

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, September 12, 2016

from 4:00 p.m. to 4:37 p.m.

* * * * *

BOARD MEMBERS PRESENT:

- SUZANNE GREEN, Chairman
- RANDY BRUNSON
- BRUCE MAGUIRE
- MARK MINER

BOARD MEMBERS ABSENT:

- CARL YOUMAN

* * * * *

ALSO PRESENT:

DOUGLAS N. BURNETT, 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 P R O C E E D I N G S

2 CHAIRMAN GREEN: Okay. Call to order the
3 Airport Authority board meeting. Pledge of
4 Allegiance, please.

5 (Pledge of Allegiance)

6 MEETING MINUTES & FINANCIAL REPORT

7 CHAIRMAN GREEN: Okay. We have our meeting
8 minutes and financial report. Have y'all reviewed
9 it?

10 MR. MAGUIRE: Uh-huh.

11 CHAIRMAN GREEN: Any comments?

12 (None.)

13 CHAIRMAN GREEN: Accepted as presented?

14 MR. MINER: (Nods head.)

15 CHAIRMAN GREEN: Is that yes?

16 MR. MINER: Yes.

17 CHAIRMAN GREEN: Thanks. Sorry. It's a
18 long --

19 MR. MINER: Head nods don't work, yeah.

20 MR. WUELLNER: Head nods don't come out.

21 AGENDA APPROVAL

22 CHAIRMAN GREEN: Agenda approval? We have a
23 number of things on our agenda today. Be approved
24 as presented?

25 MR. MINER: Approved.

1 MR. BURNETT: Approved.

2 CHAIRMAN GREEN: Okay. We'll go forward to
3 the next. Mr. Wuellner?

4 EXECUTIVE DIRECTOR'S REPORT

5 MR. WUELLNER: Well, that happened fast.

6 CHAIRMAN GREEN: People do their work.

7 MR. WUELLNER: It does help.

8 A couple of items I just want to bring to
9 everyone's attention. First of all, I hope you got
10 the little bit of an update we gave you earlier in
11 the week. I think it was this week -- no, last
12 week.

13 Bring you up to date on the East Corporate 9
14 door issue. We do have some preliminary estimates
15 now. Looking at replacing all three doors. This
16 is not included in the budget, but -- and primarily
17 because I don't have a -- any real feel yet for
18 what insurance-related payout on this will be, and
19 that should come into focus pretty shortly now that
20 we have a determination.

21 But it's looking like all three doors are
22 going to run right around a hundred thousand
23 dollars to replace. And that would be totally
24 different -- this is not just replacing what was
25 there in terms of methodology; this would be

1 something that relies on its own structure for
2 support instead of the hangar building itself,
3 and -- and we are comfortable would be a long-term
4 solution to it. But until we get all of this
5 vetted with insurance, we don't know what the
6 Authority share in all this will be and we'll keep
7 you updated when we know.

8 CHAIRMAN GREEN: Have you contacted the
9 tenants?

10 MR. WUELLNER: We are working --

11 CHAIRMAN GREEN: I know I received some
12 calls --

13 MR. WUELLNER: Actually Doug's been working
14 with their folks and drafted a very brief lease
15 amendment to get it covered so that everybody's
16 happy. I think everybody's generally happy with
17 the terms of that. It's pretty much as you would
18 expect in something like that.

19 MR. BURNETT: If -- if I could just to weigh
20 in.

21 One thing that's in there -- the lease is sort
22 of rigid and, you know, contemplates the tenant
23 vacating the premises. The tenant doesn't want to
24 entirely vacate; they've got office space in there,
25 so we're working through some of those kind of

1 issues to make a concession where they still have
2 their office space and yet it's still safe for the
3 airport to do the construction work to repair the
4 door.

5 MR. WUELLNER: Replace it because the door's
6 already gone actually.

7 MR. BURNETT: Yeah.

8 MR. WUELLNER: Yeah.

9 CHAIRMAN GREEN: Okay.

10 MR. WUELLNER: Make you aware of a staff
11 change. Those of you that know C.W. in my office,
12 her health has gotten to the point where she's not
13 going to be able to continue and has tendered her
14 resignation. So we'll be looking to fill that
15 vacancy over the next several weeks. So just so
16 you're aware of that.

17 In the interim, we are using some I'll call it
18 daily support or some support as we need it from --
19 from Neville -- Todd Neville's group who does some
20 financial work for us on the side anyway. So
21 they're doing the -- some daily stuff for us until
22 we get that position filled and they'll -- they'll
23 help us vet candidates for that as well as help us
24 train someone over the next --

25 MR. MAGUIRE: Is that a full-time position?

1 MR. WUELLNER: We're evaluating that now.
2 I'm -- I'm hoping it's not. I think we can
3 probably do a very narrowly constructed position
4 that's less than full time.

