

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, July 9, 2018

from 4:00 p.m. to 5:56 p.m.

* * * * *

BOARD MEMBERS PRESENT:

- SUZANNE GREEN, Chairman
- RANDY BRUNSON
- BRUCE MAGUIRE
- STEVE KIRA

APPEARING TELEPHONICALLY:

VICTOR RAYMOS

* * * * *

ALSO PRESENT:

DOUGLAS N. BURNETT, Esquire, St. Johns Law Group,
104 Sea Grove Main Street, 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: All right. Let's start the
3 meeting. Please stand for the pledge.

4 (Pledge of Allegiance.)

5 MEETING MINUTES & FINANCIAL REPORT

6 CHAIRMAN GREEN: Okay. Our first agenda is
7 the minutes and financial report acceptance. Has
8 everybody had a chance to peruse the minutes --

9 MR. MAGUIRE: I have --

10 CHAIRMAN GREEN: -- that were --

11 MR. MAGUIRE: -- no additions or deletion --
12 deletions.

13 MR. KIRA: No corrections.

14 CHAIRMAN GREEN: Okay. So they'll be accepted
15 as presented?

16 MR. MAGUIRE: Correct.

17 AGENDA APPROVAL

18 CHAIRMAN GREEN: Then the agenda approval,
19 everyone's had a chance to look at what's on the
20 agenda and that's -- has stayed, so everyone's okay
21 with the agenda as presented?

22 MR. MAGUIRE: No complaint there.

23 MR. KIRA: Fine.

24 CHAIRMAN GREEN: And then, Mr. Wuellner, your
25 report?

1 EXECUTIVE DIRECTOR'S REPORT

2 MR. WUELLNER: I'll skip -- since I saw Tammy
3 walk in, I will skip air traffic volume.

4 Fuel volume's at 20 -- almost 21,000 in
5 self-service. FBO reports 110,000 of Jet A and
6 another 8,000 of avgas hundred low lead. And if I
7 turn the mic on, we'll probably hear better.

8 CHAIRMAN GREEN: Yeah, you would.

9 MR. WUELLNER: There we go. A little hot.
10 All right. Do I need to repeat that? I do need to
11 repeat it. All right.

12 Self-serve, 20,751 gallons of avgas, FBO
13 reported 109,443 of Jet A and another 8,084 gallons
14 of hundred low lead.

15 A couple of items to point out. One is we
16 received a letter from County Administrator Mike
17 Wanchick related to the legislative action program
18 for the coming year soliciting any agenda items for
19 the coming legislative year, which it appears based
20 on the schedule is probably a January start this
21 year? I'm thinking it might be. Just based on
22 this really early -- or it feels very early.

23 So, if there are any items we -- we as an
24 Airport Authority want to request local delegation
25 support in moving through the next legislative

1 year, we need to get those kind of on the table and
2 reported, or let them know anyway at the county
3 that we have those kind of items.

4 CHAIRMAN GREEN: Are we going to try and do
5 the stipend again?

6 MR. WUELLNER: Well, that's entirely your call
7 as a board. Last time we ended up pulling that
8 item actually based on the fact the Governor was
9 going to veto it no matter what. It seemed to have
10 support, but -- at the legislative level in fact
11 having passed a number of committees before it was
12 yanked.

13 The other item that was out there from last
14 time as a holdover was related to the designation
15 of the Airport Authority as an economic development
16 agency under Florida Statutes. I think that's --
17 continues to be worth pursuing. But that's got a
18 longer road to hoe just based on what it -- what it
19 involves.

20 But if you want to move those forward, kind of
21 let me know here and we'll get the -- the letter
22 drafted back to his office, to Mike's office, and
23 get it in the cue for things on the agenda when
24 that comes up.

25 Tip -- in the January ones, I want to say it's

1 September, somewhere in there is when they do the
2 legislative delegation if it's a January or an
3 early year on the legislative side. If it's not,
4 it will be later, probably November, till it
5 happens.

6 CHAIRMAN GREEN: Well, you can ask the other
7 board members. I'd like to include both of those.
8 I know that we had some strong support before, but
9 also if we have -- probably shouldn't publicize
10 this, but if we have an outgoing elected official,
11 sometimes they're more inclined to --

12 MR. WUELLNER: Correct.

13 CHAIRMAN GREEN: -- push some things through
14 for our local government.

15 MR. WUELLNER: Of course the only invariable
16 is you don't know who's incoming, but that -- you
17 never -- you know, that -- considering the open
18 hostility towards special districts the current
19 governor had will -- you know, I think your chances
20 are pretty good.

21 CHAIRMAN GREEN: Right.

22 MR. MAGUIRE: I support that, those two items.

23 MR. KIRA: Me, too.

24 MR. WUELLNER: Okay. Fair enough. Then we'll
25 get -- the staff will get the letter drafted and

1 just get it in the cue and we'll keep you up to
2 date as developments come up.

3 MR. KIRA: When you draft the letter, is
4 there -- can we put some for instances in, like
5 examples? The fact that we have plans we have to
6 put into economic development, like 1200 acres of
7 prime real estate? And basically that should be
8 able to get it forward, rather than just saying,
9 you know, we want to be developed -- we want to be
10 assigned an EDC or something.

11 MR. WUELLNER: Right. Right.

12 MR. KIRA: With examples of why we should be
13 there and then at the same time let's put a road in
14 between here and 95.

15 MR. WUELLNER: Yeah.

16 CHAIRMAN GREEN: Yeah, I think the commission
17 was pretty good with that. It's -- where we ran
18 into some roadblocks was over in Tallahassee.

19 MR. WUELLNER: Yeah. It does not require
20 endorsement of the county commission. It's -- it's
21 helpful if they're not opposed to it, but it's --
22 typically it is not required.

23 The economic development issue was one of I'll
24 call it statute -- the way it had to go through the
25 legislature, it's not considered a local bill

1 because of the implications of economic
2 development. That was -- that's what bogged it
3 down last time and there was not enough time to
4 re -- react to it from a legislative year.

5 So I think we're in a good place, we just need
6 to get it -- get it in the cue and get it going,
7 and we'll get this guy talking to -- getting the
8 meetings together again with our local delegation.
9 Considering it's exactly the same delegation at
10 this moment --

11 (Mr. Brunson enters the room.)

12 MR. WUELLNER: -- it may act -- it should be
13 easier to get through that process with them.

14 MR. KIRA: I think the two governor -- the two
15 candidate governors that we have -- governors for
16 candidate we have are -- are positively looking at
17 our area as being a driver for economic
18 development. So, I -- whatever happens in January,
19 we should be looking pretty.

20 MR. WUELLNER: Yeah, I would think so, too.

21 They were supportive of both -- of both
22 measures last time. And as we said, the one -- the
23 local bill aspect related to stipend and others
24 have -- was blasting through and would have been
25 approved, but house leadership wanted to pull it

1 because they had already gotten feedback the
2 Governor would veto it just on a matter of
3 principle.

4 MR. KIRA: Right.

5 MR. WUELLNER: Okay. And then the last item I
6 have for you is I wanted to make you aware of a
7 program that's come up that doesn't really require
8 a ton of action today.

9 But it appears that the federal government has
10 allocated an additional \$1 billion over the next
11 couple of years for FAA-eligible projects that fit
12 some criteria of certain type airports, and we are
13 one of the ones that have made the list for
14 consideration.

15 We are act -- in order to meet the timelines
16 as always, this is an extremely short suspense for
17 this current fiscal year, we're moving ahead some
18 quick engineering kind of effort for some
19 additional concrete apron and some fence
20 replacement along U.S. 1.

21 They need to be bid and available for grant
22 September 1st. That doesn't mean we'll get -- but
23 I think any -- from what we're hearing is it's not
24 a lot of airports that are in a position to move it
25 quick enough. So, we are --

1 (Audio feedback.)

2 MR. BRUNSON: See if that's me. Excuse me
3 just a moment.

4 MR. WUELLNER: I just didn't want to blow your
5 ear out there if it was me.

6 MR. BRUNSON: I've got one more secret weapon
7 in here maybe.

8 MR. WUELLNER: Oh.

9 MR. BRUNSON: Now you're ready.

10 MR. WUELLNER: All right. Let's go with that.

11 Anyway, we're moving those two ahead so that
12 they'd be good candidates for typical FAA funding
13 criteria at 90 percent. State has indicated an
14 interest in funding the other 5 percent or another
15 5 percent.

16 So, we're going to move them forward. We'll
17 see what happens. Obviously we don't commit any
18 big bucks till we know something from the grant.
19 But if we don't have an application in place,
20 there's no chance, so we're moving that forward.

21 CHAIRMAN GREEN: Good.

22 MR. WUELLNER: And that's my update for today.

23 MR. MAGUIRE: Ed?

24 MR. WUELLNER: Yes, sir.

25 MR. MAGUIRE: Are those the only two projects

1 you've come up with?

2 MR. WUELLNER: I -- yeah, on this suspense.

3 The program's going to be available again next
4 year in addition to our normal entitlement kinds of
5 projects, so we're hoping to identify a couple of
6 other projects that we can throw out there, too.

7 There is a little bit of criteria difference
8 in -- in the standard airport improvement program
9 projects. These have to be -- improve the
10 airport's economic viability, which is an unusual
11 criteria for FAA grants. That's typical for state
12 in a certain --

13 MR. MAGUIRE: Would nav aids be -- qualify?

14 MR. WUELLNER: Potentially, if you can link
15 the dollar value to it, yes. But -- but that would
16 be more -- that would be more -- too complicated to
17 get done by September. But it's certainly a good
18 project to consider going into next year's.

19 MR. MAGUIRE: Okay.

20 MR. WUELLNER: That's going to come up quick,
21 too. Andrew and I were talking about it earlier.

22 It appears that next year's things need to be
23 in place by the end of October already to be
24 considered for next year's funding. I don't think
25 the funding will come as quick, but the -- the

1 projects would have to be moved a little quicker.

2 A lot of -- from what we're hearing, Andrew
3 shared that many other airports are just not even
4 trying because the suspense is too -- too short for
5 most projects.

6 So I don't know whether this was sort of a --
7 an experiment the FAA threw out there to see if we
8 could really -- it's not FAA, but Congress threw at
9 them to see if you really have a need, if so, you
10 should be able to spend it really fast.

11 MR. MAGUIRE: Uh-huh.

12 MR. WUELLNER: I don't know.

13 MR. BRUNSON: Ed, what do you think about the
14 criteria for -- maybe to enhance so the public can
15 see the airport and a park atmosphere type thing?
16 Do you think that would fall in --

17 MR. WUELLNER: That's not an FAA-eligible
18 project.

19 MR. BRUNSON: I would think not, but...

20 MR. WUELLNER: No.

21 MR. MAGUIRE: The two projects were fencing
22 and what?

23 MR. WUELLNER: Some add -- replacement apron
24 and concrete.

25 MR. MAGUIRE: Okay.

1 CHAIRMAN GREEN: Okay.

2 MR. WUELLNER: That's it.

3 CHAIRMAN GREEN: All right. Mr. Dean.

4 MR. WUELLNER: If you would --

5 CHAIRMAN GREEN: Oh, I'm sorry, Bruce.

6 MR. WUELLNER: -- finish his question.

7 MR. MAGUIRE: One other question. I like the
8 numbers up there. But numbers don't mean a whole
9 lot to me because I'm not good enough to remember
10 relativity how long it fits with last year or last
11 month.

12 MR. WUELLNER: Okay.

13 MR. MAGUIRE: How does this --

14 MR. WUELLNER: You want us to annualize?

15 MR. MAGUIRE: Well, in some way give me
16 something relative --

17 MR. WUELLNER: On fuel or air traffic?

18 MR. MAGUIRE: Yes.

19 CHAIRMAN GREEN: Tammy's going to give us air
20 traffic, so fuel.

21 MR. MAGUIRE: If Tammy can do air traffic --

22 MR. WUELLNER: She's got air traffic for you.

23 MR. MAGUIRE: Okay. You can give me fuel FBO.

24 MR. WUELLNER: Yeah.

25 MR. KIRA: I just have one question quickly.

1 It's --

2 MR. WUELLNER: I do not have it off the top of
3 my head, so...

4 MR. KIRA: It has to do with, when you
5 identified self-serve and hundred low lead, isn't
6 that the same fuel?

7 MR. WUELLNER: It's the same product, but one
8 is sold by the FBO --

9 MR. KIRA: By the FBO and --

10 MR. WUELLNER: -- one is --

11 MR. KIRA: -- the other one is self-serve.

12 MR. WUELLNER: -- self-serve.

13 MR. KIRA: Okay. That's all. So the prices
14 are different and a --

15 MR. WUELLNER: Significantly, yes.

16 MR. KIRA: -- return to us is different.

17 CHAIRMAN GREEN: Yes.

18 MR. WUELLNER: Yes, significantly.

19 CHAIRMAN GREEN: Ed, did you want to attempt
20 Bruce's or just --

21 MR. WUELLNER: I don't have --

22 CHAIRMAN GREEN: Okay.

23 MR. WUELLNER: I would tell you to multiply
24 this by six and you're close, at this moment if you
25 need an answer that fast.

1 CHAIRMAN GREEN: Okay. Mr. Dean?

2 BUSINESS PARTNERS UPDATE

3 COMMISSIONER DEAN: Well, good afternoon. I
4 hope everybody had an enjoyable 4th last week. A
5 couple of things I wanted to mention. This comes
6 under the heading of probably both government and
7 economic development.

8 If you've driven on Palm Valley Road at the --
9 as it approaches the A1A intersection recently, you
10 may have noticed a lot of dirt moving, a lot of
11 ground clearing. That is the new PGA Tour world
12 headquarters. They're consolidating all of their
13 operations here in St. Johns County.

