

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room B

4730 Casa Cola Way

St. Augustine, Florida

on Monday, September 20, 2021

from 4:00 p.m. to 5:36 p.m.

* * * * *

BOARD MEMBERS PRESENT:

- BRUCE MAGUIRE, Chairman
- JUSTIN MIRGEAUX
- REBA LUDLOW
- ROBERT OLSON

BOARD MEMBERS ABSENT:

- SUZANNE GREEN

* * * * *

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.

* * * * *

JANET M. BEASON, RPR, RMR, CRR
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1 P R O C E E D I N G S

2 CHAIRMAN MAGUIRE: All right. Call to order.

3 Start off with the Pledge of Allegiance.

4 Justin, could you lead us?

5 (Pledge of Allegiance.)

6 CHAIRMAN MAGUIRE: All right. It's not on the

7 agenda. We will forego the -- what's the word?

8 Invocation.

9 MR. MIRGEAUX: Invocation.

10 CHAIRMAN MAGUIRE: Invocation. Thank you.

11 MEETING MINUTES

12 CHAIRMAN MAGUIRE: All right. Meeting

13 minutes, anybody have any comments on the meeting

14 minutes? Did you -- from the last meeting?

15 MR. MIRGEAUX: No comments.

16 CHAIRMAN MAGUIRE: No comments?

17 MR. OLSON: This is from the regular meeting

18 of August.

19 CHAIRMAN MAGUIRE: Yes.

20 MR. OLSON: Yes, no comments.

21 CHAIRMAN MAGUIRE: No comments? Okay.

22 They'll stand as presented.

23 JULY & AUGUST 2021 FINANCIAL REPORT ACCEPTANCE

24 CHAIRMAN MAGUIRE: All right. July and August

25 2021 financial report acceptance. Okay. Don't get

1 into the budget because we'll be doing that I guess
2 at 5:00; is that correct?

3 MR. WUELLNER: Correct. 5:01.

4 CHAIRMAN MAGUIRE: So we're not going to talk
5 about the budget before then unless it relates to
6 the financial reports. Questions?

7 MS. LUDLOW: Yes.

8 CHAIRMAN MAGUIRE: Okay.

9 MS. LUDLOW: Mr. Chairman, I have a question
10 for staff regarding the financials.

11 CHAIRMAN MAGUIRE: Okay.

12 MS. LUDLOW: Robert's Rules.

13 I would like to know the difference. June,
14 our expenses ended were \$559,180.64 and July our
15 expenses were \$780,771.16, a difference of
16 \$225,000 -- \$221,000. So I'd like to know what the
17 difference was.

18 MR. WUELLNER: I don't have the financials in
19 front of me, so I don't know. I'm sorry, I don't
20 have the financials in front of me. I don't know
21 what you're specifically talking about.

22 MS. LUDLOW: Do you want to see mine?

23 MR. WUELLNER: I'd be happy to look at them.

24 MS. LUDLOW: I thought you knew these by heart
25 Ed.

1 MR. WUELLNER: Yeah.

2 MR. OLSON: Are those total expenses or are --
3 they're aggregated, right? They're all expenses,
4 or is there a line item on it?

5 MS. LUDLOW: It doesn't say.

6 MR. OLSON: Oh, okay.

7 MS. LUDLOW: That's not the budget, though.

8 (Pause in the proceedings.)

9 MR. WUELLNER: I feel like I'm studying for a
10 test.

11 (Pause in the proceedings.)

12 MR. OLSON: I don't have it in front of me,
13 but I know we had the Volaire meeting in August.
14 It would be an unusual one-time expense, the
15 participation and sponsorship of that. I don't
16 know if that makes the difference or not.

17 MS. LUDLOW: This is June and July.

18 MR. OLSON: Oh.

19 CHAIRMAN MAGUIRE: Would you like to come back
20 to this, Ed?

21 MR. WUELLNER: Yeah, if you don't mind.

22 CHAIRMAN MAGUIRE: Okay. Is that okay with
23 you --

24 MR. WUELLNER: I'll keep looking at them.

25 CHAIRMAN MAGUIRE: -- to let him look at that

1 while we continue on?

2 MS. LUDLOW: Okay.

3 CHAIRMAN MAGUIRE: Is that okay?

4 MS. LUDLOW: Yeah. Thank you.

5 CHAIRMAN MAGUIRE: Okay. Any other questions
6 on the financials?

7 (None.)

8 CHAIRMAN MAGUIRE: Okay. We're going to
9 postpone the approval of that.

10 AGENDA APPROVAL

11 CHAIRMAN MAGUIRE: Let's talk about the agenda
12 real quickly. Any comments on the agenda or
13 changes?

14 MR. OLSON: No.

15 CHAIRMAN MAGUIRE: Okay. At 5:01, we have our
16 budget meeting, so at 5:00, we will take a pause of
17 this meeting and go into that one, and then after
18 that meeting's over, we'll come back and finish
19 this meeting, all right?

20 MS. LUDLOW: Okay.

21 STAFF REPORTS

22 CHAIRMAN MAGUIRE: Going into the staff
23 reports. Do you want to talk about that real
24 quickly?

25 MR. WUELLNER: Sure. I'm happy to let you

1 know that Taxiway Delta completed today. So, as of
2 today, the operational areas are all open. Project
3 closeout will occur over the next 30 to 45 days.

4 Terminal entrance road, just design continues
5 at this point. We're looking for some updated
6 information related to the Grumman component and
7 the like during the month of October. So design at
8 this point just continues.

9 Did want you to know that we will possibly
10 Thursday or early Tue- -- could be Tuesday of next
11 week, at this point it looks like we will announce
12 the air service coming up. That will be a public
13 announcement with -- as a media opportunity.

14 I do want to let you know that TSA did give us
15 a notice of intent to re-federalize next -- gave it
16 to us last week. So at this point we're moving
17 ahead with TSA's remobilization into the airline
18 terminal to begin passenger screening again.

19 Also want to make you aware of a really kind
20 of anomaly in the construction; but, you know, we
21 approved collectively an agreement last month with
22 FDOT to do what they're calling the apron and
23 taxiway project. It's a 50/50 grant.

24 I did want to inform you that the contractor
25 that we were pending the work to get a hole in the

1 schedule with Duval Asphalt and they will be here
2 as of Thursday of this week and they will knock
3 that out in three days.

4 So all of that milling and overlay in the --
5 between K, L, M, the apron area around the
6 self-fuel, a little portion of Estrella Avenue, the
7 access road to K, L and M, the taxiway between H
8 and I, and the little bit of a connector that used
9 to be a remnant of Echo, all of those will be paved
10 over the -- starting Thursday for a period of three
11 days.

12 So they will conclude that -- if everything
13 stays on track, they'll conclude that the end of
14 the day Saturday and those areas will return to
15 operational status. I think painting will occur
16 about 30 days later. So just some centerline
17 between the taxiways that wouldn't be -- wouldn't
18 be marked at this point; shouldn't cause anyone any
19 trouble.

20 Unfortunately, we didn't have any more time --
21 we got -- we got notice over the weekend that the
22 hole developed and they're able to mobilize and get
23 out of here. Otherwise, it could be several months
24 till the contractor could get out here and get
25 the -- get the work done. So we'll take advantage

1 of that hole in their schedule and get the work
2 done. So that's actually pretty good news for
3 that.

4 And with that, I -- I'd dump it to Carol for
5 the legislative and operational update.

6 CHAIRMAN MAGUIRE: Okay. Carol?

7 MS. SAVIAK: Good afternoon. I have a brief
8 update today. We'll start with our federal
9 legislation.

10 Congressional bate -- debate continues on the
11 proposed trillion dollar-plus infrastructure bill,
12 but current estimates reference \$19 billion in
13 potential allocations for the state of Florida. I
14 know you've seen that in the federal news.

15 On August 24th, the USDOT/FAA announced
16 another round of airport improvement program
17 funding. This round was \$766 million, and Florida
18 airports received \$56 million total in funding.

19 At the state level, there's some good news
20 from the state revenue estimating conference that
21 updated its forecast to re -- to reflect a
22 \$2.6 billion increase in state general revenue
23 taxes over the current and upcoming fiscal year.
24 So that's good news for our lawmakers and
25 taxpayers.

1 Fall 2021 interim committee weeks have been
2 scheduled starting this week, October 11th through
3 15th, October 18th through 22nd, November 1st
4 through 5th, November 15th through 19th, and
5 November 29 through December 3rd.

6 Our local state representative, Paul Renner,
7 was officially selected by his peers to serve as
8 speaker of the Florida House, and his term will
9 follow speaker Chris Sprowls who will leave this
10 upcoming session.

11 Florida Airports Council has developed a
12 prospective outline of its key legislative issues
13 for 2022. I provided with you a copy of those
14 legislative items for your review.

15 If they look similar to last year, it's
16 because they are, which include full support for
17 the state aviation work program. PFAS monitoring.
18 Again, they're going to take a look at peer-to-peer
19 vehicle transactions. Opposing any changes to the
20 aviation fuel taxes. Continuing to look at
21 ad valorem tax exemptions for airport leases. And
22 then strong support for Enterprise Florida and
23 Visit Florida. And with that, I will conclude my
24 remarks other than --

25 CHAIRMAN MAGUIRE: Okay. Go ahead.

1 MR. OLSON: Yes. The AIP funding for Florida,
2 56 million, are those projects that have already
3 been selected or was this a new amount that
4 airports will be competing for, or is it by formula
5 or how --

6 MS. SAVIAK: No, those are specific grants
7 awarded. So just like when we receive a grant and
8 I report to you that we received it through the AIP
9 program, this was just a round of funding. We like
10 to keep you updated.