5 Upcoming just to remind you of Frontier's
6 schedule, they continue flying through the end of
7 October. I think it's the 28th or 29th's the last
8 flight out of here and they -- they look to resume
9 some sort of schedule. We are completely unaware
10 of what that will be. Likely end of the March,
11 very early April late would be the latest kind of
12 timeline I would expect to see them resuming
13 service.

14 We'll keep you updated. I have a meeting with
15 them late next month, and hopefully they'll be well
16 along in their planning for spring so we'll have
17 some idea what's coming at us. I don't see that
18 getting released publicly, though. That's typical
19 of them until at the earliest late November. And
20 that could -- as it was last year, it crept into
21 early January before they actually made it public.

22 Via -- ViaAir continues to fly to Charlotte.
23 They'll be operating regardless. At this point,
24 they're awaiting DOT approval for some new what we
25 call EAS markets, essential air service markets,

1 which are some federally subsidized routes out of
2 West Virginia into -- into Charlotte.

3 Those routes, they look to -- are looking to
4 try to consolidate into -- once they hit Charlotte,
5 into a larger aircraft and more frequency, if all
6 goes well, into here. That -- that should actually
7 work very well. But until DOT approves that, which
8 literally could be any day now. It's right at the
9 end of the timeline they gave them for approvals.
10 So we're -- we're looking forward to hearing that
11 news.

12 Tammy's not going to be with us today, the air
13 traffic control manager, so I wanted to let you
14 know that we had -- we're sitting at about 11 -- at
15 almost 100,000 takeoffs and landings at this point
16 in the year. That's a calendar year by the way.
17 So with about a third of the year left, we are on
18 at this point a record pace for here, could very
19 well see 150,000 takeoffs and landings here this
20 year if the pace continues. Even if it follows the
21 average, it should -- should be very close. It
22 will certainly well in the 140s.

23 Fuel sales continue strong across Atlantic as
24 well as the Airport Authority. And last month we
25 enplaned approximately 4500 people outbound out of

1 here between the two carriers. So everything
2 remains as planned and on track at this point.

3 Oh. Approach lighting, I just want to let you
4 know that that's due to be wrapped up from a
5 construction point of view near the end of the
6 month into the first few days of October.

7 We have -- they're working with FAA, those --
8 those approach lights now require FAA flight check
9 in order to be certified into the -- to be usable.
10 So we expect that to happen sometime between the
11 first week of October and the end of the calendar
12 year if at all possible.

13 Everybody's working that schedule and bound
14 FAA pretty hard to get it done. If you ask them,
15 though, they're not planning to flight check it til
16 March, but we know we've gotten some movement on
17 that already, so I would expect them to get it
18 solved and get it -- get it flight-checked before
19 then.

20 What else can I tell you?

21 MR. BRUNSON: The airline terminal?

22 MR. WUELLNER: Airline terminal?

23 MR. BRUNSON: Do you have anything to report
24 on that?

25 MR. WUELLNER: At this point all phases of

1 construction are complete and we're waiting to
2 launch a couple of new little projects over there
3 as we get into the new fiscal year pending budget
4 approval.

5 We have some new grants funds, some of which
6 you've approved already and accepted from
7 Florida DOT. And then you have a little bit of
8 money that's in the -- in the regular agenda today
9 that indirectly relates to the same. So things
10 are -- things are moving along very well. Very
11 pleased. Continue to get good reviews about the
12 airline terminal itself.

13 I think that's it, unless somebody's got a
14 specific question about something.

15 CHAIRMAN GREEN: No.

16 MR. WUELLNER: Okay.

17 BUSINESS PARTNER UPDATES

18 CHAIRMAN GREEN: Okay. I do not see
19 Ms. Bennett from the commission. And Atlantic?

20 MR. GALLOWAY: Nothing to report today.

21 CHAIRMAN GREEN: Nothing to report? Okay.

22 Thanks, Mr. Galloway. SAAPA? No?

23 (None.)

24 CHAIRMAN GREEN: Okay. And Northrop?

25 (None.)