14 We had a sort of a special little
15 groundbreaking earlier today before lunch, and I
16 just wanted to highlight the fact that when they
17 consolidate all of their PGA Tour operations under
18 literally one roof, it's going to be a 200,000
19 square foot beautiful office building, and it's
20 going to bring an additional 300 jobs -- they
21 already have 800. It's going to bring an
22 additional 300 jobs to St. Johns County averaging
23 about \$80,000 a year. So it's going to be a
24 tremendous economic boost.

25 I told Jay Monahan, the current commissioner,

1 at lunch that for me it's sort of -- the PGA Tour
2 for St. Johns County is almost like Disney is to
3 Orange County. It's a real driver.

4 And so we're really very pleased. I'm very
5 pleased with the -- I wasn't involved so I can sort
6 of give the previous commissions, and maybe Bruce
7 you were involved, too, the partnership with the
8 PGA Tour, we've had a long history of a -- of a
9 partnership that's worked really well for the
10 PGA Tour and for our county and our economic
11 development and tax base.

12 I -- also, I checked Friday, last Friday. We
13 still don't have any updated requests from Oak Tree
14 to be re-agendaed. I don't know, Doug, if you've
15 heard anything, but I talked to Suzanne and nary a
16 word from the applicant. You may remember that was
17 withdrawn several months ago from the agenda.

18 We will be having our budget hearing July 24th
19 where we adopt the millage rate for the coming
20 fiscal year. Certainly no increase in ad valorem
21 taxes is being proposed. Certainly nothing I would
22 support.

23 So, that's the -- and economic development,
24 residential development, still appears strong. We
25 had over -- I think over 500 units, again single

1 family residential units permitted in June. So
2 there still seems to be a tremendous push for
3 residential development. Some of -- some of that
4 brings good things. Some of it may not necessarily
5 be so good with respect to traffic congestion. We
6 have a pretty substantial backlog in our
7 infrastructure needs in this county, particularly
8 with roads, and to some extent in certain area
9 schools, different areas.

10 I'll be happy to answer any questions, but
11 that was a quick report from what's currently
12 happening in the county commission world. Yeah,
13 Steve?

14 MR. KIRA: When will 9B be opened?

15 COMMISSIONER DEAN: We hope it should have
16 been already opened. I mean, I'm thinking within
17 the -- probably by the end of the month.

18 Because you know there's quite a bit of
19 construction now on the new town center that's
20 underway I believe with a Walmart and Home Depot
21 and all of that's coming together, but we need to
22 get that -- that artery is desperately needed to
23 relieve traffic congestion as a lot of the workers
24 commute to and from Jax.

25 CHAIRMAN GREEN: Uh-huh.

1 COMMISSIONER DEAN: All right?

2 CHAIRMAN GREEN: Thank you, Mr. Dean.

3 Atlantic?

4 MR. BEYERS: I'm good.

5 CHAIRMAN GREEN: And, Galin, SAAPA?

6 MR. HERNANDEZ: Not yet.

7 CHAIRMAN GREEN: Okay. Northrop?

8 MR. NEHRING: Nothing to report.

9 CHAIRMAN GREEN: Oh, there you are. And
10 tower, Tammy?

11 MS. ALBIN: Okay. To put the numbers in
12 perspective for you.

13 So far in June, 15,237 operations for June.
14 That was our second month so far this year to peak
15 15,000. So far year-to-date the 79,725 operations,
16 that is well above our record year, which was our
17 high year ever for the tower, was year 2016, which
18 we had over 141,000 operations that year. That
19 year for the first six months we totaled 74,601.
20 So we're above it by over 5,000 already just for
21 the first six months. So if traffic continues,
22 150-plus possibly. So this is definitely a record
23 year. So far, so good.

24 2017 was 132,000, we were down just a bit, but
25 still if you remember, we still ranked Number 7 in

1 the United States for contract towers. So just
2 kind of putting into perspective where we're
3 standing in the midst of things. But so far,
4 looking for a record year.

5 CHAIRMAN GREEN: And you said you were fully
6 staffed, so everything's going well?

7 MS. ALBIN: Right now we're fully staffed.

8 CHAIRMAN GREEN: Yeah. Everything good?

9 MS. ALBIN: Yeah.

10 MR. MAGUIRE: Tammy?

11 MS. ALBIN: Sir?

12 MR. MAGUIRE: That's about an 8 percent
13 increase over the numbers you said. Didn't we have
14 a couple of down months where we had no increase
15 because of weather or something like that?

16 MS. ALBIN: We've had a couple of down months
17 for this year, but when I went back and looked, we
18 haven't had a month yet that we've been under
19 10,000.

20 MR. MAGUIRE: Oh good.

21 MS. ALBIN: And normally usually February time
22 frame or so, we'll be down below 9 -- we'll be
23 9,000, 8,000 something. So usually by now we've
24 had two months where we're below 10,000. Not so
25 yet. And we've already had two that are above

1 15,000, and that's not normal either.

2 MR. MAGUIRE: Is -- in the commercial side of
3 St. Augustine, the first two weeks in June
4 historically are relative to the rest of the year
5 slow periods. I don't mean they're negative or
6 down, but when you look at everything, they're a
7 little bit slower. Does the tower have any periods
8 of time that traditionally every year it happens?

9 MS. ALBIN: We used to. Usually it would be
10 like every three or four months would be like a
11 slow period while the flight schools got back into
12 their next, I guess you would say, semester type of
13 training. But we're finding that there's not that
14 kind of trend this year at all. It's just -- it
15 seems to be just continual.

16 MR. MAGUIRE: Okay.

17 MS. ALBIN: So no really down periods just
18 yet.

19 MR. MAGUIRE: Good. Thank you.

20 MR. BRUNSON: Excuse me just a minute. So,
21 you're saying that you attribute that the flight
22 schools and everything are steady and don't
23 contribute more than they used to or --

24 MS. ALBIN: Well, one of the flight schools
25 had tried twice up until just last year to do a

1 satellite airport.

2 The first try was out in California. They
3 tried east and west coast, and that didn't fare as
4 well as they had hoped. Then they tried Sarasota
5 area, Venice, as opposed to -- you know, as their
6 satellite, and that didn't go as well as they'd
7 hoped. So now they brought all of their planes
8 back home and now they're all working out of here.
9 That -- and that's what we're attributing the
10 majority of the uptick in traffic.

11 But then again, we're also on -- for a while
12 we had gotten out of the rounds for some of the
13 transient flights schools, where they would pass us
14 by and go to Craig or wherever for their
15 cross-countries. Now they're coming up here again.

16 Embry-Riddle's been spending a lot of time.
17 They're usually here by 7:15 in the morning doing
18 touch-and-goes right after we open. So -- and one
19 of the flight schools has changed their business
20 day to open earlier to try to spread out so we
21 don't have both flight schools with their first
22 push at the same time. So everybody's trying to
23 work together a little bit more and spread it out,
24 but there's still a lot of traffic.

25 One thing to keep in mind is, I can't

1 remember, I think it's Phoenix Air, but one of them
2 is going to Flagler. They bought a big hangar, a
3 big ramp they're rehabbing that used to be someone
4 else's, and so they're moving closer.

5 So I'm sure that we're -- since they're going
6 to be closer to us, they're going to be up here
7 more on cross-countries and pattern work. So that
8 could also -- we could still see more traffic, an
9 increase in traffic.

10 MR. BRUNSON: Thank you.

11 MS. ALBIN: You're welcome.

12 CHAIRMAN GREEN: Thank you. Mr. Burnett?

13 MR. BURNETT: Nothing to report this month.

14 CHAIRMAN GREEN: Okay. All right.

15 Mr. Holesko, our master plan update?

16 MASTER PLAN UPDATE

17 MR. HOLESKO: Too far away? I just for the
18 board didn't know which screen might be best.
19 We're going to be looking at a lot of graphics. So
20 let me know if you want me to move a screen, change
21 screen. You're can't -- you're not hearing me?

22 MS. HOLLINGSWORTH: You did not give me
23 anything for graphics.

24 MR. WUELLNER: It's me. Give us -- give us a
25 couple of minutes.

1 MS. HOLLINGSWORTH: Can you throw it on the
2 server?

3 MR. WUELLNER: No, I can't.

4 (Pause in the proceedings.)

5 MS. LUDLOW: You could dance.

6 MR. HOLESKO: That would be bad.

7 MR. BURNETT: Well, in case no one caught the
8 news of what the big news is today, I think we're
9 all going to see tonight on the nightly news never
10 before seen Cold War footage of nuclear bomb
11 testing. That was released today. So if you
12 wonder what you might see on CNN, FOX News, or
13 World News Tonight --

14 MR. BRUNSON: Yeah, who's doing that?

15 MR. BURNETT: The government's declassified
16 it. The United States has declassified old war
17 videos.

18 MR. KIRA: Really?

19 MR. BURNETT: Yes.

20 CHAIRMAN GREEN: Really?

21 MR. BURNETT: Of nuclear bomb testing.

22 MR. KIRA: We've seen that a lot on old
23 science fiction movies.

24 MR. BURNETT: Uh-huh. New video. Apparently
25 much clearer.

1 MR. KIRA: There it is.

2 MR. WUELLNER: Sorry about that.

3 MR. HOLESKO: Okay. So, we gave you a little
4 of an intro at your meeting last month.

5 We had another meeting of the master plan
6 advisory committee last Friday. We wanted to do a
7 preview of each of the major components of the
8 preferred development alternative with the advisory
9 committee. We did that last Friday. And so now
10 we're going to show you a project-by-project
11 concept-by-concept review of the different
12 functional areas of the airport.

13 One thing I just want to note before I start
14 is that both Ed and in guidance from you and the
15 advisory committee, you know, update of the
16 master plan, basically our challenge and your
17 challenge is to make sure that we do everything we
18 can to take care of the aviation needs of the
19 airport, the economic needs of the airport, and --
20 and all the different pieces of that.

21 And that's basically the corporate aviation
22 world, general aviation, air service, the
23 fixed-base operator, safety areas and design
24 standards for the FAA, the MRO, future expansion,
25 and all of that together.

1 And when -- when you think about all of those
2 things, I think we actually have prepared some --
3 some good alternatives with a lot of input from a
4 lot of interested people to make sure that almost
5 anything that you could want to do in the future,
6 anything demand that comes to the airport, whether
7 it comes from the river, the air, the ground, the
8 highway, anything that surrounds you, that you're
9 going to see alternatives that you have the ability
10 to accommodate that level of business aviation
11 demand in some way.

12 So that's where we are, and -- and we're going
13 to talk about all of those different layouts.
14 We're going to talk about a review of the preferred
15 alternative. When we get that input from you today
16 from there, we're still going to go create a series
17 of technical drawings, the airport layout plans,
18 and the financial plan and project schedule.

19 So you're still going to see that all in the
20 future, how much is this going to cost and what
21 year might it occur? That's all going to come back
22 to you again in a few months to look at the capital
23 improvement program, financing and schedule. So
24 next.

25 You have the different functional areas of the

1 airport. You have the -- the east corporate area
2 in red, center of the airfield in pink, the main
3 terminal area in blue, south GA in purple, and then
4 the west area of NFRB on the other side of U.S. 1.
5 So we're going to talk about all of those
6 functional areas and what's proposed in each.

7 The first is the airfield operations area.
8 We're actually starting off west of U.S. 1.
9 Hearing Tammy and Ed talk about operations and the
10 practical capacity of the airport, the previous
11 master plans have always looked at different ways,
12 whether they were good ideas or bad ideas, it
13 doesn't matter anymore.

14 The master plan today has to have some way to
15 accommodate more aircraft operations in the future.
16 We looked at some alternate airport sites. You've
17 seen other -- other graphics in the past about
18 other runways.

19 What we are proposing is a small parallel
20 runway west of U.S. 1, very similar in nature to
21 the general aviation training runways in
22 Daytona Beach for Embry-Riddle and down in
23 Melbourne for FIT. A 3200-foot runway that will
24 allow training operations, flight training
25 operations and small aircraft to get off of 13/31,

1 the main runway, and get them west of U.S. 1.

2 That's what you see in this alternative. Next.

3 Actually you see one of the sites. We looked
4 at another site down between 207 and 206. Just
5 literally taking out all of the stops: Could we
6 actually consider building a new airport? That was
7 one of the alternatives, but it is not recommended.
8 But that's the level of detail we looked at. Next.

9 Looking at the runway system, the primary most
10 significant alternatives are that 6/24 becomes the
11 crosswind runway. It actually shows a proposed
12 extension to the east towards the marsh into the
13 river. And we don't know if that's ever going to
14 happen.

15 But again, we talked about this before, if a
16 project isn't shown inside the master plan and the
17 airport layout plan in some way, that means you
18 can -- you cannot get any planning or design or
19 funding from the state or federal government to
20 even do anything with it. So there are some
21 projects that are shown you may not do them until
22 the day comes where you absolutely have to, but we
23 show them.

24 And this shows Runway 6/24 as the preferred
25 crosswind runway. Again, full parallel taxiway

1 extension out to the south as well as a re --
2 relocation of Taxiway Delta. We're going to move
3 Taxiway Delta a little bit further to the south in
4 a project that's going to be happening in the next
5 year or two.

6 Next slide is the conversion of Runway 2/20
7 into Taxiway Charlie. Probably the -- the most
8 questioned recommendation from the members of the
9 flying public, especially the general aviation
10 public -- and I know there's people here that will
11 speak about the conversion of 2/20 to a taxiway.