11 MR. OLSON: Okay. So how much -- what's our
12 piece in the 56?

13 MS. SAVIAK: So we didn't receive any funding
14 this round, but we --

15 MR. OLSON: Oh, okay.

16 MS. SAVIAK: -- received it in one of the
17 previous rounds this year.

18 MR. OLSON: Okay.

19 MR. WUELLNER: We've already gotten it.

20 MR. OLSON: Okay. Thank you.

21 MS. SAVIAK: And they usually will announce
22 again -- sometimes in October they'll announce
23 another round. Thank you.

24 CHAIRMAN MAGUIRE: Okay. Any other comments?
25 Reba?

1 MS. LUDLOW: No --

2 CHAIRMAN MAGUIRE: Justin?

3 MS. LUDLOW: No comment, thank you.

4 CHAIRMAN MAGUIRE: No comments?

5 MR. MIRGEAUX: Nothing for me.

6 CHAIRMAN MAGUIRE: Okay. Are you ready to go
7 back on the financials?

8 MR. WUELLNER: I am.

9 CHAIRMAN MAGUIRE: All right.

10 MR. WUELLNER: The comment I -- I'd make is
11 it's not an increase in expense at all.

12 Reading the line that is net income and what
13 you saw as an increase of \$221,000 in our net
14 income was just effectively our profit. We realize
15 a hundred to 120,000 typically per month of excess
16 revenue which becomes profit, which ultimately is
17 our grant match for projects during the year.

18 So it -- it's not an expense-related item at
19 all; it's simply a benchmark as the -- what would
20 be referred to on your sheets as net income. So
21 it's the net of income over expenses and that's
22 what's left. So it's actually increasing, which it
23 should be doing, every month.

24 MS. LUDLOW: But you use up the grant.

25 MR. WUELLNER: The grants are not in this

1 exercise.

2 MS. LUDLOW: Oh, okay.

3 MR. WUELLNER: This is strictly operating
4 revenues and expenses.

5 MS. LUDLOW: It's just revenues.

6 CHAIRMAN MAGUIRE: Okay?

7 MS. LUDLOW: I got it. Thank you.

8 CHAIRMAN MAGUIRE: Any other questions on the
9 financials?

10 (None.)

11 MR. WUELLNER: Thank you.

12 CHAIRMAN MAGUIRE: All right. Like a motion
13 to approve them.

14 MR. MIRGEAUX: Motion to approve the
15 financials.

16 CHAIRMAN MAGUIRE: Okay. Second?

17 MR. OLSON: Second. There's a second.
18 Further discussion?

19 (None.)

20 CHAIRMAN MAGUIRE: All in favor?

21 MR. MIRGEAUX: Aye.

22 MS. LUDLOW: Aye.

23 MR. OLSON: Aye.

24 CHAIRMAN MAGUIRE: Aye. Opposed
25 unanimately -- supported. I said opposed.

1 Supported unanimously.

2 BUSINESS PARTNER UPDATES

3 CHAIRMAN MAGUIRE: All right. Let's go into
4 the partners update. Okay. And got an airplane
5 flying off. Okay. Henry Dean, is he here?

6 COMMISSIONER DEAN: I am.

7 CHAIRMAN MAGUIRE: You were hiding in the
8 background.

9 COMMISSIONER DEAN: I was. You have such a
10 large audience this afternoon, I was hiding in the
11 back. It was hard to see me.

12 Henry Dean, District 5, County Commission.
13 Three quick points and then see if there are any
14 questions or any issues that y'all would like to
15 discuss.

16 Tomorrow we have our normal regular county
17 meeting and then at 5:01, as you do, we have our
18 final budget hearing under the TRIM bill. The
19 interesting thing about this year's budget, for
20 those who follow county budgets, for the first
21 time, we are actually talking a billion dollars.
22 That's kind of hard for me to absorb. I don't
23 know, Bruce, maybe you, too, from your previous
24 county commission days.

25 CHAIRMAN MAGUIRE: Uh-huh.

1 COMMISSIONER DEAN: Adopting a \$1.2 billion
2 budget is sort of frightening in a way. But that's
3 what it is. No increase in the millage rate. At
4 least I'm certainly not promoting any increase and
5 I don't think there will be.

6 In addition to the budget item, the county
7 budget, the annual budget, under the American
8 Rescue Plan, for those who may have followed that,
9 Congress passed an additional COVID bill called the
10 American Rescue Plan providing more -- more money
11 for states and counties, and we were the recipient
12 of approximately \$51 million in additional funds to
13 be used for, quote, recovery from COVID.

14 And we earmarked about \$7 million at our last
15 meeting for things that are we think essential like
16 fire and rescue, one -- a one-time, I don't know if
17 you want to call it a bonus or whatnot, but putting
18 up with COVID and all the things they did.

19 We've got about \$43 million remaining in that
20 grant that we're going to have several community
21 hearings, town hall meetings to take input. So if
22 anyone has any ideas or suggestions in the coming
23 several months, keep an eye out for when we're
24 going to have those community meetings, and we
25 welcome suggestions.

1 And then lastly, for those who follow the sort
2 of -- the makeup of the commission seats/districts,
3 we had our second meeting on redistricting. We
4 share the same redistricting process and boundaries
5 with the school board. And as all of you know,
6 just as you have five members, we have five members
7 of the commission, five on the school board. And
8 not -- not at all surprisingly to anyone who has
9 followed growth in this county in the last 10
10 years, we have the second largest increase in the
11 state as a percentage basis.

12 We went from about a 44 percent increase over
13 the last 10 years. And that's a little misleading
14 in the way that I think we're -- we have more
15 numbers now than what that number reflects.

16 The census suggested we now that 275,000 in
17 this county, but that information was collected in
18 2019, published for the 2020 census, and now it's
19 2021 actually and about to enter the last quarter
20 starting in October of the calendar year. So I
21 will tell you we probably have realistically about
22 300,000 in the county, Bruce, if you can believe
23 that. Remember --

24 CHAIRMAN MAGUIRE: Uh-huh.

25 COMMISSIONER DEAN: -- 25 or 35 years ago when

1 it was a sleepy little borough, right? So it's
2 interesting.

3 And you can imagine where all the growth is.
4 Not all. Most -- the vast majority is in
5 District 1, the northwest quadrant, in
6 Julington Creek and all the spinoff development in
7 the northwest. And then of course Ponte Vedra and
8 Nocatee.

9 So you're going to see those boundaries, those
10 two districts, 1 and 4, will -- will shrink in size
11 because of the increase in population. And 2, 3,
12 and 5 will expand in size one way or another
13 because they're all trying to shoot -- the sweet
14 spot is for each district to have about 54,000
15 population. And right now, District 1 and 4,
16 northwest and Ponte Vedra, are at about 66,000,
17 give or take a few votes. So it's going to be --
18 you'll see their -- the boundaries will adjust
19 accordingly.

20 The consultant comes in with their final
21 report I think in December, and we have to pull the
22 trigger pretty early because it's -- it's a little
23 bit surprising to me that the primary elections,
24 the state and local primary elections, are next
25 August, less than a year away. So there'll be

1 people out campaigning, you know, in January and
2 February, if they're not already.

3 So that's kind of the highlights I wanted to
4 hit today. If there are any questions, I'll
5 certainly try to respond.

6 CHAIRMAN MAGUIRE: Questions from the board?
7 I have one question.

8 COMMISSIONER DEAN: Yeah.

9 CHAIRMAN MAGUIRE: Have you received any
10 indication of the immigration activity flowing into
11 this county or any of the surrounding counties?

12 COMMISSIONER DEAN: Bruce, I have not heard of
13 any. That's not to say there hasn't been any. I
14 just -- no one has talked to me about that or given
15 me any information. I could probably, you know,
16 ask the staff, if you wanted me to check. I'll be
17 glad to, but I'm not aware of any.

18 CHAIRMAN MAGUIRE: Okay. Okay. No questions?

19 (None.)

20 CHAIRMAN MAGUIRE: Thank you, Henry.

21 COMMISSIONER DEAN: All right. I would
22 normally stay, but I've got another appointment
23 I've got to go to, and so I'm -- if you don't mind,
24 I'll step out.

25 CHAIRMAN MAGUIRE: Thank you, very much.

1 COMMISSIONER DEAN: Thanks a lot. Good to see
2 everybody.

3 MS. LUDLOW: Nice to see you.

4 CHAIRMAN MAGUIRE: Mr. Beyers? Anybody from
5 Atlantic Aviation?

6 (None.)

7 CHAIRMAN MAGUIRE: All right. Len Tucker from
8 SAAPA. This I assume is not your request card.

9 MR. TUCKER: No.

10 CHAIRMAN MAGUIRE: Okay.

11 MR. TUCKER: All right. Len Tucker
12 representing SAAPA.

13 I wanted to make sure to remind everybody that
14 on October 2nd, which is a Saturday, there will be
15 a celebration of life for Dale Snodgrass, who was
16 quite a well-known figure here on the airport for
17 20-plus years. In any event, everybody is invited
18 to Serenata on 5:00 on Saturday, October 2nd.