1 CHAIRMAN GREEN: People here -- we don't have
2 our audience.

3 MR. WUELLNER: Yeah.

4 CHAIRMAN GREEN: Air traffic you already did.
5 And Doug?

6 MR. BURNETT: Nothing to report other than we
7 already covered the issue of Hangars 8, 9, and 10.

8 NORTH FLORIDA TPO AGREEMENT

9 CHAIRMAN GREEN: All right. Our TPO?

10 MR. WUELLNER: Yeah. We heard from Scott Clem
11 with the -- with regards to the TPO agreement.

12 Apparently those agreements that have been in
13 place with all of the agencies that make up the TPO
14 have expired and they are working through each of
15 those agencies getting new agreements ratified by
16 the boards that are affected or make up the TPO.
17 The Airport Authority of course is a member of the
18 TPO and has such an agreement with it.

19 The agreement -- I think, Doug, feel free to
20 weigh in -- but the agreement is largely the same
21 agreement that was put into place I think it was
22 nearly 10 years ago, and it's just been revised to
23 reflect current state, and for the most part the
24 balance of the agreement after the first page is
25 largely the same it was back then. But it does

1 require a ratification --

2 CHAIRMAN GREEN: It's even dated the same.

3 MR. WUELLNER: It's probably even dated, thank
4 you. But it requires ratification by the -- by the
5 Airport Authority. Doug, certainly you can weigh
6 in or anybody related to that.

7 MR. MAGUIRE: Question for you. I understand
8 the TPO and how they operate, having been on it.

9 MR. WUELLNER: Yeah.

10 MR. MAGUIRE: But this one didn't catch me by
11 surprise but it made me start thinking.

12 I assume it's more of an administrative-type
13 issue, Doug, but what happens if an organization
14 doesn't ratify it? What happens -- because, I
15 mean, we're going to, but what happens if one said
16 we don't like it? What happens to that?

17 MR. BURNETT: I guess the basic thing is you
18 lose your voice because then you're not
19 participating.

20 MR. MINER: You don't get any federal dollars.

21 MR. MAGUIRE: I don't think -- I don't think
22 they can cut out federal dollars from going to you,
23 but I agree that you lose your voice. But they
24 can't refuse to give it to you. However, if you're
25 not there to argue, you're probably going to --

1 CHAIRMAN GREEN: Won't get it.

2 MR. MAGUIRE: Yeah, I didn't know if there was
3 any penalty or something like that.

4 MR. BURNETT: No, I think that's really it, is
5 you lose your voice in the group --

6 MR. MAGUIRE: Yeah.

7 MR. BURNETT: -- for where they direct the
8 funds to.

9 MR. MAGUIRE: Okay.

10 MR. MINER: I'll make a motion to approve the
11 new agreement.

12 CHAIRMAN GREEN: Is there a second?

13 MR. MAGUIRE: I'll second.

14 CHAIRMAN GREEN: Any further board discussion?
15 We went ahead and did that without public comment.

16 MR. MINER: Oh, yeah. I'm sorry.

17 CHAIRMAN GREEN: That's okay. Any public
18 comment on this TPO agreement? I didn't have any
19 pieces of paper, either, so... So a first and
20 second. Any further board discussion?

21 (None.)

22 CHAIRMAN GREEN: Okay. All in favor of
23 accepting the TPO agreement as presented?

24 MR. BRUNSON: Aye.

25 MR. MAGUIRE: Aye.

1 MR. MINER: Aye.

2 CHAIRMAN GREEN: Aye. All opposed?

3 (None.)

4 CHAIRMAN GREEN: Okay.

5 AIRPORT MASTER PLAN

6 MR. WUELLNER: Okay. First item, we've tried
7 a little different agenda format to help -- I hope
8 it helps keep some of these things as being as
9 helter-skelter on the agenda as they've been in the
10 past. So we've tried to put some things that are
11 of like item together in the same agenda item, and
12 I think it will help bring some clarity to what's
13 going on especially as it relates to projects or
14 grant funding.

15 The first item I have for you is the --
16 regards to the Airport Master Plan. There are two
17 action items that we're suggesting today, both
18 supported by staff. But one includes ratification
19 of the FAA's grant acceptance of \$768,253 which
20 represents 90 percent of the funding required to
21 conduct the Airport Master Plan study.

22 So it's not unexpected. We've been working on
23 that funding for quite a while and I've been
24 briefing you at most meetings that it's coming,
25 it's coming, it's coming. But it alas did show up

1 about toward mid to late August. In order to meet
2 the time return to them deadlines and kind of
3 standing direction I have from the board is we
4 don't return money. So basically it's been
5 executed and returned to D -- to FAA. So this
6 simply -- that portion of this item simply ratifies
7 that acceptance of the -- of the FAA grant money.