12 The primary reasons for the conversion of --
13 of 2/20 to a taxiway are actually shown on the
14 graphic. There's an impact to the FBO apron. The
15 runway object-free area and the FBO apron, they
16 occupy the same area.

17 As a third runway, it is not eligible for
18 state and federal funding. Also involves the
19 hot -- hot spot area at Taxiway Bravo to -- at
20 proposed -- or at 2/20. So you've got design
21 standard issues, we have a lease -- a lease area
22 issue, and it is by far the least used runway out
23 of the three. Next. Go ahead, Cindy. Next.

24 We're going to the main terminal area. The
25 main terminal area, the biggest things we're

1 showing are additional ability to have additional
2 automobile parking around the -- the new terminal
3 and improved access all the way out to U.S. 1, all
4 the way to the intersection of U.S. 1.

5 So the way that you would drive in and out of
6 the commercial air service terminal today would
7 look very different in the future to help cars in
8 and out, visibility, efficiency and capacity.
9 Next.

10 Two different ways to actually expand
11 automobile parking and the terminal building
12 itself. So the -- if the need arises in the future
13 to expand the terminal to the north or the south,
14 you can. Next. Next.

15 Going into south GA. I think we've seen this
16 graphic quite a few times over the past six months
17 or so. It's actually the same basic graphic that
18 we used to get the existing T-hangar project moving
19 right now.

20 So you have the ability to build decades of
21 additional T-hangars. You also have a modified
22 access road in the center. On U.S. 1 you have
23 aviation and nonaviation-related develop. You have
24 additional development in the area where we are
25 right now in the conference center, as well as

1 doing a new -- a new multiuse building and a flight
2 school expansion adjacent to where we're setting
3 today. So you have all of those needs taken care
4 of in the South GA area. Next.

5 Over in east corporate -- next. In east
6 corporate, there's a lot of things that could
7 happen. The first is we have an area of land that
8 we just want to say is available for future
9 aviation development coming from the hush house and
10 heading to the east. Actually nothing proposed on
11 it today. If something came along, you'd have to
12 ability to do something there aviation-related.

13 But there is the ability to take what
14 Northrop Grumman has on the east side of the runway
15 and duplicate it. There's also the ability to take
16 Atlantic Aviation or a similar FBO and duplicate it
17 on the east side of the runway and build multiple
18 corporate hangars to double the amount of corporate
19 hangar capacity on the east side of the runway.

20 So you could have an MRO operation, you could
21 have a fixed base operation, and corporate hangars
22 somewhat even interchangeable over there. But you
23 have three large tracts of land all to support
24 aviation on the east side.

25 Next now we're going west. You've seen some

1 of these graphics in the past. The first is a
2 roadway improvement between U.S. 1 and proposed
3 313, and that's number one. That's a -- the Big
4 Oak corridor. Next.

5 Next is the extension of Big Oak all the way
6 out to I-95. That's road segment 2. And the third
7 is the connector from I-95 over to State Route 16
8 west of I-95. Next is the -- oh, try to go back
9 Cindy. Go back one.

10 Okay. Next is the aviation use on the
11 northern section of airport land west of U.S. 1. A
12 very limited crossing of taxiway to be used very
13 seldom to get an additional large MRO or any other
14 type of aviation-related facility on the west side
15 of U.S. 1 with a limited crossing at ground level
16 to get aircraft from the east side of the airport
17 to the west side of the airport.

18 Again, the magnitude of what you see here is
19 again similar to what Northrop Grumman has today.
20 It's a very large operation. If the demand ever
21 occurred, you have the ability to get to the west
22 side of U.S. 1.

23 Now we're looking at the large tracts of land.
24 The airport owns everything that you see in yellow
25 and they also own everything that's in the small

1 red boxes. The red A, the red B, and the red C,
2 those are the large tracts of land that have
3 recently become available from the Water Management
4 District. We discussed those a little bit last
5 month.

6 So, if the Airport Authority chose to, they
7 would own everything in red, everything in yellow,
8 and all of the small boxes that you see outlined in
9 red. So the vast majority of land west of U.S. 1,
10 between U.S. 1 and the future 313 corridor, would
11 be airport land.

12 And it's important to note that there are
13 proposed uses in multiple areas. You can see the
14 one in blue right now. That is the additional MRO
15 or similar aviation industrial use on the west side
16 of U.S. 1. And down here it's hard to see, but
17 this is that small parallel runway that we had
18 shown on the earlier graphic. That's the 3200-foot
19 runway also shown south of Big Oak.

20 What I'd miss, Ed? Anything I -- I didn't
21 highlight? C.J., anything I missed? Okay. Just
22 checking. Didn't know if there was anything --
23 anything major in there that I missed had.

24 So, with that, just wide open for questions
25 and input -- input from you be -- on anything

1 you've seen. Again, it's quite a followup from
2 what we discussed a little bit last month. Bruce
3 or Randy?

4 MR. MAGUIRE: Take -- take Randy first.

5 MR. BRUNSON: Andrew, is Grumman -- Grumman
6 privy to any of this master plan?

7 MR. HOLESKO: Yes, they're a member of the
8 advisory committee, Randy, and --

9 MR. BRUNSON: That's all you need.

10 MR. HOLESKO: -- the answer is yes. And not
11 only that, but if you -- if you look on the --
12 because the question has come up inside the
13 committee.

14 We want to make sure that both Grumman or
15 someone else similar to them that could be an
16 offshoot, they have the ability to develop
17 significant projects in multiple areas of the
18 airport. Bruce?

19 MR. MAGUIRE: I know all over the world there
20 are highways that go right through the middle of
21 airports, so we would not be the first, but I am
22 concerned because you talk about a ground level
23 crossover and stuff like that.

24 Can you give us in the future some examples of
25 a dislocated secondary strip like you're talking

1 about as 3200 and the crossing over so we can get a
2 visual, some type of indication of what we're going
3 to be talking about in the future.

4 MR. HOLESKO: The -- the crossing one is easy.
5 It actually came up last week in the advisory
6 meeting and it came up very quickly and -- because
7 somebody would ask the question: Is it really
8 feasible to think that you can take an airplane and
9 get it on a local or state highway in Florida?

10 And the answer is that it happens every single
11 year at NBAA in Orlando where numerous airplanes
12 are flown into Orlando Executive Airport and every
13 single year they take them and tug them, they don't
14 taxi them, but they tug them right down the highway
15 to the convention center back and forth.

16 There's actually a video of that on YouTube.
17 I have not watched that yet. But it just came up
18 last Friday that it actually happens right in
19 Orlando every single year as a permitted use on a
20 state highway. So, I'm going to look at that, I
21 haven't seen that yet.

22 MR. MAGUIRE: Okay. Now --

23 MR. HOLESKO: In term --

24 MR. MAGUIRE: -- the parallel strip, the 3200.

25 MR. HOLESKO: In terms of the remote strip, I

1 can't tell you that I know of that anywhere off the
2 top of my head.

3 I do know of remote strips that exist in
4 multiple areas. There's actually a remote strip
5 down in Dade County and there are remote military
6 training fields throughout Northeast Florida. But
7 in terms of one where the strip is separate from
8 the airport, I don't know that off the top of my
9 head. But we can do a little research and see if
10 we can't find something.

11 MR. MAGUIRE: Would it be limited to training
12 only?

13 MR. HOLESKO: It would be -- the parameters
14 that we've discussed so far, and this will come out
15 in the description in the next phase, is that for
16 now, it would be a VFR-only runway. So it's only
17 going to be used in good weather.

18 It will not have lights. It will only be used
19 in -- during the daytime. And that we actually
20 would not even relocate -- relocate the control
21 tower, even though the control tower would handle
22 the operations in and out of the runway, but it
23 would -- it would be done using remote cameras and
24 remote sensing.

25 The technology exists today that you don't

1 public. Reba?

2 MR. TUCKER: I'm sorry.

3 CHAIRMAN GREEN: Okay. Yeah, you didn't
4 circle what you wanted, Len. Did you want all of
5 them?

6 MR. TUCKER: No, just this one.

7 CHAIRMAN GREEN: This one? Okay.

8 MR. TUCKER: Len Tucker. I'm here on behalf
9 also of the Pilots Association.

10 The question of Runway 2/20 of course has come
11 up, I can remember addressing the board 20-plus
12 years ago on this same issue of trying to close
13 2/20, and it's the same issue. It's one of safety.

14 There are a lot of studies out there, and I
15 can appreciate, you know, the effort they put forth
16 showing these wind rose studies. But the problem
17 with the wind rose study is it doesn't show how
18 many times the airport would be unusable because of
19 the wind velocity out of the wrong angles. And
20 that's really my concern.

21 So, I thought, well, heck, I'll just do a
22 little research. So I went on Google today, and I
23 went back to March 4th this year. March 4th, 1:00
24 p.m., 0150 winds gusting to 24 miles an hour almost
25 right down Runway 2. I own five airplanes. I

1 could not have landed on anything but Runway 2 here
2 for one hour.

3 So, it's not a matter of what are we doing,
4 guys? I mean, this is really part of the safety
5 issue. The 29 years or so I've been at the
6 airport, I've seen a lot of little runway problems
7 where somebody loses control, and I can tell you
8 every one of them that I know that was a friend
9 I've looked at, if they'd have been landing on the
10 runway that was more properly situated for their
11 aircraft at that point in time, they probably would
12 not have had that problem. Crosswinds are an issue
13 when you're landing an airplane.

14 This 24-mile-an-hour gusting as I calculate it
15 ends up being a 17-mile crosswind component for
16 Runway 6. It's like a 22-mile-an-hour crosswind
17 component for Runway 31. Now that equates in knots
18 to about 15 knots for Runway 6.

19 Every one of my aircraft has a maximum
20 demonstrated crosswind component of 15 knots or
21 less. Well, you say, well, 15 knots, shoot,
22 somebody showed they can do it. Yeah, the test
23 pilot that was running the aircraft for the
24 manufacturer proved that he could land it in a
25 15-knot crosswind. I'm not a test pilot.

1 So, I don't know -- it's about the same as
2 saying a Corvette can stop in 90 feet from 60 miles
3 an hour. I'm not going to go out there and try
4 that just because I know there's going to be an
5 occasion that maybe the manufacturer mixed it or my
6 reflexes just didn't make it quite that good. So
7 it still -- it's down to a safety issue. We need a
8 margin of safety. Runway 2 is it.

9 Now, I understand we can't finance it. Well,
10 somehow for the 25 years when this subject came up
11 a long time ago, we've managed to keep it open. I
12 realize it can't get additional funding unless
13 maybe you designated it as the secondary runway.
14 But even at that, there ought to be some way with
15 the limited maintenance you can provide that it
16 could stay open.

17 Addressing the lease issue. I'm empathetic
18 with the guy that's leasing the property. I lease
19 property. I'm also a tenant on property. If
20 there's new federal or state regulation that comes
21 into play and I have to adhere to it, yeah, it's an
22 inconvenience. I don't like it. And it may have
23 altered my business plan. I can't use the property
24 same way I intended. But that's just a fact of
25 life. It's not going to change.

1 I'm sure that the lease that was written for
2 the tenant probably has a clause in it that they
3 have to abide by all the federal, state, and local
4 regulations. So be it. Sorry. If you feel like
5 you need to compensate for -- him for that, go
6 ahead. But at any rate, I don't think we need to
7 close a runway that we desperately need on those
8 certain occasions when the winds kick up like that.

9 Do we have northeasters all the time? Thank
10 God, no. But when we do, you might as well close
11 the rest of this runway to those 15,000 aircraft.
12 They can't make it on that day. So, say go
13 somewhere elsewhere where they've got a better
14 runway because you're putting yourself at risk
15 landing here at this airport. That's all I've got.
16 Thanks.

17 CHAIRMAN GREEN: Thanks, Mr. Tucker. Reba?

18 MS. LUDLOW: Okay. Hi. Reba Ludlow,
19 Serenata Beach, pilot.

20 So -- well, this is the same thing we always
21 say. We pilots do not want Runway 2/20 closed.
22 Administration does, board of directors does, but
23 you're not really the ones -- can you still hear
24 me -- not really the one that counts.

25 If our board of directors is not interested in

1 representing the airport, then get off the board
2 and let someone that will represent the airport.
3 That's what it's called, Airport Authority board.
4 I -- it is about the airport. It's not about
5 commercial property over there. It's not about
6 blah, blah, blah. It is about the airport.

7 Yes, it's nice if we're a good neighbor and we
8 provide a place for fire trucks and things like
9 that once a year, twice a year. We need to take
10 care of the airport first.

11 I say again I don't know what -- why, what,
12 when, where -- I don't know what we need to do
13 except if you -- maybe if we did a -- a tally or a
14 vote of everybody on the airport -- why don't you
15 board members ask everybody on the airport that
16 flies everyday what they think? I mean, you're
17 voting on a piece of paper. We're voting on our
18 lives. That's important.

19 CHAIRMAN GREEN: Thank you. Galin?

20 MR. HERNANDEZ: Galin Hernandez with the
21 St. Augustine Airport Pilots Association.

22 Before I add on to what Mr. Tucker and
23 Ms. Ludlow added on on Runway 2, I'd like to ask
24 one question about the small 13/32 -- yeah, 13/31
25 runway proposed. Is that going to be just a runway

1 or is there going to be any kind of ground support?
2 Or is it just like to do touch-and-goes and
3 landings and -- what is the concept there?

4 MR. HOLESKO: Just aviation. Not -- no ground
5 support.

6 MR. HERNANDEZ: No ground support whatever,
7 just a piece of land where people can land, take
8 off, and just do the normal training.

9 MR. HOLESKO: The answer is there will be some
10 very very basic area where a plane can actually
11 stop, turn around and maneuver. But the intent is
12 not to have any buildings, parallel taxiways, or
13 other support on the other side. It literally is
14 for training operations.