19 There is a website that we would like you to
20 go to and you can respond to let us get a good head
21 count on that so we make sure there's adequate
22 supplies and food and everything else. I've
23 distributed that among the e-mail list and I gave a
24 copy to Cindy. I'll make sure that I also e-mail a
25 copy to all of the board members so that they can

1 have that address should they choose to come to the
2 event. In any event, I think it will be a nice --
3 nice turnout, a nice sendoff for him. He was quite
4 a personable fella and somebody who is sorely
5 missed here at the airport.

6 Getting on to the other issues, and I'll
7 address more specifics later, I have had numerous
8 people I have talked to over the weekend concerning
9 the two items to come up on the agenda today, and
10 I've gone through it and made some comments that I
11 want to let you -- I won't waste the time here;
12 we'll do it when we're in session before that.

13 CHAIRMAN MAGUIRE: Okay.

14 MR. TUCKER: I just want to let you know that
15 there are a lot of people with a lot of interest in
16 it.

17 The concern of course is that this was issued
18 at 4:00 on Friday afternoon for a Monday meeting.
19 That's about as last-minute hurried, kind of like a
20 catastrophe is going to occur if we don't ram this
21 through right now. And it just seems to me that
22 the urgency for both these items wasn't enough to
23 make sure that we did it that quickly.

24 They're both very complicated items, and
25 everybody's relayed that to me thus far, that they

1 want more time to assess the impact it's going to
2 have on some of their personal issues. And I think
3 we owe it to our tenants as well as the
4 constituency out there in the area to have that
5 reviewed. Anyway, I'll have the specifics when we
6 go through it later on. Thank you.

7 CHAIRMAN MAGUIRE: Okay. Mr. McKendrick?

8 MR. MCKENDRICK: Yes, I'm here today, but
9 nothing to pass.

10 CHAIRMAN MAGUIRE: Okay. Thank you.
11 Ms. Albin?

12 MS. ALBIN: Tammy Albin, St. Augustine Air
13 Traffic Control Tower.

14 Traffic count is starting to waver a little
15 bit again. We've had less flight school activity
16 as of late. Last month, we had 9,739 operations.
17 That was for August as opposed to August of 2020
18 with 7,746. So far for September, as of today at
19 about 3:00, we had 5,073 operations, and September
20 of last year was 7,103 operations.

21 We're behind this time last year of about
22 3,000 operations. Like I said, we were starting to
23 head up in the numbers and now we're starting to
24 see a little bit of a slowdown again with the
25 flight schools just a little bit. Partially

1 there's been a lot of weather off and on. So I'm
2 not sure if that -- that is also part of the issue
3 or not.

4 CHAIRMAN MAGUIRE: Okay. Questions for
5 Ms. Albin?

6 (None.)

7 CHAIRMAN MAGUIRE: Thank you, very much.
8 All right. Mr. Burnett?

9 MR. BURNETT: Nothing to report for this
10 month.

11 CHAIRMAN MAGUIRE: Okay. Then let's proceed
12 on with the business items. Ed?

13 POLICY AMENDMENT - LEASE POLICY

14 MR. WUELLNER: Yeah. In response to a number
15 of items, but we have been approached as to whether
16 some of the things we've been attempting to
17 administer out of my office have been reduced to
18 policy for the context of enforcement as well as
19 for the context of inclus- -- including language as
20 it relates to different things into leases as we go
21 forward.

22 And sort of in response to that, while we at a
23 staff level believe we've had adequate direction
24 over the years, when you look at how -- how those
25 things have gone forward, primarily since the year

1 2005, I believe it is, the two master plan
2 processes ago, we were -- we utilized -- in
3 development of that master plan, we utilized
4 committees, as is typically a part of the
5 master plan process, as well as public meetings and
6 eventually the adoption of the master plan by the
7 Airport Authority and the adoption of the
8 master plan by Florida DOT and the approval or the
9 acceptance of the ALP by FAA in that process, which
10 is their -- their role.

11 A lot of the -- the development of that 2005
12 plan centered around creating -- I should say more
13 like coalescing the development that had occurred
14 from say 1996 through 2005 into sort of natural
15 development areas on the property to include --
16 you're all familiar with the northeast area has
17 become largely corporate and commercial in nature
18 and commercial GA kinds of operations. The south
19 area has largely developed over time as a GA, a
20 light GA area. Of course you have the FBO area
21 along U.S. 1, and you have the airline terminal
22 that's developed since -- since the 2005, actually,
23 but was reviewed again as a part of the master plan
24 in the last year or two years ago.

25 Those areas, we have always understood and had

1 the direction from the -- generally the direction
2 from the board to preserve the integrity of those
3 areas for those types of users to assure
4 compatibility long term of those -- those areas of
5 the airport.

6 And in fact, everything from design standards
7 to compatibility with adjacent property and other
8 airport users has been -- was considered and
9 discussed in that sort of general direction that
10 we've had.

11 Well, through the negotiation or discussions
12 over a potential future lease, when we attempted to
13 communicate that it would be inappropriate to have
14 certain aircraft, primarily jet-powered aircraft,
15 in the South G area -- GA area here, and in fact at
16 the furthest corner of that development, pushback
17 was immediate that we lacked authority to do that,
18 that I was legislating on the fly, that kind of
19 thing.

20 So the lease policy amendment is largely
21 trying to codify or solidify the language into our
22 existing lease policy that frankly we've been
23 operating for 12 years or 13 years on now -- I'm
24 sorry, more than that, almost 16 years since the
25 2005 master plan.

1 So the language shouldn't really come as a
2 surprise to anyone, but basically it creates four
3 areas of the airport, basically just what I
4 explained to you: The FBO, the airline terminal
5 area, the east development area, as well as the
6 light GA area in the south. And it attempts to
7 include that language into our airport lease policy
8 so that it's effectively declared as policy by the
9 Airport Authority.

10 So we -- we have submitted that language for
11 your consideration. It's -- it's really up to you.
12 Your airport master plan regardless, at this point
13 at least, is consistent with that general direction
14 and that general philosophy for how the airport
15 would develop.

16 And with that, I'm happy to try to address
17 questions or provide answers with relation to the
18 compliance with the airport master plan language
19 that's in the lease policy.

20 CHAIRMAN MAGUIRE: Okay. Questions from the
21 board first?

22 MS. LUDLOW: Yes.

23 CHAIRMAN MAGUIRE: Go ahead.

24 MS. LUDLOW: Mr. Chairman, may I ask staff a
25 question?

1 MR. WUELLNER: Of course.

2 MS. LUDLOW: Yes. I do have some questions
3 about that.

4 Number one, I feel like we had insufficient
5 time to review that when it comes on Friday and
6 it's done Monday -- and we're supposed to vote on
7 it on Monday. And it looks like it was created so
8 quickly that there are even typographical errors in
9 there. So I think we need further review and more
10 discussion on it.

11 And my question is, is this being done to try
12 and defend the airport position in negotiations
13 with a particular tenant? It is our impression
14 that these were handled in good faith through the
15 attorneys -- it was our impression. Is this a
16 gesture of good faith?

17 What is the urgency? I feel that we have
18 failed in our fiduciary responsibility to provide
19 aviation services to the community if we hastily
20 pass this measure. I've been contacted by several
21 individuals, I've met with the SAAPA members, and
22 the different effect this might have.

23 I cannot find the term "light general
24 aircraft" in the master plan. Can you show -- show
25 me and provide me with that reference? I cannot

1 find any reference to the area being restricted to
2 single or light twin piston aircraft. Will you
3 show me where that is? I cannot find any reference
4 to banning turboprop or jet aircraft in this area,
5 either. Where is that referenced? I've obviously
6 gone over the master plan.

7 MR. WUELLNER: First -- first I was remiss, I
8 meant to start my comments by saying that you are
9 absolutely correct that the suspense involved with
10 the agenda item itself would not lend itself to
11 being fully adopted at this meeting regardless.

12 So the lateness of getting it out is a
13 combination of the communication going back and
14 forth between Doug and I getting adequate language,
15 wordsmith and the like, getting in there. So it
16 was very late getting to the board. We fully agree
17 with that. In fact, I don't think from a
18 Florida Statute standpoint that we could adopt it
19 in a full measure today, given the suspense that we
20 have given you.

21 That being said, we are highly desirous of
22 clarification as to exactly what the airport's
23 policy with regard to these development areas and
24 the like will be going forward.

25 The airport master plan does not have specific

1 reference to the -- many of the terms you're using.
2 The master plan primarily comes down to the Airport
3 Layout Plan as the document that is accepted sort
4 of -- sort of the de facto contract between the
5 airport, Florida DOT, as well as the FAA as to the
6 general method or the general way the airport will
7 develop into the future.

8 If you look at that Airport Layout Plan, you
9 will see that the development proposed in the areas
10 I'm speaking of are solely depicted for the types
11 of aircraft that I'm -- I'm referencing here and
12 we're attempting to insert into the lease policy.

13 So, if you look at the building -- the kinds
14 of building development, the considerations for
15 airfield geometry, the like, those are -- are
16 squarely compatible with the specific geographic
17 areas on the airport.

18 Following that first thought, in order to
19 adopt something, we need clarification in order to
20 move forward with the policy negot- -- or, I'm
21 sorry, with the lease negotiations as they stand
22 today.