8 The second piece of this is the approval of
9 the contract agreement with Passero Associates to
10 conduct the Airport Master Plan study itself.
11 You've seen -- you had an update several months ago
12 from Passero kind of walking through what the
13 process was, what's involved. That will likely
14 kick off in earnest as we enter the new fiscal year
15 in October. We'll begin the efforts in earnest on
16 that.

17 Keep in mind this is a very slow, deliberate,
18 even iterative kind of process. Do not expect this
19 study to be completed -- it will take probably a
20 minimum of 16 to 18 months to complete. And that
21 could be a pretty fast track approach.

22 If you don't mind me sharing our conversation
23 earlier in the day, but Suzanne asked me about the
24 number, that is the contract value of this, and
25 Suzanne, without dating her, goes back to the last

1 one, which was --

2 CHAIRMAN GREEN: A while ago.

3 MR. WUELLNER: -- 10 years ago. Yeah, 10
4 years ago. And it's my recollection is that was
5 about a \$530,000 total study. So you can see
6 that's gone up dramatically.

7 The cost of that study has gone up for a
8 number of reasons, and many -- they come from two
9 different places why it's gone up dramatically.
10 One is FAA has changed some of the study
11 requirements a lot.

12 FAA has finally come out of the dark ages with
13 regards to things like GIS and mapping and the
14 like. Since none of that fieldwork and groundwork
15 has ever been done as relates to the airport,
16 there's a huge mapping and GIS component that is
17 included now in the master plan. The other
18 probably big driving item is that with commercial
19 service, there are additional variables to be
20 analyzed and discussed and developed in terms of
21 planning as it relates to commercial service.

22 These were only forecast 10 years ago. And in
23 fact by this point, based on the old master plan,
24 there would be a grand total of 13,000 takeoffs --
25 or, I'm sorry, enplanements forecast out for

1 another five years. So we've far and away exceeded
2 those numbers many times during many periods during
3 the last 10 years. So it's something that does
4 need to be addressed.

5 Included in that study as it relates to
6 commercial service is an element that will touch on
7 airport security. This is something that TSA has
8 asked us to include or encouraged us to include
9 that will take a look at all the access points on
10 the airport, things like perimeter fencing, make
11 recommendations relative to policy and procedure,
12 all with an eye to getting or maintaining
13 compliance with all FAA, DOT, and TSA Department of
14 Homeland Security kinds of regulations as it
15 pertains to a commercial service airport. So those
16 are the big things that have really driven the cost
17 along in this study.

18 So it would be staff's recommendation that you
19 accept both -- both items, the contract as well as
20 the acceptance of the FAA grant money.

21 We have execute -- just for one more point.
22 We had already executed the -- meaning the board
23 had already accepted and adopted a resolution
24 pertaining to the FDOT portion of this, which is
25 5 percent, several months back. So that's already

1 in place, the DOT component. So essentially the
2 \$849,000 contract is paid for by -- 95 percent is
3 paid for through grants with the state and Federal
4 Aviation Administration.

5 And this is included -- just for your
6 edification, it's also included in the budget for
7 the beginning in October. So it's an item to be
8 discussed later at the public hearing.

9 MR. BURNETT: Can I make one comment if I may?

10 CHAIRMAN GREEN: Yeah.

11 MR. BURNETT: In the supplemental agreement
12 that's part of this, the 16-70 -- and I'm e-mailing
13 Andrew Holesko at Passero at this point. But under
14 number -- in the supplemental agreement under
15 Number 8, I think it should have the following
16 sentence added: "This supplemental agreement is
17 contingent upon the Airport Authority's actual
18 receipt of the \$768,253 in grant funds from the
19 FAA." Just to make sure that issue's covered.

20 We anticipate we're going to actually get the
21 funds, but we might as well put it in the agreement
22 and make it contingent on receipt of the funds.

23 MR. WUELLNER: Okay.

24 CHAIRMAN GREEN: Where are you inserting that?

25 MR. BURNETT: It would be under Number 8 in

1 the supplemental agreement.

2 CHAIRMAN GREEN: Okay. Okay. Any public
3 comment?

4 (None.)

5 CHAIRMAN GREEN: No? Board comment?

6 MR. KIRA: I actually --

7 CHAIRMAN GREEN: That's all right. We'll need
8 you to get up to the --

9 MR. WUELLNER: Really?

10 MR. WUELLNER: Yeah, really.

11 MR. KIRA: My name is Steve Kira. I actually
12 finished reading the last master plan this
13 afternoon. Took me a week, but I did it, okay?