15 MR. HERNANDEZ: What -- and what happens when
16 an airplane breaks down there? Is there access?
17 Because eventually an airplane will break down
18 there. Okay. That was my question on Runway 31 --
19 on that small 13/32 -- 31.

20 Runway 2/20. Again, we have significant
21 issues with closing that runway. Not just for the
22 small airplanes. Because when there is
23 northeastern (sic) and we have 20-, 25-knot winds
24 coming down there, even aircraft the size of
25 King Airs, Pilatus, Meridians cannot land on 6 or

1 13. They won't be able to. So you're closing them
2 out, too.

3 Don't think that this is just about small
4 little guys that don't matter. You're also talking
5 about some of your corporate aircraft that are
6 going to be coming in. They won't be able to land.

7 The other thing is, on your master plan, you
8 show a proposal of moving the FBO to the other side
9 of the runway, to the other side of the airport.
10 So that makes this whole apron issue irrelevant.
11 There will be no FBO apron there. So, if you're
12 planning on moving the FBO to the other side of the
13 airport, what matter does it make that Runway 2/20,
14 which is the important runway here, stays?

15 The other thing is that by not adding anything
16 into the master plan for Runway 2/20, you're
17 basically letting it die on the vine till we get to
18 the point where it is no longer feasible to
19 maintain it. It's like a back end of closing it
20 without having to confront the situation that you
21 want to close it, which we are adamantly against.

22 Runway 2/20 is the preferred crosswind. Not
23 6/24. It's 2/20 because of the winds. Because of
24 the physical location of this airport and where it
25 is to the rest of the -- the -- the winds.

1 Now, you're saying that you can't maintain it
2 because it's not a designated crosswind. Then stop
3 cross -- designating 6 and designate 2. That way
4 your funding can go to 2, okay?

5 The other thing you said it's the least used
6 runway. Well, yes, of course it's the least used
7 because it's specifically being avoided by air
8 traffic control. If you specifically avoid
9 something, it won't be used.

10 Like Ms. Ludlow and Mr. Tucker have said, ask
11 the pilots and they will tell you a lot of times
12 they would prefer to come in on 2 than 6 or 131
13 because you're sitting in a chair, the worst that
14 can happen is you fall off the chair and hit the
15 ground. We're in the airplane. We hit that runway
16 wrong and we're killed. It is a significant
17 airport.

18 And by the way, as far as I understand, in my
19 studies, runways are designed for a maximum
20 crosswind of 10 knots, not 15. 15 is the aircraft.
21 10 is the -- and I may be wrong, correct me if I'm
22 not -- if I am -- but runways are designed for a
23 maximum crosswind of 10 knots. And the -- and the
24 example that Mr. Tucker gave was way beyond what
25 that runway -- and we're talking 31/13, 6 and 24

1 was designed to do.

2 Again, as SAAPA, we adamantly oppose anything
3 to take out Runway 2/20. That is our lifeline.
4 Designated as the crosswind runway because that is
5 the actual crosswind runway. You'll get funding
6 for it, you'll be able to do upgrades, put it in
7 the master plan and don't let it die on the vine.

8 CHAIRMAN GREEN: Mr. Hernandez, I had one
9 question. When you said add something into the
10 master plan about 2/20, what exactly are you
11 saying?

12 MR. HERNANDEZ: Upgrade, painting the ground,
13 something -- if you don't have -- like Mr. Holesko
14 said, if you don't have it in the master plan, it
15 doesn't exist; you can't get grants for it.

16 So, in other words, what you're doing is it's
17 not -- nothing is in the master plan for 2/20. You
18 can't get grants for it. So if you can't get
19 grants for it, then the maintenance goes -- falls
20 by the wayside. Now, all of a sudden it becomes
21 economically unfeasible to maintain that runway and
22 you've killed the runway using a back door.

23 CHAIRMAN GREEN: To get grants, wouldn't it
24 have to be designated one of the first two primary?

25 MR. HERNANDEZ: Exactly. Thank you.

1 CHAIRMAN GREEN: Thank you. I don't have any
2 other public. Any more board? I guess we're going
3 to get some minutes whenever --

4 MR. RAYMOS: Hello?

5 MR. WUELLNER: Go ahead, Vic. Victor.

6 CHAIRMAN GREEN: Oh, hi, Vic.

7 MR. RAYMOS: Hi. I was -- I'm listening to
8 all of this discussion, but it's hard to hear
9 correctly or completely. But what I've been -- I
10 missed my opportunity as a board member to say
11 something about the discussion that's been ongoing
12 about Runway 2/20 and Runway 6/24.

13 My basic question is to Andrew, and that is
14 there -- the -- the information that's in the
15 master plan for Runway 2/20, the majority of the
16 information is as using it as a taxiway.

17 But there was an Item Number 13 of the minutes
18 from the Meeting 4 that talked about keeping
19 Runway 2/20 open and -- and doing something with
20 the -- let me see if I can find that here -- doing
21 something with the demolition of pavement adjacent
22 to Taxiway D-2, and that would eliminate the
23 encroachment issue.

24 But -- so -- so, the question I have is that
25 are you -- is there going to be an action item on

1 today's agenda that will adopt the -- the meeting
2 minutes from the last Friday's meeting as being
3 what the Airport Authority wants to move forward
4 on?

5 Because if it is, I -- you know, I think we
6 need to wait and get more input from the public and
7 from the -- the people who use the airport, the
8 pilots, as to what their thoughts are about keeping
9 Runway 2/20 as the crosswind runway as opposed to
10 Runway 6/24.

11 And so, I guess my question is: Is there
12 going to be an action item or is this going to have
13 further discussions, which I think we need to have
14 additional conversation and input on the future and
15 design of Runway 2/20, keeping it as a -- as a
16 runway or does it go the way of taxiway?

17 MR. HOLESKO: Victor, I think that what you're
18 referring to is that the alternatives actually
19 showed four different crosswind runways.

20 There was a 2/20, a 4/22, a 5/23, and a 6/24.
21 So basically we covered the entire gamut of
22 geometry between 2/20 and 6/24, and each of those
23 basically was showing an independent crosswind
24 runway getting to the -- to the basic layout of the
25 airport.

1 Runway 13/31 is the primary runway where the
2 Airport Authority has already, you know, signed
3 grant assurances and obviously invested a lot of
4 grant funding into the -- into the base of 13/31.
5 That has also happened now with Runway 6/24. And
6 again, you're allowed to have two runways for the
7 FAA and DOT to fund.

8 So the graphic you're referring to was if 2/20
9 became your crosswind -- and you said it's not 6/24
10 anymore, it's 2/20 -- what would you do to -- what
11 would you do to 2/20 and how would you fix these
12 other -- these other encroachments? How would you
13 fix the design standard, the hot spot, the overlay
14 in the FBO area? And those things can occur. They
15 could occur if you decided they would occur. But
16 if you did that, then you would not have 6/24 as
17 your crosswind and then the improvements and
18 lighting and pavement on 6/24, they wouldn't be
19 eligible.

20 You know, Galin had mentioned having 6 and 2.
21 That's not possible. You get both ends of the
22 runway or neither. So you can't do Runway 6 and 2.
23 It has to be 6/24 and 2/20.

24 I hope I answered your question, but, yes,
25 there was an alternative that showed what you would

1 do to 2/20 to make it work and fit if it was the
2 crosswind runway.

3 CHAIRMAN GREEN: I think he also asked about
4 an agenda item to be discussed, but I don't think
5 we have minutes. Is that correct? Mr. Raymos, you
6 asked if there was an agenda item for a -- for the
7 board to vote on?

8 MR. RAYMOS: Yes.

9 CHAIRMAN GREEN: Right. I think that was the
10 anticipation, but I don't think we had minutes to
11 have read, unless I'm wrong and I missed them.

12 MR. JOHNSON: They're not prepared.

13 MR. WUELLNER: No, they're not.

14 MR. RAYMOS: Yeah, I just wanted to make -- I
15 just wanted to make sure that we were going to have
16 further discussion and input from the flying
17 public, specifically the pilots would be able to
18 have the information that -- that they feel is
19 desperately needed to keep the -- the discussion
20 going about which one is going to be the crosswind
21 runway, 2/20 or 6/24. You know, I just -- I
22 wouldn't want to see it be voted on today to take a
23 final action on -- on that item of the master plan.

24 CHAIRMAN GREEN: Andrew, are we -- when is the
25 next, I don't know if you know, master plan

1 meeting? I know they're hard to --

2 MR. HOLESKO: Well, there won't -- there won't
3 be another master plan meeting until you give us
4 guidance on the selected alternatives so we can
5 create the CIP and the funding plan. So we
6 basically need that thumbs-up from you so we can go
7 do that, and that won't be for several months.

8 CHAIRMAN GREEN: Okay. Once we give you the
9 thumbs-up, how much time is there delay between
10 that and when a meeting could occur?

11 MR. HOLESKO: Approx -- approximately three
12 months.

13 CHAIRMAN GREEN: Okay.

14 MR. WUELLNER: I've got a couple of comments.

15 CHAIRMAN GREEN: Yeah, Mr. Wuellner.

16 MR. WUELLNER: Yeah. I just want to --
17 we've -- we've gotten wrapped around the axle of
18 two different things, two very different things.
19 One is the designation of a crosswind -- of
20 what the crosswind runway is here. And I want to
21 remind everybody that at least for the last
22 probably close to 20 years, I know through at least
23 full one full master plan cycle, that the
24 designated crosswind runway is 6/24. That's what
25 the master plan determined last time as the

1 designated.

2 We're -- we're confusing the designation of a
3 crosswind runway with the need to close the runway.
4 And those are very different topics. No one has
5 really proposed to close a runway at this point.
6 Its designation really is for the purposes of
7 funding as it relates to the airport master plan
8 with the state and federal government as it stands.

9 What has been done in this study is point out
10 the deficiencies of 2/20 as to why perhaps long
11 term 2/20 may not be the best choice for a
12 crosswind runway designation, and the board may
13 want to consider that some time way into the
14 future.

15 But considering that designation occurred at
16 least 10 years ago, there's been no effort to close
17 2/20 up to this point. No -- no -- no one's
18 proposing that even today, to close 2/20 at any
19 time in the future. It's simply a matter for
20 planning.

21 The master plan FAA policy, FDOT policy only
22 allows the designation of one crosswind runway, the
23 combination of -- combination of which with the
24 primary runway simply must exceed 95 percent wind
25 coverage.

1 If you recall, in the last five maybe slightly
2 more than that years, both runways have been
3 effectively completely repaved and redone. So
4 there are ways to keep the lifespan of 2/20
5 continually in front.

6 If you recall, we did the west section of
7 2/20 -- I'm sorry, east section of 2/20 as a part
8 of the taxiway connector for Taxiway Alpha when
9 that was rehabbed a few years back. We've done --
10 I couldn't get clarification, I can't remember
11 whether we did the entire length of 2/20, but we
12 did significant portions of it over the last five
13 or so years.

14 The entirety of 6/24 was accomplished and
15 repaved really with some extra funding that was in
16 place with the 13/31 project. The Authority did it
17 jointly with some FDOT surplus funds and got it
18 paved back whenever that was. That's probably
19 getting close to eight or -- eight or nine years
20 ago. Let's say '05, '06, somewhere in there. I --
21 no, it's later than that. Was it '05?

22 MR. HOLESKO: No, no.

23 MR. WUELLNER: No. 15?

24 MR. HOLESKO: No, five years ago.

25 MR. WUELLNER: About five years ago. Okay.

1 So '13, '14. All right.

2 My point being is we're -- no one is -- the
3 master plan is not saying close the runway.
4 There's no date to close the runway. There's no
5 one pitching the idea of closing the runway in the
6 short term. And short term I mean five, ten-plus
7 years out. Not even that.

8 There's no reason to do that. The runway
9 functions fine when it's needed. There are -- as
10 we pointed out in the master plan, there are
11 inherent issues with it that keep it from being an
12 optimum choice for a designated crosswind for the
13 purposes of funding.

14 So, I wanted to try and divorce the two issues
15 again. We've all gotten wrapped around with some
16 concept that with passage of anything in the near
17 term, the runway immediately closes and becomes a
18 taxiway. That's never been on the table.

19 MR. MAGUIRE: Do we know how many times 20's
20 been -- or 2/20's been used in the last -- since
21 the last master plan update?

22 MR. WUELLNER: I do not. That's an air
23 traffic -- I'm sure we have the records of it -- or
24 to the extent we can, but --

25 MR. MAGUIRE: Mr. Tucker --

1 MR. WUELLNER: -- I do not know it off --

2 MR. MAGUIRE: -- in the -- since the last
3 master plan, have you had any problems with 2/20
4 being used?

5 MR. TUCKER: No. We've been able to use it.
6 But the -- I'm sorry.

7 MR. MAGUIRE: So the question is we hadn't had
8 a problem in the past. If we continue operations
9 the same, we should not have any problems; is that
10 correct?