23 Absent -- we don't need that urgently in the
24 sense. We fully understand that even with some
25 action today generally agreeing or disagreeing,

1 that that action would be subject to a
2 ratification, discussion, and agenda item at your
3 next meeting in October no matter what.

4 So this is not a one-and-done on this topic no
5 matter what. It's going to move out to October and
6 have further conversation or opportunities for
7 public input as well as board input again before
8 finally ratifying or changing it again. Those are
9 certainly your options.

10 If you look at the airport master plan,
11 Airport Layout Plan, you'll see that the buildings
12 depicted, the taxiway geometries, the geographic --
13 I call it airfield geometry, I believe is the term
14 that's used now in planning, but basically the --
15 everything from the way the aircraft or the size of
16 aircraft maneuver around on the ground via taxiway
17 and the like, those are all very specific to size
18 and type of aircraft on the airport. Or on any
19 airport, for that matter.

20 Those have been incorporated into the Airport
21 Layout Plan for the specific GA areas and have been
22 that way since 2005, with slight -- slight
23 amendments, because FAA from time to time amends
24 those geometry standards and some slight things
25 happen.

1 And a very absurd example of some of the stuff
2 that has changed, if you can recall what
3 Taxiway Delta looked like before we began
4 construction work, you'll -- you can kind of
5 remember kind of tight little radiuses where all
6 the taxiways intersected with each other going back
7 to T-hangar areas. And if you look at that now
8 when you drive out there, it looks like an absurd
9 amount of pavement that's been added to make turns
10 into T-hangar areas and things of that nature.
11 That is because now FAA's design standards reflect
12 a much different geometry requirement in order to
13 meet federal airport planning standards. So that's
14 an example of how things do evolve thanks to FAA's
15 changes in the geometry in this case.

16 But the specific terms, many of the specific
17 terms, I don't recall all of them since you went
18 through them quickly, but they're not -- they're
19 not in this -- they're in the master plan per se in
20 those words.

21 MS. LUDLOW: Right.

22 MR. WUELLNER: They describe -- we typically
23 in the master plan are talking within the context
24 of design group of aircraft, and the design group
25 of aircraft typically are going to be reflective of

1 the pavement designs and hangar separations and
2 things of that nature.

3 MS. LUDLOW: So it is -- that should be noted,
4 that the master plan is a suggestion of what --
5 what can be done, not the rule. It is not a rule.
6 The master plan is not the rule. They -- I mean,
7 otherwise we have places for hangars back here and
8 all kinds of things. So the master plan -- I was
9 at every meeting. The master plan is not the rule.

10 MR. WUELLNER: Right.

11 MS. LUDLOW: It is a suggestion that has to be
12 in there before you can get any kind of approval.

13 MR. WUELLNER: Sure.

14 MS. LUDLOW: So you're saying that those are
15 your suggestions, but you're not saying this is in
16 compliance with. You are changing the master plan,
17 and I think --

18 MR. WUELLNER: No, that isn't what I'm saying,
19 but go ahead.

20 MS. LUDLOW: I -- I would like to see the
21 board have more time to -- to look into this.

22 MR. WUELLNER: Understood.

23 MS. LUDLOW: I'd like to see it tabled.

24 CHAIRMAN MAGUIRE: Okay. I'm not going to
25 comment yet. Any further comments?

1 MS. LUDLOW: No comments.

2 CHAIRMAN MAGUIRE: Comments?

3 MR. OLSON: Just a little bit about the
4 master plan.

5 I think it should be characterized as more or
6 stronger than a suggestion. Having served also on
7 the master plan committee or advisory board for
8 this latest master plan, it's really a guide and
9 a -- a reference for a lot of decisions that we
10 make, and we have -- I think it's important to view
11 it as something that has a strong recognition not
12 only with this authority, but with our partners,
13 including our funding partners.

14 So I would just place -- just say I place a
15 lot more importance on the plan and on a plan
16 for -- especially for something as complex as our
17 airport is. We need it as a guide and a reference
18 to make decisions, and that's all I'll just add.

19 CHAIRMAN MAGUIRE: All right. Justin,
20 comment?

21 MR. MIRGEAUX: I agree with Reba. I think we
22 should table it.

23 CHAIRMAN MAGUIRE: Well, yeah, I'm not going
24 to disagree with that, either.

25 The -- I agree with him. The -- suggestion to

1 me is a little bit mild. You have to have
2 something that leads the group and the partners on
3 the same path so you don't have divergent
4 activities willy-nilly based purely upon
5 personalities or whatever. We all follow the same
6 path.

7 It's not that it's a bible, but it's a
8 direction. And if you want to change direction,
9 you can bring it to the board and change direction.
10 No problem with changing that at all.

11 But when people come in and ask for something,
12 to me, it's like what comes first, the cart or the
13 horse? We have a plan. If somebody wants to
14 change it, let's discuss it in terms of changing
15 the -- the master plan before we get into any
16 specific details about third-party interests, okay?

17 MR. WUELLNER: And if I could just add
18 emphasis to it's more than just suggestions because
19 your two funding agencies, two primary partner
20 funding agencies, you know, literally require the
21 projects that they fund to be included in the
22 master plan. So it's taken quite seriously at the
23 FAA level and the FDOT level in order to even be
24 eligible for financial assistance on projects.

25 MS. LUDLOW: Can I defend myself?

1 when you come up, keep it related to the policy
2 that we're trying to address, all right?

3 And we'll start off just the way I have them
4 here. Jim Lawson?

5 MR. LAWSON: Good afternoon, chairman and
6 board. Thank you again for allowing me to speak.
7 Wow, a full house today. I -- it's very rarely I
8 see everybody here.

9 I represent and am speaking for --

10 CHAIRMAN MAGUIRE: Excuse me. One more thing.
11 I apologize.

12 MR. LAWSON: Sure.

13 CHAIRMAN MAGUIRE: We are -- I'm a strong
14 believer in letting you speak whatever you want to
15 speak, but we are going to say three minutes, okay?

16 MR. LAWSON: Three minutes.

17 CHAIRMAN MAGUIRE: And that to me, it's not to
18 limit you, it's to prevent redundancy and wasting
19 time. So --

20 MR. LAWSON: Absolutely, chairman --

21 CHAIRMAN MAGUIRE: -- say what you want to
22 say.

23 MR. LAWSON: I -- I'll be less than three
24 minutes. Thank you.

25 So the only part that I want to talk about is

1 I want to, as I said before, educate the board on
2 this particular issue for the airport master plan.

3 So again, like I spoke last month, the history
4 of the very first tenants in the South 40 at the
5 Casa Cola hangar consisted of turboprop and jet
6 aircraft, a Citation 500, a King Air 200, and a
7 Pilatus PC-12 which was the one I managed. It's
8 there in history. It's undisputable.

9 Other turboprop aircraft that have operated
10 out of the South 40 area, the largest and loudest
11 is Joe Duke's Albatross. As you know, it's very
12 big and very loud, a big rotary engine aircraft.

13 So, another thing I wanted to educate the
14 board on what is the FAA guidance on areas of an
15 airport and what you should do for safety. And the
16 answer is very simple, and the director actually
17 talked about it: Bearing strength of the taxiways
18 and runways based on the wheel design -- single
19 tandem, et cetera -- and wingspan. Nothing
20 regarding power of the plane.

21 You can do noise abatement procedures for loud
22 aircraft for certain areas and certain times.
23 There are many examples of that. But you will not
24 find an example on the propulsion of the aircraft
25 being restricted.

1 You can say, hey, this area is for smaller
2 wingspan aircraft with lower weightbearing strength
3 because of the way the taxiways were designed,
4 et cetera, but you won't find anything regarding
5 propulsion. And that's all I had to educate your
6 board about.

7 And I've -- I highly recommend before you make
8 a decision, to seek advice and do some research on
9 making sure that you don't make a decision that
10 would be in violation of any FAA regulatory
11 compliance, specifically the 39 grant assurances of
12 an airport that takes AIP money. And that's all I
13 have to say. Thank you very much for your time.

14 CHAIRMAN MAGUIRE: Okay. Thank you,
15 Mr. Lawson. Len Tucker?

16 MR. TUCKER: Len Tucker. Okay. So, of course
17 we're not on (unintelligible).

18 The problem I have is there's no way I could
19 cover all the flaws on this one document in three
20 minutes. So I've got an issue right here with
21 being able to tell the board what all the problems
22 are with it because it is flawed from one end to
23 the other.

24 It starts off with compliance with
25 master plan. That's a misleading statement. It's

1 not compliance with master plan. All this fluff up
2 here is just diversion until you get to the main
3 paragraph down here, which is the most noncompliant
4 with the master plan of any and all of them.

5 There's not a term in there that's in the
6 master plan. Light aircraft are not in there, and
7 that's a well-defined item. The fact that there's
8 a ban on turbine or turboprops over here in this
9 area is not in the master plan.

10 The fact that over there in my hangar row is
11 the only one authorized to have jets and turboprops
12 is not in the master plan, either. That has
13 nothing to do with it. And the fact that I'm not
14 even sure that the author of this knows what a
15 light general aviation aircraft is. I'll educate
16 you, because there are some people here I'm sure
17 that don't.