14 And I saw the numbers in there for the last
15 master plan cost. I didn't think it was anywhere
16 near half a million dollars. I'm going to go back
17 and take a look, but I swear the numbers weren't
18 that high. That's -- I didn't bring a copy with me
19 so I can't refer to it, but it surprised me when I
20 saw the number of almost three-quarters of a
21 million dollars.

22 MR. WUELLNER: Yeah.

23 CHAIRMAN GREEN: That's the reason I spoke
24 with Ed earlier this morning, because I had the
25 same kind of questions. But I guess the government

1 sees it, too, with what -- how we've grown because
2 90 percent of our figures are --

3 MR. KIRA: There's a lot more required --

4 CHAIRMAN GREEN: Yeah.

5 MR. KIRA: -- right now, I totally understand
6 that. TSA is involved and -- and perimeter fencing
7 and I totally understand that. But that number's
8 high. Thank you.

9 CHAIRMAN GREEN: Any further public comment?

10 (None.)

11 CHAIRMAN GREEN: Any board comment?

12 MR. MAGUIRE: I have one on the master plan.
13 I did not go back 10 years and look at the old
14 master plan. And I ask this not because of us but
15 because of the city.

16 The city hires all of these consultants and
17 plans and puts them on the shelf and the people
18 complain but they don't do anything. In the old
19 master plan, is there anything that has not been
20 accomplished that should have?

21 MR. WUELLNER: Well, yes. I mean, because the
22 master plan covers -- ultimately covers a
23 20-year-plus horizon, items that are out there
24 beyond the 10-year horizon --

25 MR. MAGUIRE: Well, yeah. Okay. Within the

1 first 10, is there --

2 MR. WUELLNER: I would tell you that we have
3 probably built or exceeded everything that was in
4 the first 10 years.

5 MR. MAGUIRE: I mean, the real issue to me is
6 that we follow the plan --

7 MR. WUELLNER: Uh-huh.

8 MR. MAGUIRE: -- unless there's a change that
9 we all approve. Because the city doesn't follow --
10 you know, they're --

11 MR. WUELLNER: Well, as a -- as a safeguard a
12 bit, we're required to demonstrate compliance with
13 that -- with part of that plan which is called the
14 Airport Layout Plan.

15 MR. MAGUIRE: Yeah.

16 MR. WUELLNER: We have to show that any
17 project that we're proposing from a capital point
18 of view for -- for funding consideration from FAA
19 or DOT, Florida DOT that is, are consistent,
20 meaning they're included in the Airport Master
21 Plan. So it's a critical document for our purposes
22 in terms of getting funding and -- or being in line
23 for funding.

24 MR. MAGUIRE: Okay.

25 CHAIRMAN GREEN: I think you'd see in the old

1 ones the multimodal was involved in there.

2 MR. WUELLNER: Yeah.

3 CHAIRMAN GREEN: The industrial across --

4 MR. MAGUIRE: Right.

5 CHAIRMAN GREEN: -- on the west side. But
6 we're still kind of acquiring property.

7 MR. MAGUIRE: Oh, there's some things that you
8 can't do because of outside issues.

9 CHAIRMAN GREEN: Yeah.

10 MR. WUELLNER: Sure.

11 MR. BRUNSON: And we can't read the future.

12 MR. WUELLNER: Right.

13 MR. BRUNSON: We don't know what's going to
14 happen with Frontier. The different airlines that
15 come in here, that master will change.

16 MR. WUELLNER: No question. No question. And
17 that -- that's a part of what they try to do --
18 some of the earliest pieces of that master plan
19 will be trying to get a handle on what the data
20 projections are for growth.

21 MR. BRUNSON: I think we've done a good job
22 with our crystal ball in trying to decide how to
23 stay ahead of it.

24 MR. WUELLNER: I think I was mentioning to --
25 I think it was today I was mentioning to Suzanne

1 that remarkably, if you -- if you go back to that
2 study, Buzz George was, you know, all over the
3 forecasting part of this and just really completely
4 engaged in it.

5 You may recall we actually developed an
6 alternative set of forecasts because he didn't
7 agree with the -- the pace of growth, meaning it
8 was probably shown as stifled a little bit in
9 the -- in the forecast.

10 So we developed an alternate set to kind of
11 I'll use the word appease, but just sort of
12 illustrate his point of view, and I'll be darned as
13 we've gone through this in the last 10 years, his
14 numbers or his -- his insistence has actually
15 tracked more closely than we -- we have with FAA.

16 MR. BRUNSON: Thank you, Buzz.

17 MR. WUELLNER: So remarkably it's a very --
18 very good job that was done.

19 CHAIRMAN GREEN: Yeah. Any more board
20 discussion?

21 (None.)