11 MR. TUCKER: I would assume that there's ways
12 to keep that open and available that --

13 MR. MAGUIRE: Okay.

14 MR. TUCKER: -- would allow that to occur.

15 MR. MAGUIRE: My -- my next one. I like your
16 explanation to separate the two, because people do
17 get --

18 MR. WUELLNER: We do.

19 MR. MAGUIRE: -- excited that the follow-on
20 may be a closure or something like that. Is there
21 any reason why in the master plan we cannot
22 expressly state what you just said --

23 MR. WUELLNER: Sure.

24 MR. MAGUIRE: -- about 20, that it will stay
25 open --

1 MR. TUCKER: That would be an excellent
2 idea --

3 MR. MAGUIRE: -- as planned?

4 MR. TUCKER: -- because I can tell you if the
5 language creeps in about closing it --

6 MR. MAGUIRE: Well --

7 MR. TUCKER: -- then somebody later on reading
8 this says, oh, that's on the schedule to close it.

9 MR. MAGUIRE: Well, I want -- my suggestion is
10 go just the opposite. Put some language in there
11 that there is no intent to close 20 --

12 MR. TUCKER: Uh-huh.

13 MR. MAGUIRE: -- it can remain as a tertiary
14 or an emergency runway --

15 MR. TUCKER: Right.

16 MR. MAGUIRE: -- as necessary, but everybody
17 has to understand that it will not be funded
18 through traditional FAA proceeds.

19 But I don't -- I suggest putting something in
20 the master plan that expresses exactly that.
21 Because I tend to agree. For people who fly
22 airplanes, even though it's only one hour, if
23 you're in a little -- if you're in a little Cessna
24 and you don't have one hour of fuel, you've got to
25 go someplace else. It's a big hardship.

1 But I think we ought to just designate and put
2 in there expressly what the concerns are and say
3 it's not -- there is no intention to close 2/20.

4 MR. BRUNSON: Ed, may I ask this? I think
5 also --

6 MR. RAYMOS: I agree with that.

7 CHAIRMAN GREEN: Yeah.

8 MR. BRUNSON: Also, some concerns are that
9 because it's not the designated runway for
10 crosswinds, that we're not able to get grants. Are
11 we still going to be able to maintain 2/20?

12 MR. WUELLNER: The Authority is always able to
13 maintain it on their own.

14 MR. MAGUIRE: We've done it for the last 10
15 years. We can continue doing it.

16 MR. WUELLNER: Yeah. And the -- the overall
17 condition, strength, viability of that runway
18 remains solid. It's -- there's no huge fundamental
19 structural issues of that runway or anything else.

20 You're looking at kind of mill and overlay
21 kinds of approaches for years and years to come.
22 The length doesn't even support heavy aircraft on
23 it in the sense of landings and -- and takeoffs.

24 MR. MAGUIRE: And not to say you have to get
25 up and make a speech, but thumbs-up, do y'all agree

1 with something like that, Len?

2 MR. TUCKER: (Nods head.)

3 MR. RAYMOS: I agree with that, Bruce. I
4 think your recommendation is right on target.

5 MR. MAGUIRE: Okay. And that brings up --
6 then I suggest we do that, Andrew, put it in there.
7 And you can work out with them the wording on how
8 to do that.

9 But it raises another question. Why are we
10 putting a training runway parallel to the existing
11 runway if it's going to be shut down the same way
12 that 13/31 is?

13 MR. HOLESKO: That is to -- just to maintain
14 the -- the aircraft operational flow with the
15 primary runway.

16 MR. MAGUIRE: Okay. Just -- okay. But if we
17 did have crosswind issues, that would be shut down,
18 also --

19 MS. LUDLOW: Yes.

20 MR. MAGUIRE: -- yes?

21 MR. HOLESKO: It wouldn't be used.

22 MR. MAGUIRE: So for a training strip, it
23 would lose its functionality under extreme
24 crosswinds.

25 MR. WUELLNER: Correct.

1 MR. HOLESKO: Yes.

2 MR. MAGUIRE: And hopefully that only happens
3 once a year.

4 MR. WUELLNER: It's more than once a year, but
5 it's not --

6 MR. MAGUIRE: All right.

7 MR. WUELLNER: Yeah.

8 CHAIRMAN GREEN: Okay. Thank you. I think
9 we've had public comment. And, Mr. Raymos,
10 anything else? Oh, Reba?

11 MR. RAYMOS: That's it. Thank you, very much.

12 CHAIRMAN GREEN: Okay. Thanks.

13 MS. LUDLOW: I just wanted to say one more
14 thing.

15 CHAIRMAN GREEN: Reba, you're going to have to
16 go to the mic.

17 MS. LUDLOW: I just wanted to say one -- whoa,
18 y'all awake? I just wanted to say one more thing.
19 He -- Andrew just said specifically that in the
20 master plan it says they -- you can close down 2/20
21 and make it a taxiway. Right?

22 MR. HOLESKO: Yes, that was the preferred
23 option.

24 MS. LUDLOW: Yes.

25 MR. WUELLNER: That's correct in the context

1 of how you would pay to maintain the pavement.

2 In the FD -- in the FAA and FDOT world, we're
3 only going to get two runways, period. The only
4 exceptions are certain parallel runway
5 configurations of the large airports where those
6 are absolutely required for operational reasons.

7 MS. LUDLOW: Okay. Well, you know, when we
8 did the --

9 MR. WUELLNER: We're not that.

10 MS. LUDLOW: -- did the master plan before,
11 there were a lot of wild cowboys out here, so they
12 didn't care what you put in it because they were
13 going to fly whenever they -- when and however they
14 wanted to fly, but --

15 MR. WUELLNER: Well -- okay.

16 MS. LUDLOW: Okay. So, what does it take --
17 who designated 6/24 as the secondary runway? And
18 why could we not change the designation to 2/20 and
19 get funding?

20 MR. WUELLNER: I -- I feel reasonably
21 confident that that determination of 6/24 was done
22 in the 2000 -- I'm sorry, the 1995 master plan --

23 MS. LUDLOW: Right.

24 MR. WUELLNER: -- if not prior to that.

25 MS. LUDLOW: Right.

1 MR. WUELLNER: So even --

2 MS. LUDLOW: We can change it.

3 MR. WUELLNER: -- before I ever got it here.

4 MS. LUDLOW: Right. We can change it, is what
5 you're saying.

6 MR. WUELLNER: You can --

7 MS. LUDLOW: Yes.

8 MR. WUELLNER: -- but that takes 6/24
9 completely off the map for funding, too.

10 MS. LUDLOW: Well, so what?

11 MR. WUELLNER: It's one or the other.

12 MS. LUDLOW: It's in better shape than 2/20
13 and we need 2/20 in good shape.

14 MR. WUELLNER: I --

15 MS. LUDLOW: We need that.

16 MR. WUELLNER: I agree. But what we're saying
17 is both of them are currently in good shape with
18 absolutely no onus to close either one. There's --
19 it's been going on for 10, at least 10 years,
20 probably closer to maybe 20 or 30 years, the
21 master plan.

22 MS. LUDLOW: I think we should look into
23 redesignating. And, yes, I mean, you're saying
24 they're both in the same good condition. Then why
25 are you worried about 6/24 not being utilized?

1 MR. WUELLNER: We --

2 MS. LUDLOW: Why don't you worry about 2/20
3 not being utilized?

4 MR. WUELLNER: I -- I think the airport as a
5 whole would need to be able to respond to FAA why
6 the decision was made and how that runway is going
7 to overcome the structural issues -- by that, I
8 mean the airspace obstruct -- what is it I'm trying
9 to say? Part 77 surfaces. That's that I'm trying
10 to get out.

11 MS. LUDLOW: Okay.

12 MR. WUELLNER: The Part 77 surface problems
13 that exist with it even today. Because they're
14 going to say, "You've got a perfectly good runway
15 here, that meets the 95 percent criteria --"

16 MS. LUDLOW: Uh-huh.

17 MR. WUELLNER: "-- why as FAA would I pay for
18 you to change your mind --"

19 MS. LUDLOW: Uh-huh.

20 MR. WUELLNER: "-- go to this runway, and then
21 overcome all of the issues related to that?"

22 MS. LUDLOW: I understand.

23 MR. WUELLNER: That's the question.

24 MS. LUDLOW: And those people from 1990 aren't
25 still at FAA anyway.

1 MR. WUELLNER: No.

2 MS. LUDLOW: Besides that, don't we have a
3 lawyer on board?

4 MR. WUELLNER: It's not a --

5 MS. LUDLOW: Now, does he represent the
6 airport or only the Airport Authority board?

7 MR. WUELLNER: It's not a legal matter, first
8 of all.

9 MS. LUDLOW: Pardon me?

10 MR. WUELLNER: It's not a legal matter, first
11 of all --

12 MS. LUDLOW: Oh.

13 MR. WUELLNER: -- so it's -- you're not suing
14 or going after FAA in that kind of a challenge.

15 MS. LUDLOW: Okay. So you are the one that --

16 MR. WUELLNER: The rule book is identical.
17 It's been the same since --

18 MS. LUDLOW: So you are the one that would
19 file the papers to change it.

20 MR. WUELLNER: It's not really a -- it's not a
21 paperwork change; it's an adoption within the
22 master plan. It would -- it would require the
23 master plan to designate it.

24 MS. LUDLOW: Okay. Master plan.

25 MR. WUELLNER: If it changes, I'm just saying

1 the pushback from FAA for changing it would be "Why
2 are we going to pay to come --" you know, "to fix
3 all of these problems when you have a perfectly
4 good runway that meets standards today?"

5 MS. LUDLOW: It's perfectly good --

6 MR. WUELLNER: That's just who they are.

7 MS. LUDLOW: The other one is perfectly good,
8 also. 2/20 is perfectly good. 6/24 is perfectly
9 good.

10 MR. WUELLNER: Agreed.

11 MS. LUDLOW: Okay.

12 MR. WUELLNER: But 6/24 meets standards --

13 CHAIRMAN GREEN: Doesn't have impediments.

14 MR. WUELLNER: -- 2/20 does not currently. So
15 FAA -- that's the obvious question FAA would ask.

16 MS. LUDLOW: That's because you designated it
17 the other way.

18 MR. WUELLNER: No. What I'm saying is, even
19 if I -- we reversed it, the Airport Authority today
20 or whenever they adopt the master plan reversed the
21 order, we're going to get pushback from FAA. They
22 have to sign off on this.

23 MS. LUDLOW: Right.

24 MR. WUELLNER: They're going to push back and
25 go, "Why would we accept a runway that does not

1 meet standards and the funding criteria -- the
2 funding burden," for lack of better words, "that
3 would develop over time to fix those deficiencies
4 in design?"

5 MS. LUDLOW: I -- I understand. What you're
6 saying is that we need a lobbyist for FAA to tell
7 them why we want to change it. Well, that can be
8 done.

9 MR. WUELLNER: No, you don't. What -- I'm
10 just saying we've got to -- we would have to make
11 the case successfully with FAA to overcome that
12 pushback that was covered.

13 MS. LUDLOW: I understand.

14 MR. WUELLNER: That's all.

15 MS. LUDLOW: So we need a way to convince
16 them.

17 MR. WUELLNER: I -- yes. Okay.

18 MS. LUDLOW: Right.

19 CHAIRMAN GREEN: I think through the board's
20 discussion, I think Mr. Raymos and --

21 MR. RAYMOS: Pardon me?

22 CHAIRMAN GREEN: No. I said for the board's
23 discussion, if we could consider some language that
24 it's not the intent to close 2/20, kind of --

25 MR. RAYMOS: Yeah.

1 CHAIRMAN GREEN: -- what Mr. Wuellner was
2 saying, these are two specifically different
3 issues.

4 MR. WUELLNER: Yeah. May I ask -- Andrew's a
5 little more current on the -- I don't see any
6 issues including that kind of language in there,
7 correct?

8 MR. HOLESKO: No. I was going to summarize
9 and just say what I'm hearing is that we're going
10 to keep 13/31 as the primary. We're going to list
11 6/24 as the crosswind with full grant eligibility,
12 and 2/20 will remain as the third runway --

13 MR. WUELLNER: Right.

14 MR. HOLESKO: -- not eligible for grant
15 funding until such time as it can't be.

16 MR. WUELLNER: Right. Because FAA typically
17 has no problem -- you can fund and keep a runway
18 open as long as you want on your own dollars.

19 MR. MAGUIRE: But I want to add in there
20 specific language that it is the intent to not
21 close --

22 CHAIRMAN GREEN: Right.

23 MR. MAGUIRE: -- 20 -- 2/20 in this
24 master plan project. That gives some assurance --
25 it's not a guarantee, but it gives some assurances

1 to them that 2/20 will remain open.

2 MR. HOLESKO: Understood.

3 MR. WUELLNER: And that -- and that kicks it
4 out at least till the next master planning cycle --

5 MR. MAGUIRE: Yeah.

6 MR. WUELLNER: -- at least 10 years when it's
7 looked at yet again.

8 CHAIRMAN GREEN: Uh-huh. True.

9 MR. WUELLNER: It's a requirement that it's
10 looked at. This isn't something we invented
11 internally to do. It's a part of the normal
12 master planning cycle and process.

13 CHAIRMAN GREEN: Okay. Mr. Wuellner, then do
14 we need to take some motion and discussion? I
15 mean, we've had discussion.

16 MR. WUELLNER: If -- if the consensus is that
17 direction, I think he's got all he needs.

18 CHAIRMAN GREEN: Okay.

19 MR. HOLESKO: And I just need clarification of
20 that one item. The rest we're going to proceed
21 with what we had presented to you this month and
22 last month and with -- we'll put into some type of
23 verbiage. I'm sure we're going to talk about how
24 that reads at a future meeting.

