 14/13 18/1 27/17

**up** [37] 4/17 4/19 5/14 5/21 7/11 8/7 8/15 8/18 10/10 11/1 12/22 13/1 13/9 13/14 13/18 15/14 16/6 19/8 19/20 20/24 24/9 24/21 28/4 32/13 32/13 32/19 35/20 36/8 38/23 41/14 42/12 42/17 42/22 45/11 48/1 48/3 48/17

**update** [6] 19/16 25/17 26/11 28/8 46/24 51/14

**updates** [3] 2/8 26/2 51/8

**updating** [1] 28/3

**upgrade** [1] 14/22

**upgraded** [1] 22/21

**upon** [1] 30/20

**us** [22] 8/1 10/16 14/10 18/8 20/8 20/9 23/8 23/10 23/19 25/14 25/16 25/19 25/21 28/25 30/25 32/14 32/15 32/19 32/21 35/4 39/22 51/3

**use** [2] 27/3 36/9

**used** [5] 35/6 35/11 35/13 36/1 36/1

**user** [1] 10/22

**users** [1] 18/10

**uses** [1] 32/19

**using** [1] 44/11

**Utterly** [1] 23/17

**V**

**vacated** [1] 10/11

**value** [3] 13/23 14/5 14/11

**vault** [2] 17/6 17/19

**vehicles** [1] 9/4

**very** [33] 8/4 10/2 10/3 12/13 12/16 14/25 16/15 25/5 25/16 25/25 35/6 38/3 40/14 41/25 44/12 44/17 44/20 44/20 44/20 45/23 46/3 46/3 46/4 46/9 46/12 46/12 47/21 47/24 48/16

**V**

**very...** [4] 48/21 49/1 50/23 51/1  
**veterans'** [1] 49/6  
**via** [7] 21/9 23/6 24/13 24/14 24/18 25/1 28/8  
**ViaAir** [2] 22/20 25/5  
**views** [1] 5/16  
**Virginia** [3] 23/7 23/17 23/22  
**VOR** [4] 14/7 14/7 14/9 14/19  
**voted** [1] 46/5

**W**

**want** [16] 14/12 15/13 18/14 18/25 20/3 20/6 24/5 27/8 32/19 32/21 39/2 41/10 41/23 43/1 49/11 49/13  
**wanted** [3] 18/11 28/24 39/22  
**wanting** [1] 37/16  
**wants** [1] 18/12  
**was** [64]  
**Washington** [1] 23/3  
**wasn't** [2] 10/23 13/5  
**watch** [3] 9/16 9/19 9/25  
**water** [8] 5/21 6/8 6/16 6/19 7/10 7/14 47/3 47/7  
**waves** [1] 51/3  
**way** [19] 1/4 4/25 5/16 7/11 9/22 10/17 10/21 11/8 15/10 24/6 24/16 24/25 33/4 33/9 37/4 43/6 44/18 46/5 50/2  
**ways** [1] 33/23  
**we** [141]  
**we'd** [2] 34/1 35/14  
**we'll** [13] 3/19 14/24 15/6 19/24 21/21 21/22 22/17 23/11 23/11 27/6 30/22 47/11 47/11  
**we're** [10] 3/19 13/1 13/23 14/3 22/7 26/18 27/9 31/1 33/22 35/25  
**we've** [4] 25/22 28/2 32/6 46/3  
**weather** [2] 16/12 16/17  
**web** [2] 24/18 33/2  
**web site** [2] 24/18 33/2  
**weddings** [1] 39/24  
**Wednesday** [3] 51/11 51/12 51/13  
**week** [9] 3/20 10/4 12/21 20/1 22/16 22/25 24/9 27/6 35/12  
**weekend** [1] 44/4  
**weeks** [1] 22/23  
**well** [13] 8/4 8/4 8/5 12/24 17/7 18/4 20/20 23/2 23/19 33/1 36/10 43/24 50/13