18 FAA defines it as an aircraft with 12,500
19 pounds maximum gross takeoff weight or less.
20 That's a light aircraft. That aircraft could be an
21 E-200 King Air with 19 -- with 11 seats in it. It
22 could be a Twin Otter that I used to fly back and
23 forth when I was buying tickets up -- over in
24 Oklahoma.

25 Those are -- those are not your concepts I

1 think that you've got in mind here because you're
2 thinking a light aircraft is something like a
3 little Piper Cub or something. That's not what it
4 is. And it does not have anything to do with the
5 propulsion of the aircraft at all. Look it up in
6 the FAA. That's their definition.

7 So this whole concept of that entire paragraph
8 is wrong. Unless you want to name this
9 noncompliance with master plan, then that paragraph
10 could be usable. Otherwise it needs to be stricken
11 because it's all incorrect.

12 CHAIRMAN MAGUIRE: Thank you, very much. Next
13 would be Mr. Ludwig.

14 MR. LUDWIG: Thank you. And thank you, board,
15 for your service as elected officials to do this
16 sometime thankless job, I'm sure.

17 I'm a little disappointed about being here. I
18 represent an entity that's trying to negotiate a
19 lease. And we've come to your staff in good faith,
20 negotiated. They sent us a lease. In fact, it
21 even included jet aircraft in the lease.

22 And then we do, as you gentlemen that are in
23 business, we sent back our comments in the form of
24 a redline. This was before Labor Day. We didn't
25 hear back. We didn't hear back. We didn't hear

1 back. I pushed it, you know, please give me your
2 comments. Then all of a sudden, we find this
3 emergency change in the airport master plan being
4 suggested.

5 Let me tell you, I am a board certified
6 aviation attorney, have been for many years here in
7 Florida. This is a significant change to the
8 master plan layout and to the language.

9 The fact that you have less than really 24
10 hours of normal time to consider it -- and I think
11 they're going to try to pass it today, I don't
12 know, but it just really really I'm telling you
13 needs to be studied very carefully, because some of
14 the far-reaching effects of these changes are --
15 are critical.

16 And I'd like to certainly endorse what this
17 gentleman says about we keep hearing light general
18 aviation aircraft. It's not a Piper Cub. It is
19 clearly defined in Part 1 of the Federal Aviation
20 Regulations what that is. That is an aircraft
21 under a takeoff weight of 12,500 pounds. That
22 means with people and bags and full fuel cannot be
23 more than 12,500 pounds.

24 It's clear my client's planes that we're
25 trying to negotiate, or my client is, their takeoff

1 wait is under -- it's about 10,000 pounds. 10,200
2 pounds. So well under the weight limit and
3 certainly within the variable of your taxiway
4 limits. There's no question about it. We've
5 looked.

6 So I would suggest to you that don't hurry up
7 and rush this through like it -- it needs to have
8 some sort of action today. I would think you need
9 public comment. I think you need some people --
10 and you have very good counsel here who's very able
11 to guide you through what is I think legitimate,
12 appropriate, and should be included.

13 And just as a sideline, the gentleman was
14 talking here about he has a \$1 billion budget now
15 in St. Johns County to deal with. This morning in
16 the Times-Union there was an article by a writer
17 down here that you had 40 -- 40 homes sell for over
18 \$1 million down here just last month. One house
19 sold for \$4.3 million.

20 Your -- your county is growing. And the fact
21 that we're sitting here trying to shrink the
22 airport availability is just to me just almost
23 outrageous and ludicrous what is trying to be done.

24 So I'd suggest to you, your -- to your
25 constituency, to the people who look, you know, for

1 your guidance, study this, be careful about what
2 you do, and get good guidance from your counselor.

3 He's able. I'm glad to give my input and I'm
4 sure other people are, too. But please look at
5 this very carefully before you jump for it. Thank
6 you.

7 CHAIRMAN MAGUIRE: Thank you, very much.
8 Okay. Mr. McLaughlin? Did I say that right?

9 MR. McLAUGHLIN: Thank you.

10 I -- my name's Matt McLaughlin. I represent
11 Modern Aero and its own Matt Liotta. And I sent a
12 letter this morning to the director and each of
13 you. I don't know if each of you had a chance to
14 take a look at it. It does outline our position in
15 great detail.

16 I don't like to have to send potential
17 lawsuits to folks, but, you know, the short notice
18 and the fact that this is going to be voted on
19 within, you know, 24 hours of a notice gets people
20 to stand up and take notice. And so we're here.

21 You know, I am a litigator. He's a certified
22 aviation lawyer. I think it makes sense to put on
23 the record sort of the facts of what happened here.

24 Mr. Liotta purchased Premier Aviation, which
25 does maintenance primarily, back at the end of

1 March. And in April through June, he approached
2 the Authority and was up front and open about what
3 he wanted to do out here. He wanted to do some
4 flight training and he wanted to have some private
5 jet charters. And he wanted to use some very quiet
6 planes -- you guys have seen them; they're
7 beautiful --

8 CHAIRMAN MAGUIRE: Mr. McLaughlin?

9 MR. McLAUGHLIN: Yes.

10 CHAIRMAN MAGUIRE: Is this related to the
11 master plan or the other issue?

12 MR. McLAUGHLIN: The leasing?

13 CHAIRMAN MAGUIRE: The leasing.

14 MR. McLAUGHLIN: Yes, sir.

15 CHAIRMAN MAGUIRE: Okay.

16 MR. McLAUGHLIN: Yes, sir.

17 Beautiful planes, very quiet. Talked at
18 length on numerous occasions with -- with the
19 director in his office.

20 At no time between April and June did anyone
21 raise this policy that there could be no jets on
22 the south side where Mr. Liotta plans to put his
23 business. So at no time was that ever raised.

24 In fact, as Mr. Ludwig pointed out, the
25 Authority drafted a lease and gave it to Modern,

1 and the lease says you can use HondaJets and Cirrus
2 jets and do flight training. It's all in the lease
3 that -- that was drafted and presented to him. And
4 for three months, nobody said anything about this
5 policy.

6 Then, for reasons unknown, in late July, a
7 180-degree turn is made and an e-mail gets sent by
8 the director to Modern and announces for the first
9 time this unwritten policy that we're hearing so
10 much about today that there can't be any jets in
11 this area.

12 Well, of course if you're negotiating a lease
13 that you've discussed for months that says we're
14 going to put HondaJets there that we're going to
15 fly, we're going to do flight training, et cetera,
16 and all of a sudden the director says you can't
17 have jets, you get concerned. And so, Modern
18 objected, sent a letter saying please withdraw that
19 statements. The statement was not withdrawn.

20 In fact, last month, the -- the Authority put
21 this on the agenda to codify this unwritten policy
22 that is sort of nebulously described as being
23 consistent with the master plan, but nobody's
24 quoted for anyone page, line, paragraph, language
25 that dictates this. In fact, I think the director

1 told us here today it doesn't exist; that there's
2 no requirement that says you can't have jets over
3 here.

4 So -- so then this is taken off the agenda
5 because, you know, pressure was put on the
6 Authority. Mr. Ludwig talked to Mr. Burnett. They
7 had good discussions. There was some discussion
8 about, hey, maybe you can lease at some point up on
9 the north side, but for now, let's deal with
10 getting you a lease for, you know, a term or two
11 here on the south side.

12 And redlines were sent to the Authority. The
13 Authority didn't get back to us until last Thursday
14 we were told the Authority was still reviewing the
15 lease. It's been weeks. Then one of the board
16 members tells us, oh, no, they're -- they're going
17 to vote on this policy today, the policy that would
18 essentially gut the Authority's ability to enter
19 into the lease that we thought we were negotiating
20 in good faith.

21 And so, we're scratching our heads going,
22 what's going on here? On the one hand, you say you
23 want to let us do our business out here and on the
24 other hand, you're trying to take it away with an
25 unwritten policy that all of a sudden needs to

1 happen.

2 There's something that doesn't make sense.
3 What's the rush here? The only thing that's
4 changed is my client wants to do his business out
5 here, that was led down the path of, yes, you can
6 do it and then has had the rug swept out from
7 underneath him. And we want to find out what's
8 going on.

9 I think that the board should look into this
10 and figure out what is going on. And -- and, I
11 mean, if it comes down to a noise thing, I mean, we
12 can show that these are quiet jets.

13 CHAIRMAN MAGUIRE: Okay. Mr. McLaughlin,
14 you've gone five minutes now.

15 MR. McLAUGHLIN: Okay. Thank you. I
16 appreciate your time and, I'm sorry, I wanted to
17 put that on the record. Thank you.

18 CHAIRMAN MAGUIRE: Okay. Mr. Liotta.

19 MR. LIOTTA: Hello. I'm Matt Liotta. I'm
20 here again after last board meeting again in the
21 center of disputes going on here.

22 You know, what I've heard today, you guys have
23 heard a lot, certainly like Chairman Maguire
24 suggested, we don't want to be redundant here.

25 I listened to what the director said, and I

1 would like to summarize it probably in a different
2 way than he would summarize it, but what I hear
3 from him is that he's unclear about the policy and
4 wants the board's help to clarify some policy.

5 And I believe that it is not the policy of the
6 airport board, to allow the director to change
7 policy or edict policy with an e-mail on the fly by
8 himself; that there's a proper process to do it.
9 And I think you have the opportunity as a board to
10 explain to the director that that is not okay and
11 that there's a correct process to do it.