25 CHAIRMAN GREEN: Okay. When our next meeting

1 comes, I know it will be before another
2 master plan, could you just bring us that language
3 so we can just hear it? I know we want you to
4 include it --

5 MR. WUELLNER: Sure.

6 CHAIRMAN GREEN: -- just so we can hear
7 what it --

8 MR. MAGUIRE: Can I ask that you send that via
9 e-mail out to us after you and Doug and Ed put it
10 together?

11 MR. HOLESKO: It -- it may not be the next
12 meeting. I think it might be the meeting after --

13 CHAIRMAN GREEN: That's fine.

14 MR. HOLESKO: -- but again, I think --

15 MR. MAGUIRE: Whenever you get it done.

16 CHAIRMAN GREEN: Whenever you --

17 MR. HOLESKO: I think what -- what Ed has
18 shared with you, that really airport planning does
19 not need to be -- it's not a legal issue. It's not
20 a lobbyist issue. You as the board have the input,
21 and I'm pretty sure we can come through with some
22 solid language that will make you happy and make
23 everybody happy.

24 MR. MAGUIRE: I know you can.

25 CHAIRMAN GREEN: Okay. Thank you, very much.

1 MR. KIRA: May I? We -- we're looking at
2 issues that are really non-issues. 2/20 is right
3 now the least used airport -- or runway we've got.
4 It's the --

5 MS. LUDLOW: Because they won't give it to us.

6 MR. KIRA: It's the least used -- it's the
7 least used one and it's the shortest one. We're
8 getting funding from the government for the long --
9 second longest runway for full maintenance. We're
10 not going to get rid of any of them.

11 Actually, I was -- I was more than willing
12 to -- when originally we were talking about putting
13 a -- on our property on the other side, a grass
14 strip. Well, from a grass strip, now we're looking
15 at a -- as a different runway, which is better, but
16 it was something. I'm always looking to assist the
17 airport community, the fliers -- the fliers and the
18 pilots and everything else, not take away from
19 them.

20 So when you are talking about what we're
21 trying to do, we're not trying to decrease your
22 capabilities or your needs, but basically improve
23 on them and give you more options rather than
24 fewer.

25 So this whole dissertation going on here was

1 going over my head for some reason that there was
2 no reason for it.

3 MS. LUDLOW: That's okay.

4 MR. BRUNSON: May I say one thing?

5 CHAIRMAN GREEN: One more, because we've got a
6 lot more items.

7 MR. BRUNSON: Okay. I -- I know your
8 concerns, and I will say that many years ago when I
9 used to come here late at night and the wind was
10 howling off the ocean, I would pick 13 because that
11 was the longest and safest. I didn't trust to take
12 the short runway. So, I know your feelings and I'm
13 glad we're putting this language in there.

14 CHAIRMAN GREEN: Okay. I think we all have
15 the direction I think Mr. Holesko understands.

16 All right. Next agenda item is the
17 administration policy amendment.

18 ADMINISTRATIVE POLICY AMENDMENT

19 MR. WUELLNER: Okay. After going through the
20 minutes and the conversations and the sidebars that
21 occurred individually with me after the last board
22 meeting related to the idea of providing
23 educational assistance to in particular
24 Aerospace Academy, I want to kind of -- the
25 lightbulb went off eventually about how perhaps to

1 move this as a -- as a concept board.

2 And I'll remind you you have a policy document
3 entitled the airport administrative policy, which
4 if you go back far enough on the board, you recall
5 that we took, I don't know, it was six or eight
6 individual policies that were out there, codified
7 them, and -- and put them into a single policy
8 document that's now the airport administrative
9 policy. That includes things like personnel,
10 purchasing, things along that -- investment policy,
11 other kinds of things.

12 The approach that I thought made the most
13 sense is one of the -- let me go back. One of the
14 items that was -- one of several items that was
15 giving -- causing heartburn, for lack of better
16 words, was the association of assistance with fuel
17 flowage. And after thinking about it, the two do
18 not in any way need to be tied together in any --
19 that was not really what we were trying to do,
20 although that was a easy way to identify a funding
21 source for that kind of support.

22 As a result, the -- the proposal you have in
23 front of you today is very narrow in scope. It
24 does really a couple of things. One is establish a
25 budget line item that you guys during your

1 budgeting process could elect to or elect not to
2 provide some level of funding to -- to the -- to
3 aviation programs.

4 The second piece of the policy basically
5 creates the who it -- who, meaning the agency that
6 is eligible to receive funding should you desire to
7 provide it, and establish some basic criteria under
8 which you could re -- you could grant funds.

9 And that includes designating basically a
10 single entity in St. Johns County, that being the
11 St. Johns County School Board, the aviation academy
12 at St. Augustine High School as the -- right now
13 the sole recipient of any money should you wish to.
14 They're the only eligible agency to do that.

15 It does mention another agency referred to
16 locally as INK!, which is an invest in kids, which
17 is the -- the 501(c)(3) component that does nothing
18 but raise money for schools in -- in the school
19 district.

20 But within the INK! structure, you can
21 designate funds if necessary. You can designate
22 funds to a specific program or even project and the
23 money will only be provided for that -- that
24 purpose. So it does identify that. It is a
25 501(c)(3), INK! is.

1 We're basically saying if you're in any way
2 gaining other assistance from the Airport Authority
3 outside of this program, meaning we're in some way
4 providing you -- it specifically mentions free rent
5 or rent assistance or some other financial
6 assistance, then you're not eligible to get money
7 from us, even if we desired and budgeted for it.

8 The other is we make provision in here that
9 you cannot use it for salaries. You cannot use it
10 to offset salaries or stipends or anything. So
11 it's not going to benefit any individual directly
12 as a result of making application.

13 The other is, it has to comply with how we
14 purchase. So it's -- it's got all the, you know,
15 public pieces of how we -- how we expend funds or
16 allow funds to be expended.

17 It's also subject to audit by the
18 Airport Authority, that it's been used as it was --
19 as it was appropriated by the board. It does not
20 require your financial assistance every year, it
21 just creates a framework by which you could fund it
22 and review individual requests made by the -- made
23 by the academy in this case. And I -- I think this
24 is about what seemed to be coming out of from
25 comments being made.

1 So there's no proposed fuel increase. There's
2 no other source of revenue that's been identified.
3 If you wish to allocate or appropriate funds in
4 your budget process to this line item should you
5 adopt the policy, you are free to do that during
6 the process. Or don't adopt it, don't have to
7 worry about it. It's your choice.

8 CHAIRMAN GREEN: Okay. Board discussion?
9 Randy?

10 MR. BRUNSON: Ed, do you feel comfortable --
11 with all of these stipulations and being able to
12 audit, do you feel comfortable that you could
13 administrate it?

14 MR. WUELLNER: I do. I think the framework's
15 adequate. I think as the individual requests come
16 through, there's absolutely nothing that prohibits
17 you from attaching other conditions onto something,
18 too.

19 So if you find something objectionable or this
20 particular project causes you concern, we can -- we
21 can put something else on it at the point we -- we
22 allow it to happen.

23 MR. KIRA: I have a problem with "c". I would
24 just strip that item itself because sometimes, you
25 know, you want to -- you know, you assist them to

1 get a room here or something and all of a sudden
2 they're not eligible for any other follow-up
3 assistance.

4 MR. WUELLNER: I think all I was -- all we
5 were trying to say is if there's an ongoing
6 existing agreement out there that's doing that, and
7 I'm not really aware of it, that if it's done
8 within the context of this policy, you allow them
9 to use space or whatever as a part of this, so be
10 it. That's all cool.

11 MR. KIRA: I'm looking at it from the
12 standpoint if we're doing this, then this could
13 be --

14 MR. WUELLNER: It could be pulled.

15 MR. KIRA: -- this is part of the donation,
16 part of the monies given rather than -- if they're
17 already getting -- we're supplying them with water.

18 MR. WUELLNER: Yeah.

19 MR. MAGUIRE: Talking about in addition to.

20 MR. KIRA: Yeah. I'd rather -- I'd rather
21 strip "c" because it -- I don't think it needs it
22 because we get the application, we look at the
23 application --

24 MR. WUELLNER: On its merits.

25 MR. KIRA: -- on its merits and --

1 CHAIRMAN GREEN: And we could bring up you're
2 already getting some free stuff, therefore it's
3 not --

4 MR. KIRA: We could bring it up and basically
5 decrease or whatever. It's our call, not theirs.

6 MR. WUELLNER: Correct.

7 MR. BRUNSON: I'd -- I'd like to say again, I
8 like this policy and I'm glad the statements you
9 made. It doesn't tie it to the fuel cost or
10 anything because that was my concern. If and when
11 we do that, I'd like to make that as low as
12 possible. Let's start out slow, see how this
13 works, on and on.

14 CHAIRMAN GREEN: Well, what this does is gives
15 the -- the Authority options. So it opens up a
16 line item. We don't have to fund it. It doesn't
17 have to be there at all. And if something --
18 emergency comes up or needs it, now we have the
19 authority to reconsider it. So I kind of like it.

20 MR. WUELLNER: And a place for it to come out
21 of the budget.

22 CHAIRMAN GREEN: Out of the budget, right.

23 MR. MAGUIRE: I'd like to see something put in
24 there that it does not have to be funded.

25 The implication when I read it is it's a line

1 item, which may imply to third-party people that
2 it's automatically going to be funded every year,
3 and it's not.

4 CHAIRMAN GREEN: Okay.

5 MR. MAGUIRE: It's purely going to be --

6 CHAIRMAN GREEN: A line item.

7 MR. MAGUIRE: -- a line item subject to our
8 whim or whoever --

9 MR. KIRA: The discretion of the board.

10 MR. MAGUIRE: -- the board is. Okay. So
11 it's -- it's not a mandatory. I don't want
12 somebody to come in and say "It's there, I want the
13 money" --

14 CHAIRMAN GREEN: Uh-huh.

15 MR. MAGUIRE: -- okay?

16 MR. WUELLNER: Oh, yeah.

17 CHAIRMAN GREEN: Yeah, it's not earmarked
18 money, that's for sure.

19 MR. MAGUIRE: Okay. Number "d," I'm getting
20 picky now, applicant may not use any financial for
21 the purposes of salary, salary-offset, "or"
22 stipend, because I stumbled --

23 MR. WUELLNER: Okay.

24 MR. MAGUIRE: I had to read that three times
25 the figure out what it meant.

1 MR. WUELLNER: You've got it.

2 MR. MAGUIRE: And now I'm going to talk
3 legalese, because I've always had problems with
4 attorneys at government levels.

5 Make sure that there's -- the difference
6 between "may" and "shall" is correct, because I've
7 got different opinions from different government
8 attorneys as to what means what. And if Doug is --
9 is okay with the "may," that's okay with me. I
10 just always had problems with that.

11 "f", Material or Professional Service
12 purchases. Doesn't it say up top that applicants
13 must be a component of the district? So that
14 would -- wouldn't that be contradictory to "a"? A
15 professional service --

16 MR. WUELLNER: Oh.

17 MR. MAGUIRE: -- cannot be given money unless
18 it's a component of the school district.

19 MR. WUELLNER: No, that's not what we're
20 trying to say.

21 We're trying to say that the provision of
22 professional services as a part of a request or the
23 purchase of materials by us as a part of their
24 request to be given to them is made in compliance
25 with our purchasing policy.

1 MR. MAGUIRE: Okay.

2 CHAIRMAN GREEN: That's the "shall". Sorry,
3 that's the "shall".

4 MR. MAGUIRE: That's the "shall". Okay. I
5 like the program and I admit that it advances what
6 our objective is.

7 MR. WUELLNER: Uh-huh.

8 MR. MAGUIRE: I like it. I just don't want to
9 be mandated every year, so I like this.

10 CHAIRMAN GREEN: Okay. Reba, you're the only
11 one that had comment.

12 MS. LUDLOW: No comment.

13 CHAIRMAN GREEN: Okay. And, Galin, you did,
14 too.

15 MR. HERNANDEZ: Just very quick.

16 As SAAPA, we very much support the aviation
17 aerospace education program, very much behind it.
18 And when I briefed this at our last meeting, it
19 came out -- one of the persons came out with a
20 rather novel way of funding it which I want to let
21 you guys know.

22 MR. WUELLNER: Okay.

23 MR. HERNANDEZ: What he -- what he mentioned
24 was we've got a restaurant area that's been closed
25 for going on what, two years, that we're not making

1 a certain amount of money.

2 So if they would lower the -- the cost of the
3 rent for that to market value, whatever the market
4 will hold, and use that money to fund the -- the
5 help fund the aerospace education program, that
6 might be an option.

7 And that was just something that they brought
8 up as a -- as a possible funding source. Because
9 like I said, SAAPA really would like to -- to help
10 out and were trying to figure out how can -- how
11 can the board -- the Airport Authority fund it, and
12 that was just an option that came up. I thought
13 that was pretty interesting.

14 MR. MAGUIRE: And, Galin, I appreciate the
15 opportunity. I don't want to have it tied to any
16 funding source because that -- that implies money's
17 there, I want it. So I don't want it tied to any
18 funding source at all.

19 MR. HERNANDEZ: Completely agree.

20 What I'm saying is that an option of getting
21 some kind of funding that you can then earmark as
22 needed. But it cannot be earmarked saying "You
23 will have X amount of money." That -- that should
24 not be. I completely agree with you.

25 CHAIRMAN GREEN: Okay. No more public

1 comment. We need I guess a motion from the board.
2 Bruce, since you came up with a couple of the --

3 MR. WUELLNER: We can adopt as written with
4 the changes --

5 CHAIRMAN GREEN: Okay.

6 MR. WUELLNER: -- if you're all good with
7 that. If you want something else --

8 MR. MAGUIRE: I make a motion to approve it
9 with the changes recommended --

10 MR. BRUNSON: I second that.

11 MR. KIRA: Which changes?

12 CHAIRMAN GREEN: That would be to strike --

13 MR. KIRA: Are we going to strip "c"?

14 CHAIRMAN GREEN: Strike "c".

15 MR. MAGUIRE: Strip "c".

16 MR. WUELLNER: Strike "c".

17 MR. KIRA: Okay.

18 MR. WUELLNER: "No obligation to fund"
19 statement included in there, and Doug's review for
20 "mays" and "shalls".

21 MR. MAGUIRE: Just to make sure.

22 MR. KIRA: Now we've got them all.

23 CHAIRMAN GREEN: So there's a --

24 MR. WUELLNER: And I -- I made mention in
25 here, but just to remind you that this -- the

1 format you're seeing it in today will not be the
2 format it eventually is. If you weren't going to
3 adopt it, it's a massive task to make this format
4 fit that in that bigger, so we didn't go there
5 until it's ready.