22 CHAIRMAN GREEN: Do you need us to vote to
23 ratify it?

24 MR. WUELLNER: Yeah, you -- as far as I'm
25 concerned, you can do them together as one motion

1 as long as they're both in there.

2 CHAIRMAN GREEN: That's why I was asking.

3 MR. BRUNSON: I would have to add what the --
4 what Doug wanted added to the group.

5 CHAIRMAN GREEN: The supplement?

6 MR. WUELLNER: Uh-huh.

7 MR. BURNETT: Yeah, that language was "This
8 supplemental agreement is contingent upon the
9 Airport Authority's actual receipt of the \$768,253
10 in grant funds from the FAA." And I've e-mailed
11 that out to Andrew.

12 MR. MAGUIRE: I'll make that motion that we
13 pass both of the -- approve both the ratification
14 and the Passero supplement with the addition to
15 Number 8 in the Passero agreement, right?

16 MR. BURNETT: Yes.

17 MR. MAGUIRE: Okay.

18 CHAIRMAN GREEN: Okay.

19 MR. BRUNSON: Second.

20 CHAIRMAN GREEN: Any further board discussion?

21 (None.)

22 CHAIRMAN GREEN: Okay. All of those in favor?

23 MR. BRUNSON: Aye.

24 MR. MAGUIRE: Aye.

25 MR. MINER: Aye.

1 CHAIRMAN GREEN: Aye. Any opposed?

2 (None.)

3 CHAIRMAN GREEN: Ratification passes on both
4 as presented.

5 MR. WUELLNER: Okay. Thank you.

6 RESOLUTION 2016-09

7 MR. WUELLNER: Resolution 2016-09, which is --
8 if I've got this right, is the FDOT supplemental
9 JPA.

10 This is entitled Purchase Air Safety
11 Equipment. It combines a grant agreement we had
12 for equipment, air -- air carrier safety-related
13 equipment, that was expended or nearly expended by
14 the end of last year. This provides an additional
15 \$142,721 of state money that can be matched by the
16 Airport Authority. So the new available funding so
17 to speak relative to the grant would be \$342,721.

18 This is further delineated in the budget. We
19 are budgeting approximately half that amount into
20 the current fiscal year, meaning -- I'm sorry, into
21 the next fiscal year with the balance of those
22 funds likely to be programmed into next year's
23 budget, meaning the 2017-18 budget. So we're
24 looking at perhaps using as much as half of it.

25 The broadness of this grant is very nice. It

1 allows us to put things like vehicles and security
2 cameras and things of that nature, mowing
3 equipment, things like that into the -- into the
4 grant and have Florida DOT participation up to
5 half. So --

6 MR. BRUNSON: When I talked to you today about
7 this, I was surprised at that.

8 MR. WUELLNER: Yeah.

9 MR. BRUNSON: I thought you were just strictly
10 safety --

11 MR. WUELLNER: Yeah.

12 MR. BRUNSON: -- and the lighting and so
13 forth.

14 MR. WUELLNER: It's a pretty broad definition
15 nowadays within -- within the DOT, Florida DOT. So
16 we're glad to have this and I'm very glad they were
17 able to --

18 CHAIRMAN GREEN: Yes.

19 MR. WUELLNER: And we would recommend
20 acceptance of the -- or approval I guess you'd say
21 the Resolution 2016-09.

22 CHAIRMAN GREEN: Any public comment?

23 (None.)

24 CHAIRMAN GREEN: Any board comment?

25 (None.)

1 The money that was made available -- just for
2 your edification, the money that was made available
3 for the master plan as well as this project is a
4 direct, absolute direct result of having commercial
5 airline service here and having more than 10,000
6 enplanements in a year.

7 It virtually guarantees under the current
8 programming minimum grant per year of up to \$1
9 mill -- of \$1 million or more. So there's no --
10 we're not down in the general aviation \$250,000
11 classification now; we are now in this.

12 So every year, we -- every calendar year we
13 have 10,000 or more enplanements from this point
14 forward is guaranteed \$1 million in federal funding
15 for capital grants that are acceptable under FAA
16 grants. So this is the last piece of that, for
17 lack of better words -- did you have a question?

18 MR. MINER: No, no.

19 MR. WUELLNER: The last piece of this.

20 So there's FAA money at about \$180,000. This
21 is design-only money with FAA. We would expect
22 that next year's million dollar can be matched with
23 some discretionary dollars at FAA to be able to go
24 into a construction phase and we'll be talking
25 about that budget-wise next year. This is design

1 only on the FAA side.