12 And as you can see from the community, they're
13 all very interested in a proper process where we
14 discuss potential policy changes, they provide
15 input, and then ultimately the board gets to take
16 that input -- input under consideration and make
17 policy.

18 That's what I would ask you to do, is make
19 sure that we're all following the rules here and
20 that if anybody, including the director, doesn't
21 follow the rules, they're held accountable. Thank
22 you.

23 CHAIRMAN MAGUIRE: Thank you. Okay. Any
24 other comments from the public that I don't have a
25 card for?

1 (None.)

2 CHAIRMAN MAGUIRE: Okay. Bring it back to the
3 board. Ed, do you have anything?

4 MR. WUELLNER: No.

5 CHAIRMAN MAGUIRE: Doug?

6 MR. BURNETT: I guess I'll -- one, if for so
7 reason the language isn't clear, the language
8 that's drafted in part -- I think this was raised
9 by Mr. Tucker -- the language that was drafted is
10 not to prevent piston or propeller-driven aircraft
11 in the south area at all.

12 CHAIRMAN MAGUIRE: Okay. Doug, can I get you
13 to hold because --

14 MR. BURNETT: Yeah, that's fine.

15 CHAIRMAN MAGUIRE: -- we have to go on a pause
16 here in one minute with the meeting coming up.

17 MR. BURNETT: Yes, sir.

18 CHAIRMAN MAGUIRE: Is that okay?

19 MR. BURNETT: Yes, sir.

20 CHAIRMAN MAGUIRE: Okay. All right. We have
21 two minutes, so we're going take -- do we have to
22 do it exactly at 5:01?

23 MR. BURNETT: We -- we recess this meeting.

24 CHAIRMAN MAGUIRE: We're going to recess for
25 two minutes and at 5:01, we're going to open up

1 the --

2 MR. WUELLNER: Separate meeting.

3 CHAIRMAN MAGUIRE: -- separate meeting, and
4 then we'll come back and finish this one and Doug
5 will have the floor, okay?

6 (Recess had and meeting resumed as follows:)

7 CHAIRMAN MAGUIRE: Now we can go back to the
8 other meeting and turn it over to Doug so he can
9 get back into his sync.

10 MR. BURNETT: I guess where I would --

11 MR. WUELLNER: Sync with a "y".

12 MR. BURNETT: Yes.

13 CHAIRMAN MAGUIRE: Yes.

14 MR. BURNETT: I guess where I'd started, and I
15 think my comments are going to be kind of brief,
16 but to state the obvious; one, to the extent this
17 is perceived as against one user or for one user at
18 the airport or the like, I think it's probably
19 pretty clear over the years that staff is pretty
20 excited when there's a new user that's coming to
21 the airport. Economic development, those kinds of
22 things, are something you-all talk about quite
23 often. You want to see economic development. You
24 want to see the airport grow.

25 What we're confronted with right now, though,

1 is where the airport staff -- and I was here in
2 those days when the south area, these were homes
3 where the building was and this area was homes --
4 and when we went through that process, the
5 Authority announced certain desires related to the
6 south area.

7 And so, while it isn't a written policy, what
8 you do when you don't have something and you
9 identify that needs to be changed or addressed, is
10 we bring it to you and you guys set the policy and
11 we carry out what you set as the policy here at the
12 Authority board level.

13 And so, we needed to bring this to you.
14 Obviously needed to bring this to you before we
15 went through much more of the lease discussions in
16 general, and so here we are.

17 I will be very candid and tell you that the
18 notice and the time period for getting this agenda
19 item and the next agenda item to you is not what we
20 would like. This should come back next month for a
21 final review and approval in whatever form it may
22 be -- or further discussion, maybe come back for
23 another meeting. But at least we've gotten it to
24 you, we've gotten it out there, and a comment can
25 start rather than taking further additional time.

1 Obviously, yeah, we could put it on next
2 month. You'd be a month further down the road
3 before you got comments. So here we are. It gets
4 the balling rolling and you can analyze it and give
5 us direction in the interim so we know what
6 revisions to start considering, evaluating, and how
7 we should conduct ourselves going forward. So I
8 that's -- that's my short part of the overview.

9 If we're talking solely at the language on the
10 compliance with the airport master plan, there are
11 certain areas identified on the airport. We sort
12 of have understood what those areas were and how
13 they should be used, and so we're here with --
14 we're here with this item for you to give us that
15 direction.

16 CHAIRMAN MAGUIRE: Okay. If you want to
17 question him on the detail, feel free to do so.
18 But if not, I think we're all going to be in
19 consensus, I believe, that we need to postpone
20 voting on affirming or denying. But I also believe
21 that we all need to dig further into this, whether
22 we do it right now or we do it in the next 30 days.

23 If you don't do it right now, I'm going to
24 challenge each one of you to talk to Doug
25 personally one-on-one, not together, and find out

1 the legal position representing the board.

2 I would also encourage you, if any of the
3 members out here call you up, talk to them and
4 listen to their position in addition to what
5 they've already said here so you can make a valued
6 decision. So, if you have a specific detail you
7 want to get into, feel free to do so.

8 MR. MIRGEAUX: No specific details, but I
9 think in general, in terms of defining sections of
10 the airport, we need to be aligned with Florida DOT
11 and especially with FAA.

12 So if the restrictions are -- have to do with
13 aircraft weight, then we need to stick with that,
14 you know, type of landing gear, wheelbase. In
15 terms of designating, you know, rotorcraft
16 operations versus fixed-wing operations, obviously,
17 you know, we've got draft and wind issues and
18 things like that. That doesn't seem to me like
19 that's something that we would be dealing with
20 here.

21 Noise abatement, this is the closest that we
22 get to actual residential, except for maybe the
23 approach end or the departure end of the north end,
24 which is not the issue before us today. So I'll
25 just -- I would say future iterations would be as

1 aligned as possible with other -- other
2 authoritative guidance, FAA, Florida DOT.

3 CHAIRMAN MAGUIRE: Okay.

4 MR. OLSON: I think Mr. Mirgeaux has made a
5 really good point in what he just said.

6 I'm not sure whether our master plan has
7 terminology that conforms with widely understood
8 terminology, so in F -- by FAA and the aviation
9 industry. So I think that would be something that
10 we would really want to look at in -- before we
11 bring this back or in -- in preparation for
12 bringing it back.

13 CHAIRMAN MAGUIRE: Okay. Reba?

14 MS. LUDLOW: Yes. Well, I think I probably
15 said everything.

16 There's definitely a difference in language in
17 the master plan. I think that should be addressed.
18 I think it should also be addressed that for any
19 policy change, that we get at least a 30-day notice
20 so that we can go over it.

21 I -- I think we're all in agreement that it
22 needs more time.

23 CHAIRMAN MAGUIRE: Okay. My comments -- you
24 know, I'm going to digress a little bit.

25 When I was in the Air Force, I was second in

1 charge of the airbase in Germany and in England.
2 And one of the things I learned very quickly was
3 having a layout that was logical, rational, was
4 necessary for the efficient operations of the
5 airport.

6 The number one thing I look at is, we have a
7 history -- and I'm not downgrading or supporting.
8 We have a history of the board designing an
9 airport. It goes back before he even got here,
10 okay?

11 If the design was incorrect, we need to change
12 it. If the design was correct, we may not have
13 established written criteria to satisfy all the
14 legal issues, and that's what we have to look at.
15 Is our intent correct or not correct? Is it
16 legally correct or not correct? And if it's not,
17 then we can go ahead and change it to something
18 else. If it is correct, then we need to confirm
19 that it is correct.

20 So as you talk to both sides, look at the
21 efficient operation, even though it may or may not
22 be written, as compared to putting all your eggs on
23 one side, the legal side or the -- or the word of
24 mouth side, if you want to call it that, okay?
25 Look at the whole picture before you make up your

1 mind.

2 Having said that, I believe the consensus
3 is -- do we have to make a motion to carry this
4 forward or is the consensus --

5 MR. WUELLNER: No, I think automatically you
6 couldn't do anything, anyways.

7 CHAIRMAN MAGUIRE: Yeah. Okay. This will go
8 forward to the next month and we can move on to the
9 next agenda item, all right?

10 POLICY AMENDMENT - MINIMUM COMMERCIAL OPERATING STANDARDS

11 MR. WUELLNER: Yeah, I think -- I think
12 reading the tea leaves here, we're going to be
13 doing the same thing anyway.

14 It's again policy-related language, this time
15 applying to minimum commercial aviation operating
16 standards. And there are a number of sections here
17 we're -- we're suggesting or proposing amendments.

18 In the interest of time, we could certainly
19 concede to let you have the month with it and we
20 can spend more time, you know, going into next
21 month with it and -- and go from there.

22 CHAIRMAN MAGUIRE: Why don't we do this.
23 The -- I want to give the people in the public a
24 chance to make their comments --

25 MR. WUELLNER: Sure.

1 CHAIRMAN MAGUIRE: -- if it's all right with
2 the board. Then we'll let the comments go before
3 we talk.

4 MR. WUELLNER: Sure.

5 CHAIRMAN MAGUIRE: Okay. Having that said
6 that, Mr. McLaughlin again, would you like to talk
7 on this minimum commercial aviation operations?