6 CHAIRMAN GREEN: Yes.

7 MR. WUELLNER: So, but it will -- exact same.

8 CHAIRMAN GREEN: Okay. We've had a motion and
9 discussion.

10 MR. KIRA: Second.

11 CHAIRMAN GREEN: All in -- and we've got a
12 second. All in favor?

13 MR. BRUNSON: Aye.

14 MR. MAGUIRE: Aye.

15 MR. KIRA: Aye.

16 CHAIRMAN GREEN: Aye. All opposed?

17 (None.)

18 CHAIRMAN GREEN: Okay. It's adopted with the
19 changes.

20 MR. WUELLNER: Thank you.

21 CHAIRMAN GREEN: Okay. Rehab.

22 TRANSIENT AIRCRAFT APRON REHAB BID AWARD

23 MR. WUELLNER: All right. Next one is kind of
24 a -- I would refer to it as a good news story.

25 We -- I know I briefed you in the past, but

1 Passero and -- and myself went down to FAA last
2 January, I believe it was, may have been February,
3 and lobbied for the rehab of the FBO area apron and
4 kind of walked out of there surprising ourselves,
5 but walked out of there with their commitment to
6 fund basically a \$4.4 million project to rehab
7 that, to include a section you probably remember me
8 saying of concrete for -- for larger aircraft in
9 the FBO area.

10 After the engineering was completed and we bid
11 this job, it now -- it came in, we had a
12 surprising, a nice low bid of \$3,058,327 submitted
13 by Halifax Paving, which is a company we've used
14 before -- or has been the low bidder, I should say,
15 on jobs here on the airport before. That's a cool
16 \$900,000 below what FAA originally thought. So,
17 we're -- we're excited to recommend that Halifax be
18 awarded the apron rehab job in the amount of
19 \$3,058,327.

20 Of course that's subject to FAA's concurrence
21 in the bid tab and DOT's concurrence in the bid tab
22 and -- and of course contingent upon receipt of the
23 grant to ultimately pay for all that. But
24 everything looks to be on track for that.

25 Likely won't fund till very close to

1 September 1st, but I don't -- we don't have an
2 exact date. They don't -- they don't tell you
3 that; they just surprise you a few days -- with a
4 few days' notice.

5 MR. BRUNSON: Wow.

6 CHAIRMAN GREEN: Board discussion? I just --
7 there were five bids, and I guess they were all --
8 oh.

9 MR. BURNETT: Apologize.

10 CHAIRMAN GREEN: No problem. They were all
11 like kind. Nothing really stood out.

12 MR. WUELLNER: The bids were -- what was it,
13 about -- what'd we decide? About --

14 MR. HOLESKO: 3.7.

15 CHAIRMAN GREEN: About \$3 million to 3.7,
16 would you say?

17 MR. WUELLNER: Yeah.

18 CHAIRMAN GREEN: But as far as materials and
19 all that, they were all like kind.

20 MR. WUELLNER: Well, those are determined by
21 the engineer, so they're bidding the exact same
22 quantities, so...

23 CHAIRMAN GREEN: I -- that's what I wanted to
24 make sure. Okay. Reba or --

25 MS. LUDLOW: No comment, thank you.

1 CHAIRMAN GREEN: -- Galin? Okay.

2 MR. MAGUIRE: I make a motion we approve.

3 CHAIRMAN GREEN: Is there a second?

4 MR. KIRA: Second.

5 CHAIRMAN GREEN: Any further board discussion?

6 (None.)

7 CHAIRMAN GREEN: All in favor, aye?

8 MR. BRUNSON: Aye.

9 MR. MAGUIRE: Aye.

10 MR. KIRA: Aye.

11 CHAIRMAN GREEN: Aye. Opposed?

12 (None.)

13 CHAIRMAN GREEN: Passes.

14 MR. BURNETT: And I will just add as a
15 footnote to all this, there was a lease amendment
16 with the FBO back in 2015 and part of that was to
17 take care of this part of the work within five
18 years, so we're well in advance of that 2020
19 timeline.

20 CHAIRMAN GREEN: Well, if they're giving us
21 the money --

22 MR. WUELLNER: We'll take it.

23 CHAIRMAN GREEN: -- we'll take it.

24 MR. MAGUIRE: Uh-huh.

25

1 PRELIMINARY BUDGET PRESENTATION

2 MR. WUELLNER: Okay. Next item, and I think
3 it's the last --

4 CHAIRMAN GREEN: Preliminary budget and then
5 we have TRIM.

6 MR. WUELLNER: Yeah, the last --

7 CHAIRMAN GREEN: It's all together, I guess.

8 MR. WUELLNER: -- this kind of leads to that.

9 CHAIRMAN GREEN: Yeah.

10 MR. WUELLNER: I'll hit the highlights and
11 give you a chance to absorb it a little bit and
12 then we'll move on.

13 All right. Key budget development. The
14 capital -- I wanted to make you aware of one of the
15 sort of interesting sort of cash flowing items that
16 we had to look at this year was, you know, we
17 committed to doing the T-hangar project, that was a
18 huge match.

19 And given that the Airport Authority only
20 typically budgets round numbers, \$1.3 to \$1.4
21 million a year of our operating dollars get
22 allocated to capital. So doing a project the size
23 and scope of this where it's a 50/50 funding
24 required us to be a little creative in putting it
25 together. The time that we had in the current year

1 allowed us to prepare partially for that cash flow.

2 We're going to hit -- you know, we're going to
3 talk through it here, but we're going to hit
4 reserves kind of hard next year. I'll -- I'll walk
5 you through that in a second. But by the next
6 year, by next year's budget, we see that
7 replenished and back moving forward. So it's
8 just -- it's just kind of a temporary. It does not
9 kill us from a cash flow purpose, but it does
10 require us to pay attention as -- as typically we
11 would anyway.

12 Cap -- I'll walk through it. We had -- you
13 know, we're still trying to get our arms around
14 items like the -- exactly where air service levels
15 establish as we get closer to September. We're
16 hearing good things about -- about some service,
17 but it's not committed, so I can't really jump it
18 into a budget right now and -- and make sense of
19 it.

20 Another item that's out there is -- you know,
21 I mentioned earlier in the meeting about the FAA
22 additional money that could be available very
23 quickly. That's not dealt with in here. But we
24 should know by the time we get to the public
25 hearing phases in September. So it can be

1 accommodated and adjusted as needed.

2 Of course insurances as a whole, not only just
3 everything from health insurance all the way down
4 to workers' comp, including property and
5 liabilities and all of those things, are a variable
6 until the numbers come in in -- typically in
7 August. So we'll be -- you know, this is not a
8 final number. It will still have some -- some
9 adjustments to be made as those numbers come out.

10 So with that being said, in an effort to gain
11 internal comfort, meaning for myself, and to also
12 show you what I was talking about, we did also
13 prepare -- in addition to the one-year budget, we
14 also proposed a five-year sort of projection budget
15 that gives you -- you know, is easier to understand
16 perhaps how the cash flow side of a project like
17 the T-hangar project kind of comes in and then ebbs
18 again.

19 So let me walk through the single year. And
20 as necessary we'll refer to the five-year.

21 MR. BRUNSON: Ed, while I've got it on my
22 mind, let me ask you one quick question.

23 MR. WUELLNER: Yes, sir.

24 MR. BRUNSON: You said we're going to be
25 hitting reserves next year.

1 MR. WUELLNER: This -- yes, this coming year,
2 yes.

3 MR. BRUNSON: Okay. Does this violate any
4 credit line --

5 MR. WUELLNER: No, sir.

6 MR. BRUNSON: -- agreements that we have?

7 MR. WUELLNER: We have -- we have no open
8 loans --

9 MR. BRUNSON: Okay.

10 MR. WUELLNER: -- per se. We have no money
11 borrowed against anyone.

12 MR. BRUNSON: Right. I just mean credit
13 lines.

14 MR. WUELLNER: No.

15 MR. BRUNSON: Okay.

16 MR. WUELLNER: Okay. Walking through --

17 (Mr. Maguire exits the room.)

18 MR. WUELLNER: -- and I like to start with the
19 second page as -- kind of traditionally because it
20 helps build a picture to what the summary is on the
21 first page. Maybe I ought to just change the order
22 of the sheets some day.

23 But in any case, walking through revenues,
24 fuel service. Net self-service for us is about
25 \$112,000 this year. It's a -- most of these are in

1 the 2 percent kind of ranges, 2 percent increase
2 there. Net FBO is at \$124,548. For a total of
3 \$236,748 projected under fuel sales.

4 Leases. Commercial leases projected to
5 generate \$455,390. Corporate leases \$303,101.
6 Major leases \$1,707,815. Other, which is where
7 our -- is \$323,009. And rental is at \$733,470.
8 The rental category, just to remind you is, where
9 the T-hangar numbers show up.

10 Airline operations and revenue will be
11 \$227,325. Operating agreements, another \$4,634 in
12 revenue. And miscellaneous, this is use fees all
13 over, at \$80,000. So another \$311,959 under the
14 agreements.

15 For a total hundred percent revenue projection
16 of \$4,071,491. By statute, we're required to
17 reduce that to 95 percent level. That leaves us
18 \$3,867,917 in projected revenues next year.

19 (Mr. Maguire re-enters the room.)

20 MR. WUELLNER: Expense side. Personnel and
21 benefits, the same number of staff. A few
22 adjustments relative to projected airline hours.
23 It's still about a half a percent, is the only
24 major difference. Airline operations, this is the
25 expense side, typically this is airport rescue and

1 firefighting and law enforcement-related services
2 at \$30,000.

3 Professional services has a myriad of things.
4 Anything that's -- would be by the chart of
5 accounts that listed under professional services.
6 These are non-grant type projects. So this is not
7 normal fees.

8 Travel and per diem, looking at how we
9 expended money this year, we can -- we can live
10 with about \$12,000 this year. Technology at
11 \$60,000. Utilities at \$150-. That's slightly down
12 slightly down. We didn't expend what we had
13 budgeted this year. Repairs and maintenance
14 holding steady at \$275,000.

15 Outside communications, this is still at
16 \$200,000. This is where marketing and those kinds
17 of things play into. There's -- it's a broad list
18 of consultant services for airline -- airline
19 marketing, general marketing, promotionals, those
20 kinds of PR, all that gets lumped together under
21 that line. It's the same as last year.

22 Government obligations, this is almost
23 entirely made up -- this is the cost to -- to cover
24 U.S. Customs, since we don't really have any
25 property taxes remaining. Operating expenditures,

1 identical to this year at \$132,000. Publications
2 and memberships at \$15-. And professional
3 development, again, flat at \$8,000.

4 CHAIRMAN GREEN: You skipped office expense.

5 MR. WUELLNER: Did I?

6 CHAIRMAN GREEN: Yeah.

7 MR. WUELLNER: I --

8 CHAIRMAN GREEN: \$20-.

9 MR. WUELLNER: \$20-, yes. Office expenditures
10 of \$20-. Thank you. I walked right over it.

11 So total projected expenditures of \$2,515,947.
12 When you subtract that from projected revenues,
13 that leaves you \$1,351,970. That could go toward
14 capital or other kinds of expenditures on the next
15 page.

16 You can see we carry that forward. Normally
17 that's where debt service and the like would come
18 out. Since we don't have any, there's none to pull
19 out. Remains after adjusted from operations is
20 still the same.

21 So capital, walking -- I'll walk through the
22 projects here in a second. Let me deal with the
23 totals first. Projected FAA funding of \$3,780,000
24 next year. FDOT funding of \$3,103,500. No FIND
25 district grants that are open or projected within

1 the next fiscal year. Leaving an Airport Authority
2 match for next year of \$3,103,000 even. I'm sorry,
3 \$3,103,500 estimated for next year.

4 If you look at the next line, you'll see the
5 expenditures related to construction and planning
6 total \$9,987,000. That is a 69 percent increase in
7 capital expenditure next year. Equipment at
8 \$50,000. There's no PFC projects or cap -- or
9 revenue source for that matter this year. So a
10 total expenditure on the capital side projected at
11 \$10,037,000.

12 When you do the math there, you'll see we have
13 a shortfall. Even after eating up the -- the
14 entirety of the \$1.3 million we carry forward, we
15 have a shortfall of \$1,801,530. Sorry.
16 \$1,801,530. All right. That would be funded out
17 of reserves.

18 I do want to point out that in preparation for
19 that, this current budget has put in an additional
20 \$1,000,000 this year into that number. So if you
21 look at it in a -- in a very simple matter,
22 \$1 million of the \$1,800,000 was this year's money
23 moved forward for next year. So it's from
24 planning. Leaving a total revenue and expenditure
25 budgets of \$11,525,470.

1 Let me quick walk through the capital projects
2 for you. That's the next page. That is a balanced
3 budget at this point. It -- it would be required
4 to be statutorily.

5 Again, equipment and nongrant-related
6 improvements, this includes I believe a fresh coat
7 of paint in the GA terminal area next year, is
8 covered in equipment and nongrant since there's no
9 FAA or FDOT source of grant funds.