2 On the DOT side, we're talking about
3 Resolution 2016-12, which is another FAA -- or,
4 excuse me, FDOT JPA resolution. But that
5 particular grant has money included for both design
6 and construction, so it's a little broader
7 description. And that amounts to \$50,000.

8 Then the last item of course is the
9 design-only contract portion with a not-to-exceed
10 value of \$200,000 for Passero & Associates. So
11 when you do all this again, you have a 90 percent
12 FAA, 5 percent DOT, and 5 percent Airport Authority
13 project for the design component of this project.

14 And again, this is basically the FBO area
15 apron. And if you've been out there, you know that
16 it's at the point of -- I've been here 20 -- a
17 little over 20 years now, believe it or not, and
18 zero work has been done on that apron in 20 years.
19 So it's -- and it was not new when I got here. So
20 it's -- it's in need of some work without question.

21 MR. MINER: Ed, quick question.

22 MR. WUELLNER: Yes, sir.

23 MR. MINER: Just curious. 10,000 enplanements
24 is a million dollars. What's the next higher?

25 MR. WUELLNER: It actually breaks into a

1 formula that supplements the million for big
2 numbers. It's -- probably these days, I think it
3 doesn't change til small hub category and my guess
4 is that's sitting around 6 or 8 million
5 enplanements.

6 MR. MINER: Oh, wow.

7 MR. WUELLNER: Yeah, it's a big number.

8 MR. MINER: Yeah.

9 MR. WUELLNER: So we're in that million dollar
10 and be happy class for a while. My lifetime plus.

11 CHAIRMAN GREEN: Okay. Any public --

12 MR. BRUNSON: Mark will be here, but I won't.

13 MR. MINER: I don't know. That's --

14 CHAIRMAN GREEN: Any further board discussion?

15 (None.)

16 CHAIRMAN GREEN: Okay. I guess that's being
17 presented as a joint action item. So do I have any
18 motion on -- with respect to the ratification of
19 FAA grant Resolution 2016-12 and Passero 16-75
20 design?

21 MR. MINER: I'll make a motion to approve as
22 presented.

23 MR. BRUNSON: Second.

24 CHAIRMAN GREEN: Any further board discussion?

25 (None.)

1 CHAIRMAN GREEN: All in favor?

2 MR. BRUNSON: Aye.

3 MR. MAGUIRE: Aye.

4 MR. MINER: Aye.

5 CHAIRMAN GREEN: Aye. Passes. Okay.

6 MR. WUELLNER: Okay.

7 PUBLIC COMMENT - GENERAL

8 CHAIRMAN GREEN: So we're down to public
9 comment. I didn't -- Reba's not here, so I don't
10 have a stack of notes in front of me.

11 MR. WUELLNER: Yeah.

12 MEMBER COMMENTS AND REPORTS

13 CHAIRMAN GREEN: Well then, we can go to our
14 board comments.

15 MR. WUELLNER: Yeah.

16 CHAIRMAN GREEN: Mr. Maguire, anything?

17 MR. MAGUIRE: Ed, I'm sure y'all expected.

18 Are we going to talk about the insurance issue at
19 all today? Is that just --

20 MR. WUELLNER: It would be only in the context
21 of budget.

22 CHAIRMAN GREEN: Budget.

23 MR. MAGUIRE: Okay. So we can wait til the
24 budget to do that?

25 MR. WUELLNER: If you wish.

1 MR. MAGUIRE: I don't have anything.

2 CHAIRMAN GREEN: Okay. And Mr. Youman's not
3 here. Did anybody --

4 MR. BRUNSON: I didn't.

5 CHAIRMAN GREEN: -- go to the EDC? I didn't
6 go to any EDC this past. Mr. Miner, anything?

7 MR. MINER: No, ma'am.

8 CHAIRMAN GREEN: Okay. I'm going to defer to
9 Ed on the Aerospace Academy. I was in court. So
10 I'm assuming they kicked off the year and --

11 MR. WUELLNER: Yeah. It was mostly an update
12 on enrollments and things of that nature and the
13 academy. They had kind of a door buster year on
14 enrollments. It's certainly a record.

15 There's well over 200 enrolled in the
16 Aerospace Academy at -- over at St. Augustine High
17 School. They've added a new full-time -- an
18 additional full-time instructor there, a highly
19 qualified lady -- I'm sorry I don't remember her
20 name, I was just briefly introduced to her.

21 But is a retired American Airlines captain who
22 holds a number of patents and is the first female
23 with American Airlines certified or had a type
24 rating in the -- all of the Boeing equipment. So
25 has flown everything from 757s, 67s, 747s. Done

1 ultimately all of that in her career path and is
2 now retired and lives in the area and just willing
3 to give her time.