8 MR. McLAUGHLIN: I'll cede it to Mr. Ludwig.

9 CHAIRMAN MAGUIRE: Pardon?

10 MR. McLAUGHLIN: I'll cede my comments to
11 Mr. Ludwig.

12 CHAIRMAN MAGUIRE: Okay. Mr. Ludwig, would
13 you like to say something about the minimum
14 standards?

15 MR. LUDWIG: Certainly less than three
16 minutes.

17 I would say that this again is a substantial
18 factor that needs to be looked at and closely
19 looked at before you make your decision one way or
20 another to leave it alone, to change it, to improve
21 it.

22 I mean, I think that really both of these
23 topics, we're looking for improvement to guide the
24 people that are here and the people that come after
25 us. So the things that you do here deserve time

1 and study.

2 And I would just ask that we, the public, have
3 an opportunity to review this stuff before we have
4 Friday afternoon notice and everybody's lathered up
5 and coming in here.

6 This can be done in a much more collegiate and
7 studied atmosphere and I think with a good result
8 for not only the public welfare, but for your
9 staff. Your staff might like the input. I don't
10 know. They seem -- my impression is it's kind of a
11 walled-off group and you can't get in there.

12 So I would hope that the board's direction
13 would be to the staff to open their ears and eyes
14 and listen to us a little bit as they maybe
15 reformulate some of this language.

16 More than happy to help and give our
17 suggestion so that y'all that are charged with the
18 obligation of doing the right thing for the public
19 have a full fleshing-out of the subject.

20 So I offer my help. I'm sure the other people
21 here in the room that are educated in this kind of
22 stuff will be more than happy to do it. But just
23 give us a little time. This -- this less than
24 24-hour stuff just doesn't result in a good result.

25 CHAIRMAN MAGUIRE: Thank you. And I think the

1 board has pretty well shown that they tend to agree
2 that decisions cannot be made hastily or quickly.
3 And if I'm not ready to make a decision in 30 days,
4 I will ask to go another 30 days, okay?

5 Mr. Tucker --

6 MR. TUCKER: Yes.

7 CHAIRMAN MAGUIRE: -- would you like to have
8 another comment?

9 MR. TUCKER: Yes. Len Tucker.

10 Again, I had a lot of comments from members of
11 SAAPA concerning this process, and I think the
12 attorney kind of alluded to it a little bit.

13 I would like to emphasize that, I mean, what
14 we're looking for is better service, particularly
15 when it comes to taking over the FBO. That's a
16 major concern among the people here at the airport
17 because that's where we buy fuel. And if we don't
18 buy fuel there, we buy it from self-serve. If you
19 now combine those two entities into the same
20 entity, you know, what's going to happen? If
21 you're going to jack up the fuel prices, it's going
22 to make everybody unhappy.

23 What we want is better service at a very
24 efficient and cost-affordable price, and so you've
25 got to sell us on the fact that that's going to

1 make a positive impact on the way the airport's
2 going to operate before you just say, well, we're
3 going to take it over and operate it.

4 There's a lot of concern out there. I mean,
5 I -- my own personal experience is that it's never
6 good to have a government entity actually try to
7 operate a business. I have never seen them do it
8 efficiently. They have lots of constraints around
9 human resources of what they can do with hiring and
10 firing people. They have all kinds of issues that
11 you can't even -- that are completely out of the
12 question and when you get to the private sector,
13 that aren't even issues anymore. So I think trying
14 to mix those and pull that in is something that we
15 have to contemplate very very carefully.

16 Where is -- where is the proposed business
17 plan? You don't want to enter into a business like
18 that, particularly that big a business, without a
19 business plan. Where is that?

20 I mean, that ought to be the first thing you
21 get, is the business plan, before you even start
22 the rumor out there that we're going to take over
23 the FBO. Let's see what the benefits are for the
24 public. So that's basically my comments on that.

25 It's very concerning because there's a lot of

1 unknowns there. I mean, we're already concerned
2 because we know the FBO's changed hands from
3 Atlantic over to Signature. And so, every time a
4 new owner comes in, there's always some sort of
5 turmoil, and we just have to work through that.
6 But it's that kind of issue that's concerning
7 everybody.

8 CHAIRMAN MAGUIRE: Thank you. Okay.
9 Mr. Lawson?

10 MR. LAWSON: Thank you, Chairman. Thank you,
11 board members.

12 I am just going to offer my help. I -- when
13 it comes to minimum commercial aviation operating
14 standards, Mr. Burnett and Ed, I have 30 years of
15 experience. I've been operating at several
16 airports as director of operations, as an owner, as
17 an operator. I've been hired by the FAA as a
18 professional witness to testify for FAA
19 investigations. I am free of charge. This is my
20 home. And I want St. Augustine Airport to succeed.

21 So I'm offering my services for any advice you
22 need on any of these things. I am -- that is all I
23 want to wanted to offer you. I have very extensive
24 resources and that I can draw from aviation
25 attorneys that will help Mr. Burnett, and we will

1 provide you all the data you need to make an
2 informed decision. It can be here, it can be at
3 any time, and I'm at your disposal. That's it for
4 me. Thank you.

5 CHAIRMAN MAGUIRE: Thank you, very much.
6 Okay. Mr. Liotta, you're next.

7 MR. LIOTTA: I think there's already been some
8 good comments in regard to the change that would
9 affect the FBO and Atlantic Aviation here.

10 I'll say in general my concern is always the
11 same when it comes to a government kicking out
12 private enterprise and taking it over themselves.
13 That's generally something that I wouldn't want to
14 see, and I know most of the people that I know in
15 the community are very much against the government
16 taking over private enterprise.

17 With that being said, that's not the only
18 change in the minimum operating standards that's
19 there. There's also a change related to the FBO
20 without fuel status and the flight training.

21 And it was represented to me by the
22 Airport Authority's attorney that the FBO without
23 fuel status lease, for all of the tenants at the
24 airport including myself that have such a lease,
25 that lease was created to deal with a tax issue and

1 that if that lease was not in place, the tenants
2 would have -- be subject to taxes. I can't tell
3 you whether that's correct or not; I'm just saying
4 that was what was represented to me.

5 And it appears that the changes are intended
6 to limit the number of tenants who can obtain the
7 FBO without fuel, including our current operation
8 where we would no longer qualify under these new
9 minimum operating standards, and I believe other
10 tenants are affected.

11 And so, it concerns me greatly that there
12 would be effectively no change in actual practical
13 operations at the airport; there would only be an
14 impact of the greater taxes on certain tenants.
15 And I don't know about you, but I always pay
16 attention when someone wants to tax me more, and
17 I'm against that.

18 I think the minimum operating standards are
19 there to make sure that the airport operates safely
20 and efficient and they shouldn't be changed for the
21 purpose of increasing the taxes on certain tenants.
22 Thanks.

23 CHAIRMAN MAGUIRE: Okay. I have no further
24 sheets. Is there anyone else from the public who
25 would like to come up and make a comment?

1 (None.)

2 CHAIRMAN MAGUIRE: Okay. Seeing none, bring
3 it back to the board. So open up to the board
4 discussion. If someone wants to make a comment or
5 make a motion or direction or --

6 MS. LUDLOW: I'd --

7 CHAIRMAN MAGUIRE: -- to speak what they
8 believe we should do.

9 MS. LUDLOW: Mr. Chairman, I'd like to make
10 another comment, and I think it's very important
11 that we remember as board members that we were
12 elected, you know, by the county to safeguard the
13 airport, safeguard the revenues, safe -- support
14 and look out for the buildings that's done, our --
15 we have that fiduciary responsibility and I take it
16 very seriously and I hope everybody on our board
17 does.

18 Len mentioned the -- I was going to mention
19 that, too -- about the business plan. How can
20 somebody come up and offer to take over a business
21 with no business plan whatsoever, you know?

22 Plus, everything we talk about at this board
23 is return of revenue, return on revenue, return on
24 revenue. Well, we've already taken down two
25 hangars that is producing revenue, so there's no

1 return on revenue.

2 This -- the air -- the FBO gives us -- we get
3 at least \$600,000 a year revenue from the FBO, and
4 I think that should be taken into consideration.
5 Nobody's told us about how much it's going to cost
6 for the airport to run that, even if it were legal,
7 which I don't think it is.

8 So, again, insufficient time to read it and --
9 and I have my whole 45 pages printed and marked up,
10 I might say. And I do think it's inconsistent with
11 the master plan since it makes no provision for the
12 FBO being operated by the Airport Authority. There
13 is a provision in the master plan for a second FBO,
14 but -- which would be voided if the
15 Airport Authority takes it over.

16 CHAIRMAN MAGUIRE: Okay.

17 MS. LUDLOW: That's my comments.

18 CHAIRMAN MAGUIRE: Okay. Further comment?

19 (None.)

20 CHAIRMAN MAGUIRE: All right. I would like to
21 focus on pushing this forward another 30 days,
22 unless the board disagrees, and just like before,
23 to challenge the board to talk with Ed and Doug to
24 find out more information and listen to any
25 comments if the public calls them and talk to,

1 okay? Any disagreement with that?

2 (None.)

3 CHAIRMAN MAGUIRE: Okay. We will move that
4 forward to the next month.

5 PUBLIC COMMENT - GENERAL

6 CHAIRMAN MAGUIRE: Okay. Now having said
7 that, public comment, I have two. I took -- I know
8 Len tucker has a couple of comments.