**went** [1] 47/25  
**were** [35] 8/9 8/24 9/5 9/24 10/2 10/7 10/9 11/5 11/7 11/22 11/22 11/23 12/5 13/12 15/17 15/21 16/16 16/21 18/3 20/24 25/15 28/7 30/16 33/1 41/6 44/11 44/17 45/1 45/9 45/9 46/10 46/19 47/5 50/25 51/1  
**weren't** [2] 16/17 45/8  
**West** [3] 23/7 23/17 23/22  
**West Virginia** [3] 23/7 23/17 23/22  
**what** [30] 6/19 6/21 6/23 11/12 11/15 14/2 14/5 14/10 14/11 15/6 15/25 21/3 21/18 25/14 27/6 27/7 27/7 32/15 33/18 35/4 35/17 36/14 37/22 39/13 41/9 42/25 46/9 46/14 46/23 47/10  
**what's** [1] 24/10  
**whatever** [5] 16/23 43/17 44/25 45/10 45/10  
**when** [17] 3/22 6/19 9/8 9/25 10/8 11/15 21/17 22/19 30/19 30/22 33/12 35/25 39/23 39/23 40/1 45/8 47/25  
**where** [12] 7/15 8/1 10/5 11/7 16/4 18/11 19/20 21/13 27/10 33/1 34/8 40/13  
**whether** [1] 14/14  
**which** [9] 11/3 19/21 23/21 28/9 43/5 45/4 46/4 46/22 51/15  
**while** [4] 32/8 32/16 33/22 38/19  
**WHITEHOUSE** [1] 1/15  
**who** [8] 9/12 12/7 15/24 20/13 25/2 33/19 35/21 38/15  
**whole** [2] 6/7 17/6  
**why** [3] 38/10 39/5 43/22  
**will** [28] 3/21 3/22 3/25 4/25 4/25 6/13 12/14 14/6 19/8 20/1 20/4 20/5 21/16 23/10 24/9 24/11 24/13 24/14 24/17 24/19 24/20 26/11 26/21 27/6 30/25 42/17 45/14 50/11  
**wind** [2] 13/11 21/5  
**winds** [1] 20/24  
**within** [2] 32/11 48/18  
**without** [2] 11/9 45/11  
**won't** [1] 23/12  
**wonder** [1] 38/6  
**wonderful** [2] 24/7 48/15  
**wondering** [1] 29/15  
**word** [2] 11/21 38/12

**work** [7] 3/19 9/24 30/19 30/21 33/5 49/4 50/6  
**workable** [1] 14/8  
**working** [1] 47/11  
**worth** [1] 27/18  
**worthwhile** [1] 33/23  
**would** [23] 9/10 13/21 14/8 14/11 16/15 18/24 21/5 25/5 25/6 25/7 28/5 28/20 32/15 33/23 34/4 34/15 35/1 36/5 36/11 37/5 38/7 41/9 42/11  
**Wow** [3] 5/24 20/23 24/15  
**write** [2] 50/10 50/11  
**writing** [1] 25/17  
**WUELLNER** [2] 1/17 4/14

**Y**

**y'all** [1] 36/10  
**yeah** [41] 4/4 4/16 5/20 7/21 7/23 8/11 8/14 11/19 17/2 19/3 21/3 21/19 22/14 23/16 27/5 29/5 33/3 33/18 34/6 35/1 35/11 35/13 35/14 35/20 36/7 37/8 37/15 37/15 37/18 38/13 40/1 41/4 41/20 42/11 45/20 49/23 50/15 50/17 50/19 51/10 51/12  
**year** [13] 3/25 4/1 4/5 20/7 23/10 26/15 26/16 41/10 41/24 42/12 43/14 44/13 48/18  
**year's** [1] 4/2  
**year-round** [1] 23/10  
**Year-to-date** [1] 26/15  
**years** [4] 35/5 43/10 44/9 44/9  
**Yep** [1] 49/20  
**yes** [14] 4/9 6/4 28/1 28/12 28/13 28/18 28/21 29/22 38/1 39/25 40/4 40/4 40/5 47/17  
**yet** [2] 22/5 32/12  
**you** [127]  
**you'll** [2] 5/13 6/18  
**you're** [9] 5/6 5/7 5/8 5/10 11/4 14/22 23/22 42/24 47/12  
**you've** [4] 26/16 39/6 41/18 46/14  
**you-all** [1] 45/5  
**YOUMAN** [3] 1/10 28/11 42/13  
**your** [11] 4/14 7/20 11/14 12/7 20/8 30/16 32/10 41/13 46/22 49/4 49/6