4 Has a Ph.D in some sort of engineering and two
5 Master's Degrees and -- and they just dumb luck
6 stumbled into this -- this nice lady who is now
7 affiliated with Embry-Riddle through that
8 curriculum and can -- these kids can now get
9 college credit for some of the things she teaches
10 because she's --

11 MR. MAGUIRE: And she moved to this area?

12 MR. WUELLNER: Yeah.

13 CHAIRMAN GREEN: She came to the
14 Aerospace Academy women's luncheon.

15 MR. WUELLNER: Yes. Terrific --

16 CHAIRMAN GREEN: Spoke --

17 MR. WUELLNER: Seemed just terrific. I only
18 got to briefly -- as I said briefly talk to her,
19 but I know they're really excited to have her on
20 board --

21 MR. MAGUIRE: Yeah.

22 MR. WUELLNER: -- because she's -- she's
23 obviously very qualified on the flying side, and
24 the other instructor they have there is -- comes
25 from more of a maintenance and -- background. So

1 they've really done well.

2 MR. BRUNSON: Do you think she would -- she
3 would be interested in being one of the technical
4 advisers on some of the things that --

5 MR. WUELLNER: Perhaps. This is more --
6 that's more of a flying background. But she also
7 holds -- I thought it was interesting. I don't
8 think of this as connected too often, but she holds
9 the patent for the first electronic airbag -- not
10 airbag, flight bag software that was developed for
11 keeping track of flight hours and the like for
12 professional pilots.

13 MR. MINER: Wow.

14 MR. WUELLNER: Yeah, kind of crazy. She's
15 definitely a slacker.

16 MR. MINER: Sounds like it.

17 MR. WUELLNER: Yeah. Amazing, huh? You
18 really feel bad about your own career when somebody
19 like that comes --

20 MR. MAGUIRE: Yeah --

21 CHAIRMAN GREEN: It was interesting at the
22 aerospace women's luncheon that they do encourage
23 women to get into the aerospace field. These
24 girls, the ones that are seniors and the, "Where
25 are you going to school?" "Embry-Riddle and I

1 majored in mechanical engineering. I have a 4.2."
2 All like five or six kids just last year. Man.

3 MR. WUELLNER: Yeah. And it's amazing the --
4 even those who want to fly right now, this is -- if
5 that's a career path you're interested in, man,
6 it's your oyster right now. You can -- another
7 couple of years you can do whatever you want as an
8 airline pilot. They're going to be short a lot of
9 bodies, that's for sure.

10 CHAIRMAN GREEN: Okay.

11 MR. MAGUIRE: It's all cyclical.

12 MR. WUELLNER: It always has been.

13 MR. MAGUIRE: When I got ready to get out of
14 active duty after 10 years, I wanted to transfer to
15 the Florida National Guard in Jacksonville and fly
16 one of the 6s because that's what I was in. And
17 there were something like 42 people in the waiting
18 line.

19 MR. WUELLNER: Wow.

20 MR. MAGUIRE: So I said, okay, that's out.
21 And then I said okay, I'll go into the airlines.
22 And of course airlines had stopped hiring and they
23 were letting people go. Two years later, the
24 Air National Guard is short of pilots, and by that
25 time I'd already signed my commitment to stay in.

1 MR. WUELLNER: Yeah.

2 MR. MAGUIRE: So timing is everything.

3 MR. WUELLNER: Yeah. You couldn't find an
4 airline job when I got out of college --

5 MR. MAGUIRE: No.

6 MR. WUELLNER: -- even if you wanted one.

7 MR. MAGUIRE: No.

8 MR. WUELLNER: It was not the time to be in
9 that business.

10 CHAIRMAN GREEN: All right. We have our
11 budget meeting at 5:01, the first one, and the next
12 one is scheduled for next Monday at 5:01. And then
13 our regular Airport Authority meeting is on the
14 24th of October at 4:00. That's a Monday also.

15 Okay. Not hearing anything else, we'll
16 adjourned for approximately 20 minutes and then
17 we'll get the budget.

18 (Meeting concluded at 4:37 p.m.)

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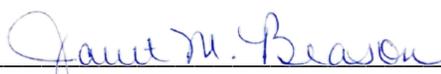
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REPORTER'S CERTIFICATE

STATE OF FLORIDA)
COUNTY OF ST. JOHNS)

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

Dated this 14th day of October, 2016.



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

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MR. WUELLNER: [67]

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