10 Apron project estimated at \$4 million. That
11 is probably going to come down a little once we
12 have our full grant application package submitted.
13 That should free up a little bit and improve the
14 reserve side at even a little bit more.

15 Airline terminal area improvements, this is --
16 at \$700,000. This is a grant we have open with
17 Florida DOT from a couple of years back. You have
18 until June of next year to expend the state share
19 of that at a 50/50. So there's budgeted match of
20 \$350- each.

21 T-hangars B and C, these are the rehab
22 hangars. These would start typically right after
23 January of this year -- or in January, depending on
24 how it plays. That is at \$1,750,000. This has not
25 been bid, so I don't have an exact-exact number and

1 won't have till we're in next year, but that's the
2 budgeted amount and the engineer's estimate of it.

3 T-hangars rows D and F, which are the new
4 hangars, these are 12-unit T-hangars, \$3,157,000,
5 of which the Airport Authority splits that with
6 Florida DOT.

7 Next is the airport master plan. There's
8 about \$200,000 estimated to be left in the project
9 at the point we enter the next fiscal year.

10 And last is the expand corporate hangar
11 Number 6. This is again an open grant with
12 Florida DOT that we've had for a while. You've got
13 until I believe it's March of next year to expend
14 this money. This adds I think it's 20 -- I think I
15 mentioned it a couple of meetings ago, but about
16 20 -- roughly 20, 25 feet of depth to an existing
17 tenant's hangar out there, and of course there's a
18 revenue source that will be tied to that, too.

19 Again, recaps -- recapturing the percentage of
20 funding, that's about 38 percent federal funds in
21 the total capital projects, 31 percent in state
22 funds. Again, no FIND district money. And the
23 Airport Authority has about a 31 percent share of
24 the total capital expenditures projected for next
25 year.

1 Next page talks quickly -- or just shows you
2 how the personnel expenditures lines up. It's
3 pretty much 1 -- it starts out at 1.8 percent, but
4 I believe we are expecting to recapture -- we had
5 overestimated this last year on what the health
6 insurance costs and contributions would be, and
7 those have come down over last year. So that's --
8 brings the total increase related to personnel side
9 of the budget to one-half of 1 percent. Same
10 number of people employed, 12 full time, 4 part
11 time.

12 And now, looking at the summary, which would
13 be when you fold that sheet back, you're staring at
14 it again. At 95 percent revenues, the total
15 revenues would be \$3,867,917 versus non-operating
16 revenues, which is grant -- includes grant
17 revenues. And reserves forward is at \$10,223,500.
18 For a total revenue picture of \$14,091,417.
19 Personnel on the expense side of \$1,062,447.
20 Operating expenses of \$1,453,500. Leaving a
21 reserves of \$1,538,470 for next year. And a
22 non-operating -- or, I'm sorry, capital of
23 \$10,037,000. For a balanced budget on expenses of
24 \$14,091,417.

25 So all that to be said is that this budget as

1 exceed. So, in the event you wanted to do taxes
2 next year, you've got all kinds of issues if you
3 adopt that.

4 MR. BURNETT: And --

5 MR. WUELLNER: It kind of locks the door.

6 MR. BURNETT: -- Mr. Wuellner, is it staff's
7 recommendation that the TRIM be at 6.5?

8 MR. WUELLNER: No.

9 MR. BURNETT: No.

10 MR. WUELLNER: No, it is not.

11 CHAIRMAN GREEN: That's what the calculator
12 says on there.

13 MR. BURNETT: I couldn't resist.

14 MR. WUELLNER: That's even worse because that
15 exceeds your charter ability on top of it, so...

16 CHAIRMAN GREEN: I just had one question.

17 MR. WUELLNER: That's the total proceeds. I'm
18 just kidding.

19 CHAIRMAN GREEN: We didn't talk about the
20 five-year budget projection. That's fine.

21 MR. WUELLNER: I'm sorry.

22 CHAIRMAN GREEN: I just had one quick question
23 on reserves. I understand because we have some big
24 capital outlays coming up with the hangars and the
25 capital projects we have, and I understand where

1 it's going down from three-plus to one-five, and
2 then I see building.

3 MR. WUELLNER: Uh-huh.

4 CHAIRMAN GREEN: It goes down again in '21 to
5 '22. Is that another phase of --

6 MR. WUELLNER: There's -- it's hangars.
7 There's -- the way the current capital improvement
8 program's set up with the state and FAA, we expect
9 that there'll be a couple of projects that hit in
10 that year.

11 CHAIRMAN GREEN: Okay.

12 MR. WUELLNER: It's part of what's programmed.
13 It doesn't mean it will kind of flow out that way.
14 We can make adjustments and start -- start dates
15 and completion dates. It will -- it will look
16 different than that when you get out there.

17 CHAIRMAN GREEN: And again, this doesn't
18 include anything commercial service that may --

19 MR. WUELLNER: No.

20 CHAIRMAN GREEN: -- or --

21 MR. WUELLNER: No. And I did -- I made a note
22 I wanted to make mention to you.

23 One of the things that we can do something
24 later -- there's a little time. But one of the
25 things that we had -- it has taken us a while to

1 find somebody who was -- who knew how to do this,
2 but we have gotten a preliminary report related to
3 property -- the property we own west related to
4 putting together a forest management program over
5 there on that vacant land, and we have finally
6 gotten a preliminary report. I'll be happy to send
7 that to you in an e-mail attachment.

8 But basically they're making recommendations
9 for some cuttings on tracts that we've purchased in
10 the last few years and then some replanting things
11 and some future cutting. So you can look through
12 that and see what -- the recommendations. There
13 aren't dollar figures associated with this.

14 I was involved in this kind of a program when
15 I managed Hernando County on the west coast of
16 Florida. It's a huge potential revenue source to
17 the airport long time as well as providing a good
18 ecological resource within the -- within the
19 community.

20 The cutting and planting and the forestry
21 management piece of this is -- could be very good
22 for the Airport Authority over time. It allows you
23 complete flexibility as you go.

24 The beauty of these plans, too, are that the
25 consultant does not get paid until you market

1 timber. So there's no --

2 CHAIRMAN GREEN: That was my question.

3 MR. WUELLNER: There's no money out on the
4 table, no paying annual fees, no hopes trees grow.
5 You know, until it hits the -- hits the mill,
6 whether it be poles, pulp, chip and saw, veneer,
7 whatever the size tree, you pay nothing till it
8 hits that and everybody gets paid.

9 And it's -- I recall we put a hundred acres or
10 thereabouts, 120 acres, at Hernando County, this is
11 20-plus years ago, and that was about \$300,000 in
12 revenue to just hit the door all of a sudden. So I
13 think it's worth exploring.

14 We'll get you the report. We can -- the
15 earliest recommendation cutting was I think late
16 this fall or early next year. So there's nothing
17 going to happen till those kind of timelines
18 anyway.

19 Typically those consultants, if they're doing
20 your -- doing the work for you, they are very much
21 paying attention to what's going on in the overall
22 market and relative to rainfall and some weird
23 things so that they can try to time it to where you
24 get maximum dollar at the -- at the mill when it
25 hits there versus just shoving it in line with a

1 million other people trying to sell trees.

2 CHAIRMAN GREEN: Okay. Board I guess
3 discussion. The only thing we need to -- is the
4 not to exceed.

5 MR. WUELLNER: Is your -- is your TRIM notice.
6 Yeah, your TRIM millage.

7 CHAIRMAN GREEN: Any board discussion?

8 MR. MAGUIRE: No.

9 MR. KIRA: No.

10 CHAIRMAN GREEN: Galin? Okay.

11 MR. HERNANDEZ: One question. On the -- one
12 of the slides, you said known changes was a -- it
13 was one of the first slides. That this
14 incorporates known changes. What do you mean by --

15 MR. WUELLNER: Let me --

16 MR. HERNANDEZ: -- known changes? It was one
17 of the first couple of slides.

18 MR. WUELLNER: Related to the budget?

19 MR. HERNANDEZ: Yeah.

20 MR. BURNETT: Reflects no assumptions.

21 MR. HERNANDEZ: Reflects known changes. What
22 do you mean by that?

23 MR. WUELLNER: Oh, known. All the variables
24 we know today that we can --

25 MR. HERNANDEZ: From --

1 MR. WUELLNER: -- we can materially put in
2 there.

3 MR. HERNANDEZ: What would -- what would a
4 couple be? Like?

5 MR. WUELLNER: Adjustments to leases from --
6 that have like CPI adjustments or the like. Based
7 on whatever we know today, that's what we've built
8 the budget on.

9 MR. HERNANDEZ: Okay. Because we were talking
10 about this at SAAPA. The concern is that -- with
11 members is that the expenses are being adjusted to
12 justify revenues. That's why we said known
13 changes, what's that?

14 MR. WUELLNER: Oh, yeah.

15 MR. HERNANDEZ: That was just a concern of
16 ours. Thanks.

17 MR. WUELLNER: Understood.

18 CHAIRMAN GREEN: And the only other person was
19 Reba with any public comment. I don't -- okay.
20 So, back to the board. Do I have a motion and a
21 second to adopt the --

22 MR. MAGUIRE: I make a motion to adopt the
23 TRIM at zero, not to exceed.

24 MR. KIRA: Second.

25 MR. BRUNSON: I second.

1 CHAIRMAN GREEN: Any other board discussion?
2 So it's adopting staff's recommendation, correct?

3 MR. MAGUIRE: Correct.

4 CHAIRMAN GREEN: Okay. All right. No further
5 discussion. All in favor?

6 MR. BRUNSON: Aye.

7 MR. MAGUIRE: Aye.

8 MR. KIRA: Aye.

9 CHAIRMAN GREEN: Aye. All opposed?

10 (None.)

11 CHAIRMAN GREEN: None. Okay.

12 MR. BURNETT: And the technical notice may say
13 0.0000.

14 CHAIRMAN GREEN: That's why I said staff's
15 recommendation.

16 Okay. Public comment. Tracy? Or Tammy. I
17 said Tracy. Tower.

18 PUBLIC COMMENT - GENERAL

19 MR. BRUNSON: She's not public, she's tower.

20 MS. ALBIN: I just wanted to clarify something
21 with the runway situation.

22 Runway 2/20, Runway 6/24, Runway 13/31, it
23 doesn't matter, all runways are available at
24 St. Augustine should they be requested. You may
25 not get it as quickly as you'd like based on

1 traffic load and complexity, aerobatic box,
2 whatever, but all runways are available if they are
3 asked for.

4 There have been times that we have even
5 offered the shorter runways based on the winds and
6 have been turned down for the longer runway. So
7 all runways are available to the flying public at
8 St. Augustine regardless.

9 CHAIRMAN GREEN: Thank you. Mr. Hernandez,
10 any public comment?

11 MR. HERNANDEZ: No.

12 CHAIRMAN GREEN: Reba, any further public
13 comment?

14 MS. LUDLOW: No comment.

15 CHAIRMAN GREEN: Okay. Then that's all I have
16 for our public. Then our authority members,
17 Mr. Maguire?

18 AUTHORITY MEMBERS COMMENTS & REPORTS

19 MR. MAGUIRE: No, ma'am.

20 CHAIRMAN GREEN: Mr. Kira?

21 MR. KIRA: At the last transportation planning
22 meeting, I presented the fact that we're on --
23 we're basically over 140 -- we're actually shooting
24 to break the takeoffs and landings operations at
25 the airport and we're going to beat out St. Aug --

1 Jacksonville easily on takeoffs and landings.
2 And -- and announced that Elite Airways is going to
3 be one of our customers. That's -- so they all
4 cheered.

5 CHAIRMAN GREEN: Hopefully they'll keep
6 cheering.

7 MR. KIRA: They'll keep cheering.

8 CHAIRMAN GREEN: Mr. Brunson?

9 MR. BRUNSON: No.

10 CHAIRMAN GREEN: Mr. Raymos, on --
11 telephonically, do you have any comment?

12 MR. RAYMOS: The only thing I have is on the
13 EDC, I was just elected to another three-year term
14 on the EDC to begin 1 October of this year.

15 CHAIRMAN GREEN: Congratulations.

16 MR. BRUNSON: Congratulations.

17 MR. RAYMOS: Thank you. Thank you.

18 CHAIRMAN GREEN: Okay. And I actually don't
19 have any comments.

20 I was going to con -- just make note that
21 Mr. Raymos most was appearing telephonically, but I
22 think that slid -- slid that in there.

23 I know it's campaign season. I wish everybody
24 good luck with everything, including all our
25 commissioners and all of the people that are

1 running and what have you. It's always a fun but
2 interesting time. I hope everyone gets informed.

3 All right. Our proposed next meeting, which
4 is not necessarily needed, if needed, would be
5 August 13th at 4:00. So it depends on -- just
6 pencil it in if needed. I'm sure we'll get notice
7 from Cindy or the Authority as to whether it's
8 required or not.

9 So after that would be September 10, which
10 also has our proposed first public hearing, which
11 we start at 4:00, close at 5:01, have the public
12 hearing, and then recommence if necessary. And
13 then the final public hearing would be one week
14 later, September 17th. So the 10th and 17th are
15 significant dates, okay?

16 Nothing else being said, we are adjourned.

17 (Meeting adjourned at 5:56 p.m.)

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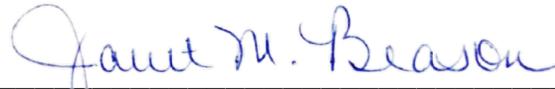
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REPORTER'S CERTIFICATE

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 17th day of July, 2018.



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

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COMMISSIONER DEAN: [3] 15/2 17/14 17/25	\$1,000,000 [1] 92/20	10 [9] 44/20 44/21 44/23 51/16 56/14
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