9 MR. TUCKER: I'm going to pass that.

10 CHAIRMAN MAGUIRE: Anyone else have public
11 comment for public comment? Come on up.

12 MR. LIOTTA: Len, did you want to go first?

13 MR. TUCKER: No, I'll pass.

14 MR. LIOTTA: Thank you.

15 CHAIRMAN MAGUIRE: And while you're walking,
16 do we need addresses and names?

17 MS. HOLLINGSWORTH: I don't need addresses.

18 CHAIRMAN MAGUIRE: We don't need that? Okay.
19 Go ahead.

20 MR. LIOTTA: So now that we're in the general
21 comments, one of the things that I brought up
22 previously was the need for accountability and
23 process.

24 And Doug, as the Airport Authority, has --
25 excuse me, the airport attorney, mentioned that

1 they needed to comment to you as the board to enact
2 policy. That's what they had to do first before
3 they did anything else. Yet the director sent an
4 e-mail enacting policy and sought to enforce it.
5 So again, I'm asking the board, where's the
6 accountability?

7 That's not the process. That's not the
8 process that Doug even said it is the process.
9 What are we going to do to hold the director
10 accountable to the actual process and make sure
11 that it's only the elected board that makes policy
12 here? Thank you.

13 CHAIRMAN MAGUIRE: Thank you, very much. Any
14 further comment from the public?

15 (None.)

16 MEMBER COMMENTS AND REPORTS

17 CHAIRMAN MAGUIRE: Okay. Bring it back to the
18 board for member comments and we'll start off with
19 Reba. General comments?

20 MS. LUDLOW: No general comments.

21 CHAIRMAN MAGUIRE: Are you sure? Okay.

22 MS. LUDLOW: Wait. Okay. Well, you gave me
23 an opportunity.

24 I think it's been a very very productive board
25 meeting. I really appreciate the support of, you

1 know, the audience. This is what it's all about.
2 We're here to take care of the airport and that's
3 what we should do and that's what I stand on all
4 the time.

5 CHAIRMAN MAGUIRE: Okay. Mr. Olson?

6 MR. OLSON: Yeah. I -- I guess one comment
7 I'll make is that it would have probably been,
8 well, certainly easier -- or better to prepare for
9 this meeting if we had materials further in
10 advance, obviously.

11 And I'm hoping that for items that -- like
12 what we've been discussing in this meeting, that
13 there's some sort of accompany -- accompanying
14 cover memorandum for these materials, because I
15 think just distributing documents without any kind
16 of a cover memorandum is very -- makes it much more
17 challenging to grasp all the issues that might
18 underlie what we're looking at. So that's my other
19 comment.

20 The only other thing I'll say is that I see
21 that the next EDC meeting is not until December.
22 So there wasn't a -- to my knowledge, an EDC
23 meeting this quarter.

24 CHAIRMAN MAGUIRE: Okay. All right. Justin?

25 MR. MIRGEAUX: I'm interested in fleshing out

1 more details with the changes to the minimum
2 commercial operating aviation standards --
3 specifically FBOs with fuel sales and how that
4 impacts our FBOs with fuel sales, and then FBOs
5 without fuel sales -- just getting a handle on who
6 that affects, how it's going to affect them, and
7 what we envision the airport looking like 10 years
8 from now, 15 years from now, 30 years from now.

9 So more of a long-term, over-the-horizon
10 thinking and not so much with just the people at
11 this table here now, but, you know, our kids, our
12 grandkids, you know, the future stakeholders of --
13 of the airport.

14 CHAIRMAN MAGUIRE: Okay. Very good comments.
15 I appreciate those. I have no comments. Ed,
16 wrap-up from you.

17 MR. WUELLNER: No.

18 CHAIRMAN MAGUIRE: Doug?

19 MR. BURNETT: No, I'll just say that spite of
20 what -- what may seem like an adversarial process,
21 we're trying to bring it to you to set the policy
22 like we think should be done.

23 So I understand some of the public comment
24 that was made today, but I'll just comment and say
25 that when we believe that something would go on and

1 always go on and has gone on a certain way at the
2 airport and someone says it's not in the policy,
3 well, we'll bring it to you and, you know, let you
4 guys dictate that and go from there. So, I guess
5 that -- that's the one part that I have to comment.

6 And, Mr. Mirgeaux, going back to one thing you
7 said on the FBO, it doesn't say this in there, but
8 I think our current FBO lease goes to 2036, so it's
9 like a 15-year horizon to -- to address that -- to
10 be addressed in that issue.

11 MR. MIRGEAUX: Good to know.

12 CHAIRMAN MAGUIRE: And I'll wrap up with --
13 piggyback on Justin's comment.

14 We should not be making decisions based upon
15 tomorrow. We make it based on the long term
16 because that's when the effect really comes into
17 play, okay? Having said that --

18 MS. LUDLOW: Meeting adjourned.

19 CHAIRMAN MAGUIRE: -- we'll adjourn the
20 meeting.

21 (Meeting concluded at 5:36 p.m.)

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

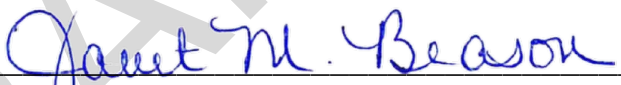
6 I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I
7 was authorized to and did stenographically report the
8 foregoing proceedings and that the transcript is a true
9 record of my stenographic notes.

10 Dated this 30th day of September, 2021.

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

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<p>CHAIRMAN MAGUIRE: [121] COMMISSIONER DEAN: [8] 14/6 14/9 15/1 16/25 18/8 18/12 18/21 19/1</p> <p>MR. BURNETT: [10] 22/9 48/6 48/14 48/17 48/19 48/23 49/10 49/12 49/14 68/19</p> <p>MR. LAWSON: [6] 35/5 35/12 35/16 35/20 35/23 60/10</p> <p>MR. LIOTTA: [5] 46/19 61/7 65/12 65/14 65/20</p> <p>MR. LUDWIG: [2] 39/14 56/15</p> <p>MR. McKENDRICK: [1] 21/8</p> <p>MR. McLAUGHLIN: [8] 42/9 43/9 43/12 43/14 43/16 46/15 56/8 56/10</p> <p>MR. MIRGEAUX: [9] 3/9 3/15 12/5 13/14 13/21 32/21 52/8 67/25 69/11</p> <p>MR. OLSON: [17] 3/17 3/20 5/2 5/6 5/12 5/18 6/14 11/1 11/11 11/15 11/18 11/20 13/17 13/23 32/3 53/4 67/6</p> <p>MR. TUCKER: [8] 19/9 19/11 20/14 37/16 58/6 58/9 65/9 65/13</p> <p>MR. WUELLNER: [33] 4/3 4/18 4/23 5/1 5/9 5/21 5/24 6/25 11/19 12/8 12/10 12/25 13/3 13/11 22/14 26/1 27/7 30/22 31/10 31/13 31/18 31/22 33/17 34/22 34/24 48/4 49/2 49/11 55/5 55/11 55/25 56/4 68/17</p> <p>MS. ALBIN: [1] 21/12</p> <p>MS. HOLLINGSWORTH: [1] 65/17</p> <p>MS. LUDLOW: [39] 4/7 4/9 4/12 4/22 4/24 5/5 5/7 5/17 6/2 6/4 6/20 12/1 12/3 12/24 13/2 13/5 13/7 13/22 19/3 25/22 25/24 26/2 30/21 31/3 31/11 31/14 31/20 31/23 32/1 33/25 34/2 34/13 53/14 63/6 63/9 64/17 66/20 66/22 69/18</p> <p>MS. SAVIAK: [5] 9/7 11/6 11/13 11/16 11/21</p> <p>\$</p> <p>\$1 [2] 41/14 41/18</p>	<p>\$1 million [1] 41/18</p> <p>\$1.2 [1] 15/1</p> <p>\$19 [1] 9/12</p> <p>\$2.6 [1] 9/22</p> <p>\$221,000 [2] 4/16 12/13</p> <p>\$225,000 [1] 4/16</p> <p>\$4.3 [1] 41/19</p> <p>\$43 [1] 15/19</p> <p>\$51 [1] 15/12</p> <p>\$559,180.64 [1] 4/14</p> <p>\$56 [1] 9/18</p> <p>\$600,000 [1] 64/3</p> <p>\$7 [1] 15/14</p> <p>\$766 [1] 9/17</p> <p>\$780,771.16 [1] 4/15</p> <hr/> <p>0</p> <p>0570 [1] 1/24</p> <hr/> <p>1</p> <p>10 [3] 16/9 16/13 68/7</p> <p>10,000 [1] 41/1</p> <p>10,200 [1] 41/1</p> <p>104 [1] 1/17</p> <p>11 [1] 38/21</p> <p>11th [1] 10/2</p> <p>12 [3] 2/4 24/23 36/7</p> <p>12,500 [3] 38/18 40/21 40/23</p> <p>120,000 [1] 12/15</p> <p>13 [1] 24/23</p> <p>14 [1] 2/7</p> <p>15 [1] 68/8</p> <p>15-year [1] 69/9</p> <p>15th [2] 10/3 10/4</p> <p>16 [1] 24/24</p> <p>17 [1] 1/23</p> <p>180-degree [1] 44/7</p> <p>18th [1] 10/3</p> <p>19 [1] 38/21</p> <p>1996 [1] 23/14</p> <p>19th [1] 10/4</p> <p>1st [1] 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